RURAL MUNICIPALITY OF SHERWOOD No. 159

BYLAW NO. 2/16

A Bylaw to amend Bylaw No. 9/91

WHEREAS, pursuant to Section 44 of *The Planning and Development Act, 2007*, a council of a rural municipality may, by bylaw and subject to the approval of the Minister of Government Relations, adopt a concept plan to be included as part of its Official Community Plan; and

WHEREAS the Sherwood – Regina Planning District adopted a Development Plan in accordance with the provisions of *The Planning and Development Act, 1983*; and

WHEREAS the Sherwood – Regina Planning District has been disorganized and the Council of the Rural Municipality of Sherwood has the authority to enact bylaws with respect to the area of the Planning District located within the rural municipality, subject to the approval of the Minister of Government Relations; and

WHEREAS all development plans adopted in accordance with prior legislation are deemed to be official community plans pursuant to section 248 of *The Planning and Development Act, 2007*; and

WHEREAS it is necessary and advisable to adopt a concept plan for the DBR Industrial Park in the area within the bold dashed line legally described as LS 1, 7, and 8 SE 18-18-19-W2 as shown on the attached Schedule A prepared by Link Developments to be included as part of the Sherwood – Regina Planning District Development Plan for the Rural Municipality of Sherwood No. 159, being Bylaw 9/91;

NOW THEREFORE the Council of the Rural Municipality of Sherwood No. 159, in the Province of Saskatchewan, enacts as follows:

Title

1. This Bylaw may be referred to as the *Sherwood – Regina Planning District Development Plan Amendment, 2016*.

Development plan amended

2. The Sherwood – Regina Planning District Development Plan, being Bylaw 9/91, is amended:

    (a) by adding the following after Part IV:

    "Part V. Concept Plans
    "The concept plans attached as Schedules to this Bylaw are included as concept plans within the meaning of section 44 of *The Planning and Development Act, 2007*"; and

    (b) by adding the Concept Plan for the DBR Industrial Subdivision, attached hereto as Schedule B, as a Schedule to Bylaw 9/91.

Coming into force

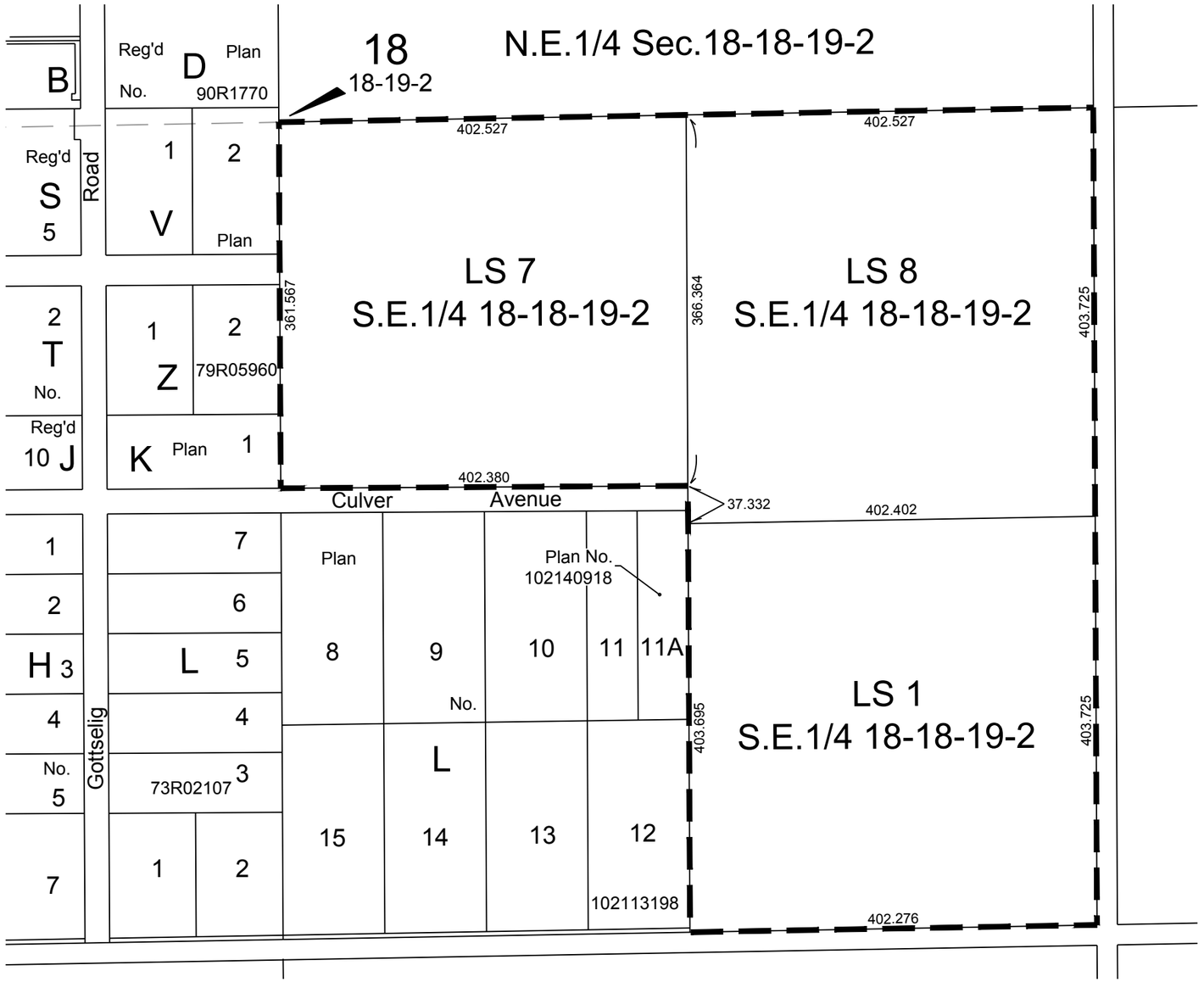
3. This Bylaw comes into force on the day on which it is approved by the Minister of Government Relations.

Read a first time on the 13 day of April, 2016.
Read a second time on the _____ day of _____, 2016.
Read a third time and adopted the ____ day of _____, 2016.

(Seal)

_____
Reeve

_____
Administrator



Plan Showing Existing S.E.1/4 Sec.18 Twp.18 Rge.19 W.2 Mer. RM of Sherwood No. 159, Saskatchewan 2016

Scale 1:5000

Notes

Measurements are in metres and decimals thereof.

WSP

DWG. NO. 010039331-SDMC01-R00

Schedule B to Bylaw 2/16

RM OF SHERWOOD NO. 159

CONCEPT PLAN

DBR INDUSTRIAL PARK

LS 1, 7, and 8 SE 18-18-19 W2

January 2016

INTRODUCTION 2
1.1 Background – Overview of Proposed Development 2
1.2 Vision and Objectives 2
1.3 Summary of Public/Stakeholder Consultation 2
CONCEPT PLAN 3
2.1 Proposed Land Use 3
2.2 Sherwood – Regina Planning District Development Plan Conformity 3
2.3 Proposed Development 6
LAND USE CONTEXT 8
3.1 Legal Description 8
3.2 Location & Area 8
3.3 Existing Land Uses within the Vicinity 8
3.4 Compatibility with Existing Land Uses 9
CURRENT INVENTORY AND ANALYISIS 10
4.1 Existing Land Area and Use 10
4.2 Exiting General Topography 10
4.3 Existing Utility Systems 11
4.4 Phase I Environmental Site Assessment 11
4.5 Geotechnical Investigation 11
PROPOSED DEVELOPMENT / LAND USE 13
5.1 Detailed Description of Proposed Development 13
5.2 Lot Development and Phasing 13
5.3 Environmental Management Plan 13
5.4 Landscaping 14
5.5 LAND USE POLICIES 14
SERVICING & UTILITY STRATEGY 15
6.1 Water Supply 15
6.2 Wastewater Collection 15
6.3 Drainage 15
6.4 SaskTel 17
6.5 SaskPower 17
6.6 Fire and Protective Services 17
6.7 Solid Waste Management 17
6.8 Public Amenities 17
6.9 Mail Service 16
6.10 SaskEnergy 16
6.11 SITE SERVICING AND DEVELOPMENT POLICIES 18
SITE ACCESS 19
7.1 Site Access & Traffic Assessment 18
7.2 Roadways 19
7.2 SITE ACCESS POLICIES 20
CLOSURE 22

INTRODUCTION

1.1 Background – Overview of Proposed Development

The intent of this Concept Plan is to establish the vision, goals and policy framework for the proposed development for the lands located between Highway 6 and Winnipeg Street in the Rural Municipality of Sherwood.

As per consultation with the Rural Municipality of Sherwood over the last year, the purpose of this Concept Plan is secure Council's approval to re-designate the subject lands from Agricultural to Industrial in the Development Plan and rezone the property from Agricultural (A) to Industrial (I) under the zoning bylaw to permit the development to be sub-divided and developed at a future date.

1.2 Vision and Objectives

The vision of this Concept Plan is to develop a high quality and convenient Industrial Business Park to meet the current demands for industrial land in the Rural Municipality of Sherwood near the City of Regina. The objectives of the proposed development are to:

- serve a growing need for industrial lands,
- act as a catalyst for further economic development within the RM of Sherwood and the Capital Region.

1.3 Summary of Public/Stakeholder Consultation

The proposed development has been informed through extensive consultation with the Rural Municipality of Sherwood, the City of Regina, the Water Security Agency, and Provincial Ministries and Agencies, including: the Minister of Environment and Ministry of Highways. In addition, the proposed development has also been reviewed by all required utility agencies and organizations, including: SaskPower, SaskEnergy, SaskTel, SaskWater, TransGas.

CONCEPT PLAN

This Comprehensive Concept Plan provides the supporting documentation for a proposed 120 acre site (67.24 ha) located in the RM of Sherwood, north of the City of Regina limits at the northwest corner of Inland Drive and Winnipeg Street. The Site is to be subdivided into twenty-two (22) separate parcels (Figure 1.1 Parcel Map) in three (3) construction phases. Phase One includes the 11 parcels west of Davies Road. Phase Two includes the 6 parcels east of Davies Road and north of the extension of Culver Avenue. Phase Three includes the 5 parcels south of Phase 2 at the northwest corner of Inland Drive and Winnipeg Street.

2.1 Proposed Land Use

The subject property is located between Highway 6 and Winnipeg Street. It is located within the RM of Sherwood/City of Regina Joint Planning Area. DBR is seeking approval to subdivide the property and to establish an industrial subdivision. The property is currently zoned Agriculture. Rezoning will be required for the intended use of Industrial.

2.2 Sherwood – Regina Planning District Development Plan Conformity

The subject lands are located inside the Joint Planning Area and are therefore subject to the land use policies established by the Sherwood – Regina Planning District Development Plan, Bylaw No. 9/11, as approved by the Ministry of Government Relations (December 11, 1991).

The proposed development is also consistent with the Sherwood – Regina Planning District Development Plan from an economic development perspective. One of the primary goals of the Rural Municipality of Sherwood, as stated in the plan, is "...to continue to encourage economic development within the Planning District" (Part B, section 2.0).

The following table provides a detailed overview of the proposed development's alignment with the RM of Sherwood Regina Planning District Development Plan (Bylaw No. 9/91) and Zoning Bylaw 10-91.

Sherwood OCP By-law 9/91	Concept Plan - Proposed DBR Development
I-B-2 The following overall objective of the Development Plan were identified by the RM of Sherwood and the City of Regina: (2) to continue to encourage economic development within the Planning District (8) to identify areas suitable for commercial and industrial development	The Proposed DBR development will offer an industrial land product that is not available within the city limits. Currently the City of Regina only markets industrial lands less then 1 acre per parcel. This limits the area ability to attract large industrial users to southern Saskatchewan. The proposed DBR concept will have lots starting at 2.47 Acres (1 hectare) to over 10 acres (4.04 hectares) not found elsewhere in the community. The proposed lands are located on the Inland Drive Corridor which is part of the Provincial Over- dimensional Route and Primary Weight Access roads which will be an advantage for the industrial users of the Development.
III-PartA-1 – Groundwater Protection 2) a) To ensure that development does not result in pollution of aquifers and groundwater resources	The subject property is located along the northern fringe of the Condie Aquifer, however the Condie Aquifer was not encountered in our any of our geotechnical investigations of the property. In the future, individual lot owners will be required to conduct similar studies before they will be allowed to commence with development of the individual lots.
III-PartA-2 – Surface Water 3) b) Developer shall submit technical reports, drainage plans and profiles as required by the District Planning Commission, to illustrate the run-off, site drainage and erosion are adequately addressed.	A storm drainage report was prepared that includes all required drainage plans and profiles and has been presented to the RM of Sherwood. The report prepared by WSP Canada Inc. met the requirements of the RM of Sherwood and is accepted for the Proposed Plan of subdivision. In the future, individual lot owners will be required conform to requirements of the report.

III-PartB-3-2 a) to ensure the compatibility of industrial	The property is in an area generally developed for industrial and commercial

developments with adjacent land uses, thereby reducing the potential for land conflict c)to ensure that new industrial developments is located, planned, serviced to accommodate the expansion of the Rural Municipality of Sherwood.	use with close proximity to Evraz Steel Mill and other heavy industrial users that has the largest concentration of industrial users. The larger lot sizes will accommodate users looking for this product and this will allow the Capital Region to grow and expand it economy
III-PartB-3-3 a) industrial developments should be encouraged to locate in the areas shown as industrial on the Conceptual: Industrial and Commercial Land Use (Map7) for the Sherwood-Regina Planning District.	The development is located where the Rural Municipality of Sherwood has identified Commercial and industrial lands should be
III-PartF-2) 3) Development Near Urban Centres a) Development applications, which may affect the RM or the City, including future growth areas of the City, shall be transmitted as an informational item to the Planning Commission of the respective neighbouring jurisdiction (District Planning Commission or Regina Planning Commission) b) All developments within the future growth areas of Regina shall be designed to accommodate the existing and planned servicing system of the Urban Centre	The Concept Plan was circulated to the City of Regina and no issues were identified. In the future, the individual lot owners will be required to follow similar procedures if required before they will be allowed to commence any further development of the individual property. The servicing systems of the subdivision does take into account of present and future serving systems of the surrounding areas.
III-PartF-3) 3) Roadway Network b) Developer shall upgrade roads where required by the District Planning Commission in other to provide suitable access to Proposed Development	The developer will pave Industrial Drive as a heavy haul road, while only paving Davies Street and Culver Avenue to meet the road requirements of the RM of Sherwood. It is our understanding that the RM of Sherwood will be paving the portions of Inland Drive and Winnipeg Street that directly impact the proposed subdivision.

Sherwood Zoning By-law 10/91	Concept Plan - Proposed DBR Development
7.3.2 & 7.3.3 Permitted Uses and Discretionary Uses	All individual lot owners will be required to meet the Permitted Use requirements. Applications that are discretionary will require approval from The Rural Municipality of Sherwood Council.
7.3.4 Subdivision and Site Development Requirements: a) Separate sites for the permitted uses in this District shall comply with the following: Minimum site area – 1 hectares; Minimum site frontage – 30 meters (100 ft.); Maximum site coverage – 50% Minimum front yard –15 meters (50 feet). Minimum rear – 7.5 meters (20 meters for rear yards abutting Municipal/Provincial road allowance) Side Yard Min. – Corner Lots: 15 meters (20 meters for rear yards abutting Municipal/Provincial road allowance) Others: 7.5 meters Maximum Height – 21 meters	The proposed development has been designed to conform with the applicable design standards as articulated in the Zoning Bylaw. The individual lot owners will work with the Rural Municipality of Sherwood and relevant agencies to ensure that all design, servicing, access, and landscape standards are met through the development process.

2.3 Proposed Development

It is proposed for the Development to be subdivided into twenty-two (22) lots ranging from one (1) to four (4) hectares. The site is to be subdivided into twenty-two (22) separate parcels (Figure 1) in three (3) construction phases. Phase One includes the 11 parcels west of Davies Road. Phase Two includes the 6 parcels east of Davies Road and north of the extension of Culver Avenue. Phase Three includes the 5 parcels south of Phase Two at the northwest corner of Inland Drive and Winnipeg Street.

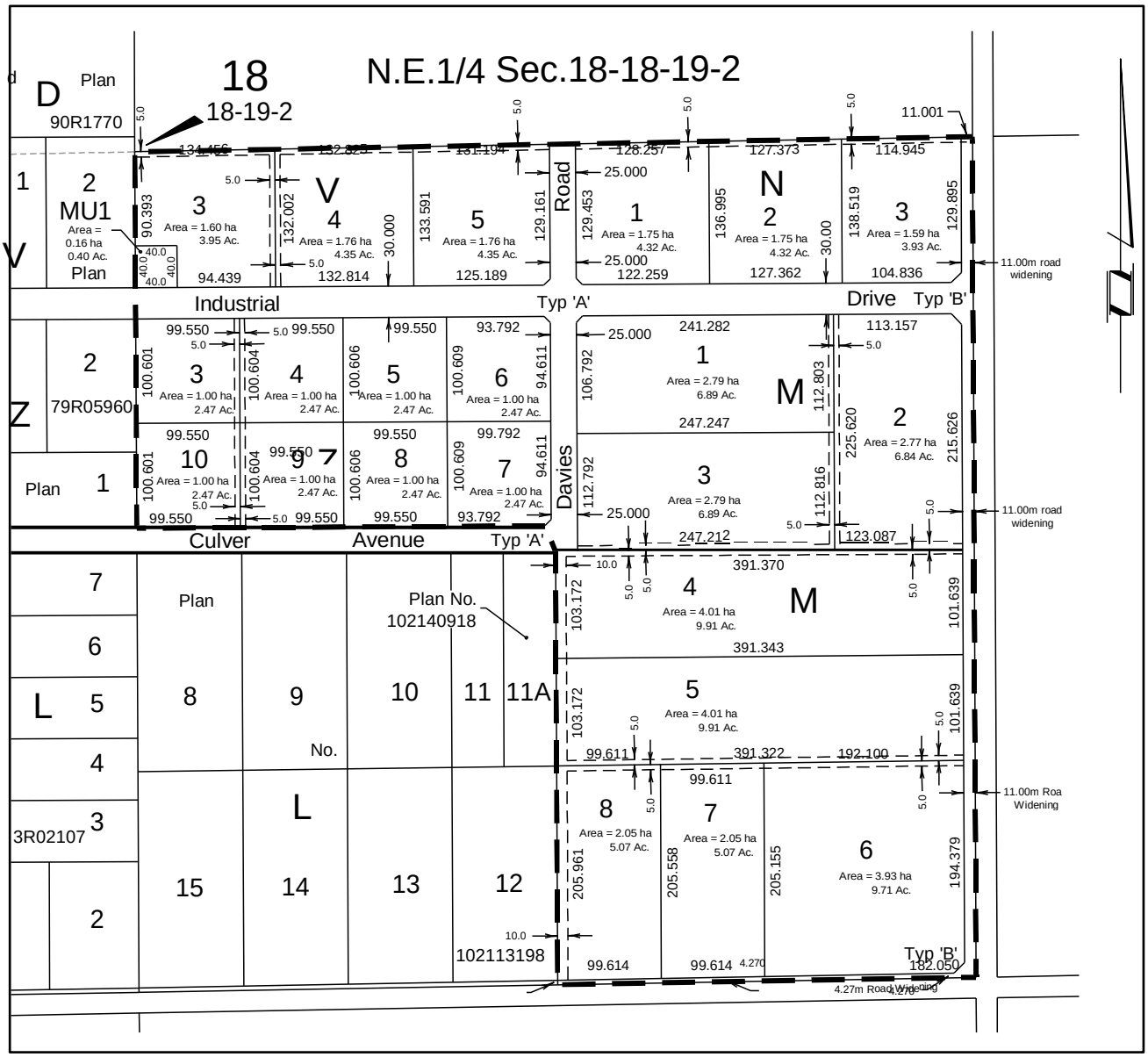


Figure 1 – Proposed Development

LAND USE CONTEXT

3.1 Legal Description

The table below provides legal parcel descriptions for the area proposed for development. All of the land is currently owned by DBR Developments Ltd.

Land Description	Surface Parcel Number	Parcel Size (approx.)
LSD 7-18-18-19-2 Ext 9	#202750095	14.598 ha (36.07 acres)
LSD 1-18-18-19-2 Ext 7	#111618479	16.23 ha (40.11 acres)
LSD 8-18-18-19-2 Ext 9	#111618514	16.238 ha (40.13 acres)

3.2 Location & Area

The property is located in the RM of Sherwood/City of Regina Joint Planning Area, within the RM. The study area is located north of the City of Regina city limits within the legal boundary of LS 1, 7, and 8 SE18-TWP18- RGE19-W2M (Figure 2). The size of the study area is approximately 120 acres (67.24 ha). The property is currently a green field agriculture site.

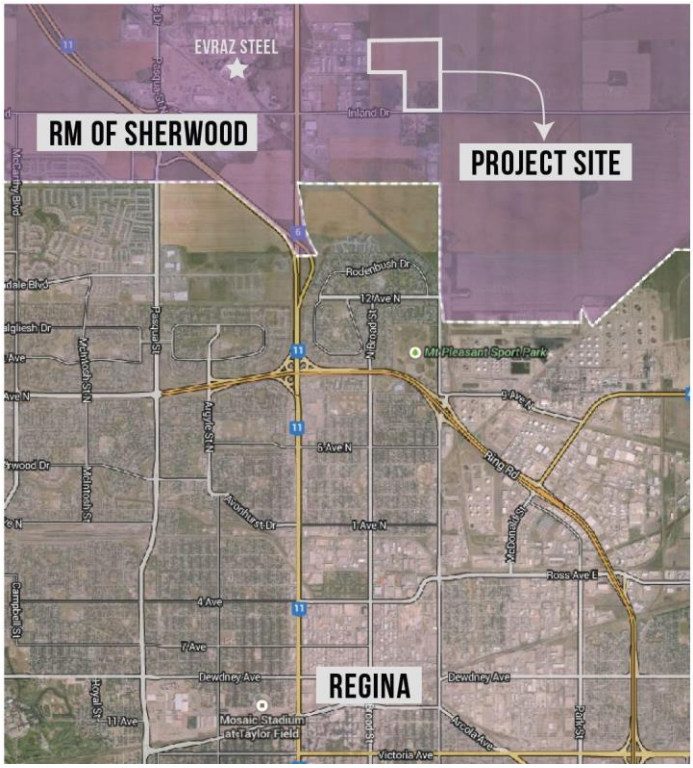


Figure 2 - Location

3.3 Existing Land Uses within the Vicinity

The property is in an area generally developed for industrial and commercial use with close proximity to Evraz Steel Mill and other heavy industrial users. Other adjacent land uses are mostly agricultural lands.

3.4 Compatibility with Existing Land Uses

The property is currently zoned Agriculture. The proposed subdivision and use for the property is an appropriate fit with the industrial uses, and there is very low likelihood for conflicts between incompatible land uses.

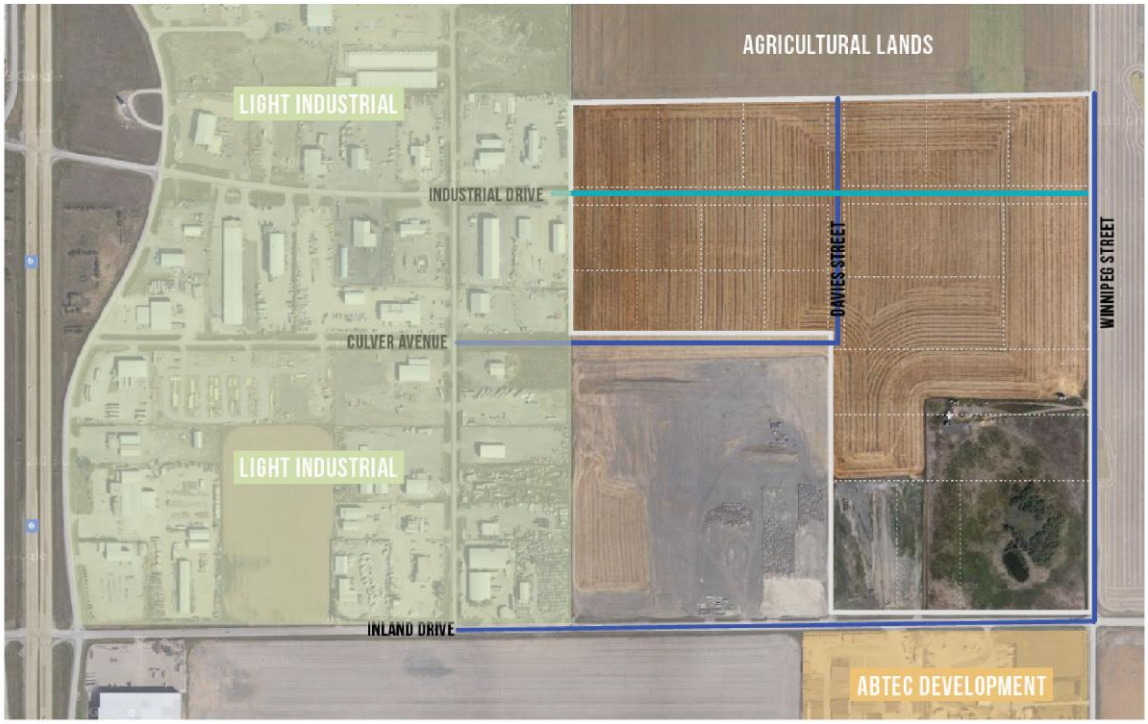


Figure 3 - Vicinity Map

CURRENT INVENTORY AND ANALYISIS

4.1 Existing Land Area and Use

The total land area intended for development is 120 acres (67.24 ha). The existing principal use of the land is uncultivated agricultural land.

4.2 Exiting General Topography

The majority of the existing site consists mostly of native low-lying grasslands with a nominal grade of approximately one-percent (1%) at the steepest, sloping northwesterly, and ultimately draining at the northwest corner of the development. Existing drainage features within the area are generally undefined as the drainage meanders across the unimproved parcels, often reaching a stagnated state in areas of flatter terrain.
The development is bordered by existing light industrial parcels to the west, Inland Drive and the Abtec Development to the south, unimproved agriculture lands to the north and Winnipeg Street to the east (Figure 3 Vicinity Map). There are existing drainage swales which run along Inland Drive and Winnipeg Street.

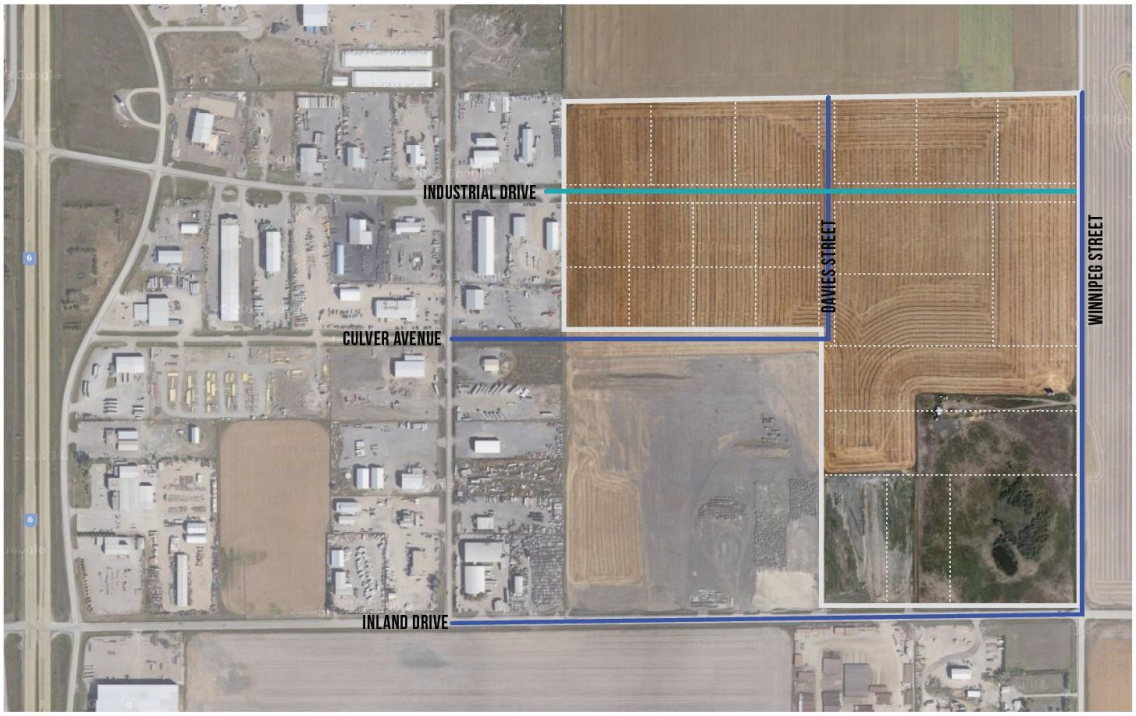


Figure 4 - Existing Area

4.3 Existing Utility Systems

The property is currently unserviced. However, SaskWater, SaskPower, SaskEnergy, and SaskTel all have lines adjacent to or near the property.

4.4 Phase I Environmental Site Assessment

Elements Environmental was retained to complete a Phase I Environmental Site Assessment. The report (Dated: 01 September 2015) outlines the assessment procedures and identifies areas of potential and/or actual environmental concern based on information obtained through historical reviews, interviews, and site visits. The assessment was conducted in general accordance with the requirements of CSA Standard Z769-01 for Phase I ESAs. Based on the observations made during the Phase I ESA, no items of potential environmental concern were identified which have a potential effect on and/or off the Site and no additional assessment work such as a Phase II Environmental Site Assessment is warranted.

4.5 Geotechnical Investigation

A Geotechnical Investigation, dated September 25, 2015 (File No: GE-1552), from Ground Engineering Consultants Ltd., provided recommendations for the site but no concerns were flagged in the study.

Stratigraphy - The drilling information indicates that fill materials were encountered in the test holes drilled in the southeast portion of the property. The fill extends to depths ranging from 0.9 to 1.8 metres and consists predominantly of highly plastic clay with trace quantities of sand and organics. The surficial topsoil and/or fill is underlain by a highly plastic, silty clay (Regina Clay) stratigraphic unit which extends to depths ranging from 3.4 to 6.9 metres.

The surficial clay is generally underlain by an Upper Till stratigraphic unit (Battleford Formation) which extends to depths ranging from 5.8 to 14.5 metres. The Upper Till unit is underlain by silt and sand units (Condie Silt and Sand) which extends to depths ranging from 7.6 to 13.4 metres. The silt is clayey becoming sandy with depth. The sand is fine grained. The silt/sand units are underlain by a Lower Till stratigraphic unit (Upper Floral) which extends to the maximum depth penetrated in the test holes (15.3 metres).

Groundwater - The clay and till units are generally cohesive. In the northwest corner of the property, the till unit contains wet sand lenses below a depth of 12.2 metres. The silt and sand units encountered in TH 111 aremoist.

Information obtained from Saskatchewan Environment and Resource Management report, "Groundwater Quality Analysis of the Condie Aquifer" dated May, 1997 indicates that the subject property is located along the northern fringe of the Condie Aquifer. However, the Condie Aquifer was not encountered in our test holes.

The information obtained during this investigation indicates that groundwater trapped within sandy zones within the Lower Till unit are generally under subartesian pressure.

A further geotechnical report is required by each lot owner to determine site specific foundation recommendations and must confirm the depth of piles so as to not impact the Condie Aquifer.

PROPOSED DEVELOPMENT / LAND USE

The proposed development has addresses all the items that are required of a new Industrial Development laid out in the RM of Sherwood Bylaw 9/91 Part B 3-3-E.

5.1 Detailed Description of Proposed Development

The subject property is located between Highway 6 and Winnipeg Street. It is located within the RM of Sherwood/City of Regina Joint Planning Area. The intended use of the development is Industrial. This would include, but is not limited to the following:

- Storages
- Warehousing
- Wholesaling
- Light Manufacturing

In the future, the End Users will be required to verify that the end use of the individual properties meet the current By-laws of the RM of Sherwood and that all future developments must be communicated to the Rural Municipality of Sherwood.

5.2 Lot Development and Phasing

The proposed development consists of the entire 120 acre site (67.24 ha). The site is to be subdivided into twenty-two (22) separate parcels (Figure 1) in three (3) construction phases. Phase One includes the 11 parcels west of Davies Road. Phase Two includes the 6 parcels east of Davies Road and north of the extension of Culver Avenue. Phase Three includes the 5 parcels south of Phase Two at the northwest corner of Inland Drive and Winnipeg Street.

5.3 Environmental Management Plan

In acceptance of the findings outlined in the Phase 1 Environmental Assessment and Geotechnical Investigation, the applicant is currently preparing an application for Approval to subdivided into twenty-two (22) separate parcels.

The subject property is located along the northern fringe of the Condie Aquifer, in the future, the End Users will be required to conduct independent Geotechnical Investigation

before they will be allowed to commence with further development of the individual lots.

Furthermore, in the future, the End Users will need to conform to requirements identified in the Storm Water Management Report that was completed by WSP Canada Inc. Each individual lot must have its own storm water management plan within the property.

5.4 Landscaping

Landscaping will be developed to meet the standards of the RM of Sherwood and will be consistent with an industrial development. Each future individual purchaser of the proposed parcel will be responsible for meeting all landscaping requirements in accordance with the standards for the RM of Sherwood.

5.5 LAND USE POLICIES

1. **The intent of this Concept Plan is to subdivided into twenty-two (22) lots ranging from one (1) to four (4) hectares. The site is to be subdivided into twenty-two (22) separate parcels (Figure 1.1) in three (3) construction phases. Phase One includes the 11 parcels west of Davies Road. Phase Two includes the 6 parcels east of Davies Road and north of the extension of Culver Avenue. Phase Three includes the 5 parcels south of Phase Two at the northwest corner of Inland Drive and Winnipeg Street.**

   The concept is consistent with the economic development and commercial growth policies within the RM of Sherwood No. 159 Regina Planning District Development Plan (Bylaw No. 9/91) and Zoning Bylaw 10-91. And is aligned with the RM's long-range plans for industrial development north of Regina.

2. **Permitted uses on the subject site may include:**
   a. **Storages**
   b. **Warehousing**
   c. **Wholesaling**
   d. **Light Manufacturing**

3. **The development of the individual lots shall be consistent with applicable design and development standards established in the RM of Sherwood No. 159 Regina Planning District Development Plan (Bylaw No. 9/91) and Zoning Bylaw 10-91. and by other relevant government departments and agencies.**

SERVICING & UTILITY STRATEGY

6.1 Water Supply

The interim water source for this proposed subdivision is through the use of private storage tanks. Each individual future purchaser of the proposed parcel will be responsible for obtaining their access to water through authorized potable water suppliers. Hunters Water Service will be able to supply potable water.

When the RM of Sherwood or the City of Regina is able to supply a piped water source system, the applicants will be required to connect to the piped system.

6.2 Wastewater Collection

The interim wastewater will be managed through on-site holding tanks, which will be pumped out by a commercial, liquid waste hauler and taken to the Saskatchewan authorized wastewater treatment plant. An in principle agreement exists with the Village of Bethune. Olson & Sons will be the designated septage hauler.

The long range planning for this development is to connect to a low pressure collection system when the RM of Sherwood makes this service available for connection.

6.3 Drainage

The site is currently undeveloped agricultural land. It is generally flat and naturally drains to the northwest corner of the development. Existing drainage features within the area are generally undefined as the drainage meanders across the unimproved parcels, often reaching a stagnated state in flatter terrain. The development is bordered by existing light industrial parcels to the west, Inland Drive and the Abtec Development to the south, unimproved agriculture lands to the north and Winnipeg Street to the east. There are existing drainage swales which run along Inland Drive and Winnipeg Street.

Storm water Management Report was completed by WSP Canada Inc. and the runoff for the development is proposed to be conveyed via over-land surface drainage routes using perimeter ditches, swales and culverts. No minor stormwater pipe systems are proposed. Each individual lot owner will be responsible for storing their stormwater runoff in accordance with the standards of the RM of Sherwood (see Figure 5).

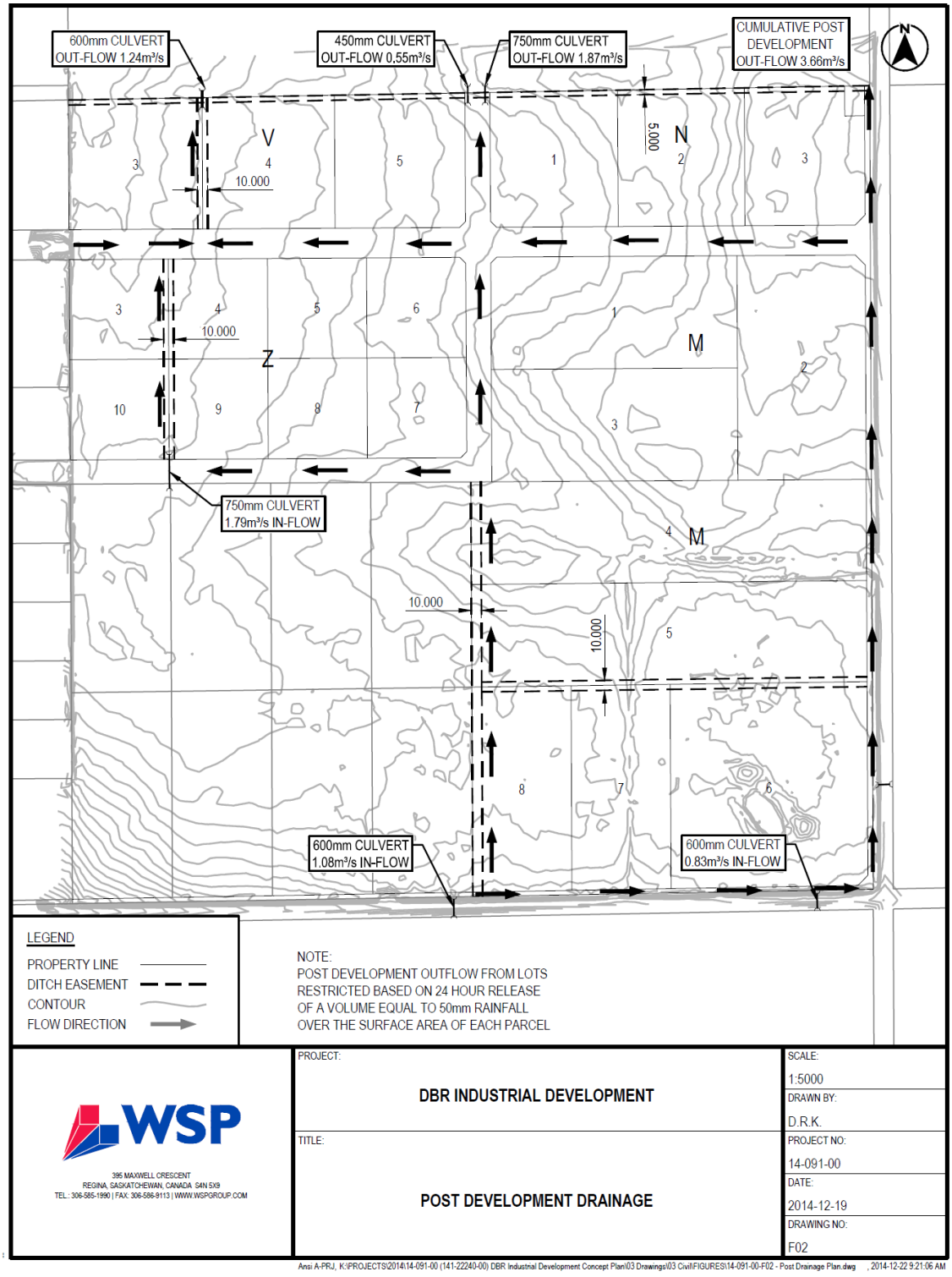


Figure 5 – Drainage Concept

6.4 SaskTel

Sasktel will provide telecommunication service. Application has been made to SaskTel for servicing.

6.5 SaskPower

Electrical power services will be provided by Saskpower. Application has been made to Saskpower for servicing.

6.6 Fire and Protective Services

Fire and protective services are readily available to the proposed subdivision. Policing will be provided by the Royal Canadian Mounted Police who is typically responsible for matters pertaining to the criminal code and provincial laws. Fire protection will be provided by the City of Regina Fire Department through the servicing agreement between the RM of Sherwood and the City of Regina.

6.7 Solid Waste Management

Disposal of solid waste will be handled through use of a waste bin for standard landfill disposal. Maintenance and costs will be borne by future individual purchasers of each lot, and disposal/pick-up will be scheduled as needed.

6.8 Public Amenities

There are no proposed public amenities requiring management structures, operations, maintenance or insurance as part of this development.

6.9 Mail Service

A community mailbox be provided within the development. The developer and the RM of Sherwood will determine the final location of the Mail Box.

6.10 SaskEnergy

Natural gas services will be provided by SaskEnergy. Application has been made to SaskEnergy for servicing.

6.11 SITE SERVICING AND DEVELOPMENT POLICIES

1. **Development of the subject site will rely on private storage tanks for water service. Each individual future purchaser of the proposed parcel will be responsible for obtaining their access to water through authorized potable water suppliers and shall comply with applicable standards established by the Province of Saskatchewan and the RM of Sherwood. When the RM of Sherwood is able to supply a piped water source system, the applicants will be required to connect to the piped system.**
2. **Development on the subject site shall ensure measures are implemented to protect and mitigate impacts on the area's underlying aquifer. The individual lot owners will be require to conduct independent Geotechnical Investigation before they will be allowed to commence with further development of the individual lot.**
3. **In order to facilitate development of the subject site, onsite storage of wastewater is permitted. When connecting to a low pressure collection system is made available by RM of Sherwood connections must be made.**
4. **The onsite wastewater system shall comply with applicable Saskatchewan Ministry of Environment requirements, standards established in The Plumbing and Drainage Regulations and designed in accordance with the Saskatchewan Onsite Wastewater Disposal Guide.**
5. **The owner(s) of the subject site shall be responsible, at its cost, for the proper disposal of solid waste in accordance with applicable standards and regulations.**
6. **Storm water run-off should be managed on-site and in accordance with RM of Sherwood requirements. The on-site stormwater system should be designed to mitigate impacts on adjacent lands and include the installation of an oil and grit separator where applicable.**
7. **Development on the subject site shall adhere to setback and development requirements and regulations established by the RM of Sherwood #159, Bylaw No. 11/15.**

SITE ACCESS

7.1 Site Access & Traffic Assessment

Access to the property is proposed from Inland Drive and Industrial Drive, with secondary traffic using Winnipeg Street. The development will also allow for Culver Avenue to connect to Industrial Drive through Davies Street.

Roadway traffic expected to and from the location will consist primarily of light automobiles and trucks, as well as highway tractor-trailer units. The development will have minimal impact to the local traffic system. A Traffic Impact Study was performed by WSP Canada Inc. and dated January 12, 2016 (Project No. 141-22240-01). The findings and recommendations were presented and were satisfactory in accordance to the RM of Sherwood.

The study has examined the traffic impacts associated with the proposed industrial development located in the R.M. of Sherwood. The conclusions and recommendations are summarized below:

Inland Drive / Albert Street N

- No intersection improvements in terms of lane configurations are recommended for this intersection.
- All traffic movements at the Inland Drive / Albert Street N intersection will operate at an acceptable LOS C or better during the AM and PM peak periods at full build out and at the 15 year horizon. The existing intersection treatment is capable of accommodating the forecasted post-development traffic volumes up to the 15 year horizon.
- Intersection sight distances are adequate at this intersection.
- Illumination will not be warranted at this intersection.

Industrial Drive / Albert Street N

- No intersection improvements in terms of lane configurations are recommended for this intersection.
- All traffic movements at the Industrial Drive / Albert Street N intersection will operate at an acceptable LOS B or better during both the AM and PM peak periods up to the 15 year horizon. The existing intersection treatment will be capable of accommodating the forecasted post-development traffic.
- Intersection sight distances are adequate at this intersection.
- Illumination will not be warranted at this intersection.

Inland Drive / Winnipeg Street

- No intersection improvements in terms of lane configurations are recommended for this intersection.

- All traffic movements at the Inland Drive / Winnipeg Street intersection will operate at an acceptable LOS B or better during both the AM and PM peak periods up to the 15 year horizon. The existing intersection treatment will be capable of accommodating the forecasted post-development traffic.
- Intersection sight distances are adequate at this intersection.
- Illumination will not be warranted at this intersection.

Industrial Drive / Winnipeg Street

- It is recommended that a simple "Open Throat" intersection treatment as illustrated in TAC's Geometric Design Guide for Canadian Roads be implemented to this intersection. A stop sign will need to be installed on Industrial Drive with free flow conditions on Winnipeg Street.
- All traffic movements at the proposed Industrial Drive / Winnipeg Street intersection will operate at LOS A during both the AM and PM peak periods at full build out and the 15 year horizon. The proposed intersection treatment will be capable of accommodating the forecasted post-development traffic.
- Intersection sight distances are adequate at this intersection.
- Illumination will not be warranted at this intersection.

7.2 Roadways

The current roadway network consists of Inland Drive and Winnipeg Street. Both roads provide access to the property via gravel roads. If approved, the intent of the development will be to pave Industrial Drive as a heavy haul road, while only paving Davies Street and Culver Avenue to meet the road requirements of the RM of Sherwood. It is our understanding that the RM of Sherwood will be paving the portions of Inland Drive and Winnipeg Street that directly impact the proposed subdivision.

The roadways will be lit with street lighting.

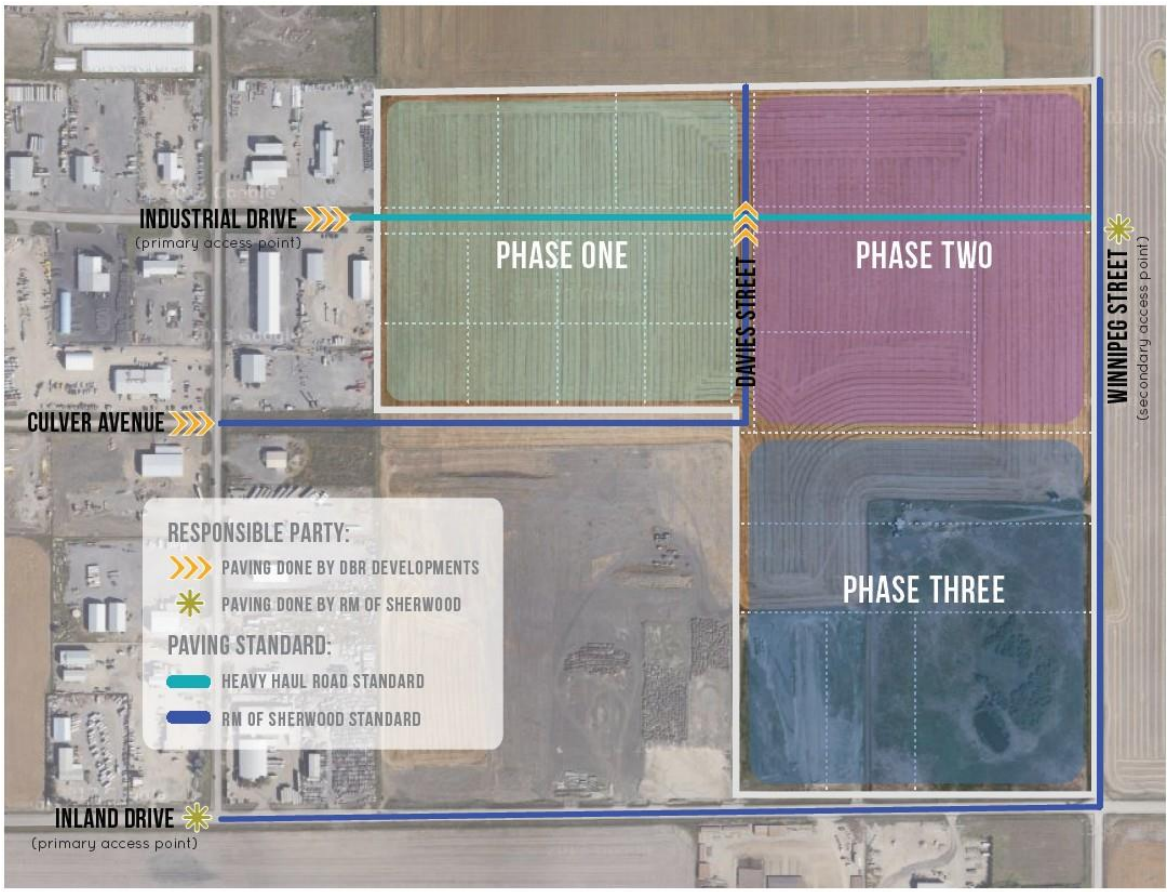


Figure 6 - Phasing & Roadway Conditions

7.2 SITE ACCESS POLICIES

1. **All site access and egress shall be provided from Inland Drive and Industrial Drive, with secondary traffic using Winnipeg Street. The development will also allow for Culver Avenue to connect to Industrial Drive through Davies Street.**
2. **Prior to the completion of development on the subject site, the following roadway and Highway improvements are required:**
    a) **will be to pave Industrial Drive as a heavy haul road, while only paving Davies Street and Culver Avenue to meet the road requirements of the RM of Sherwood. As shown in figure below.**
    b) **It is recommended that a simple "Open Throat" intersection treatment at Industrial Drive / Winnipeg Street**

3. **All roadway or highway improvements planned as part of the development of the subject site shall comply with the standards and/or requirements established by the Saskatchewan Ministry of Highway and the RM of Sherwood.**

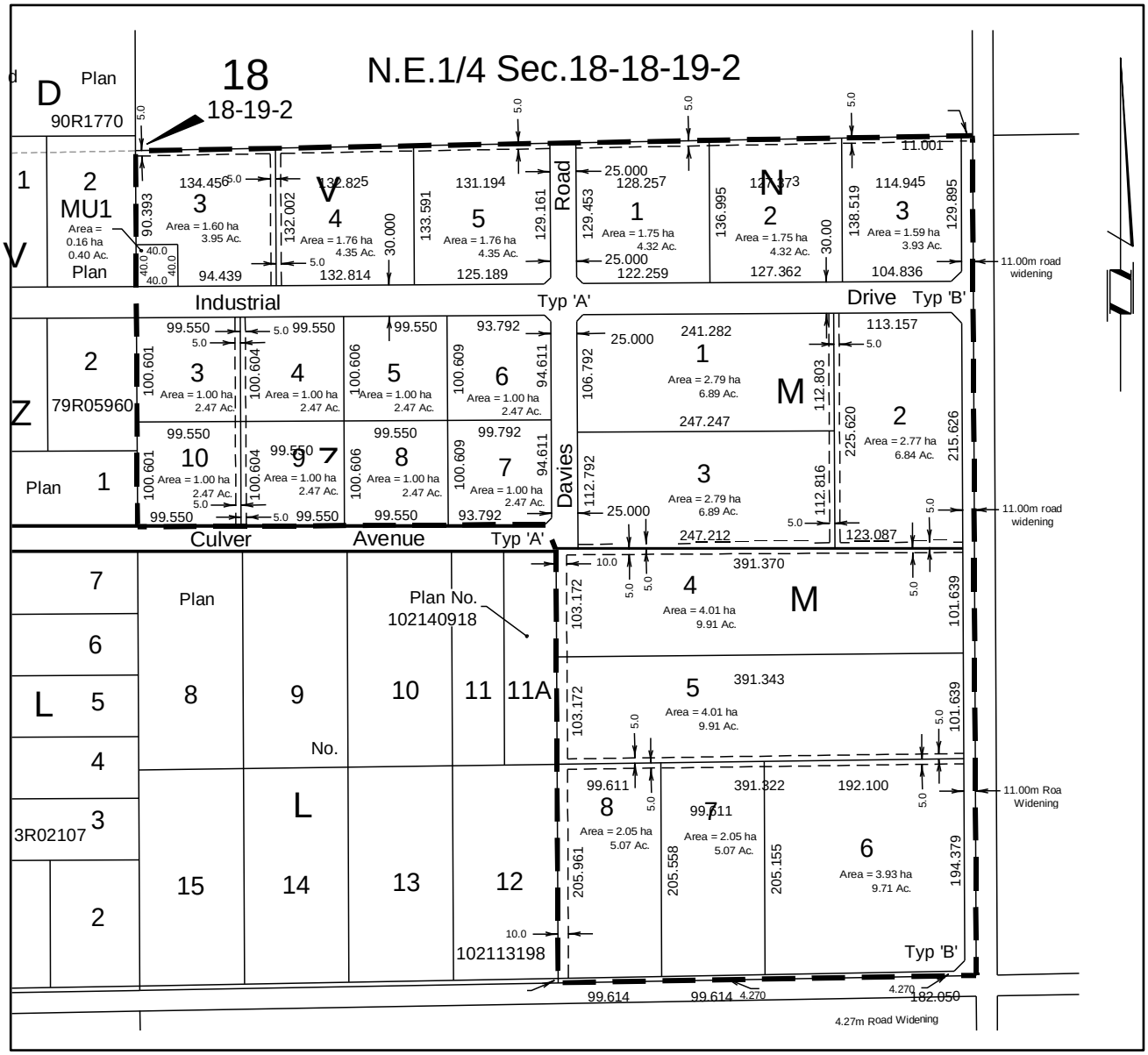


Figure 7 - Roadway Improvements

CLOSURE

DBR Development, Ltd. is excited to bring forth this proposal to the RM of Sherwood. We feel this proposal is perfectly suited for the fast-growing industrial area in which it is located. Within close proximity to the project site, there are numerous large-scale industrial and agricultural businesses that support the expanding natural resource development industry. These twenty-two (22) industrial lots will help facilitate this growth. Additionally, they will provide an economic boost to the RM and the surrounding region, and will provide the RM with a greater property tax base.
DBR Development, Ltd. is committed to working with the RM Council and Administration to ensure all details and requirements of the development are addressed in a timely and appropriate manner.