



Appendices to Bylaw #2019-19 - Official Community Plan



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Municipal Profile

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Section 1: Purpose

Understanding the social, economic, environmental and cultural characteristics is vital in the planning process to not only inform decision making, but also to serve as baseline data to track changes within a region. Projected trends can help municipal leaders and administrators anticipate future needs of the community so that they may be accounted for in the long-term planning process. Furthermore, understanding the demands and constraints placed on municipal services can help leaders to prioritize and plan effectively.

Section 2: Location, History and Area Overview

Location

The Rural Municipality of Edenwold No. 158 is located in south east Saskatchewan, encompassing 849.04 km². The RM is situated almost directly adjacent to the east border of the city of Regina (Figure 1) and surrounds the town of White City, the town of Balgonie, the town of Pilot Butte and the village of Edenwold. Emerald Park is a high-density residential and commercial community governed by the RM and is home to approximately 1700 residents and 130 businesses. As of the 2016 Census, the population of the RM was 4,490, making it the second largest rural municipality in the province and the 19th largest municipality in the province overall.

The RM is located in Treaty 4 territory and includes land owned by several First Nations, including Cowessess, Ochapawace, Sakimay, Muscowpetung and Piapot. First Nations economic development projects can be found throughout the RM.

History

Over 60 known archaeological sites within the municipality are evidence that First Nations used the area for thousands of years. Recent settlement of the region is strongly tied to railway development in the late 1800s and early 1900s. Balgonie and Edenwold

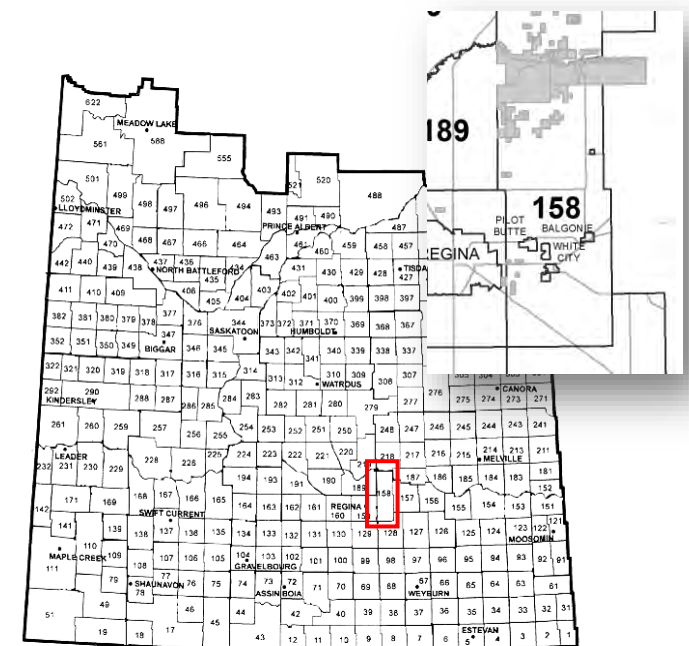


Figure 1 Contextual Map of RM of Edenwold No.158

were the first major settlements in the area, attracting strong Scottish and German contingencies respectively. Edenwold was advertised as the first Grand Trunk Railroad townsite between Melville and Regina, attracting both farmers and commercial activity.

The communities within the RM have experienced much of their growth serving as commuter communities for Regina workers looking to live a more rural or small-town lifestyle, but have also developed into service centers offering a variety of commercial, recreational, and institutional amenities.

The RM and the municipalities within it have experienced growth in recent years. This is a function of its proximity to Regina, the wide array of lifestyles offered, and the number commercial and recreational amenities available, among other factors.

Environment

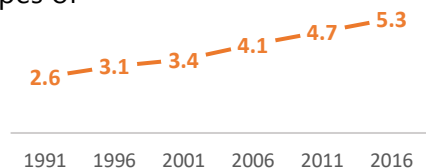
The RM is situated on the transitional border between the Moist Mixed Grassland ecoregion and the Aspen Parkland ecoregion. Both ecoregions are characterized by intermittent sloughs and ponds, productive agricultural soils, fescue grasslands, and nonarable pasture land. An extensive and variable system of wetlands and run-off networks flows through the region. The RM is situated in the Qu'Appelle River Basin.

The RM also includes the White Butte Trails Recreation Site, a naturalized area featuring 12.7km of all-season hiking and cross-country ski trails.

Section 3: Population

Based on the 2016 Census, the population of the RM of Edenwold is 4,490, an 8.7% increase from the 2011 Census population (Figure 3). The population density of 5.3 people per km² (Figure 2) is an average between two extremes: urban-style residential density, and sparsely populated agricultural land. Approximately 1700 of the RM's residents reside in Emerald Park, the district with the highest residential density located adjacent to White City. The regional diversity within the RM has proven to be an asset for the RM to be able to attract all types of residents and businesses.

Figure 2: population density
(People per square km)



Composition

The average age of the RM is 37.6, indicative of the number of young families living in the region. Approximately 69% of the population is between the ages of 15 and 64 (Figure 4). As of the 2016 Census, there were 440 individuals over the age of 65, 80 of whom were living alone. At the time of writing, two senior's carehomes are operational in Emerald Park.

Household Characteristics

As of 2016, the total number of private dwellings within the RM was 1,546, with the dominant housing type being single-family detached (91%). The only other substantive form of housing is mobile homes (6%). According to the 2016 Census, approximately 96% of the available housing stock is owned, and the remaining 4% is rented.

The average household size in the RM is 2.9 people per household, slightly above the provincial average of 2.4 people per household. The 2016 census shows approximately 550 couples with children, with an average family size of 3.1 individuals. These numbers reinforce the mandate of the RM to provide a variety of family-oriented amenities including day cares, parks, recreation facilities, and safe pedestrian routes, in addition to advocating to the Ministry of Education for additional schools located within the region.

Figure 3: RM of Edenwold No. 158
Population Growth 1991-2016

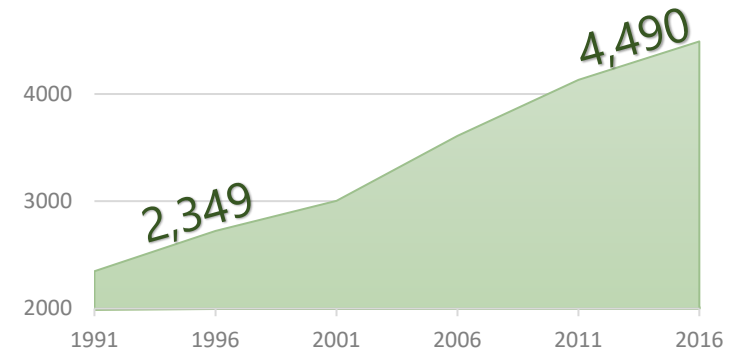
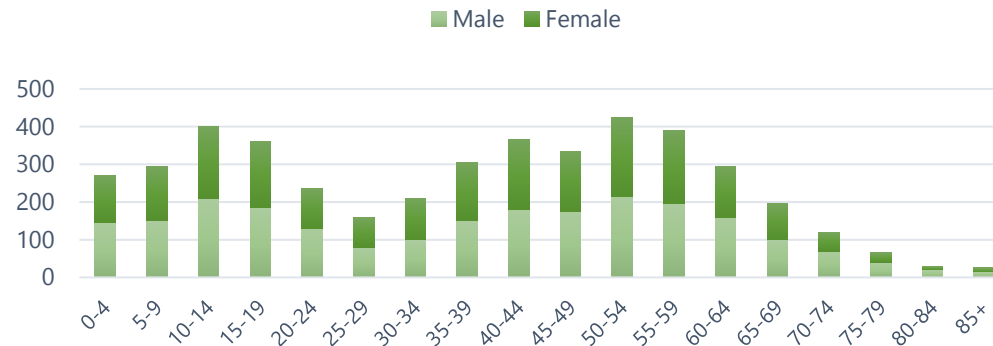


Figure 4: Age Distribution, R.M. of Edenwold No. 158



Section 4: Economy

Regional economics

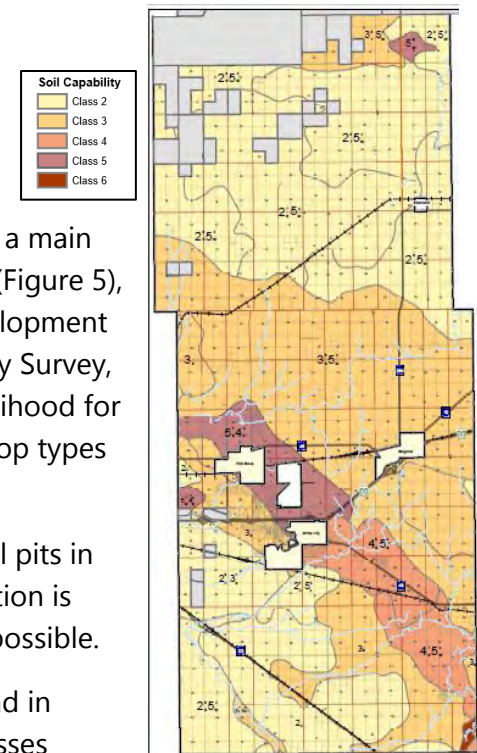
In addition to a recent increase of commercial and industrial development, agriculture continues to be a main source of employment in the RM in the lower density regions. According to the Soil Capability Survey (Figure 5), the majority of land is rated Class 2 or 3 which is suitable for production. The highest densities of development have largely occurred on Class 5 or 6 land which is undesirable for production. Using the Soil Capability Survey, the RM hopes to encourage development on lower quality soils to preserve agriculture as a viable livelihood for its many producers. The RM is located in Saskatchewan Crop District 2B, and reported the following crop types in 2016: wheat, oats, barley, rye, flaxseed, canola, peas, lentils, mustard, and canary seed.

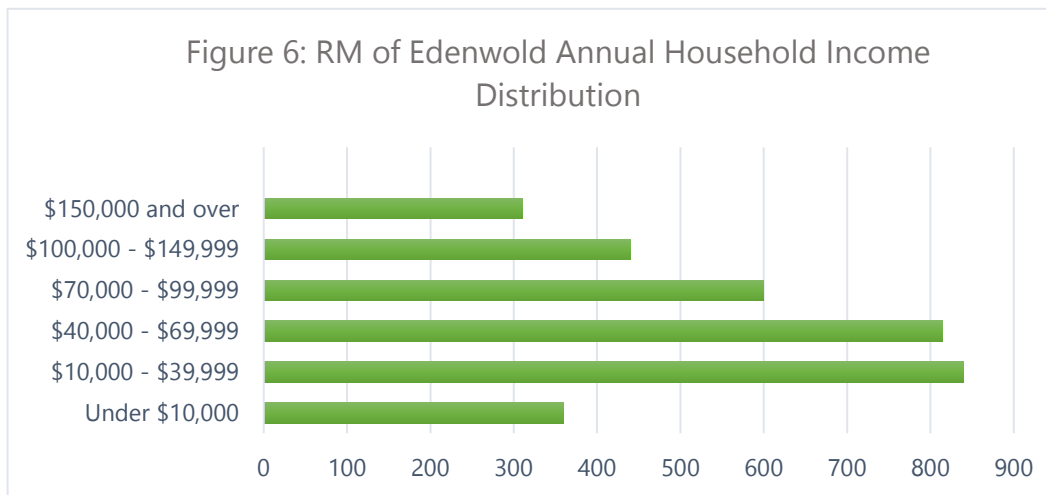
Gravel and sand extraction are active industries throughout the RM, with over 20 private and municipal pits in operation as of 2017. The RM has recently developed an Aggregate Extraction Policy to ensure extraction is done in a safe and sustainable way, with any negative impacts being mitigated to the greatest extent possible.

The fastest growing sector has been commercial and industrial development adjacent to Highway 1 and in Great Plains Industrial Park, located in Emerald Park. The area presents an ideal opportunity for businesses looking for large lot sizes, proximity to Regina, good transportation access and optimal highway exposure. Over 130 businesses operate within the RM, employing local residents as well as commuters travelling east from Regina. Several well-known commercial brands have recently located in Emerald Park, recognizing a unique economic opportunity. In its OCP, the RM has implemented a Development Overlay Area which designates areas for future commercial development. As Regina expands eastward and the growing residential population requires more services, the RM expects commercial and industrial development to increase in the coming years. Through its policies, the RM will accommodate all forms of development in a compatible and comprehensively-planned way.

Household Economics

Based on 2015 data, the average total household income (before tax) in the RM of Edenwold was \$171,031, substantially above the provincial average of \$93, 942. Figure 6 shows the income distribution before and after income taxes in RM households. The average monthly shelter costs for owned dwellings is \$1,678, compared to the provincial monthly average of \$1,178.





Section 5: Infrastructure and Services

Transportation

The most travelled highway throughout the RM is the four-lane No. 1, which serves as the main route for commuters travelling to and from Regina, Emerald Park, Balgonie and White City. The No. 46 Highway provides primary access to Pilot Butte, and secondary access to Balgonie and surrounding country residential development. Highway Nos. 364, 33, and 48 are secondary highways that provide access to adjacent RMs and serve as potential development corridors. Most streets within the Emerald Park community are paved, as are frequently-traveled roads within the Development Overlay District.

According to the 2016 Census, 98% of the sample population travelled by personal vehicle, either as a driver or a passenger, on their daily commute. This data emphasizes the need for safe and efficient transportation networks throughout the RM.

The construction of the Regina Bypass has improved the safety of the No. 1 highway system, particularly at points where the highway is accessed by residents of Emerald Park, White City, and Balgonie through the addition of highway overpasses.



Services

The RM is one of the few rural municipalities in the province that provides potable water to its ratepayers through its own municipal utility. Municipal water service is available in Emerald Park, Great Plains Industrial Park, and areas north of the No. 1 Highway, with possibilities for future extensions.

The RM also provides communal wastewater services through the WCRM158 Wastewater Management Authority. The Authority is a regional group serving the RM and White City. Wastewater services are currently available in Emerald Park, Great Plains Industrial Park and areas north of the No. 1 highway. In 2017, it was announced that the WCRM158WMA would receive federal and provincial funding in support of the construction of a new Wastewater Treatment Plant. Construction began in late 2017 and was completed in the fall of 2018.

Health care is administered by the Regina Qu'Appelle Health Region, with the nearest hospitals and related health services located in Regina.

Locally, there is one high school located in Balgonie. There is one French Immersion elementary school located in White City, and four non-immersion elementary schools in Pilot Butte, White City, Edenwold and Balgonie. The RM is situated within the Prairie Valley School Division.

To enforce municipal and provincial bylaws, the RM has employed Community Safety Officers (CSOs) that regularly patrol both rural and urban districts within the RM. The White Butte RCMP detachment is located in Emerald Park. Agreements are in place with volunteer fire departments of White City, Pilot Butte, and Balgonie, Kronau, the village of Edenwold and the City of Regina to serve the RM when needed.

Solid waste disposal is provided by Loraas to Emerald Park and several residential subdivisions within the RM. A single-stream recycling bin is available to ratepayers at the rural RM shop located along Highway 46. A curbside composting program was introduced in 2019.



Section 6: Recreation, Leisure and Community

Together with the local urban municipalities, the RM offers its residents several recreation and leisure opportunities without having to travel to Regina. In Emerald Park, the RM provides tennis courts, a beach volleyball court, soccer fields, several pathways and trails, and playground equipment, in addition to a privately-run indoor skating rink. Curling rinks, senior centres, pickleball, swimming pools, golf courses, ball diamonds, splash parks, skate parks, rodeo arenas, and community halls can be found in the urban centres and are well-used by rural patrons. Annual grants are given to urbans within the RM based on the number and types of facilities they provide rural ratepayers.



White Butte trails is a unique natural asset within the region that provides free hiking and cross-country skiing opportunities. Portions of the Trans Canada Trail also run throughout the RM, with additions to the Trail likely to be added in the future.

Balgonie, White City, and Pilot Butte all have branches of the Southeast Regional Library.

The RM is home to a variety of longstanding churches, including the Balgonie Baptist Church, St. Agnes Roman Catholic Church in Pilot Butte, and St. John's Lutheran Church in Edenwold (pictured below) which has been open for over 120 years.

In addition to local municipal newsletters, The Quad Town Forum is a weekly newspaper that serves the RM, White City, Pilot Butte, Balgonie, and the surrounding areas.



Section 7: Community Development

Community engagement has identified a number of key development issues that include the following:

- Maintaining the rural character and protecting prime agricultural lands
- Continuing to provide new recreational opportunities and keep established recreation facilities in good repair
- Ensuring compatibility between adjacent land uses, particularly as commercial and industrial development continues
- Promoting the Emerald Park brand and maintaining visibility for businesses within the community
- Providing a wide range of housing options to suit various demographics and lifestyles
- Infrastructure issues including drainage and road maintenance
- Attracting development by beautifying commercial and industrial areas and providing pedestrian pathways

These issues were considered in the updated Official Community Plan (OCP) and Zoning Bylaw. Further, a Municipal Action Plan has been established and will be updated regularly to help identify and monitor the concerns of residents and the corresponding actions taken by the municipality.

The RM of Edenwold is committed to a process of continuous improvement and will strive to update the overarching policies and specific regulations as required to ensure they represent the vision ratepayers have for the municipality.



For more information about the RM of Edenwold, please contact the RM Office at (306) 771-2522 or visit our website at www.rmedenwold.ca.



Appendix C

Executive Summary of Early Community Engagement Program



Report on Early Community Engagement Meetings and Community Survey

Executive Summary

Presented to the Council of the RM of Edenwold on May 9, 2017

The RM of Edenwold's Planning Department held Early Community Engagement Meetings and developed a Community Survey tool to engage with the members of the community. The goal of the meetings and the survey was to reach out to the people of the RM of Edenwold to obtain information on the attractions of the municipality, the issues that need to be addressed and priorities for future development and growth. The results will be used to develop policies and regulations for the municipality's Official Community Plan (OCP) and Zoning Bylaw.

Coming out of the OCP survey and planning meetings, and depending on the area of the RM results were culled from, residents have various requests of future development. The key emerging themes are: ensure compatible land uses, protect and maintain of the character of residential subdivisions in Emerald Park and acreage developments, encourage and support the development of recreational amenities, protect prime agricultural lands, improve signage for roadways and business districts and address drainage issues in some areas. The meetings and survey resulted in wide response from the residential community; however, the response from the business sector was limited. Therefore, as a next step, the Planning Department will reach out again to the business community through different channels to obtain broader response.

The early engagement process is part of the data and information gathering phase of the development of a new OCP and Zoning Bylaw for the RM of Edenwold. This phase involves obtaining information and data from various sources including the Census, utility companies, government agencies and the OCP and Zoning Bylaws of the neighbouring municipalities. The next step will be to consolidate and analyze the information obtained through the data and information gathering phases and policies will be developed based on the findings. A draft OCP and Zoning Bylaw are expected in 2018 and the Planning Department will bring these documents to the community for review.

Early Community Engagement Meetings

During the month of March, 2017, the Planning Department held five (5) early community engagement meetings with different interest groups in the community in order to obtain comments and feedback about planning and development in the RM of Edenwold no. 158. These meetings form one of the first steps towards a new Official Community Plan and Zoning bylaw for the RM of Edenwold. The goal of these sessions was to hold face-to-face meetings with community members in order to learn about local priorities from residents, landowners and business owners and operators in the area to help the planners identify the main attractions and positives features of the municipality as well as the issues, conflicts and challenges that are being experienced in the municipality with respect to growth and development.

The five different interest groups were the following:

- Rural residential and agricultural sector
- Emerald Park Residential Community
- Residential Subdivisions outside of Emerald Park
- Emerald Park/Great Plains and Prairie View Business District
- Business sector including North Side Hwy No. 1 and Rural Sector

Overall, there were over 65 persons in attendance at the meetings. The sign-in sheets show 74 persons; however, some individuals attended more than one meeting and not all attendees signed in. The majority of the attendees were from the rural residential/agricultural sector and the residential subdivisions outside of Emerald Park (together representing 66% of attendance).

The following is a brief summary of the main comments received at each of the meetings with respect to planning and development:

- Rural residential and agricultural sector
 - Attractions: Quiet rural setting, trees, family roots in the area, proximity to services
 - Main priorities: Rather than large developments, would like current infrastructure to be better maintained including culverts, drainage paths, roads and would like more services to be provided to rural ratepayers such as dust proofing roads
 - Other priorities: protect prime agricultural lands, protect native grasslands, address flooding issues, reduce dust and improve road signage throughout municipality
 - Recreation: for rural residents, walkways are not required but if there are to be any linear trails through private lands, rural residents need very clear information on liability and impacts
 - Recreation: need designated locations for motorized recreational sports
 - Other: pipelines and utility lines should be located along boundary lines and public right-of-ways not within private lands
- Emerald Park Residential Community
 - Attractions: schools, quiet, small town feel, safety and security, big yards/lots, proximity of golf course, proximity of services locally and proximity to the City of Regina
 - Main priorities: ensure compatibility of development in the area and keep industrial development away from residential
 - Other priorities: allow for and encourage development of recreational facilities, primary care hub, services for kids/families and seniors and a high school, address drainage issues in the area, protect developed walkways and green spaces and upgrade some walkways that do not have landscaping and improve some of the park spaces
 - Housing: some prefer to only allow single family homes while others would like to see higher-density forms of housing developed in the area in order to accommodate more seniors, younger people and workers in the area
 - Recreation: need indoor pool, pickleball courts, dog park, meeting spaces for large groups

- Residential Subdivisions outside of Emerald Park
 - Attractions: acreage living with lots of space and land, proximity to trails, paved roads, quiet, peaceful area with lots of trees
 - Main priorities: ensure compatibility between adjacent land uses, ensure there are buffers between land uses, ensure development requirements are clear during construction period (i.e. dust control requirements) and ensure developers provide accurate information to buyers with respect to future land use plans for adjacent lands
 - Other priorities: promote what we have available in the community with respect to recreation and services, encourage and support growth of alternate forms of housing such as seniors housing in the community in appropriate locations only (i.e. walkable to existing services), ensure that developers meet their commitments and are penalized if they do not (i.e. paving roads in a timely manner), improve condition of some roads, introduce a policy to encourage building on lots and avoid having property owners hold onto residential lots in subdivisions for long periods without building
 - Recreation: develop walkways in subdivisions like those in Emerald Park, landscape some of the green areas in the subdivisions (i.e. environmental reserve in Rock Pointe), encourage and support development of local facilities such as curling rinks, skating rinks and pools
 - Other: provide an update about the drainage studies/plans for the municipality, work with neighbouring RMs to ensure through roads are maintained to consistent standards

- Emerald Park/Great Plains and Prairie View Business District
 - Attractions: opportunities for more growth in service sector with proximity to the City of Regina and the new bypass, good road network, good leadership from the RM, tax breaks from the RM in the past to enable new businesses to get off the ground, Emerald Park is not good farm land but it is good land for development
 - Main priorities: visibility of the community is an issue and signage is the most important way to address this, need to get the Province to recognize Emerald Park, which is an unorganized hamlet
 - Other priorities: all roads need to be paved in commercial and industrial areas, need to manage vacancy rates before adding new small office spaces for lease, work with RBDB and Highways to improve dangerous intersection at Emerald Park Road and Service Road, improve walkway connections through commercial areas, lobby for street lights on all service roads, improve snow removal process, re-introduce a tax incentive for businesses, support and encourage development of multi-family dwellings like apartment buildings and recreational facilities and promote the RM businesses and Emerald Park more
 - Other: interest in a transit loop to Regina for better connectivity and more opportunities for work force

- Business sector including North Side Hwy No. 1 and Rural Sector
 - Attractions: growth potential of the community, size of the community, paved roads and ease of access, relationship of businesses in the community, RM allows for development and is willing to work with developers

- Main priorities: permanent signage required for the business community along the northside of the no. 1 Highway along highways and main roads, civic addressing, and branding of the area on the northside of the no. 1 Highway
- Other priorities: signage for the business community during construction, need to ensure access points are clear for visitors to the businesses and emergency vehicles, need paved roads, need tax incentive for businesses, need to reduce upfront costs for development or allow developers to pay over time to make development more feasible, need lots to be tidy in order to cater to high-end businesses, and all new residential subdivisions in the municipality should be made aware of the commercial development plans
- Other: transit loop to Regina would be beneficial, pedestrian connections throughout areas would be beneficial

Community Survey

From February 23, 2017 through to April 24, 2017, a survey was available through the RM of Edenwold's website. Paper copies or emailed copies were also available upon request. The Planning Department promoted resident, business and landowner involvement in the survey through the website, print advertisements in the Star Newspaper, email messages, phone calls and portable signs. A total of 173 responses were received, which included 93% residents, 7% business owners/operators/employees, 6% farmers, 3% non-resident landowners and <1% no response (more than one response was allowed as some respondents are both residents and business owners or residents and farmers, etc.). Assuming that no more than two (2) responses were received from a single household and based on the 2016 Census results, which indicates that there are 1,509 private dwellings occupied in the RM of Edenwold, the response rate from the residential sector was between 5.3% and 10.5% (variation resulting from possibility of up to 2 responses from a single household). The response rates from the business community, farming community and non-resident landowners are not quantifiable due to a lack of baseline data; however, the number of responses from these sectors appears low compared with the residential sector.

The respondents to the Community Survey were from all different areas of the municipality including Emerald Park (53%), residential subdivisions (28%), highway corridor areas (9%) and rural areas (11%). Responses indicated that the respondents had families of all different ages and that they had been members of the community for a range of time periods, with both new community members (under 5 years) and very long-term community members (25 + years) represented.

The following summarizes the survey results very briefly:

The key attractions or features of the municipality that respondents would like to see maintained include rural life, country/acreage living, small town feel, large lots, green areas, quiet community, good access to services and amenities.

With respect to priorities for future work by the RM of Edenwold, the top two priorities are roads and land use and development policies, followed by recreation and leisure, green spaces (landscaped and developed) and municipal infrastructure. For new development in the municipality, the top priorities are sports/recreational facilities and road infrastructure, followed by walkways, health facilities, shopping facilities, educational facilities, entertainment facilities and nursing homes/residences for seniors. With respect to the question on the specific types of facilities or developments that would be welcome in the local community, there were many responses about recreation and specifically recreational facilities such as pools/aquatic

centres, multi-purpose centres, youth centres, meeting spaces, skating rinks, sportsplexes and curling rinks. Other common responses related to more parks and walking paths, shopping, employment and retail facilities, a new high school, seniors' housing and nursing homes and health care facilities.

The most important land use or development-related issues identified by the respondents included compatibility of commercial, industrial and residential areas, drainage issues, maintenance of roads and infrastructure, development of multi-family housing and the relationship with White City.

According to respondents, the most important challenges facing the RM of Edenwold in the next 5-10 years are the look and character of the community, aging municipal roads, aging municipal infrastructure, and environmental issues. The most important changes that respondents would like to see in the municipality in the coming years include development of a multi-purpose recreational facility, development of a high school, upgrading and expansion of infrastructure including roads, water and sewer, cleaning up of golf course, cleaning up of industrial area, increased regional planning, modified relationship of Emerald Park and White City and more representation for Emerald Park on Council.

The majority of respondents felt that additional funding for building and upgrading municipal infrastructure, services and facilities should come from development levies, user fees and local improvement fees.

There was a split among respondents on whether or not the RM of Edenwold has adequate greens space/park space/natural space with the "yes" responses slightly outweighing the "no" response.

With respect to housing needs, the majority of respondents do not expect to see any changes to their housing needs in the next 5 years. Almost all survey respondents would like to continue to see single-family dwellings in the municipality. Seniors' housing is also something that is required according to the respondents.

The types of economic growth that respondents would like to see include recreational facilities, small-scale commercial businesses (small store-fronts, mini malls, etc.), health industry, agricultural industry, tourism-oriented development (cultural places, entertainment facilities) and large-scale industrial and commercial businesses (industrial park-type development, big box development). In order to grow the business sector of the municipality, respondents indicated that the priorities for municipal intervention should be improving pedestrian walkways and connections and landscaping and beautifying business areas.

The respondents indicated that the following amenities or services are priorities and could benefit from improvement: indoor recreation, outdoor recreation, look and character of the community, emergency/protective services, entertainment opportunities and employment opportunities.

The sports/recreation/arts facilities that are used by the most respondents include paths/trails, swimming pool, playground, golf course, skating rink, gym, community centre and library. The top priorities among respondents with respect to future sport/recreation/arts development in the municipality are swimming pool, paths/trails, skating rink, golf course, playground and community centre.

Many respondents chose to add comments at the end of the survey. Although these comments were very diverse, some themes were present including: incentives to build on empty lots, breakdown of how tax money is used, golf course and clubhouse, Woods Crescent playground, chickens on country residential lots, Emerald Park relationship with White City, further development and services around Emerald Park and Highway corridors,

maintenance of bedroom community/small town feel, development in rural areas, enforcement of bylaws and regulations and landscaping and beautification of developed properties (commercial/industrial).

Discussion

Taken together, the Planning Department reached over 200 members of the RM of Edenwold's community through the Early Community Engagement Meetings and the Community Survey. The representation from the rural residents and the residential subdivisions in the municipality was high at the early engagement meetings while representation from Emerald Park was high in the Community Survey. Therefore, with respect to the residential population, the results provide a broad perspective of the opinions and views of the members of the community in all areas. These results will now be used to form the policies and regulations in the new OCP and zoning bylaw and some specific items will be brought to Council for consideration and direction in the coming months.

There was less response from the business sector than the residential sector through the Early Community Engagement Meetings and the Community Survey. Therefore, the responses from the business sector are not as wide-reaching and comprehensive as those from the residential sector. In an effort to better engage with the business community including business owners, operators, management and staff, the Planning Department intends to reach out again to this sector in the coming months with a more tailored survey. In order to obtain a better response rate from the businesses, this survey will be distributed through different channels including hard copy distribution to each business location.



Appendix D

Executive Summary of Business Survey



Business Community Survey

Summary Report

August 2017

Business Community Survey

1.0 Overview

The Business Community Survey was conducted in the summer of 2017 and was distributed to the approximately 120 businesses in the Emerald Park region. This includes the businesses in Great Plains Industrial Park, as well as those located north of the No. 1 Highway. Over 700 hard copies of the survey were distributed to approximately 52 businesses, and an online version of the survey was also made available. Questions on the survey focused on transportation and housing, with the intent of reaching employees at all levels of seniority working at businesses in the RM. Respondents did not need to reside in the RM to complete the survey.

Surveys were distributed the week of July 3rd, 2017 and any responses included in this report were submitted on or before August 4th, 2017.

2.0 Purpose

The RM of Edenwold has identified the need to update its Official Community Plan (OCP) and Zoning Bylaw to adjust to changing development conditions over the past several years. As part of the initial research for the new policies, the RM began a public engagement process to find out what ratepayers wanted to see prioritized in future policies.

An online survey and several public engagement meetings provided valuable feedback to the RM in early 2017. A noticeable lack of input was observed, however, from the RM's rapidly growing business community. The Business Community Survey conducted in the summer of 2017 was a response to this information gap.

...

"I think it's brilliant that you are reaching out to not only the people who live in the RM, but people who work in it as well. I'd love to be able to move out to this area, but lack of affordable housing, and more importantly, housing appropriate to those couples whose children have moved out, is hard to find."

- Survey Respondent #55

...

3.0 Response

As of August 4th, 119 responses had been collected. Of those, 60 were completed online (50.5 %) and 59 hard copies were submitted (49.5%). Using the estimation of 120 businesses in the Emerald Park region, this is roughly equivalent to one response per business. Based on the estimated 1600 employees that work in the region, a 7.5% response rate was obtained.

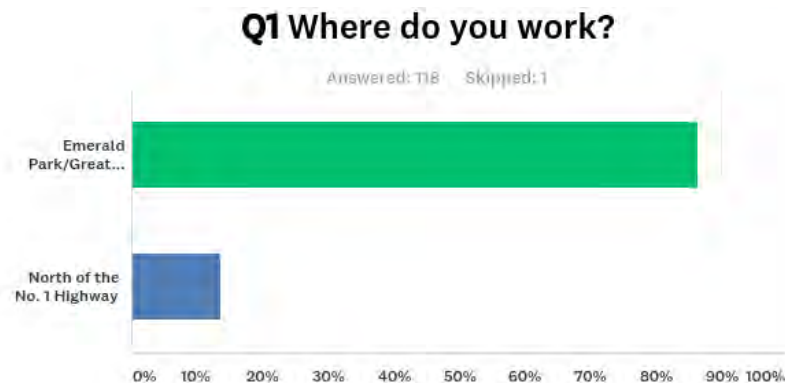
The survey was promoted through personal communication while delivering surveys, on the RM website, and on social media.

As an incentive to complete the survey, the RM offered two \$100 IGA gift cards to all survey respondents who chose to enter the contest. There were 104 entries in the contest.

4.0 Results

The questions posed yielded results that provided valuable information on the demographics, lifestyles, and commuting patterns of those that work in the RM. The results are presented below. Graphical results from the entire survey can be found in Appendix A.

Q1: Where do you work?



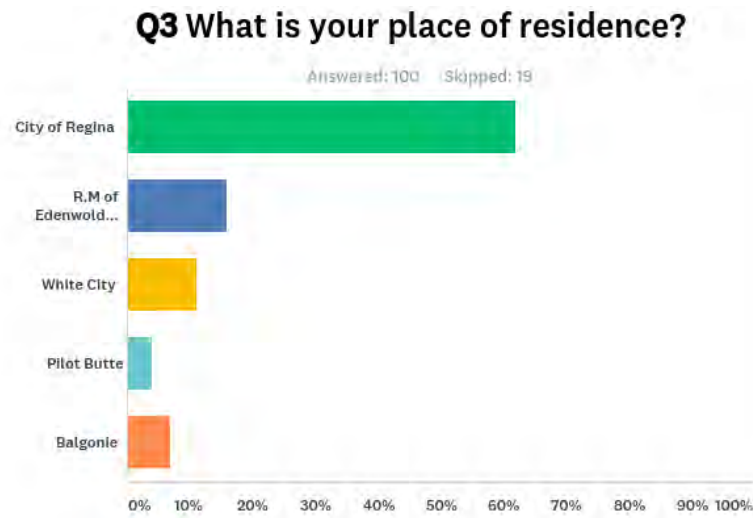
Of 118 respondents, 102 (86%) work in the Emerald Park/Great Plains Industrial Park region, while 16 respondents (14%) work North of the No. 1 Highway.

Q2: What is your employment status?

This question was inadvertently left off of the first draft of the hard copy that was distributed to business, and thus only collected 72 responses. The largest employment category was 38 regular full time staff (53%), followed by 15 business owners (21%) and 12 managers (17%).

Q3: What is your place of residence?

The distribution of workers' origins showed that the majority, 62 employees, are commuting from the City of Regina. The RM of Edenwold, including Emerald Park, supplies 16 workers while the town of White City provides 11 workers. There were also 18 respondents that listed a hometown other than one of those provided as a response choice, the most common being Fort Qu'Appelle and Qu'Appelle. Considering all of the data provided, 78% of those working in the RM commute from outside of the White City and Emerald Park region.



Q4: Do you own a personal vehicle?

An overwhelming 116 out of 117 respondents (99%) said they owned their own personal vehicle.

Q5: What mode of transportation do you use most frequently to get to/from work?

Again, the vast majority of respondents (115/118; 97.5%) stated that they use their own personal vehicle as their main mode of transportation to and from work. The three other respondents (2.5%) said they carpool. No other mode of transportation was selected.

Q6: Does the company you work for provide assistance with transportation needs?

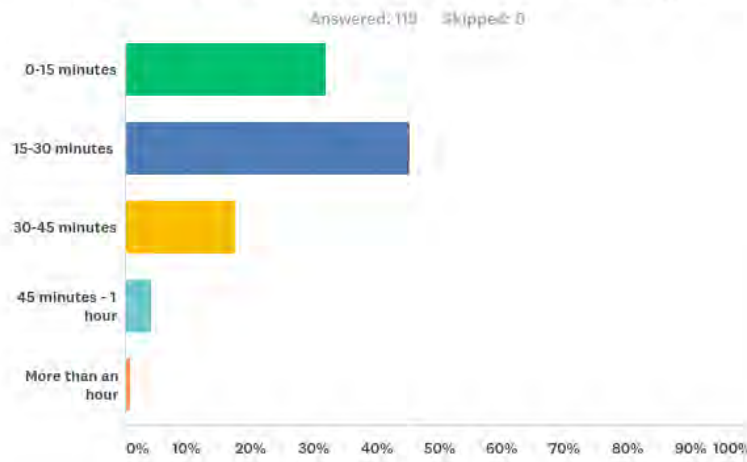
Of 119 responses, 105 (88%) indicated that they do not receive any type of transportation assistance from their employer. Conversely, 14 respondents (12%) indicated that they do receive some type of assistance.

Q7: If yes, what kind of transportation assistance is provided to employees?

There were 13 responses to this question, 11 of which (84.5%) indicated that fuel reimbursement was provided to them by their employer. One response stated that a car share program/car pool program was available to them, and one response said that a shuttle program was provided through their employer.

Q8: What is your average commuting time to work per trip (recognizing that construction may factor in to trip length)?

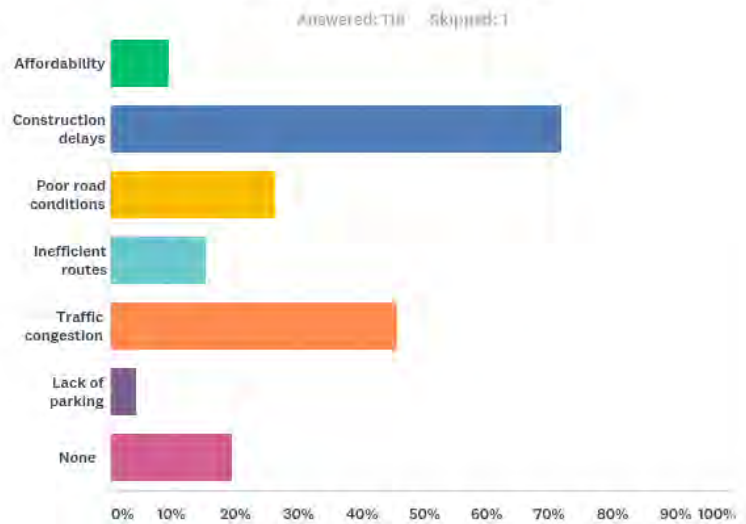
Q8 What is your average commuting time to work per trip (recognizing that construction may factor in to trip length)?



When analyzing these results, it must be noted that the survey was distributed at a time of extensive construction on the No. 1 Highway between Emerald Park and Regina related to the Regina Bypass. Between construction zones, road closures, and re-routing, the commuting time for everyone in the region was undoubtedly affected. The most common commuting time was between 15 and 30 minutes (54/119; 54%), followed by 0 to 15 minutes (38/119; 32%) and 30 to 45 minutes (21/119; 17.5%). Six respondents (5%) indicated that they drive longer than an hour to and from work each day.

Q9: What issues, if any, have you experienced on your commute to and from work? Check all that apply.

**Q9 What issues, if any, have you experienced on your commute to and from work?
Check all that apply.**



As previously mentioned, the RM has seen a recent influx of large scale highway construction projects related to the Regina Bypass. This is reflected in the responses to this question. Almost three-quarters of respondents (85/118) indicated that construction delays have affected their commute, making it the most popular response. Traffic congestion was second, with 54 people identifying it as a problem. Poor road conditions, one of the factors within the RM's control, ranked third with 31 respondents selecting it. Encouragingly, approximately one fifth of respondents indicated that they had no issues with their daily commute.

Q10: Do you use public transit in the City of Regina?

Of 119 respondents, 107 (90%) said that they do not use Regina's public transit system. Twelve respondents (10%) said that they do.

Q11: If yes, how often do you use public transit services?

The most common frequency chosen was less than once a month, with 6 respondents choosing this option (46%). The second most common frequency was one or two times per week, eliciting 5 responses (38.5%).

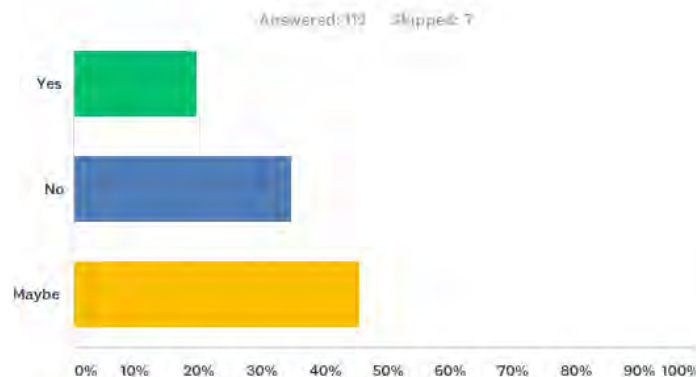
Q12: Would you be in favour of an extension of the Regina Transit Services to the community where you work?

Interestingly, over half of respondents (55%) indicated that they would be in favour of an extension of the Regina Transit Services. The other 45% voted against the possibility.

Q13: If an employee shuttle was established to service your business district, would you participate?

Of 112 total respondents, 22 (19.5%) said that they would use a shuttle, 39 people (35%) said they would not, and 51 people (45.5%) people said that they would consider it.

Q13 If an employee shuttle was established to service your business district, would you participate?

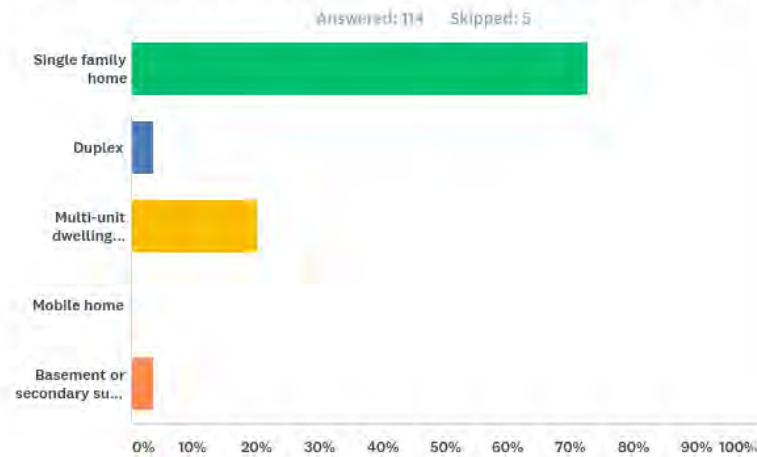


Q14: Do you rent or own your current place of residence?

Of 113 respondents, 40 people (35%) said that they rent, and 73 people (65%) said that they own their home.

Q15: What type of dwelling do you currently live in?

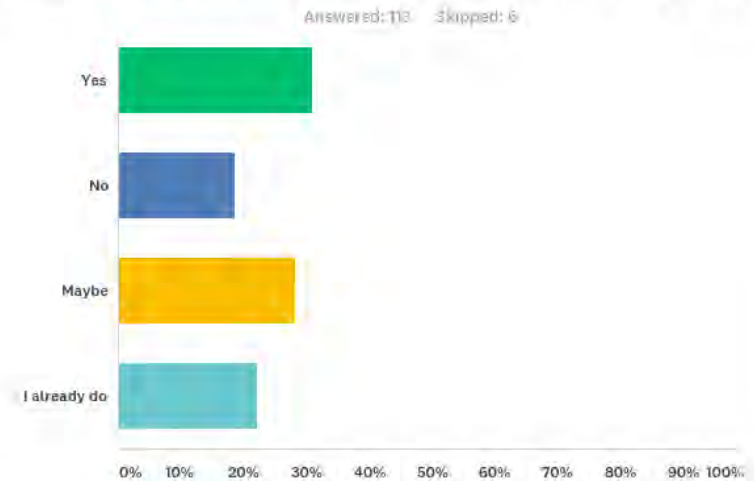
Q15 What type of dwelling do you currently live in?



The majority of respondents, 73%, indicated that they live in a single-family home. The second most common form of housing is multi-unit dwellings, housing 20% of employees surveyed. Four respondents said that they live in a duplex, and four respondents said that they live in a basement or secondary suite. Combining these values, 27% of employees live in a form of housing that is largely not available in the RM at this point.

Q16: Would you be interested in living in the community in which you work?

Q16 Would you be interested in living in the community in which you work?

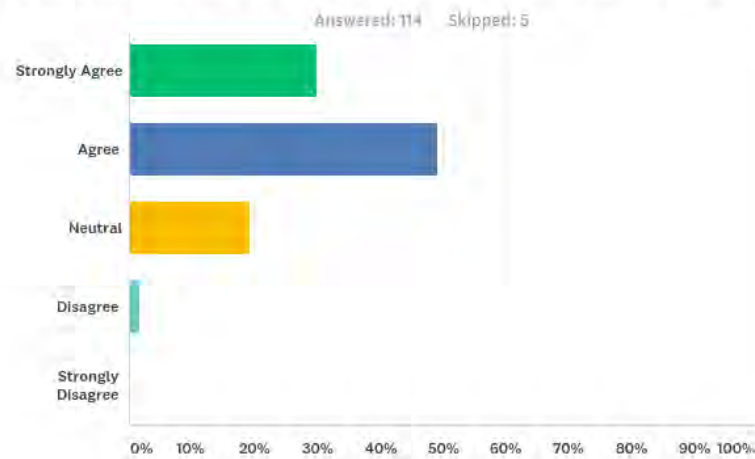


The most common response to this question was “yes”, garnering 31% of the vote. “Maybe” followed with 28%, and 25% of respondents indicated that they already do live where they work. Finally, 21% of respondents said that they are not interested in living in the Emerald Park/White City region.

Q17: I think the RM is a good place to work/own a business.

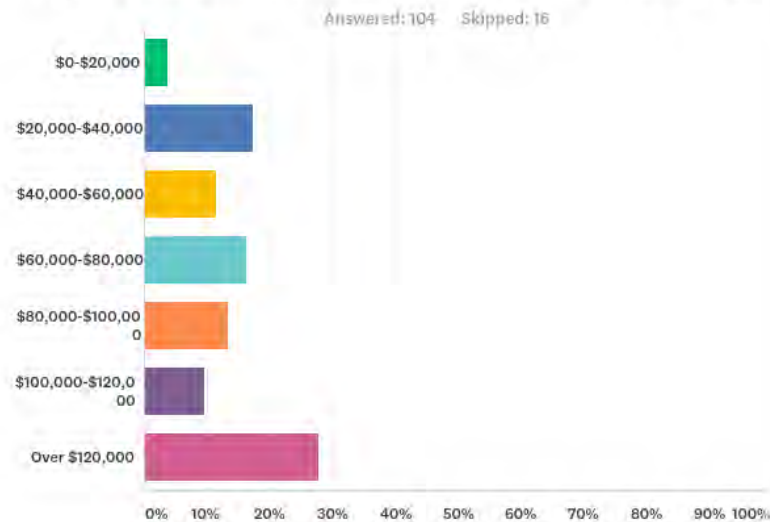
As pictured below, 79% responded that they agree or strongly agree that the RM is a good place to work or own a business. An additional 19% were neutral, and two respondents disagreed.

Q17 I think the RM is a good place to work/own a business:



Q18: Total household income before tax in 2016:

Q18 Total household income before tax in 2016:



Although the income distribution was broken into 7 brackets, the results can be summarized as follows: 33% of households earn between \$0 and \$60,000 annually, 30% of households earn between \$60,000 and \$100,000 annually, and 37% of households earn over \$80,000 annually.

Q19: I think the following issues are most important for the RM to focus on in the coming years (check all that apply):

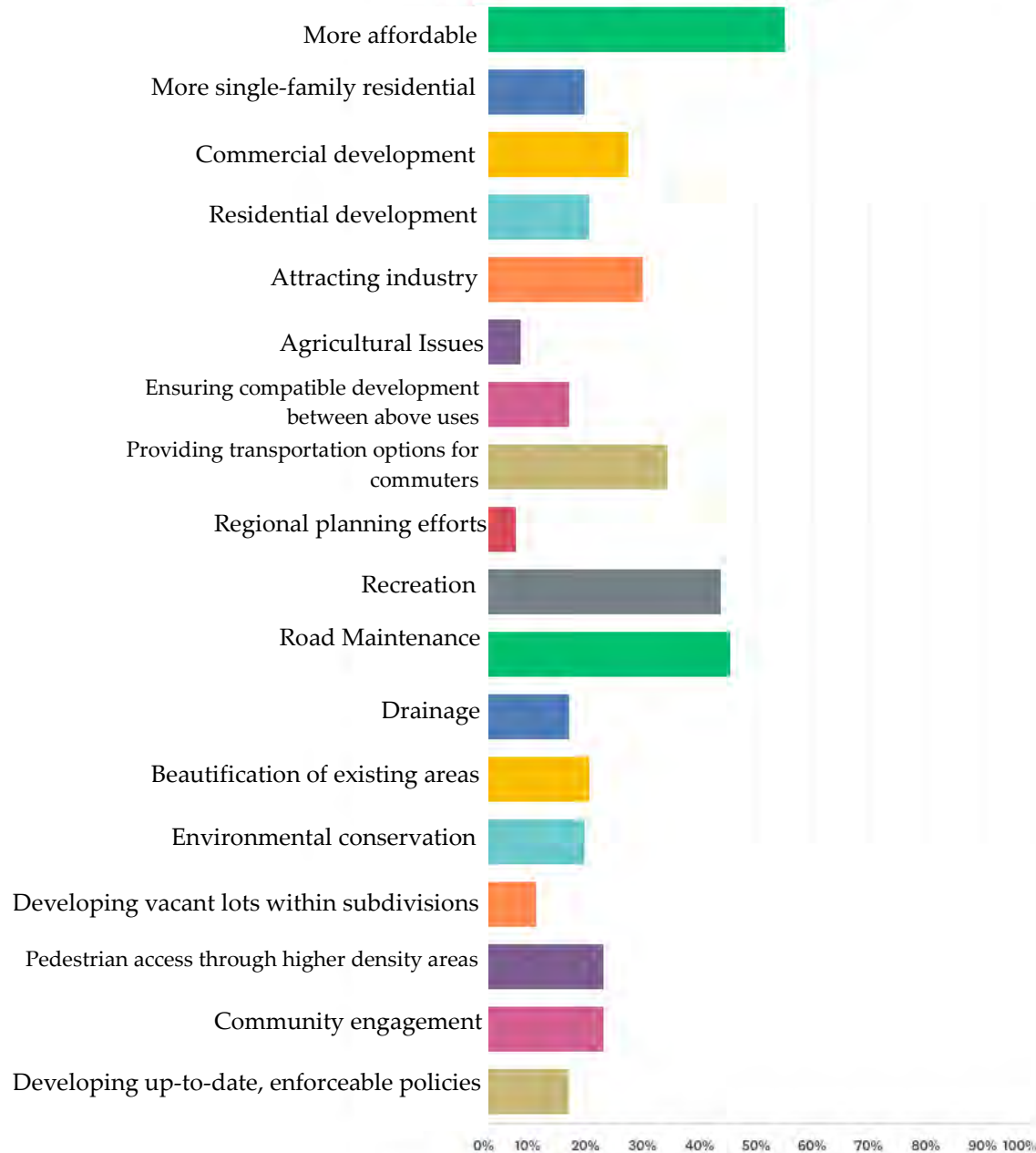
The top five answers were:

1. More affordable housing (64/116; 55%)
2. Road maintenance (53/116; 45.5%)
3. Recreation (51/116; 44%)
4. Providing transportation options for commuters (40/116; 34.5%)
5. Attracting Industry (35/116; 30%)

The full response distribution can be found on the next page.

Q19 I think the following issues are most important for the RM to focus on in the coming years (check all that apply):

Answered: 116 Skipped: 3



5.0 Discussion

5.1 General

In terms of overall success of the survey, the sample size obtained should be sufficient enough to indicate trends occurring within the region. Reaction to the survey was generally positive, and the distribution of the survey helped to promote the RM of Edenwold brand. Further, it will improve the integrity of the new OCP by including more public input.

Due to the changing commercial landscape in Emerald Park, the RM felt that there was a cohort of lower income workers commuting from Regina that may be supportive of initiatives such as affordable housing and commuter shuttles. Large retail chains that are moving to Emerald Park employ large amounts of people, likely at a rate near minimum wage. As this trend continues into the future, this demographic will have an impact on the types of housing and transportation policies that the RM must consider. For the purposes of community cohesion, environmental sustainability, development patterns and many other facets of planning, it will be important to understand what type of worker the RM is attracting and how their needs can be provided for.

The response to Q17, *“Do you think the RM is a good place to work/own a business?”*, provides positive feedback to the RM that its business sector is satisfied. Almost 80% of respondents agreed or strongly agreed with Q17. Commercial development and attracting industry scored high in Q19 which asked what respondents would like the RM to prioritize in the coming years. Considering the above, the survey shows support and approval for the RM’s efforts to create a thriving business community.

Recommendations

- Distribute follow-up survey in two to three years to track changes in employee demographics
- Continue to interact with businesses at every opportunity to ensure an effective two-way dialogue

5.2 Transportation

Due to the distance between Regina and Emerald Park businesses, as well as the low population density in many regions of the RM, it comes as no surprise that the personal vehicle is the main mode of transportation used by commuters. Emerald Park was primarily founded on the premise of being a commuter community of Regina. Car dependence is not a new trend in Saskatchewan, nor is it likely to change any time soon. Alternative modes of transportation are only likely to be successful if they provide a clear advantage and fit seamlessly into the daily routines of commuters.

One of the goals of this survey was to determine if there is an appetite for some type of transit loop or employee shuttle connecting RM businesses to Regina. The responses that were gathered indicate a widespread reliance on personal vehicles to get people to work, yet over 65% of respondents indicated that they would use or would consider using an employee shuttle if one was established in their business district. For the 51 individuals that answered “maybe”, it would likely depend on how well it was implemented and how convenient it was for them to use. Further support can be found in Q12, where over half of respondents (54%) indicated that they would be in favour of an extension of the Regina Transit Services to the Emerald Park area. Although these numbers do not necessarily translate directly into riders, they do indicate a support in principle of the idea which can be influential in the political arena as these topics are discussed.

“As a manager in charge of staffing and schedules etc., transportation for staff who commute from Regina would be the issue that is most important for me.”

- Survey Respondent #116

Apart from some form of employee shuttle, another option to decrease the number of cars on the road is to offer some kind of incentive to employers to provide transportation options to their staff. The survey indicated that only 14 employees out of 119 respondents are offered some form of transportation assistance by their workplace. In almost every instance, it is fuel reimbursement. Due to the frequency of commuters originating from Regina, it would be feasible to organize some form of car share/carpool program among employees, which can be incentivized by the employer or indirectly by the RM. Carpoolers can be incentivized by things like time off work, gas vouchers, or free lunch. There is a substantial body of research providing information on how to most effectively implement a carpool program in the workplace.

A proactive way to reduce the number of commuters is to create a safe and convenient active transportation network for those who already live and work in the Emerald Park/White City region. Several multi-purpose paths already exist and connect popular origins and destinations, with more pathways being added in the near future. Connectivity to north of the No. 1 highways poses a challenge, but will be easier to address following the completion of the Regina Bypass. Increasing the number of commuters using active transportation will have several positive effects, including a healthier population, fewer emissions from vehicles, less traffic congestion, and less stress on municipal roadways.

In summary, of 116 respondents, 40 (35%) identified the need for transportation options as a priority for the RM. The survey also indicated 78% of people working in the RM are commuting from origins other than Emerald Park or White City, and that there is an interest to increase the affordability and convenience of commuting. If the RM can find ways to achieve this, the business

community will be better positioned to attract qualified employees from other locales, and by extension, potential residents. Further research will need to be done to explore both publicly funded and privately operated options to make commuting easier and attract employees to the region.

“Although I have not worked in this community long, [my] family used to live here years ago. There are still no sidewalks, and having grown up in a small community it would be great for walkability.”

-Survey respondent #65

Recommendations

- Initiate conversations with local transportation companies sharing the results of this survey, gauge their interest in starting a transit loop
- Continue discussions with Regina Transit Services
- Research feasibility of incentivizing employer-initiated transportation assistance programs
- Create relationships with managers of businesses with a high percentage of commuting employees, discuss potential for alternative transportation plans
- Work with Department of Highways to continue to improve signage, highway safety, and accessibility to businesses
- Conceptualize pedestrian and cyclist connectivity throughout Emerald Park, including the north side of Highway No.1
- Conceptualize pedestrian and cyclist connectivity from Emerald Park to Regina
- Improve existing pedestrian and cyclist infrastructure to encourage active transportation
- Look to successful examples of intermunicipal transportation from other jurisdictions
- Include clear and tangible goals related to transportation options in the new draft of the OCP

5.3 Housing

Understanding the housing needs of workers in the RM is important to attract and retain the number and quality of employees necessary to sustain the business community. Emerald Park is known as a community of single-family homes, primarily serving families with children and working parents. High-end country residential has also become popular in recent years, attracting those wanting more space and a rural lifestyle. As of the 2016 Census, single-family dwellings made up 91% of the housing stock available in the RM.

Of those surveyed, 73% live in single family dwellings, while 20% live in multi-unit dwellings such as condominiums or apartments. Theoretically, this should indicate to the RM that approximately 20% of available housing stock - one out of every five dwelling units

- should be some form of multi-unit dwelling. Further, 35% of survey respondents stated that they are renting their current place of residence. As the housing market currently exists, anyone looking to rent is automatically ineligible to live in Emerald Park.

Q16, “*Would you be interested in living in the community in which you work?*”, revealed that 31% of respondents would be interested in living in the Emerald Park region, and 28% said they may be interested. Together, 67 individuals would consider moving to Emerald Park, but haven’t. The quote below indicates that for some households affordability may not be the obstacle, but rather a lack of housing options to suit their changing needs as they age:

“...My husband and I do not require a 2700 square foot 3-bedroom home, but smaller single detached houses are very difficult to locate in the area.”

-Survey respondent #55, continued

As per the 2016 Census, there are 550 couples in the RM living without children. These couples may have similar sentiments about needing smaller housing options.

The survey also provided strong evidence that affordability was in fact an obstacle in many cases. Q18 asked respondents to state their yearly household income. Approximately one third of those surveyed make \$60,000 or less annually. Based on the assumption that households spend approximately one third of their income on housing, this is equivalent to a maximum monthly payment of \$1,666. The down payment alone on a \$500,000 home in Emerald Park would likely eliminate many potential buyers, and a monthly mortgage payment of approximately \$2100 would be financially unsustainable for anyone in this income bracket. This survey therefore provides strong evidence that at least one-third of those working in the RM cannot afford to live here.

“I would live in this area, but when looking at affordable housing we couldn’t find anything in our price range that didn’t need a lot of work – putting it again out of our price range!”

-Survey Respondent #93

The issue of building more affordable housing has proven to be highly political. It has been expressed by current residents in public forum that they like their community as it is, and it is their opinion that only single-family homes should be built in the area. Planning best practices and the data gathered from this survey, however, both indicate that more affordable housing should be provided in the RM. While it is true that market forces will largely determine future residential development, the amount of public

pushback may come into play. The decision facing the RM is to determine to what extent it wishes to engage in the housing market and promote more affordable forms of housing.

“Emerald Park is a great place to live if affordable housing is available such as condos or apartments. Unfortunately, residents are not utilizing local small businesses and opting to go to Regina so it is difficult for small businesses to make enough money to support costs and make a living.”

- Survey respondent #25

In summary, the survey revealed a demand for housing options in the Emerald Park region, both for reasons of affordability and to accommodate lifestyle changes. The income distribution among those working in the RM shows that a large portion are priced out of the option to live where they work. In a housing market where homes below \$500,000 are almost impossible to find, “affordable” in this instance is highly relative. A high-end \$350,000 condo may be affordable enough for a family to move to Emerald Park, or to keep a retired couple living in the community. If more workers are able to live closer to their place of employment, this will not only attract employees to the region, but will also proactively help to resolve many of the issues with commuting identified earlier in this report.

Recommendations

- Improve public opinion of different housing options through open house discussions, exhibition of low-impact affordable options in other jurisdictions, etc.
- Ensure any multi-unit housing projects are done strategically to mitigate effects on current residents
- Encourage “gentle density” through discreet affordable housing options such as basement or garage suites
- Provide information obtained from this survey to developers
- Include clear and substantiated goals related to housing options in the new draft of the OCP

“Awesome community to live [in] but housing prices are too high.”

- Survey respondent #20

6.0 Conclusion

By all definitions, the Emerald Park region is a successful community that provides a high quality of living for residents, and business opportunities for a wide range of commercial and industrial enterprises. The proximity of the community to Regina's east side and the development of the Regina Bypass strengthen the prospects for growth in the RM, centered in the Emerald Park region. The RM now has to consider the needs of different demographics of people, particularly those commuting from Regina and those in lower income brackets. It is important that the new OCP reflects the changing demographics in the community and includes policies that are forward-thinking and inclusive.

This survey proved to be valuable for several reasons. The process of conducting the survey itself created an opportunity to engage with businesses and show them that the RM values their opinion. The results obtained provide valuable baseline information that can help the RM track changes through the coming years. The comments that were submitted show the diversity of opinions held by respondents.

Many of the results confirmed notions that the Planning Department had about how the community functions. The idea of establishing a transit loop or employee shuttle to serve the district is supported by the large percentage of commuters that travel from Regina. Alternatively, the number of commuters can pre-emptively be lowered by providing a greater variety of housing types in a more attainable price range. The substantive percentage of renters (35%) and percentage of households earning less than \$60,000 a year (33%) further makes the claim for less expensive housing options to attract potential future residents to the region and maintain the vitality of the business community.



Appendix E

Municipal Action Plan

Municipal Action Plan - Sept 2019

This Municipal Action Plan lays out the requests, needs and issues identified by members of our communities. The plan outlines which RM department(s) is/are responsible for addressing or developing solutions, the status of the response with timelines and descriptions for interventions.

This plan was informed by responses received during our Early Community Engagement Program. The program included a community-wide survey, a business survey and five in-person engagement meetings held in spring of 2017. Supplemental information was obtained from the public and stakeholders through comments provided on the Draft New Official Community Plan and Zoning Bylaw during the summer of 2019. The plan has been updated and refined with input from RM staff and Council.

The Municipal Action Plan is a **living document**, to be updated and amended, taking into account successes and accomplishments as well as new priorities, issues and needs. Share your thoughts or comments regarding this plan with our Planning Department by emailing Jessica at: jm.planning.rm158@sasktel.net

Rural Residential/Agricultural Sector

#	Request/Need/Issue	Participants	Status/Timeline for Completion	Municipal Interventions/Comments
1.	Maintain roads, culverts and infrastructure to an appropriate standard	Public Works	Ongoing	<ul style="list-style-type: none"> Regular evaluation of roads and infrastructure is being carried out Grading and maintenance completed as needed Upgrades and re-construction carried out as required, based on municipal priorities and budget Bridges reviewed in 2018 by SARM and required maintenance identified Bridge repairs at Richardson, Range Road 2181 and Range Road 2183 (2019)
2.	Provide civic addresses for all properties	Planning and Development	Ongoing/1 year	<ul style="list-style-type: none"> Completion of process of assigning and validating addresses, roads and land locations in 2020
3.	Address existing flooding and drainage issues	Planning and Development, Administration	In progress/5 years	<ul style="list-style-type: none"> Pilot Butte Creek drainage project, Phase 1 (Crawford Estates) complete (2017 – 2019) Completion of Bridlewood drainage project in 2019 Future: complete Phases 2 and 3 of Pilot Butte Creek drainage project

4.	Address dust-related issues	Public Works, Planning and Development	Ongoing	<ul style="list-style-type: none"> Dust-control applied as required based on municipal evaluation or complaint/request Council requires dust control as a condition of permit (i.e. land uses related to aggregate extraction/storage, site grading)
5.	Address trespassing issues related to snow-mobiles and other motorized recreational vehicles	Community Safety Officers (CSOs)	Ongoing	<ul style="list-style-type: none"> Respond to incidents in a timely matter when reported Participate in Rural Crime Watch 158 to help mitigate trespassing issues and ensure proper reporting of incidents Continue to work collaboratively with White Butte RCMP
6.	Locate new pipelines along boundary lines and public rights-of-way	Planning and Development	Initiated/Ongoing into the future	<ul style="list-style-type: none"> Participated in several meetings with neighbouring jurisdictions and representatives of Crown Corporations to consider future major utility line locations (2016-2019) New policies written into New OCP Participate in consultations with pipeline operators Participate in utility corridor project with the Saskatchewan Integrated Utilities Group and the RM of Sherwood
7.	Protect prime agricultural lands and native grasslands	Planning and Development	Ongoing	<ul style="list-style-type: none"> Similar but stronger policies written into New OCP
8.	Protect water quality and quantity for well users	Planning and Development Public Works	Ongoing	<ul style="list-style-type: none"> Require new developments to undertake the necessary hydrogeological investigations with respect to water Continue to examine new development proposals for potential impacts on water and eliminate or mitigate any potential contamination or other issues Implement policies to restrict the drilling of irrigation wells on private property in Emerald Park and some Country Residential Subdivisions where groundwater supply is sensitive New policies to restrict the drilling of irrigation wells in Emerald Park and some Country Residential Subdivisions written into New OCP
9.	Develop a Cultural Plan	Planning and Development	Future/5 years	<ul style="list-style-type: none"> Future: engage with the members of all local communities to identify cultural resources and develop a strategic plan for the management of these resources
10.	Develop a Register of Properties and Buildings with Historic or Cultural Significance	Planning and Development	Initiated/3 years	<ul style="list-style-type: none"> Initiated work on identifying historic and cultural buildings and properties Future: develop the register Future: tie this project together with the Cultural Plan

Country Residential Subdivisions

#	Request/Need/Issue	Participants	Status/Timeline for Completion	Municipal Interventions/Comments
11.	Ensure compatibility and adequate buffers between different land use types	Planning and Development	Ongoing	<ul style="list-style-type: none"> Continue to implement and enforce development conditions (development/servicing agreements, discretionary use conditions) to ensure compatibility Similar but stronger policies on compatibility written into New OCP Additional policies on managing construction-related nuisances written into New OCP
12.	Address nuisances related to development process (traffic, dust) at the time of permitting	Planning and Development, Administration, Community Safety Officers (CSOs)	Ongoing	<ul style="list-style-type: none"> Continue to implement and enforce development conditions (development/servicing agreements, discretionary use conditions) to address nuisances Continue to enter into Road Haul Agreements to direct trucks to specific roads and help evaluate potential nuisances New policies written into New OCP Additional policies on managing construction-related nuisances written into New OCP Utilize CSO program and traffic court to reduce number of traffic violations Utilize CSO program to enforce Noise and Nuisances bylaws
13.	Ensure developers meet their commitments	Planning and Development, Administration	Ongoing	<ul style="list-style-type: none"> Adopted Servicing Agreement Fees and Securities Policy with incentives for developers to meet commitments and disincentives for them to leave items incomplete (2018) Enforcement of agreements, permit conditions and bylaws to be improved through streamlined administrative processes Pursuit of voluntary compliance as a first effort before proceeding with legal action Continue to require financial securities where appropriate
14.	Review information provided to the public by developers, sales professionals to ensure accuracy with future municipal plans	Planning and Development, Administration	Ongoing (NOTE: potential opportunities for municipal intervention may be limited)	<ul style="list-style-type: none"> Validate any information shared with the municipality (NOTE: not all communications/sales/marketing information is provided to the municipality for review) Provide factual information to developers or sales professionals when inaccuracies are noted
15.	Address overgrown weeds on lots during summer months	Planning and Development	Initiated/Ongoing into the future	<ul style="list-style-type: none"> Periodic evaluation of yards for overgrown weeds carried out during summer months with mowing carried out by the municipality and invoiced to landowner when enforcement order requirements not met

				<ul style="list-style-type: none"> Implementation of new Yard Maintenance Policy (2019) to better address issues related to overgrown yards
16.	Introduce a policy to encourage landowners to build on empty lots	Planning and Development, Administration	In progress/3 to 5 years	<ul style="list-style-type: none"> Economic Development – Tax Incentives Policy to provide tax-based incentives to develop homes on empty lots in existing subdivisions
17.	Encourage and support growth of alternate forms of housing such as senior's housing in the community in appropriate locations only	Planning and Development	In progress/Ongoing into the future	<ul style="list-style-type: none"> Continue to offer Economic Development – Tax Incentives Policy to provide tax-based location-specific incentives to develop alternate forms of housing where appropriate New policies written into New OCP Comply with the Royal Park Concept Plan as endorsed by Council
18.	Improve conditions of identified roads (Butte Street, Rock Pointe Crescent)	Administration, Public Works	In progress/10 years	<ul style="list-style-type: none"> Butte Street paved in 2018 Continue discussions with Pilot Butte to determine feasibility of completing Butte Road as a joint project Bridlewood Estates access road re-paved in 2018 Crawford Developments internal subdivision road re-paved in 2017 Meetings held with landowners/developers along Gravel Pit Road to consider re-construction and paving work as a joint project (2017, 2018) Priority road construction/upgrade list has been developed by Council in collaboration with municipal engineers including high-traffic grid roads, subdivision access roads, and urban streets. List is to be re-evaluated annually based on budget. Some projects may be carried out as local improvement.
19.	Address existing flooding and drainage issues	Planning and Development, Administration	In progress/5 years	<ul style="list-style-type: none"> Pilot Butte Creek drainage project, Phase 1 (Crawford Estates) complete (2017-2019) Improved flow through Rock Pointe ER Completion of Bridlewood drainage project in 2019 Future: complete Phases 2 and 3 of Pilot Butte Creek drainage project
20.	Proactively reduce potential for future flooding and drainage issues	Planning and Development	In progress	<ul style="list-style-type: none"> Continue to require comprehensive drainage and grading plans from developers prior to approval Ensure landowner compliance with approved drainage and grading plans through building/development permit process Continue to consider regional drainage solutions and encourage collaboration between developers Restrict development on flood prone lands, as per OCP policies
21.	Restrict development of irrigation wells where required	Planning and Development, Public Works	Initiated/Ongoing into the future	<ul style="list-style-type: none"> Determine municipal authority with respect to wells in existing developments Evaluate subdivision areas to assess conditions and need for restrictions

				<ul style="list-style-type: none"> Develop an implementation system for well restriction where required
22.	Develop more walkways within country residential subdivisions	Planning and Development, Public Works	Future/10 years	<ul style="list-style-type: none"> Future: possible Trans Canada Trail expansion into existing acreage developments Future: possible walkway development in future country residential subdivisions
23.	Landscape some green and open spaces to improve recreational amenity	Planning and Development, Public Works	Future/5 years, but opportunities to develop/landscape environmental reserve areas along creeks, ponds, habitat areas are limited	<ul style="list-style-type: none"> Future: evaluation of opportunities to improve green spaces in existing subdivision areas without compromising existing natural habitats or drainage routes Future: possible development of green space amenities in future country residential subdivisions
24.	Promote existing local recreational, commercial, community services and other amenities	Communications, Planning and Development, Administration	Initiated/Ongoing into the future	<ul style="list-style-type: none"> Community map produced for Emerald Park and Butte Business District Area (updated spring of 2019) Regular email communications being sent to RM businesses Signup available for communications from the RM website Lobbied provincial government for improved highway signage during and after Regina Bypass project Improve municipal signage to direct customers to business districts Distribute newly developed "Welcome Packages" to new residents and businesses
25.	Encourage and support development of additional recreational amenities	Planning and Development, Administration	In progress, Ongoing into the future	<ul style="list-style-type: none"> Utilize and update the Municipal Reserve Cash-in-lieu Policy as necessary to ensure the municipality obtains the appropriate amount of funds from subdivisions in accordance with <i>The Planning and Development Act, 2007</i>, as amended, to invest in recreational and public facilities (where park/green space is not provided as part of the subdivision) Construction of the Emerald Park Soccer Facility to serve community-based sports groups and provide public washrooms in 2017/2018. Upgrading of the Emerald Park Soccer Field Park with picnic tables, BBQ pits and beach volleyball court in 2018 Completion of the Great Plains Road Trans Canada Trail extension (walkway connecting the businesses) in 2018 Future: possible development of multi-use indoor recreational facility (i.e. track, multi-use rooms, turf field, change rooms, gym) Future: possible development of outdoor skating rink in Hunter Creek Estates subdivision

26.	Develop a Cultural Plan	Planning and Development	Future/5 years	<ul style="list-style-type: none"> Future: engage with the members of all local communities to identify cultural resources and develop a strategic plan for the management of these resources
27.	Develop a Register of Properties and Buildings with Historic or Cultural Significance	Planning and Development	Initiated/3 years	<ul style="list-style-type: none"> Initiated work on identifying historic and cultural buildings and properties Future: develop the register Future: tie this project together with the Cultural Plan

Emerald Park Residential Community

#	Request/Need/Issue	Participants	Status/Timeline for Completion	Municipal Interventions/Comments
28.	Ensure compatibility and adequate buffers between different land use types	Planning and Development	Ongoing	<ul style="list-style-type: none"> Continue to implement and enforce development conditions (development/ servicing agreements, discretionary use conditions) to ensure compatibility Policies written into New OCP Additional policies on managing construction-related nuisances written into New OCP
29.	Protect the character of the community and preserve the “small town feel”	Planning and Development	Initiated/Ongoing into the future	<ul style="list-style-type: none"> New policies written into New OCP
30.	Protect safety and security in the community	Community Safety Officers (CSOs), Administration	Ongoing	<ul style="list-style-type: none"> Respond to incidents in a timely manner when reported Work collaboratively with RCMP to address crime-related issues and concerns Participate in Rural Crime Watch 158 to help mitigate trespassing issues and ensure proper reporting of incidents
31.	Promote the development of services locally that cater to children and families	Planning and Development, Administration	In progress/Ongoing into the future	<ul style="list-style-type: none"> Economic Development – Tax Incentives Policy adopted to provide tax-based incentives to develop commercial, recreational and community service amenities Revitalization of the Woods Crescent Playground in 2019 Construction of the Emerald Park Soccer Facility to serve community-based sports groups and provide public washrooms in 2017-2018 Upgrading of the Emerald Park Soccer Field Park with picnic tables, BBQ pits and a beach volleyball court in 2018 Completion of the Great Plains Road Trans Canada Trail extension (walkway connecting the businesses) in 2018 New policies written into New OCP Future: possible development of multi-use indoor recreational facility (i.e. track, multi-use rooms, turf field, change rooms, gym)

32.	Encourage and support the development of health-related facilities including a primary care hub	Planning and Development, Administration	Initiated/Ongoing into the future	<ul style="list-style-type: none"> Economic Development – Tax Incentives Policy adopted to provide tax-based incentives to develop community service amenities New policies written into New OCP
33.	Encourage and support the development of a high school locally on the south side of the no. 1 highway	Planning and Development, Administration	In progress/10 years (NOTE: school development is responsibility of province and school division, not municipality)	<ul style="list-style-type: none"> Two meetings held with School Division to provide updated information about developments underway and future plans/opportunities (2017 and 2018) and additional data sharing regarding building permits and subdivisions (2019) New policies written into New OCP to allocate lands for future school sites, written based on recommendations from the Ministry of Education Future: Continue to support efforts to develop a high school on the south side of the no. 1 Highway Future: meet annually with School Division to provide updated information and plans Future: provide information on development to the Ministry of Education as needed
34.	If new forms of housing are introduced, restrict the locations to limit potential impacts on existing properties (NOTE: some residents want to see a variety of housing forms in the area to cater to independent youth, seniors, workers, etc., and others are opposed to the introduction of alternative forms of housing. This item has been framed in a manner that takes both positions on this issue into account)	Planning and Development, Administration	In progress/Ongoing into the future	<ul style="list-style-type: none"> Continue to offer Economic Development – Tax Incentives Policy to provide tax-based location-specific incentives to develop alternate forms of housing where appropriate New policies written into New OCP Comply with the Royal Park Concept Plan as endorsed by Council
35.	Address existing flooding and drainage issues	Planning and Development, Administration	In progress/5 years	<ul style="list-style-type: none"> Emerald Park Road Area Drainage Study complete, with construction pending for 2019-2021 Emerald Park lagoon decommissioning (to be completed in 2019) Future: Emerald Park Lagoon re-development to include storm water retention pond and possible water feature (East lagoons)
36.	Address overgrown weeds on lots during summer months	Planning and Development	Initiated/Ongoing into the future	<ul style="list-style-type: none"> Periodic evaluation of yards for overgrown weeds carried out during summer months with mowing carried out by the municipality and invoiced to landowner when enforcement order requirements not met Implementation of new Yard Maintenance Policy (2019) to better address issues related to overgrown yards

37.	Improve conditions of some local residential streets	Administration, Public Works	In progress/2 years	<ul style="list-style-type: none"> Diamond Crescent, Pearl Crescent, Nicklaus Place, Normal Place, Emerald Park Road and Palmer Crescent have been re-paved (2017-2018) Hogan Place re-paved in 2019 Priority road construction/upgrade list has been developed by Council in collaboration with municipal engineers, including high-traffic grid roads, subdivision access roads, and urban streets. List is to be re-evaluated annually based on budget. Some projects may be carried out as local improvement.
38.	Protect developed walkways, add more walkways and improve walkway landscaping in some locations	Planning and Development, Public Works	In progress/Ongoing into the future	<ul style="list-style-type: none"> Completion of the Great Plains Road Trans Canada Trail extension (walkway connecting the businesses) in 2018 Future: walkway extensions planned adjacent to new RM office, along Hutchence Road and adjacent to storm water retention pond and water feature (former East lagoons site)
39.	Protect developed parks, add more parks and improve some of the parks	Planning and Development, Public Works	In progress/Ongoing into the future	<ul style="list-style-type: none"> Construction of the Emerald Park Soccer Facility to serve community-based sports groups and provide public washrooms in 2017-2018 Upgrading of the Kuzmicz Commemorative Park with picnic tables, BBQ pits and a beach volleyball court in 2018 Developed a pergola for a photo location in the Emerald Park Soccer Field Park Revitalization of the Woods Crescent Playground (2019/2020) New policies written into New OCP Introduced Legacy Bench Program (2019)
40.	Encourage and support development of additional recreational and cultural amenities (pickle ball, dog park, indoor field, pool, meeting spaces for community groups)	Planning and Development, Administration	In progress, Ongoing into the future	<ul style="list-style-type: none"> Utilize and update the Municipal Reserve Cash-in-lieu Policy as necessary to ensure the municipality obtains the appropriate amount of funds from subdivisions in accordance with <i>The Planning and Development Act, 2007</i>, as amended, to invest in recreational and public facilities (where park/green space is not provided as part of the subdivision) Construction of the Emerald Park Soccer Facility to serve community-based sports groups and provide public washrooms in 2017-2018 Upgrading of the Kuzmicz Commemorative Park with picnic tables, BBQ pits and a beach volleyball court in 2018 Revitalization of the Woods Crescent Playground (2019) Addition of pickleball equipment to tennis courts Future: possible development of multi-use indoor recreational facility (i.e. track, multi-use rooms, turf field, change rooms, gym)

41.	Develop an off leash dog park	Planning and Development, Public Works	Future/3 years	<ul style="list-style-type: none"> Future: identify an appropriate location Future: carry out site planning work Future: develop the park
42.	Work towards Sector Plans for development of larger areas that include a number of different land uses and amenities. Sector Plans should create a framework for the future development of the area.	Planning and Development, Administration	Initiated/Ongoing into the future	<ul style="list-style-type: none"> New policies written into Draft New OCP Comply with the Royal Park Concept Plan as endorsed by Council Future: determine areas where Sector Plans are required and initiate these plans either independently by municipality or by a consultant or in collaboration with a developer
43.	Develop an Accessibility Plan	Planning and Development, Public Works	Initiated/5 years	<ul style="list-style-type: none"> Initiated research and writing of an accessibility plan for public spaces, to improve accessibility for persons with physical or mental disability Future: complete writing of the plan and determine if additional policy is required for implementation Future: plan implementation
44.	Develop a Cultural Plan	Planning and Development	Future/5 years	<ul style="list-style-type: none"> Future: engage with the members of all local communities to identify cultural resources and develop a strategic plan the management of these resources
45.	Develop a Register of Properties and Buildings with Historic or Cultural Significance	Planning and Development	Initiated/3 years	<ul style="list-style-type: none"> Initiated work on identifying historic and cultural buildings and properties Future: develop the register Future: tie this project together with the Cultural Plan

Emerald Park Business District

(including Great Plains Industrial Park and Prairie View/Royal Park Commercial Centre)

#	Request/Need/Issue	Participants	Status/Timeline for Completion	Municipal Interventions/Comments
46.	Obtain highway signage (Guide Signs) for Emerald Park	Administration, Planning and Development	In progress/1 year	<ul style="list-style-type: none"> Submission of numerous communications to Ministry of Highways and Infrastructure requesting Guide Signs for Emerald Park (2012-2018) Guide Signage for Emerald Park installed by Ministry in 2019 Future: pursue the addition of Guide Signs where missing (i.e. Pilot Butte interchange, traveling eastbound)

47.	Obtain business signage along no. 1 Highway to improve visibility of businesses following construction of Regina Bypass Project and assist motorists to reach local businesses	Administration, Planning and Development	In progress/1 year	<ul style="list-style-type: none"> Submission of several communications to Ministry of Highways and Infrastructure and numerous meetings held on this issue (2016-2018) Pilot Program initiated by the Ministry in 2017 specifically for food, fuel and accommodations only with wayfinding component incomplete Other businesses added to the Pilot Program by the Ministry in 2018, areas included in program broadened and wayfinding elements added Future: evaluate wayfinding component to ensure functionality for all business districts and report to the Ministry
48.	Improve accessibility of businesses in Emerald Park following Regina bypass construction	Planning and Development, Administration	In progress/3 years, (NOTE: potential opportunities for municipal involvement are limited as many of the relevant roadways are owned/operated by the Ministry of Highways and Regina Bypass Partners)	<ul style="list-style-type: none"> Meeting held with businesses that sell or operate large and heavy vehicles and machinery to discuss road network functionality, which revealed concerns about interchanges, roads and signage (May 2018) Report produced based on meeting and submitted to Ministry of Highways and RBP (June 2018) Ministry of Highways guide sign and logo signage programs have been adjusted in response to feedback from the RM of Edenwold and RM businesses (2018) Future: follow-up with Ministry of Highways and RBP to see how outstanding concerns raised by the RM and RM businesses have been or will be addressed Future: continue to pursue signage improvements along Regina Bypass including service roads and other primary highways for businesses
49.	Work with Ministry of Highways and bypass partners to improve safety of Emerald Park Road/Great Plains Road (South Service Road) intersection	Planning and Development, Administration, Public Works	Completed (NOTE: The intersection is under the authority of the Ministry of Highways and Infrastructure)	<ul style="list-style-type: none"> Meetings held with Ministry of Highways and Infrastructure and Regina Bypass Partners to discuss the Emerald Park Road/Great Plains Road (South Service Road) intersection and evaluate safety concerns Intersection design was reviewed and approved by Ministry of Highways and Infrastructure and Regina Bypass Partners Municipality added raised crosswalks pushed back from the intersection to provide for safer pedestrian crossing opportunities
50.	Pave all roads in commercial and industrial subdivisions	Administration, Public Works	Initiated/5 years	<ul style="list-style-type: none"> Re-paving of Great Plains Road (South Service Road) has been completed by Regina Bypass Partners Priority road construction/upgrade list has been developed by Council in collaboration with municipal engineers including high-traffic grid roads, subdivision access roads, and urban streets. List is to be re-evaluated annually based on budget. Some projects may be carried out as local improvement.

51.	Obtain street lights on Great Plains Road and South Plains Road (South Service Road) through commercial/industrial areas	Administration	Initiated/3 years (NOTE: the South Service Road is under the authority of the Ministry of Highways and Infrastructure)	<ul style="list-style-type: none"> Submission of communications to the Ministry of Highways and Infrastructure requesting street lights along Great Plains Road and South Plains Road (South Service Road) Request for quote for these lights submitted to SaskPower Future: pursue quote from SaskPower and provide to Ministry of Highways Future: continue to lobby the Ministry for street lights
52.	Improve aesthetic quality of business districts	Planning and Development	Initiated/5 years	<ul style="list-style-type: none"> Zoning bylaw amendment to change business signage regulations to reduce clutter and improve aesthetics Enforcement of new third party signage restrictions (2018-2019) Engagement meeting with the business community regarding portable and temporary signage needs, regulations and business district aesthetics (held in spring of 2019)
53.	Promote local businesses	Administration, Communications, Planning and Development	In progress/Ongoing into the future	<ul style="list-style-type: none"> Business License Program development and implementation Creation of business email list for quarterly distribution of information to local businesses Development of promotional map for Emerald Park and Butte Business District Future: add additional business-related information to the municipal website
54.	Provide tax exemptions or other policies to attract new business, promote economic development and reduce vacancy rates	Planning and Development, Administration	In progress/Ongoing into the future	<ul style="list-style-type: none"> Economic Development – Tax Incentives Policy to provide tax-based incentives to develop commercial, industrial, recreational or community-service uses
55.	Improve walkway connections through commercial areas	Planning and Development, Public Works	In progress/Ongoing into the future	<ul style="list-style-type: none"> Completion of the Great Plains Road Trans Canada Trail extension (walkway connecting the businesses) in 2018 Zoning bylaw amendment allows municipality to require a “pedestrian access plan” as part of new development applications, to show defined pedestrian access routes through the site and connections to adjacent pedestrian facilities Future: walkway extensions planned adjacent to new RM office, along Hutchence Road and adjacent to storm water retention pond and water feature (former East lagoons site)
56.	Ensure timely and complete snow removal throughout winter months	Public Works	Ongoing	<ul style="list-style-type: none"> Snow removal carried out as required based on weather Sand bin provided for use by local residents and businesses on private property as a pilot project (2018)

57.	Support and encourage the development of multi-family dwellings to serve the local work force	Planning and Development, Administration	In progress/Ongoing into the future	<ul style="list-style-type: none"> Economic Development – Tax Incentives Policy to provide tax-based location-specific incentives to develop alternate forms of housing where appropriate New policies written into New OCP Comply with Royal Park Concept Plan as endorsed by Council
58.	Encourage and support redevelopment of part of the Great Plains Industrial Park along South Plains Road to high-density commercial use focusing on retail, health, community service and recreation businesses	Planning and Development, Administration	Initiated/Ongoing into the future	<ul style="list-style-type: none"> Engineer work underway to prepare servicing plans for the east industrial park including water, sewer, road upgrades and drainage Zoning review for the area (2019) Future: install services and re-zone the area to accommodate high-density commercial use
59.	Work towards a transit connection to the City of Regina to serve the local work force	Planning and Development, Administration	Initiated/20 years	<ul style="list-style-type: none"> Initial scoping meeting held with City of Regina to determine information required to work towards a future transit loop Development standards obtained from City of Regina with respect to transit requirements for roadways, developments Survey carried out among businesses to determine interest in/need for transit or shared modes of transportation Future: implement required development standards, where appropriate Future: re-initiate communication with the City of Regina regarding transit opportunities Future: consider the establishment of a working group with the City of Regina and potential other external partners to work on a possible future transit extension
60.	Accommodate ride sharing to serve the local work force	Administration	Initiated/1 year	<ul style="list-style-type: none"> Research and preparation of required bylaws and approvals process (2019)
61.	Work towards Sector Plans for development of larger areas that include a number of different land uses and amenities. Sector Plans should create a detailed framework for the future development of the area.	Planning and Development, Administration	Initiated/Ongoing into the future	<ul style="list-style-type: none"> New policies written into New OCP Comply with the Royal Park Concept Plan as endorsed by Council Future: determine areas where Sector Plans are required and initiate these plans either independently by municipality or by a consultant or in collaboration with a developer
62.	Develop an Accessibility Plan	Planning and Development, Public Works	Initiated/5 years	<ul style="list-style-type: none"> Initiated research and writing of an accessibility plan for public spaces, to improve accessibility for persons with physical or mental disability Future: complete writing of the plan and determine if additional policy is required for implementation Future: plan implementation

63.	Develop a Cultural Plan	Planning and Development	Future/5 years	<ul style="list-style-type: none"> Future: engage with the members of all local communities to identify cultural resources and develop a strategic plan the management of these resources
64.	Develop a Register of Properties and Buildings with Historic or Cultural Significance	Planning and Development	Initiated/3 years	<ul style="list-style-type: none"> Initiated work on identifying historic and cultural buildings and properties Future: develop the register Future: tie this project together with the Cultural Plan

Business Sector including Butte Business District and Rural Sector

Request/Need/Issue		Participants	Status/Timeline for Completion	Municipal Interventions/Comments
65.	Obtain business signage along no. 1 Highway to improve visibility of businesses following construction of Regina Bypass Project and assist motorists to reach local businesses	Administration, Planning and Development	In progress/1 year	<ul style="list-style-type: none"> Permit application submitted to Ministry of Highways for Butte Business District signage (2019) Submission of several communications to Ministry of Highways and Infrastructure and numerous meetings held on this issue (2016-2018) Pilot Program initiated by the Ministry in 2017 specifically for food, fuel and accommodations only with wayfinding component incomplete Other businesses added to the Pilot Program by the Ministry in 2018, areas included in program broadened and wayfinding elements added Installed Butte Business District signage along highways interchanges (2019) Future: addition of Butte Business District signage along Highway No. 1 Future: evaluate wayfinding component to ensure functionality for all business districts and report to the Ministry
66.	Provide business signage opportunities along secondary highways and main RM roads	Administration, Planning and Development	Future/3 years	<ul style="list-style-type: none"> Installed Butte Business District signage at highways interchanges (2019) Installed 2 signs for the Butte Business District (Butte Street and Frankslake Road) Future: addition of Butte Business District signage along Highway No. 1 Future: approval and installation of Butte Business District signage along highways network

67.	Improve accessibility of businesses on North Service Road following Regina Bypass construction	Planning and Development	In progress/3 years, (NOTE: potential opportunities for municipal involvement are limited as many of the relevant roadways are owned/operated by the Ministry of Highways and Regina Bypass Partners)	<ul style="list-style-type: none"> Meeting held with businesses that sell or operate large and heavy vehicles and machinery to discuss road network functionality, which revealed concerns about interchanges, roads and signage (May 2018) Report produced based on meeting and submitted to Ministry of Highways and RBP (June 2018) Ministry of Highways guide sign and logo signage programs have been adjusted in response to feedback from the RM of Edenwold and RM businesses (2018) Future: follow-up with Ministry of Highways and RBP to see how outstanding concerns raised by the RM and RM businesses have been or will be addressed Future: continue to pursue signage improvements along Regina Bypass including service roads and other primary highways for businesses
68.	Ensure proper signage for business access during road construction projects	Administration, Public Works	Ongoing	<ul style="list-style-type: none"> Municipality reached out to the Ministry of Highways and Infrastructure and the Regina Bypass Partners numerous times regarding access and signage issues during the bypass construction (2016-2018) Continue to review and approve signage plans for detours, road closures and other infrastructure construction projects Continue to ensure that access to businesses is maintained during any construction projects
69.	Improve aesthetic quality of business districts	Planning and Development	Initiated/5 years	<ul style="list-style-type: none"> Zoning bylaw amendment to change business signage regulations to reduce clutter and improve aesthetics Enforcement of new third party signage restrictions (2018-2019) Engagement meeting with the business community regarding portable and temporary signage needs, regulations and business district aesthetics (held in spring of 2019)
70.	Ensure lots are kept tidy and clean to attract high-end businesses	Planning and Development, Administration, Community Safety Officers (CSOs)	In progress/Ongoing into the future	<ul style="list-style-type: none"> Carry out enforcement procedures with respect to agreements (i.e. Servicing Agreements), permits and bylaws Continue to pursue voluntary compliance as a first effort before proceeding with legal action Implementation of new Yard Maintenance Policy (2019) to address issues related to overgrown yards Require lot clean up along the North Service Road, adjacent to the Pilot Butte Interchange (2019)
71.	Improve civic addressing system to obtain postal codes in the RM and add mailboxes locally	Planning and Development	In progress/5 years	<ul style="list-style-type: none"> Civic addressing has been completed for 90% of RM of Edenwold properties

				<ul style="list-style-type: none"> • Submission of numerous letters to Canada Post (2017-2018) to request RM of Edenwold postal codes and community mailboxes in subdivisions • Community mailboxes installed on Ratner Street and in Carson Business Park in Butte Business District (2018/2019) • Future: official implementation of the civic addresses by the Ministry of Government Relations • Future: continue to work with Canada Post to obtain local postal codes and construct mailboxes in other subdivisions (commercial/industrial and residential)
72.	Name and provide a brand for the business district on the north side of the no. 1 Highway	Planning and Development, Communications	Completed	<ul style="list-style-type: none"> • Community engagement process to name the business district carried out in spring of 2018 • Official name of “Butte Business District” passed by Council following the engagement process • Development of promotional map for Emerald Park and Butte Business District • Signage for the Butte Business District installed on Butte Street and Frankslake Road and highway interchanges • Future: approval and installation of Butte Business District signage along Highway No. 1
73.	Promote local businesses	Administration, Communications, Planning and Development	In progress/Ongoing into the future	<ul style="list-style-type: none"> • Business License Program development and implementation • Creation of business email list for quarterly distribution of information to local businesses • Development of promotional map for Emerald Park and Butte Business District • Future: add additional business-related information to the municipal website
74.	Maintain “open for business” attitude and continue to work collaboratively with developers	Planning and Development, Administration, Communications	Ongoing	<ul style="list-style-type: none"> • Continue to accept meeting requests to work on developments from project scoping phase through to project completion and issuance of letters of final performance • Utilize and update the Servicing Agreement Fees and Securities Policy as required to ensure fair and transparent fees and securities for developers • Continue to utilize the Developer Classification System to enable developers to benefit from reduced upfront fee and security requirements as they prove their reliability • Implementation of the Construction Procedures Checklist to assist developers to be sure the requirements are met throughout the infrastructure construction process (2019)

75.	Reduce upfront costs for developers and allow developers to pay over time to make development more feasible	Planning and Development, Administration	Initiated/Ongoing into the future	<ul style="list-style-type: none"> Utilize and update the Servicing Agreement Fees and Securities Policy as required to ensure fair and transparent fees and securities for developers Continue to utilize the Developer Classification System to enable developers to benefit from reduced upfront fee and security requirements as they prove their reliability
76.	Ensure all new residents in nearby areas are aware of existing commercial developments and future development plans	Planning and Development, Administration	Ongoing (NOTE: potential opportunities for municipal intervention may be limited, especially in cases of re-sale)	<ul style="list-style-type: none"> As part of a development or servicing agreement, developers may be required to provide information to future landowners/tenants as part of lot purchase agreement, tenancy agreement or a restrictive covenant Direct interested persons to the OCP to obtain information about future development plans
77.	Work towards a transit connection to the City of Regina to serve the local work force	Planning and Development, Administration	Initiated/20 years	<ul style="list-style-type: none"> Initial scoping meeting held with City of Regina to determine information required to work towards a future transit loop Development standards obtained from City of Regina with respect to transit requirements for roadways, developments Survey carried out among businesses to determine interest in/need for transit or shared modes of transportation Future: implement required development standards, where appropriate Future: re-initiate communication with the City of Regina regarding transit opportunities Future: consider the establishment of a working group with the City of Regina and potential other external partners to work on a possible future transit extension
78.	Accommodate ride sharing to serve the local work force	Administration	Initiated/1 year	<ul style="list-style-type: none"> Research and preparation of required bylaws and approvals process (2019/2020)
79.	Improve walkway connections through commercial areas	Planning and Development, Public Works	In progress/Ongoing into the future	<ul style="list-style-type: none"> Zoning bylaw amendment allows municipality to require a "pedestrian access plan" as part of new development applications, to show defined pedestrian access routes through the site and connections to adjacent pedestrian facilities Future: possible Trans Canada Trail expansion into commercial developments
80.	Develop an Accessibility Plan	Planning and Development, Public Works	Initiated/5 years	<ul style="list-style-type: none"> Initiated research and writing of an accessibility plan for public spaces, to improve accessibility for persons with physical or mental disability Future: complete writing of the plan and determine if additional policy is required for implementation Future: plan implementation

81.	Pursue relationship building opportunities with local First Nations to evaluate mutually-beneficial servicing options for development	Planning and Development, Administration	Future/3 years	<ul style="list-style-type: none"> • Future: reach out to local First Nations to discuss all services, needs and options for all RM and First Nation communities and development areas • Future: potentially work out an agreement or agreements for sharing of services
82.	Develop a Cultural Plan	Planning and Development	Future/5 years	<ul style="list-style-type: none"> • Future: engage with the members of all local communities to identify cultural resources and develop a strategic plan the management of these resources
83.	Develop a Register of Properties and Buildings with Historic or Cultural Significance	Planning and Development	Initiated/3 years	<ul style="list-style-type: none"> • Initiated work on identifying historic and cultural buildings and properties • Future: develop the register • Future: tie this project together with the Cultural Plan



Appendix F

Executive Summary of Draft OCP and Zoning Bylaw Consultation Program

Draft Official Community Plan (OCP) and Zoning Bylaw Consultation Program

Executive Summary

The Official Community Plan (OCP) and Zoning Bylaw are the documents that illustrate the municipality's plan for the future and how that plan will be implemented and achieved through policies and regulations. As a first step in this process of creating these documents, the members of the RM of Edenwold's communities were consulted by the municipal planning department through the Early Community Engagement Program. This program enabled the planners to develop plans, policies and regulations that accurately reflect community priorities and align with the community's vision.

Once the draft versions of the documents were complete, a full consultation program on these drafts was carried out in order to obtain additional feedback and ensure that the policies and regulations align with the expectations of the communities as well as other stakeholders and members of the region.

The RM of Edenwold designed a consultation plan to reach a broad and varied audience of stakeholders including, but not limited to, residents, businesses, tenants, government bodies, neighbouring municipalities and developers. Numerous comments and suggestions were received from all across the stakeholder groups and the majority of the comments were positive and constructive. All comments were considered carefully and changes have been made to both of the documents based on the suggestions. The comments that were integrated strengthen both documents and ensure the values of our various communities are reflected in our policies and regulations.

We sincerely value the input that our stakeholders have contributed and continue to view the OCP and Zoning Bylaw as living documents that can be amended as necessary.

The consultation program that was carried out to obtain feedback on the draft versions of the documents is described comprehensively below.

1 Release and Distribution of Draft New OCP and Zoning Bylaw

1.1 Release of Draft OCP and Zoning Bylaw

- Drafts of the new Official Community Plan (OCP) and Zoning Bylaw were publicly released on the 4th of June, 2019.

- Drafts of both documents were made available on the RM of Edenwold's website at the following link:
<https://rmedenwold.ca/planning/ocp>.

1.2 Distribution of Draft OCP and Zoning Bylaw

- Distribution of the Draft OCP and Zoning Bylaw consisted of physical and digital copies being delivered through mail delivery and email.
- Following the public launch, 151 community stakeholders including government agencies, provincial ministries, neighbouring municipalities, neighbouring First Nations, citizens, businesses and developers were sent copies of both the Draft OCP and Zoning Bylaw.
- While the majority of recipients received digital copies via email, physical copies were delivered to select community stakeholders, all government agencies and each neighboring municipality and First Nation.

For additional information on the distribution methods and for a full list of community stakeholders that received drafts, please see the attached spreadsheet, **Schedule A**.

1.3 Distribution of letters to landowners potentially affected by rezoning

- Property owners of land that may be rezoned with the adoption of the new Zoning Bylaw were notified by letter of the proposed re-designation of their land with an invitation to attend the open houses and contact the Planning Department with any questions.
- The majority of the letters were distributed through Canada Post on the 6th of June, 2019.
- Enclosed in the document was the proposed re-designation of the property along with additional information including the contact information of the Planning Department and information regarding the Open Houses.
- In total, 43 rezoning letters were distributed.

2 Open House Events

2.1 Date, Time, Location

- Two public come-and-go Open Houses were held on June 26th and June 27th, both from 2pm to 8pm at the RM of Edenwold's municipal office in Emerald Park.

2.2 Invitations

- Invitations to the Open House were available at the municipal office, on the municipality's website, in the local newspaper (Quad Town Forum) and were mailed out with other correspondence to ratepayers.
- Stakeholders were made aware of the events through email correspondence and letters accompanying the hard copies of the bylaws that were distributed.

2.3 Presentation Materials

- Physical copies of the OCP and Zoning bylaw were made available along with separate copies of each of the maps and the appendices included alongside the OCP.
- Informational display boards were presented, which included specific information about the draft bylaws and some sections from the bylaws for illustration and discussion purposes.
- A powerpoint presentation was shown on the large presentation screen, which also provided specific information about the draft bylaws and some sections for illustration and discussion purposes.

2.4 Feedback Materials

- Comments were received verbally based on conversations and discussions with planning staff.
- Comment cards were available for written comments.
- Some citizens and stakeholders provided follow-up comments via email or letter.
- For local citizens, a map was created that recorded the location of each attendee's residence.
- Attendees were asked to provide input on four specific items, based on the relevance of the items to the location of their residence or business. The specific items were:
 - Private wind energy systems on agricultural land
 - Chickens in country residential subdivisions
 - Landscaping requirements on industrial lots
 - Coverall buildings in urban residential areas

- Feedback on these specific items was also collected through social media. These are considered to be informal and unscientific data collection methods and were used to gauge interest in each of these items and engage in discussions to obtain opinions and feedback.

2.5 Attendance

Over the course of the two days, a total of 49 persons signed in on the sign-in sheets. This includes local citizens and stakeholders from across all sectors.¹

3 Consultation Results

3.1 Consultation of Neighbouring Communities

- A full list of neighbouring municipalities and First Nations that were sent drafts of the OCP and Zoning Bylaw is included in **Schedule A**.
- Each jurisdiction was given the option to request a presentation from RM staff if they so chose. The following meetings were held:
 - Town of Pilot Butte: June 19, 2019
 - City of Regina & RM of Sherwood: June 20, 2019
- Staff and council of neighboring jurisdictions were encouraged to provide feedback on any aspects of the OCP and Zoning Bylaw.
- A copy of the feedback that was provided from each of the neighbouring communities has been charted. The chart includes the comment or suggestion received, confirmation of whether or not any changes were made to the bylaw documents based on the comment/suggestion and the rationale for why changes were or were not made. The chart is included as **Schedule B**. As reflected in the chart, not all neighbouring communities provided comments.

3.2 Consultation of Government Agencies and Ministries

- A full list of government agencies and ministries that were given drafts of the OCP and Zoning Bylaw is included in **Schedule A**.

¹ Attendees were encouraged to sign in, but it was not a requirement. Although most did sign, there may have been some attendees who elected not to.

- Each agency or ministry was given the option to request a presentation from RM staff if they so chose. The following meetings were arranged:
 - Ministry of Highways: June 21, 2019
- A copy of the feedback that was provided from each of the ministries or agencies has been charted. The chart includes the comment or suggestion received, confirmation of whether or not any changes were made to the bylaw documents based on the comment/suggestion and the rationale for why changes were or were not made. The chart is included as **Schedule B**. As reflected in the chart, not all agencies or ministries provided comments.

3.3 Public Consultation (citizens, businesses and developers)

- A number of citizen sand businesses were provided with copies of the draft OCP and Zoning Bylaw documents. These citizens and businesses were contacted directly for a wide variety of reasons including, but not limited to, potential zoning changes affecting their properties, participation in the early stakeholder engagement program, participation in other municipal engagement events/programs or because they expressed interest in the bylaws specifically.
- Developers in the area were also provided with copies of the draft OCP and Zoning Bylaw documents in order to provide them with an opportunity to consider changes that are being made that may affect ongoing or future development projects and provide feedback.
- Alongside those citizens and businesses who were contacted directly by the municipality, a number of other citizens and businesses collected hard copies of the document or accessed digital versions in order to review and potentially provide comments. It has not been possible to track interactions with the digital bylaws but approximately 15 sets of hard copies were collected.
- Each individual, business or developer that was provided a copy of the bylaws was also given the opportunity to participate in a meeting with the planning department. The following meetings were held:
 - Aspen Links Golf Course: July 18, 2019
 - Metz/Granite Industrial Group: July 30, 2019
 - Inland Aggregates: August 23, 2019
- A copy of the feedback that was provided from each of the citizens, businesses and developers has been charted. The chart includes the comment or suggestion received, confirmation of whether or not any changes were made to the bylaw documents based on the

comment/suggestion and the rationale for why changes were or were not made. The chart is included as **Schedule B.**² As reflected in the chart, not all citizens, businesses or developers provided comments.

3.4 Specific Consultation Topics

The following four topics were considered specifically as part of the Open House and social media consultations. These data consultation methods are considered to be informal and unscientific and were used to gauge interest in each of these items and engage in discussions to obtain opinions and feedback.

Topic 1 - Private wind energy systems on agricultural land

Question: Do you think private wind systems (up to a maximum of two turbines) should be permitted or discretionary uses?

Results: 27 votes for permitted / 43 votes for discretionary

Discussion and bylaw implications: The informal poll and discussion surrounding private wind energy systems revealed some apprehension from citizens on both agricultural properties and other nearby properties (i.e. those residents in country residential acreage subdivisions). Private wind energy systems have been included as a discretionary use in the following zoning districts: Agricultural Resource District, Country Residential 1 District, Country Residential 2 District, General Commercial District, General Industrial District, Extractive and Heavy Industrial District.

Topic 2 - Chickens in country residential subdivisions

Question: Should a maximum of 12 chickens be allowed on a CR2 (country residential 2) property?

Results: 138 votes for yes / 56 votes for no

Discussion and bylaw implications: The informal poll and discussions indicated that there is widespread interest in allowing chickens in country residential subdivisions; however, there are some concerns about potential nuisances related to noise, odour and education/potential animal cruelty. Chickens have been added to the list of permitted animals in the Country Residential 2 District along with development standards to mitigate potential nuisances and concerns.

² Individual names have been removed for confidentiality.

Topic 3 - Landscaping requirements on industrial lots

Question: Should a landscaped strip be required in the front yard of industrial lots?

Results: 6 votes for yes / 2 votes for no³

Discussion and bylaw implications: Based on the results of the informal poll and conversations with potentially impacted business owners and operators, generally-speaking, front yard landscaping is viewed as a benefit to industrial areas as it improves the aesthetics of the area. However, businesses indicated that the requirements should be kept simple and flexible. As per the old Zoning Bylaw, the new Zoning Bylaw requires front yard landscaping for a 5-metre strip, a portion of which can include the ditch in front of the property, at the discretion of the development officer.

Topic 4 - Coverall buildings in urban residential areas

Question: Should plastic/vinyl “cover-all” structures be allowed?

Results: 27 votes for yes / 59 votes for no

Discussion and bylaw implications: Through the informal poll and discussions, it was revealed that there is some concern about allowing coverall buildings in urban residential zones. Comments indicated that the primary concern relates to aesthetics and potentially downgrading neighbourhoods. Other concerns were the quality of these buildings and a high potential for damage and debris in storms. Based on the feedback provided, coverall buildings will continue to be prohibited in the urban residential areas.

4 Conclusions

The engagement process regarding the RM of Edenwold’s Draft OCP and Zoning Bylaw has been successful in enabling the municipality to obtain feedback from a diverse and extensive list of stakeholders. Written comments were received from 30 individuals and verbal comments were received from numerous others representing a wide variety of different interest groups. All comments have been considered carefully and many changes have been made to improve and tailor the documents in response to the suggestions.

³ As the audience for this question was primarily business owners/operators, the question was not posed widely on social media. Rather, it was a topic of conversation with business owners/operators at the open house events.

The consultative process that has been carried out for the new OCP and Zoning Bylaw from the initiation phase through to the draft document phase has proven effective in ensuring the documents meet the needs of the local communities, accurately reflect community priorities and respond to needs of other agencies and stakeholders in the region.

Further consultation on these documents will be carried out as part of the formal adoption process, which will involve a public hearing hosted by the municipal Council to present the revised version of the bylaws and obtain feedback for Council's consideration.

The municipality is appreciative of all the time and effort that has been contributed by citizens and other stakeholders in participating in engagement efforts and providing feedback. The input is integral to the creation of plans that can be supported broadly by those individuals, groups and agencies who may use or be affected by the bylaws.

5 Schedules

Schedule A – Distribution list for copies of the Draft OCP and Zoning Bylaw

Schedule B – Feedback Chart

Neighbouring Community	Name	Title	(H)ard/(D)igital	Meeting Date
Pilot Butte	Kim Longaquit	Municipal Planner	H	19-Jun-19
Balgonie	Karen Craigie	Administration	H	
White City	Mauricio Jimenez	Town Planner	H	
White City	Ken Kolb	Town Manager	D	
City of Regina	Michael Zaplitny	Manager, Investment Attraction	D	
City of Regina	Fred Serle for Diana Hawryluk	Executive Director of Planning	H	20-Jun-19
City of Regina	Larrah Olynky	Regional Planning	D	20-Jun-19
City of Regina	Grant Yablonski	Route and Scheduling	D	
Edenwold (Village)	Christine Galbraith	Administration	H	
Ochapowace Nation	Chief Albert George	Chief	H	
Ochapowace Economic Development	Lester Henry	Business Liaison	D	
Cowessess First Nation	Kathy Buckles	Executive Director	H	
Cowessess First Nation	Jessica Nixon	Economic Development Project Director	D	
Sakimay First Nation	General Delivery	Band Office	H	
Piapot First Nation	General Delivery	Band Office	H	
Muscowpetung First Nation	General Delivery	Band Office	H	
Muskowekwan First Nation	Anthony Cappel	Director of Operations	D	
RM of Sherwood	Brad Wiebe	Manager of Planning and Development	H	
RM of South Qu'Appelle	Heidi Berlin	Chief Administration Officer	H	
RM of Lajord	Lynette Herauf	Administration	H	
RM of Bratt's Lake	Tammy Ritchie	Chief Administration Officer	H	
RM of Lumsden	Luke Grazier	Director of Planning and Development	H	
RM of North Qu'Appelle	Nicole Keith	Administration	H	
WC Fire Chief	Randy Schulz	Fire Chief	D	
PB Fire Chief	Kevin Dell	Fire Chief	D	
Balgonie Fire Chief	David Campbell	Fire Chief	D	
Edenwold Fire Chief	Darcy Scott	Fire Chief	D	
Kronau Fire Chief	Paul Fischer	Fire Chief	D	

Organization	Contact Name	(H)ard/(D)igital	Meeting Date
First Nations (FSIN)	Heather Bear	H	
Water Security Agency - Water, WW	Don Turner	H	
Water Security Agency - Drainage	Dwayne Siba	H	
Saskpower Lands	Brent Maystrowich	H	
Saskpower Lands	general	D	
Saskpower Customer relations	Crystal Chamberlin	D	
Saskenergy Lands	Lanny Mathies	H	
Saskenergy	Corey Gorrill	D	
Sasktel	Kevin Spelay	D	
Sasktel Lands	general	H	
Ministry of Education	Colin Levesque	H	
Ministry of Agriculture - ILOs	Andy Jansen	H	
Ministry of Agriculture - Value-Added Ag	Justin Redekop	D	
Ministry of Highways - DM	Fred Antunes	D	
Ministry of Highways - Southern Region	Doug Kelly	D	22-Jun-19
Ministry of Highways - RBP Contact	Brent Miller	D	
Ministry of Highways - Southern Region	Tanya Macdonald	H	22-Jun-19
Ministry of Environment	Don Howe	H	
SARM	Dana Schmalz	D	
SARM	Jen Chamberlain	D	
SARM	Heather Kindermann	D	
Ministry of Government Relations - Aboriginal Consultation Unit	Monique Young	H	
Ministry of Parks, Rec and Culture - Heritage	Kim Weinbender	H	
Prairie Valley School Division	Lyle Stecyk	H	
Prairie Valley School Division	Luc Lermينياux	D	
Prairie Valley School Division	Keith Harkness	D	
Saskatchewan Health Authority	Paul Tyckon	H	
Saskatchewan Health Authority	Tracy Sanden	D	
Building Standards	Marvin Meickel	H	
PBI	Bob Baker	H	
Canada Post	Dryden Schaffer	D	
MLA	Christine Tell	H	
MLA	Don McMorris	H	
RCMP	Mervin Morin	D	

Community Stakeholder	(H)ard/(D)igital	Meeting Date
Local developer	D	
Local developer/business owner	H	
Local developer/business owner	D	
Business owner	D	
Local developer/business owner/resident	D	
Local developer/business owner/resident	H	
Business manager	D	
Business owner	D	
Local developer/business owner/resident	D	30-Jul-19
Local developer	H	
Local developers/residents	D	
Local developer	H	
Local developer	D	
Local developers/business owners/residents	D	
Local developer/business owner/resident	D	
Local developer/resident	H	
Local developer/business owner/resident	D	
Local developer/business owner/resident	D	
Business manager	D	
Business owner	D	
Developer	D	
Developer	D	
Developer	D	
Resident	D	
Resident	D	
Local developer/resident	D	
Resident	D	
Local developer/business owner/resident	D	
Developer	D	
Local developer/argriculteur	D	
Business manager	D	
Resident	H	

Resident	D	
Business manager	D	
Business manager	D	
Local developer/business owner/resident	D	
Local developer/business owner	D	
Business owner/resident	D	
Resident	D	
Business manager	D	
Business manager	D	23-Aug-19
Business manager	D	
Business manager/resident	D	
Business manager	D	
Business manager	D	
Local developer	D	
Engineer	D	
Engineer	D	
Engineer	D	
Local developer	D	
Residents	H	
Resident	D	
Business manager/resident	D	
Engineer	D	
Engineer	D	
Business owner/resident	D	
Resident	D	
Business owner/resident	D	
Business owner/resident	D	
Business manager	D	
Business manager	D	
Business manager	D	
Business owners/residents	D	
Resident	D	
Resident	D	
Business owner/resident	D	

Business owner/resident	D	18-Jul-19
Business owner	D	
Developer	D	
Business owner	D	
Local developer	D	
Resident	D	
Developer	D	
Landowner	D	
Landowner	D	
Business manager	D	
Business manager	D	
Business manager	D	
Local developer/business owner	H	
Business owner/resident	D	
Business manager/resident	D	
Business manager/resident	D	
Developer	D	
Developer	D	
Business manager	D	
Business manager	D	
Business manager	D	
Business manager	D	
Business manager	D	



RM of Edenwold #158 OCP and Zoning Bylaw (Bylaws 2019-19 and 2019-20, respectively)

Feedback and Revision Chart

RM of Edenwold #158 OCP Comments Chart

(includes general comments not specific to either OCP or Zoning Bylaw)

COMMENT		REVISION MADE? (Yes/No)	If Yes, Where?	If No, Why Not?	Notes
1.0- Comments from the Ministry of Highways and Infrastructure					
<i>Note: Comments received by email submission on June 20th 2019</i>					
1.1-	In reference to the OCP, ensure consistency in the notation for highways (we typically use Highway No. X).	Yes	Changed throughout OCP per suggestion		
1.2-	In reference to the OCP, ensure the Ministry is written in full as Ministry of Highways and Infrastructure.	Yes	Changed throughout OCP per suggestion		
1.3-	Approval of the Ministry is required for all developments within 90 meters of a provincial highway <u>right of way</u> (not just the provincial highway, which could be misinterpreted as the road surface itself) and within 30 meters of a public highway right of way for pipelines and other utilities.	Yes	Clause 3.1.2.5 changed per suggestion		
1.4-	In regards to potential school locations, Page 114 states that new school sites should be separated from arterial roads but does not specifically reference provincial highways.	Yes	Clause 3.12.4.5 changed per suggestion		
2.0- Comments from local resident, Emerald Park					
<i>Note: Comments received by email submission on June 8th 2019</i>					
2.1-	On map 7B of the draft OCP there is a parcel of land designated as “commercial” running west off Emerald Park Road which I assume is the golf course clubhouse/parking lot etc. (let’s call it the “clubhouse”)	Yes	Changed to include the clubhouse parcel in the new golf course contract zone and to show the designation of this		

	<p>You have indicated previously that the Aspen Links Golf Course is a Commercial Contract Zone that has only one permitted use – golf course and related facilities. Presumably, if the golf course should fail, the “clubhouse” land would remain as a Commercial Contract Zone (With only “one permitted use – golf course”) and not revert to a General Commercial Zone. My concern is that unless it retains that Contract designation, any of the permitted uses in Section 15.1 of the COM1 section would be permitted uses in an essentially residential neighbourhood.</p> <p>In summary, does the draft OCP need to be amended to address this concern?</p>		parcel as golf course on the Future Land Use Map, per suggestion		
3.0- Comments from the Town of Pilot Butte					
Note: Comments received following a presentation on June 19 th , 2019					
3.1-	To the east of the Town, we have thought about having residential and community service land uses including a future school.	Yes	Changed per suggestion		Revised map was sent along to Pilot Butte that accommodates this suggestion on June 25, 2019.
3.2-	To the west of the Town (west/southwest), we had considered this an area where future commercial/industrial land uses could be developed because of good transportation access and railway proximity.	Yes	Changed per suggestion		Revised map was sent along to Pilot Butte that accommodates this suggestion on June 25, 2019.
4.0- Comments from the Town of Pilot Butte					
Note: Comments received by email on August 27, 2019					
4.1-	<p>Council was provided with a copy of the revised Future Land Use Map for review. They did not provide any further comments.</p> <p>We appreciate your effort for considering to revise the Land Use based on what comments you received from our council during the presentation.</p>	No	n/a	n/a	
5.0- Anonymous comment left on comment card from Open House					

5.1-	If development occurs adjacent to Woods Crescent, there needs to be a buffer strip to separate the houses from the new development.		The land is included in the new golf course zone as per suggestion, but the Future Land Use Map still shows it as future residential		There is no proposed development for this land at this point in time and the land is included in the golf course contract zone, which recognizes the presence of golf course components. However, if, at some point in the future, there is development proposed on the land, the Future Land Use Map makes it clear it should be residential development. If development is proposed, then a green space along the south side of the Woods Crescent lots, the protection of the dugout and bird nesting areas and a walkway should be considered as part of the design.
6.0- Anonymous comment left on comment card from Open House					
6.1-	Consider expanding the commercial zone along the No. 1 highway eastwards near the union workers	Yes	Changed per suggestion		Considering that a water extension is planned for the Iron Workers' Facility, which creates potential for other development in the area, and the Future Land Use Map shows these properties as industrial, it is sensible for them to be included in the Butte Business District.
7.0- Anonymous comment left on comment card from Open House					
7.1-	There needs to be an off leash dog park. There is nowhere where one can legally walk a dog off leash in the RM. Dog walkers will self-police to a certain extent.	Yes	This item has been added to the Municipal Action Plan		This item will be considered as part of Sector Planning as well.
7.2-	In regards to the Future Development Area adjacent to the golf course on Woods Crescent. If or when a development is considered there should be a green space immediately adjacent to Woods Crescent which also be utilized as a walk path connector between golf course holes.	No	The land is included in the new golf course zone as per suggestion, but the Future Land Use Map still shows it as future residential		There is no proposed development for this land at this point in time and the land is included in the golf course contract zone, which recognizes the presence of golf course components. However, if, at some point in the future, there is development proposed on the land, the Future Land Use Map makes it clear it should be residential development. If development is proposed, then a green space along the south side of the Woods Crescent lots, the protection of the dugout and bird

					nesting areas and a walkway should be considered as part of the design.
7.3-	I did not find this open house on the RM homepage rather it was under the planning page. Should be on home page for a few days prior to when the open house is.	No	n/a	n/a	Comment has been noted for improved communication future engagement on this project such as the public hearing
7.4-	Recommends publishing a summary of what was heard so individuals can see a synopsis of the comments received.	Yes	Added to OCP per suggestion		
8.0- Comments from local resident, Emerald Park					
<i>Note: Comments received by email submission on June 27th, 2019</i>					
8.1-	My main comment and concern is that land south of us on the golf course is shown as potential residential development. I find this odd as the land is owned by the golf course but they have not requested the land to be re-zoned. My question is has the RM decided you want it rezoned to residential even though it is not land owned by the RM? We do not want this land rezoned to residential as we do not want the development immediately south of our property. We do understand that the former fairway and driving range south of Woods Crescent is not being used but we feel development on these lands would impact our property and was not what we intended when we bought our lot and built here on Woods Crescent. We would ask that these lands remain designated as golf course land.	Yes	The parcel is included in the new golf course contract zone as per the suggestion		The land was proposed for re-zoning to the Future Development zone as part of the Draft OCP because a portion of it is underutilized land that could potentially accommodate infill residential development in a cost-effective manner. However, the RM is not aware of any development plans for this land by the landowner. The inclusion of this land in the golf course contract recognizes the presence of golf course components on the parcel including the driving range. Any future development aside from golf course development would be subject to re-zoning, which would trigger a public process.
8.2-	We also feel that the dugout on the golf course south of Woods Crescent should be protected to serve as an environmental features (it is used by a wide variety of birds for nesting) and we feel it aligns with the environmental stewardship position the RM has in the OCP and we would encourage this. The dugout also plays a role in stormwater retention and to some degree flood	No		n/a	There is no development proposed for this area at this time and therefore no change to the dugout is anticipated. However, the suggestions related to the dugout should be considered if there is a development proposal for this land at some point in the future. The golf course owner could consider using the dugout for irrigation at any time.

	protection and we feel it can serve as a possible irrigation source for the golf course if properly managed.				
8.3-	We would like the RM to consider retaining the land south of Woods Crescent as golf course land. If any submission is made to develop these lands landowners adjacent to the development will be contacted early in the application process to provide comments. As a minimum, we would encourage a green space be developed along the south of Woods Crescent that would include the dugout and land east of the dugout.	Yes	The land is included in the new golf course zone as per suggestion, but the Future Land Use Map still shows it as future residential		There is no proposed development for this land at this point in time and the land is included in the golf course contract zone, which recognizes the presence of golf course components. However, if, at some point in the future, there is development proposed on the land, the Future Land Use Map makes it clear it should be residential development. If development is proposed, then a green space along the south side of the Woods Crescent lots, the protection of the dugout and bird nesting areas and a walkway should be considered as part of the design.
8.4-	We recommend the RM be careful in managing any new industrial development in order to avoid noise and odour issues. We can clearly hear the concrete facility and want to ensure our property is not impacted by new industry.	No		Section 3.9 generally and clause 3.9.2.3 specifically speaks to industrial nuisances and compatibility in the EPBD	
8.5-	We are glad to see the former lagoon site is decommissioned and appreciate that this will eliminate odour from the area. We are pleased to see the RM and White City work together on collaborative projects like the wastewater treatment facility.	No	n/a	n/a	Section 4.1.4 speaks to commitments regarding strategic partnerships like the RM's partnership with the Town in the WCRM 158 Wastewater Management Authority
8.6-	We support the idea of a park space with a water feature on the eastern portion of the former lagoon area. We would also appreciate the idea of planting trees along the western edge of the golf course to separate the industrial area/ RM office from Woods Crescent.	No	n/a	n/a	The park concept (with water feature) is shown on the Future Land Use Map. Plans for the site and Hutchence Road will be further elaborated as part of Sector Planning and these comments will be considered as part of that process.
9.0- Comments from local business owner					
Note: Comments received by email submission on June 27 th 2019					
9.1-	Thanks for the Open House, it was very helpful to review the RM's strategies and proposed plans.	No	n/a	n/a	

10.0- Comments from commercial landowner/developer, Emerald Park					
Note: Comments received by voicemail submission on July 1 st 2019					
10.1-	Pointed out that the Future Land Use map does not show the future church and school parcel correctly. The church, school and ICO subdivision are not shown.	Yes	Map updated to show the new parcels and update the intended land uses in this area.		
11.0- Comments from SaskEnergy/ TransGas					
Note: Comments received by email submission on July 2 nd 2019					
11.1-	Thanks for taking time to discuss OCP with SaskEnergy at the Open House. SaskEnergy/TransGas supports the direction of the RM with respect to Utility Corridors. We are open to continued participation on this subject and are willing to bring other utilities, government agencies, and/or pipeline operators into conversations as deemed necessary by the RM.	No	n/a	n/a	
12.0- Comments from the Heritage Conservation Branch					
Note: Comments received by email submission on July 9 th 2019					
12.1-	On pg. 54, section 3.5, 2 nd sentence: For added clarity re the heritage status of these four properties, recommend adding the following wording: "While there are four well-known, <u>municipally-designated</u> , historical buildings in the municipality..."	Yes	Changed per suggestion		
12.2-	On pg. 55, section 3.5.2(3b), 2 nd sentence: There could be cases where the RM wishes to initiate a designation, or where the municipality may not be in agreement with a landowner's request for a designation. Suggests considering the following wording " <u>At the discretion of the municipality</u> , or at the request of the landowners and in accordance with The Heritage properties <u>Property Act, 1980</u> and amendments, significant	Yes	Changed per suggestion		

	historic sites and architectural features shall <u>may</u> be designated and suitably recognized.”				
12.3-	In reference to pg. 55, section 3.5.2(4a), To emphasize the usefulness of a heritage register as a planning tool, suggest the following wording: “The municipality shall develop a Register of Properties and Buildings with Historic or Cultural significance, which can be used as a <u>planning, promotional or touristic information document</u> ”	Yes	Changed per suggestion		
12.4-	In reference to pg. 78, section 3.9.1, objectives, 3 rd bullet, to support efficient use of existing infrastructure and the RM’s environmental sustainability goals, consider adding the following wording “Improve and expand infrastructure servicing within existing business district areas and promote infill development opportunities <u>and the repurposing of existing buildings for business and commercial use</u> ”	Yes	Changed per suggestion		
12.5-	In reference to Appendix B, pg. 2, History, 1 st paragraph: To present a more complete, inclusive picture of the municipality’s history, suggest starting this paragraph as follows: “ <u>Over 60 known archaeological sites within the municipality are evidence that First Nations used the area for thousands of years. Recent settlement of the region is strongly tied to railway development...</u> ”	Yes	Changed per suggestion		
13.0- Comments from gravel/aggregate company					
Note: Comments received by email submission on July 9 th 2019, meeting held on August 23, 2019 to discuss					
13.1-	For Map 4 of the OCP, what is the source of the data for the gravel pits layer? Some of our pits are covered by the layer and some are not. Is this based on geological mapping or simply on known pits?	Yes	Pits shown on Map 4 have been revised based on permitted and developed areas		Discussed the source, which is the RM’s active gravel pits file. Discussed that the size of the pits shown may need to be revised based on what has been permitted and developed in some cases.
14.0- Comments from gravel/aggregate company					
Note: Comments received by email submission on August 26, 2019 in follow up to August 23, 2019 meeting					

14.1-	<p>OCP Map 4: Review outlines of Gravel Pits layer</p> <ul style="list-style-type: none"> - Lehigh's Pilot Butte Pit <ul style="list-style-type: none"> • Portions of SE-5-18-18-W2 • NE-5-18-18-W2 • SE-8-18-18-W2 - Lehigh's Syrota Pit <ul style="list-style-type: none"> • N/2-12-18-18-W2 - Neighbouring Pit <ul style="list-style-type: none"> • SW-9-18-18-W2 	Yes	Pits shown on Map 4 have been revised based on permitted and developed areas		Discussed the source, which is the RM's active gravel pits file. Discussed that the size of the pits shown may need to be revised based on what has been permitted and developed in some cases.
14.2-	<p>OCP Map 7A: Add the following locations to the Aggregates / Industrial future land use layer</p> <ul style="list-style-type: none"> - Lehigh's Zalusky Site <ul style="list-style-type: none"> • North half of SW-4-18-18-W2 • NW-4-18-18-W2 - Lehigh's Syrota Site <ul style="list-style-type: none"> • N/2-12-18-18-W2 • SW-12-18-18-W2 - Lehigh's Davin Site <ul style="list-style-type: none"> • A portion of SW-1-17-17-W2 - This one isn't currently in the extent of the map – will it be after there have been revisions? 	Yes	Map 7A has been updated as per suggestion (excluding the Zalusky part) and Map 7C has been added to show the full RM area		The Zalusky portions have not been updated at this time because the municipality is not yet prepared to make that commitment in the location. However, this could be an update that is carried out if and when Inland makes application for a gravel pit in that area and the neighbours and the Town of Pilot Butte are consulted.
14.3-	<p>The Zoning Bylaw and OCP aren't very specific about aggregate development and I have no comments on the content aside from the maps. They generally refer to the 2018 Aggregate Extraction Policy, so I had another look at it and have a couple minor comments:</p> <ul style="list-style-type: none"> - On the next review, you may consider updating to address aggregate extraction processes in the new EHI zone where it is a permitted use 	No	n/a	n/a	The Aggregate Extraction Policy is planned to be reviewed and updated in December, with the new policy coming into effect in January of 2020. These comments will be taken into account in this upcoming revision.

	<ul style="list-style-type: none"> - Item 13 (i) – “Topsoil should be applied to newly re-contoured slopes to a minimum depth of 10 to 15 cm (4-6 inches) <ul style="list-style-type: none"> • I would suggest something that addresses when topsoil volumes are insufficient to provide 10-15 cm of cover (like the Pilot Butte pit area where that much topsoil isn’t naturally present) that slopes take precedence. A clip from a development agreement we have with the RM of Corman Park: “25. Any previously stripped topsoil shall be applied to newly recontoured slopes. Where amounts are inadequate to cover the entire area to a depth of 5 to 10 cm, side slopes shall receive priority treatment”. • This is based on the assumption that aggregate operations are not required to import topsoil for reclamation where original topsoil was less than 10-15 cm. 				
15.0- Comments from planning consultant					
Note: Comments received by email submission on July 10 th 2019					
15.1-	3.7.4.3a and 3.7.4.3(a)(ii) – discrepancy in subsection references (5.30 and 5.50). Suggests it should be 5.30.	Yes	Changed per suggestion		
15.2-	Perhaps include a reference to the description/definition of sector plans, concept plans and comprehensive development proposals early on in the OCP. They are mentioned throughout the plan, but not described until near the end of the plan.	Yes	References added in 3.1 Land Use and Development and 3.1.1. Objectives		
16.0- Comments from B&A Planning Group					

Note: Comments received by email submission on July 11th 2019

16.1-	Concern surrounding location of potential flood zone. Suggest that there needs to be a definition of what flood prone lands are in policy 3.4.3 (4). Other policies reference flood-prone lands and areas subject to flooding but these descriptions need to be defined and related to the definitions in the Zoning Bylaw for clarity.	Yes	Added a definition of "flood-prone lands/area" in the Zoning Bylaw		
16.2-	3.4.3 (4) c and 3.4.3 (3) viii contradict each other because 3.4.3(4)c says any land uses and structures in the floodway are prohibited whereas 3.4.3 (3) viii says no buildings shall be developed in the floodway area.	No		3.4.3(4)c refers to the floodway but 3.4.3(3)(c)(iii) refers to the floodway fringe 3.4.3(3)(c)(iii) and 3.4.3(4)(b) both refer to floodway and prohibit any buildings 3.4.3(3)(c)(iv) and 3.4.3(4)(c) both refer to the floodway fringe and accommodate building development only if adequately flood-proofed	There does not seem to be a subclause 3.4.3(3)(viii) but, based on the comments provided, it seems that the reference is to 3.4.3(3)(c)(iii). Response is based on 3.4.3(3)(c)(iii).
16.3-	The floodway and flood fringe are not delineated on Map 5A and 5B making the determination of where to restrict/limit development difficult. There is no diagram showing where the floodway and flood fringe are which will make the determination of where to restrict or limit development very difficult to determine.	No		The floodway and floodway fringe have to be delineated by the developer based on consultation with the WSA and/or a professional engineer as part of a development proposal	While the 1 in 500 year levels can be estimated in a few locations based on WSA information, historical data and engineering studies, in most areas of the municipality, further study is required. It is not feasible for such a time-consuming and costly study to be carried out across the entire municipality but is more appropriate for the study to be carried out only for specific lands or areas considered for development. The bylaws make this study a requirement that the developer has to fulfill in order to proceed with development (see OCP subclause 3.4.3(2)(c)).

16.4-	Flood prone areas or areas subject to flooding may be developable with appropriate overland drainage management and policies should recognize this.	No		This is addressed in 3.4.3(2)(c), which explains that studies are required to determine the risk and establish measures to be taken to eliminate or mitigate any risk	
16.5-	In regards to environmental reserve, 3.12.3 (7) states that when a subdivision is adjacent to a watercourse, Council will identify the channel, adjacent floodplain (and natural habitat) as Environmental Reserve (ER). We believe the word 'will' should be changed to 'may'.	Yes	Changed per suggestion		Council should have the opportunity to review whether land should be designated ER on a case by case basis and not be restricted by a pre-determined outcome.
16.6-	3.13.6 (1) states that where development is next to a watercourse, the developer shall be required to dedicate as ER. We believe this should be changed from 'shall' to 'may' be required.	Yes	Changed per suggestion		Council should have the opportunity to review whether land should be designated ER on a case by case basis and not be restricted by a pre-determined outcome.
16.7-	3.11.2 of General Urban Residential Lands Policies states that where different housing forms are proposed, lots of the same type shall be accommodated within a block or area. We believe that some flexibility and/or clarification that different housing types that are next to each other, even on the same block, is acceptable. Most municipalities are adopting policies that are the opposite; these policies increase flexibility, create a more 'organic' streetscape, and move away from homogeneous streetscapes. This also serves to reduce administrative red tape.	Yes	Addition to 3.11.2(2)(iii) to partially accommodate the suggestion: "...which accommodates lots of the same type within a block, <u>a portion of a block sharing a street frontage, or area</u> "		The change accommodates more flexibility than the draft version; however, it does not go as far as accommodating all different types of housing beside one another within one block. At this time, this request is not in line with comments provided by members of the community, but it is an option that can be explored again in the future. Also, in most cases where a lot is subdivided for one type of housing (i.e. single detached dwelling) and an alternate housing type is proposed (i.e. semi-detached), the lot would need to be re-subdivided, which is an administrative process.
17.0- Comments from the Saskatchewan Health Authority					
Note: comments received by email submission on July 11 th 2019					
17.1-	For OCP and ZB, really good attention to safety and environment. Safety is a major barrier for people getting out within their communities	No		n/a	

	affecting both mental health and physical activity levels.				
17.2-	Great to see the use and expectation that developers use CPTED. Could CPTED also apply in the Highway and 46IP and recreation and leisure areas in urban residential?	No		For the 46IP and other business districts, since CPTED is referenced in 3.9.2.8, Public Health and Safety under the General Business District policies, it applies to all business districts and isn't repeated in the specific sections. Similarly, since the CPTED is included in the policy for Public Health and Safety under the General Urban Residential Lands policies (3.11.2.6), it applies to all the following subsections.	The intent is to use CPTED principles in all cases across the municipality. The references are in the general sections, so the policy applies to all the specific sections that follow.
17.3-	It seemed that attention was paid to how each area of development would complement the other areas e.g. BBD area where light industrial was focused near residential versus the other way around. This is great. So often I see an area get developed in isolation or without full consideration of surrounding uses.	No		n/a	
17.4-	We appreciate being mentioned throughout the document as a partner in looking at aspects of future development such as the use of water.	No		n/a	
17.5-	In regards to the OCP, 3.11 does not talk about connectivity here such as what may be needed for active transportation as it does earlier in the document. It would be a good place to also include the concept.	Yes	Added an objective related to active transportation		3.11.2.2 Comprehensive Planning includes a policy for the inclusion of thoughtful transport design with consideration of pedestrian connectivity
17.6-	Really great how much attention is spent on noise and vibrations. Hopefully that continues and is	No		n/a	

	considered when development is submitted. Noise and vibrations affect sleep levels and in turn can affect physical and mental health of those living in the area around railways and other industry. It would be ideal if commercial or industrial developments were around railway vs residential.				
17.7-	For future consideration, often times green space is put by railways to avoid having it by a house etc. and to meet requirements for green space. However, it often does not become a space that creates community or that is used by the community because of fears for children safety. Business seems to do better in these spaces because often people do not notice the noise or vibrations as much during the day.	Yes	The following was added to 3.2.6 Railway Policies, 3(b): "Commercial and industrial operations are generally viewed as more compatible with railways than residential, community service or recreational/leisure uses.		This is consistent with the policies in the plan and an important point for us to keep in mind as we work on Sector Plans.
17.8-	When considering access, it is important to consider physical access, however, cognitive disabilities could also be considered. For example, people who have anxiety, PTSD, autism have trouble with certain type of lighting and multi-use of colours. Looking passed just physical will help create a more inclusive community.	Yes	The creation of an accessibility plan for the municipality that considers access needs for both physical and cognitive disabilities was added to the Municipal Action Plan.		
17.9-	In reference to pg. 84 of the OCP, it seems a bit subjective. I did not notice any bylaws that would address this. Regina just implemented something that talked about maintenance of weeds with the onus on the developer and property owner to ensure that lands are not unsightly. That would	Yes	Reference added in 3.9.4.4 and 3.9.5.4 to refer to the municipality's Yard Maintenance Policy, to address		

	help with complaints, decrease rodents, etc. This also seems to cause a lot of stress for those who drive by or may be affected by the land.		the subjectivity of the policy		
17.10-	I didn't notice any guidelines for infill development and keeping to the same aesthetics/visual as previous. Maybe that would come in more specific plans.	Yes	New item added to address this: 3.11.2.4(b) Infill developments shall be designed using architectural elements and features similar to existing properties in the surrounding area to ensure compatibility.		
18.0- Comments from local resident, Emerald Park					
Note: Comments received by email submission on July 13 th 2019					
18.1-	General Question: Can you tell me the amount that is allocated as green space in the RM?	No	n/a	n/a	Email response provided to Joy on July 15 th outlining municipal reserve and environmental reserve requirements.
19.0- Comments from the Ministry of Agriculture					
Note: Comments received by email submission July 15 th 2019					
19.1-	In regards to the OCP, the term compatible land use is used several times. What does this really mean? For a developer this is unpredictable. If compatible land uses are defined in bylaws than I recommend being clear that land uses are defined in the bylaw.	No		After careful consideration, no changes were made to the document. Even with the addition of a definition, there will still be some subjectivity regarding what is or is not compatible.	Generally speaking, the permitted uses within each zoning district are expected to be compatible with each other. Discretionary uses may be compatible in some cases, which is why Council evaluates these on a case by case basis. Same with re-zoning land. Council and the public have the ability of examining each re-zoning proposal to consider compatibility.
19.2-	I observed that the RM has a large number of areas that are potential heritage resource sites. This likely will limit development in some areas. As noted there is a review/evaluation process to ensure heritage resources are preserved and	No	n/a	n/a	

	protected. Developers who check this early in the process should be able to identify a location that avoids these areas or be able to develop plans that meet requirements.				
19.3-	One of the goals of the RM is to protect prime agricultural land. This is often defined by the soil class, however lower class soils often have significant ecological benefit (if not cultivated) and there may be value in protecting agricultural forage and pasture lands.	No	n/a	n/a	The document includes policies for the protection of agricultural lands in the northern and southern areas for a wide variety of uses including pasture lands. Where there are lands with some ecological benefit or sensitivity, the document also promotes protection under the environmental stewardship goal. Section 3.4 includes relevant policies.
19.4-	There is a desire to maintain the opportunity for a “rural lifestyle” which is supported by the provision for 2 rural residence subdivision per quarter. This implies these rural residences are compatible with agriculture. These subdivisions still result in some fragmentation and increase the potential for conflicts to occur.	No	n/a	n/a	Any subdivision of agricultural land could result in some fragmentation. But, the limitation of 2 sites per quarter is quite restrictive. Based on research, many other RMs in the province accommodate 4 sites per quarter in agricultural areas.
19.5-	Developers are responsible for all capital costs. This adds some level of unpredictability for the developer. I believe for many developments these costs can be recovered in the selling price of the development or be factored into the business plan. For agricultural developments, these additional costs which cannot be ‘recovered’ and need to be evaluated prior to development to ensure the development is feasible.	No	n/a	n/a	The concept of “growth pays for growth” is intended to protect the citizens of a municipality for paying for projects or infrastructure that only provide benefit to certain individuals or areas. For developers in all sectors, the predictability can be found through other policies such as the Servicing Agreement Fees and Securities Policy, the Water Connection Fee bylaw and the Sewer Connection Fee Bylaw. These define fees that are required for developments.
19.6-	Road improvements are often necessary for AG developments, however seldom are they the only user and road use may increase following the road improvement. It appears that service agreements can consider this, but this does not appear to be true for the capital cost of the improvements	No	n/a	n/a	Developers who require road upgrades or new roads are responsible for the capital costs. But if other users develop and tie into those upgrades, then the servicing agreement will contemplate appropriate payback based on the investment made by the first developer.

19.7-	Protection of the agricultural lands in the north and south portion of the RM are appropriate and it does not appear this will conflict with the 20 year planning time frame. The overlay area appears to be the target area for major developments over the next 20 years.	No	n/a	n/a	
19.8-	In regards to 3.7. 10 (environmental stewardship of agricultural lands) states that crop spraying, intensive agriculture production, pasturing livestock, and manure spreading are legitimate operations. The Ministry also views these as legitimate and often necessary operations (livestock production cannot occur without opportunity to manage the manure)	No	n/a	n/a	
19.9-	In section 3.7.4, intensive livestock is an important part of the livestock industry. Livestock production, including intensive operations are complementary to other farming and support sustainability. These operations provide a local market for forage and feed grains, manure is valuable and a beneficial alternate nutrient source, and these operations may provide nearby work opportunities for both farm and non-farm neighbours.	No	n/a	n/a	We agree. 3.7.2.2 speaks to diversity in the agriculture industry.
19.10-	There appears to be a sense that there are “appropriate sites” for ILO’s. An appropriate site for a development or ILO always consists of many compromises: proximity to roads and utilities, availability of water, separation from other uses, environmental sensitives and whether the land is currently owned or available for purchase. Prescriptive requirements may significantly limit the ability of the developer to balance or chose the compromises which achieve the best development possible.	No	n/a	n/a	With the exception of setback distances, which are used to separate a wide variety of land uses from each other such as ILOs, hazardous industry, aggregate extraction and cannabis retail, section 3.7.4 does not seem to include prescriptive requirements. Rather, the discretionary use procedure allows for consideration of each proposed site based on the unique circumstances present.
20.0- Comments from Cowessess First Nation					
Note: Comments received by email submission June 12 th 2019					

20.1-	Cowesses has been approved by SaskPower for an additional 10 MW of solar generation at our existing site (will be an 80 acre development). We intend to start construction in 2020. I have reviewed the updated OCP and there isn't anything too specific to solar developments.	No	n/a	n/a	Email response provided clarifying that even though the CFN lands are located within the RM's boundaries, our bylaws and regulations do not apply since the lands are reserve status. But, if a similar solar project were to be proposed on lands under the jurisdiction of the RM of Edenwold, according to our new zoning bylaw, it would be a discretionary use. Therefore, public notice would be required as well as a public hearing. The project could only go ahead if approved by Council.
21.0- Comments from Town of Balgonie					
Note: Comments received by email submission June 26 th 2019					
21.1-	Confirmed receipt of bylaws and clarified that some councillors would be attending open house. Asked when bylaws will go before Council.	No	n/a	n/a	Mayor and 1 Councillor attended open house. Email response indicating earliest possible date for Council would be end of July, but early August most likely.
22.0- Comments from Village of Edenwold					
Note: Comments received verbally on June 24 th , 2019					
22.1-	Verbal confirmation of receipt of draft bylaws by administrator, Christine Galbraith	No	n/a	n/a	
23.0- Comments from Aspen Links Golf Course					
Note: Comments received on July 18 th , 2019					
23.1-	In section 3.13.3(b), remove "18 holes". Would not like to be committed to maintaining 18 holes.	No		While this request was carefully considered, ultimately, the vision shared by Council and the community is for the continued presence of an 18-hole course at the heart of the Emerald Park community	
24.0- Comments from Aboriginal Consultation Unit, Ministry of Government Relations					
Note: Comments received verbally on August 8 th , 2019					

24.1-	Document is “too light” on First Nations relationships and interactions. Need to tell more of the story of the relationships and provide more description of how First Nations have been engaged to collaborate. First Nation engagement needs to be front and centre for projects, not an afterthought. Need to reduce barriers between the communities.	Yes	Additional information added to section 4.3 including 2 whole new subsections. Chapter 4 updated to make it more clear that it is intended to apply to relationships with First Nations bands as well as rural and urban neighbours		There were some typographical errors in the Draft OCP section 4.3 as well. These have been corrected.
25.0- Comments from land owner/developer, Pilot Butte area					
Note: Comments received by email submission on July 19th 2019					
25.1-	With regards to the Future Land Use Map, we feel as though Option #2 as sent to us provides everyone with a clearer picture as to the future growth of Pilot Butte. Accordingly, our support would be for this second option to be the FLUM that gets included by council.	Yes	The changes surrounding Pilot Butte have been included on the Future Land Use Map		The second option submitted to North Ridge was based on the preliminary comments by the Pilot Butte Council
26.0- Comments from Town of White City					
Note: Comments received by email submission on July 19 th 2019					
26.1-	Thank you for this opportunity to provide comments on your municipality's Draft Official Community Plan (OCP) and Zoning Bylaw (ZB). We view this exercise as an opportunity to learn about the RM of Edenwold No. 158 (RM) plans and objectives and as an opportunity to identify areas where we can work together as regional partners. I am sure you can appreciate the significant impact of these important documents on the continued growth of the Town of White City, the neighbouring municipalities and First Nations and the well-being of the region.	No	n/a	n/a	General Notes on the Town of White City's comments: In several cases, the Town comments on behalf of the other urban municipalities in the region. Until these comments are verified by the councils and administrations of these other municipalities, the comments will only be taken under general advisement and a specific revision will not be proposed

					<p>In some cases, the Town's comments speak to the need for inclusion of more consultation with urban municipalities. However, the RM realizes that this is a narrow focus and where additional consultation may be required, it would be appropriate to consider all neighbours including urban municipalities, rural municipalities and First Nations. Changes have been made to reflect wider consultation efforts.</p> <p>A number of White City's comments appear to be based on the Town's plan to annex nearly 4000 acres of land from the RM of Edenwold, including developed lands in Emerald Park, the Great Plains Industrial Park and surrounding areas. The RM of Edenwold and the members of the public do not agree with any aspect of this proposal and as such, will not reflect the proposal in the bylaws. If White City is successful in its annexation attempt, then the bylaws will need extensive amendments, which will be carried out as required.</p>
26.2-	<p>Consultation is an important part of the development of significant long-term policies for any municipality. On multiple occasions, the Town requested advance consultation with the RM concerning its new OCP to ensure compatibility with the Town's land use planning policies and future growth in the White City area and the Joint Management Planning Area. Unfortunately, this window was missed, and the OCP and ZB are perceived as written with the intention of approaching the Town after its adoption to impose inter-municipal cooperation, communication and annexation frameworks not mutually agreed or developed in a "mutually-respectful and collaborative manner."</p>	No	n/a	n/a	<p>The documents were shared with the Town, all other neighbouring jurisdictions and First Nations and almost 150 stakeholders in draft form in order to collect comments and suggestions. The OCP was not already adopted when sent to the Town or any other stakeholders, and as such the Town had a window of several weeks to provide comments, ask for clarification, or request a meeting. All comments received have been considered carefully and, in most cases, changes have been made to improve the documents based on the suggestions received. This includes comments from White City.</p>

					<p>It is worth noting that the Town developed a new Future Land Use Map for its OCP, which shows land uses in the RM over a large area; yet, the RM was never consulted about the land uses in our jurisdiction or the Town's future development plans and locations. Further, the RM was not informed about the revised Future Land Use Map but learned of it only when it had already been given first reading by Council and was being advertised in the local newspaper. On this basis, it is unclear what the Town expects with respect to consultation when they have modelled a process that did not involve any consultation of the RM for their own plans, which directly impact the RM.</p>
26.3-	<p>Section 2.4 Growth Management Strategy. The OCP describes the factors that played a role when identifying the RM's Development Overlay Area. Among others, the development plans for neighbouring municipalities was considered. However, the currently adopted and approved development plans and future growth areas identified in the neighbouring municipalities are not included or represented in any of the reference maps of the OCP, including the Future Land Use Map (Map 7A) Development Overlay Area.</p> <p>It would be of great benefit for the coordinated development of the region to include the future growth areas of the Town of White City, the Town of Pilot Butte and the Village of Edenwold to show where these communities can grow in the future.</p> <p>It is important for the future sustainability of these communities and the ability to grow in</p>	No		<p>This comment has been considered carefully, but research into Future Land Use Maps for other jurisdictions revealed that the Future Land Use Maps for municipalities and especially RMs and Counties do not generally include land uses or land use maps for neighbouring jurisdictions. In order to view the plans for those jurisdictions, it is customary to refer to the bylaws and documents created specifically for those jurisdictions.</p>	<p>In order to obtain information about the development plans for other jurisdictions, it seems that it would be most effective to refer to the plans developed by those jurisdictions directly, as they are likely to be the most accurate, comprehensive and up-to-date with respect to the lands and plans for that jurisdiction.</p> <p>In the case of lands near urban municipalities, the land uses shown on the Future Land Use Map indicate the planned land use types in the area, but not which jurisdiction will ultimately be responsible for managing the development of these lands. This is a complex process that can be examined separately for different areas and jurisdictions at different times and is based on a large number of factors.</p> <p>It is noted that this comment by White City also relates to the Town of Pilot Butte and the</p>

	<p>areas that are compatible with existing development to have a consistent long-term land use strategy and to efficiently manage infrastructure and delivery of community services.</p>				<p>Village of Edenwold. Since neither of these jurisdictions provided similar comments as part of their feedback, it is not clear if they agree with the Town of White City's comments or not.</p> <p>The RM specifically discussed the land uses in the area surrounding Pilot Butte with the Town of Pilot Butte and it was agreed that it has not yet been established which jurisdiction will develop which lands, but rather, the question before us at this time is what the most appropriate land uses are for the area based on needs, development projects/ideas and compatibility. There is no development that is imminent in the area adjacent to Pilot Butte at this time. The land uses on the Future Land Use Map have been modified based on comments from Pilot Butte.</p> <p>With respect to the Village, there are no land uses planned by the RM for the area other than agricultural.</p>
26.4-	<p>Section 2.5.4 Development Overlay Area Clarification should be provided as to the legal status of the Emerald Park Area pursuant to provincial legislation.</p> <p>Saskatchewan currently has 774 urban, rural and northern municipalities. In southern Saskatchewan there are 749 incorporated municipalities. Of these 749 municipalities 453 are urban municipalities which include 16 cities, 147 towns, 250 villages and 40 resort villages.</p> <p>While there is no doubt the Emerald Park Area is of an urban nature, Emerald Park is not an incorporated municipality. Given the</p>	No		<p>Emerald Park is part of the RM of Edenwold and is appropriately addressed in the bylaws. After careful review of the documents, it was determined that the documents do not indicate anywhere that Emerald Park is a separate jurisdiction and therefore, there is no correction required.</p>	<p>This comment appears to be based on the Town's plan to annex 4000 acres from the RM of Edenwold including the developed areas of Emerald Park, the Great Plains Industrial Park and other nearby developments. The RM does not agree to this proposal for many reasons, but chief among these is a clear indication from the majority of the citizens of the annexation area and the businesses that they do not want to be annexed into the Town. The RM will not accommodate the Town's proposal in our bylaws at this time. If the Town is successful in its annexation attempt, then the RM will carry out revisions on that basis.</p>

	juxtaposition of the two urban communities, the view of Emerald Park as an incorporated municipality makes no sense and fosters the prospect of inefficiency, duplication of services and sub-optimal management of infrastructure and the delivery of community services. The proposed policies in the OCP seek to continue to divide the community and promote inconsistent development. The White City area represents a strategic growth area for the province. Recognizing the need to unify the existing urban complex into one urban municipality will provide the foundation for consistent long term land use planning and development within one of the fastest growing areas in Saskatchewan and sure consistent policies, costs and governance.				It is the view of the RM that thoughtful and comprehensive planning transcends the legal status of a community. It is our role as a municipal administration to ensure a high quality of life for our communities and the people who live and work here and the RM's bylaws recognize all of the members of our communities including Emerald Park.
26.5-	<p>Section 3.1.2 General Land Use and Development Policies, 1. Conformance with OCP, Sector Plans and Concept Plans</p> <p>Changes to municipal policies should not be a guarantee to those development proposals that don't fit within the policy adopted by Council, especially when these changes may have significant ramifications in the wellbeing of its residents and adjacent communities. White City recommends the review of subsection b. to change the statement of this paragraph from its current affirmative nature to clearly specify that Council has the right to decide whether to amend municipal policies to accommodate a development and it is not an obligation of Council.</p>	Yes	Changed per suggestion to clarify that Council does not have to amend the bylaw, but if they decide to accommodate a proposal, then they have to amend the bylaw before they can move ahead with it to ensure compliance		
26.6-	<p>Section 3.1.2 General Land Use and Development Policies, 3. Complementary and Compatible Development.</p> <p>In order to avoid future potential land use conflicts, consultation with the adjacent</p>	No		The Joint Management Planning Area has been in existence for several years in policy. The issues referred to here	<p>This comment by the Town and the practices carried out by the Town are inconsistent.</p> <p>The point of the Joint Management Planning Area is to establish a development framework</p>

	municipalities shall not be limited to those proposed developments deemed to have an impact on adjacent municipality by the RM. White City considers that all proposed developments within the Joint Management Planning Area should as a matter of practice be referred to White City for review, regardless of whether or not development is related to a specific subdivision request. This will ensure the proper consultation and help to achieve compatible development and land use within the White City area.			are a matter of implementation, not of policy.	together that ensures compatibility in terms of land uses, infrastructure networks, land use densities, etc. The jointly-developed framework should eliminate the need for red tape and bureaucracy for every single development application received. As such, the proposal of sending along every single development proposal or permit for comment seems unnecessary and redundant.
26.7-	Section 3.1.2 General Land Use and Development Policies. 6. Consultation Although a separate section nevertheless in-line with the comments above, section 6. Consultation should as a matter of practice include the Towns of Balgonie, Pilot Butte, White City and the Village of Edenwold existing adjacent incorporated urban municipalities.	Yes	Changed per suggestion		In this comment, the Town mentions the other urban jurisdictions. However, the RM has considered that neighbouring First Nations and RMs should also be included.
26.8-	Section 3.2 Transportation Networks. 3.2.2 Objectives As effective and efficient transportation networks are a key factor in the sustainability of a community or region, White City believes that transportation planning and transportation network coordination and consultation between municipalities should be an important objective included in this section. The area between the overpasses is a natural planning area that will enhance opportunities for businesses and residents and improve the access and egress to and from the community. Establishing an intelligent and well-connected transportation network is a significant long-term planning requirement. A quick look at a civic map confirms that today's White City is land locked.	Yes	Changed per suggestion		The Town is currently pursuing a number of roadway projects in the RM of Edenwold without having discussed these with the RM of Edenwold. Therefore, this comment is inconsistent with current practices being carried out by the Town.

	To develop in a responsible and cost effective manner the community is in need of an efficient transportation network that links it to the regional transportation system, capitalizes upon economic development opportunities and provides efficient and safe traffic management. These services simply cannot be efficiently, and cost effectively provided with a transportation developed on an ad-hoc basis and policies that promote the perpetuation of disconnected and inefficient transportation networks.				
26.9-	Section 3.2.2 General Transportation Policies, 3. Complementary and Compatible Development In order to avoid future potential transportation connectivity conflicts or deficiencies, consultation with the adjacent municipalities should be considered. To this respect, White City recommends that all proposed developments within the Joint Management Planning Area be referred to White City for review regardless of whether or not they are related to a subdivision. This will ensure the proper consultation and consistent application of transportation policies within the White City area. We acknowledge this matter has been addressed somewhat in section 3.2.3 (Road policies, regional planning projects) nevertheless, it is important to emphasize these consultation requirements in the general transportation policy section.	Yes	Partially addressed by adding a point regarding consultation and collaboration to 3.2.2.5 (b)		
26.10-	Section 3.3.2 General Utilities, Services and Infrastructure Policies As stated previously, emphasis should be given to consultation with the Towns of Balgonie, Pilot Butte, White City and the Village of Edenwold as the existing adjacent urban municipalities. As growth continues, the provision of expanded community services and infrastructure becomes a critical priority. Uncoordinated service delivery	Yes	Section 3.3.2.2 (a) has been altered to separate neighbouring jurisdictions from other stakeholders in the list of groups with whom the municipality will		In this comment, the Town mentions the other urban jurisdictions. However, the RM has considered that neighbouring First Nations and RMs should also be included. The comment is inconsistent with current practices being carried out by the Town.

	<p>will become increasingly overlapped and inefficient.</p> <p>Without tangible municipal policies and commitments to coordinated service delivery, the need for consolidated community, guided by a comprehensive planning framework which identifies well in advance the community needs and provides a well-organized land base to support the timely development of these facilities and services becomes more evident.</p>		work collaboratively with respect to utilities and infrastructure		
26.11-	<p>3.10.3 Country Residential Lands Subdivision Policies</p> <p>White City is encouraged to see the inclusion of municipal consultation requirements for new country residential proposals adjacent to an urban municipality or within a joint management planning area. There are numerous circumstances where the lack of such policies has exacerbated municipal differences, increasing the gap between municipalities and negatively impacting the growth of the community. A clear example of this is the Hunter Creek Estates development. This development has a clear and evident direct impact on the services and transportation networks and traffic flow within white city and no ability for joint management or contribution towards capital. The inclusion of policies to promote cost sharing arrangements between municipalities and developers to support the region as a whole is a clear need.</p>	No	n/a	Changes related to this comment need to be made at a higher legislative level than our OCP (i.e. Planning and Development Act).	
26.12-	<p>3.10.6 Multi-Parcel Mobile Home Parks Policies</p> <p>Emphasis should be given to consultation pertaining to new multi-parcel mobile home park proposals adjacent to an urban municipality or within a Joint Management Planning Area.</p>	No		The need for consultation is already addressed in 3.10.3.2	

26.13-	<p>3.11 Urban Residential Lands (Emerald Park) As noted above, while there is no doubt the Emerald Park area is of an urban “nature”, Emerald Park is not an incorporated municipality. The view of Emerald Park as an incorporated municipality and the evident intention to ignore the existence of White City and important development initiatives such as the Town Centre will continue to divide the community and promote inconsistent development.</p>	No		<p>Emerald Park is part of the RM of Edenwold and is therefore appropriately addressed in the bylaws. After careful review of the documents, it was determined that the documents do not indicate anywhere that Emerald Park is a separate jurisdiction and therefore, there is no correction required</p>	<p>It is the view of the RM that thoughtful and comprehensive planning transcends the legal status of a community. It is our role as a municipal administration to ensure a high quality of life for our communities and the people who live and work here and the RM’s bylaws recognize all of the members of our communities including Emerald Park.</p> <p>The document includes numerous references to White City (30 references at last count) and commitments to consultation with White City and ensuring compatible development plans with those developed by the Town. As such, the comment that the existence of White City has been ignored in the bylaws seems unfounded.</p>
26.14-	<p>The Town of White City Town Centre initiative has been developed with the intention of providing a much-needed community downtown or heart of the community, not just for the White City but for emerald park and the community as a whole. The initiative has not been acknowledged or mentioned anywhere in the OCP. Instead the OCP, and in particular the policies surrounding Emerald Park and urban residential development, seek to isolate the communities, continue to duplicate services and divide and control rather than cooperate and manage growth jointly.</p> <p>Nevertheless, White City is encouraged to at the very least see municipal consultation requirements within this section as an objective to ensure compatibility with existing and planned developments in the Town of White City. This statement however, should be included as a policy in subsequent sections</p>	No		<p>The Royal Park development in the RM, which is located adjacent to the future Town of White City Town Centre development, is included in the bylaws.</p> <p>Consultation and compatibility requirements are already included in sections 3.11.2.4, 3.11.3.1 and 3.11.3.8</p>	<p>The OCP and Zoning Bylaw are for the RM of Edenwold. Therefore, it is appropriate that they focus on developments and plans for the RM of Edenwold, not plans for other jurisdictions. For project information for other jurisdictions, it is appropriate to consult the documents created specifically for those jurisdictions as those are likely to be the most up-to-date, comprehensive and accurate. The Town Centre is in the Town of White City, not the RM and is exclusively a Town project. The RM has no decision-making authority with respect to any aspect of this project.</p>

	3.11.2 and 3.11.3 and the Municipal Action Plan, respectively.				
26.15-	3.12 Community Service and Institutional Lands Community and institutional services, facilities and amenities are fundamental to the well-being of our community. White City commends you for the inclusion of objectives and policies that encourage the development of joint-use facilities in the region. To help achieve this objective and better coordinate the development of these facilities, White City recommends this section be revised to add municipal consultation with nearby and adjacent municipalities as a way to appropriately ensure that community service and institutional activities are carried out in such a way as to minimize disruption of nearby/adjacent communities (3.12.2.(3.) and 3.12.3.(2.)).	No		Consultation and compatibility requirements are already included in sections 3.12.3.2(b) and 3.12.3.3	
26.16-	3.12.4 School Site Policies As the region grows there are increasing pressures to expand education, recreation and community services and provide them in a logical and cost-effective manner to all residents. Without question, the approach being used in all progressive cities and strongly supported by provincial funding programs is the development of comprehensive, integrated joint use facilities, properly planned and coordinated for the benefit of the community or region. Complementary placement of a new high school in proximity to recreational complexes and green space will harmonize service delivery and reduce overall cost for infrastructure that will not need to be duplicated. With this in mind, it is imperative that policies within municipal planning documents clearly identify the need for coordination with adjacent municipalities that	No		The need for consultation on school sites is already addressed in 3.12.4.2(a)(iii)	The Town's claim that the policies in the RM of Edenwold's draft new OCP have resulted in a delay to locating a new High School in White City is unfounded. The draft OCP was released in June of 2019, yet, both the RM and the Town of White City had been advocating for a school for many years prior to that date. The RM identified land for a high school in Emerald Park about 7 years ago and made that land available to the Prairie Valley School Division, but the Division was not and is not ready to move forward with the school because the Ministry has not yet agreed to a high school project in this area. The RM fully supports the idea of a new high school to serve this region and will provide any support requested by the Ministry of Education or Prairie Valley School Division.

	<p>are without a doubt, part of the catchment area and have a significant percentage of the population requiring the facilities. The general location of the potential sites shall be evaluated not only in consultation with the Prairie Valley School Division, and the Ministry of Education, as stated in the OCP, but in consultation and coordination with those urban municipalities that are going to directly contribute to the need of the facility.</p> <p>Section 3.12.4 of the OCP does not consider the Town of White City as a significant area of influence and an important key component for the need of new educational facilities and services. This is counterproductive to the approval processes, has delayed the location of a high school in the White City Area or south of Highway no. 1 and puts the ministry and others at odds with local politics when they have to make a decision one way or another</p>				The Ministry of Education has reviewed this section and their comments have been integrated.
26.17-	<p>4.1 Inter-municipal Cooperation Inter-municipal cooperation, collaborative planning and development goes beyond development notifications between municipalities. The broad generalization about cooperation with neighboring municipalities in section 4.1 of the OCP ignores the geographic arrangement of the Town of White City, the Town of Pilot Butte, the Town of Balgonie and the Village of Edenwold and the intricate influence of these municipalities on the development of the RM and vice versa.</p> <p>White City is pleased to see the current Joint Management Planning Area included in the proposed Future Land Use Map, however the OCP fails to recognize that urban municipalities</p>	No		<p>These comments were considered carefully, but it was determined that no changes are required to the inter-municipal cooperation chapter, the Future Land Use Map or the Municipal Action Plan as each of these items as developed (including changes based on other comments received) meets the goals of the section/map.</p>	<p>This comment is inconsistent with practices currently being carried out by the Town.</p> <p>At this time, none of the neighbouring urban municipalities have identified a need for more land to accommodate future growth except White City.</p> <p>As discussed with Pilot Butte, our goal at present is to determine appropriate land uses in the vicinity of neighbouring jurisdictions including urbans, rurals and First Nations. In the case of urban municipalities, it can be determined later on which municipality will be responsible for managing the development of which lands and the Future Land Use Map can be amended accordingly. It is anticipated that</p>

	<p>have a right to grow by not including urban growth areas around each urban municipality. The Future Land Use Map fails to consider the future growth plans of all adjacent municipalities within the area, regardless of whether these growth plans have been approved or are in the process of being approved.</p> <p>The Town of White City has a future land use map that was initially developed in consultation with the RM planners and subsequently endorsed and approved by the Ministry of Government Relations. The Town of Pilot Butte has a future land use map which includes a regional area of planning interest (Joint planning Management area) endorsed and approved by the Ministry of Government Relations. The Town of Balgonie has a future land use map endorsed and approved by the ministry of government relations which only notes growth areas within the current boundary but may benefit from a mutually agreed upon joint management planning area. The Village of Edenwold OCP and future land use map which includes a joint management planning area is currently under review by the Ministry of government relations and has been reviewed by the RM.</p> <p>Furthermore, while the Joint Management Planning Area within the Town of White City is acknowledged and discussed in the OCP, the Municipal Action Plan does not acknowledge or provide actions related to municipal cooperation and coordination with the Town of White City.</p> <p>As an example; the promotion and addition of recreational amenities in country residential area surrounding White City represents a great</p>				<p>this process will be done at different times in different areas and with different jurisdictions.</p> <p>The Town's comments on behalf of other jurisdictions will be taken under general advisement but specific revisions will be not be made until confirmed by each of the parties the Town appears to be speaking on behalf of.</p> <p>In several cases, the other jurisdictions provided their own comments regarding these bylaws with respect to their own jurisdictions.</p> <p>Finally, the Municipal Action Plan is specifically based on feedback from RM citizens and businesses and is intentionally written to summarize specific commitments regarding projects and issues. Consultation efforts will be carried out based on the policies in the OCP. Consultation is a requirement in many cases and for many reasons, not a single action related to a specific project or need.</p>
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	<p>opportunity to collaborate and work together for a better pedestrian network. The same could be included for those areas within the Emerald Park residential community along with intermunicipal coordination of development to ensure compatibility and the mutual benefit of the community.</p> <p>Public transit services for the area is a mutual interest not only for the RM and White City but most likely for the Towns of Balgonie and Pilot Butte, including specific coordination with the said municipalities in the municipal action plan will greatly contribute to acknowledging the existence of these municipalities and clearly demonstrate an interest to work together.</p>				
26.18-	<p>4.2 Annexation</p> <p>White City agrees with the following statement of the OCP “The annexation process is necessary for the continued economic development of all communities located within or adjacent to the RM’s jurisdiction”. However, “in order to ensure a responsible, fair, collaborative and transparent process”, an annexation framework cannot be developed and imposed by one municipality as suggested in the OCP. The 2015 Boundary Alteration Agreement included an item intended to initiate the conversation towards a municipal cooperation, communication and annexation frameworks mutually agreed and developed in a mutually respectful and collaborative manner. Unfortunately, this item was ignored and never pursued as an option for truthful municipal coordination and cooperation, regardless of White City’s numerous intents to start the conversation.</p>	No		<p>The section indicates that “urban neighbours will be consulted regarding the framework”, which clearly indicates that it is not intended to be “imposed by one municipality”, but rather, developed collaboratively with our neighbours.</p>	<p>We look forward to collaborating with all of our neighbours on an annexation policy. Like annexations themselves, the policy will be more successful if not unilaterally imposed by one jurisdiction.</p>

	Urban municipalities have the right to grow, this growth will always benefit the economic growth of the region, including the RM. Given the sensitive nature of this topic, White City would like to see the annexation framework proposed by the RM, please forward it to our attention at your earliest convenience.				
27.0- Comments from City of Regina					
Note: Comments received by email submission on August 13, 2019					
27.1-	The City has no concerns with the proposed bylaws. The City would like to acknowledge the work that the RM has put into these important documents. It appears the RM's growth strategy will compliment the City's growth intentions and goals outlined in the City's OCP: <i>Design Regina</i> .	No	n/a	n/a	
27.2-	It should be noted that should any new developments within the RM that require City services (distribution of water, wastewater collection, septic tank wastewater discharge, and stormwater collection), will be subject to the <i>Interim Extra Municipal Servicing Policy</i> (the Policy). As per the evaluation criteria listed in the Policy, there are mandatory requirements that are based on the following principles: (1) It does not cause planning conflicts. This means that the development will not result in potential land use incompatibilities with Regina's Official Community Plan and Regina's Zoning Bylaw. (2) It can only be, or is more suitable to be, located outside of City limits. This means that there is no suitable land available within the City for the development, or it must locate in rural areas due to location requirements or other special characteristics, as determined at the City's discretion; and it does not compete with development within the City.	No	n/a	n/a	This must be considered in cases where developments are proposed that require City of Regina services.

	(3) The City has capacity to extend the service(s). This means that the City does not have immediate technical difficulties to service the specific connection point/development at the time of the application review.				
28.0- Comments from local resident, Rock Pointe					
Note: Comments received by email submission on August 19, 2019					
28.1-	The I only just got around to reviewing the RM's new draft OCP and Zoning Bylaw. Overall I think they are very well done and can tell that you and your team worked very hard on them! I didn't read either document from cover to cover but I did spend a bit of time reading the policies and regulations that more impact my property.	No	n/a	n/a	
28.2-	For the areas around Rock Pointe that were previously Mixed Use areas in the current/replaced OCP, once the new OCP is in effect, what happens to the development applications that are in progress? The new OCP seems kind of silent on what the future land uses would be, so I'm not clear on what type of uses we could expect south of and west of Rock Pointe.	Yes	Land uses changed around Pilot Butte to add the mixed use area back to the map to improve the accuracy of the map		Email response provided including the second option for the Future Land Use Map that was created based on initial comments from the Pilot Butte Council. The revised map includes mixed use areas adjacent to Rock Pointe to make it clear that the intent is to see mixed use development in these areas within the 20-year timeline. The land uses shown accommodate some flexibility, but focus on residential, community service and possibly some commercial uses, if compatible with the residential and community service uses. With respect to the golf course, the RM has not changed the intended land use of that area. If the land use is expected to change, then the Future Land Use Map would have to be revised because it is limited by the designation as golf course at this time. In other areas, where there are no specific land uses shown on the land use map, we anticipate these areas will remain agricultural for the next 20 years.
29.0- Comments from local resident, Coppersands					

Note: Comments received in person and in writing on August 27, 2019

<p>29.1-</p>	<p>3.10.6 Multi-Parcel Mobile Home Park Policies Suggestion – 3.10.6 Multi-Parcel <u>Mobile Home Park</u> aka <u>Manufactured Home Park</u> Policies</p> <ul style="list-style-type: none"> - There is no mention of <u>Mobile Homes</u> (if this section is about Mobile Home Parks, one would expect to see further references to them as part of the overall plan and policies) <ul style="list-style-type: none"> • 3.10.6-1 Location Consideration: only mentions Manufactured Home Parks • 3.10.6-2 Comprehensive Planning: only mentions Manufactured Home Parks • 3.10.6-5 Potable Water and Sanitary Services: only mentions Manufactured Home Parks - Appendix B – Municipal Profile <ul style="list-style-type: none"> • Household Characteristic Mobile Homes are mentioned, but not Manufactured Homes 	<p>Yes</p>	<p>Mobile has been changed to manufactured, where appropriate, with some notes clarifying that “mobile homes” are included under the definition of “manufactured homes”</p>		<p>The intention was to use the term “manufactured home”, which is more up-to-date than mobile homes, but includes mobile homes as well.</p>
<p>29.2-</p>	<p>What is the difference between a Modular Home and a Mobile Home? The main differences between <u>Modular and Manufactured aka Mobile Homes</u> are construction standards, materials and <u>foundations</u>.</p> <p>Confusion: Both Mobile and Modular Homes are built in factories and therefore both are “manufactured” but they and their uses are distinctly different.</p> <ul style="list-style-type: none"> • Mobile Homes are designed and built to a finished and completed state, then moved and placed on a site on temporary supports 	<p>Yes</p>	<p>Modular homes have been removed from the Manufactured Home Parks in the zoning bylaw</p>		

	<ul style="list-style-type: none"> Modular homes are designed to be finished on a site and place there on a permanent foundation <p>Modular homes are built with a wood floor system and are designed to be supported on a permanent concrete foundation, either a full basement or a crawlspace; these homes are typically shipped to site in two or more smaller sections and assembled on site. Manufactured aka Mobile homes are built with a wood floor system and are designed to be supported on a steel frame that is typically set on temporary blockings of some form.</p>				
30.0- Comments from CP Rail					
Note: Comments received by email on September 18, 2019					
30.1-	It does appear the draft has taken into consideration most of the proximity guidelines as laid out by FCM/RAC. If there is anything else needed, more can be found in the link - http://www.proximityissues.ca Thank you	No	n/a	n/a	Confirmed by email that we will do another review of the proximity issues website to ensure that nothing has been missed inadvertently
31.0- Comments from B&A Planning on behalf of TC Energy (Trans Canada Pipelines)					
Note: Comments received verbally over the phone on October 1, 2019					
31.1-	<ul style="list-style-type: none"> Draft documents seem to include most of the requirements for pipelines, which is good Further review will be carried out internally and by TC Energy departments and written formal comments will be provided Usually, like to see the pipelines and facilities on the maps for awareness 	Yes	Facilities (compressor station) added to a number of maps including Regional Context maps and Pipelines map		
32.0- Comments from CN Rail					
Note: Comments received verbally over the phone on October 7, 2019					

32.1-	Overall impressed with the document as it speaks to development near railways and references the guide	No	n/a	n/a	
32.2-	Likely will be internal pushback from CN Rail staff on section 3.2.6(2) because CN Rail is regulated federally and they are very protective of their ability to do what they need where they need to. However, it is understood that it is mutually beneficial to work together with municipalities to avoid conflicts. May need to amend the wording to speak more to open lines of communication and less about the municipality having influence or authority over railway development projects.	Yes	Amended to modify the wording to emphasize communication and collaboration and remove any item that may make it seem like the municipality has decision-making authority over railway development		
32.3-	For railway setbacks, typically CN uses 300 metres as a trigger point for review of development near railway lines and 1000 metres for railway yards. Why did the municipality choose 400 metres for railway lines?	Yes	Added the 1000 metres trigger for railway yards throughout the document		The use of 400 metres is based on the land structure of quarter section as 400 metres is half of a quarter section, which makes it easy to determine if railway proximity review is required as part of a development proposal.
32.4-	The guide has many very stringent policies that may be only applicable for very high density urban developments. It may be necessary to have more flexibility to ensure that only the relevant recommendations apply.	Yes	Wording changed within 3.2.6(2) for additional flexibility		Specifically added the words “relevant” and clarification that more or less stringent requirements may be applied on a case by case basis, in consultation with the affected railway company and senior government

RM of Edenwold #158 Zoning Bylaw Comments Table

COMMENT	REVISION MADE? (Yes/No)	If Yes, Where?	If No, Why Not?	Notes
33.0- <i>Comments from the Ministry of Highways and Infrastructure</i>				

Note: Comments received by email submission on June 20th 2019

33.1-	Clearer definition of highway in order to distinguish the difference between provincial and public highway	Yes	Section 2.0 – definitions now match <i>Highways and Transportation Act</i> .		
33.2-	Clearer definition of sight triangle	Yes	Section 2.0 – definition now refers to policy section 4.18. Section 4.18 was elaborated on as per Ministry of Highways suggestions.		
33.3-	Section 4.11.2 states that fences can be erected on a property line	Yes	Section 4.11.2 amended as per suggestion.		
33.4-	Section 4.12 states that trees must be 38 meters from a provincial highway property line. Clarification is suggested that setbacks will vary on the type of highway	Yes	38m setback from provincial highways removed – will default to 4.12.2, which is more general.		
33.5-	Clarify Section 4.12.2 that a permit is required for any tree located within 90 meters of a right-of-way of a provincial highway (not just 90 meters from a highway)	Yes	Section 4.12.2 changed as per suggestion.		
33.6-	In regards to Section 4.14, there is no reference to approach permits being required adjacently to provincial highways	Yes	4.14.1 amended as per suggestion, now includes MOH permitting requirement when adjacent to provincial highways.		

33.7-	In regards to Section 4.15, there are no concerns towards the language and definitions of roadways	No	n/a	n/a	
33.8-	The sight triangle diagram in the Bylaw could clarify sight distances depending on highway speed and type of road	Yes	4.18.3 amended as per suggestion.		
33.9-	Signage: Bylaw should clarify that a permit should be required from the Ministry for erecting any sign within 400 meters of the highway property line	Yes	4.23.1 (f), 4.23.2 (f), 4.23.6 (b), and 4.23.7 (a) all amended as per suggestion.		
33.10-	In reference to Section 4.23.1 b) and f), any sign considered a structure and within 90 meters of a provincial highway right of way will require a roadside development permit.	Yes	4.23.1 (f), 4.23.2 (f), 4.23.6 (b), and 4.23.7 (a) all amended as per suggestion.		
33.11-	No concerns with the language and definition of a Traffic Impact Assessment under Section 4.41	No	n/a	n/a	
33.12-	In regards to Section 4.45, clarification of development within 90 meters of a provincial highway right of way is required. Permit is required.	Yes	4.45.1 amended as per suggestion.		
33.13-	Clarify that signs within 400 meters of a highway property line require a permit but not a roadside development permit.	Yes	4.45.2 amended as per suggestion.		
33.14-	In reference to Sections 5.20 & 5.21 (Wind Energy): Roadside development permits will be required for any turbines within 90 meters of a provincial highway property line. Setback distances need to be a minimum of the height away from the property line.	Yes	5.20.3 and 5.21.4 amended to notify applicant of potential MOH requirements. Setback added to table.		
33.15-	Underground utility lines inside or within 90 meters of a provincial highway or 30 meters	Yes	Added to Section 4.19 as per suggestion.		

	from an RM road will require a Private Utility Permit.				
33.16-	In reference to Section 5.22, when a telecommunication facility and tower is adjacent to a provincial highway, the height of the tower is the setback distance from the property line.	Yes	Added to Section 5.22 as per suggestion.		
33.17-	Under Section 4.45, setback tables state that setback distances would be 60 meters from center line of provincial highway. Should be corrected to reflect Ministry standards	Yes	Standard was previously included in each individual zoning district but has been removed from each. General reference added – Section 4.45.5 – asking developers to consult the Ministry of Highways to confirm setbacks.		
34.0- Comments from local resident, Emerald Park					
<i>Note: Comments received by email submission on June 8th 2019</i>					
34.1-	<p>On map 7B of the draft OCP there is a parcel of land designated as “commercial” running west off Emerald Park Road which I assume is the golf course clubhouse/parking lot etc. (let’s call it the “clubhouse”)</p> <p>You have indicated previously that the Aspen Links Golf Course is a Commercial Contract Zone that has only one permitted use – golf course and related facilities. Presumably, if the golf course should fail, the “clubhouse” land would remain as a Commercial Contract Zone (With only “one permitted use – golf course”) and not revert to a General Commercial Zone. My concern is that unless it retains that Contract designation, any of the permitted</p>	Yes	Changed to include the clubhouse parcel in the new golf course contract zone and to show the designation of this parcel as golf course on the Future Land Use Map, per suggestion		

	uses in Section 15.1 of the COM1 section would be permitted uses in an essentially residential neighbourhood. In summary, does the draft OCP need to be amended to address this concern?				
35.0- Comments from local resident, Emerald Park					
<i>Note: Comments received by email submission on June 27th, 2019</i>					
35.1-	My main comment and concern is that land south of us on the golf course is shown as potential residential development. I find this odd as the land is owned by the golf course but they have not requested the land to be re-zoned. My question is has the RM decided you want it rezoned to residential even though it is not land owned by the RM? We do not want this land rezoned to residential as we do not want the development immediately south of our property. We do understand that the former fairway and driving range south of Woods Crescent is not being used but we feel development on these lands would impact our property and was not what we intended when we bought our lot and built here on Woods Crescent. We would ask that these lands remain designated as golf course land.	Yes	The parcel is included in the new golf course contract zone as per the suggestion		The land was proposed for re-zoning to the Future Development zone as part of the Draft OCP because a portion of it is underutilized land that could potentially accommodate infill residential development in a cost-effective manner. However, the RM is not aware of any development plans for this land by the landowner. The inclusion of this land in the golf course contract recognizes the presence of golf course components on the parcel including the driving range. Any future development aside from golf course development would be subject to re-zoning, which would trigger a public process.
36.0- Comments from the Heritage Conservation Branch					
<i>Note: Comments received by email submission on July 9th 2019</i>					
36.1-	In reference to pg. 71, section 4.36.1 of the Zoning Bylaw. To clarify that all heritage resources (not just provincially or municipally designated properties) may be subject to development review, suggest the following rewording. Also, given that the names of the provincial agencies often change, the RM might want to consider wording to avoid obsolete names in the document in the future.	Yes	Revised 4.36.1 as per suggestion.		

	"Heritage resources are subject to development review processes as defined by The Heritage Property Act. Designated provincial heritage properties are granted special protection, and any alterations must be reviewed and approved by the provincial agency responsible for The Heritage Property Act currently..."				
36.2-	For improved clarification on pg. 71, section 4.36.2 of the Zoning bylaw, follow the suggested rewording "The municipality may require the developer to search and identify any known heritage sites within the same quarter section as the proposed development, or within 500 meters of developments located within Emerald Park"	Yes	Revised 4.36.2 as per suggestion.		
36.3-	In reference to pg. 71, section 4.36.3, suggest adding "Initial heritage screening of a development should be conducted using the Heritage Conservation Branch's online screening tools. Should a Heritage Resource Impact Assessment (HRIA) be required, it is the responsibility..." as the first sentence of the section.	Yes	Revised 4.36.3 as per suggestion.		
37.0- Comments from local gravel/aggregate company					
Note: Comments received by email submission on July 9 th 2019					
37.1-	For Map 5 of the Zoning Bylaw, a portion of our active Pilot Butte pit is designated as EHI, but not all of it. Is it possible to have the areas outlined in red included in the EHI zoning change with the bylaw given it is currently active?	Yes	Map 5 has been updated as per suggestion.		Affected areas include: Portions of SE-5-18-18-W2 NE 5-18-18-W2 SE-8-18-18-W2
37.2-	If during the progression of the bylaw we are able to obtain the permits on the west half of 4-18-18-W2, would they be considered as candidates for EHI designation under the new bylaw?	No			This request was discussed and this area would not be a site that would be recommended for inclusion in the EHI zoning as it is not intended to be a permanent site,

					but rather, a shorter-term site as there is future development potential.
37.3-	A portion of our Syrota pit is leased, where we would be happy to continue operating as “grandfathered” under the current bylaw as a discretionary use. However, one quarter section is owned by Lehigh and we would like to request that this is considered for EHI zoning under the new bylaw.	Yes	Added to the Future Land Use Map as future industrial		This site was discussed and it was determined that rather than re-zone the land, it could be added to the Future Land Use Map to show the intended future use as industrial. Affected land is: SW-12-18-18-W2
37.4-	For Map 8 of the Zoning Bylaw, would our Davin pit be considered for EHI zoning?	Yes	Added to the Future Land Use Map as future industrial		This site was discussed and it was determined that rather than re-zone the land, it could be added to the Future Land Use Map to show the intended future use as industrial. Affected land is: SW-1-17-17-W2
38.0- Comments from planning consultant					
Note: Comments received by email submission on July 10 th 2019					
38.1-	In reference to 4.48.1 of the Zoning bylaw, how do we identify things that are potentially hazardous? By a map, a study, historical records/knowledge? This is important to clarify.	Yes	Revised 4.48.1 to include reference to relevant OCP maps.		
38.2-	In reference to 4.39 of the Zoning Bylaw, the notion of a Public Consultation Plan is an excellent requirement considering what happened with previous development proposals.	No	n/a	n/a	
38.3-	In reference to the Zoning Bylaw, change the term safe building elevation to estimated safe building elevation. This would be consistent with current provincial terminology.	Yes	Changed throughout ZB.		
38.4-	Should major and minor home-based businesses be described or defined?	No		These are defined in sections 5.2 and 5.3.	
39.0- Comments from B&A Planning Group					
Note: Comments received by email submission on July 11 th 2019					

39.1-	13.4.2 States that all buildings and structures shall be constructed outside of low-lying or flood prone areas. Similar to the OCP, there is no mapping to show where the floodway and flood fringe limits are.	No		OCP maps 5A and 5B indicate which areas will require further investigation/topographical surveying if a development is proposed.	
39.2-	Removal of zero-side yard setbacks for semis or duplex when next to high density as well as the removal of zero-side yard for townhomes. We would like to have these zero-side yard regulations added back in as per the original approved district for Royal Park.	Yes	Was an error – amended by fixing footnote notation in Table 27.		The zero-side yard product is part of the housing mix that was contemplated under the vision for Royal Park. This adds to the diversity and choice offered in the development.
39.3-	Minimum townhome site frontage changed from 5.5 to 6.0 meters. We are unsure whether this change was deliberate or an oversight. This dimension has been factored into the unit count calculations. This is up for discussion.	Yes	Was an error – amended to 5.5m as per suggestion.		
39.4-	Added 6m side yard setback from a local collector arterial street (3m for accessory buildings). We believe that the 6m setback from a local collector arterial street is excessive. We would like to clarify the reason for this addition.	Yes	Was an error – development standard amended reduced to 1.2m side yard setback or 2.5m when abutting a road.		
39.5-	In regards to the Zoning Bylaw, Maximum building area needs to change to minimum building floor area. We are unsure whether this change was deliberate or an oversight. It should be changed back to a minimum building floor area.	Yes	Was an error – notation was amended in Table 27.		A maximum floor area of 70m ² may be too restrictive in a lot of cases.
39.6-	For clarification, we assume the MR/ buffer space in Royal Park will not need to be rezoned to Community Service (or another district). There is also the public utility lot which we are assuming would not need to be rezoned either.	No		n/a	Statement is correct. Response provided by email.

40.0- Comments from the Saskatchewan Health Authority					
Note: comments received by email submission on July 11 th 2019					
40.1-	In regards to sections 4.11.3 and 4.11.5 of the Zoning Bylaw, does the 2.4 meter height for walls/ fences meet CPTED guidelines? It seems high to me (I have seen heights for 1.5-2m) but maybe that is just for residential). It certainly decreases sight lines increasing risk for crime, vandalism and other activities that could affect how residents feel about their safety.	Yes	Maximum fence heights in front yards lowered in section 4.11.4.		
40.2-	In regards to bike parking/ facilities found in 4.28 of the Zoning Bylaw, many areas are making this mandatory. By leaving this optional it opens the door for the argument of “when people start biking I will provide bike parking” which speaks to our current car culture, however, evidence has shown that infrastructure needs to be in place for people to bike. If it is not there, the culture is unlikely to change. Physical activity levels are much higher when people use active transport for utilitarian purposes.	No		Due to the RM’s geography, developments may or may not be located within areas easily accessed by pedestrians or cyclists. Where cyclists can reasonably and safely access a development, bicycle parking should be required by the Development Officer.	Potentially could be amended in the future to make bike parking mandatory once more supporting infrastructure is in place (segregated pedestrian/cyclists pathways, etc).
40.3-	In regards to 5.28.2 of the Zoning Bylaw, I have seen the recommended distance for cannabis stores at 500m from all areas where children and youth may congregate. The reasoning for this is similar to the covering of tobacco products in stores. The less visible it is, the less people will use the substance. This has shown true in tobacco and alcohol and is predicted to be true for other substances as well. There is also a movement in the e-cig/vaping area to make them less visible as well considering our drastic increase across the country of the use of e-cig and vaping in our youth.	No		Current regulations were based on consultation completed prior to legalization in 2018. A 200m buffer precludes a retail location from being established in a large portion of Emerald Park. Retail locations are also only considered as a discretionary use, so Council can take proximity to family-friendly areas and	

				facilities into consideration.	
40.4-	As for signage of cannabis retail, it seems to be up to the developing officer. This is great. We would encourage a sign that does not provide a look that would appeal to children or youth (bright colours, cartoon writing). It is not until children are much older that they can start to look at advertising with a critical eye and until their brains are fully developed around the age of 25. Teens are particularly susceptible to marketing that blurs the lines between marketing and entertainment that can arouse their emotions and can derail their ability to make good decisions.	No	n/a	n/a	
40.5-	In regards to 12.5. 13.5 and 14.5, it is great to see front yard setbacks the same distance regardless of the type of dwelling. It helps with aesthetics of the area but also the feeling of safety because there are less shadows and areas for people to hide. I did not notice any guidelines for infill developments and keeping to the same aesthetics/visual as previous. Maybe that would come in a more specific plan?	No		Infill would be addressed through sector planning. There are limited opportunities for infill development as the residential/commercial clusters exist today.	
40.6-	I noticed that community gardening is a permitted use in only one area. Could it also be permitted in R1, R2, RMH and R3?	Yes	Community gardening added as a permitted use in R1, R2, RMH and R3 as per suggestion.		
41.0- Comments from local resident, rural					
Note: Comments received by email submission on July 13 th 2019					
41.1-	Applications for cultivation facilities must submit an operating plan that includes odour control to ensure that cultivate cannabis does not emit odour that is detectable by the public	Yes	Section 5.29.1 added, requesting detailed statements		Odour operation/mitigation plans can also be requested under 5.29.1.

	from outside the facility. Producers are required to prevent all odours from cultivation and storage of cannabis from escaping from the building on the cultivation site, such that the odour cannot be detected by a person of normal sensitivity outside the buildings.		explaining how a proposal conforms with Health Canada regulations regarding ventilation.		
41.2-	Detection of such odours will result in an immediate fine of \$1500.	No		Fees and penalties are not contemplated within the Zoning Bylaw.	Enforcement would occur using a different legislative avenue, such as an Order to Remedy or the Nuisance Bylaw.
41.3-	Discretionary use applications will be evaluated based on adequate odour management plan which must include a detailed description of the ventilation system that will be used in the facility.	Yes	Section 5.29.4 amended to add specific mention of ventilation plans.		
41.4-	There should be wording that if a cannabis production facility continues to emit odours that there will be consequences with ranges up to closing down of the facility. If this is spelled out early on, residents in the area will know their rights and production facilities can plan for this from the start. It also creates security issues as everyone passing by knows that there is a cannabis facility in the area.	No		Enforcement of development permits and associated conditions addressed under section 3.14. Would apply to cannabis production facilities and any other land use.	
42.0- Comments from the Ministry of Agriculture					
Note: Comments received by email submission July 15 th 2019					
42.1-	Definitions: Agricultural operation: not necessary to specify Intensive livestock operation point e). this captured by d)	No		Will leave in for extra clarification.	
42.2-	Ag tourism: would a 'farm' based bed and breakfast or 'farm experience' business be included (this may not be required)?	No		Definition, as written, does not include any type of accommodation or residential use. This is the intent of the land use.	

42.3-	Aquifer: should this be “confined” or “unconfined” rather than “confirmed” or “unconfirmed”?	Yes	Fixed error to read “confined” and “unconfined”.		
42.4-	Intensive Livestock Operation – this is consistent with the definition under the AOA. Note: based on this definition, a single horse confined to less than 370 sq.m is an intensive livestock operation. Most cow calf operations will operate intensively for short periods of time (generally winter feeding, calving, perhaps only a portion of the herd) A stockyard is likely also an Intensive livestock operation. A feedlot will also be an intensive livestock operation. Most commercial poultry operations are an intensive livestock operation.	No	n/a	n/a	
42.5-	In regards to section 5 of the Zoning Bylaw, it is not clear what is meant by consideration of the expansion of an ILO. Successful businesses, including successful livestock operations often want to expand and although it may be necessary to develop in a new location to accommodate expansion, it is usually beneficial not to have to do this unless the existing infrastructure is at end of life. It is often very difficult to repurpose a building used to raise livestock intensively. This can make relocation difficult because of the lost value of the existing infrastructure.	Yes	Partially changed as per suggestion to improve clarity		The intent is for the expansion of an existing ILO (an increase in the permitted number of animal units) to require a new discretionary use application, so in that regard, we will not be changing our current regulations. We have, however, made some changes in this section to make this more clear.
42.6-	In regards to 5.30.9 of the Zoning Bylaw, specify land not to be used for disposal or storage of manure. This could affect the viability of livestock operations as it may reduce the available land base and increase the distance required to travel to utilize the manure. This will also affect other landowners	No		Lands that cannot be used for disposal or storage of manure are identified in Table 17. All other parcels would be acceptable.	

	as it may prevent the use of manure as a source of nutrients and OM. Research has shown manure to improve soil health and crop vitality. Requiring incorporation is contrary to minimum and zero till crop practices that many farmers use and which is a recommended practice. Incorporation of solid manure into forage and pasture land is not possible.				
42.7-	Many of the specified separation distances in section 5.30.4 are very large and likely prohibit the development of larger ILO given the population density of the RM. It is doubtful that there are areas where 1600m from a residence can be achieved given all the other requirements. If this is the intent then it would be appropriate to specify operations under 5000 animal units are prohibited (and there is limited opportunity for ILO's between 2000 and 5000 animal units)	No		Section 5.30.5 allows for a reduction to the minimum separation distance at the discretion of Council, where it can be proven that a lesser separation distance will not negatively impact the adjacent use. It is not the intent for large ILOs to be prohibited, but for the location to be carefully considered and with minimal impacts on	
42.8-	The manure application separation distances required, remove a significant amount of land from being available for manure application, especially since manure is a valuable source of nutrients and the application season is usually short (application period is perhaps a couple weeks for larger operations and application frequency may as often as every 2 to 3 years). I think I would prefer a defined boundary around the urban municipalities where manure application is restricted but that may be difficult to define. Separation does help with reducing odour but odour intensity and duration are a function of variable climatic conditions.	No		The location of urban municipalities within the RM should not infringe on existing ILOs. When the site where manure is applied is associated with an agricultural operation, there are no minimum separation distances from urban municipalities.	We will look at the possibility of visually representing the setbacks listed in Table 17 as a "buffer" map.

42.9-	As mentioned earlier, incorporation is in conflict with minimum and zero till practices. As noted earlier in the bylaw, consideration is given for conditions that prevent incorporation. Incorporation of solid manure into forage or pasture areas is not possible. There are low disturbance systems that potentially can inject liquid manure into forage or pasture lands.	Yes	5.30.9(c) removed so alternatives to incorporation can be permitted, subject to setbacks in Table 17.		
43.0- Comments from The Town of White City					
Note: Comments received by email submission on July 19 th 2019					
43.1-	In regards to the Zoning Bylaw, there is a narrow list of permitted uses in the zoning bylaw for each land use. Development is best served by having a wide range of permitted uses rather than needing to direct most new development into a review/approval process dictated by the discretionary use process.	Yes	Uses added, relocated, and removed throughout ZB during consultation period		While complementary uses can and should be permitted in zones where they are universally appropriate, experience has proven that many uses come with potential impacts that are better off considered on a location-specific basis to protect against incompatible development. Developments that are indeed appropriate should be able to successfully pass the discretionary use process, but with the added benefit of having local buy-in from neighbouring properties that were engaged during the DU process.
43.2-	The agricultural lands in the RM are all within close proximity to multiple thriving urban municipalities. Such closeness should support a wide range of local agricultural product development and service onto urban areas, many of which are very high value that can exist profitably on small land parcels. Yet the draft bylaws are clearly directing consolidation of agricultural lands into larger and larger land blocks. A reduced agricultural site area for an agricultural commercial activity is only permitted at councils discretion and for the purpose of farmland consolidation, estate planning settlement, farm debt restructuring	No		We feel our zoning regulations do not prohibit these types of smaller agricultural developments. Agricultural uses with smaller footprints can be carried out on large agricultural parcels without subdivision. Or, if subdivision is required, agricultural commercial and discretionary uses have smaller site size	The OCP promotes diversity and innovation in agriculture within the municipality. Some urban municipalities may wish to prevent fragmentation of agricultural holdings in their potential future growth lands. Fragmentation of land surrounding urban municipalities may complicate any future development or annexation process as more landowners are involved and more buildings/operations may exist, which may or may not be compatible with potential urban land uses.

	or as a result of a permitted or discretionary subdivision or due to topographical or physical limitations or where legitimate discretionary agricultural activities require a lesser amount. Perhaps reduced agricultural site area for an agricultural commercial activity should be a permitted use to support high value crops on small land parcels. This will give existing landowners the opportunity to sell to different agricultural interests rather than solely to larger agricultural operators, while increasing tax revenues and taking advantage of the RM's proximity to multiple thriving urban municipalities.			minimums as per Table 20.	
43.3-	In regards to Zoning district maps, zoning district map #10 is missing.	Yes	Added to the maps		This was an error – will be included in final draft of ZB.
44.0- Submission to re-zoning proposal					
Note: submission was not specifically for OCP, but rather, for a re-zoning proposal					
44.1-	"Feedlot" should be removed as a discretionary use from IND1 zone. Large, intense land use, potential for nuisances and groundwater contamination.	Yes	Change made to section 19.2 as per suggestion		
45.0- Comments from local resident, Rock Pointe					
Note: Comments received by email submission on August 19, 2019					
45.1-	In the CR1 Zoning - it says Max and Min Site size is 2 ha. Is there a typo there?	Yes	Corrected to a max of 9 hectares		
45.2-	In the CR2 Zoning, I see that poultry is still prohibited. On the RM's Facebook poll, 69% of respondents were in support of chickens. How did the RM use the poll and what, if anything, can be done to alter the proposed bylaw on this item?	Yes	Chickens have been added to CR2s		Chickens have been added to the acceptable animals in the CR2s along with some requirements for the rearing of chickens on country residential lots added as well, in an effort to mitigate the potential nuisances or issues that we know have come up in the past and in other jurisdictions. The poll was on facebook and at the open houses and in both cases, the majority of voters indicated that

					they were in favour of allowing chickens in CR2s.
46.0- Comments from local resident, Coppersands					
Note: Comments received in person and in writing on August 27, 2019					
46.1-	<p>2. Definitions.</p> <p>This section is missing any definition of (needs some further clarification of what each is or isn't)</p> <p>Modular home – made in sections and erected and sit on a permanent foundation</p> <p>Mobile home – built before 1976 and are now referred to as Manufactured Home</p> <p>Manufactured Home – This would be a good place to mention that Manufactured Homes are sometimes called Mobile Homes, as used in the Official Community Plan</p>	No		Similar definitions are included under “dwelling, mobile home”; “dwelling, modular home”, etc	
46.2-	<p>Residential Manufactured Home (RMH)</p> <p>It appears that this Bylaw is probably about Mobile Home Parks?</p> <p>Suggestion: call it Residential Manufactured Home and Mobile Home District</p> <p>Modular homes should not be included as they are permanent structures that must sit on a permanent foundation and are not movable</p> <p>Modular Homes should be allowed on any residential lot, as they are permanent and often better built than “stick built or site built homes”</p> <p>It appears that Modular Homes can be placed in what is commonly called a “Mobile Home Park” – not a good idea as these are permanent structures. (You could never get financing (mortgage) to put a permanent home on a rented lot).</p> <p>Mobile or Manufactured homes are not placed on permanent foundations and therefore may be moved, if, say, a park closes down.</p>	Yes	Modular homes were removed from the RMH zoning district.		The section was not re-named because “Manufactured Homes” is becoming a more commonly-used term.

46.3-	<p>Supplementary Regulations</p> <p>14.8.1 Concrete footing are those poured in place or preformed concrete footers and set in place?</p> <p>The soil will move (shrink and expand) over time depending on the changing levels of moisture over the coming years, this happens regularly even in houses with foundations, concrete often cracks making re-leveling the mobile more difficult as the base (footing) is no longer solid. I would suggest using 3 foot lengths of 6x6 or 8x8 treated timbers. Set in a # pattern on compacted soil.</p> <p>Mobile or Manufactured Homes naturally move and shift over the years.</p> <p>We've had to re-level some of the supports under our home 3 times in the last 15 years. (over the years I have re-leveled several mobile homes as part of my work in Meadow Lake). The ground under the home is usually dry in the centre and increases in moisture levels as you move toward the exterior. The amount of moisture depends on many conditions such as the yard landscaping and how close the lawn or flower beds are to the sides of the Mobile or if the Mobile has eaves trough and rain is moved away from the side of the home or does it just run off the roof and saturate the ground around the mobile.</p> <p>There should be something about anchoring or tying down the Mobile Home (aka Manufactured Home)</p>	Yes	Changes regarding structural elements were made based on suggestions		Professional Building Inspections were consulted prior to making these changes with respect to footings/structure and changes were written in accordance with their recommendations.
47.0- Comments from B&A Planning on behalf of TC Energy (Trans Canada Pipelines)					
Note: Comments received verbally over the phone on October 1, 2019					
47.1-	Would like to see the pipelines and facilities added to the zoning map for awareness	Yes	Pipelines and facilities (compressor		

			stations, gas caverns) added to zoning maps		
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Appendix G

Intermunicipal Development Agreement with the Town of Balgonie

INTERMUNICIPAL DEVELOPMENT AGREEMENT

BETWEEN:

RM OF EDENWOLD NO. 158

AND:

TOWN OF BALGONIE



August 12, 2021

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I. Introduction

- 1) The Councils of the Rural Municipality of Edenwold No. 158 (“RM”) and the Town of Balgonie (“Town”) have agreed to prepare and adopt a Boundary Alteration Framework Agreement (“Agreement”).
- 2) The Agreement shall constitute an Intermunicipal Development Agreement as described in Section 32.1 of *The Planning and Development Act, 2007*. The Agreement shall be adopted through bylaw by both Councils, and shall form part of the Official Community Plans of the RM and the Town.
- 3) In preparing the Agreement, the RM and the Town recognize their respective intentions to work in a proactive, objective, and amicable way related to dealing with potential future boundary alteration proposals, create certainty about the handling process, enhance planning, and facilitate and support economic development.
- 4) The Lands which are subject to this Agreement are shown on Map 1 and comprise property in which the parties share an interest due to potential future demand for servicing, including: expansion of commercial corridors along major roadways to respond to market demand and changing traffic patterns; demand for residential growth that outpaces projections on which the Plan is based; new economic opportunity for unique industry or commercial operation which cannot be accommodated within planned growth set out in the Plan and retention of agricultural land currently in urban boundaries.
- 5) Nothing in this Agreement shall obligate capital undertakings by either party.

II. Agreement Goals

- 6) To create predictability for both the RM and the Town in regard to the transfers of lands to accommodate urban growth within the latter, including protocols for applying for boundary alterations;
- 7) Provide appropriate guidance to streamline decision making processes for both councils when decisions are related to boundary alterations and development proposals within the immediate vicinity of the Town;

- 8) Proactively manage growth and development in the RM and the Town, ensuring opportunities for both municipalities; and
- 9) Promote regional economic development by removing bureaucratic barriers to development.

III. Intermunicipal Development Agreement Interpretation

- 10) The parties to this Agreement are:
 - a. The Rural Municipality of Edenwold No. 158; and
 - b. The Town of Balgonie
- 11) This IDA contains “shall”, “should” and “may” policies which are interpreted as follows:
 - b. “shall” policies must be complied with;
 - c. “should” policies mean compliance in principle is required but it is subject to the discretion of the applicable authority on a case by case basis; and
 - d. “may” policies indicate support in principle but it is subject to the applicable authority determining the level of compliance that is required.
- 12) This Agreement contains several definitions which shall be interpreted as follows:
 - e. “Act” shall refer to *The Planning and Development Act, 2007*.
 - f. “Annexation” shall refer to the process of amending municipal boundaries by adding land to a municipality and withdrawing the land from the adjacent municipality.
 - g. “Council” shall refer to the Councils of the Municipalities.
 - h. “Lands” shall refer to the lands affected by this Agreement.
 - i. “OCP” shall refer to the Official Community Plans of the Municipalities.
 - j. “SMB” shall refer to the Saskatchewan Municipal Board.
 - k. “IDA” shall refer to the Intermunicipal Development Agreement.
- 13) The Agreement shall be given legal force as an IDA adopted as part of each municipalities’ respective OCP under *The Planning and Development Act 2007*, and have the same force of law as the OCP which continues until repealed or replaced by either municipalities’ respective Council, and approved by the Minister responsible for the Act.

IV. Management of Lands

A. Joint Planning – Interim Use and Management of Lands

- 14) The current OCPs of both the RM and the Town support a number of collaborative planning initiatives including the following which shall apply to the Lands:
 - a. Joint planning, and open communication about development in urban fringe
 - b. Establishment of a planning district or authority to jointly carry out the review and management of development of mutual concern
 - c. Strategic partnerships including public utility boards and servicing agreements with neighbouring municipalities.
- 15) The following general policies of the Town OCP shall be applied to manage development of the lands:
 - d. To consult and work with adjacent municipalities on regional land use matters and development proposals.
 - e. The Town will continue to work in partnership with other jurisdictions and other agencies as a means of providing and sharing services effectively.
 - f. The Town will consult with the RM on the use of land in future development priority areas identified by the Town, and work towards complementary boundary alteration resolutions should the addition of these lands be beneficial to the needs of the RM and the Town.
 - g. The RM and the Town will work together, particularly with respect to development adjacent to Highway No. 1, Highway No. 46, and the Balgonie Overpass.
- 16) The following general policy of the RM OCP shall be applied to manage developments of the lands:
 - h. The municipality shall continue to work collaboratively and consult its neighbours on matters related to planning and development in areas of mutual interest. This minimizes potential conflicts and maximizes the possible benefits of development projects for everyone. The RM will collaborate with its neighbours to discourage or mitigate development projects that may have a negative impact on existing or future opportunities in either jurisdiction.

- 17) The parties agree that development of the lands affected by this Agreement should be consistent with the land use designations shown on Map 1.
- 18) Formal and informal consultation and collaboration on planning issues should be continued through council-to-council meetings, strategic partnerships, open communications and referrals of development applications for comments where interests may be affected.

B. Joint Servicing

- 19) The parties acknowledge that in some cases it may be suitable to jointly provide services by both municipalities. In such cases, legislation provides for municipalities to both contribute services to support a development which, although in one jurisdiction, allows the other jurisdiction to receive compensation and in some cases a measure of influence or control over the development and standard applicable for the subject development in the neighbouring municipality.
- 20) Shared provision of services shall only be by mutual agreement of both Councils, based on an evaluation undertaken as part of the development review process to determine the services and impacts.
- 21) The responsibility for demonstrating the suitability and need for servicing lies with the municipality in which the development is occurring. The responding municipality, which will be affected by the potential demand for services from its jurisdiction, may agree with or may dispute the evaluation.

C. Phasing of Services

- 22) The parties acknowledge that services may be phased to accommodate long term development.
- 23) Services provided for a proposed development may accommodate future development.
- 24) Additional services may be added to which previous development will connect.

D. Tax/Revenue Sharing

- 25) Where services are shared, a determination shall be made of the costs, and tax or revenue sharing should be applied.
- 26) As an alternative to, or in addition to boundary alteration, collaborative approaches may be applied specifically to facilitate new development based on shared municipal responsibility for services where beneficial.
- 27) The following may be considered individually or in combination given the division of services and responsibility for administration between the municipalities in a situation:
 - a. Tax/Grant Sharing Agreement: enables a municipality providing services to development in another municipality to share tax and grant revenues.
 - b. Additional Service Areas: enables the RM to designate areas which receive services additional to those normally provided by the lands, and would enable the RM to support higher intensity development in proximity to the Town without the need for boundary alteration.
 - c. Public Utility Board: municipalities can collaborate to form a public utility board to share services.
 - d. Intermunicipal Development Agreement: provides for municipalities to agree to a development located in one municipality supported by services provided by each with sharing of revenue.

E. Municipal Reserve Agreement

- 28) The municipalities may agree to share the use of dedicated Municipal Reserve land, or cash in lieu of such dedication.

F. Servicing Agreement

- 29) At the time of subdivision, the municipality with jurisdiction may enter into an agreement whereby the developer pays to another municipality the capital cost of certain services to be used by the subdivision, and the other municipality agrees to provide the services.

G. Road Maintenance Agreement

- 30) Where a road is used to support development in one municipality, compensation for road maintenance may be given in lieu of consideration of annexation of the land.

H. Intermunicipal Servicing Agreement

- 31) Municipalities may be compensated for services provided to development in the other municipality in lieu of consideration of annexation of the land.

V. Basis for Boundary Alteration

A. Timing of Annexation

- 32) Expectation of development shall be a primary guiding factor when considering boundary alteration.
- 33) The municipalities recognize that boundary alteration unsupported by expectation of development can result in land within the municipality that is unsuited for it.
- 34) The RM recognizes and agrees that annexation of Lands from the RM by the Town in order to provide additional land for Town growth may be needed on occasion.
- 35) Additional lands may be identified for anticipated development should the need arise.
- 36) The Town will seek to have a 10 to 20 year supply of land within its boundaries for projected future expansion.
- 37) The projections for growth based on an evaluation of demographic, developmental, and economic trends, should regularly be incorporated into the OCP.
- 38) An evaluation of the OCP should be done regularly every five to 10 years.
- 39) In the event that emerging or unique development opportunities not contemplated in the OCP appear, this framework shall be used to facilitate the boundary alteration process to avoid delays, conflict, and uncertainty.
- 40) Boundary alteration not anticipated in the OCP may be considered to accommodate development where pressure is imminent, or is expected in the short to medium (up to five year) time horizon.

- 41) Where development opportunity is not immediate, consideration may be given to incorporating an evaluation and possible changes within the regular review of the OCP.

A. Demonstrated Need for Development

- 42) The parties recognize that unique opportunities may arise for commercial, industrial or public uses particularly in proximity to the highway overpass, or on the west side of Highway 364.
- 43) Consideration of these areas for boundary alteration should be based on the nature of the development and the demand for services as well as potential impact on adjacent land uses.
- 44) In the event of an emerging or unique development opportunity not contemplated by the OCP in which there is an urgency to respond to imminent development potential, the evaluation of primary servicing responsibility between the two municipalities shall be a key deciding factor regarding the requirement for boundary alteration.
- 45) In the event of a split in servicing responsibility, and it is unclear of the responsible party, preference may be given to supporting the development by applying possible alternatives to boundary alteration.
- 46) The onus for demonstrating the suitability and need for boundary alteration lies with the municipality proposing the alteration.

B. OCP Compliance

- 47) Boundary alteration should normally be in the context of a review of an OCP.
- 48) The evaluation of changes to boundaries shall take into account the timing of anticipated development and the responsibility for provision of services.
- 49) If there is to be shared provision of services, consideration should be given to which jurisdiction will be the major service provider, and the boundaries aligned accordingly.

C. Servicing Responsibility

- 50) Determination of which municipality will be providing services to the land and which will be impacted the greatest by potential development on the land in question shall be the key factors in determining the suitability of boundary alteration.
- 51) The evaluation of impact, suitability, and provision of services shall be undertaken as part of the boundary alteration review process.
- 52) Where one municipality is most impacted and is providing the majority of the services, including water, sewer, roads, and other services to a development, it is consistent to include that land within that municipality's jurisdiction in order to charge fees, access tax revenues, regulate the development, and administer municipal control.
- 53) Boundary alteration should be supported where a municipality will provide services needed for a proposed development outside its jurisdiction in the event of an unanticipated opportunity.
- 54) The principal service provider in terms of the estimated 20 year cost of the services shall have priority for determining jurisdiction.

VI. Terms of Boundary Alteration

A. Tax Loss Compensation

- 55) The municipality surrendering land shall receive for said surrendered land a lump sum payment to compensate for the financial impact of reduction in tax revenues.
- 56) The lump sum amount may vary in each situation. The formula shall take into account and provide variance based on the circumstances of the specific boundary alteration.
- 57) The formula shall be consistent with the arbitration decisions of the SMB.
- 58) The parties acknowledge the SMB has typically rewarded a payment by the receiving municipality to the surrendering municipality of 10x to 15x the annual property taxes for the land being annexed, and is based on an adherence to fairness in providing compensation for lost tax revenues which exceed the reduction in servicing responsibility

- 59) In exceptional circumstances, particularly where the land is fully developed or development is imminent, the SMB has awarded 22.5x the annual property taxes for the land being annexed.
- 60) Where there is a dispute between the municipalities, the matter may be referred to the SMB for a decision on tax loss compensation.

B. Bylaw Harmonization

- 61) Following boundary alteration, bylaws in place under the former municipal jurisdiction of a property shall remain in force, unless the current municipality undertakes a deliberate bylaw amendment, pursuant to *The Municipalities Act*.
- 62) Any use lawfully established under a previous bylaw can continue in perpetuity, even if the bylaw is subsequently amended, unless the use is discontinued for more than six months, allowing for the rights of a property owner to continue a use to be “grandfathered” in.
- 63) If a use has been discontinued, and it is sought to resume, expand, or change the use, the use shall conform to the bylaws currently in effect.
- 64) Current zoning bylaws of the surrendering municipality shall remain in effect until amended.
- 65) Where land is to be annexed for imminent urban development, such as commercial, high-intensity industrial, or residential use, consideration may be given to rezoning land to another appropriate zone concurrent with the boundary alteration process.
- 66) In the event that the RM should annex land, zoning may be addressed concurrent with the boundary alteration review.

C. Servicing

- 67) Services provided by the surrendering municipality may be continued and subject to agreements identified in Part IV, Sections D to H.

VII. Boundary Alteration Process

- 68) Either municipality may put forward a boundary alteration proposal.
- 69) The boundary alteration process may be initiated only where a study or development proposal establishes an expectation that development resulting in changes to servicing demand on the land under consideration will occur within 20 years, or to otherwise rationalize the correlation between service delivery and municipal jurisdiction.
- 70) Upon initiation, the party wishing to consider boundary alteration shall commence discussion with the other party through notification and a meeting, including sharing of all relevant studies, development proposals and land use, servicing and assessment information.
- 71) Where boundary alteration is to go forward, efforts shall be made to ensure that affected landowners are notified prior to the general public.
- 72) In making a determination regarding boundary alteration, the criteria established in Part V of this agreement shall be applied unless waived by mutual agreement.

VIII. Agreement Administration

A. Agreement Amendments

- 73) Either party may propose an amendment to the Agreement.
- 74) The Agreement may be amended by mutual consent of the parties, and given effect by amending the OCP of both municipalities.
- 75) The Agreement may be terminated by mutual agreement, or where it pertains to land once it has been annexed.

B. Agreement Review

- 76) The Councils shall conduct a review of this Agreement at least every five years, and hold a joint meeting of the Councils to discuss growth expectations.

- 77) The municipality initiating consideration of development shall have the responsibility of demonstrating compliance with the terms of this agreement to the responding municipality.

C. Dispute Resolution Process

- 78) The RM and Town agree that disputes relating to the Agreement shall be restricted to the following:
- a. Lack of agreement on an interpretation of the Agreement;
 - b. Lack of agreement on any proposed amendment to the Agreement; or
 - c. Lack of agreement on any proposed boundary alteration.
- 79) A dispute shall be addressed using the process described below. A dispute may be resolved at any stage:

Stage 1: Negotiations – the RM and the Town shall engage in good faith dialogues and negotiations. Both municipalities shall present their views and perspectives on the issue. Such negotiations shall be done on the basis of clarifying any issues for a common understanding with a focus on the good of the community and region.

Stage 2: Mediation – if the municipalities are unable to resolve the dispute through negotiations, it shall then be referred to mediation. An independent mediator shall be retained to facilitate/mediate discussions. The selection and costs of a mediator shall be shared equally between the municipalities, and full cooperation shall be given by both municipalities to the mediation, including the participation in open, good faith discussions, and the provision of information.

Stage 3: Referral to the SMB – should the issue still be in dispute following mediation, the matter shall be referred to the SMB in consideration of the process of s.233 of *The Planning and Development Act, 2007* or s.60 of *The Municipalities Act*. The SMB may conduct a hearing, and hear evidence in order to make a decision to approve, approve in part, or reject the application for boundary alteration. The SMB's decision shall be based on a demonstrated need for the boundary alteration to accommodate for planned orderly growth, and shall contain an equitable financial settlement.

- 80) The Parties acknowledge it is preferable for the municipalities to come to their own resolution in the event of a dispute regarding boundary alteration. As a result, referral to the SMB is a matter of last resort.
- 81) The municipality that has initiated a dispute may withdraw their objections at any time, and shall provide written confirmation of the withdrawal to the other municipality.
- 82) Both municipalities agree that time shall be of the essence when going through the dispute resolution process.

CERTIFIED A TRUE AND CORRECT COPY OF
Bylaw No 2021-46
Edenwold Administrator
DATED AT EMERALD PARK, SASK.
THIS 42th DAY OF November 2021





TOWN OF BALGONIE
Saskatchewan



Map 1 Intermunicipal Development Agreement

Lands subject to the Agreement

Potential future land uses, subject to
servicing agreement:

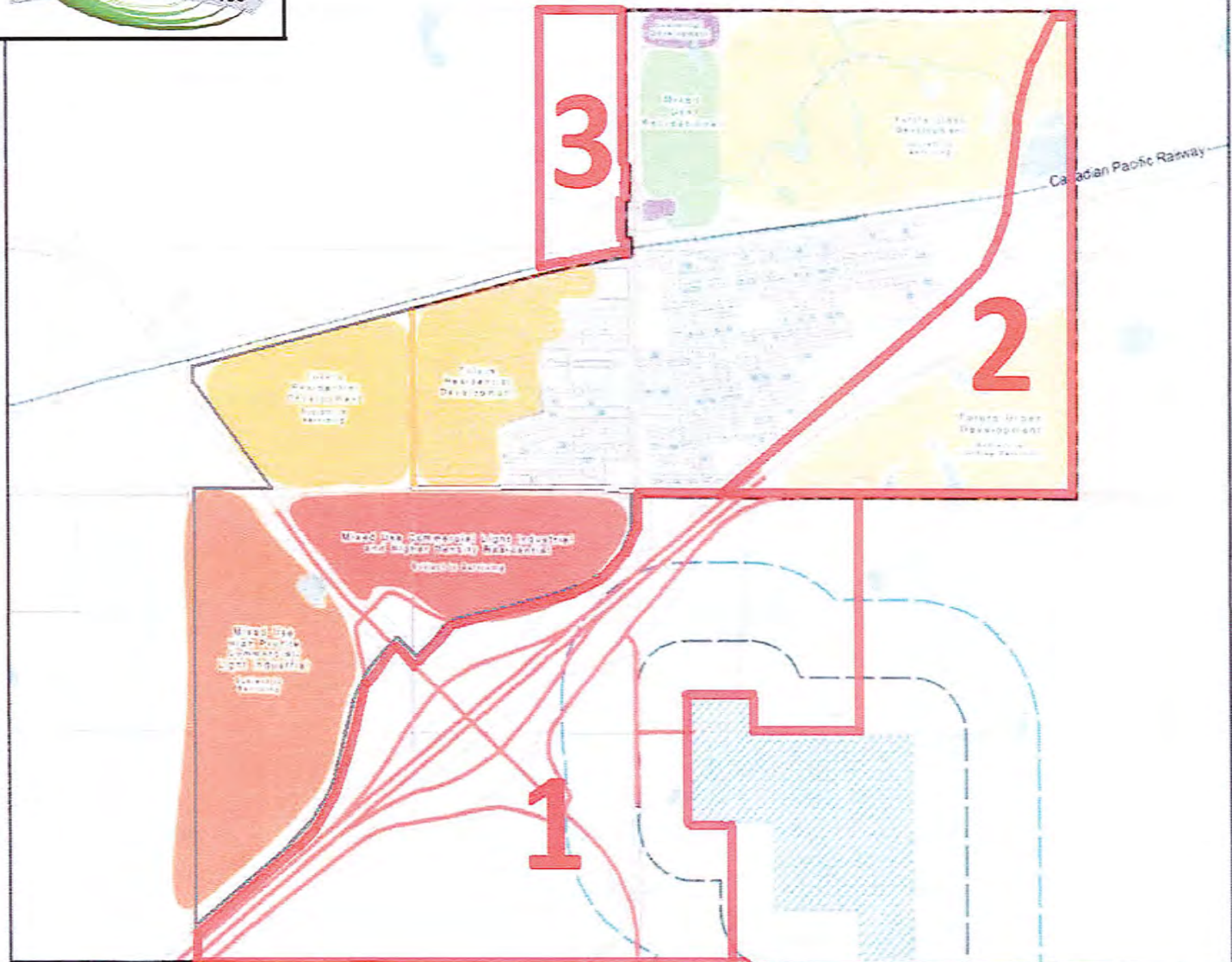
- 1 commercial/industrial
- 2 agricultural
- 3 residential/high profile commercial

Legend

- Railways
- Balgonie Highways 46 Interchange
- Watercourse
- Waterbody
- Sewage Lagoon
- Sewage Lagoon 300 M. Buffer
- Sewage Lagoon 457 M. Buffer
- Town Boundary



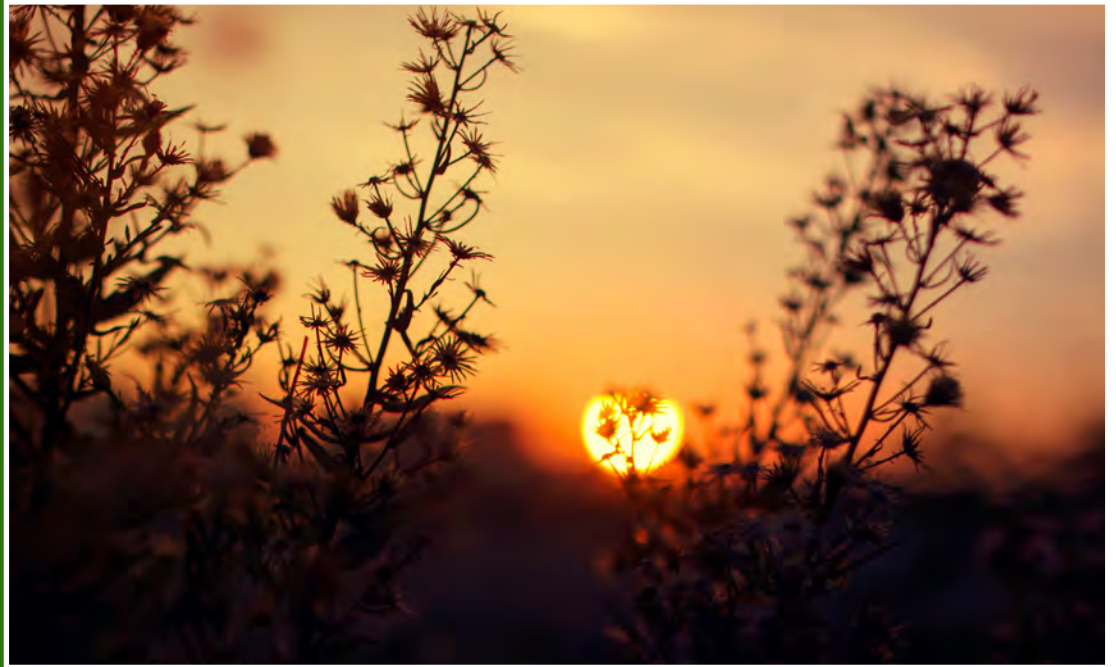
0 100 200 300 400 Meters





Appendix H

Emerald Park Sector Plan



Emerald Park Sector Plan



Associated
Engineering

GLOBAL PERSPECTIVE.
LOCAL FOCUS.

June 2022

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Introduction

1



1.1 Purpose and Plan Objectives

The Rural Municipality of Edenwold No. 158 (the RM) is located within the Saskatchewan capital region and has experienced considerable growth over the past fifteen years. To balance agricultural and resource-based opportunities in the municipality with demand for urban development, the municipality's growth strategy promotes well-planned growth and intensification within a designated development overlay area. The urban community of Emerald Park is situated within the RM's designated development overlay area, directly south of the Trans-Canada Highway No. 1 and west of the Town of White City, as illustrated in **Figure 1-1**. Emerald Park is the central hub of urban development in the RM of Edenwold and has many growth opportunities.

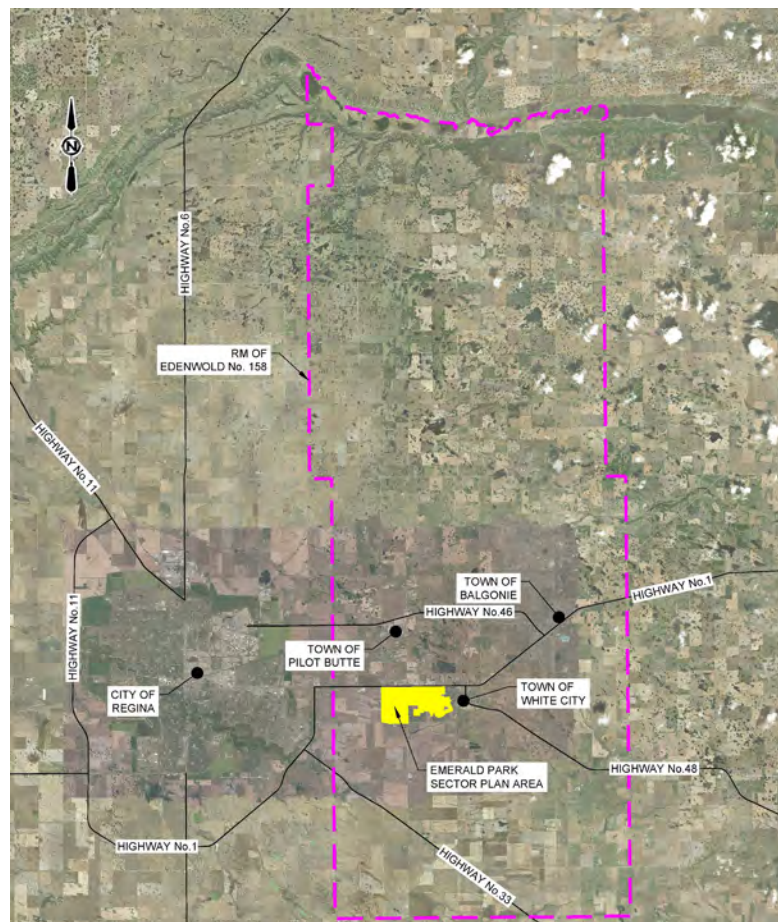


Figure 1-1 Emerald Park Sector Plan Location

The Emerald Park Sector Plan is a long-term policy document that provides land use and servicing direction to facilitate and guide the development process in Emerald Park. The sector plan forecasts the future distribution of land uses within the plan area considering development influences including physical, environmental, and historical conditions, infrastructure capacities, and existing land use within and adjacent to the area. The sector plan promotes the logical and cost-effective extension of land uses, utility services and transportation networks to provide a basis for municipal decisions concerning future development and investment in public infrastructure due to development demands.

The objectives of the plan are:



To manage land use and development to ensure that it occurs responsibly and in a manner that benefits the community as a whole;



To identify area-specific direction for future development and high-level servicing that builds on the general direction presented in the Official Community Plan;



To guide future development submissions by listing the studies required to support land rezoning, subdivision, and development;



To provide for the responsible management of municipal finances and infrastructure; and



To support economic development and diversification that maintains and enhances the services provided to community members.

1.2 Planning Framework

Planning and Development Act, 2007

Official Community Plans are established under *The Planning and Development Act, 2007* and provide a comprehensive policy framework to guide the municipality's physical, environmental, economic, social, and cultural development, including the subsequent subdivision and development of land.

Official Community Plan

The Official Community Plan (OCP) outlines the RM's vision for the future and guides decisions relating to planning and development in the municipality. The OCP provides a framework for physical, environmental, social, and cultural development through a vision statement, a growth management strategy, and policies that reflect this vision and strategy. The OCP considers development over a twenty-year time horizon.

The OCP specifically requires sector plans to inform the preparation of concept plans, subdivision, and development proposals. Concept plans provide more detailed direction on the development vision, servicing framework, and design layout for a defined area. Concept plans must align with the OCP and any applicable sector plan. Comprehensive development proposals are submitted in support of sector plans, concept plans, subdivisions, rezoning, and development applications.

The OCP may be amended by the municipality to reflect changes that result from external factors or development proposals, provided that the amendments meet the overall intent of the OCP's vision and overarching goals. The RM must make these amendments following the process and public consultation requirements established in *The Planning and Development Act, 2007*.

Zoning Bylaw

The Zoning Bylaw is the primary tool used to achieve the objectives and implement the policies of the OCP by regulating land use and development. The Zoning Bylaw requires sector plans for areas where a proposed future development covers more than a single quarter-section of land and provides specific direction for the preparation of any additional plans or studies required to support subdivision or development.



Figure 1-2 Plan Hierarchy

1.3 Interpretation

Figures

All symbols, locations, and boundaries shown in the Emerald Park Sector Plan figures are approximate unless otherwise stated in the document and should be interpreted as conceptual. The boundaries of the land use policy areas shall be established through the preparation and submission of concept plans and comprehensive development proposals unless otherwise specified within the sector plan.

Policies

All policy statements containing “shall” or “will” are mandatory and must be implemented. If a “shall” or “will” policy proves impractical, an applicant may apply to amend the plan. All policy statements containing “should” are advisory statements and indicate the RM’s preferred objective, policy, and/or implementation strategy. If the “should” statement is not followed because it is impractical or impossible, the applicant may meet the intent of the policy through other agreed-upon means. Where “may” is used in a policy, it denotes choice in applying the policy and creates discretionary compliance in meeting the intent of the plan’s vision and objectives.

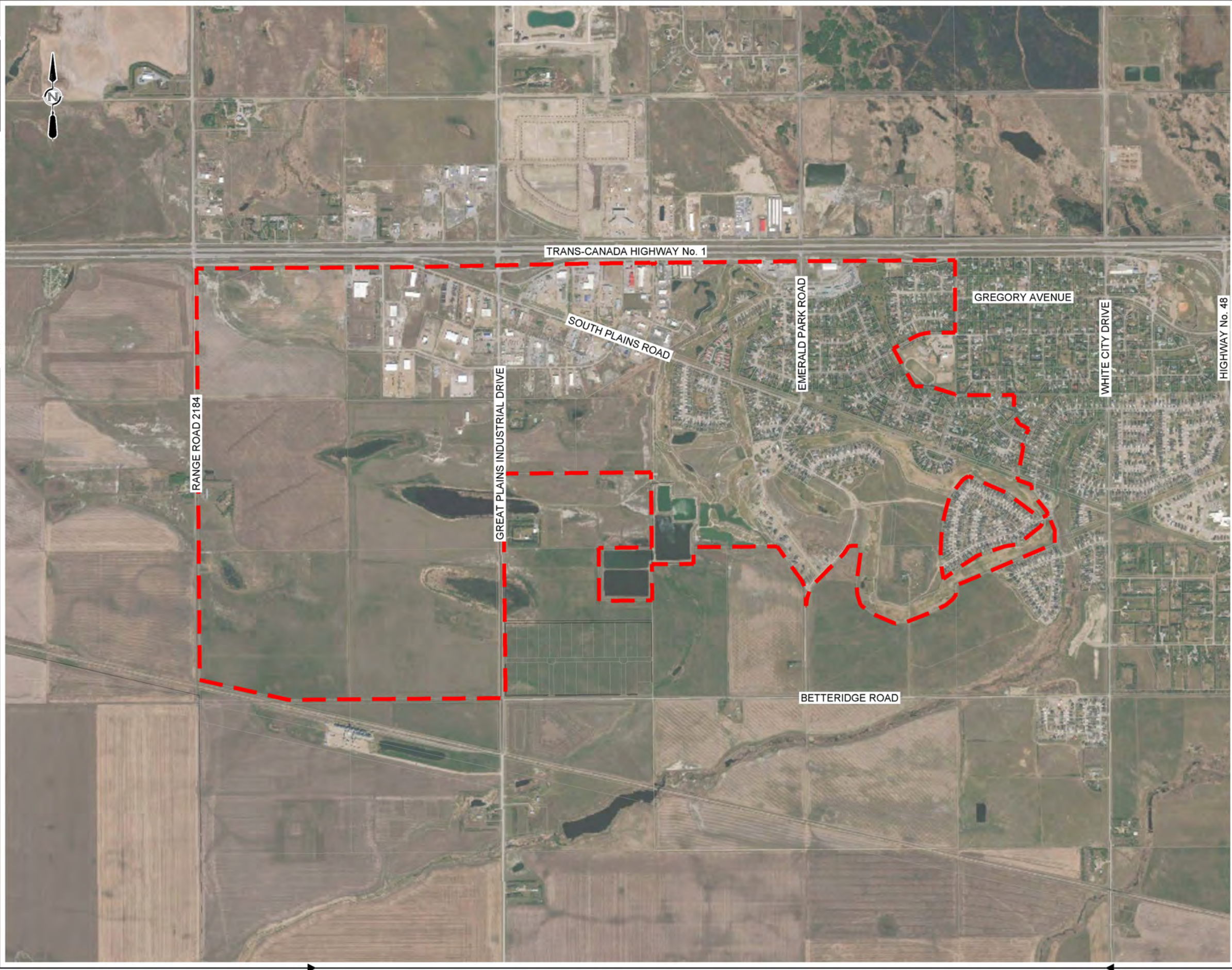
Definitions

Except for those terms specifically defined within the sector plan, all other words, terms, and phrases shall retain the definition from the RM’s Official Community Plan, Zoning Bylaw, *The Planning and Development Act, 2007*, and any other provincial legislation.

1.4 Location

The Emerald Park sector plan area consists of approximately 806 hectares of land centrally located within the RM of Edenwold. The plan area is bounded by the Trans-Canada Highway No. 1 to the north, Range Road 2184 to the west, the Town of White City and Royal Park development area to the east, and the CN rail line and Betteridge Road to the south. The sector plan study boundary is illustrated in **Figure 1-3**.

PLOT DATE: 5/9/2022 2:04:53 PM
DRAWN BY: J. TAYLOR
CHECKED BY: J. TAYLOR
DWS PATH: \\s01-cad\projects\2021-4603-00\plan\4603-00-up-701-location-fig1 3.dwg
IF NOT 25 mm ADJUST SCALES
SCALE(S) SHOWN ARE INTENDED FOR TABLAD (11X17) SIZE DRAWINGS UNLESS NOTED OTHERWISE
25 mm



LEGEND

— SECTOR PLAN AREA

FIGURE 1-3

RM OF EDENWOLD No. 158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
SECTOR PLAN BOUNDARY

AE PROJECT No.	20214603-00
SCALE	NTS
APPROVED	J. TAYLOR
DATE	2022MAY06
REV	0
DESCRIPTION	ISSUED FOR REPORT

Policy and Regulatory Context

2



The Official Community Plan and Zoning Bylaw regulate development in the RM of Edenwold.

2.1 Official Community Plan Bylaw No. 2019-19

The Official Community Plan (OCP) is the highest-order plan that guides growth and development in the municipality. Emerald Park is located within the RM's development overlay area and is identified as an area of future urban growth and intensification. The Future Land Use Map 7B, appended to the OCP, designates the Emerald Park sector plan area for a mix of uses, including industrial, commercial, residential, community service, and mixed-use development.

The following sections of the OCP provide specific direction to this sector plan.

Section 3.2. Transportation Networks

The OCP promotes a safe, efficient, convenient, and cost-effective transportation network for all users with effective linkages to the provincial highway system, improved opportunities for active transportation, and consideration of health and safety for developments in proximity to railway operations. The OCP also prioritizes the introduction of transit or shared transportation services to the Emerald Park Business District.

The plan will need to provide for a road hierarchy that connects efficiently to the provincial highway system with consideration for accommodating convenient access to the business district and a safe route for heavy trucks that minimizes traffic in residential areas. The transportation network in Emerald Park must also consider connections to the Town of White City. Accessible active transportation linkages that accommodate multiple modes of transportation (i.e., pedestrian/cycling) and connect to the existing network should be considered in the plan configuration. The plan will also need to consider the potential for future public transportation.

Section	OCP Policies
3.2.3.1.a.	All development should be carried out along developed all-weather roads. Where new developments are proposed in locations that do not have adequate access, the developer shall be required to enter into an agreement with the municipality to develop or upgrade the roadway to a standard agreed upon with the municipality. The developer shall be responsible for all of the costs relating to the development of the new or upgraded roadway unless a cost-sharing agreement is executed for the roadway.
3.2.3.2.a.	For new multi-parcel, medium- or high-density developments, a Traffic Impact Assessment may be required to identify and evaluate potential future access or circulation issues and indicate how these may be addressed. The Traffic Impact Assessment is described in Section 4.41 of the Zoning Bylaw.

Section	OCP Policies
3.2.4.2.b.	Planning for roadways shall be coordinated with planning for highways, railway operations, a future public transit network and roadways in neighbouring municipalities to the extent possible.
3.2.4.2.b.	Within new higher-density development areas, the municipality may require the dedication of road widening areas or other tracts of land to be used for future bus stops.
3.2.6.4.b.	<p>The approval process for the development or re-development of land or buildings within 400 metres of a railway line or 1,000 metres of a railway yard shall require the developer to show, to the satisfaction of the municipality:</p> <ul style="list-style-type: none"> i. how the railway company's development standards and comments have been addressed by the project; and, ii. how the principles, objectives and specific site and building design recommendations of the Federation of Canadian Municipalities and Railway Association of Canada's <i>Guidelines for New Development in Proximity to Railway Operations</i> have been addressed.
3.2.6.5.a.	In accordance with the Federation of Canadian Municipalities/Railways Association of Canada's <i>Guidelines for New Development in Proximity to Railway Operations</i> , in order to determine appropriate setbacks and mitigation techniques to minimize the potential for conflicts between railway corridors and facilities and different land use types, Council may require the developer to carry out a Noise and Vibrations Impact Study. The study shall evaluate the current and predicted future noise and vibrations impacts of the railway on the proposed development. The Noise and Vibrations Impact Study is described in Sections 4.42 and 4.43 of the Zoning Bylaw. On the basis of the results of the Noise and Vibrations Impact Study, sound attenuation in the form of a sound barrier, a solid wall or other method may be required at the discretion of Council in consultation with the affected railway company and/or member of senior government, as applicable. Structural elements in the building or facility design or specific material types may also be required to address concerns related to vibrations. Setbacks and barriers may also be required to address potential safety concerns related to development in proximity to railway operations.

Section 3.3 Utilities, Services and Infrastructure

The OCP promotes comprehensive planning that includes water and wastewater services and stormwater management. The OCP seeks to accommodate the extension of municipal services and utilities responsibly and cost-effectively and prioritizes connecting existing developed lands in the Emerald Park Business District to municipal water and sewer services.

The locations of existing utilities and municipal services will influence the sequencing of development within the sector plan area. The plan must consider appropriate locations for stormwater management facilities that integrate with the existing drainage network.

Section	OCP Policies
3.3.3.6.a.	Investment by the municipality in water and wastewater infrastructure and facilities shall be planned carefully and planning for these services shall be carried out simultaneously with land use planning to ensure adequate supply is available for new development. In areas where Sector Plans are being developed, water and wastewater needs shall be considered as part of the Sector Planning process.
3.3.4.2.a.	Stormwater management shall be considered as part of all Sector Plans, Concept Plans and Comprehensive Development Proposals and it is one of the key elements of a Pre-Engineering Report. The requirements for these documents are outlined in Sections 3.21 - 3.24 of the Zoning Bylaw and additional information is included in Section 6.

Section 3.4 Environment, Natural Resources and Hazards

The OCP promotes environmental stewardship to reduce negative impacts on the environment. The OCP policies encourage the protection of aquifers, groundwater, and sensitive environmental areas. It also restricts development on potentially hazardous lands caused by slope instability or flood potential.

Development within areas identified as having high or extreme aquifer sensitivity will require additional consideration to prevent aquifer contamination. The plan should also consider protecting wetlands that exhibit a flood risk from development that would put people or property at risk.

Section	OCP Policies
3.4.2.2.a.	Areas with high or extreme aquifer sensitivity as shown on Map 12 in Appendix A shall be developed in a carefully-planned and thoughtful manner to prevent any potential breach or contamination of the aquifer. In these areas, land developers may be required to provide a Hydrogeological Study from a qualified professional hydrogeologist that confirms the depth, stratigraphy, top and bottom of the aquifer. An Aquifer Protection Plan that details the site and facility design elements and operational procedures that will be implemented to limit any potential contamination of the aquifer may also be required at the discretion of Council or the Development Officer, as applicable. The following types of preventative techniques, among others, may be used in order to limit the potential contamination of the aquifer: secondary containment, impervious liners and the sealing of any holes created by piles, foundations or drilling.
3.4.2.3.a.	Wetlands shall be preserved to the extent possible for the benefit they serve as catchment basins for drainage and for their contribution to the ecosystem.
3.4.3.4.a.	Development will be restricted in areas that may be subject to flooding in order to protect against the loss of life and to minimize property damage associated with flooding events. Flood prone lands will generally be limited to agricultural, park and open space recreational uses.

Section 3.5 Historic, Cultural and Heritage Resources

The OCP establishes the RM's role in identifying and conserving or protecting heritage resources in collaboration with other agencies and levels of government.

The plan should identify the potential existence of significant heritage resources within the plan area.

Section	OCP Policies
3.5.2.2.a.	Sites that may have significant heritage resources are identified on the attached Map 6A and 6B in Appendix A. These include sites of archaeological, paleontological, cultural, historical, scientific or environmental significance. Where a new development is proposed in an area of the municipality that has been identified as a heritage sensitive area or an area containing potential heritage resources, the municipality will refer the proposal to the Ministry of Parks, Culture and Sport to determine if a Heritage Resource Impact Assessment (HRIA) or other study or investigation is required pursuant to <i>The Heritage Property Act, 1980</i> .

Section 3.9 Business Districts, Commercial and Industrial Lands

The OCP seeks to support a variety of businesses within a high-quality built environment. Businesses that serve the local population, travellers, and short-term visitors are encouraged to locate in the commercial area of the Emerald Park Business District. Businesses with broad clientele that extend beyond the region, such as large format retail or commercial and light industrial uses, are encouraged to locate within the industrial area of the business district.

The plan should provide further detail on the location of specific types of businesses within the plan area.

Section	OCP Policies
3.9.2.3.a.	Industrial uses that normally create significant land use conflicts with regard to noise, vibration, smoke, dust, odour or potential environmental contamination shall be prohibited from locating in the Emerald Park Business District and the Butte Business District and directed to locate within Extractive and Heavy Industrial areas as per Section 3.8 of the OCP and Section 20.0 of the Zoning Bylaw.
3.9.2.11.a.	All commercial and industrial developments shall be of a high aesthetic quality and shall include thoughtful architecture and building design, attractive landscaping, carefully-planned pedestrian connectivity, clean and tidy outdoor areas and attractive signage.
3.9.4.1.a.	Retail, food, accommodations, entertainment, recreation, health care, personal services and other businesses and services that cater primarily to the local population, travellers and short-term visitors shall be encouraged to locate within the Emerald Park Business District High-Profile Commercial and Shopping Centre District areas as shown on the Future Land Use Map (Map 7B) and the Emerald Park Future Growth and Intensification Areas (Map 15).
3.9.4.1.b.	Large format retail, commercial and light industrial uses shall also be encouraged to locate within the Emerald Park Business District, primarily within the Industrial District areas as shown on the Future Land Use Map (Map 7B).
3.9.4.2.a.	Pavement shall be required on all roadway surfaces in the Emerald Park Business District.
3.9.4.2.b.	A Pedestrian Access Plan as described in Section 4.40 of the Zoning Bylaw shall be required for all commercial developments and mixed-use developments and may be required for industrial developments in the Emerald Park Business District.

3.11 Urban Residential Lands (Emerald Park)

The OCP accommodates a variety of housing types and residential lot sizes to respond to a range of lifestyle choices, budgets, and phases of life while maintaining the community's existing character and high aesthetic quality.

The plan will need to identify specific areas for the development of higher-density housing forms.

Section	OCP Policies
3.11.2.1.b.	Priority areas for new urban residential development shall be adjacent to existing urban residential neighbourhoods and in proximity to complementary community services such as recreational facilities, parks, schools and shopping centre areas. New housing forms including higher-density housing forms such as semidetached houses, duplexes, townhouses/row housing or multi-unit dwellings shall be accommodated in new development areas in locations that are well-served with public services and amenities.
3.11.2.1.c.	Higher-density housing forms shall be encouraged to locate in transitional areas between retail or other commercial areas and lower-density housing forms.
3.11.2.4.a.	New developments within or adjacent to existing urban residential neighbourhoods shall be required to be developed in a manner that maintains the integrity and character of the existing neighbourhood.
3.11.2.5.a.	Developers shall be encouraged to include environmentally-friendly design elements and technologies that improve the long-term sustainability of the development and reduce the negative impact on the environment.
3.11.2.5.b.	Urban residential developments shall be designed and developed in a manner that limits the loss of habitat and wildlife corridors by retaining and incorporating natural features of the site including vegetation and watercourses. Wherever possible, existing trees on a site shall remain.

Section	OCP Policies
3.11.2.8.a.	All urban residential developments shall have access to an all-weather road that is constructed in accordance with the municipal standards. If a proposed development is not served by an all-weather roadway or if the existing roadway is inadequate, then the property developer shall be required to enter into an agreement with the municipality to upgrade the road or develop a new road access that meets the municipal standards. The developer shall be solely responsible for all of the costs of the new or upgraded roadway construction.
3.11.2.9.c.	As a condition of a development permit or servicing agreement for a residence within 400 metres of a provincial highway or a main arterial road, Council may require the developer to carry out a Traffic Noise Study to determine the potential noise impacts of the highway on the proposed development. On the basis of the results of the Traffic Noise Study, sound attenuation in the form of a sound barrier, a solid wall or other method may be required at the discretion of Council.
3.11.3.3.c.	The development shall promote connectivity with adjacent sites and adjacent land uses, where appropriate, with priority on road, pedestrian and green space connectivity.
3.11.3.5.a.	For all new urban residential subdivisions, Council shall require the developer to extend municipal infrastructure to the subdivision area including water mains and sewer mains and all costs associated with these extensions shall be the responsibility of the developer. Council may also require the developer to provide other related facilities (i.e. water reservoirs, lift stations) or contribute to the development of related facilities in order to service the proposed subdivision.

3.12 Community Service and Institutional Lands

Community service and institutional land use within the RM are prioritized in Emerald Park.

The sector plan should identify appropriate school site locations within the plan area.

Section	OCP Policies
3.12.4.2.a.ii.	The general locations for school sites in the Emerald Park area shall be identified conceptually on Sector Plans and further refined through Concept Plans, Comprehensive Development Proposals and Subdivision Plans.

3.13 Recreation, Parks, Leisure and Open Space Lands

The OCP encourages the development of new parks and recreation facilities in accessible and convenient locations to respond to the growing demand for recreation and leisure opportunities.

The plan should identify the locations of community-scale parks and recreation areas, as well as connections to the walkway and trail network.

Section	OCP Policies
3.13.2.4.a.	New walkways and trails shall be required to be developed with consideration of accessibility requirements for persons with reduced mobility or special needs. Wherever possible, new and upgraded facilities shall be designed with smooth slopes and ramps to ensure accessibility. Additional measures such as, but not limited to, rails, textured pavements or auditory elements may be required as part of some developments, at the discretion of Council.
3.13.2.2.a.	The development of parks, green spaces and playgrounds shall be required in all urban and high-density multi-parcel residential areas to enhance quality of life.
3.13.2.2.d.	Walkways or other pedestrian facilities shall be required in all urban residential, commercial, community service and recreational areas and shall be encouraged in multi-parcel country residential areas and industrial parks.

Section	OCP Policies
3.13.2.3.b.	The Aspen Links Golf Course, which is located at the heart of the Emerald Park residential community and includes an 18-hole course and related facilities, shall be protected for continued use as a golf course and key recreational amenity and shall not be re-developed for any other purpose.
3.13.5.2.a.	Where land dedication is preferred, the proposed Municipal Reserve parcel(s) shall be of a sufficient size to accommodate park, green space or playground development or other recreational or school site development, as required in the area. The parcel(s) shall be located in areas where they will be accessible by a maximum number of residents. Each parcel must have adequate frontage onto a public roadway to ensure public access. The size(s) and location(s) of the parcel(s) shall be evaluated by Council to ensure they are satisfactory.
3.13.2.9.a.	Developers shall be encouraged to incorporate the “Crime Prevention Through Environmental Design” (CPTED) principles in their development plans.

2.2 Zoning Bylaw No. 2019-20

The Zoning Bylaw designates a variety of zoning districts within the plan area. This includes:

- R1 - Urban Residential 1;
- R2 - Urban Residential 2;
- CS - Community Service;
- COM1 - General Commercial;
- SC - Shopping Centre;
- HPC - High Profile Commercial; and
- IND1 - General Industrial.

Undeveloped portions of the plan area are zoned AR – Agricultural Resource and FD – Future Development. The FD zone is applied to protect lands designated for future development. Land zoned AR – Agricultural Resource and FD – Future Development must be re-zoned as part of any future subdivision and/or development application.

2.3 Emerald Park Drainage Assessment and Flood Mitigation Plan

The Emerald Park Drainage Assessment and Flood Mitigation Plan assesses overall stormwater management, flood risk, and mitigation measures required within the study area. The study area does not include the three quarter-sections along the west boundary of the sector plan area.

The study recommends that the RM provide a stormwater management facility in the Great Plains Industrial Park capable of storing 9,000 m³ of stormwater. This new facility will account for the developed area contributing to the Pilot Butte Creek Drainage Basin. The study also recommends policy objectives for stormwater storage and management of single-site and subdivision developments, land control to ensure stormwater management facilities and drainage routes are municipally owned, and water quality measures to protect Chuka Creek.

2.4 Parks and Recreation Master Plan

To guide recreation development, programming, and infrastructure over the next 10 years within the Development Overlay Area, RM staff drafted the Parks and Recreation Master Plan to present to Council for adoption in 2022. The Parks and Recreation Master Plan includes a community profile with a list of current assets and goals, objectives, and action items for improving recreation in the area.

Plan priorities include:

- become an all-season recreation community;
- develop and promote recreational programming across the RM;
- maintain and enhance the recreation inventory; and,
- encourage a regional recreation approach.

Existing Conditions and Development Influences



The existing built and natural site conditions were studied to identify and assess circumstances that will influence the location, form, and intensity of development in the plan area.

3.1 Land Uses and Built Conditions

Land use in the plan area consists of residential, commercial, industrial, recreational, and community service development, with the western portion of the area currently serving as undeveloped agricultural lands. Land uses adjacent to the plan area to the west are agricultural, while the east is bordered by urban residential development in the Town of White City. Existing development and concept plan areas that establish specific future land uses are represented in **Figure 3-1**.

Existing urban residential development in Emerald Park surrounds an 18-hole golf course and is adjacent to residential development in the Town of White City. Housing forms in Emerald Park are predominantly single-family detached dwellings. Three farmsteads are located within the plan area and three additional farmsteads are located directly adjacent to the plan area.

The Emerald Park Business District consists of a mix of commercial and industrial businesses located south of Highway No. 1 and adjacent to the urban residential areas of Emerald Park. An agricultural industry business centre is located adjacent to the southwest plan area boundary along the CN rail line with access from Great Plains Industrial Drive/Range Road 2183.

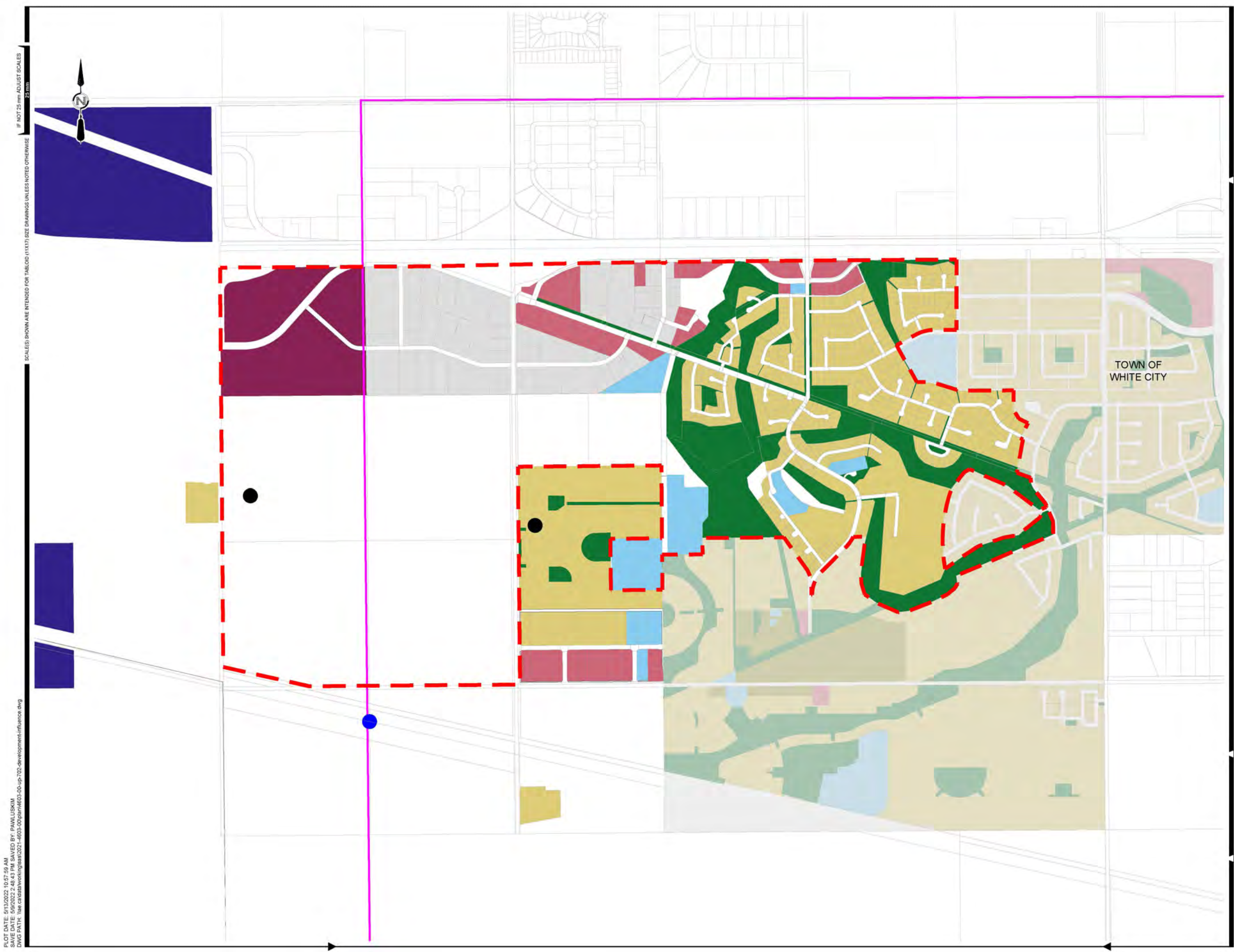
Community service uses that enhance the social, cultural, educational, and recreational opportunities for residents are spread throughout Emerald Park. These include two residential care homes, an educational facility, an RCMP detachment, the RM's municipal office, and decommissioned lagoon sites.

Emerald Park has numerous parks and recreational land uses that provide sports facilities, playgrounds, and passive leisure spaces to residents. Additional recreational amenities, including a private indoor rink facility and commercial recreational amenities, are located in the Emerald Park Business District. A network of walkways and trails through linear park spaces in Emerald Park connect residential areas with local amenities.

Several concept plans for development are located adjacent to the plan area. This includes Royal Park, Picasso Pathways, and the Town Centre Neighbourhood.

Plan Influences

- The plan configuration will need to consider the redevelopment of the decommissioned lagoon sites for community service use, parks and recreation use, and stormwater management.
- Providing adequate buffering and transitional uses (intensities) will be necessary to ensure compatibility between potentially conflicting land uses. Buffering could include parks, open space, vegetation, berms, or other similar built buffers.
- The direction portrayed in submitted concept plans will influence land use decisions within the sector plan area.



- LEGEND**
- SECTOR PLAN AREA
 - JOINT MANAGEMENT PLANNING BOUNDARY
 - RESIDENTIAL
 - MIXED USE COMMERCIAL/INDUSTRIAL
 - COMMERCIAL
 - INDUSTRIAL
 - PARKS AND RECREATION
 - COMMUNITY SERVICE
 - INDIGENOUS LANDS
 - EXISTING FARMSTEAD
 - EXISTING COMMERCIAL BUSINESS

FIGURE 3-1

RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
EXISTING LAND USES

AE PROJECT No.	20214603-00
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3.2 Natural Conditions

A desktop assessment of the topography within the plan area was completed to identify areas where slopes or other hazardous conditions may challenge development. Land elevation ranges from a height of 610 m in the northwest corner of the plan area to 590 m in the southwest. The plan area is relatively flat with an average slope of 0.4 percent and does not present any immediate slope-related hazard. Contours are shown in **Figure 3-2**.

Three wetlands were identified within the undeveloped portion of the plan area west of Great Plains Industrial Drive. The RM has identified the most southerly wetland as a potentially flood-prone area. These wetlands serve as local retention areas for runoff with no apparent overland outlet.

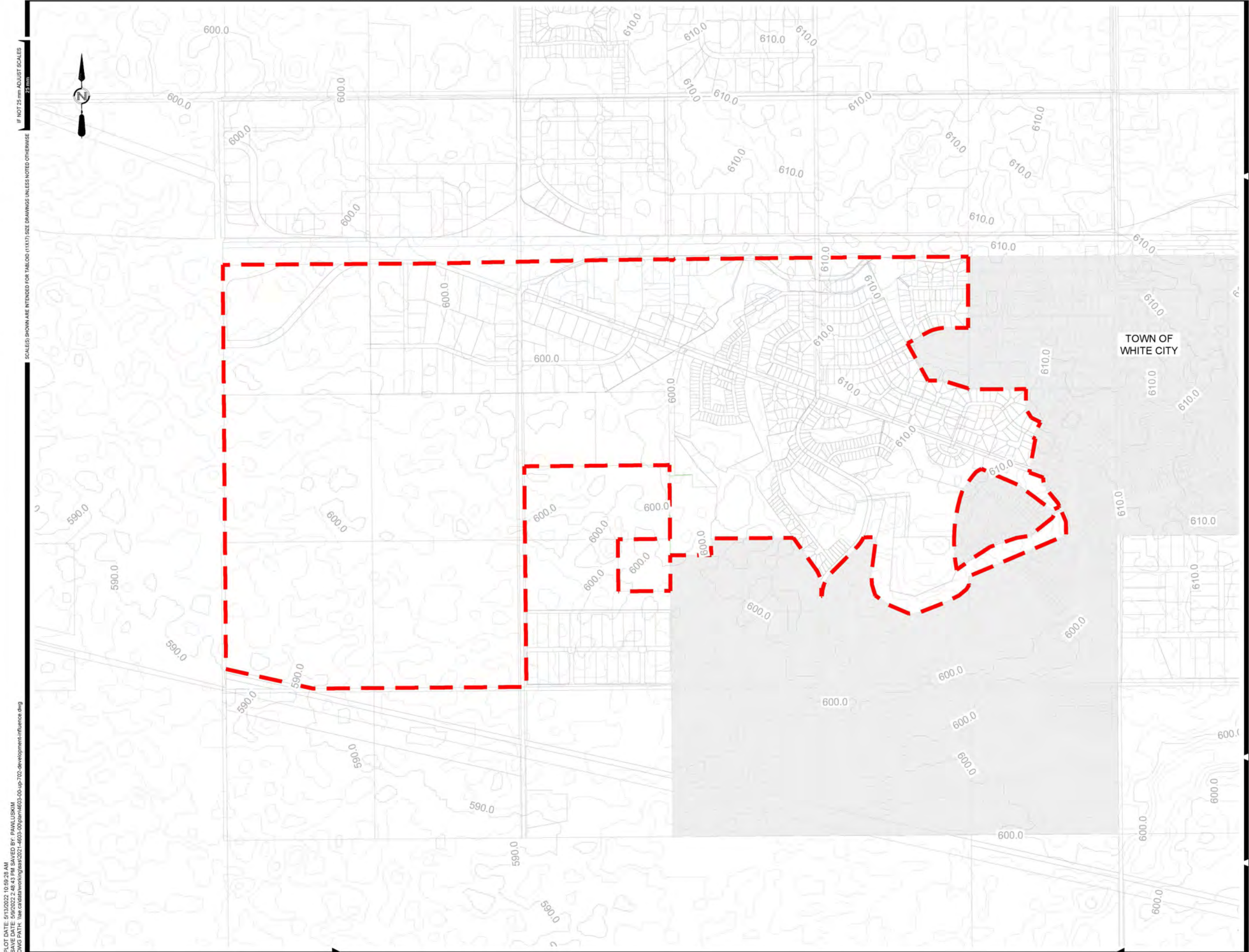
Groundwater resources in the area are underlain by the Condie and Zehner aquifers. The Condie aquifer is an unconfined shallow aquifer with a depth of approximately 30 to 50 feet. This shallow depth results in seasonal water level fluctuations and extreme susceptibility to surficial contaminations. The Condie aquifer supplies water to several existing private users within the plan area, while the municipal water supply draws from the deeper Zehner aquifer. The RM has identified portions of the plan area as having high or extreme aquifer sensitivity.

A desktop biophysical screening was completed using the Government of Saskatchewan's HABISask database to identify potential critical or sensitive wildlife habitats and rare and endangered species. The assessment identified several known rare and endangered species of vascular plants and vertebrate animals. An identified species of note is the burrowing owl, an endangered migratory species subject to federal *Wild Species at Risk Regulations*. The burrowing owl has a ranking of S2B, S2M. This ranking is classified as imperilled/very rare.

Natural features identified within and in the vicinity of the plan area are identified in **Figure 3-3**.

Plan Influences

- The minimal slope of the land in the plan area is conducive for development but offers some challenges in managing overland drainage.
- The existing wetland areas represent a logical location for constructing stormwater management facilities to support development.
- A site-specific hydrogeological study should be prepared before subdivision or development in areas known to have high or extreme aquifer sensitivity to assess the impact of development on the Condie aquifer.
- In conjunction with a subdivision or development permit application on lands exhibiting the potential for rare or endangered species, the developer shall conduct a natural area screening to confirm their presence and define an appropriate mitigation strategy.



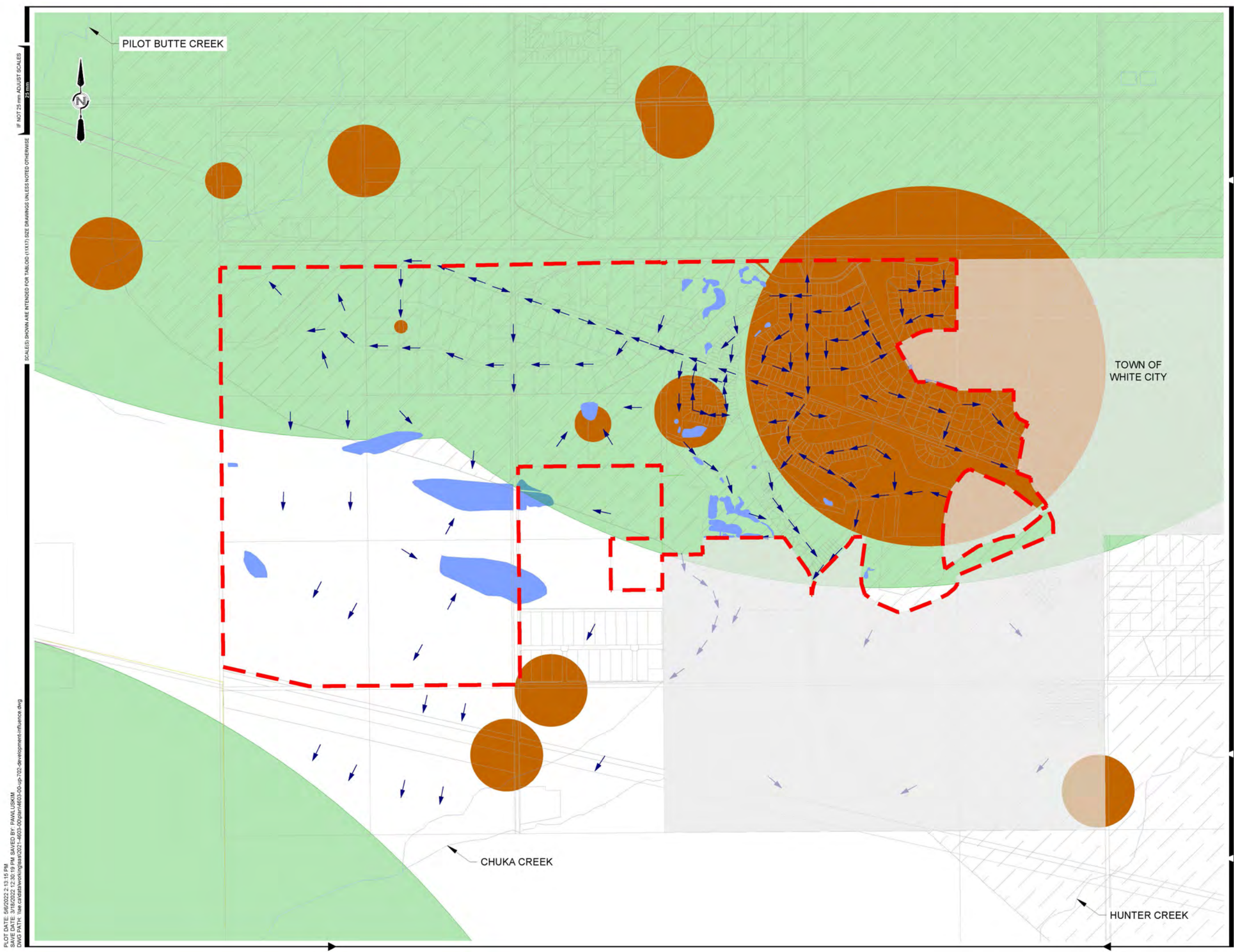
LEGEND

- SECTOR PLAN AREA
- CONTOURS

FIGURE 3-2
RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
TOPOGRAPHY

AE PROJECT No.	20214603-00
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- LEGEND**
- SECTOR PLAN AREA
 - CONDIE AQUIFER
 - HABISASK IDENTIFIED RARE OR ENDANGERED VEGETATION
 - HABISASK IDENTIFIED RARE OR ENDANGERED ANIMAL
 - WATERBODY
 - WATERCOURSE
 - DRAINAGE PATTERN

FIGURE 3-3

RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
NATURAL FEATURES

AE PROJECT No.	20214603-00
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REV	0
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3.3 Heritage Resources

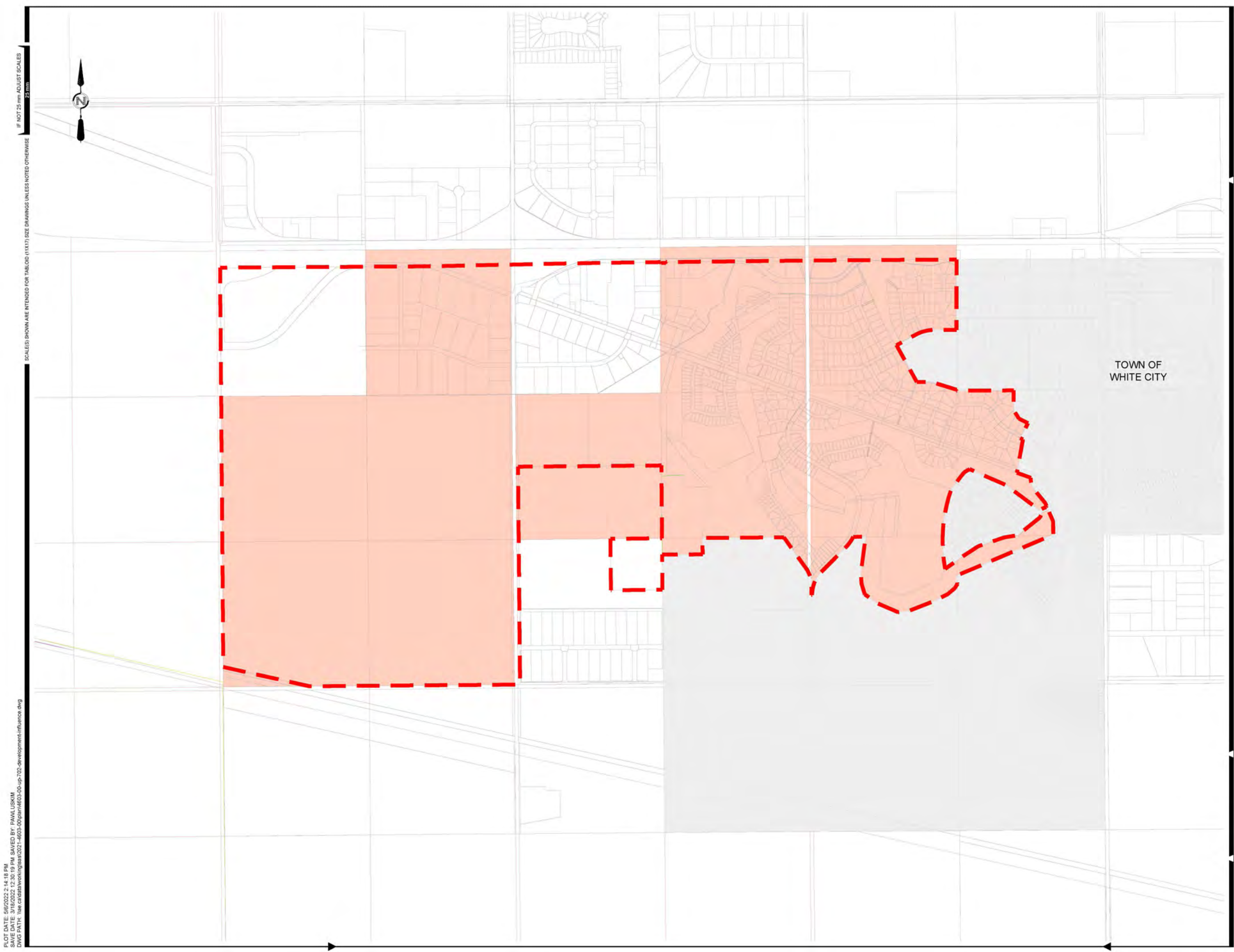
The plan area was screened using the Government of Saskatchewan's Developers' Online Screening Tool to determine the potential heritage sensitivity. The province determines heritage sensitivity by the presence of previously recorded heritage resources, the potential for undiscovered heritage resources, and previous land disturbance. Heritage sensitivity is illustrated in **Figure 3-4**. The province has flagged most quarter-sections in the plan area for additional review, including:

NW 14-17-18 W2	NE 15-17-18 W2	SE 16-17-18 W2
NE 14-17-18 W2	SW 15-17-18 W2	SE 21-17-18 W2
SW 14-17-18 W2	NW 16-17-18 W2	SE 22-17-18 W2
SE 14-17-18 W2	NE 16-17-18 W2	SW 23-17-18 W2
NW 15-17-18 W2	SW 16-17-18 W2	

The Heritage Conservation Branch of the Ministry of Parks, Culture, and Sport confirmed that there are known archaeological sites in the area. Additional archaeological sites containing important artifacts or cultural significance may exist below the surface in areas where there has been cultivation or previous disturbance due to the sandy soil composition, as well as in areas that have been undisturbed.

Plan Influences:

- In conjunction with a subdivision or development permit application on lands exhibiting potential heritage sensitivity, the developer must engage the Heritage Conservation Branch (HCB) to determine if a Heritage Resource Impact Assessment (HRIA) is required. If an HRIA is required, the developer must engage an archaeological consultant. HCB will either provide heritage clearance for the project to proceed or due to the presence of archaeological sites recorded within the development area, require additional HRIAs to protect the resource.



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- LEGEND**
- SECTOR PLAN AREA
 - ADDITIONAL HERITAGE SCREENING REQUIRED

FIGURE 3-4

RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
HERITAGE SENSITIVITY

AE PROJECT No.	20214603-00
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3.4 Transportation

Trans-Canada Highway No.1 provides primary vehicle access to Emerald Park via four permanent access points (numbers correspond with intersections identified in [Figure 3-5](#)):

1. Pilot Butte Access, a diverging diamond interchange at Range Road 2184;
2. White City Access, a diamond interchange at Highway No. 48;
3. A right-in/right-out intersection at Great Plains Industrial Drive; and
4. A right-in/right-out intersection at Emerald Park Road.

Trans-Canada Highway No. 1 is a controlled-access highway with designated control circles at the Pilot Butte Access (1) and White City Access (2). The Ministry of Highways recently upgraded both intersections by adding overpasses as part of the Regina Bypass project to improve traffic function and safety. Highway No. 48 is a secondary highway intersecting Highway No. 1 at the White City Access (2). It can be accessed from Gregory Avenue and Lott Road East. The south service road, South Plains Road, is under provincial jurisdiction, however, the Regina Bypass operates and maintains the road through a P3 project agreement.

The general municipal road classifications within the plan area include private subdivision road, paved road, gravel road, and dirt road. Private subdivision, paved, and gravel road classifications are considered all-weather roads. Four principal municipal roadways provide access to the undeveloped portion of the plan area:

- Range Road 2184 is a north-south two-lane undivided gravel to dirt roadway with a posted speed limit of 60 km/h and offers direct access to Highway No. 1;
- Great Plains Industrial Drive is a north-south two-lane undivided paved roadway with a posted speed limit of 60 km/h and provides direct access to Highway No. 1. The Great Plains Industrial Drive and Betteridge Road intersection operates as an east-west stop-controlled intersection. No auxiliary lanes are present at this location;
- Emerald Park Road is a north-south two-lane undivided paved road with a posted speed limit of 50 km/h. The intersection at Betteridge Road and Emerald Park Road operates as an uncontrolled three-leg intersection. No auxiliary lanes are present at this location; and
- Betteridge Road is an east-west two-lane undivided gravel roadway with a posted speed limit of 60 km/h connecting Range Road 2184 to Centre Street. The Town of White City is undertaking a multi-year construction project to upgrade the portion of Betteridge Road under the Town's jurisdiction. Once complete, Betteridge Road will consist of four lanes from Centre Street to Great Plains Industrial Drive.

An existing network of paved walkways and trails connect urban residential areas in Emerald Park and White City with local amenities. Walkways and trails are separated from the roadway by a land buffer. Portions of the walkways and trails are designated sections of the Trans-Canada Trail.

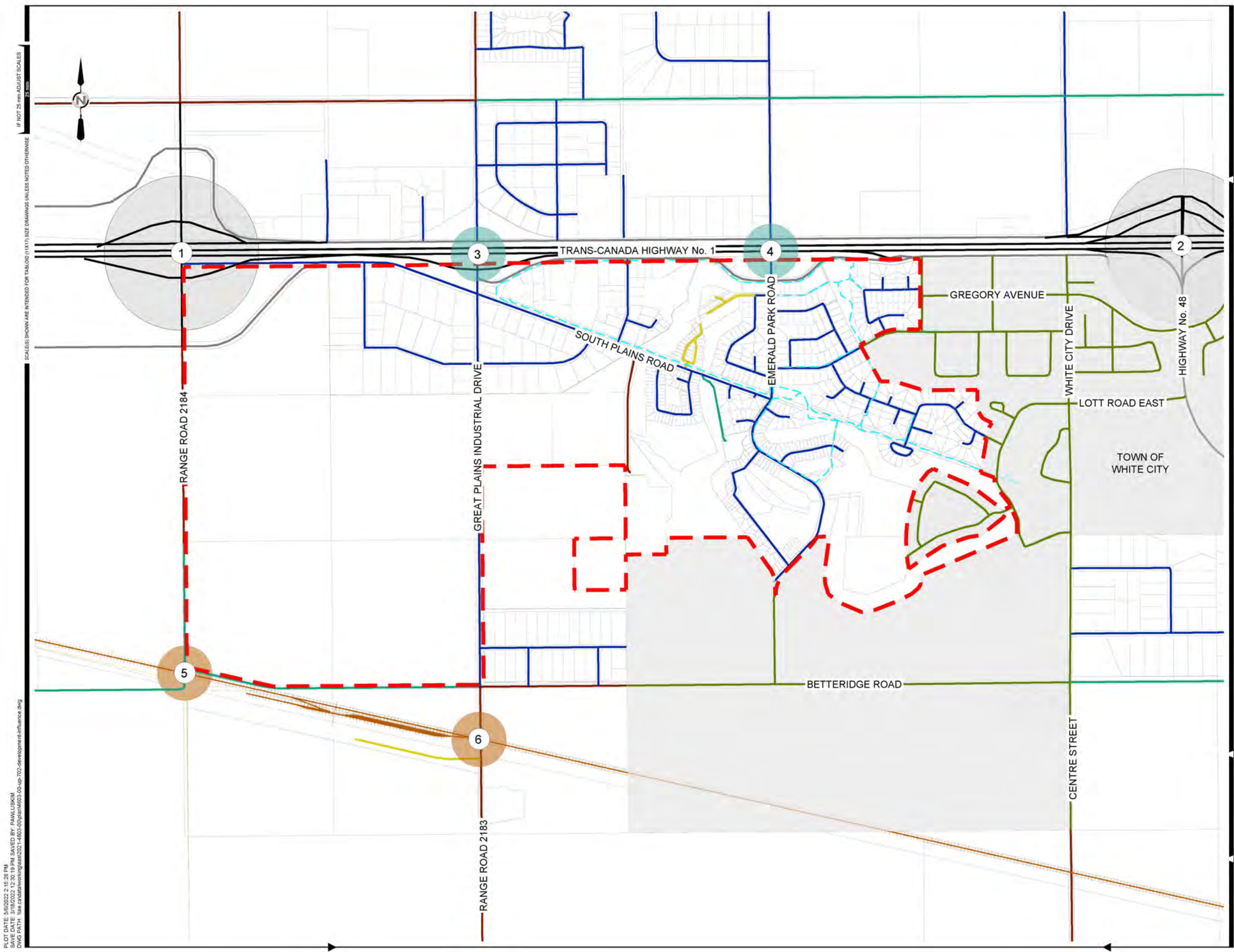
The Canadian National Railway (CN) mainline lies adjacent to the southern boundary of the plan area. There are two at-grade uncontrolled crossings (numbers correspond with intersections identified in [Figure 3-5](#)), each with standard railway crossing signage:

5. Range Road 2184; and
6. Great Plains Industrial Drive/Range Road 2183.

The Railway Association of Canada's *Guidelines for New Development in Proximity to Railway Operations* recommend appropriate setbacks and mitigation techniques to minimize the potential for conflicts between railway corridors and facilities and different land use types. These guidelines recommend a 30 m building setback for new residential development in proximity to mainline railway operations. The setback is measured from the mutual property line. Appropriate uses within the setback area include public and private roads; parkland and other outdoor recreational space including backyards. A noise impact study is recommended within a minimum influence area of 300 m from a principal mainline to assess the impact of all noise sources affecting the subject lands and to determine the appropriate layout, design, and required control measures. A vibration study is recommended within a minimum influence of 75 m of a rail corridor to determine whether vibration mitigation measures are necessary and what options are available given the particular conditions of the development site.

Plan Influences:

- The municipality may require a developer to prepare a traffic impact assessment in conjunction with a subdivision or development permit application. The need for a traffic impact assessment will depend on the scale and timeline of development. This assessment will review future impacts on the existing road network and identify roadway improvements on- or off-site to minimize traffic impacts and ensure public safety.
- Pedestrian accessibility will be an important consideration in all commercial, industrial, and mixed-use developments within the Emerald Park Business District.
- Developments that generate a demand for transportation routes to or from the south may require upgrades to existing rail crossings to increase public safety.
- The plan configuration of the area adjacent to the CN rail corridor will need to consider the 30 m setback recommended by the Railway Association of Canada's ***Guidelines for New Development in Proximity to Railway Operations*** for any residential land uses.
- The municipality may require a developer to carry out a noise and vibrations impact study to evaluate influences on a proposed development.



LEGEND

- SECTOR PLAN AREA
- PROVINCIAL HIGHWAY
- PROVINCIAL SERVICE ROAD
- MUNICIPAL PAVED ROAD
- MUNICIPAL GRAVEL ROAD
- MUNICIPAL DIRT ROAD
- PRIVATE SUBDIVISION ROAD
- WHITE CITY ROAD
- WALKING PATHS
- CN RAIL LINE
- HIGHWAY INTERCHANGE - 427 m CONTROL RADIUS
- HIGHWAY INTERSECTION - RIGHT-IN/RIGHT-OUT
- RAIL LINE CROSSING

FIGURE 3-5

RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
EXISTING TRANSPORTATION

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3.5 Utilities

Water Supply

Two groundwater wells northwest of Emerald Park provide the RM's raw water supply. This water is treated at a water treatment plant located on Percival Drive. The RM has a water reservoir north of Highway No. 1 that provides additional capacity to the system. Much of the existing developed land in Emerald Park is serviced by full pressure water from this network. Flow available for fire protection is limited by the pressure and flow produced at the water treatment plant and restricted by water-main sizing. While there are hydrants throughout many areas of Emerald Park, development must assess their fire protection requirements to determine if private fire suppression systems are required.

The RM's water treatment plant has a present capacity of 36.6 Lps with the ability to add a second filter in the future. This second filter will increase capacity to 73.2 Lps. The 2015 Waterworks System Assessment indicates that the two wells can serve approximately 815 lots, and projects that an increase to the capacity of the water supply main will be required by 2025.

The existing water distribution is illustrated in **Figure 3-6**.

Sanitary Sewer

A regional system constructed in partnership between the RM and the Town of White City provides wastewater treatment in Emerald Park. The WCRM158 Wastewater Management Authority is responsible for operating the treatment plant, two major sewer mains, and two lift stations. The RM owns and maintains the remaining network of sewer mains and related infrastructure within its jurisdiction. The WCRM158 Authority's treatment facility and lagoons are located southeast of the plan area. The sewer main network throughout Emerald Park serves all residential properties and a limited number of commercial and industrial properties. All commercial and industrial properties north of South Plains Road are fully serviced.

The existing wastewater facilities will require expansion to facilitate additional development in Emerald Park. A multi-phased sewer system upgrade is in progress that increased capacity to accommodate the current population in 2021 and will accommodate a population of 8,000 by the end of 2022, with the final upgrades anticipated to be able to service a population of 15,000 in 2023.

The existing sanitary sewer distribution is illustrated in **Figure 3-7**.

Stormwater Management

All drainage within Emerald Park occurs overland. The Aspen Links North Ponds, Aspen Link South Ponds, Woods Crescent Ponds, and former lagoons are part of Emerald Park's current stormwater drainage system. This system outlets to Chuka Creek via the NW Arm and East Arm. The west portion of the Emerald Park Business District drains west to Pilot Butte Creek through the Industrial Drive drainage channel within the road right-of-way.

Power

A SaskPower overhead 138kV transmission line extends across the plan area from southwest to northeast. This corridor is protected by a 30 m easement that restricts development. The easement states that no ground disturbance can occur within 10 m of any SaskPower structures, including poles, anchors, and guy wires, and that SaskPower must always have clear access to each structure. The final design elevation of any proposed road crossings will require verification by SaskPower to confirm that clearance requirements are met.

Communications

SaskTel operates a fibre optic network within Emerald Park. In 2020, SaskTel installed a dedicated 144 fibre optic cable along Great Plains Industrial Drive to service the Prairie View Business Park. This cable has sufficient capacity to serve future development within the plan area.

Pipelines

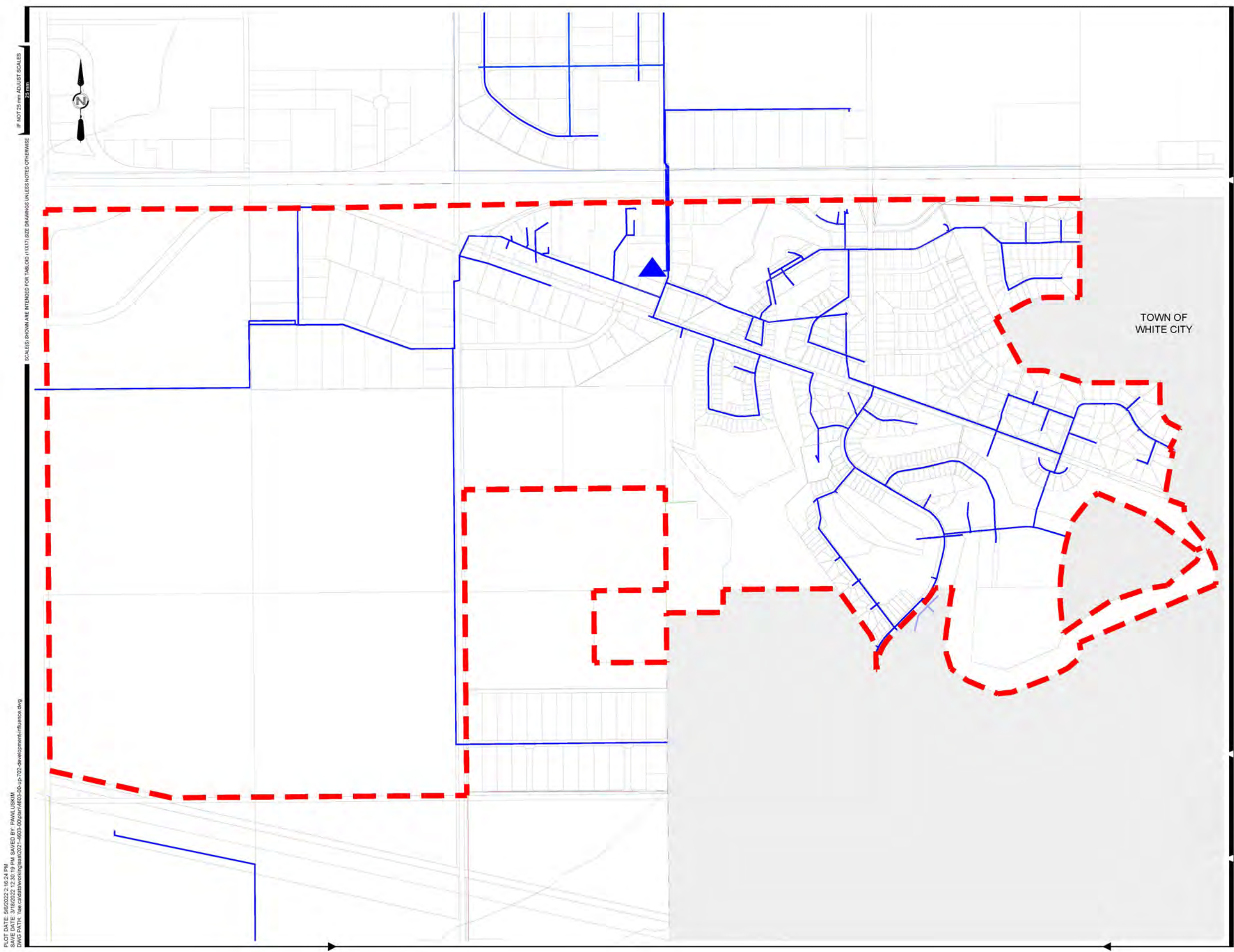
Emerald Park is supplied with natural gas by an 8-inch TransGas transmission pipeline and a 2-inch lateral transmission pipeline. The 2-inch pipeline transitions to a lower pressure SaskEnergy distribution network at the Town Border Station located on Great Plains Road. The right-of-way width of the TransGas pipeline is 16 m. No ground disturbance, pits, wells, foundations, pavement or buildings, or other structures are permitted on, over, under, or through the right-of-way. Proposed roadway crossings require assessment and approval from TransGas.

An 18 m Enbridge transmission pipeline right-of-way containing five crude oil and liquids pipelines extends through the plan area from the northwest to southeast. These lines transport commodities between Edmonton and Superior, Wisconsin. The pipeline is located along the north side of South Plains Road and contains a pedestrian pathway connecting Emerald Park to White City. The right-of-way is located within the existing developed area and has minimal influence on undeveloped lands.

The existing shallow utilities are illustrated in **Figure 3-8**.

Plan Influences:

- The current constructed capacity of the RM's water and wastewater system will influence the location, timing, and amount of new development that Emerald Park can support.
- New stormwater management facilities will need to be constructed to support additional development.
- Existing utility corridors represent a constraint to building development. These corridors may offer opportunities for pathways and other passive outdoor uses and provide a physical barrier to support a transition between land uses.



- LEGEND**
- SECTOR PLAN AREA
 - WATER LINE
 - WATER TREATMENT PLANT

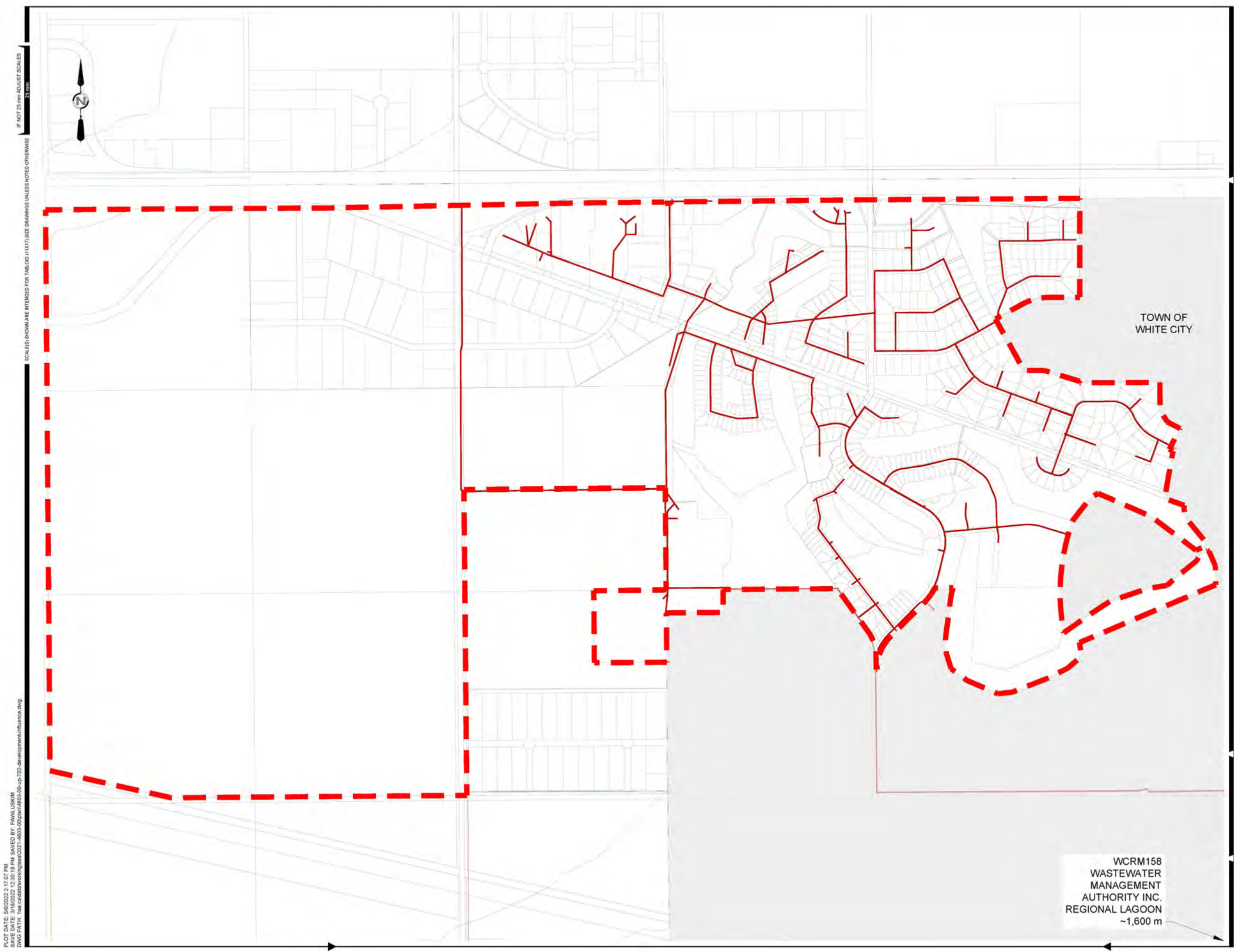
FIGURE 3-6

RM OF EDENWOLD No. 158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
EXISTING WATER DISTRIBUTION

AE PROJECT No.	20214603-00
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LEGEND

- SECTOR PLAN AREA
- SANITARY SEWER LINE

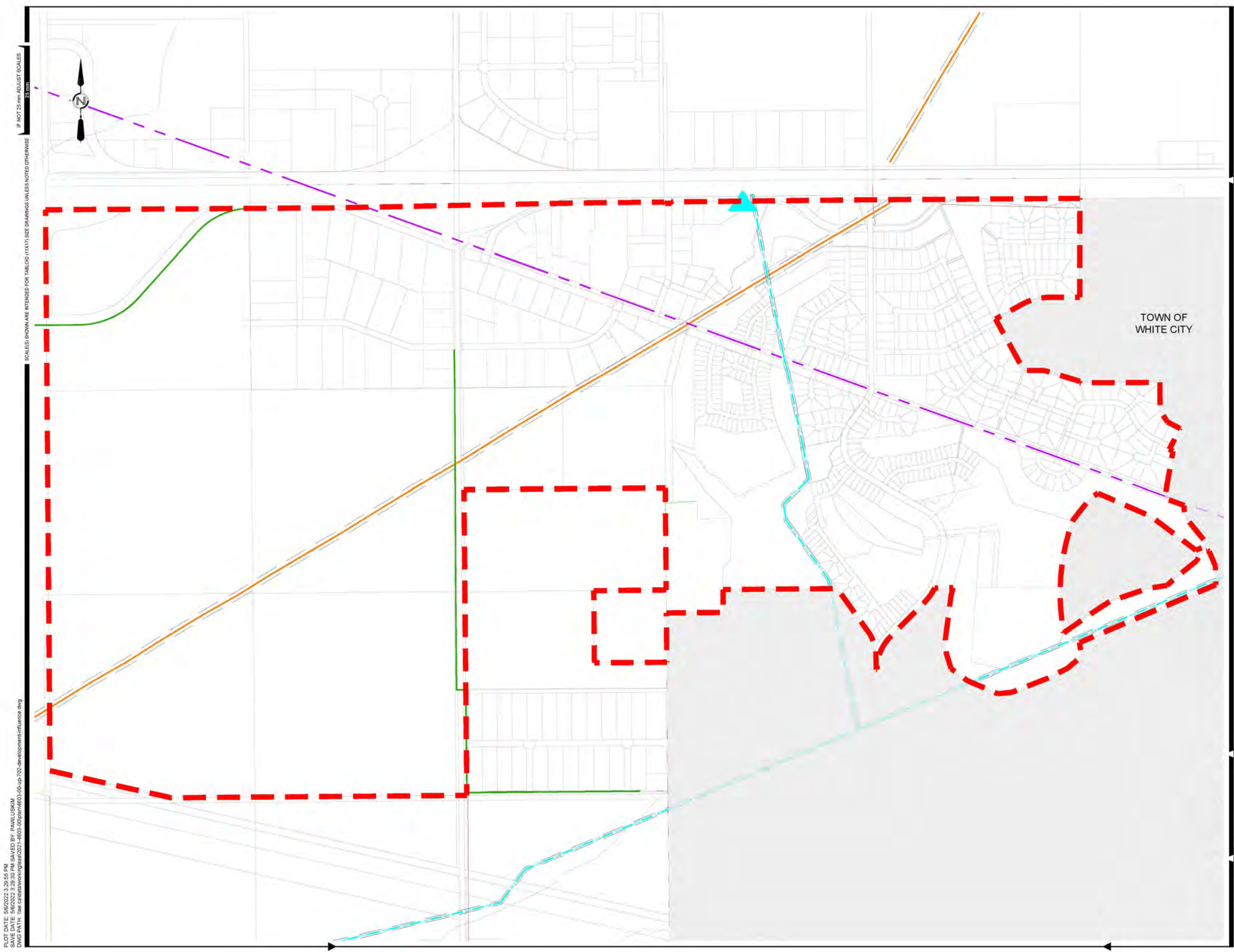
FIGURE 3-7

RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
EXISTING SANITARY SEWER SYSTEM

AE PROJECT No.	20214603-00
SCALE	NTS
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- LEGEND**
- SECTOR PLAN AREA
 - SASKPOWER TRANSMISSION LINE
 - TRANSGAS LINE
 - ENBRIDGE PIPELINE
 - SASKTEL FIBRE OPTICS LINE
 - EASEMENT BOUNDARY
 - SASKENERGY TRANS BORDER STATION

FIGURE 3-8

RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
EXISTING SHALLOW UTILITIES

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Consultation with stakeholders ensures that the plan considers the broadest perspective possible. During the planning process, numerous stakeholders were engaged to gather anecdotal information to supplement published studies and data. These initial engagements contributed to establishing the plan context and helped to inform the plan objectives. Following the preparation of the plan, a second round of engagement occurred to obtain public feedback on the plan's direction and to determine the revisions required before formal adoption.

4.1 Initial Stakeholder Engagement

The following consultations occurred at the outset of the project:

- Emerald Park residents, business owners, and employees had an opportunity to provide their perspectives on current needs within the community and priorities for future development through online surveys.
- Owners of undeveloped land within and adjacent to the plan area participated in telephone interviews to determine future development plans and explore the perceived opportunities and constraints for development.
- Neighbouring municipalities and Indigenous communities were invited to discuss how their development plans and the expansion of Emerald Park may influence one another.
- Telephone interviews were conducted with community service providers, including police, fire, ambulance, and the school division, to determine the extent of their geographic service area and to confirm the general capacity of these services to serve additional development in the plan area.
- Transportation and utility providers were consulted through email correspondence and follow-up telephone interviews. These discussions addressed their capacity to support development, constraints to development from a servicing capacity perspective, and the anticipated consultation process that would apply to future subdivision and development permit applications.

Summary of Engagement:

- There is support for maintaining the general land use distribution as represented on the RM's Future Land Use Map.
- For areas of Emerald Park designated as mixed-use commercial/industrial, there is limited support for the expansion of industrial development. Respondents indicated that the RM should focus on expanding commercial development and direct new industrial development to other areas of the RM.
- Future land use and development should consider existing land uses and be designed to maximize compatibility.
- Emerald Park is under-served in the amount of attainable housing available for first-time homeowners and housing that meets the needs of singles or retirees looking to downsize. Most owners of undeveloped land, business owners, and employees felt that housing affordability is the primary issue contributing to this condition; however, the response from residents was not as strong on this issue.
- Current sewer capacity limits development potential in the area.
- Some respondents expressed concerns with current drainage.
- New development is expected to be fully serviced with municipal water and sewer infrastructure.

- Incorporating pedestrian amenities in new developments is important to improve accessibility and public safety. New development should have standard roadway cross-sections that include multi-use paths.
- The business community prioritized the need for transportation options for commuters. The RM should continue supporting ride-share programs and ensure that new higher-density developments and employment areas along major roadway corridors are designed to accommodate future public transit.
- Residents and businesses value efficient access to the provincial highway system that can accommodate additional traffic volumes from new development.
- New roadways should be designed to provide efficient connections between adjacent areas.
- Policies addressing development in proximity to pipelines, as recommended by Enbridge, need to be incorporated into the plan.
- The RM should allocate land within the plan area for additional school sites with consideration of Prairie Valley School Division's site requirements.
- Current residents have a strong desire to see the expansion of recreational opportunities.
- Residents view Emerald Park and White City as one community. Creating a strong and cooperative relationship between the RM of Edenwold and the Town of White City is important.
- Maintaining the small-town feel and the high aesthetic quality of the community is important to existing residents and should be emphasized in the plan.

4.2 Public Open House

An open house was held at the RM of Edenwold office in Emerald Park on April 13th and 14th, 2022 to present the draft sector plan to the public for review and comment. Each afternoon, a series of display boards were available for come-and-go public viewing and a member of the RM Administration was available to answer questions. Each evening, Associated Engineering provided a formal presentation on the sector plan. Approximately 15 attendees participated in the event.

The presentation on April 14 was recorded and made available on the RM's Facebook page to accommodate those that could not attend the event. Following the open house, the draft sector plan report, display boards, presentation slides, and policy highlights handout were available on the RM of Edenwold website. Written comments on the draft plan were accepted until May 2, 2022. The detailed Record of Engagement is provided in [Appendix A](#).

Summary of Engagement:

- The plan was generally well-received by attendees.
- There was interest in how the survey was distributed, who was eligible and how the results influenced development considerations.
- Feedback indicated public apprehension towards higher/mixed density in the plan area.
- There is concern about potential increases in taxes as a result of quality-of-life upgrades.
- Concern was expressed with the large size of the community service area and its exclusive designation.
- The RM should build strong relationships with the Prairie Valley School Division as they are an important stakeholder.
- The SaskPower powerline running north-east to south-west is an important infrastructure consideration and can plan an important role in dictating transportation and development within the area.
- To effectively provide natural gas service for future development, SaskEnergy and TransGas recommend that the RM of Edenwold and Emerald Park include provisions for future utility corridors within the plan area.
- As the community grows, the RM must maintain strong ties with the Ministry of Highways and work to incorporate more roads into Emerald Park's jurisdiction.

Revisions were made to the sector plan and land use concept as a result of the feedback received. These revisions included:

- Reinforcing the RM's intention to encourage the diversification of housing forms in new neighbourhood development.
- Emphasizing the RM's desire to see new school development within the sector plan area.
- Defining how park and community service development relates to municipal reserve dedications at the subdivision stage of land development.
- Reducing the overall allocation of community service development in the sector plan area to bring it into closer alignment with the anticipated facility needs and projected municipal reserve dedications.

- Adding an additional collector road extending west of Great Plains Industrial Drive to provide a suitable road connection to the central community service parcel.
- Reinforcing the RM's intention to define a utility corridor to facilitate efficient servicing of infrastructure following an adequate public consultation process.

Development Objectives and Strategies



This sector plan builds on the general direction provided by the OCP by defining the RM's intentions for development within the Emerald Park growth area. The following development objectives and strategies were prepared in response to the existing physical characteristics of the area and the key issues, constraints, and opportunities identified during the planning process.

5.1 Responsible Growth

Emerald Park is a vibrant community that manages growth responsibly by balancing the needs of the community, today and into the future. Responsible growth strategies consider the highest and best use of land and the equitable allocation of resources. This allocation includes the full lifecycle costs of providing and maintaining infrastructure and community services.

Strategies:

- Prioritize growth in developed areas with existing servicing capacity through infill, intensification, and redevelopment.
- Encourage compact forms of development at densities that ensure full cost recovery of municipal service extensions and the maintenance of existing municipal infrastructure.
- Promote contiguous development that follows the logical extension of municipal infrastructure.
- Avoid development on potentially hazardous lands.
- Ensure that new development optimizes compatibility with existing development or demonstrates an appropriate means of transitioning or buffering between potentially conflicting uses.
- Collaborate with neighbouring communities to maximize public investment and promote complementary development.
- Protect the public interest by establishing and applying consistent standards for different forms of development.
- Align the OCP's Future Land Use Map with the direction provided in the Emerald Park Sector Plan.
- Require the submission of concept plans and comprehensive development proposals that align with the direction presented in the Emerald Park Sector Plan to guide rezoning and subdivision.

5.2 Diversity of Development

Diversity in development supports healthy and livable communities. Emerald Park provides a high quality of life for residents through a range of housing choices, employment opportunities, safe and varied transportation options, and access to public spaces.

Strategies:

- Increase the accessibility of housing for all socio-economic groups by supporting a variety of housing forms.
- Expand local employment opportunities to reduce reliance on automobiles and support residents working locally.

- Promote redevelopment of South Plains Road as the heart of the Emerald Park Business District to increase opportunities for business, social gathering, and local economic development.
- Plan for a complete and healthy community with a contiguous trail network that connects open spaces, residential neighbourhoods, and businesses to encourage active transportation.
- Provide a mix of programmable and passive use park spaces to match the recreational needs of the whole community as outlined in the Parks and Recreation Master Plan.
- Promote Emerald Park as the institutional centre of the RM of Edenwold.

5.3 Economic Growth and Diversification

A strong local economy encourages and supports a range of industry sectors and increases long-term economic resilience. Through a diversified economy, Emerald Park seeks to support a stable business environment and healthy labour market.

Strategies:

- Encourage responsible economic diversification and the expansion of existing businesses.
- Support commercial and industrial expansion by identifying appropriate locations for development and ensuring an adequate supply of serviced land.
- Support the expansion of the local labour force by encouraging a range of housing options.
- Provide transparent and predictable approval processes to reduce unnecessary roadblocks to development.
- Utilize economic development incentives and programs to encourage growth.

5.4 Sensitive Growth

New development in Emerald Park must be sensitive to existing built and natural conditions in the area.

Strategies:

- Protect and preserve significant natural and environmentally sensitive areas, including wetlands, habitats, and aquifers from incompatible development.
- Protect cultural and heritage resources.
- Avoid development on potentially hazardous lands.
- Encourage resilient and sustainable development and servicing approaches that support energy efficiency, alternative energy sources, waste reduction, and innovative construction practices.
- Consider existing development when evaluating new development proposals to ensure positive integration and, where appropriate, utilize tools including natural and built buffers, transitional forms of development, and separation distances to mitigate potential conflict.

5.5 High-Quality Built Environment

A high-quality built environment generates interest and attracts community investment, businesses, residents, and visitors. Emerald Park prioritizes high-quality, visually appealing development that creates a distinct sense of place by conserving and integrating the natural environment within the built form.

Strategies:

- Establish and apply standards for different forms of development to create dynamic and attractive areas.
- Promote the heart of the business district as a social and community destination that supports interaction and congregation.
- Support innovative construction and development practices.
- Conserve and integrate natural features and vegetation into new development.
- Consider the potential for parks and open spaces to fulfill both recreational and stormwater management functions.
- Complement the character and appearance of Emerald Park through high-quality design that preserves and enhances the existing landscape and natural environment, recognizes and blends with the immediate surroundings and vistas, supports the efficient use of land, and encourages the provision of accessible public spaces.

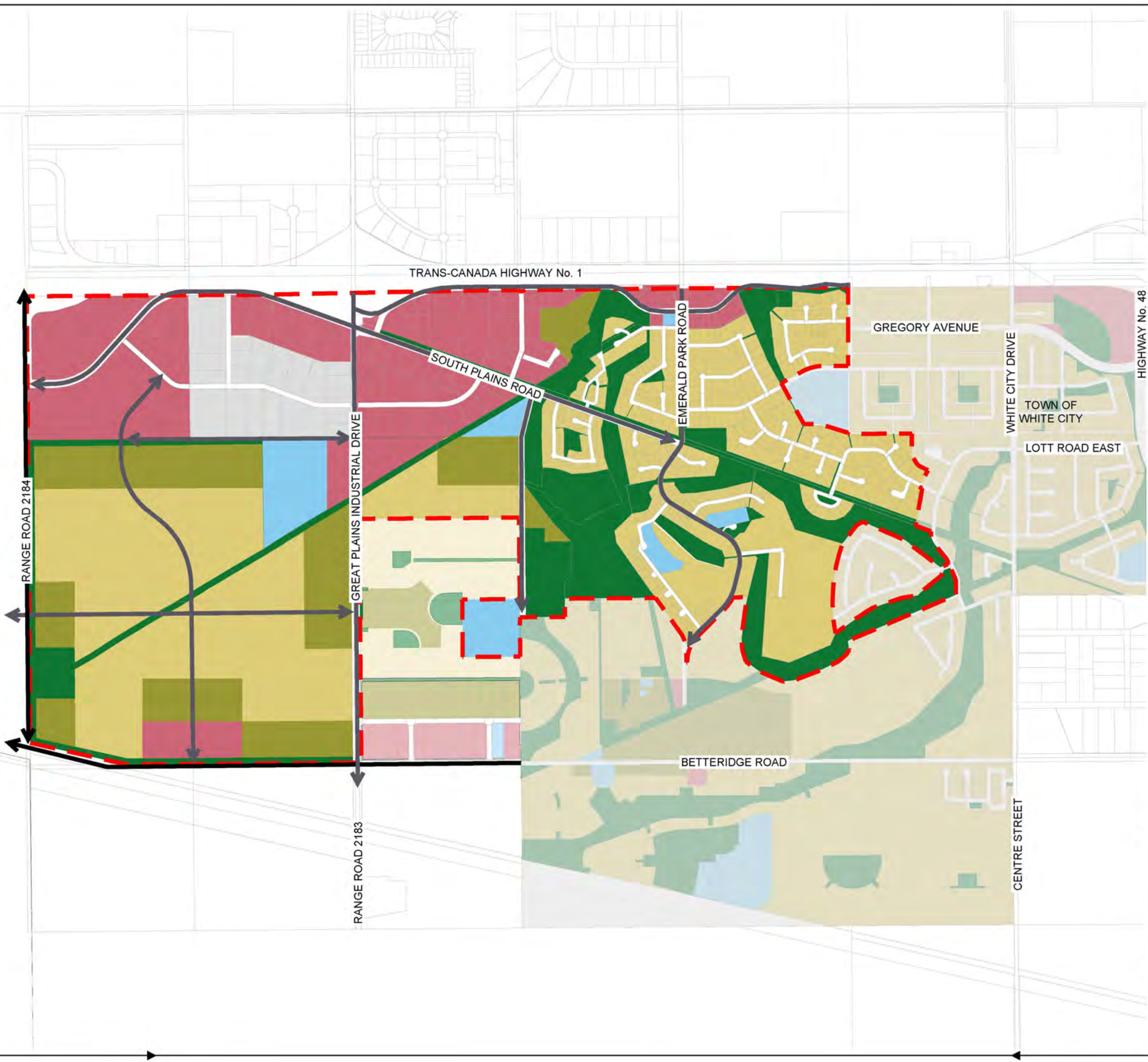
Land Use Concept



This plan envisions Emerald Park as a community with a full range of services and amenities that meet the daily needs of residents. High-quality neighbourhoods are designed to be walkable and well connected to the greater community. The variety and mix of housing options provide choices for residents while safely and comfortably accommodating people of all ages. The Emerald Park Business District is attractive to businesses and employees while providing a variety of services necessary to support the needs of local and regional populations. There is a distinct business heart that is pedestrian-friendly, encourages social interaction, and reinforces community. Parks and open spaces are integrated throughout the community that create places for passive and active recreation, and community gathering. Recreational amenities and community services serve the region and complement those offered in neighbouring communities. The transportation network is safe and efficient and accommodates all mobility preferences. There is a strong sense of local character in Emerald Park that creates a sense of home for residents and is evident to visitors.

Figure 6-1 illustrates the future land use concept for the plan area.

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LEGEND

- SECTOR PLAN AREA
- SINGLE FAMILY RESIDENTIAL
- MIXED DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PARKS AND RECREATION
- COMMUNITY SERVICE
- ARTERIAL ROAD
- COLLECTOR ROAD

FIGURE 6-1	
RM OF EDENWOLD No.158 EMERALD PARK SECTOR PLAN	
PLANNING PLAN LAND USE CONCEPT	
AE PROJECT No.	20214603-00
SCALE	NTS
APPROVED	J. TAYLOR
DATE	2022MAY06
REV	0
DESCRIPTION	ISSUED FOR REPORT

Land Use Policies

7



Building on the objectives and strategies for development, the following policies have been established to guide future, more detailed site planning and development permit applications. All development within the plan area must occur following the policies of the OCP and this sector plan.

7.1 General

The following policies apply to all development within the Emerald Park Sector Plan:

1. The location of land uses shall be consistent with **Figure 6-1 Land Use Concept**.
2. Development shall support the future land use and servicing continuity of adjacent properties.

7.2 Residential

The sector plan builds on the RM's OCP priority to accommodate a variety of housing forms while acknowledging the community's large lot, single-family residential development pattern. Residential development in Emerald Park will continue to be primarily single-family homes, however, future residential development will be encouraged to incorporate a broader range of housing types and lot sizes. Promoting a mix of housing creates balanced neighbourhoods that can accommodate a range of ages, incomes, and lifestyles and allow residents to age in place.

Figure 6-1 illustrates two residential classifications. Single Family Residential areas are intended to support the continuation of the community's current housing pattern by focusing on accommodating primarily single-detached housing with some variability in lot sizes. Mixed Density Residential areas will provide for a broader range of housing types and lot sizes. Mixed density areas will accommodate single-detached housing as well as semi-detached, townhouse/rowhouse, duplex, triplex, and fourplex housing, low-rise apartment buildings, and residential care homes. The proportion and variety of housing will be determined at the concept plan stage.

Mixed Density Residential areas are situated close to employment areas, community services, and park space. These areas focus on creating affordable and attainable housing to support the labour needs of businesses. The highest density residential developments will be strategically located close to employment areas and along key transportation routes. This designation will enable the community to expand and provide more opportunities to live, work, and play in Emerald Park. Higher density development also supports a compact form of development that makes efficient use of developable land and public investments in municipal infrastructure.

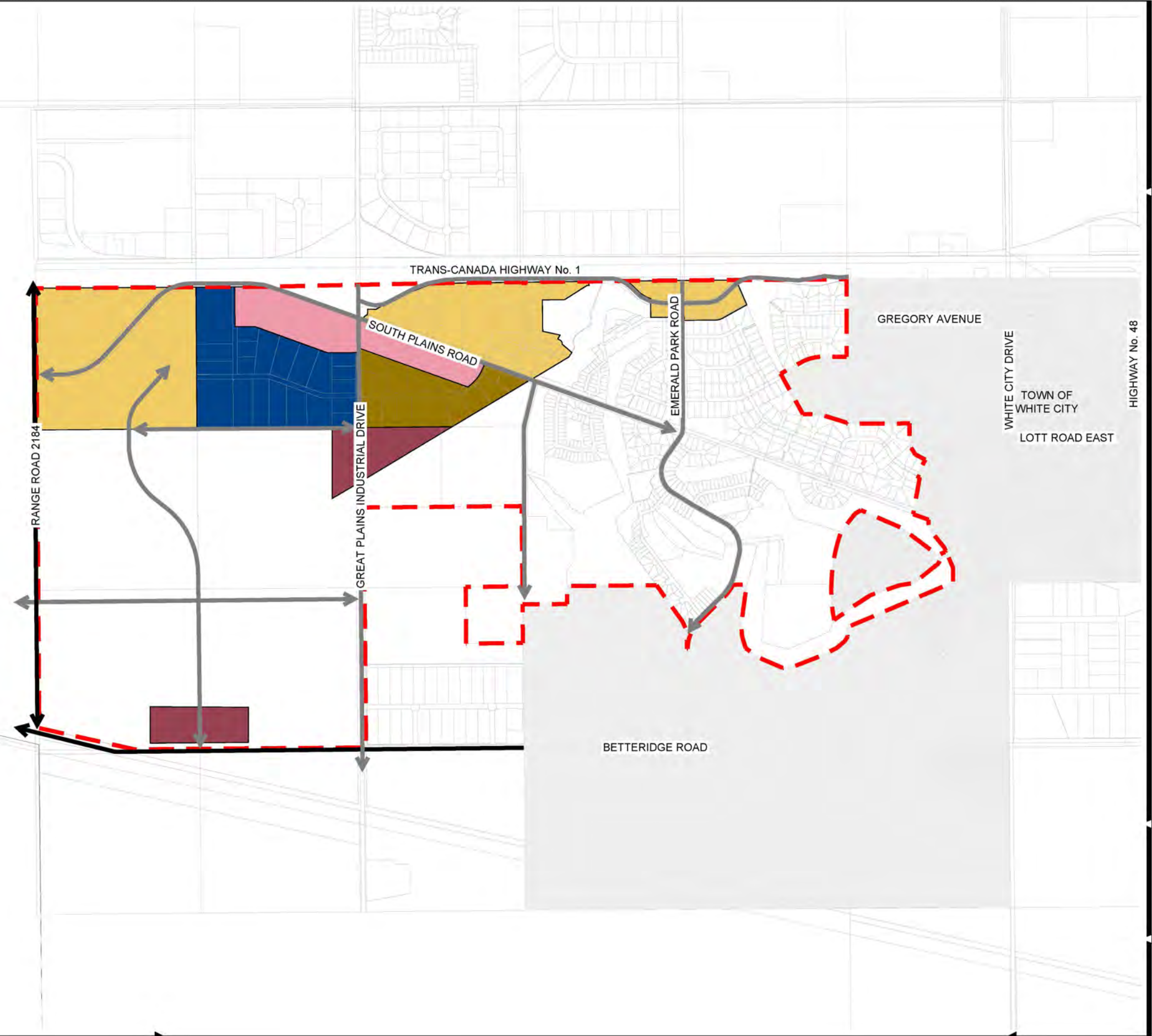
In addition to the policies in the OCP, the following policies direct residential growth in the Emerald Park Sector Plan:

1. A range of housing types shall be provided in new residential developments to address the diverse needs of all ages, incomes, and social groups and to create a more inclusive and affordable community.
2. Secondary suites and garage suites shall be supported in areas close to parks, open spaces, and along primary transportation routes.
3. Higher density residential developments shall:
 - a. Locate along or near primary transportation routes;
 - b. Locate near employment areas to reduce the dependency on private vehicles;
 - c. Locate near public parks and the community trail network;
 - d. Provide common amenity areas such as playgrounds and community gardens where feasible;
 - e. Be designed to complement the character of adjacent developments; and,
 - f. Have varied architectural detailing that breaks up the massing and size of large buildings.
4. An appropriate land use transition between varying residential densities shall be provided. Transitional lands will moderate the use, height, and density between single-detached housing and higher-density developments.
5. Housing in Single Family Residential areas adjacent to arterial roadways shall be oriented toward local streets.
6. Roadways in residential areas shall follow the RM's adopted design standards and development manual, including road pavement and a continuous network of walkways and trails.
7. New development shall incorporate high-quality landscape design, including street trees, boulevard landscaping, and the integration of natural vegetation where appropriate. Landscaping shall form part of the development agreement between the RM and developer as regulated in the RM's adopted design standards and development manual.
8. Residential development will occur in a phased manner to align with the logical extension of municipal services.

7.3 Business Districts, Commercial and Industrial Lands

Emerald Park is a business hub for the region and provides a range of employment opportunities through commercial and industrial uses. Demand for commercial development in Emerald Park has increased over time and continues to evolve as the east portion of South Plains Road is re-developed from predominantly industrial development to a commercial focus. The plan area includes five distinct policy areas, as shown in **Figure 7-1**, to acknowledge the unique aspects of development and the function of each area relative to the broader community.

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- LEGEND**
- SECTOR PLAN AREA
 - HIGHWAY COMMERCIAL
 - CENTRAL BUSINESS COMMERCIAL
 - MIXED COMMERCIAL
 - NEIGHBOURHOOD COMMERCIAL
 - INDUSTRIAL
 - ARTERIAL ROAD
 - COLLECTOR ROAD

FIGURE 7-1
RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN
PLANNING
PLAN
BUSINESS DISTRICT POLICY AREAS

AE PROJECT No.	20214603-00
SCALE	NTS
APPROVED	J. TAYLOR
DATE	2022MAY06
REV	0
DESCRIPTION	ISSUED FOR REPORT

7.3.1 Highway Commercial Policy Area

With high visibility and large traffic volumes along Highway No. 1, the Highway Commercial Policy Areas are optimal for meeting the retail and service needs of the travelling public, and the commercial and employment needs of local and regional residents. Development in these areas will support vehicle-oriented uses and may include businesses with extended hours of operations.

These areas will host a mix of commercial and light industrial businesses, including retail, professional services, gas bars, service stations, agricultural sales and service, accommodations, restaurants, and other similar uses. Site activities in this area will be predominantly indoors with limited outdoor storage of unfinished goods.

Due to the prominent location, developments in Highway Commercial areas will be visually appealing with high-quality landscaping and architecture to present a positive image for the community from the highway. Businesses with direct exposure to Highway No. 1 will be prohibited from storing unfinished goods in the front yard. Businesses backing onto residential or park space will limit outdoor storage and noise-producing activities, and provide visual screening from adjacent sites. Businesses adjacent to a designated parkway shall incorporate built and/or natural visual screens along the common property boundary.

The following policies will guide development in the Highway Commercial Policy Area:

1. Businesses with frontages oriented toward Highway No. 1 shall include site landscaping treatments intended to enhance the area's visual appearance and consider the needs of visitors year-round.
2. Outdoor storage of unfinished goods or materials for businesses fronting Highway No. 1 shall not be permitted in the front yard of the property.
3. Uses that involve outdoor processing or manufacturing shall be discouraged.
4. Activities that produce smoke, dust or ash, odour, toxic gas, glare or heat, or other similar nuisances shall be prohibited.
5. Loading and outside storage areas should not be directly visible from adjacent residential, community service, or parks and recreation use. Highway Commercial developments shall be screened from adjacent uses using appropriate landscaping or fencing.

7.3.2 Central Business Commercial Policy Area

The Central Business Commercial Policy Area lies along the south side of South Plains Road and will act as the primary commercial destination in the community serving local and regional populations. Development within this corridor to the west of Great Plains Industrial Drive will provide for larger-scale, high-profile commercial businesses with a regional focus. Development to the east of Great Plains Industrial Drive is planned to transition to smaller-scale commercial businesses intended to serve residents, and support community gathering and social interaction. Development in the Central Business Commercial area will include a variety of predominantly commercial activities, including retail, professional, community and personal services, entertainment, and other similar uses.

Sites within the corridor will be designed to support the safe and efficient movement of both vehicular and non-vehicular traffic. As redevelopment occurs within this corridor, consideration should be made to add pedestrian crossings along South Plains Road to provide a functional link between the multi-purpose trail located along the north side of the roadway to the commercial businesses situated within the corridor.

The corridor is envisioned to represent an image of vitality providing a visually appealing built form that will attract people to the area and encourage them to stay. This can be accomplished through the construction of site and streetscaping enhancements. Consideration should be made to create a common theme along the corridor to distinguish the area from other commercial districts by introducing a common standard for tree planting and streetscape landscaping and promoting uniform sign designs along the roadway. Other ways to create a sense of place and generate interest for this area could include the construction of entryway signage at either end of the corridor, and working with local artisans to create and display public art within public and private lands.

The following policies will guide development in the Central Business Commercial Policy Area:

1. All development applications within the Central Business Commercial area shall be accompanied by a comprehensive development proposal that demonstrates how the development of the site(s) aligns with the intention for development as represented in the applicable zoning district and the direction established in this sector plan.
2. Developments within this corridor will support a broad range of commercial and civic services, public amenities, and a mix of building formats, including multi-tenant and standalone businesses.
3. Developments should encourage the use of outdoor space through the development of outdoor seating, retail display space, or additional landscaping.
4. Consistent styles of street furniture and other landscaping treatments should be utilized within the corridor to reinforce a sense of place.
5. Site landscaping will enhance the visual appearance of the businesses in this corridor from the street, creating an inviting environment that caters to both vehicles and pedestrians year-round.
6. Pedestrian crossings will be constructed at regular intervals along South Plains Road providing a convenient link between businesses along the south side of the corridor and the existing multi-use trail.
7. Developments within the corridor shall integrate bicycle racks within parking or landscaped areas to support this method of access to businesses.
8. Large parking areas should be broken up with landscape islands and pedestrian walkways. Landscape islands should contain native and drought-tolerant plant species.
9. Signage within the corridor will share a common style and form to assist in creating a sense of place along the corridor.

7.3.3 Mixed Commercial Policy Area

The Mixed Commercial Policy Area will support a variety of light industrial and small- to large-scale commercial uses that serve the local community, including retail, building supplies, contractor offices, vehicle repair shops, and other similar uses. Site activities for developments in this area will be predominantly indoors with limited outdoor storage of unfinished goods. Businesses backing onto community service or park space will limit outdoor storage and noise-producing activities and provide visual screening from adjacent sites.

The following policies will guide development in the Mixed Commercial Policy Area:

1. Processing of raw or unfinished goods, manufacturing, or activities that generate significant noise shall be limited to indoor spaces.
2. Activities that produce smoke, dust or ash, odour, toxic gas, glare or heat, or other similar nuisances shall be prohibited.
3. Loading and outside storage areas should not be directly visible from adjacent residential, community service, or parks and recreation use. Mixed Commercial developments shall be screened from adjacent uses using appropriate landscaping or fencing.

7.3.4 Neighbourhood Commercial Policy Area

Neighbourhood Commercial areas act as a gateway for the residential policy area and as a local commercial node to primarily serve residential populations. Development in these nodes will be smaller in scale and intensity, acknowledging the capacities of the local street network and the need to positively integrate into a predominantly residential area. Businesses will be focused on meeting the needs of the surrounding residential area and may include smaller-scale retail and services such as pharmacies, convenience stores, medical offices, and other similar uses. Sites will be designed to be equally accessible by pedestrians and vehicles. Site designs will also include landscaping that promotes high visual quality and is sensitive to the residential nature of the surrounding area.

The following policies will guide development in Neighbourhood Commercial areas:

1. Loading and outside storage areas should not be directly visible from adjacent non-commercial uses.
2. Buildings should be orientated towards, and access shall be provided from, collector streets.
3. Buildings shall be a style and scale that is complementary to surrounding residential development.
4. Site landscaping should promote high visual quality year-round and provide a visual buffer from non-commercial uses.
5. Developments will prioritize safe and convenient pedestrian access and be connected to the multi-use trail network.
6. Developments shall integrate bicycle racks within parking or landscaped areas to support this method of access to businesses.

7.3.5 Industrial Policy Area

Existing development within the Industrial Policy Area serves the agriculture industry, industrial business, and manufacturing sectors. Businesses in this area include a mixture of light- and medium-intensity industrial uses involving the transport, storage, processing, manufacturing and assembly, and sale of raw and finished goods. These activities occur both indoors and outdoors.

Development within the Industrial area will transition towards light intensity industrial uses where manufacturing, processing, and assembly activities are predominantly indoors, and business activities have a low probability of generating nuisances that extend beyond the site boundaries.

The industrial area is strategically located near Highway No. 1, commercial development areas, and the community service area to minimize any potential negative residential impacts to residential areas.

The following policies will guide development within the Industrial Policy Area:

1. Uses in the Industrial Policy Area should consist of businesses where manufacturing, processing, and assembly activities are predominantly indoors, and business activities have a low probability of generating nuisances that extend beyond the site boundaries.
2. Site landscaping for industrial properties abutting non-industrial sites shall provide an internal buffer to minimize the impact of industrial activity on adjacent non-industrial properties.

7.4 Community Service, Parks and Recreation

Growth within Emerald Park will require the continued enhancement of existing community service facilities and the construction of new facilities designed to meet the needs of a diverse population. Emerald Park residents have a strong desire to see expanded recreational opportunities and there is a need for additional primary and secondary education facilities. **Figure 6-1** identifies key areas intended to support new community service and parks and recreation development, including educational institutions, community facilities, parks, and indoor and outdoor recreation facilities.

New community service areas are centrally located near local destinations, including the planned Central Business Commercial redevelopment corridor and the existing RM municipal office, dog park, and fire hall. A central location ensures that these facilities are accessible to both current and future residents using a variety of modes of transportation. The location also reinforces the intention of providing a centralized area to support community gathering and interaction. Although the specific uses for these areas have not been established, the designated area provides flexibility to accommodate a wide variety of facilities and uses to meet the diverse and ever-changing needs of the community over time. Development in this area may also include public park space supporting active and passive recreation and will act as a hub for the broader community walkway and trail network.

Larger-scale community parks and recreational areas that serve all Emerald Park residents are illustrated in **Figure 6-1**. This concept includes parks and trail connections throughout the plan area to ensure a walkable and connected community. The locations of smaller-scale local parks serving immediate neighbourhoods will be identified in the concept plan design.

Municipal reserve dedications under *The Planning and Development Act, 2007* are intended to provide land for public parks or recreation areas, school sites, natural areas or other public facilities. The municipal reserve dedication required at the time of subdivision is 10 percent of gross land area for residential land and 5 percent of gross land area for non-residential land. It is not always prudent or desirable to dedicate land within a given subdivision as it results in fragmented and small scale public spaces. This plan establishes several key locations for community parks and recreation and community service development which involve land designations that will likely exceed the municipal reserve dedication requirements of a single subdivision resulting in an over-dedication in these areas. To offset the costs incurred by the over-dedication, cash-in-lieu of land dedication may be collected by the RM to compensate impacted developers to ensure that each development equitably contributes to the provision of public open space within the plan area. It is expected that there will be sufficient development and its associated municipal reserve dedication generated within the sector plan area to provide for local parks and to fully support the provision of new community-scale public spaces.

Designated parkway corridors are located within and along residential areas adjacent to arterial roadways and commercial areas. Parkway will feature a multi-use path and attractive landscaping to connect residential neighbourhoods to community amenities and employment areas while also serving as a buffer between land uses. A central active transportation corridor along the SaskPower transmission line will link residential development to key destinations in the community. Park space within Emerald Park is situated in areas with existing wetlands and will seek to integrate stormwater management facilities into neighbourhood park design as an amenity.

Public spaces, parks, and trails will be well-designed and accessible. They will consider universal design standards, public safety, and year-round use. Design elements will minimize physical barriers, consider Crime Prevention Through Environmental Design principles, and incorporate cold climate strategies to increase comfort and accessibility throughout the year for people of all ages and mobility ranges.

Additional trail connections and smaller neighbourhood parks will be determined through concept plan design or comprehensive development proposals. Consideration should be given to the continuation of the trail network and connecting key destinations to higher-density residential development.

In addition to the policies in the OCP, the following policies will guide the development of community service and parks and recreation areas in Emerald Park:

1. Development of parks and recreation areas shall be consistent with the Parks and Recreation Master Plan.
2. The design of new public parks and open space areas should follow Crime Prevention through Environmental Design principles, support year-round use, and meet or exceed universal design standards.
3. Community parks should include larger-scale facilities and amenities intended to serve the passive and active recreational needs of the entire community.
4. Subdivision servicing fees and development levies will be used to fund the construction of community parks.
5. Local parks should be centralized within new residential developments, with their specific location determined through concept plan design.
6. Local parks should include smaller-scale facilities and amenities intended to serve the active and passive recreational needs of surrounding residents.
7. The construction of local parks shall be the sole responsibility of the developer.
8. Parkway corridors and multi-use trails may be located along major roadways, utility corridors, or as physical separation between potentially incompatible land uses.
9. Concept plans shall promote the continuation of the community trail network by connecting park spaces and key destinations.
10. Where feasible, new parks should serve a stormwater management function for the surrounding lands.
11. Where municipal reserve dedication is deemed unnecessary or undesirable for a given subdivision, the RM may require a cash-in-lieu payment be provided to assist with funding the consolidation of land needed to support community-scale public spaces in other areas of the community.

7.5 Environmental and Heritage Resources

The Emerald Park Sector Plan promotes environmental stewardship and the protection of key environmental and heritage resources, including the safeguarding of sensitive aquifers in the area, reducing negative impacts on the environment, avoiding development on potentially hazardous lands, and mitigating impacts on heritage resources as identified by the Heritage Conservation Branch.

Development in Emerald Park is encouraged to utilize sustainable development practices and servicing approaches that support enhanced energy efficiency, alternative energy sources, waste reduction, and innovative construction practices.

In addition to the policies in the OCP, the following environmental and heritage policies will guide development in Emerald Park:

1. In conjunction with a subdivision or development permit application on lands exhibiting potential for rare or endangered species, the developer shall conduct a wildlife habitat study to confirm their presence and define an appropriate mitigation strategy.
2. In conjunction with a subdivision or development permit application, developers shall submit a Phase I Environmental Site Assessment for all concept plans within the plan area.
3. In conjunction with a subdivision or development application on lands exhibiting potential heritage sensitivity, the developer shall engage the Heritage Conservation Branch to determine if a Heritage Resource Impact Assessment (HRIA) is required. Developers shall fulfill all requirements regarding an HRIA before development proceeds.

4. Where possible, development should incorporate renewable and recyclable materials.
5. Native vegetation on private and public lands should be encouraged to minimize environmental and economic costs.
6. Xeriscaping and other low-maintenance landscape materials are encouraged.

7.6 Transportation

Establishing an efficient transportation network is critical for the effective movement of people, goods, and services within Emerald Park. The municipality will implement an urban street hierarchy classifying roadways by the volume of traffic and their intended function within the plan area. This hierarchy prioritizes safe and efficient access to the provincial highway system, convenient access to the business district, and reducing unnecessary traffic in residential neighbourhoods. A network of proposed arterial and collector roadways is shown in **Figure 6-1**. The local road network will be determined through concept plan design.

Designated arterial roadways within the plan area include Range Road 2184, which provides direct access to Highway No. 1 via the Pilot Butte Access, and the extension of Betteridge Road from the Town of White City to Range Road 2184. Consideration is given to providing a direct route from Highway No. 1 to the agricultural industry business centre to the south for heavy truck traffic and to Betteridge Road. Collector roadways are intended to move traffic from local streets to arterial roadways. Designated collector roadways include Great Plains Road, South Plains Road, Emerald Park Road, Hutchence Road, Great Plains Industrial Drive, the proposed roadway extending south from Industrial Drive, the proposed roadway extending west from Great Plains Industrial Drive, and the proposed residential boulevard extending from Royal Park west to Range Road 2184. This framework provides for the logical extensions of existing roadways to provide efficient and direct access to the provincial highway system while creating several options for movement within the plan area. This hierarchy also supports the integration of future public transportation routes.

Developments within the plan area may require a Traffic Impact Assessment depending on their scale and timeline. These assessments will evaluate access and circulation, review future impacts on the existing road network, and identify roadway improvements necessary to minimize traffic impacts. Development that generates a demand for transportation routes to the south of the plan area may require upgrades to existing rail crossings to ensure public safety.

Development adjacent to the railway corridor is buffered by an arterial right-of-way and parkway corridor to minimize potential conflicts between uses. A Noise and Vibration Impact Study will be required for developments within 400 m of the railway corridor to support a layout and design that minimizes potential impacts on residents.

A safe and efficient active transportation network will support walking and cycling throughout Emerald Park. As the population increases, so does the demand for dedicated pedestrian facilities. Design standards for new developments will contain roadway cross-sections that include physically separated pathways. The designated parkways and multi-use trail network will extend throughout the plan area along major roadways, powerline, and pipeline corridors, and between residential and commercial development areas to provide both connections and a transition between land uses.

In addition to the policies in the OCP, the following policies will guide the development of the transportation network in Emerald Park:

1. The road network shall generally conform with the arterial and collector road network shown in **Figure 6-1 Land Use Concept**.
2. Concept plans shall consider complete street design practices in accordance with the RM's adopted design standards and development manual.

3. Road design and construction at the subdivision stage shall consider and accommodate the long term function and land requirements for roadways and intersections.
4. Required upgrades to existing road infrastructure, including widening and paving, shall occur as development takes place.
5. The use of shared approaches to provide access to properties is discouraged but may be considered by the RM in some cases.
6. A Noise and Vibration Impact Study shall be submitted in conjunction with all concept plans within 400 m of the railway corridor.
7. Physically separated multi-use trails shall be located adjacent to major transportation corridors.
8. Unless otherwise stated in a servicing agreement, the developer is solely responsible for expanding existing or constructing new infrastructure required to serve a development or subdivision.
9. Connectivity shall be incorporated through the street continuity and multiple points of access to support safe and convenient pedestrian, bicycle, and vehicular travel.

7.7 Infrastructure Servicing

The plan area includes existing residential development in the northeast and commercial and industrial development to the north that have varying degrees of infrastructure servicing. Development within the plan area will build upon the existing infrastructure and over the long term, will require upgrades to accommodate complete build-out.

The OCP confirms the RM's intention to identify one or more utility corridors within the municipality to facilitate efficient servicing of future infrastructure which may include the Emerald Park area. Careful consideration will be given to the location of any utility corridors within the plan area through adequate public consultation.

This plan provides general direction for the location of future infrastructure services. In addition to the policies in the OCP, the following policies will guide infrastructure servicing in Emerald Park:

General Servicing

1. All new development shall be serviced with municipal water, sanitary sewer, and stormwater systems, as well as power, natural gas, and telecommunications.
2. The specific location, capacity, and standard of services required to support subdivision and/or development shall be confirmed through the preparation of a concept plan and/or comprehensive development proposal.
3. New public infrastructure shall be designed by a qualified professional engineer licensed to practice in Saskatchewan and shall comply with current adopted municipal standards.

Potable Water

4. Water distribution should be in general accordance with **Figure 7-2 Proposed Water Distribution**.
5. Municipal water service connection to existing developments shall be determined through engagement with the landowners. The RM may utilize a local improvement levy to fund repayment of the service connection.

Sanitary Sewer

6. Sanitary sewer distribution should be in general accordance with **Figure 7-3 Proposed Sanitary Sewer System**.

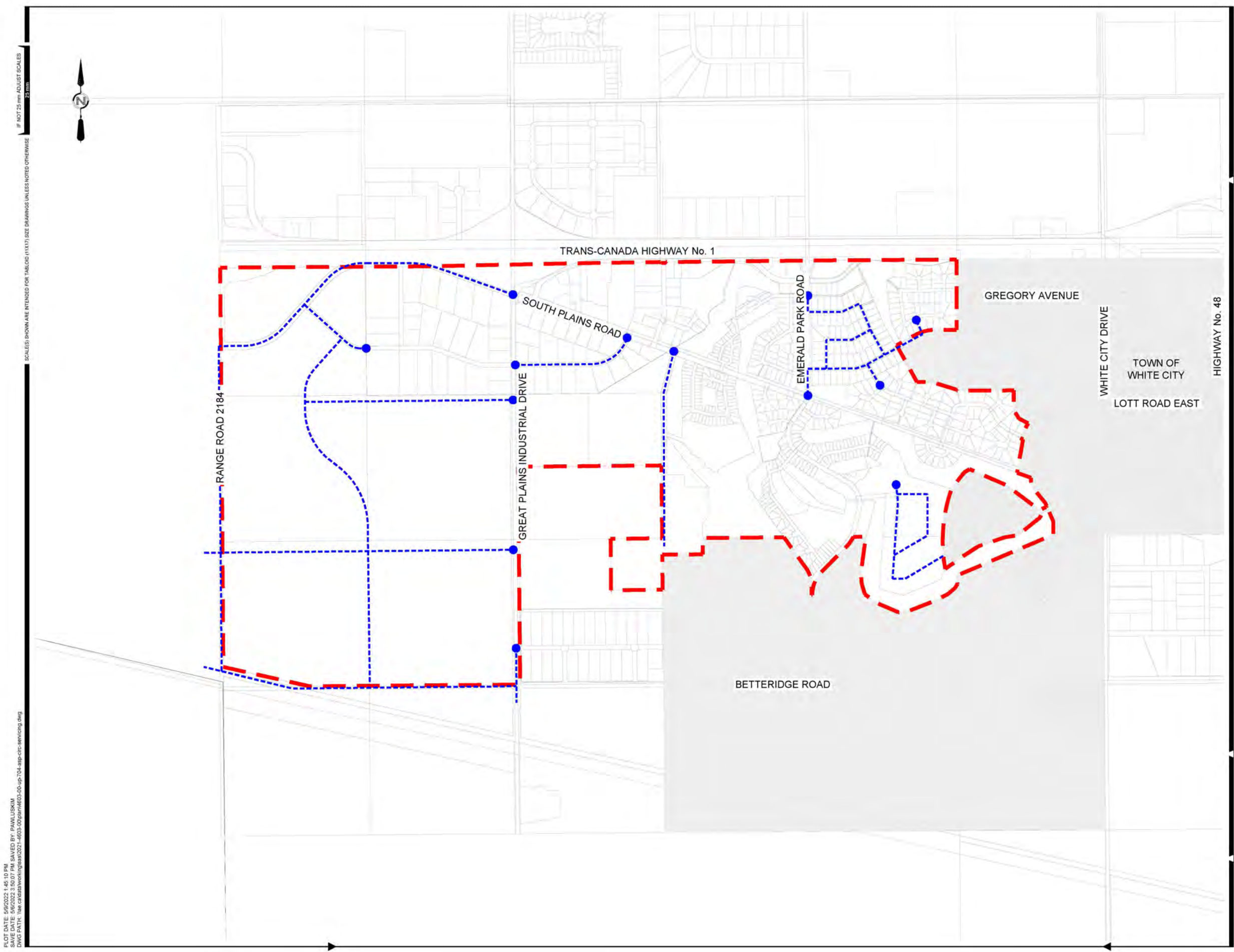
7. Municipal sanitary sewer service connection to existing developments shall be determined through engagement with the landowners. The RM may utilize a local improvement levy to fund repayment of the service connection.

Stormwater Management

8. New development shall be designed to provide a major overland stormwater management system designed to handle runoff generated in a 1:100 year, 24-hour storm event. The major drainage system is comprised of overland flow routes along roadways, ditches, swales, storm channels, stormwater management facilities (SWMFs), and outfalls into existing watercourses. SWMFs shall be sized to provide storage for a 1:100 year, 24-hour storm event based on a release rate no greater than the pre-development runoff rate. The design of new stormwater management systems shall be in accordance with the design guidelines outlined in the Water Security Agency *Stormwater Guidelines*, EPB 322.
9. The locations of stormwater management facilities (SWMFs) should be in general accordance with **Figure 7-4 Proposed Stormwater Plan** and, where applicable, need to accommodate for future development as projected by this plan. Additional SWMFs may also be required to improve service to existing developments. This includes a new SWMF within the planned commercial corridor along Industrial Drive and South Plains Road and a new SWMF within the community service area planned on the east side of Hutchence Road in the location of the decommissioned lagoons.
10. The stormwater management system shall be prepared in consultation with the railway company and consider the downstream impacts on the rail corridor to mitigate erosion and culvert capacity issues.

Pipelines

11. When a concept plan, subdivision application, or development permit application is proposed that involves land within 200 m of a pipeline, the submission shall be referred to the pipeline company for review and input.
12. All development within 30 m of or crossing of a pipeline shall require written consent from the pipeline company and is the responsibility of the applicant to obtain prior to development approval.
13. Permanent or temporary structures shall not be installed anywhere on the pipeline right-of-way and should be placed at an appropriate distance to provide space for maintenance and access purposes.



- LEGEND**
- SECTOR PLAN AREA
 - POTENTIAL WATER MAIN
 - POTENTIAL WATER TIE-IN

FIGURE 7-2

RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
PROPOSED WATER DISTRIBUTION

AE PROJECT No.	20214603-00
SCALE	NTS
APPROVED	J. TAYLOR
DATE	2022MAY06
REV	0
DESCRIPTION	ISSUED FOR REPORT

PLOT DATE: 5/9/2022 1:45:10 PM
DRAWN BY: J. TAYLOR
CHECKED BY: J. TAYLOR
DATE: 5/9/2022
SCALE: 1:1000
IF NOT 25 mm ADJUST SCALES
Scales shown are intended for tabloid (11x17) size drawings unless noted otherwise
25 mm

PLOT DATE: 5/9/2022 1:00:16 PM
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CHECKED BY: J. TAYLOR
DATE: 2022MAY06
REV: 0
DESCRIPTION: ISSUED FOR REPORT
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SCALE(S) SHOWN ARE INTENDED FOR TABLOID (11X17) SIZE DRAWINGS UNLESS NOTED OTHERWISE
IF NOT 25 mm ADJUST SCALES
25 mm



LEGEND

- SECTOR PLAN AREA
- POTENTIAL SANITARY SEWER TRUNK
- POTENTIAL SANITARY SEWER FORCEMAIN
- POTENTIAL LIFT STATION
- POTENTIAL FLOW DIRECTION
- POTENTIAL MANHOLE

FIGURE 7-3
RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
PROPOSED SANITARY SEWER SYSTEM

AE PROJECT No.	20214603-00
SCALE	NTS
APPROVED	J. TAYLOR
DATE	2022MAY06
REV	0
DESCRIPTION	ISSUED FOR REPORT



- LEGEND**
- SECTOR PLAN AREA
 - POTENTIAL STORMWATER FACILITY
 - POTENTIAL STORM OUTFALL TO EXISTING DRAINAGE COURSE

FIGURE 7-4

RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
PROPOSED STORMWATER PLAN

AE PROJECT No.	20214603-00
SCALE	NTS
APPROVED	J. TAYLOR
DATE	2022MAY06
REV	0
DESCRIPTION	ISSUED FOR REPORT

PLOT DATE: 5/6/2022 2:50:55 PM
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 IF NOT 25 mm ADJUST SCALES
 SCALES SHOWN ARE INTENDED FOR TABLOID (11x17) SIZE DRAWINGS UNLESS NOTED OTHERWISE

Plan Implementation

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8.1 Concept Plans and Comprehensive Development Proposals

A developer is required to submit a concept plan and comprehensive development proposal in advance of rezoning and/or subdivision to provide detailed information on the development vision, intended land uses, servicing framework, and design layout. Concept plans and comprehensive development proposals can also be requested by the RM as part of any development application. Concept plans must align with the OCP and any applicable sector plan. Council may adopt a concept plan as an amendment to the OCP in accordance with *The Planning and Development Act, 2007*.

8.2 Development Staging

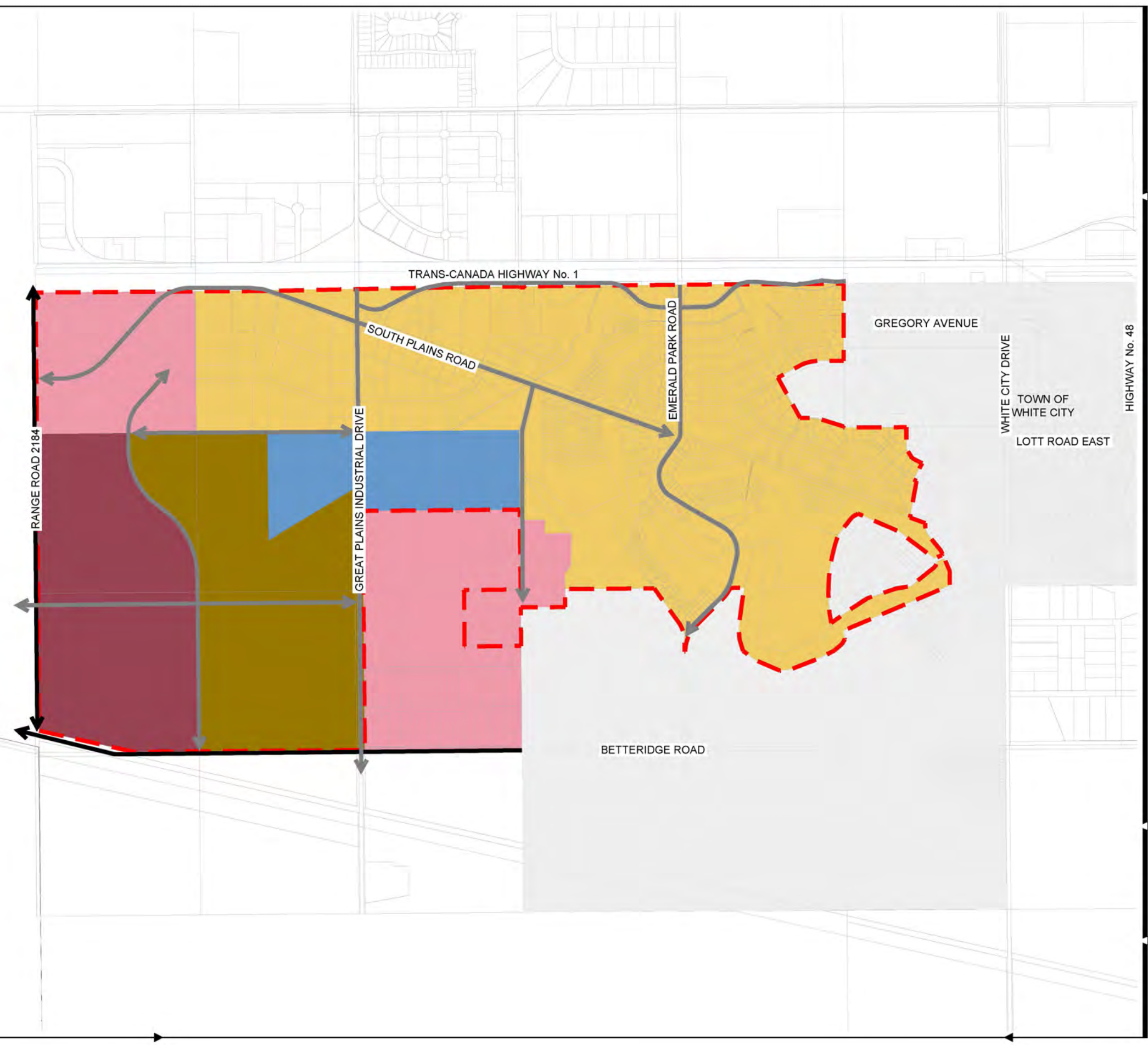
Development staging is based on existing development conditions and infrastructure considerations. Development staging is illustrated in **Figure 8-1** and will be guided by the following policies:

1. Leapfrog development that is not contiguous to the current development boundary in the community shall be discouraged.
2. The timing for development should consider the availability of municipal services required to support the proposed development and align with the logical extension of municipal services. Should a landowner wish to proceed with development in advance of service availability, they shall be responsible for all infrastructure and road extension costs.
3. If a parcel has access to municipal servicing, the development approval process may proceed. Development applications shall be reviewed on their planning merits and infrastructure availability.

8.3 Plan Amendment

From time to time, the municipality may amend this plan as required. These amendments must follow the requirements of *The Planning and Development Act, 2007*. Amendments must be consistent with the overall intent of the RM's OCP and align with OCP policies.

PLOT DATE: 5/6/2022 2:44:14 PM
FILE NAME: S:\17000\17003\17003-00-up-706-phase-plan.dwg
DWG PATH: S:\17000\17003\17003-00-up-706-phase-plan.dwg
SCALE: 1:1
IF NOT 25 mm ADJUST SCALES
SCALES SHOWN ARE INTENDED FOR TABLOID (11X17) SIZE DRAWINGS UNLESS NOTED OTHERWISE
25 mm



- LEGEND**
- SECTOR PLAN AREA
 - PHASE 1
 - PHASE 2
 - PHASE 3
 - PHASE 4
 - PHASE 5
 - ARTERIAL ROAD
 - COLLECTOR ROAD

FIGURE 8-1

RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
DEVELOPMENT STAGING

AE PROJECT No.	20214603-00
SCALE	NTS
APPROVED	J. TAYLOR
DATE	2022MAY06
REV	0
DESCRIPTION	ISSUED FOR REPORT

Appendix A - Record of Engagement

Date:	May 13, 2022	File:	2021-4603
Prepared by:	Jennifer Taylor RPP MCIP	Page:	Page 1 of 24
Project:	Emerald Park Sector Plan		
Subject:	Stakeholder Consultation		

Stakeholder consultation is a key component of this project. During the planning process, numerous stakeholders were engaged to gather anecdotal information to supplement published studies and data. These initial engagements contributed to establishing the plan context and helped to inform the plan objectives. Following the preparation of the plan, a second round of engagement occurred to obtain public feedback on the plan's direction and to determine the revisions required before formal adoption.

1 INITIAL STAKEHOLDER ENGAGEMENT

Associated Engineering consulted with numerous stakeholders including residents, business owners and those employed in Emerald Park, landowners within and adjacent to the study area, utility and transportation providers, community and emergency service providers, and neighbouring municipalities and Indigenous communities.

1.1 Stakeholders Within Plan Area

1.1.1 Stakeholder Surveys

A newsletter introducing the Emerald Park Sector Plan project was sent to all Emerald Park residents and businesses in October 2021. The newsletter provided links to three separate online surveys targeted at residents, business owners, and Emerald Park employees to obtain a local perspective on current needs within the community, development opportunities and constraints, and priorities for future development. The surveys closed on October 31, 2021. There were 92 survey responses received from residents, 25 from business owners, and 36 from employees in Emerald Park.

1.1.1.1 Residents

There were 92 survey responses received from residents of Emerald Park. Three-quarters of respondents were between the ages of 30 and 59 (no respondents were under 30) with a total annual household income greater than \$120,000. All survey respondents live in single-family dwellings and own their homes, and half of the respondents have lived in Emerald Park for more than 10 years. The main reason that people chose to live in this community were the large yards, followed by safety and security, and the quality of the built and natural environment. Nearly all residents indicated that their current home meets their housing needs in terms of size, access to amenities, and physical accessibility.

Residents in Emerald Park access their daily household needs for services primarily in Emerald Park and Regina. Day-to-day needs for retail and recreation services are largely met in Emerald Park while health care and personal services are more often accessed in Regina. Community and education services are mainly accessed in Regina and White City. The most common services or amenities that residents wished were available locally include a swimming pool, indoor recreation facilities and a high school.

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Over half of the residents are fully satisfied with the water infrastructure in Emerald Park. Suggested improvements included reducing the hardness of the water, lower water rates, and improving the overall quality. Over three-quarters of residents are fully satisfied with the sewer infrastructure; however, suggested improvements include increased maintenance and reduced rates. Two-thirds of residents are fully satisfied with stormwater. Improved drainage and better design to reduce localized flooding were commonly suggested to increase satisfaction. Over half of the residents are fully satisfied with the transportation infrastructure in Emerald Park. The most suggested improvement is to improve pedestrian safety by improving lighting and adding sidewalks or more pathways. Several residents also suggested improvements to roadways providing access to Highway No. 1, as there are some current safety concerns as well as congestion.

Residents viewed the most prominent issues for the development of Emerald Park as recreation and beautification of existing areas, followed by community engagement and pedestrian accessibility. Throughout the survey, several respondents commented on their views regarding the proposed White City annexation and the need for municipal cooperation for the betterment of the community as a whole and their desire to maintain the small-town feel and high aesthetic quality of the community.

1.1.1.2 Business Owners

Responses were received from 25 business owners in Emerald Park from a range of industries with varying numbers of employees. Over three-quarters of respondents have operated their business in Emerald Park for greater than 6 years.

The most common factors that contributed to choosing to locate in Emerald Park include land suitability and availability, competitive tax rates and suitable municipal services. Nearly all respondents own the land where their business is located, though the size was highly variable. Most business owners felt that the size of their property met their current needs and those that did not felt that their current property was too small. Nearly half of businesses have plans for future expansion in the next five years that can be accommodated on their current site. Those that had greater site requirements indicated a preference to remain in Emerald Park.

Three respondents own undeveloped land in Emerald Park and have commercial, industrial, and residential development plans. Two have plans for development within the next 2 years, and one in the next 3 to 5 years.

Half of the businesses are fully satisfied with the current water infrastructure, and suggestions for improvement include connection to municipal service, improved quality, and greater quantity. Nearly two-thirds of businesses are fully satisfied with the level of sewer infrastructure, with connection to the municipal system being the most suggested improvement. Over half of businesses are fully satisfied with stormwater management, while the other half suggest improvements to drainage including the RM developing a comprehensive stormwater management plan, constructing proper ditches and approaches and handling retention ponds rather than left up to individual property owners. Nearly half of businesses are fully satisfied with the current transportation infrastructure.

From the perspective of business owners, the most critical issues for the development of Emerald Park were identified as providing transportation options for commuters and attracting industry, followed by providing a greater supply of attainable housing and supporting commercial development.

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1.1.1.3 Emerald Park Employees

There were 36 survey responses received from Emerald Park employees. Over one-third of employees live in Regina and over one-quarter live in Emerald Park or White City. The remaining respondents commute from various communities in the area. Time spent commuting for almost half of respondents is under 15 minutes, while approximately 40 percent spend 15-30 minutes per trip travelling to work. The services most frequently accessed in Emerald Park by employees are food, entertainment and commercial retail services.

The main reasons employees do not live in Emerald Park are proximity to family and friends and the cost of housing; however, over half would be interested or may be interested, in living in Emerald Park in the future. Over three-quarters of employees own their homes which are primarily single-family dwellings. Total annual household income was split with approximately half earning under \$100,000 and half earning over \$100,000.

Employees viewed the most prominent issues for the future development of Emerald Park to be recreation, followed by greater housing affordability, providing transportation options for commuters, and improved pedestrian accessibility.

Detailed results from the three surveys are provided in [Appendix A](#).

1.1.2 Owners of Undeveloped Land

Telephone interviews with property owners of undeveloped land within the plan area were conducted in October 2021 to determine future development plans and what the perceived opportunities and/or constraints exist for the development of the area.

All landowners were supportive of development in the area, although not all landowners are developers. In general, landowners envisioned well-built and aesthetically pleasing developments that enhance the existing community. Developers of residential lands around the golf course and high-profile commercial directly south of Highway No. 1, have more immediate and specific development plans. The owners of the four full quarter sections do not have specific development plans but are satisfied with the existing land use designations provided for in RM's Official Community Plan. Most landowners did not envision any further industrial development in the area, but a mix of commercial, residential, and mixed-use development.

Landowners generally thought that this area held a lot of opportunity for future development given its proximity to Regina, improved access as a result of the completion of the Regina Bypass project, and high visibility from Highway No. 1. Perceived constraints to development include limited sewer capacity to serve new development, and water line sizing for fire suppression and water pressure. Most landowners felt that the area was underserved in attainable, financeable housing.

1.1.2.1 Tell Properties, José Lebioda, SW 21-17-18-2 (130 acres)

October 4, 2021

- Tell Properties currently has a concept plan for a fully serviced high-profile commercial development in the approval process with the RM for this property. The area has high visibility from Highway No. 1. Industrial does

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not fit with their concept in this area. They have sold one site for a Co-op development with a card lock. Servicing is scheduled for 2022/23 and the opening of the facility is anticipated in fall 2024. They expect rapid uptake of land.

- Tell Properties does not believe that the RM has the capacity to provide fire suppression and feels that there are current transportation constraints to development in this area. Range Road 2185 needs to be rebuilt in a timely manner to support the Tell Properties development. Co-op is willing to pay upfront to ensure this happens. The relationship between the RM and White City was also seen to be a constraint to development.
- General opportunities in the area include residential development geared towards first-time homeowners or retirees that want to travel. To avoid pricing these groups out of the market, parks can be much simpler and be upgraded over time. Development levies should be reasonable and used responsibly.
- Tell Properties is part of a joint venture with Ochapowace First Nation to develop a wastewater treatment facility with the capacity to serve 30,000 people. They purchased a borough pit used for the Regina Bypass project to the west of the plan area to be used to manage wastewater and will construct a treatment facility on the Ochapowace lands to the northwest of the plan area in the future. It will likely make sense for them to develop a water treatment plant as well.
- Mr. Lebioda is the Manager of Land Development for Cindercrete Products located to the northwest of the plan area.

1.1.2.2 Ranjit Singh, NW 16-17-18-2 (159 acres)

October 5, 2021

- Mr. Singh is all for development but is not a developer. He also owns land outside of the plan area next to the White City Town Centre plan and across from Richardson Pioneer in the name of an Alberta numbered company.
- There was once a proposal for a 20-acre community centre by a volunteer-based organization on his property within the plan area but it is on hold, and he is unsure if the project will be picked up again.
- He is pleased with the mixed-use designation on the RM's Future Land Use Map and would not want to see this change. He envisions commercial development on his land such as hotels or a truck wash.
- Potential constraints for the development of the area would be landowners that do not want development, although he does not think there would be many. He thinks there is a 4-inch water line near his land and that it should be bigger to serve the area.

1.1.2.3 Sluser Holdings Ltd., Robert Sluser, SW 16-17-18-2 Ext 3 (153 acres)

October 14, 2021

- Mr. Sluser is a retired farmer, and his son now runs their family farm near Glenavon. Sluser Holdings Ltd. purchased the land in 2019 as an investment and currently rents the land out for farming.
- Mr. Sluser's dealings with the RM have been good and he does not have any development plans for his land but is supportive of development in the area. Since he has owned the property, there has been interest from a grain company for agriculture-related services and for a recreational facility. He contacted Cargill to see if there was interest in locating their new canola crushing facility on this land; however, they had already settled on a location in Regina's Global Transportation Hub.

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- The designated future uses of mixed-use commercial/residential/community service and residential are good. His preference is for commercial development over residential, due to the number of constraints associated with that level of development.
- Does not see any constraints to development in this area and sees access to the rail line as a potential attraction for the right kind of business.
- Sluser Holdings Ltd. is not a developer nor wants to be one and may sell to the right developer in the future.

1.1.2.4 Helen Wilson, NE 16-17-18-2 Ext 1 & SE 16-17-18-2 Ext 1 (314 acres)

October 5, 2021

- The Wilson's do not have any immediate or long-term plans for the development of their half-section. They are not developers but are supportive of development in the area.
- Their land has good access to adjacent infrastructure and felt that the land to the south of Highway No. 1 was much more accessible than lands to the north. Development will need to be compatible with the Richardson Pioneer facility to the south. Helen thought that commercial or residential mixed-use development might be a better fit. She does not want to see any additional cement plants or industrial parks.
- Ms. Wilson's overall vision is to enhance the community and that development that happens on their land will be aesthetically pleasing and a place that people are drawn to.
- Their quarter section to the north currently has a riding arena and a house where their daughter resides.

1.1.2.5 Great Plains Leaseholds Ltd., Ben Kuzmicz, LSD 13 & 14 15-17-18-2 Ext 4 (80 acres) and several smaller tracts of undeveloped residential lands around the golf course (32 acres)

October 5, 2021

- Mr. Kuzmicz has been developing land for 40 years, including all of Emerald Park and much of White City. His developments target the top third of socio-economic society and utilize restrictive covenants to enforce architectural controls.
- He has 80 acres north of Royal Park and several smaller properties in both Emerald Park and White City for residential development. Mr. Kuzmicz estimated that this was enough land for another 1,000 single-family dwellings between White City and Emerald Park. The Fairway South subdivision has 40 lots remaining.
- With population growth and visibility from the Trans-Canada Highway, the Emerald Park Business District is the Main Street of Canada.
- Mr. Kuzmicz has worked with the Prairie Valley School Division over the years and donated both school sites in White City. Concerning the need for a site for a high school in the community, he indicated that residents want a high school but do not want to live next to one. White City's Town Centre plan only designated 8-10 acres for a school site, but he thought that 17 acres were needed by the Division. Mr. Kuzmicz indicated that the development of the school has been unifying and has been one of the most significantly positive things for the community.
- Mr. Kuzmicz views the RM of Edenwold as one of the top three well-run municipalities in the province.

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1.1.2.6 Aspen Village Properties Ltd., Greg Jahnke & Mark Smith, Blk/Par YY-Plan 102029701 Ext 0, Blk/Par CC-Plan 01RA05443 Ext 9, Blk/Par WW-Plan 102029701 Ext 0, Blk/Par CC-Plan 01RA05443 Ext 8 (77 acres)

October 19, 2021

- Greg bought the golf course in December 2006. The clubhouse burned down due to a kitchen fire in 2011 and was rebuilt in 2020-21 opening at the end of September 2021. Mark and Greg partnered in 2019 and Mark's construction company built the clubhouse.
- Their development plans do not include any additional commercial development, but a variety of forms of residential housing including duplexes, condominiums, and single-family lots of all shapes and sizes. They recognize the lack of rental and affordable housing in the community. All staff live in Regina, and they guess that approximately 25-30% of them would like to live in the community. Not all current residents agree on rental housing or diversity of housing, but Greg and Mark see it as a necessary step forward in the development of the community to support a growing business area so that employees can live in the community.
- They would like to move forward as soon as possible with development but are limited by the region's sewer capacity. Otherwise, there are no major constraints to development in the community.
- No major services are missing to support development, but a high school is needed in the area.
- They see the sector plan as an opportunity to provide some direction in sorting out the transition needed from residential to industrial land uses.

1.1.2.7 102035126 Saskatchewan Ltd., Greg Watkins, Blk/Par BB-Plan 102138342 Ext 0 (13 acres)

October 21, 2021

- Mr. Watkins is a landowner looking to partner with a developer. He has aspirations of a multi-unit residential development on this site and is in the preliminary drawing stages. He does not have a set timeline for development but is constrained by the region's current sewage capacity.
- The community is sorely lacking in attainable or more financeable housing for ordinary working-class folks. Many people that work there in accommodation, service and retail cannot afford to live there. Mr. Watkins thinks there will be a substantive shakeup in the affordability of commuting in the coming years in part, due to the rising costs of vehicles which may reinforce the need for attainable housing within the community.
- There also is a need for housing for folks that want to downsize.
- Mr. Watkins acknowledges that residents may not want a variety a range of housing but does not think that residents in the developed part of Emerald Park east of the golf course should be bothered by \$300,00 homes on the west side of the golf course. Many of the "smaller" lots in Emerald Park are larger than anything you would get in Regina. It is possible to have modestly sized, well-appointed homes transitioning to well-built apartments that are architecturally appealing and structurally sound.
- Mr. Watkins hopes that there will be consideration of alternate transportation in the sector plan and thought into dedicated pathways for multiple modes.
- The community could use retail clothing and footwear stores that provide good quality but reasonably priced goods.

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1.1.3 White City Emerald Park Business Association

Associated Engineering virtually attended a White City Emerald Park Business Association meeting in November 2021 to understand the association's sense of market demand in the area, their views on the general levels of municipal services required to support businesses, and what opportunities and/or constraints they see for the development of the area.

November 10, 2021

- The meeting was organized with President, Kevin Rossler of Mazergroup. Approximately 30 people attended the meeting including members of the business association, representatives from the Town of White City and RM of Edenwold. There was no sign-in sheet or formal attendance taken by the association.
- Businesses indicated they were generally happy while offering thoughtful discussion on current and future concerns.
- The business district has great visibility and easy access to Highway No. 1. Their location offers the opportunity to attract customers throughout the region who would rather not navigate the city to access services, while also providing day-to-day services that meet the needs of local residents.
- There are many success stories of business growth in the community and there is a desire to build on the existing uses to expand the business district and bring more employment opportunities to the area. Suggestions included building on the industrial agriculture base, looking at opportunities to bring the agri-food sector to the area, working with trade associations to determine the demand for services, attracting and retaining Chinese investment and immigration, and utilizing the large lots to accommodate car dealerships.
- There is concern about the ability of the market to support additional business development.
- There is a desire for an aesthetically pleasing business area. The RM's green initiative to beautify existing areas was seen as positive by the group.
- Addressing is a challenge, as several roadways have multiple names. The group suggested that the RM clarify street names and addressing.
- Members of the business association expressed frustration over the quality of power provided to the area. For many years, there have been frequent outages and power surges. This is causing some to consider backup power systems in their businesses.
- Business would like to see additional street lighting to improve the visibility of businesses and for safety.
- Water and sewer service connection is important to some existing businesses and is seen to be important in new development. The capacity of these systems will drive development.
- Paved roadways in the business district are also important to businesses.
- Resolving current drainage issues in the business district was seen as important. This should be considered in planning for new development.
- The Bypass has resulted in both pros and cons for the community. There are concerns about efficient access to Highway No. 1 as additional development occurs and traffic increases. A Husky is rumoured to be locating across the road from the future location of the Co-op card lock, south of the diverging diamond. Range Road 2185 will need to have the ability to handle traffic volumes. Access to Highway 33 should also be considered to provide additional routes in and out of the community and accommodate heavy truck traffic.
- The group discussed the growing demand for alternative modes of transportation. Continuing to extend pedestrian pathways and a future public transportation link to downtown Regina were discussed.

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1.2 Stakeholders Adjacent to Plan Area

1.2.1 Developers

Telephone interviews were conducted with the lead developers of lands with residential concept plans adjacent to the plan area. After the draft sector plan was prepared, developers were invited to attend the public open house in April 2022 to review and comment on the draft plan.

1.2.1.1 La Vita Land Inc., Laura Button, Senior Development Manager

October 26, 2021

- La Vita Land is the developer of the Royal Park residential neighbourhood that lies in both the RM of Edenwold and the Town of White City. Royal Park is planned to be more dense than the existing development in Emerald Park and White City at 6-7 units per acre. This is more comparable to Regina.
- Concept plans have been approved in both municipalities and development will start in White City, south of Betteridge Road in the northwest corner then south toward Chuka Creek.
- A rough grading permit has been obtained from White City. Rough grading may occur in 2022 but the timing is uncertain due to wastewater capacity issues in the region. This issue has halted movement on this project for the last two years.
- Many of the lots in the Prairie View Business Park are owned by a US company and La Vita Land purchases the lots on a one-by-one basis. The current Prairie View Business Park area had plans for a seniors' centre; however, due to COVID-19, it is unknown if this will go ahead. There are also plans for four-storey, 28-unit apartment buildings, but this remains uncertain because of the sewer capacity issues.
- Compatible uses adjacent to Royal Park would include other residential development of a similar density or more dense. Commercial or light commercial would be suitable too to support the needs of Royal Park residents.
- Although there may be a current need for additional indoor recreation facilities, White City has a multi-use recreation facility planned in the Royal Park development, so that need will be met eventually.
- There is also a need for additional schools in the area. It will be some time before the sites are shovel-ready, but Royal Park has a high school site and an additional school site designated within White City.
- Neither the RM of Edenwold nor the Town of White City is used to working within higher-level planning documents which have posed some challenges along the way as sometimes the municipalities want further oversight over the development details and do not remember what they agreed to. The lift station to service Royal Park and the greater area was cited as an example.
- Ms. Button offered to share the serviceability studies completed for the Royal Park concept plan which were completed by Stantec. She will connect us with Jeff Blyth to obtain the reports.

1.2.1.2 Caverhill Developments Ltd., Terisa Tarowski, President and Director, LSD 1-15-17-18-2 Ext 56 & LSD 8-15-17-18-2 Ext 57

October 12, 2021

- Caverhill Developments is the developing the Picasso Pathways residential neighbourhood directly adjacent to the plan area boundary along the west side of Emerald Park Road, and the north side of Betteridge Road.

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- Picasso Pathways will offer a variety of housing types from single-family to multi-family to accommodate those wanting to downsize, singles, seniors, young persons, and families. The neighbourhood will also provide connected green space, parks, and dedicated walking paths on one side of every street.
- Picasso Pathways Phase 1 has received conditional approval from Community Planning subject to completion of the WCRM wastewater treatment plant and approval for future growth by WSA, and their servicing agreement with White City has been signed. Installation of deep services and lot surveying is anticipated in early 2022 and Betteridge Road will be upgraded. Presale of lots will occur as soon as formal Community Planning approval is received.
- There are no services or amenities that are expected to be needed by residents of this new neighbourhood.
- The 77 acres of land was purchased in 2003 which at the time, was in the RM of Edenwold. The land was eventually annexed into the Town of White City in 2015.
- There have been some drainage issues in the past with the golf course ponds, as well as with discharging of the lagoons before their decommissioning.
- The community functions as one and the relationship between the two municipalities is important.
- Ms. Tarowski also provided a written letter which is attached as [Appendix B](#).

1.2.1.3 Great Plains Leaseholds Ltd., Ben Kuzmicz, SE 14-17-18-2 Ext 4, SW 14-17-18-2 Ext 11

October 5, 2021

- Mr. Kuzmicz's property adjacent to the plan area is part of the Royal Park concept plan in White City.
- Detailed interview information is provided in 1.2.5, as Great Plains Leaseholds Ltd. also owns land within the plan area boundary.

1.2.1.4 All-Rite Group of Companies, Dwayne Walbaum, NW 15-17-18-2 Ext 10

December 2, 2021

- Mr. Walbaum's property and residence are located adjacent to the plan area and are part of the Royal Park concept plan for the Sutton neighbourhood in the RM of Edenwold. He felt that the study area for the sector plan should include Royal Park.
- Mr. Walbaum has developed in many cities but has not in White City. Some of his developments in Emerald Park include Tim Hortons, Esso, Home Hardware, and Sobeys. His development experience with the RM of Edenwold has been challenging due to the RM's relationship with White City. The RM puts many roadblocks in the way of development and their decisions do not seem to be made to benefit the greater community. The notoriety of this relationship creates a burden for development.
- Sewer capacity and connection are constraints to development. Royal Park has been held up for two years due to the lack of sewer capacity. An oversized lift station is planned in Royal Park to accommodate development to the west, within the study area and the application has been submitted to the RM for approval. The lack of capacity and limited connection of existing developments in the business park causes issues and additional costs, and this is not attractive to prospective businesses. New development needs to be fully serviced from the start.
- The current roadway network, in terms of both access and condition/quality, are constraints to development. Streets need to have one proper name to provide directions to businesses, clients, and customers. Range Road 2185 needs to be upgraded and connected to Betteridge Road to redirect heavy traffic from the heart of the business centre. Currently, all truck traffic off Highway No. 1 travelling to the Richardson terminal uses the Service

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Road to Great Plains Industrial Drive (Grid 624/Viterra Road). There are no turning lanes on the Service Road and intersections are often blocked by trucks creating safety concerns. Betteridge Road needs to be extended at the same development standard between the two municipalities. All roadways within Emerald Park need to be paved and to an urban standard.

- Power to the area is also a constraint to development. There have been 9 outages over the past three weeks that have caused major disruption to businesses and damage to electronic equipment. Power issues seemed to increase when the TransGas pumping station was put in on Grid 624, south of the plan area. Although there is a high water table, overhead power lines have to go away to improve the visual quality of developments.
- Labour supply is a constraint to business development in the area. Many businesses are struggling to find and retain employees. There is no affordable housing (and no designated place for it), and there is no bus service from Regina to support the labour force. The distance from low-income housing in Regina is a barrier.
- Industry is always the driver of development for any community. Housing doesn't direct industry, industry and services influence housing. The developer/planners and the municipality need to decide where the industry goes, and housing follows.
- South Plains Road should be a nice, beautiful retail street at the heart of the business district. This can't happen with unsightly industrial development along it. High-density apartments would be well suited behind the commercial strip on South Plains Road – the commercial is a buffer from the highway and people could walk to work. Multi-family housing should have been located on the site where the RM office is now located, across from the golf course and close to the business district.
- Industrial development needs to be carefully considered and defined. Approval of uses such as the cement plant jeopardizes existing developments and decreases the developer's ability to sell lots due to the nuisances created on the site.
- Additional cell towers are needed. The RM should put them in first, not after development occurs.
- Taxation needs to be appropriate and distributed in a fair manner that is more reasonable, comparable and competitive with other municipalities to attract and retain businesses.
- The RM needs to follow their plans and bylaws to hold developments to the standard that is set and pursue enforcement on those that aren't meeting the standard (sea cans were an example).
- Emerald Park and White City as seen to be one community by businesses and residents. It all functions as one but the separation creates confusion.
- Seeking consulting services outside of the community for the development of the sector plan is seen as positive and will provide a more objective opinion to the RM on future development.

1.2.2 Landowners

Landowners adjacent to the plan area were provided with an overview of the Emerald Park Sector Plan project and its objectives by email and were invited to contact the consulting team if they wished to discuss the project further. After the draft sector plan was prepared, adjacent landowners were invited to attend the public open house in April 2022 to review and comment on the draft plan.

1.2.2.1 Sluser Holdings Ltd., Robert Sluser, SW 16-17-18-2 Ext 1

October 14, 2021

- Mr. Sluser does not have any development plans for his land but is supportive of development in the area.

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- Detailed interview information is provided in 1.2.3, as Sluser Holdings Ltd. also owns land within the plan area boundary.

1.2.2.2 Rick Doud, NW 9-17-18-2 Ext 26 & NE 9-17-18-2 Ext 26

October 19, 2021

- The land has been owned by Mr. Doud for 30 years and is currently used for alfalfa production as part of his farming operation. He may break it up in the future for other varieties of crop production. Mr. Doud's farm is located a mile to the west of the plan area.
- Mr. Doud has been approached regarding various development opportunities in the past but does not have any development plans for the land. Mr. Doud does not want to develop the land himself but is supportive of development in the area and is interested in what future plans there are for the area. He is hopeful that being adjacent to the rail line will offer business opportunities in the future.
- He has some concern for access to his land in the future if landlocked by development, as well as managing runoff.

1.2.2.3 Richardson Pioneer, Brandon Edgar, Senior Director, Blk/Par B-Plan 101515698 Ext 91 & Blk/Par A-Plan 101515698 Ext 30

November 26, 2021

- Richardson Pioneer has an ag business centre/grain elevator located adjacent to the plan area in the southwest, next to the CN rail line. The main purpose of the facility is to buy and sell grain.
- The access to their facility is located along Great Plains Industrial Drive/Sask 624/Range Road 2183. About 2/3 of their traffic comes from the north off Highway No. 1 and 1/3 comes from the south off Highway No. 33.
- They do not have any expansion plans for the next 5-10 years. Any expansion they consider would be located to the south or west of the current facility, not across the tracks to the north. Expansion is not expected to impact traffic in the area.
- Complementary businesses could include grain processing facilities, microbreweries, or services to the trucking industry such as tire repair or mechanics.
- As development expands closer to their facility, restricting access would be detrimental to their business. New development needs to acknowledge the importance of access to the Richardson facility from both directions while balancing the nuisances associated with heavy truck traffic and its relationship with residences.

1.2.3 Neighbouring Municipalities

The Towns of Pilot Butte and Balgonie were engaged to discuss the project as it relates to their respective development plans to determine how they may influence the Emerald Park Sector Plan. After the draft sector plan was prepared, both Towns were invited to attend the public open house in April 2022 to review and comment on the draft plan.

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1.2.3.1 Town of Pilot Butte, Kim Longaquit, Planner

October 5, 2021

- Pilot Butte is a bedroom community with an estimated population of 2,500. The only commercial development in Pilot Butte is a strip mall on Highway No. 362 but the Town does have recreational facilities. Many Pilot Butte residents travel to Regina for work.
- There is regional access to many Pilot Butte recreation programs including the hockey rink and ball diamonds.
- Pilot Butte is a short 10-minute drive to Emerald Park to access grocery stores and recreation facilities.
- Pilot Butte is working on a new Official Community Plan and Zoning Bylaw and will be close to adoption by the end of 2021. The area west of Highway No. 46 between Pilot Butte and Regina is envisioned to be developed similar to the Emerald Park Business District, with additional residential development designated on the east side of the town.
- Ministry of Highways at one time had a long-term plan to twin Highway No. 46 and a heavy haul route on Highway No. 362 from Highway No. 46 to Highway No. 1 is envisioned for the future. This would influence transportation in the RM of Edenwold and may be an area where the two communities can work together to improve safety concerns around Highway No. 46. This is not expected to have an impact on the Emerald Park sector plan.

1.2.3.2 Town of Balgonie, Karen Craigie, Chief Administrative Officer

October 6, 2021

- Balgonie is a bedroom community with an estimated population of 1,900. Most residents travel to Regina, Fort Qu'Appelle, and Indian Head for employment. The Town has experienced consistent residential growth at a slower pace than its neighbours with closer proximity to Regina.
- Balgonie has several community and recreation services that are utilized by the region and may specifically be accessed by Emerald Park residents, including a high school, 3 churches, an arena, a curling rink and an outdoor swimming pool.
- The Regina Bypass project permanently closed the access to Balgonie's Main Street and the number of businesses on Main Street has dwindled due to the lack of direct access. Main access is not provided via Highway No. 364.
- Future growth is expected on high-profile commercial lands just off the Trans-Canada Highway No. 1 where Highway No. 46 and No. 364 intersect. These lands were annexed in 2014. The Town has provided servicing to this area to support development.
- Some of the services accessed in Emerald Park by Balgonie residents are groceries, restaurants, daycare, eye doctor, doctor's office, and a skating rink.
- Prairie Storm Minor Hockey Association includes the communities of Emerald Park, White City, Pilot Butte and Balgonie, utilizing rinks in all communities.
- The RM of Edenwold contracts fire services from all neighbouring Towns. Balgonie, Pilot Butte and White City Fire Departments train and work together.
- Balgonie was once a member of the White Butte Planning Committee; however, most members left in 2019.

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1.2.4 Neighbouring Indigenous Communities

Three Indigenous communities have land holdings within the vicinity of the plan area. Ochapowace First Nation, Cowessess First Nation and Zagime Anishinabek First Nation were provided with a letter introducing the project and inviting them to meet virtually to discuss how the development of their lands and the Emerald Park area may influence one another. After the draft sector plan was prepared, neighbouring Indigenous communities were invited to attend the public open house in April 2022 to review and comment on the draft plan.

1.2.4.1 Ochapowace First Nation, Samuel Minde, Executive Director

October 2021

- Ochapowace First Nation has 2 quarter sections of land to the northwest of the plan area boundary, across the diverging diamond intersection and along Highway No. 1. These lands currently have a gas bar and convenience store but are otherwise largely undeveloped. There are plans for a wastewater treatment facility in partnership with Tell Properties and Muskowekwan First Nation.
- In response to the invitation, Mr. Minde directed us to reach out to Headwoman Shelley Bear, who has been mandated with Wealth Creation by Okimaw Iskew Margaret Bear. To date, a response has not been received from Ms. Bear.

1.2.4.2 Cowessess First Nation

October 2021

- Cowessess First Nation has land west of the plan area boundary, but not directly adjacent, with a wind turbine demonstration project.
- Follow-up to the invitation to meet was attempted by email and phone; however, a response has not been received.

1.2.4.3 Zagime Anishinabek First Nation, Shadrack Ogedegbe, Director of Lands and Infrastructure

October 26, 2021

- Zagime does not have development plans for their lands located to the northwest of the plan area boundary, north of Highway No. 1, so did not feel that it was necessary to meet although they are interested in the outcome of the sector plan and welcomed the opportunity to attend the public open house.

1.3 Community Service Providers

Telephone interviews were conducted with community service providers including police, fire, ambulance, and the school division to determine the extent of their geographic service area and general capacity to serve additional development in the area.

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1.3.1 RCMP

1.3.1.1 White Butte RCMP Detachment, S/Sgt. Jason Sauve, Detachment Commander

October 14, 2021

- The White Butte Detachment is provincially funded and consists of a current complement of 17 members, including 12 general duty constables.
- The Detachment is located in Emerald Park on Great Plains Road.
- The Detachment provides policing service to a large geographic area including Belle Plain to the west, to 10 km north of Regina on Highway No. 6, to the Village of Edenwold and the Avonhurst turnoff on Highway No. 10 to the northeast, up to the Village of McLean to the east, and to the Village of Lajord to the south.
- The White Butte Detachment does not provide 24-hour policing, although members are on call.
- The crime rate in Emerald Park is fairly low. Crimes are typically committed by people that come from other communities and leave.
- Capacity to serve additional development is determined by policing stats within the Detachment area, not population growth.
- S/Sgt. Sauve meets with Council regularly to review the RCMP's monthly reports on stats.

1.3.2 Fire

1.3.2.1 White City Fire Department, Randy Shultz, Fire Chief

October 1, 2021

- White City Fire Department provides fire service to Emerald Park and part of the RM including the study area and is made up of volunteers from White City, Emerald Park, and the RM of Edenwold.
- The fire department has mutual aid agreements with Balgonie, Pilot Butte, Kronau and the City of Regina.
- The completion of the Regina Bypass project improved safety and resulted in a drop in the number of calls for serious accidents.
- Structure fires are rare. All confirmed structure fires call in mutual aid for assistance. Only in extreme situations is the City of Regina to be called, as the cost is \$8000 for a call out.
- Most of their calls in the area are false alarms.
- In the first 5 months of 2021, the fire department had 52 calls. Nearly 80% of calls were minor assists: 9 false alarms, 25 medical calls, and 7 minor vehicle accidents (SGI claims).
- There are no expected capacity issues expected as a result of growth in the area.
- The fire department has the following equipment:
 - 2 grassland trucks (low km's due to infrequent use)
 - 1 pumper truck
 - 1 ladder truck
 - 1 tanker pumper
 - 1 mobile operations unit (for incident command structure)
- Some areas of Emerald Park do not have many hydrants and in areas with no municipal water, the tanker is used.
- Buildings in the new commercial area have sprinklers which reduces the risk and magnitude of calls.

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- The RM is building a new fire hall next to the RM office which is 3.5 km from the White City fire hall. The addition of another fire hall is a duplication of service.

1.3.3 Ambulatory

1.3.3.1 Sask Patient Transfer Services, Bryan Schooley, President & Director of Operations

October 5, 2021

- Sask Patient Transfer Services (SPTS), based out of Regina, provides non-emergency stretcher services to the Emerald Park area while Regina EMS handles emergency calls.
- SPTS has no geographic boundaries or zones for providing service.
- SPTS has no need to be based in Emerald Park.
- There were discussions at one time about establishing an EMS service base in this area.
- Contact for Regina EMS is Glen Perchie.

1.3.3.2 EMS Regina – Glen Perchie, Director, EMS – South, Saskatchewan Health Authority

October 7, 2021

- Regina EMS provides Emergency Medical Services (EMS) to Regina and the surrounding region, including the Emerald Park, White City, Pilot Butte and Balgonie area. Their geographic service area includes halfway to Milestone to the south, to Pense in the southwest, to Bethune in the northwest, halfway to Southey to the north, and halfway to Indian Head to the east.
- The Emerald Park area is currently serviced from their Central Operations location on Albert Street in Regina.
- A need to establish a geo-station (ambulance station) in a central location (Emerald Park/White City) within the area has been identified to support growth in the future, although there are no immediate plans expected in at least the next two years. This is a priority but is funding-dependent.
- Current focus is on obtaining funding to provide full-time service to smaller communities.
- A geo-station generally consists of a 2-bay garage, crew quarters and kitchenette. These facilities generally have a small footprint.
- Due to funding constraints, EMS runs very leanly with little downtime. A geo-station in EP/WC may often provide backup support to Regina east.
- They appreciated being contacted and included as a stakeholder.

1.3.4 Education

1.3.4.1 Prairie Valley School Division, Lyle Stecyk, Facilities Superintendent

October 7, 2021

- The primary schools serving Emerald Park are Emerald Ridge Elementary School and École White City School, both K-8 and located in White City, and Greenall High School in Balgonie. The Division's top three major capital priorities are:
 1. New high school south in the Emerald Park/White City area
 2. Modernization of Greenall Highschool in Balgonie
 3. Third elementary school in the Emerald Park/White City area

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- These projects require capital dollars from the Ministry of Education. Projects 2 and 3 are on the Province's list of top 10 capital projects, but the new high school is not. New schools are not typically approved until overutilization of 120-130% is reached. It takes about 5 years from the initiation of a new school project to open doors.
- Greenall High School enrollment as of Sept 30, 2021, was 691 students.
- A new school south of Highway No. 1 would serve White City and Emerald Park. Greenall would continue to serve Balgonie and Pilot Butte. It is expected that a new high school will be needed in potentially 5 years.
- The need for a third elementary school in Emerald Park/White City area is anticipated in 5 to 7 years.
- For a new high school, they are looking for a 15-acre site and a new elementary school will need a 10- to 15-acre site. The number of acres is determined by the grade configuration offered at the school and site selection is based on the scoring of the Division's criteria. Lyle shared the division's site criteria list.
- Students are bussed to schools in White City and Balgonie. Bus routes would change with a new facility. Bussing information is available on the PVSD website.

1.4 Transportation and Utility Providers

Through email correspondence and follow-up telephone interviews, transportation and utility providers were consulted to discuss their capacity to support development, any constraints to development from a servicing capacity perspective and the anticipated consultation process at both the sector plan and subdivision stage of development. After the draft sector plan was prepared, transportation and utility providers were invited to attend the public open house in April 2022 to review and comment on the draft plan.

1.4.1 Transportation

1.4.1.1 Ministry of Highways, Dylan Peesker, Senior Project Manager and Tania MacDonald

August 31, 2021

- Ministry of Highways (MHI) has no additional upgrades planned for access to Highway No. 1 as recent intersection upgrades completed as part of the Regina Bypass project have the capacity to accommodate significant future development of the area. Signalized intersections have the current capacity to handle a significant amount of traffic.
- *The Controlled Access Highways Regulations* require a permit from MHI for development within a 426.7 m radius of the Pilot Butte Access and White City Access; however, MHI indicates that this requirement would no longer apply now that the Regina Bypass project is complete, and the intersections are fully upgraded. The Regulations will be amended in the future to reflect this.
- While the Province owns both the Highway and South Plains Road, operations and maintenance are managed by Regina Bypass through the P3 project agreement. Ramm Ave in White City is not under the control of Regina Bypass.
- Concept plans submitted to Community Planning as amendments to OCPs are circulated to MHI for review and comment.
- Traffic Impact Assessments (TIA) are required depending on the scale and timeline for development. For TIAs to remain relevant, MHI considers TIA's to have a 5-year development horizon.
- At the design and construction stage, any development within 90 m of the Highway No. 1 right-of-way requires a permit from MHI to ensure that required setbacks are maintained.

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- MHI is interested in the opportunity to review and provide comments on the draft sector plan to better understand the development context of the area and the potential impact on the diverging diamond interchange in the next 20 to 25 years.

1.4.1.2 Canadian National Railway, Ashkan Matlabi, Senior Planner (CN Proximity)

April 21, 2021

- CN has a principle mainline adjacent to the southwest corner of the plan area.
- The recommended building setbacks for new residential development in proximity to mainline railway operations is 30 m. Appropriate uses within the setback area include public and private roads; parkland and other outdoor recreational space including backyards.
- CN had no concerns with the safety setback represented in the draft plan which includes an arterial right-of-way and parkway corridor within the 30 m setback area.
- Noise and vibration were flagged as potential impacts on residential development. A noise impact study is recommended within a minimum influence area of 300 m from a principle mainline to assess the impact of all noise sources affecting the subject lands and to determine the appropriate layout, design, and required control measures. A vibration study is recommended within a minimum influence of 75 m of a rail corridor to determine whether vibration mitigation measures are necessary and what options are available given the conditions of the development site.
- CN requested that the sector plan include policies to ensure that developers consider downstream impacts to CN in stormwater management plans to mitigate erosion and culvert capacity issues.

1.4.2 Utilities

1.4.2.1 SaskPower, Brent Maystrowich, Manager, Land & Brian Hall, Business Manager

September 30, 2021, Brent Maystrowich

- Emerald Park and White City are not fed from the transmission line, but from distribution from the Parkridge substation. Neither community has their own substation, likely because they are too small separately. With no substation, the transmission line running through the plan area is not useful to Emerald Park.
- SaskPower would normally design facilities adjacent to a road right-of-way, where possible. It does not always work to design a road adjacent to a transmission line though.
- In terms of design around transmission lines, SaskPower sees 50/50 public vs private ownership. Many municipalities do not want to maintain the strip.
- SaskPower is obligated to serve all customers so will accommodate new development as it comes.
- The SaskPower Lands Department would like to review the sector plan and may have comments, depending on what is proposed.
- More detailed consultation would occur through the subdivision process, depending on the development.

October 20, 2021, Brian Hall

- In 2023, SaskPower has plans to upgrade the existing substation (Parkridge) which will be able to provide an additional 10 Mva of capacity in the Emerald Park area. This \$6 million project is needed to keep up with the

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growing demand for power in the area as well as to improve reliability. This will add a second transformer and other necessary improvements to meet the growing demand for power and increase reliability in the area.

- Existing system capacity is approximately 2 Mva of connected load – this is based on existing feeder loading. Should load growth of the area exceed this, SaskPower will have to look at some system upgrades. This could include a potential new substation for Balgonie/White City/RM of Edenwold.
- Mr. Hall welcomes the opportunity to review the proposed sector plan with consideration toward the identification of a possible suitable location for a substation.

1.4.2.2 SaskEnergy, Jacob Muir, Contractor, Operations Planning & Maintenance

October 14, 2021

- SaskEnergy Land Services along with Crossings Coordination review subdivision applications. Developers in the initial stages of planning a new subdivision where gas mains are not already in place can apply online for service, providing a plan of survey and gas load requirements for new residential, commercial, and industrial development. Files are reviewed by the engineering group.
- SaskEnergy and TransGas recommend minimum setbacks from pipeline facilities to buildings and structures, with setbacks varying based on the type and intensity of development. Jacob provided a SaskEnergy and TransGas document for Recommended Setback and Utility Corridor Requirements.
- There is a Facility Crossing Application form that can be filled out electronically. This is typically where developers would go to begin the process of obtaining third-party agreements for encroachments or construction activities such as ground disturbance, buried utilities, equipment/vehicle crossing, etc. near TransGas pipelines.
- Mr. Muir was not able to comment on servicing capacity in the plan area.
- SaskEnergy welcomes any additional consultation or engagement available during the development of the sector plan.
- SaskEnergy and TransGas have different levels of setback requirements and permitting regulations. *The SaskEnergy Act and Regulations* as well as *The Pipelines Act and Regulations* could be reviewed when developing the plan.

1.4.2.3 TransGas, Tegan Lee, Senior Technical Assistant

November 10, 2021

- A link to the setback requirements on the TransGas website was provided: [Developers & Community Expansion | TransGas](#) as well as a copy of the Recommended Setback and Utility Corridor Requirements.
- TransGas receives the subdivision requests from Community Planning and provides any feedback for working in proximity to the pipeline.

1.4.2.4 SaskTel, Travis Lubiens, Engineering Assistant, Access Network (South)

October 28, 2021

- In 2020, SaskTel installed a dedicated 144 fibre optic cable along Great Plains Industrial Drive to service the Prairie View Business Park. Each of these 144 dedicated fibres can be split into 36 service fibres allowing a current maximum capacity of 5,184 services.

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- Multiple new pedestals were placed along Great Plains Industrial Drive that provides splice points to easily tie in new fibre cable heading west to the new development area. Roadway extensions from Royal Park straight west from existing pedestals would be the most efficient for extending services.
- There are no known constraints to development from a capacity standpoint.
- At the subdivision stage for most new development, SaskTel receives notification from SaskPower who will provide them with their trench lines. SaskTel will then proceed with a joint-use design to provide the shallow utilities in the area. Once that is completed, they will then install a Fiber Distribution Hub to feed the development and pull in the new distribution fibre.
- SaskTel welcomes the opportunity to review the sector plan so that they begin their high-level plans for the SaskTel distribution to the area.

1.4.2.5 Enbridge, Joanna Ilunga, Community Planner, B&A Planning Group

October 19, 2021

- Enbridge pipeline liquid infrastructure is located within the plan area. The notification was provided to Enbridge in October 2021 of the sector plan project, as required by both Enbridge and the RM's planning bylaws.
- Enbridge has provided detailed recommendations for the inclusion of maps, and specific statements and policies to meet Federal and Provincial regulator requirements and standards. As the plan progresses, additional consultation with Enbridge will occur. Enbridge's response is attached in [Appendix C](#).

2 PUBLIC OPEN HOUSE

An open house was held at the RM of Edenwold office in Emerald Park on April 13 and 14, 2022 to present the draft sector plan to the public for review and comment. The invitation was circulated to community members and all stakeholders consulted in the initial engagement. Each afternoon, a series of display boards were available for come-and-go public viewing and a member of the RM Administration was available to answer questions. Each evening, Associated Engineering provided a formal presentation on the sector plan. Approximately 15 attendees participated in the event.

The following notes were taken by Ross Zimmerman with the RM of Edenwold during the event:

April 13, 2022

- The RM should build strong relationships with the school as they are an important stakeholder.
- As new industrial properties attach to municipal wastewater, there must be systems in place to ensure 'tainted' wastewater doesn't make it into the system.
- Feedback indicated public apprehension towards higher/mixed density in the area.
- The SaskPower powerline running north-east to south-west is an important infrastructure consideration and can plan an important role in dictating transportation and development within the area; for example, through the walking trail, as well as serving as an infrastructure 'divider' between different uses OR as a component of development in the area (similar to the role it plays in Hogan place).

April 14, 2022

- Concern about potential increases in taxes as a result of quality-of-life upgrades (for example recreation).
- How was the survey distributed and collected? Who was eligible?

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- As Emerald Park grows, the community must maintain strong ties with the Ministry of Highways and slowly work to incorporate more roads into Emerald Park jurisdiction.
- A landowner of undeveloped land within the plan area expressed concern with the size of the community service area and its exclusive designation.

The presentation given on April 14 was recorded and made available on the RM's Facebook page to accommodate those that could not attend the event. Following the open house, the draft sector plan report, display boards, presentation slides, and policy highlights handout were available on the RM of Edenwold website. Written comments on the draft plan were accepted until May 2, 2022.

Written comments were received from the following and are attached in [Appendix D](#).

- Prairie Valley School Division, Lyle Stecyk
- Bill and Helen Wilson, Owners of Undeveloped Land
- Enbridge, Joanna Ilunga
- SaskEnergy and TransGas, Wade Goodwin

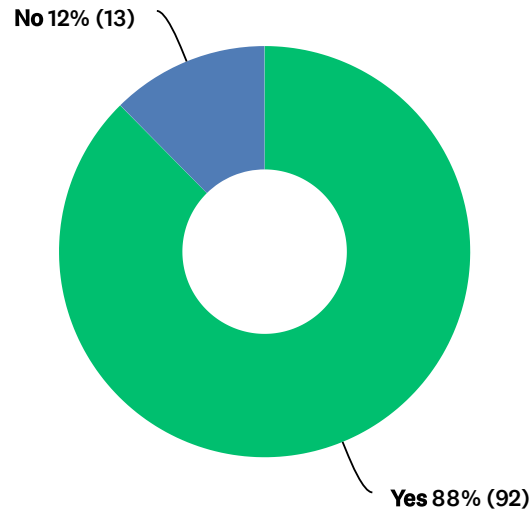
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APPENDIX A – SURVEY RESULTS

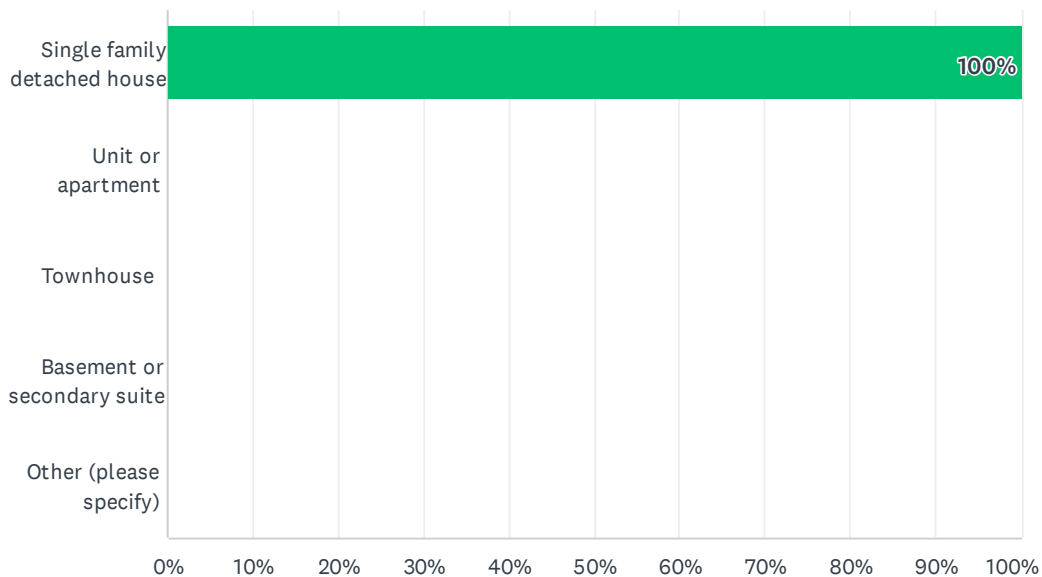
Q1 Are you a resident of Emerald Park?

Answered: 105 Skipped: 0



Q2 What type of home do you currently live in?

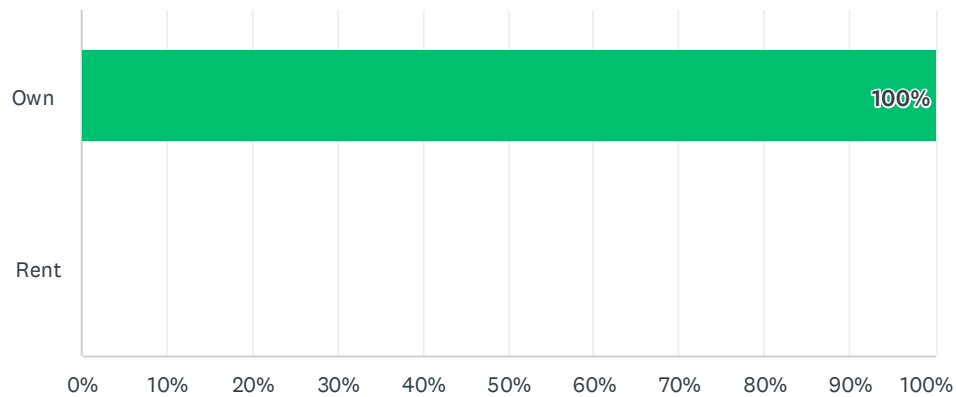
Answered: 92 Skipped: 13



#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

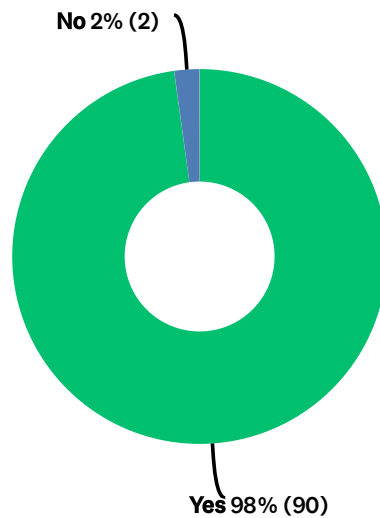
Q3 Do you own or rent your current place of residence?

Answered: 92 Skipped: 13



Q4 Does your current dwelling meet your housing needs? For example, adequate size, access to amenities, physical accessibility, etc.

Answered: 92 Skipped: 13



Q5 In what ways does your current dwelling not meet your needs? Please select all that apply.

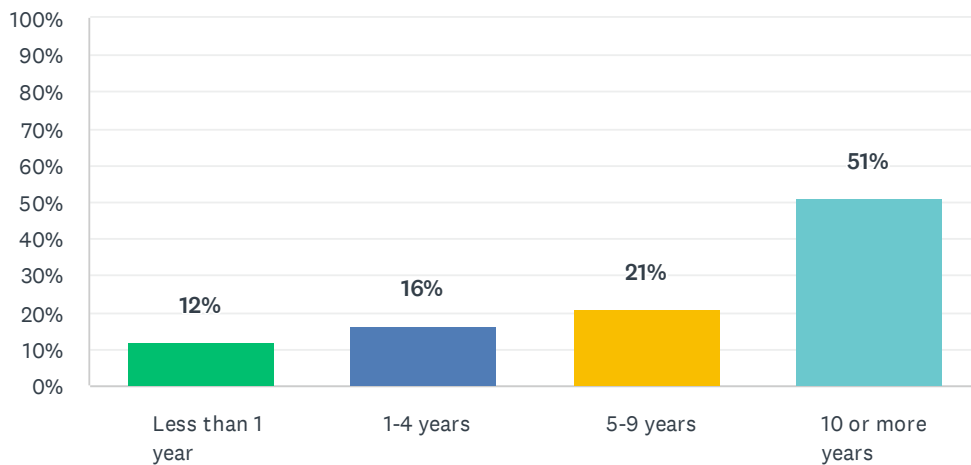
Answered: 2 Skipped: 103

ANSWER CHOICES	RESPONSES	
Physical accessibility	0%	0
Home is too large	0%	0
Home is too small	0%	0
Yard is too large	0%	0
Yard is too small	50%	1
Other (please specify)	50%	1
Total Respondents: 2		

#	OTHER (PLEASE SPECIFY)	DATE
1	Some by-law are affecting my enjoyment of the property.	10/5/2021 1:11 PM

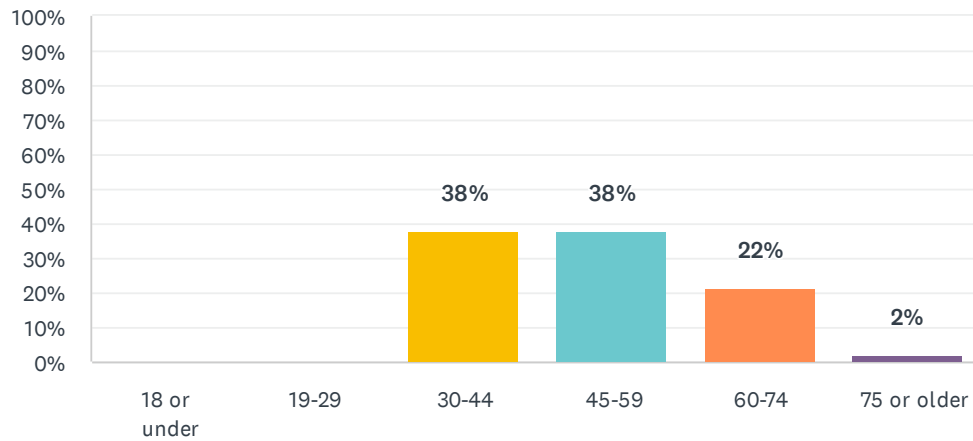
Q6 How long have you lived in Emerald Park?

Answered: 92 Skipped: 13



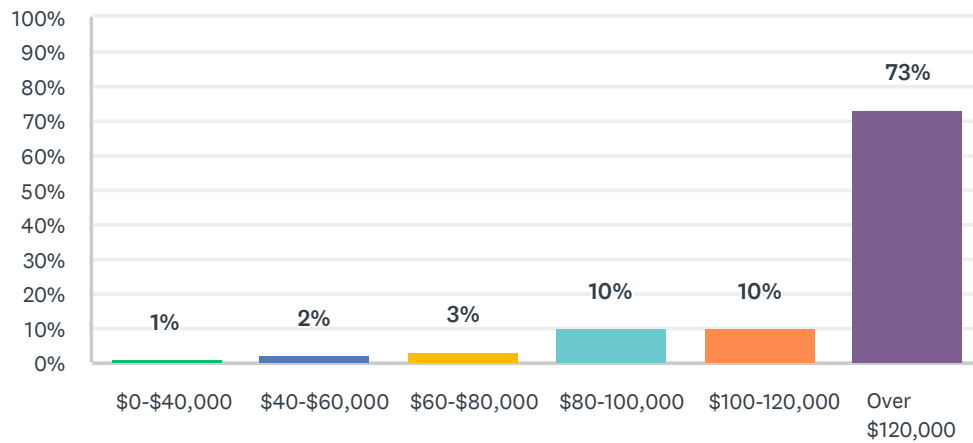
Q7 What is your age?

Answered: 92 Skipped: 13



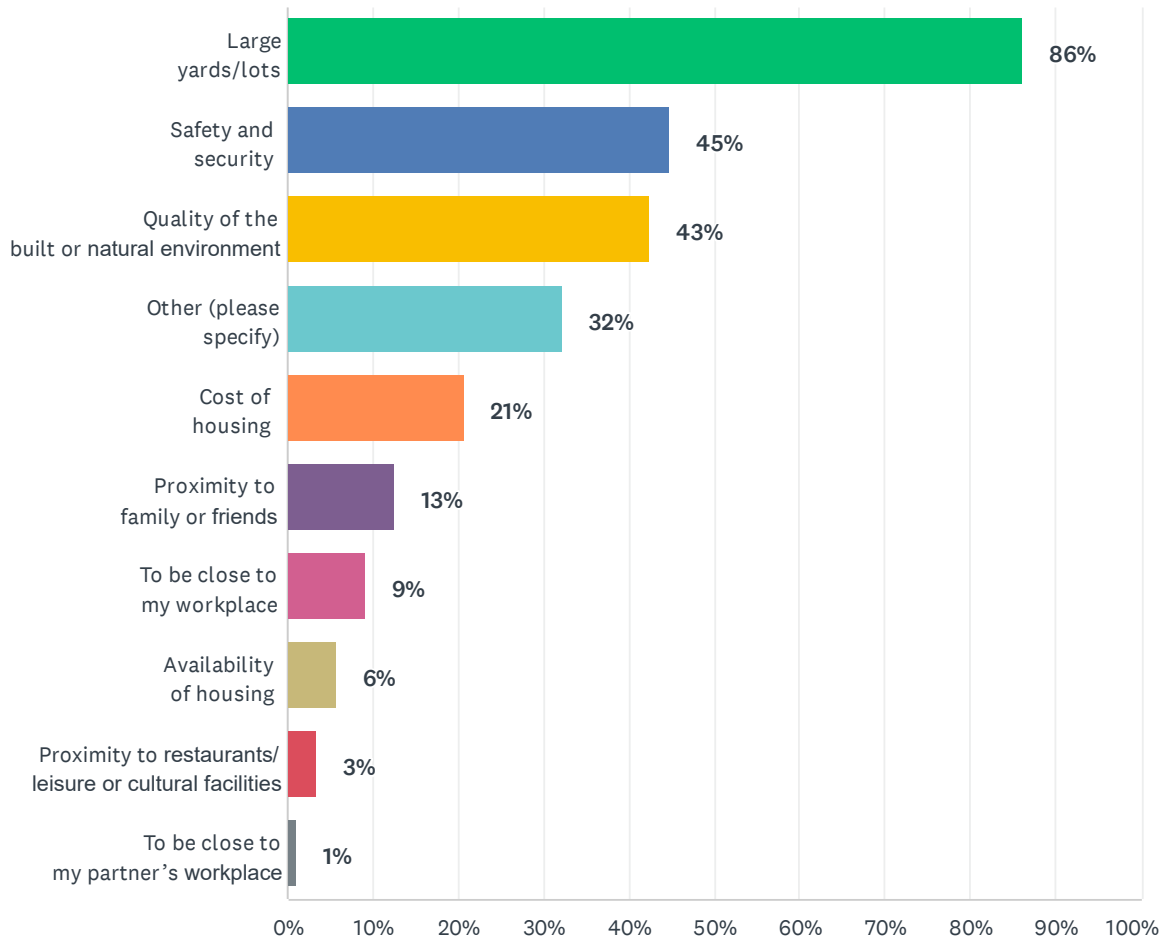
Q8 What was your total household income before tax in 2020?

Answered: 89 Skipped: 16



Q9 Why did you choose to move to Emerald Park? Please choose all that apply.

Answered: 87 Skipped: 18



		DATE
1	out of the city quiet escape the busyness and bustle of an urban setting	10/29/2021 9:29 AM
2	schools White City school	10/26/2021 4:32 PM
3	quiet Quiet community	10/25/2021 11:16 AM
4	schools School division	10/22/2021 11:56 AM
5	Work from home	10/21/2021 7:20 PM
6	small town Felt more like a small town where I grew up. Not big city.	10/21/2021 11:14 AM
7	out of the city Be out of the city	10/18/2021 2:26 PM
8	lower density Fewer houses/less people	10/16/2021 12:56 PM
9	Closer to our cottage property Avoiding useless taxpayer-paid services Proximity to Regina	10/15/2021 9:17 AM
10	quiet small town The quietness of small town living	10/14/2021 8:38 PM
11	out of the city raising kids small town To be out of the busy city, enjoy living in a smaller town. Safer environment for raising kids.	10/14/2021 12:22 PM

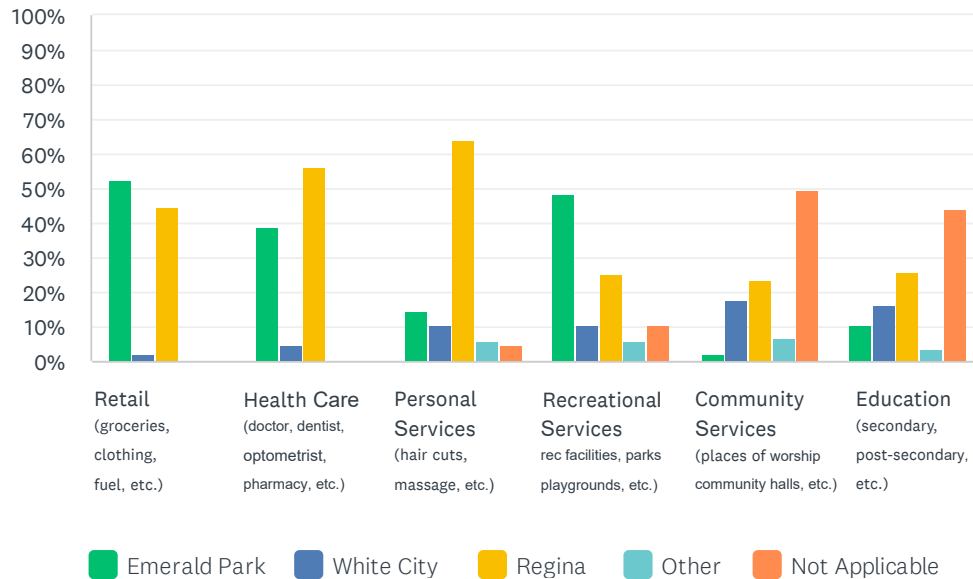
Emerald Park Future Development - Resident Survey

12	lower utility rates mix of development We had originally planned on building new further out of Regina then decided to buy an existing home. We narrowed our choice to EP/WC area and choose Emerald Park. I have spent 20+ years in municipal government and ensured that we did our research for every community we considered. In choosing EP over WC, we favoured the mix of residential and commercial as residential only - such as WC - is not financially sustainable. We also looked at the more permissive zoning bylaw and parking regulations. The deciding factor was that EP owned their water infrastructure (and not Sask Water) so water rates were more affordable.	10/13/2021 8:17 PM
13	mix of development We decided that we wanted a home in emerald park and not white city due white city's lack of commercial development and outrageous water rates. I am truly disgusted by white city's annexation propaganda. The white city councillor who go onto say he didn't know the difference between the two communities when he moved in is either an idiot or completely incompetent. Who doesn't research something so simple before buying a home anywhere? I believe this reflects on his lack of intelligence when it comes to sitting on council. I strongly oppose this annexation. White city only wants to take over the RM'S commercial revenue sources. They have pissed away there opportunities for commercial development due to lack of leadership in my opinion.	10/13/2021 8:04 PM
14	out of the city TO LEAVE THE CITY AND LIVE MORE RURAL BUT ALSO CLOSE ENOUGH TO AMENITIES (WHICH WHEN WE MOVED WERE NOT AVAILABLE IN EMERALD PARK); SCHOOL QUALITY.	10/12/2021 1:15 PM
15	out of the city To be outside but close to Regina	10/8/2021 1:37 PM
16	wanted to Wanted to	10/7/2021 12:14 AM
17	out of the city small town Small town feeling, if we wanted to be in a city or become a city we would have looked elsewhere.	10/6/2021 2:55 PM
18	low taxes lower utility rates Low taxes. Low utility (water/sewer) costs.	10/6/2021 7:55 AM
19	out of the city quiet To get out of the city and live in a quiet bedroom community.	10/5/2021 9:41 PM
20	low taxes quiet Quiet. Low taxes.	10/5/2021 8:16 PM
21	lower density Less high density housing than in the city.	10/5/2021 7:49 PM
22	schools Quality of the school	10/5/2021 3:41 PM
23	raising kids Grew up on acreages and wanted the same to raise our kids	10/5/2021 11:59 AM
24	Its a beautiful community	10/5/2021 11:16 AM
25	raising kids walking trails When we bought our house we wanted a Beautiful safe community to raise our children. We love all the trees and beautiful walking trails.	10/5/2021 11:14 AM
26	wanted to Liked the house and a the bay.	10/5/2021 10:45 AM
27	Needed space for our recreational vehicle	10/5/2021 10:39 AM
28	out of the city walking trails We like the community, walkways and parks. Its out of the city	10/5/2021 9:54 AM

Q10 Where do you primarily access your household's basic day-to-day needs?

Answered: 87 Skipped: 18

Emerald Park Future Development - Resident Survey



	EMERALD PARK	WHITE CITY	REGINA	OTHER	NOT APPLICABLE	TOTAL
Retail (groceries, clothing, fuel etc.)	53% 46	2% 2	45% 39	0% 0	0% 0	87
Health Care (doctor, dentist, optometrist, pharmacy etc.)	39% 34	5% 4	56% 49	0% 0	0% 0	87
Personal services (hair cuts, massage etc.)	15% 13	10% 9	64% 56	6% 5	5% 4	87
Recreational services (recreation facilities, parks, playgrounds etc.)	48% 42	10% 9	25% 22	6% 5	10% 9	87
Community services (places of worship, community halls etc.)	2% 2	18% 15	24% 20	7% 6	49% 42	85
Education (secondary, post-secondary etc.)	10% 9	16% 14	26% 22	3% 3	44% 38	86

#	OTHER (PLEASE SPECIFY)	DATE
1	I would like to access acquasize and exercise groups for seniors.	10/25/2021 11:18 AM
2		10/13/2021 8:19 PM
3	Home hardware. Emerald Park	10/13/2021 8:06 PM
4	Hockey rink - EP	10/5/2021 8:18 PM
5	Balgonie	10/5/2021 6:43 PM
6	Kids went to white city school, graduated from Greenall and now attend the U of R	10/5/2021 3:43 PM
7	Balgonie and Moose Jaw	10/5/2021 12:47 PM
8	Next year our boy will go to school in Emerald Park.	10/5/2021 11:16 AM

Q11 What services or amenities are not available locally that you wish were?

Answered: 78 Skipped: 27

#	RESPONSES	DATE
1	None none, it is getting too urbanized already	10/29/2021 9:30 AM
2	Office space Place of worship Place of Worship...Office space...Recreation being proposed by Town of White City with pool and arenas and Schools.	10/26/2021 4:34 PM
3	Fitness programming Seniors centre Group exercise for seniors and swimming. Seniors Center/pool hall, shooting range	10/25/2021 11:19 AM
4	None None I moved to be away for amenities knowing we are so close to Regina	10/22/2021 2:15 PM
5	Indoor recreation Recreational facilities (indoor).	10/22/2021 11:57 AM
6	None nothing. We preferred it being a residential only but it's turning far too commercial lately.	10/22/2021 6:51 AM
7	Dog park Dog park	10/21/2021 8:31 PM
8	None Nothing would like less	10/21/2021 8:13 PM
9	Swimming pool Swimming pool	10/21/2021 7:22 PM
10	Sarcan Sarcasm recycling	10/21/2021 7:13 PM
11	Retail auto parts Auto parts store	10/21/2021 2:05 PM
12	Indoor recreation Retail clothing Swimming pool Children's clothing, indoor recreation such as swimming, play structures...	10/21/2021 1:59 PM
13	None None- everything is only a short drive away to Regina	10/21/2021 12:47 PM
14	None We believe Emerald Park has everything we need as a retired couple.	10/21/2021 12:15 PM
15	Recreation Swimming pool Recreation, swimming	10/21/2021 11:50 AM
16	Gym Sport courts Swimming pool Court sports and swimming. Rentable gym space.	10/21/2021 11:16 AM
17	High school Highschool	10/18/2021 2:28 PM
18	Seniors centre Senior citizens center.	10/18/2021 1:23 PM
19	Bakery Restaurants Swimming pool Restaurants Swimming pool Bakery	10/17/2021 8:39 PM
20	None None	10/16/2021 12:56 PM
21	Indoor recreation Swimming pool Swimming pool, sport facility with gyms, etc	10/15/2021 9:55 AM
22	Swimming pool Swimming pool (indoor)	10/15/2021 9:19 AM
23	Sarcan Sarcan	10/14/2021 8:39 PM
24	Personal service massage Retail Massage, better shopping	10/14/2021 5:47 PM
25	Dog park Off leash dog park	10/14/2021 3:08 PM
26	Fitness programming Indoor recreation Swimming pool Indoor Swimming pool, outdoor swimming pool, swimming lessons for kids. More affordable fitness activities for adults (eg, yoga classes, other fitness classes). The private fitness options in Emerald Park are too expensive, I drive into Regina instead.	10/14/2021 12:26 PM

Emerald Park Future Development - Resident Survey

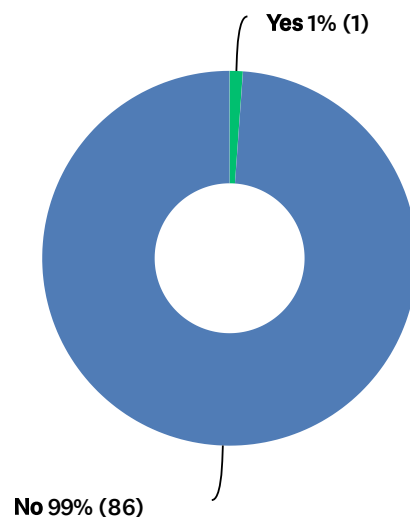
27	Indoor recreation Swimming pool Swimming pool. Rec centre	10/14/2021 11:25 AM
28	None I can't think of any at this time. Costco and a number of stores in east Regina are only a 10 minute drive away.	10/13/2021 8:20 PM
29	None I honestly can't think of anything. I think a Rec centre would be a money pit.	10/13/2021 8:08 PM
30	None None	10/13/2021 5:38 PM
31	None N/A	10/13/2021 3:09 PM
32	None None	10/13/2021 3:02 PM
33	Lounges Restaurants MORE VARIETY OF RESTAURANTS AND SMALL, COZY LOUNGES/BARS;	10/12/2021 1:17 PM
34	None all is good..	10/9/2021 7:03 AM
35	Tree branch pick up Pickup of large yard waste like tree branches. Have no way to haul to the bins supplied.	10/8/2021 3:01 PM
36	Multiple unit dwellings Condominiums. Apartment or bungalow duplexes.	10/8/2021 2:23 PM
37	High school Swimming pool Swimming Pool, High School	10/8/2021 1:38 PM
38	None None. I actually wish we had less services and that the entire area (EP and WC) had stayed smaller.	10/8/2021 8:36 AM
39	Swimming pool Swimming pool	10/8/2021 5:13 AM
40	Professional services Retail More retail stores and professional services	10/7/2021 8:23 AM
41	High school High school	10/7/2021 12:16 AM
42	Retail bike shop Bike shop	10/6/2021 8:28 PM
43	Indoor recreation Recreational facility	10/6/2021 8:05 PM
44	Recreation Swimming pool Recreation, pool	10/6/2021 9:14 AM
45	None None	10/6/2021 7:56 AM
46	Place of worship Catholic Church	10/6/2021 1:02 AM
47	Swimming pool Pool	10/6/2021 12:39 AM
48	Gym Indoor recreation Library Sport courts Swimming pool Gymnasium to rent/court space Pool Larger library Traditional 24/7 gym (not CrossFit style)	10/5/2021 11:38 PM
49	Indoor recreation Swimming pool Swimming/pool Indoor rec (ie indoor soccer)	10/5/2021 9:59 PM
50	Health lab testing Swimming pool Life labs Swimming pool	10/5/2021 9:55 PM
51	None None. We have a nice choice of services within Emerald Park.	10/5/2021 9:43 PM
52	High school Swimming pool Toboggan hill Pool and aquatics. White city high school. Toboggan hills	10/5/2021 9:10 PM
53	Swimming pool indoor swimming pool	10/5/2021 8:56 PM
54	None None	10/5/2021 8:24 PM
55	None Has all we need	10/5/2021 8:21 PM
56	Swimming pool Yard waste dump Swimming pool. Permanent Yard waste dump (green bins not an option in a large lot)	10/5/2021 8:19 PM
57	High school Place of worship Swimming pool Tree branch pick up High school Catholic Church Swimming pool Catholic school Tree chipping/ pick up like in White City	10/5/2021 7:53 PM
58	Health emergency services Indoor recreation Swimming pool 1. Athletic/Recreation center including a pool, indoor Olympic track, curling sheets, hockey rinks. 2. Full time round the clock emergency medical personnel complete with ambulance.	10/5/2021 6:46 PM

Emerald Park Future Development - Resident Survey

59	High school Indoor recreation	A full rec facility with indoor pool and curling rinks. A high school!	10/5/2021 6:42 PM
60	Farmers market	Farmers market	10/5/2021 6:38 PM
61	Dog park Health lab testing High school Swimming pool	Blood testing lab, high school, swimming pool, dog park	10/5/2021 5:24 PM
62	Gym	Wish there was a larger more commercial style gym.	10/5/2021 3:52 PM
63	Indoor recreation	Recreation facility	10/5/2021 3:43 PM
64	Indoor recreation	Recreational centres	10/5/2021 2:12 PM
65	High school Swimming pool	High school and a pool	10/5/2021 1:41 PM
66	Indoor recreation Retail grocery	More grocery options, leisure centre	10/5/2021 12:47 PM
67	Health lab testing	Medical laboratory	10/5/2021 12:33 PM
68	None	Pretty content	10/5/2021 12:01 PM
69	None	White City provides most of the services, Skate Park, Ball Diamonds, Splash Park, community center and pickleball courts. Everything the RM has ignored for 30 years.	10/5/2021 11:47 AM
70	Financial Royal Bank	Royal Bank (or atm) Most amenities are available here but are less expensive or selection is better in Regina.	10/5/2021 11:22 AM
71	High school Outdoor rink Swimming pool	Swimming pool, out door hockey rink and most important a high school.	10/5/2021 11:18 AM
72	Swimming pool	Swimming facility	10/5/2021 11:17 AM
73	None	None	10/5/2021 11:10 AM
74	High school Swimming pool	Pool, high school	10/5/2021 10:40 AM
75	Recreation Swimming pool	Swimming pool Fast food restaurants Indoor field Lab Recreation for kids	10/5/2021 10:08 AM
76	Gym	Affordable gym	10/5/2021 10:01 AM
77	Gym Recreation Swimming pool	Sports centre for gym and pool	10/5/2021 9:55 AM
78	None	Nothing. It is adequate if I wanted to live in Regina with access to everything I would.	10/5/2021 9:51 AM

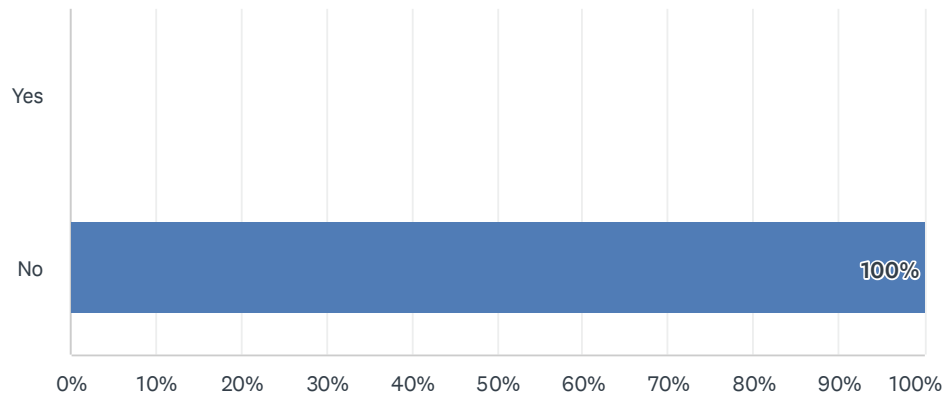
Q12 Do you own any other land in Emerald Park that is not developed?

Answered: 87 Skipped: 18



Q13 Do you have plans to develop your land in Emerald Park?

Answered: 1 Skipped: 104



Q14 What type of development are you planning?

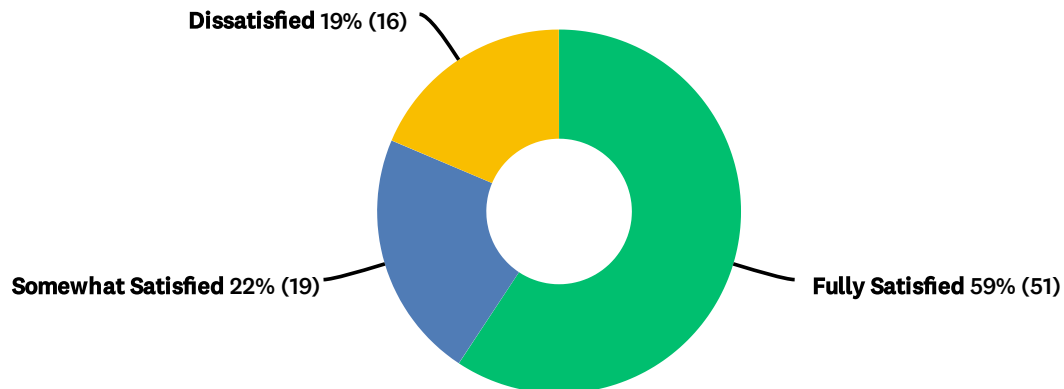
Answered: 0 Skipped: 105

Q15 What is the timing of your development?

Answered: 0 Skipped: 105

Q16 How would you rate the level of water infrastructure services in the community relative to your residential needs?

Answered: 86 Skipped: 19



Q17 You have indicated that you are somewhat satisfied or dissatisfied with the level of water infrastructure provided in Emerald Park. What improvements could be made to make you fully satisfied?

Answered: 35 Skipped: 70

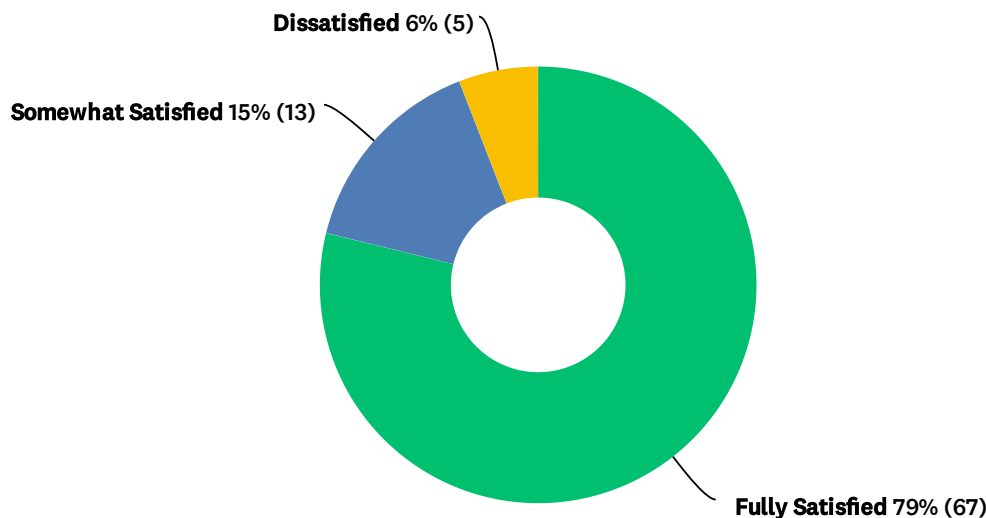
#	RESPONSES	DATE
1	inequities of central water distribution	10/29/2021 9:31 AM
2	Improve pressure Water pressure being low and inconsistent.	10/26/2021 4:35 PM
3	Reduce hardness Hard water	10/24/2021 1:22 PM
4	Improve quality i don't truly know if it's safe or not	10/22/2021 6:52 AM
5	Notification system Turbidity is high. No proper communication in water safety protocols ie boil water advisory. Rm should look at a voice messaging system for alerts. Smaller communities use them	10/21/2021 8:33 PM
6	Lower rates Lower rates	10/21/2021 7:25 PM
7	Reduce hardness Something needs to be done to improve the hardness of the water.	10/21/2021 11:51 AM
8	Reduce hardness The water is much too hard	10/17/2021 8:40 PM
9	Lower rates The cost has quadrupled since we've been here	10/15/2021 9:56 AM
10	Lower rates Cost - why do large yards have to pay fully for sewer when much of the use is watering in the summer. Why not eliminate or reduce sewer charges in the summer months? Also, water pressure improvement would be nice.	10/15/2021 9:22 AM
11	Lower rates Price is ridiculous	10/14/2021 5:48 PM
12	Connect to system We are on a lot with a well and no water service. The RM once led us to believe we would receive water service but left us on our own.	10/14/2021 3:11 PM
13	Lower rates Reduce hardness Cost is too high Water too hard	10/14/2021 11:26 AM
14	Improve quality We use a water cooler for drinking.	10/8/2021 2:25 PM
15	Lower rates Lower cost	10/8/2021 5:14 AM
16	Improve quality Taste better	10/7/2021 12:17 AM
17	Reduce hardness The water is so hard. It would be nice if it was not so hard on our home	10/6/2021 8:07 PM
18	Improve quality Better quality	10/6/2021 9:15 AM
19	Connect to system Replace wells in phase 1 with central water.	10/6/2021 12:40 AM
20	None Nothing	10/5/2021 9:57 PM
21	Reduce hardness Fluctuating Hardness	10/5/2021 9:11 PM
22	Notification system ro system, voice message system for boil water advisories	10/5/2021 8:58 PM
23	None N/a	10/5/2021 8:25 PM
24	Lower rates Water rates are extremely high. Considering a well.	10/5/2021 8:20 PM
25	Lower rates Too expensive	10/5/2021 7:54 PM
26	Reduce hardness Water tends to be hard and mineral rich which makes it have to be softened and filtered to be completely useful in the residential setting.	10/5/2021 6:48 PM
27	Reduce hardness Softer water	10/5/2021 3:52 PM

Emerald Park Future Development - Resident Survey

28	Connect to system	Hookup to municipal water	10/5/2021 12:48 PM
29	Reduce hardness	Water hardness	10/5/2021 12:41 PM
30	Reduce hardness	Level of water hardness	10/5/2021 12:34 PM
31	Reduce hardness	Water is very hard. I have a well so not really part of the water infrastructure, nor do I plan to switch	10/5/2021 12:02 PM
32	Lower rates	Cheaper	10/5/2021 11:54 AM
33		RM wouldn't deal with the concerns, we know how the RM works.	10/5/2021 11:48 AM
34	Improve pressure Lower rates	Water pressure is not great and cost of water is high (especially for watering).	10/5/2021 11:24 AM
35	Reverse osmosis	Reverse osmosis	10/5/2021 10:01 AM

Q18 How would you rate the level of sewer infrastructure service in the community relative to your residential needs?

Answered: 85 Skipped: 20



Q19 You have indicated that you are somewhat satisfied or dissatisfied with the level of sewer infrastructure provided in Emerald Park. What improvements could be made to make you fully satisfied?

Answered: 18 Skipped: 87

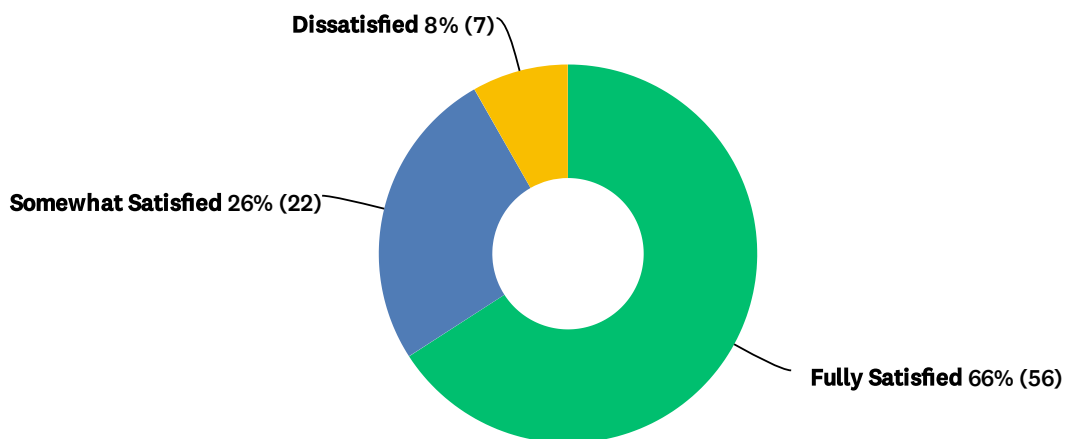
#	RESPONSES	DATE
1	poor planning on the RM's part that requires adding a a levy to existing home owners!	10/29/2021 9:33 AM
2	Improved drainage through our household systems.	10/26/2021 4:36 PM
3	None *	10/22/2021 2:16 PM
4	Grey water recycling should be more environmental use of grey waste water rather than straight to the dump	10/22/2021 6:53 AM

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5	Reduce cost	Costs are too high since no upgrades have been done in all areas	10/21/2021 8:34 PM
6	None	Not sure	10/21/2021 7:31 PM
7	Reduce cost	Cost	10/15/2021 9:56 AM
8		See comments on water service/charges	10/15/2021 9:23 AM
9	None	?	10/8/2021 5:14 AM
10	None	N/a	10/7/2021 12:17 AM
11	None	No	10/6/2021 9:15 AM
12		Yes	10/5/2021 9:57 PM
13	Improved maintenance	more line cleaning and infrasture maintenance/replacement in established areas of town	10/5/2021 8:59 PM
14	Improved maintenance	Poor design Lack of competent RM staff to manage the sewer system.	10/5/2021 7:55 PM
15	None	Again - I have a septic tank so this does not apply to our home	10/5/2021 12:03 PM
16	None	Na	10/5/2021 11:54 AM
17	None	Not sure	10/5/2021 10:02 AM
18	None	I did not indicate this	10/5/2021 9:52 AM

Q20 How would you rate the level of stormwater infrastructure service in Emerald Park relative to your residential needs? This could include retention ponds, drainage channels, ditches, etc.

Answered: 85 Skipped: 20



Q21 You have indicated that you are somewhat satisfied or dissatisfied with the level of stormwater infrastructure provided in Emerald Park. What improvements could be made to make you fully satisfied?

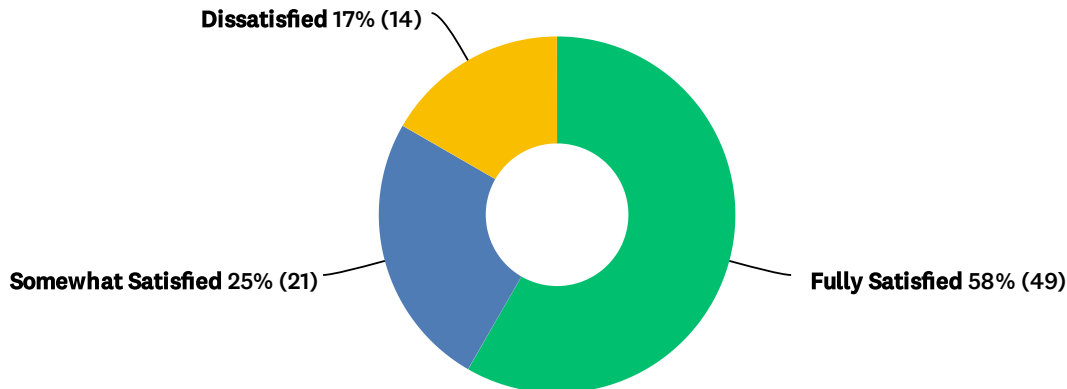
Emerald Park Future Development - Resident Survey

Answered: 28 Skipped: 77

#	RESPONSES	DATE
1	it doesn't appear that there is a plan	10/29/2021 9:34 AM
2	Better design Consistent construction One look along South Plains road indicates that every turnoff road was built using a different planning concept or law. Very poor ditch construction to lead rain water to the golf course where it is needed.	10/26/2021 4:38 PM
3	Better design Better drainage storm ditches along properties without sidewalks is unacceptable	10/22/2021 6:53 AM
4	None Didn't know we had any	10/21/2021 8:35 PM
5	None No true ditch flow in front of my house, but the water does seem to disappear	10/21/2021 2:08 PM
6	Better drainage Better water drainage in ditches and across pathways	10/21/2021 12:48 PM
7	Better drainage Ditches and culverts are full after every melt or rainstorm.	10/21/2021 11:51 AM
8	None —	10/15/2021 9:57 AM
9	Better design Manhole is at the highest part of the road. This has; however, not presented a huge problem	10/15/2021 9:25 AM
10	None None	10/14/2021 8:41 PM
11	Better drainage Water pools onto some roadway corners because there isn't adequate drainage (corner of Emerald Park Road amd Fairway Road).	10/14/2021 12:27 PM
12	Better drainage Ditches not flooding so easily	10/13/2021 5:39 PM
13	Better design Better drainage DO SOMETHING TO IMPROVE WATER RETENTION IN DITCHES	10/12/2021 1:18 PM
14	Enforcement That all neighbours have to follow the rules for runoff from rain.	10/8/2021 2:26 PM
15	Better drainage Regular drainage issues with minimal rain, more often than not larger drainage issues in the spring	10/8/2021 1:40 PM
16	Better drainage Consistent construction Enforcement Our ditch overflows every year. It doesn't drain properly in the spring. The neighbours have no ditches. The regulations were not followed and obviously no on inspected. Also, for the drinking water...we've always had a filter to improve the taste. The water is very pricey. We usually stop watering our yard in July because it's so expensive to keep it looking nice.	10/8/2021 8:49 AM
17	None This seems like an odd question. It needs to rain to know if things are working	10/7/2021 12:19 AM
18	None Don't know, you should add a don't know option and not make every question mandatory	10/6/2021 9:15 AM
19	Better drainage Still some ditches that flood every year.	10/6/2021 12:41 AM
20	Enforcement Poor adherence to grade results in backed up storm water	10/5/2021 9:12 PM
21	Better drainage drainage concerns	10/5/2021 9:00 PM
22	None ?	10/5/2021 8:20 PM
23	Better design Better drainage Not well designed for the amount and quality of homes here.	10/5/2021 7:57 PM
24	Better drainage The water drains into the park behind us. As our area grows this is going to become a problem	10/5/2021 3:44 PM
25	Better drainage Sometimes the water goes over the paths and makes them unwalkable.	10/5/2021 12:36 PM
26	Better drainage Always room for improvement. There's lots of water sitting around after a huge rain	10/5/2021 12:04 PM
27	None Not aware of the infrastructure if any	10/5/2021 11:49 AM

Q22 How would you rate the level of transportation infrastructure services in the community relative to your residential needs? This includes both roads and pedestrian pathways.

Answered: 84 Skipped: 21



Q23 You have indicated that you are somewhat satisfied or dissatisfied with the level of transportation infrastructure provided in Emerald Park. What improvements could be made to make you fully satisfied?

Answered: 35 Skipped: 70

#	RESPONSES	DATE
1	Better road access exit by the ice house is dangerous! There should be a designated turning lane on the off ramp to turn toward the co-op gas station then no confusion on who is turning and who is going straight.	10/29/2021 9:38 AM
2	Better road access Poorly designed neighbourhoods without any flow into White City. Access to hwy 1 could have been centralized through EP at Esso corner simply with a bridge.	10/26/2021 4:40 PM
3	Speed control speed bumps on Huber Drive	10/25/2021 11:21 AM
4	Public transit 0 public transport	10/22/2021 6:54 AM
5	Additional garbage cans Increase maintenance No maintenance ever on our street pathways awful broken pavement and garbage cans too far apart	10/21/2021 8:37 PM
6	At grade cross walks Cross walks at the intersections instead of in and out of the ditch	10/21/2021 7:33 PM
7	Sidewalks No safe sidewalks in front of houses have to walk on the roads, with little kids can be stressful	10/21/2021 2:09 PM
8	Pathways Sidewalks More sidewalks/walking paths	10/21/2021 2:01 PM

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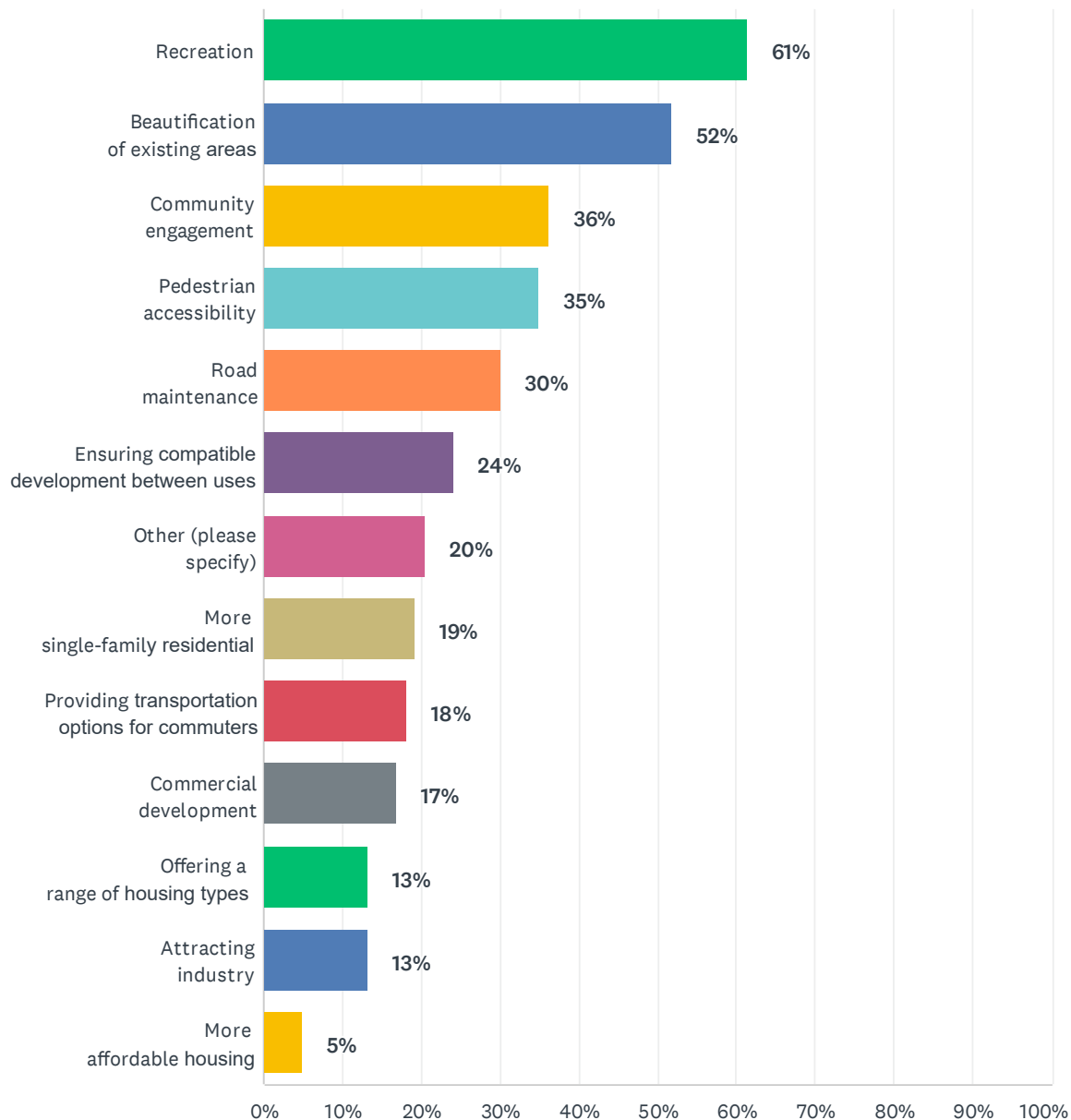
9	Sidewalks	Would prefer to have a pedestrian walkway on all streets.	10/21/2021 11:52 AM
10	Pathways Sidewalks	Sidewalks or more pathways Change the speed limit on the service road that goes past the liquor store and IGA. 40km is way too slow	10/17/2021 8:42 PM
11	Sidewalks	Sidewalks	10/14/2021 8:41 PM
12	Better road access Pathways	The pathways are great but more would be better. The roadway out of the community is awkward and could be improved.	10/14/2021 3:14 PM
13	Additional landscaping	It is wonderful how quickly the walking paths are cleared all winter - no complaints about that. What could be improved on the walking paths is the number of trees to provide more shade and esthetically beautiful than bare grass flat fields, and feel like a more natural environment.	10/14/2021 12:31 PM
14	Improve pedestrian safety	Pedestrian and bike safety on roadways.	10/13/2021 5:40 PM
15	Better road access	MORE ACCESS POINTS IN AND OUT OF EMERALD PARK.	10/12/2021 1:19 PM
16	Increase maintenance Pathways Sidewalks	Our street has many cracks and is crumbling on the edges. It could use some repair work. Sidewalks or more paths would be nice. There are lots of kids on the street with bikes.	10/8/2021 8:57 AM
17	Improve pedestrian safety Sidewalks	Sidewalks on busier streets	10/8/2021 5:15 AM
18	Sidewalks	Not enough sidewalks. As we grow major road corridors need to be planned with white city to ensure the efficient movement of traffic.	10/7/2021 8:25 AM
19	Better lighting Increase snow removal	Keep lights working & plow snow on all streets	10/7/2021 12:20 AM
20		Sucks because of petty fighting with neighbouring community and just doesn't make sense	10/6/2021 9:16 AM
21	Better road access	Another road accessing the bi pass. Emerald park road is very busy	10/6/2021 5:55 AM
22	Speed control	Ridiculous low speed limits on grids	10/5/2021 9:13 PM
23	Better lighting	solar lights are the pits, road has not been resurfaced in 10+ years, snow removable non existant	10/5/2021 9:02 PM
24	Better lighting	Continue to increase lighting on pathways	10/5/2021 8:26 PM
25	Better lighting Increase snow removal	Nice to have more lighted walking paths. Nice to have walking paths cleaned more regularly in winter.	10/5/2021 8:21 PM
26	At grade cross walks Sidewalks	We need sidewalks for the safety of children that have to walk to school. There needs to be more pedestrian flashing lights at crosswalks like they have in White city. Also a side walk from the école white city school to Emerald Park. There is a side walk from the school to White City! Poor bus system for the school does not pick up kids over 1km away. There should be a shuttle service into Regina.	10/5/2021 8:00 PM
27	Pathways	Paved walking paths along Great Plains Road to access Normal Place, Nelsen Place, and both sides of Woods Cres. from the main walking path on the North side of the road. Any pedestrian traffic walking to access these streets slows down vehicle traffic during winter months as there are reduced lanes/no shoulder with snow piled up. Direct access would remove all pedestrian traffic walking along Great Plains Road.	10/5/2021 6:55 PM
28	Wider streets	Wider residential streets so that pedestrians and drivers can share the road	10/5/2021 5:25 PM
29	Pathways Sidewalks Wider streets	Width of streets or sidewalk additions for walking	10/5/2021 2:13 PM
30	Pathways	White City's pathways are better	10/5/2021 12:37 PM
31	Wider streets	Roads too narrow. Lack of street parking and sidewalks can become a gong show. The new Lott Rd 'sidewalks' are an improvement for children's safety. The community walking paths are nice and they are a plus! They get a 'satisfied'	10/5/2021 12:07 PM
32	Wider streets	Too many people park on the narrow streets	10/5/2021 11:55 AM
33	Improve pedestrian safety	The walking paths are wonderful. Walking on the side of road is sometimes a bit frightening. Maybe painting pedestrian/bike lines in all residential areas? The sidewalks that are being installed on Lott road at same grade as roads is a waste of resources.	10/5/2021 11:27 AM

34 **Improve pedestrian safety** **Sidewalks** Sidewalks on at least one side of the road for safety 10/5/2021 10:05 AM

35 **Increase maintenance** Better maintenance of Gravel roads 10/5/2021 9:53 AM

Q24 From a residential perspective, what issues do you think are most important for the development of Emerald Park? Please select up to 5 issues.

Answered: 83 Skipped: 22



Emerald Park Future Development - Resident Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	less development - more planning/budgeting/emphasis on maintenance of existing infrastructure; the "posters" hanging from the light posts are a waste of my tax payer money - the caliber of living in EP is enough advertising; stop pandering to the land developers and start to be concerned about long term residents who are the foundation of this community!	10/29/2021 9:45 AM
2	Amalgamating with WC as one community	10/26/2021 4:42 PM
3	More parks and play structure areas	10/21/2021 11:53 AM
4	As a bedroom community to Regina, I struggle with applying similar development philosophies (eg: ranges of housing types, affordable housing types, etc) to EP. That is part of the reason I find the WC vision of a downtown area to be absolutely ridiculous. We chose to move out here to have a slower pace of life and a better quality of life while enjoying the benefits of close proximity to an urban centre. If we wanted housing variety, increased density, a downtown, etc. we would have stayed in Regina.	10/13/2021 8:25 PM
5	High School	10/8/2021 1:40 PM
6	Cheaper water/sewer	10/8/2021 8:59 AM
7	Its good the way it is. Don't encourage a larger population	10/7/2021 12:21 AM
8	Medium/High end apartment condos.	10/6/2021 7:58 AM
9	High school! More condo communities (gated/non gated) for people to move into when they want to have less yard care and housing upkeep	10/6/2021 12:46 AM
10	Make the road through the industrial area more attractive by planting trees or other means of a buffer from the road.	10/5/2021 9:48 PM
11	One community. Stop the subsidization of rural residents using in efficient rural government.	10/5/2021 9:14 PM
12	Joining with White city to access more gov services like a highschook	10/5/2021 8:26 PM
13	High school	10/5/2021 8:02 PM
14	Lobby Govt to provide true value for property/out-buildings in order for fair market value for residential acreages. Enable mortgage appraisals to include those buildings to increase property values, taxes are applied liberally to those improvements why can't we get appraisal value for it.	10/5/2021 6:46 PM
15	Bringing a high school here	10/5/2021 6:45 PM
16	Amalgamate EP with WC. We should be one big community.	10/5/2021 12:40 PM
17	Doesn't need a lot of development	10/5/2021 12:09 PM

Q25 Are there any other thoughts you would like to share about the future development of Emerald Park?

Answered: 48 Skipped: 57

#	RESPONSES	DATE
1	Admin is losing sight of the reason people move here! Get back to focusing on guiding the development of EP as a high caliber residential community... ensure industrial/commercial development does not impact that quality.	10/29/2021 9:48 AM
2	Municipal cooperation It makes no sense whatsoever to remain as an outside entity attached to an existing municipality like White City. It is time for everything south of the highway to be recognized as one community.	10/26/2021 4:43 PM
3	Maintain small town feel Don't lose the reason why lost moved out here - larger lots and country living , if I wanted a small side by side lot with theatres stores etc I'd have stayed in Regina a 15min drive to amenities is not a bad thing	10/22/2021 2:18 PM
4	More council representation. Less adhoc development. More development standards and more planning involvement in new subdivisions	10/21/2021 8:39 PM
5	Maintain small town feel Always concerned with amount of development. Like to maintain small town feel	10/21/2021 8:15 PM
6	Please keep high density residential developments (apartments, condos, etc.) away from already developed residential areas.	10/21/2021 12:50 PM
7	Make sure developers are following the plans set out and not changing the plans to fit developers needs.	10/21/2021 11:54 AM
8	The growth of emerald park should slow. We don't have the population to support more growth. Restaurants and coffee shops have come and gone because residents don't support them. Pizza, Nicky's, coco beans. Now we have a fancy club house to support. No need for much for these residents.	10/21/2021 11:22 AM
9	Maintain small town feel I like the size of emerald park. Hope it doesn't grow into a city	10/18/2021 2:31 PM
10	I would like to see the RM provide roadside hauling of pruned branches in spring and fall. All residents do not have trucks and trailers for these large lots.	10/18/2021 1:31 PM
11	Maintain small town feel Maintaining the small town feel out here. Many people moved out here to get away from the over developed sub-urbs and I hope emerald park doesn't over populate itself.	10/16/2021 1:00 PM
12	More rec facilities For the size of community, it is ridiculous the lack of recreational facilities we have compared to other Sask communities our size. Only one we have is a Rink which is not paid for with tax payer \$\$ but rather run and operated by an independent volunteer board.	10/15/2021 10:07 AM
13	Municipal cooperation We like being in the Rm versus annexation to White City. We hope the constant revisiting of this amalgamation becomes a thing of the past.	10/15/2021 9:28 AM
14	Need more condos	10/14/2021 5:50 PM
15	Maintain small town feel No multiple unit housing The best part of living in Emerald Park is the small town feel and safe environment for families. Things that would ruin this would be high	10/14/2021 12:36 PM

Emerald Park Future Development - Resident Survey

density housing and not leaving enough space for parks and playgrounds. People move to Emerald Park to get away from the busy and crowded city, we don't want to replicate it.

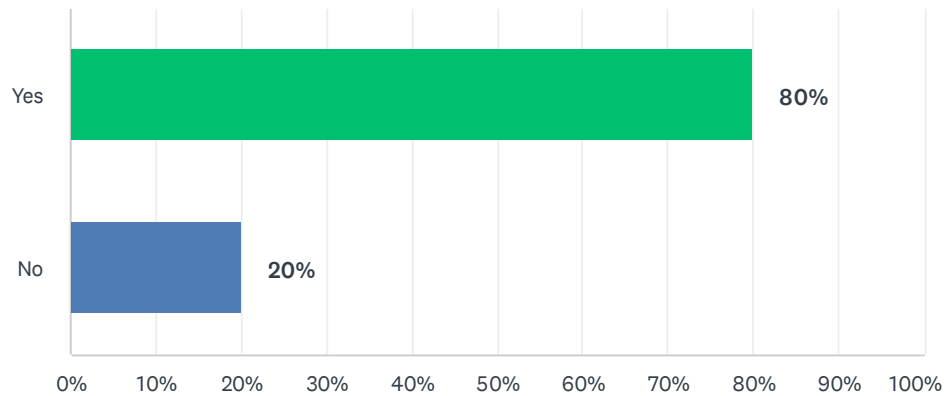
16	I would hope that EP continues to follow their OCP. I am also quite concerned about the proposed annexation and the possibility of becoming part of WC.	10/13/2021 8:26 PM
17	Municipal cooperation For future development we need to stomp out this annexation BS. It would be great if someone did something about the self appointed talking heads on the Facebook page. Is it possible to pass a bylaw prohibiting Trish Bezborotko from the community altogether?	10/13/2021 8:17 PM
18	We need to have a carbon net zero plan.	10/13/2021 5:43 PM
19	Maintain small town feel We enjoy the small town feel. I wouldn't want to see too much more commercial development or growth .	10/13/2021 3:13 PM
20	No multiple unit housing We do not need to become a city. Focus should be single family housing	10/13/2021 3:05 PM
21	Municipal cooperation THE RM AND COUNCIL NEEDS TO DEVELOP SOME MEANS OF COOPERATING WITH THE TOWN OF WHITE CITY AND OTHER NEIGHBOURING RMS AND COMMUNITIES. THERE ARE INNUMERABLE WAYS TO SAVE TIME AND MONEY BY WORKING TOGETHER. ALSO EMERALD PARK NEEDS MORE EQUITABLE REPRESENTATION ON THE RM COUNCIL TO REFLECT ITS FINANCIAL CONTRIBUTION TO THE RM OVERALL.	10/12/2021 1:24 PM
22	Maintain small town feel We like the small community atmosphere. But certainly use the addition of amenities.	10/8/2021 2:30 PM
23	More rec facilities For the size of the community, recreation facilities are lacking.	10/8/2021 1:42 PM
24	Municipal cooperation More planning is needed with white city to coordinate the best use of resources between the two governments. It is not is vs them. We are the citizens of this community and our governments need to work together	10/7/2021 8:27 AM
25	Stop developing it and leave it as is.	10/7/2021 12:21 AM
26	No multiple unit housing We would not want to see multi door dwelling homes. We would like to see a recreational facility	10/6/2021 8:13 PM
27	Municipal cooperation My future development of EP does not include being annexed by White City. Our needs are being met very well by the RM. We DO NOT want to become a city..if we did, we would not have moved here. We deplore the arrogance of White City's council (past and present) to assume they can better represent our needs...they have never even asked us in any formal way of what those might be!!! This is a power and tax grab issue. They have made choices that resulted in little or no retail/commercial development and have decided that the easiest way to attain it is to look across the fence and grab ours...all under the false pretense of becoming one community. In one fowl swoop they would steal decades of hard work and foresight of development from the RM...good neighbour's do not covet what you have accomplished! We support our RM opposing the annexation as we would lose our identity as a community...we would be assimilated by WC...	10/6/2021 3:23 PM
28	Municipal cooperation Funny how you are only making a sector plan 4 years after the annexation proposal. Stop wasting money and wait to see how annexation plays out before making all these lovely plans that don't consult another community that is literally next door to some of us	10/6/2021 9:17 AM
29	Municipal cooperation Stop White City from continuously attacking Emerald Park/RM of Edenwold.	10/6/2021 8:00 AM
30	No multiple unit housing No apartments or condos.	10/6/2021 5:56 AM
31	Municipal cooperation No more services like more hockey rinks that are built and used by non residence. Reduce non resident traffic. After 40 years of saying you are - actually do something as partners with White City.	10/6/2021 12:48 AM
32	I believe the RM does a good job of managing services	10/5/2021 10:02 PM
33	Don't join up with white city!	10/5/2021 9:58 PM

Emerald Park Future Development - Resident Survey

34	More consultation with residents which would prevent another major blunder such as approving the second nursing home in spite of residents not wanting it. Why Council would go against the wishes of residents is a mystery to me!	10/5/2021 9:52 PM
35	Municipal cooperation Lack of cohesive plan both within Emerald Park and along side white city. Annexation by white city will improve government and create a cohesive plan moving forward.	10/5/2021 9:15 PM
36	match new development growth with revitalization of exsisting neighbourhoods. keep up with pathways and enhanced living features.	10/5/2021 9:04 PM
37	Municipal cooperation Work more collaboratively with white city. 2 communities can exist but duplication of services makes no sense. Watch tax levels - getting as high as city of Regina. Also not happy that the community of emerald park only has 1 spot on RM council when the community is the majority of population and revenue.	10/5/2021 8:24 PM
38	Lower taxes Enhanced security Noise barrier for the number 1 highway. Reduction in the constant noise from truck traffic.	10/5/2021 8:05 PM
39	More rec facilities Recreational programs help to keep our kids out of trouble. Recreational facilities help to attract more families to our community, helping to sustain the recreational programs. Thing like swimming lessons, curling, indoor sports, etc. all are becoming more difficult to get our kids involved in as Regina residents are always first. Having said that, we need a stable tax base to be able to afford and maintain any recreational facilities. Lots would prefer to put the cart before the horse. I do think all of these items are necessary to continue to grow in a responsible manner. In the meantime, accessibility and possible water system improvements may help to retain the current residents and attract more while the rest of the plan falls into place.	10/5/2021 7:06 PM
40	Balance investment in industry with community connections.	10/5/2021 6:47 PM
41	More rec facilities Needs an indoor recreation facility and a high school	10/5/2021 6:45 PM
42	Of the 11 minutes it takes me to get to Regina, 9 of that is me getting from my house back to the highway. Having to drive all the way to the Pilot Butte overpass is ridiculous. There should be an overpass at either Great Plains or Emerald Park Road.	10/5/2021 5:27 PM
43	Emerald Park is scattered and it's an eyesore when you have you look at implement dealers on your way to the residential areas.	10/5/2021 12:42 PM
44	Municipal cooperation Emerald Park and White City are a community and should be treated appropriately. The RM has let White City provide most of the services with little support. Amalgamation is the solution.	10/5/2021 11:52 AM
45	We are not a diverse community in regards to culture. This is an area to improve.	10/5/2021 11:31 AM
46	More rec facilities I would love to see a Community centre that would have a swimming pool possibly Hockey rinks so my children can play sports. Right now we cannot get into Regina and have to transport our children for swimming lessons to Melville, Sk.	10/5/2021 11:24 AM
47	No	10/5/2021 11:12 AM
48	Too much commercialization	10/5/2021 9:53 AM

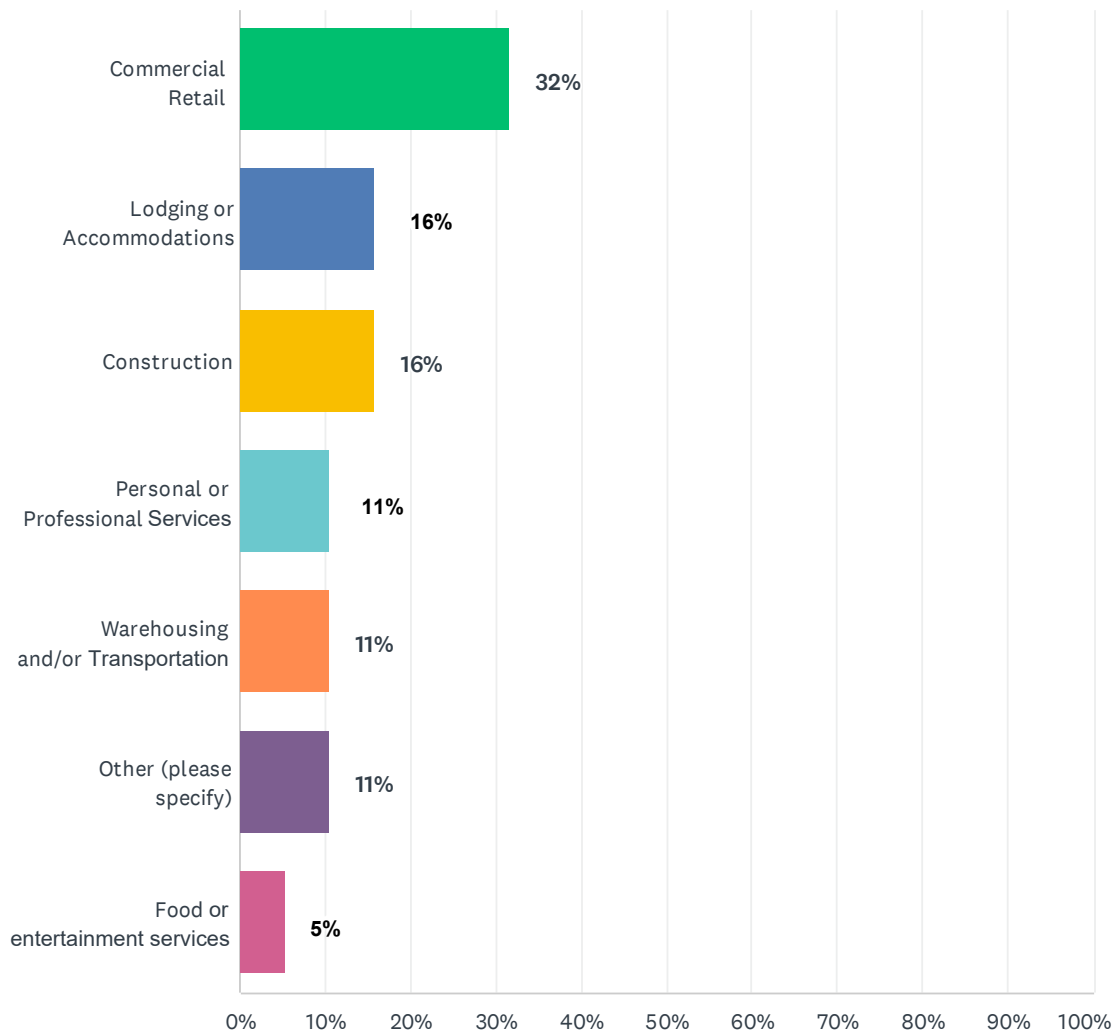
Q1 Do you own a business in Emerald Park?

Answered: 25 Skipped: 0



Q2 What type of business do you operate in Emerald Park? Please choose the option that best fits your business.

Answered: 19 Skipped: 6

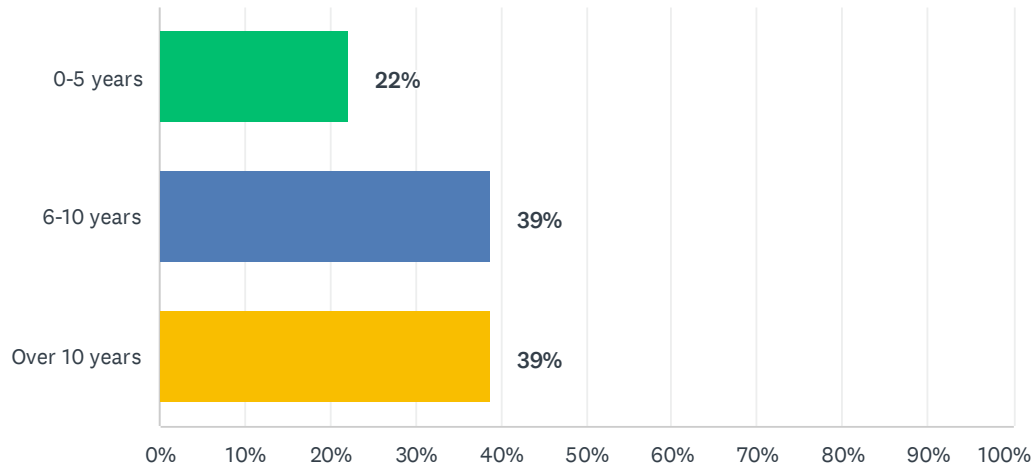


Emerald Park Future Development - Business Owner Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	Land Development	10/27/2021 12:53 PM
2	Commercial property that houses commercial retail, food service, and medical care	10/5/2021 9:34 AM

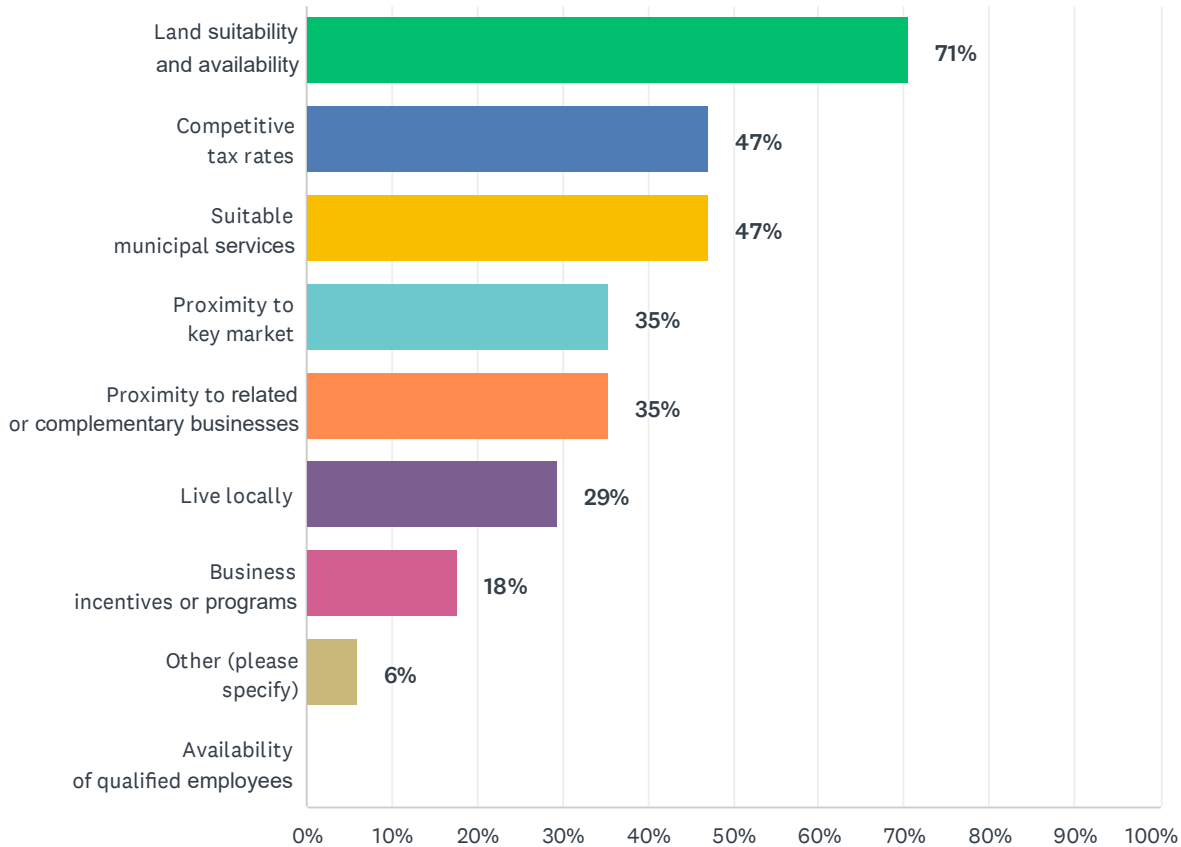
Q3 How many years has your business been operating in the community?

Answered: 18 Skipped: 7



Q4 What factors contributed to your decision to establish a business in Emerald Park? Please select all that apply.

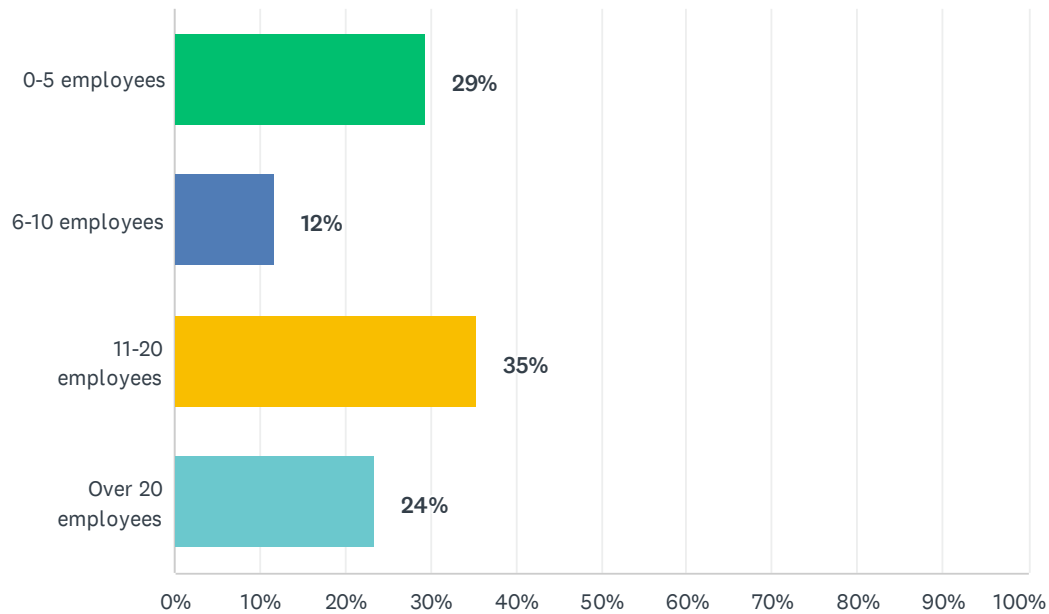
Answered: 17 Skipped: 8



#	OTHER (PLEASE SPECIFY)	DATE
1	It was here when I bought it	10/5/2021 11:20 AM

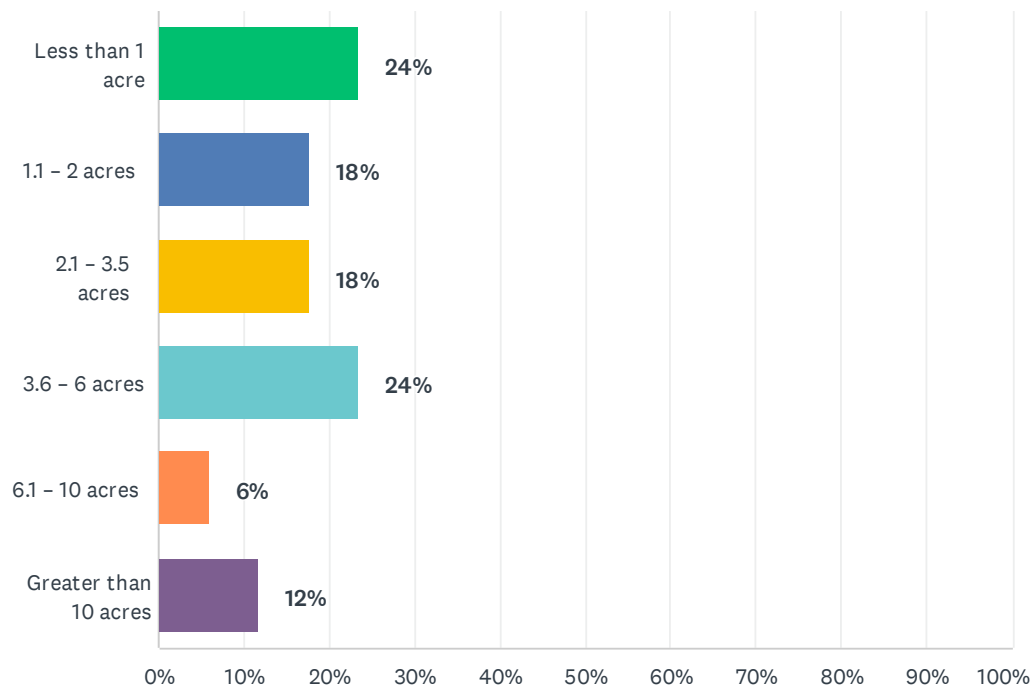
Q5 How many employees does your business have?

Answered: 17 Skipped: 8



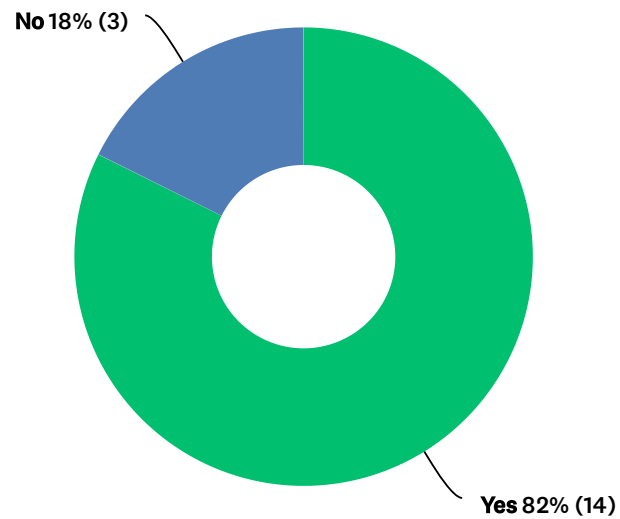
Q6 How large is your property?

Answered: 17 Skipped: 8



Q7 Does the size of your property meet your current needs?

Answered: 17 Skipped: 8



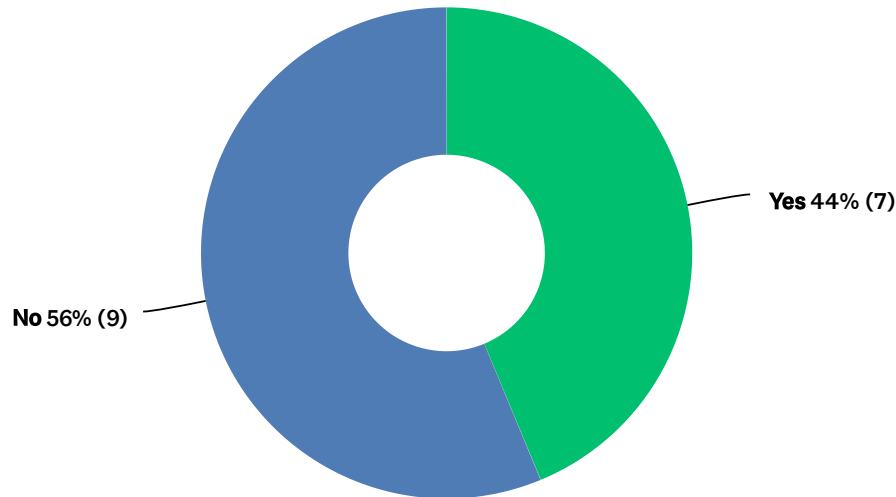
Q8 What are the reasons the property does not meet your needs?

Answered: 3 Skipped: 22

#	RESPONSES	DATE
1	Land space	10/25/2021 3:30 PM
2	too small	10/25/2021 3:21 PM
3	Our company is expanding, we will need to expand into neighbouring property as our demands increase	10/14/2021 7:39 AM

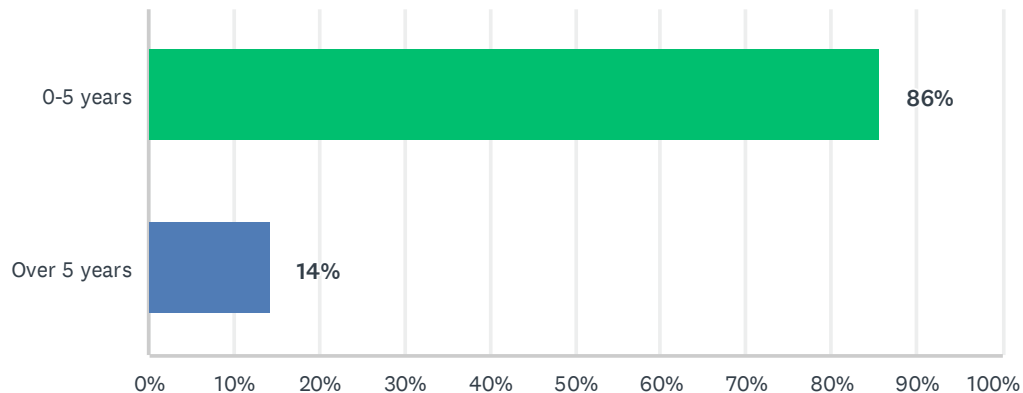
Q9 Do you have plans for future expansion of your business?

Answered: 16 Skipped: 9



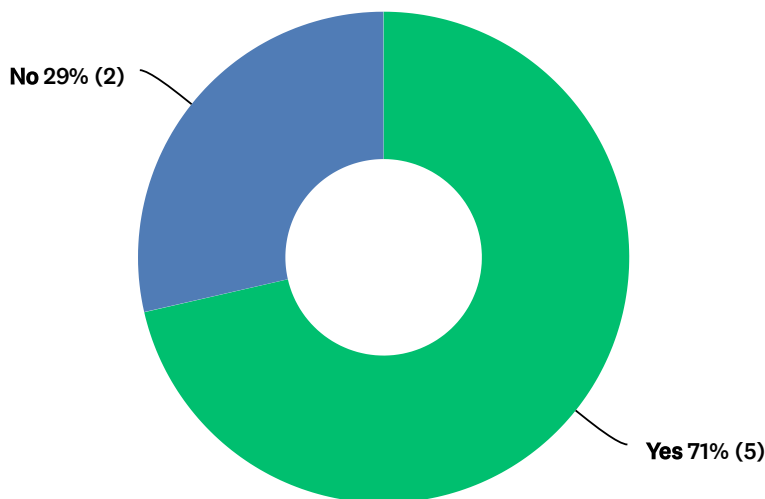
Q10 If you are planning for expansion, what is your approximate timing for expansion?

Answered: 7 Skipped: 18



Q11 Does the size of your current property meet your expansion needs?

Answered: 7 Skipped: 18



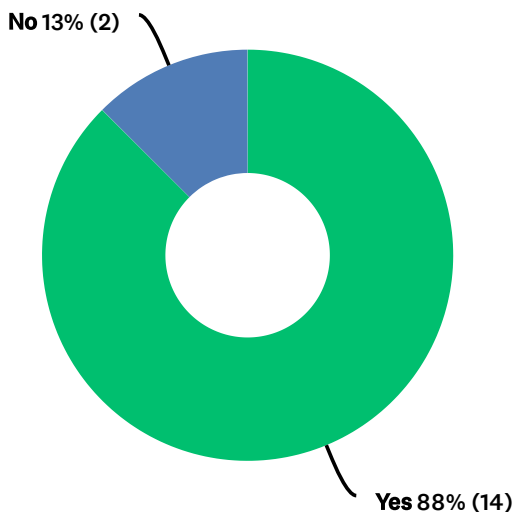
Q12 If your current property does not meet your expansion needs, where would you look to relocate?

Answered: 2 Skipped: 23

#	RESPONSES	DATE
1	Possibly Emerald park	10/25/2021 3:33 PM
2	Neighbouring lot is available.	10/14/2021 7:39 AM

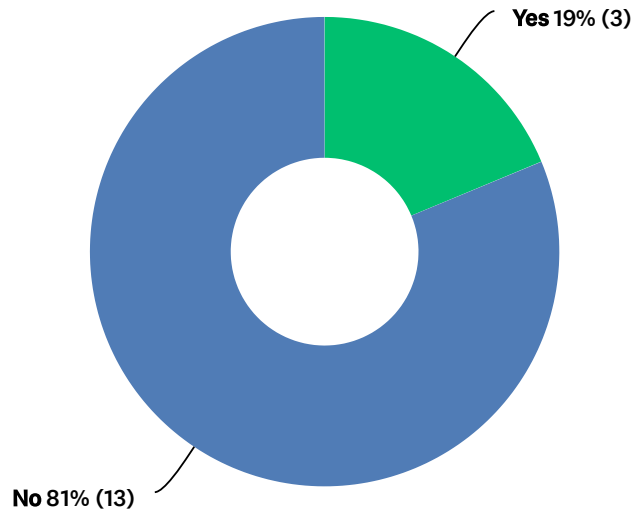
Q13 Do you own the property where your business is located?

Answered: 16 Skipped: 9



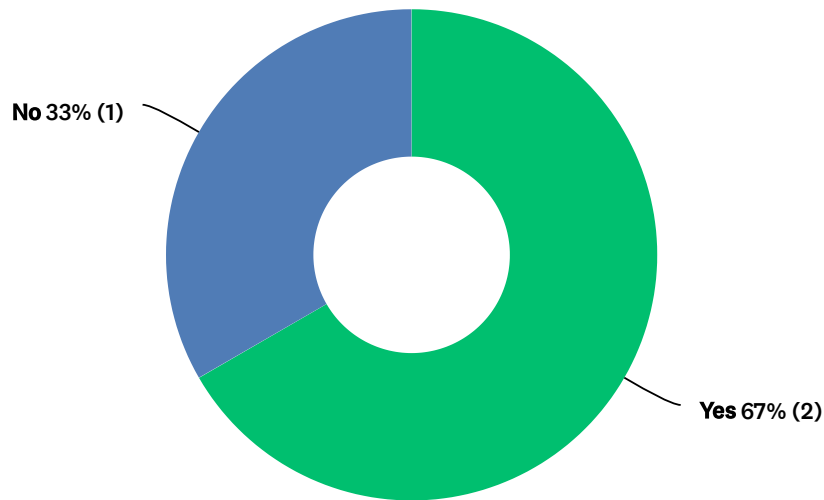
Q14 Do you own any other land in Emerald Park that is not developed?

Answered: 16 Skipped: 9



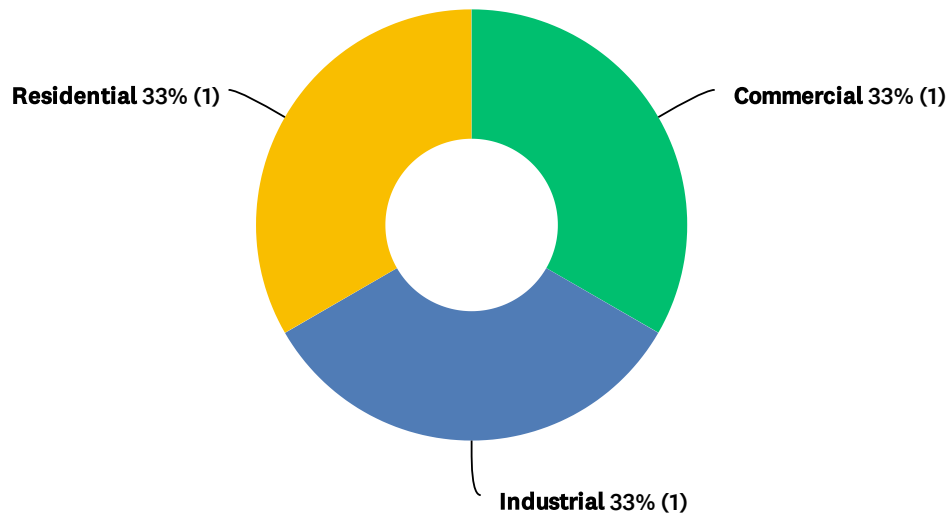
Q15 Do you have plans to develop your land in Emerald Park?

Answered: 3 Skipped: 22



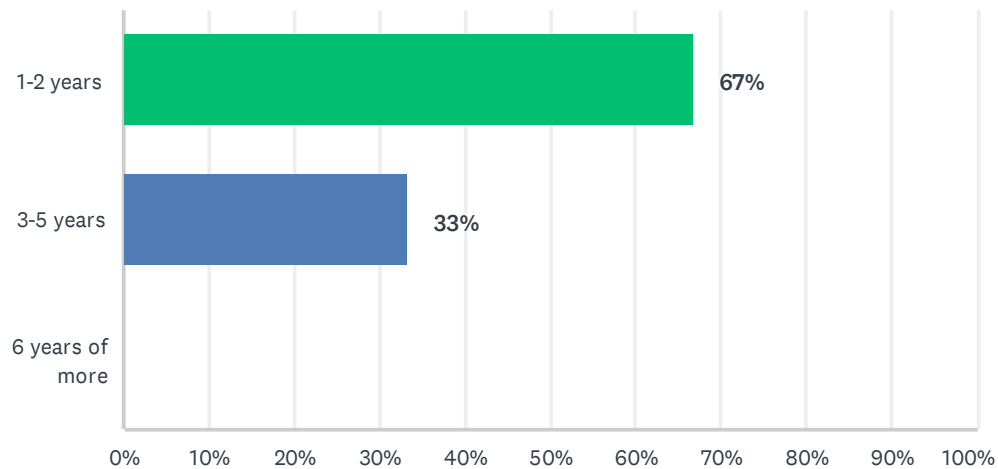
Q16 What type of development are you planning?

Answered: 3 Skipped: 22



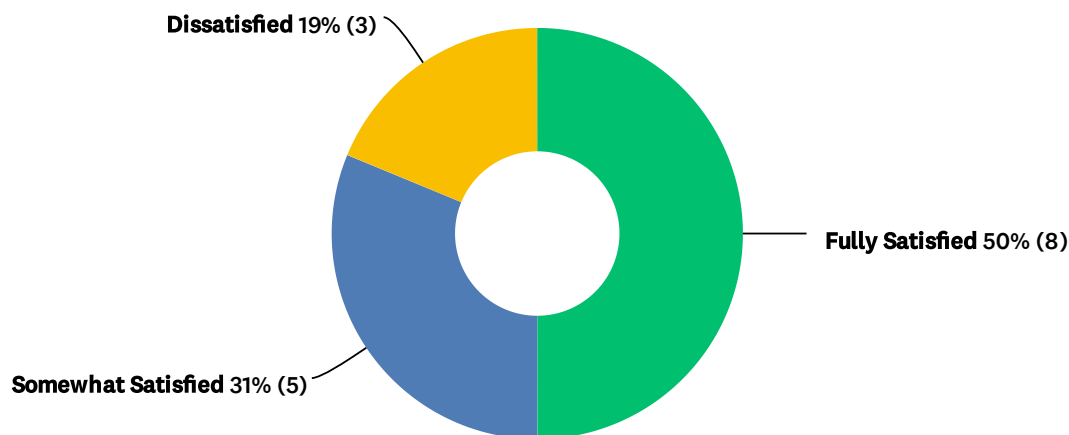
Q17 What is the timing of your development?

Answered: 3 Skipped: 22



Q18 How would you rate the level of water infrastructure services in the community relative to your business needs?

Answered: 16 Skipped: 9



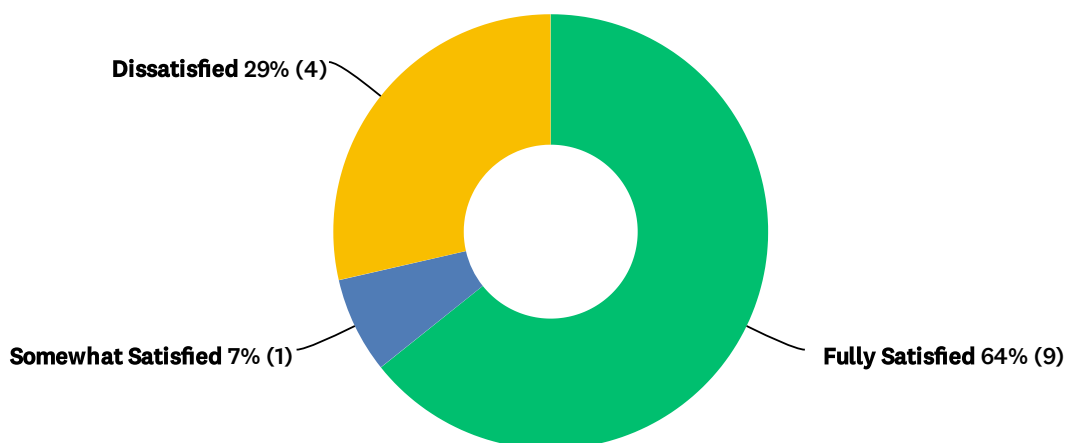
Q19 You have indicated that you are somewhat satisfied or dissatisfied with the level of water infrastructure provided in Emerald Park. What improvements could be made to make you fully satisfied?

Answered: 6 Skipped: 19

#	RESPONSES	DATE
1	Quantity	10/27/2021 12:55 PM
2	The contractors you use have zero respect for your business owners	10/26/2021 11:26 AM
3	As an acreage, we have wells . It would be great to access Emerald Park water.	10/26/2021 8:50 AM
4	Only stretch of property that did not receive water infrastructure. Had to put well in	10/25/2021 3:35 PM
5	sewer and water to commercial lots	10/25/2021 3:03 PM
6	Quality of water could be better	10/13/2021 11:39 AM

Q20 How would you rate the level of sewer infrastructure service in the community relative to your business needs?

Answered: 14 Skipped: 11



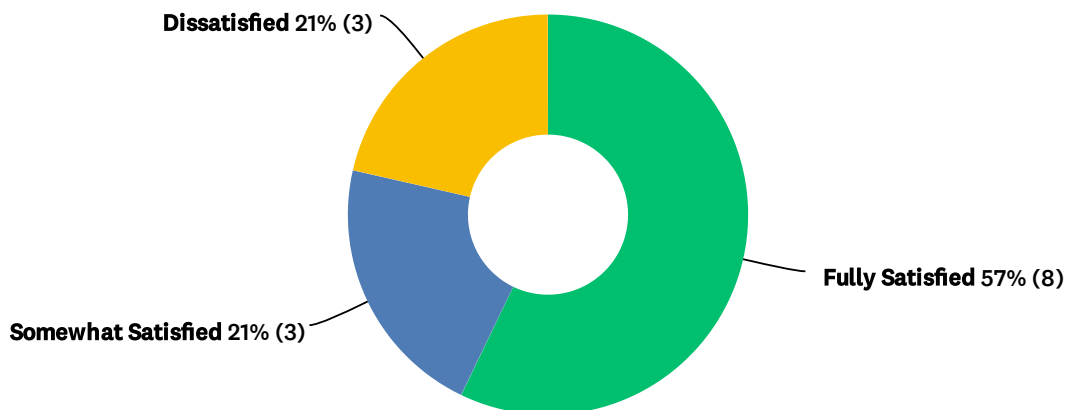
Q21 You have indicated that you are somewhat satisfied or dissatisfied with the level of sewer infrastructure provided in Emerald Park. What improvements could be made to make you fully satisfied?

Answered: 5 Skipped: 20

#	RESPONSES	DATE
1	Fully functioning wastewater plant. Not an experiment that has failed miserably.	10/27/2021 12:56 PM
2	Not possible as we are an acreage.	10/26/2021 8:51 AM
3	Being linked to a sewer system and getting rid of septic tank	10/25/2021 4:01 PM
4	Only stretch of business that did not get sewer put in. Have to large septic tanks	10/25/2021 3:36 PM
5	-----	10/25/2021 3:04 PM

Q22 How would you rate the level of stormwater infrastructure service in Emerald Park relative to your business needs? This could include retention ponds, drainage channels, ditches, etc.

Answered: 14 Skipped: 11



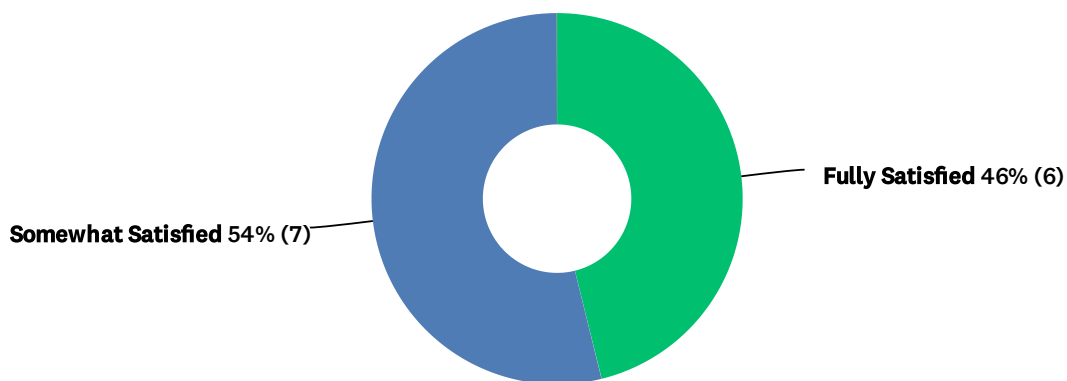
Q23 You have indicated that you are somewhat satisfied or dissatisfied with the level of stormwater infrastructure provided in Emerald Park. What improvements could be made to make you fully satisfied?

Answered: 5 Skipped: 20

#	RESPONSES	DATE
1	Detention ponds. Proper ditches and approaches. Comprehensive overall storm-water management plan.	10/27/2021 12:57 PM
2	This issue wad left up to us to determine water drainage	10/25/2021 3:37 PM
3	Water drainage	10/25/2021 2:56 PM
4	The level of holding ponds are holding new land sales back. Rm should handle ponds	10/20/2021 8:45 AM
5	Overland drainage not suitable for our property	10/13/2021 11:40 AM

Q24 How would you rate the level of transportation infrastructure service in the community relative to your business needs? This could include both roads and pedestrian pathways.

Answered: 13 Skipped: 12



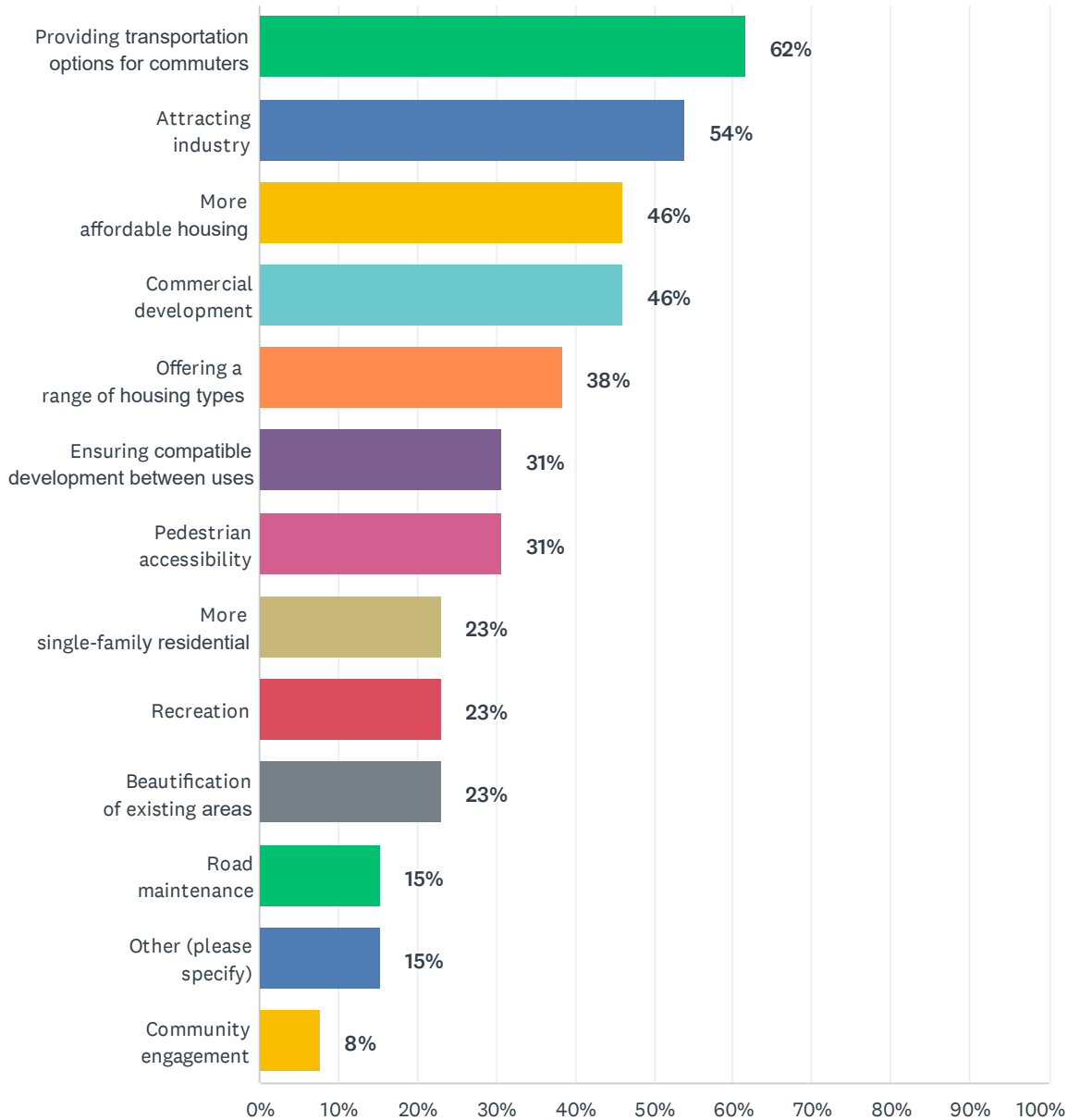
Q25 You have indicated that you are somewhat satisfied or dissatisfied with the level of transportation infrastructure provided in Emerald Park. What improvements could be made to make you fully satisfied?

Answered: 7 Skipped: 18

#	RESPONSES	DATE
1	Need to be excess to Highway goes to Regina from Emerald Park	10/29/2021 5:03 PM
2	Lack of an overall transportation plan. Terrible, piece-meal historical concept. "Sight lines"	10/27/2021 12:59 PM
3	Our gravel road is maintained well, just wish that it was less muddy during wet conditions. Pavement would be ideal or even slag.	10/26/2021 8:53 AM
4	Emerald park does nothing for our frontage infrastructure, looked after by highways or bypass	10/25/2021 3:38 PM
5	More signage is required.	10/25/2021 2:58 PM
6	The pedestrian pathways are good for the most part, but the part that runs along the south service road is pretty bad, not well planned, and poorly built.	10/14/2021 7:47 AM
7	Need more sidewalks with respect to major roads. I will say this has been slowly improving.	10/6/2021 7:17 PM

Q26 From a business owner perspective, what issues do you think are most important for the development of Emerald Park? Please select up to 5 issues.

Answered: 13 Skipped: 12



#	OTHER (PLEASE SPECIFY)	DATE
1	Keep taxes reasonable, mine have doubled in the last 6 years	10/26/2021 11:28 AM
2	Attention to all of the above as needed	10/26/2021 8:54 AM

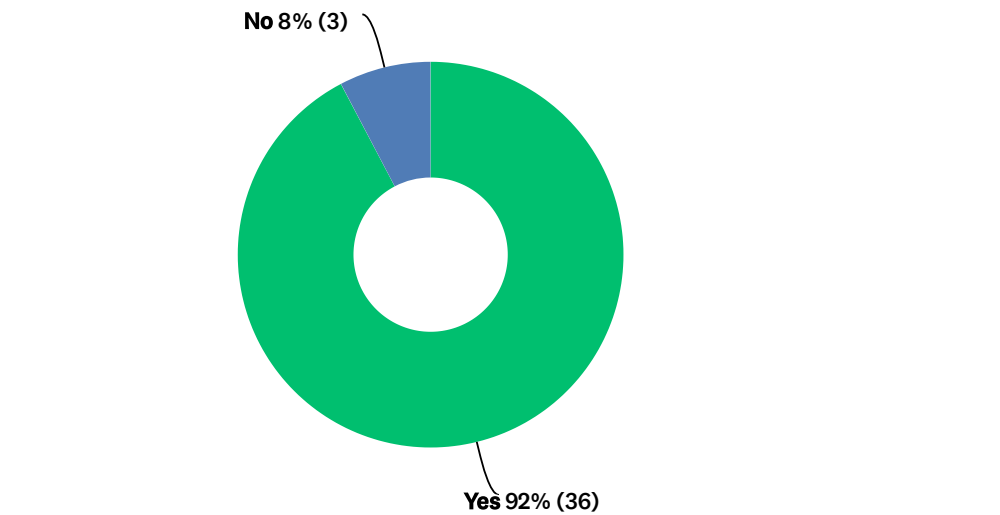
Q27 Are there any other thoughts you would like to share about the future development of Emerald Park?

Answered: 7 Skipped: 18

#	RESPONSES	DATE
1	Affordable Housing and Public Transportation to Regina	10/29/2021 5:05 PM
2	Quit repeating past mistakes.	10/27/2021 1:00 PM
3	The ability to sub divide properties Example: 2 acres to 1 acre (just like the RM did but stops others) would equal more taxes for the RM	10/26/2021 11:31 AM
4	Build a new Community Center that includes a school, larger gym, with multi person & purpose uses.	10/26/2021 8:56 AM
5	Better tax insensitive to build or expand business.	10/20/2021 8:47 AM
6	Need to work on cooperation with emerald park. Services need to worked on together not separately.	10/6/2021 7:24 PM
7	Not at this time.	10/5/2021 9:39 AM

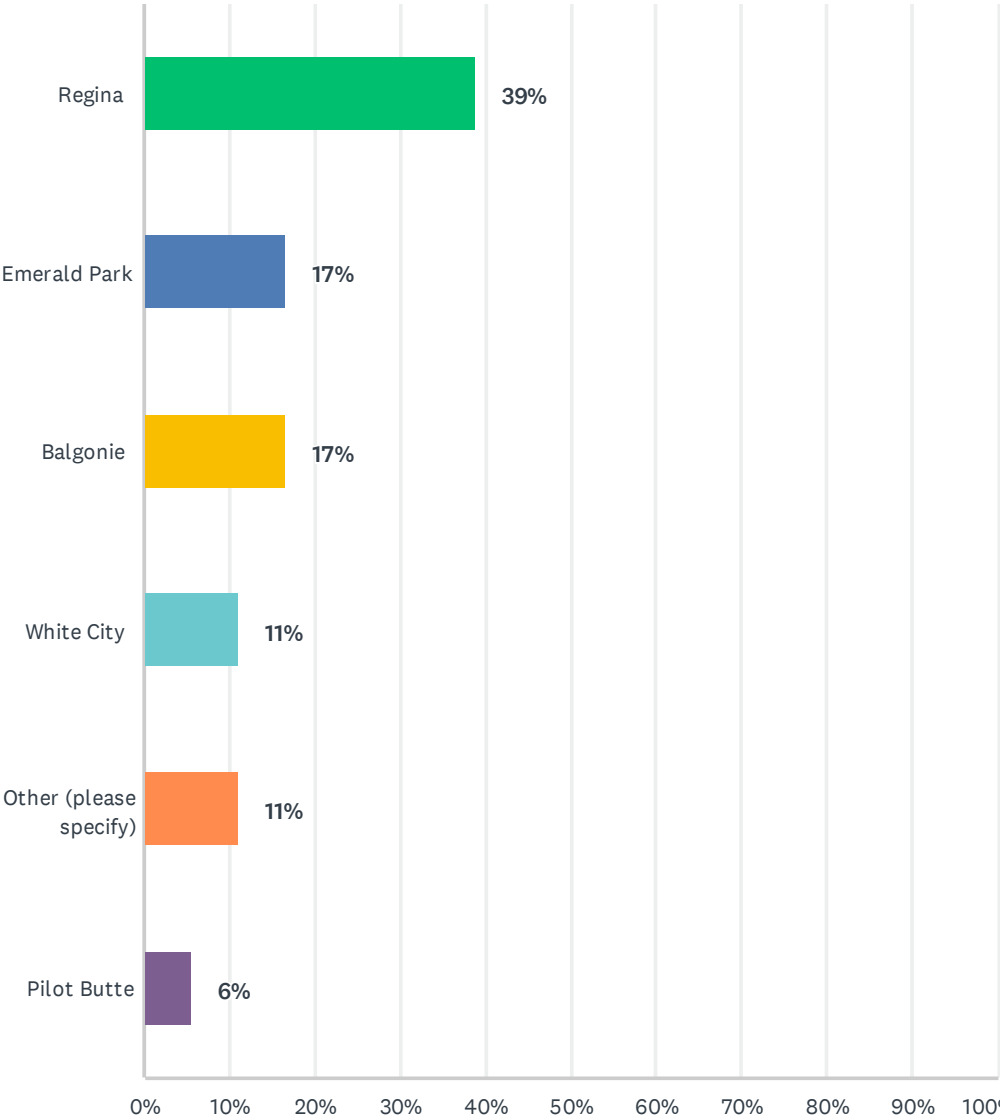
Q1 Do you work in Emerald Park?

Answered: 39 Skipped: 0



Q2 Where do you live?

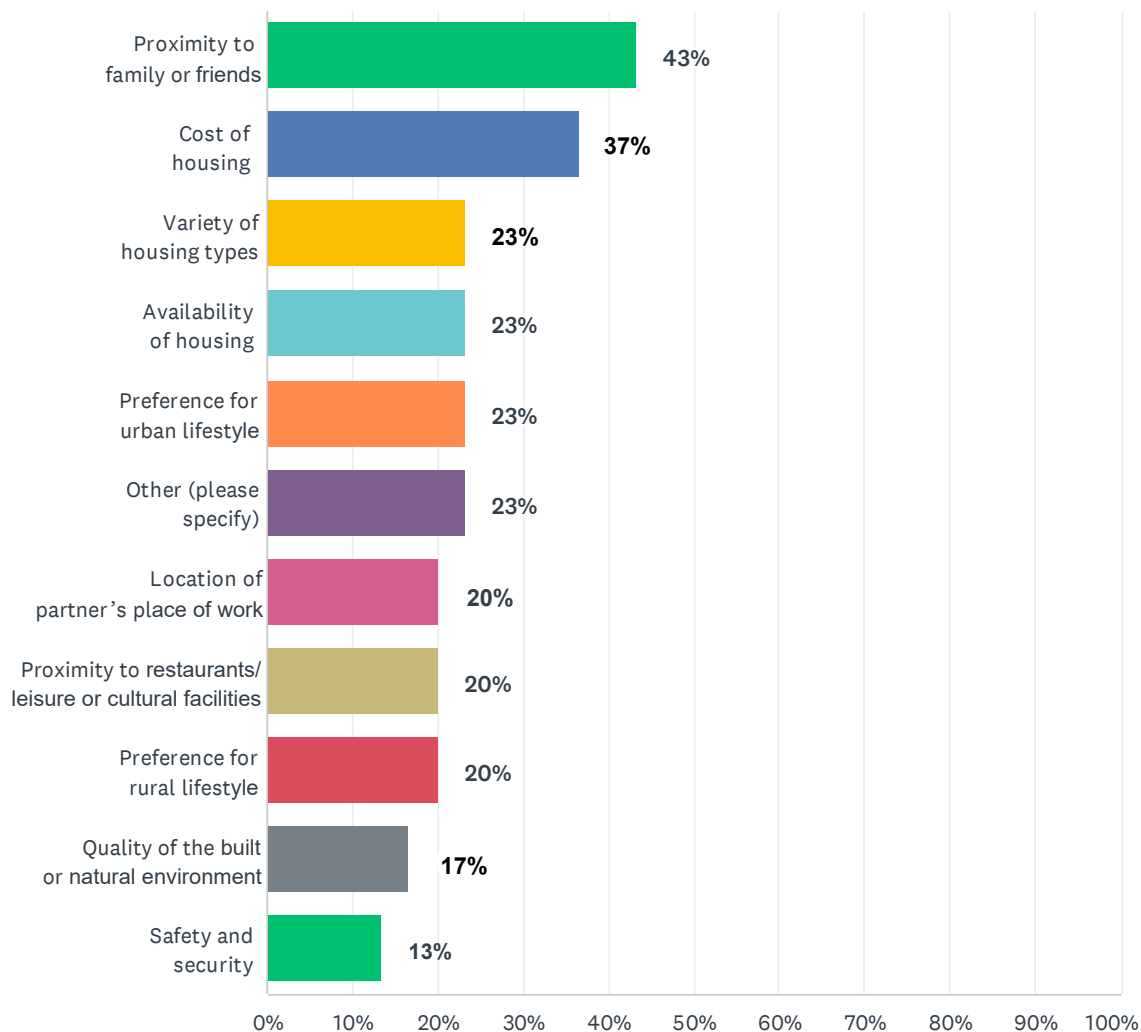
Answered: 36 Skipped: 3



#	OTHER (PLEASE SPECIFY)	DATE
1	Edenwold	10/26/2021 11:52 AM
2	Kronau	10/25/2021 4:27 PM
3	Indian Head	10/21/2021 1:27 PM
4	Cupar	10/21/2021 1:24 PM

Q3 What factors contributed to your decision to live in a different community than your place of employment? Please select all that apply.

Answered: 30 Skipped: 9

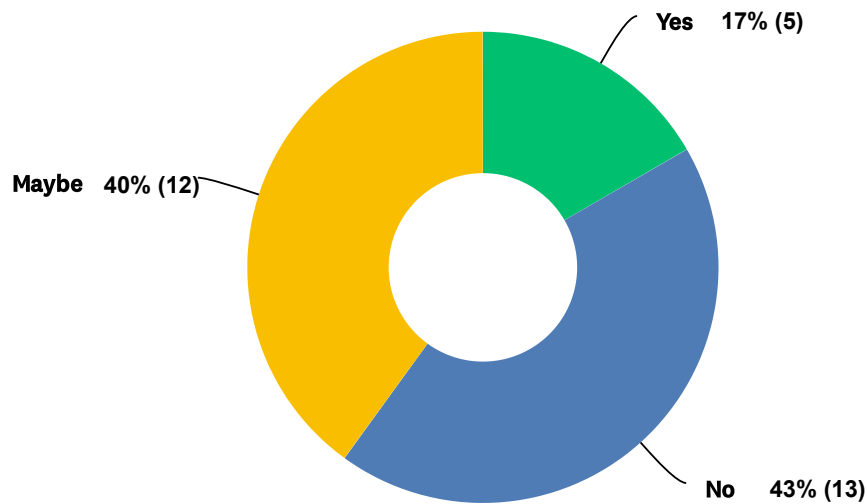


Emerald Park Future Development - Employee Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	Emerald Park was where I happened to find a job at the time.	10/26/2021 3:43 PM
2	I do not consider White City to be a separate community	10/26/2021 9:11 AM
3	only 20 minutes away	10/25/2021 3:47 PM
4	The office moved to Emerald Park	10/21/2021 10:09 PM
5	Job was available in RM	10/21/2021 1:28 PM
6	It's still a small town with a small town feel	10/5/2021 6:31 PM
7	N/a	10/5/2021 2:15 PM

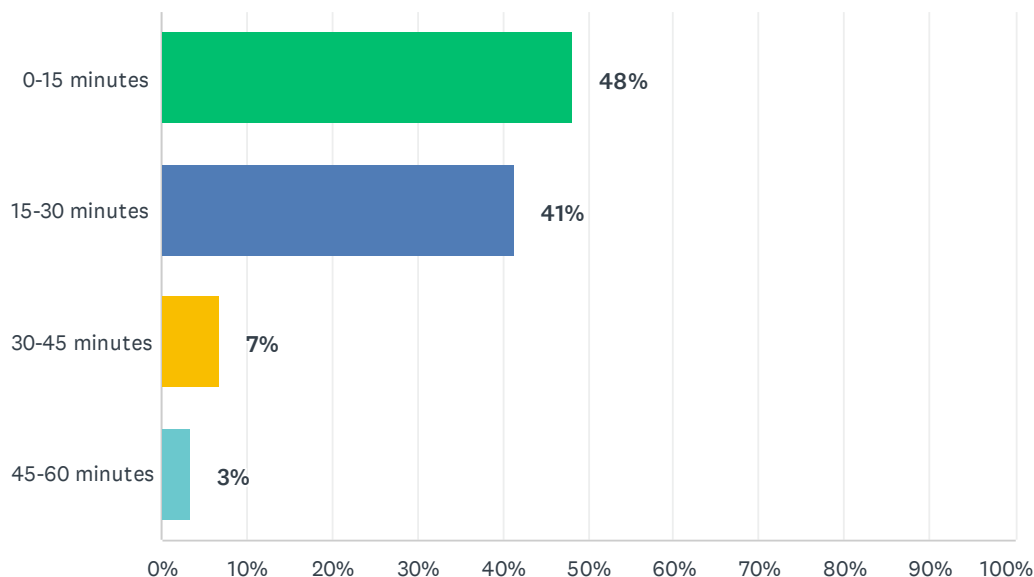
Q4 Would you be interested in living in Emerald Park?

Answered: 30 Skipped: 9



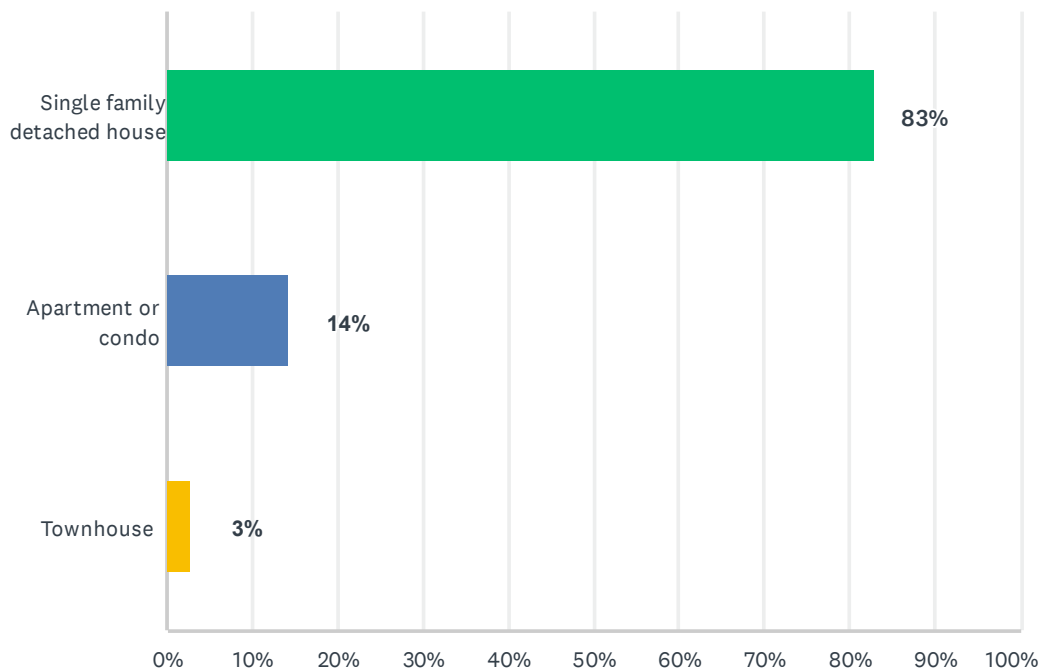
Q5 What is your average commuting time to work per trip?

Answered: 29 Skipped: 10



Q6 What type of home do you currently live in?

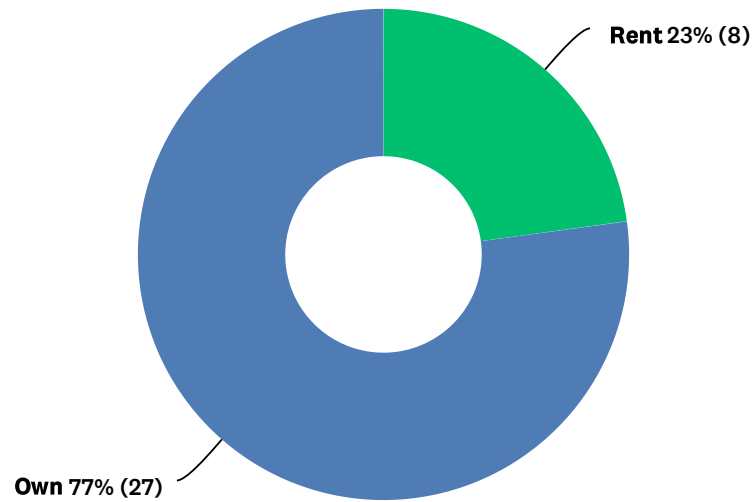
Answered: 35 Skipped: 4



#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

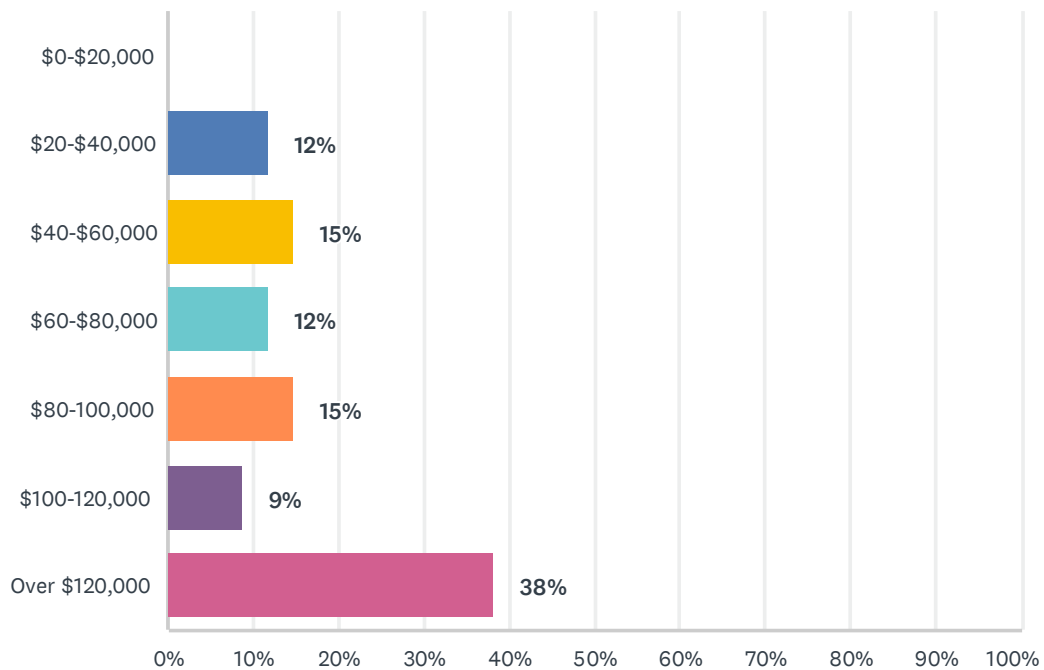
Q7 Do you rent or own your current place of residence?

Answered: 35 Skipped: 4



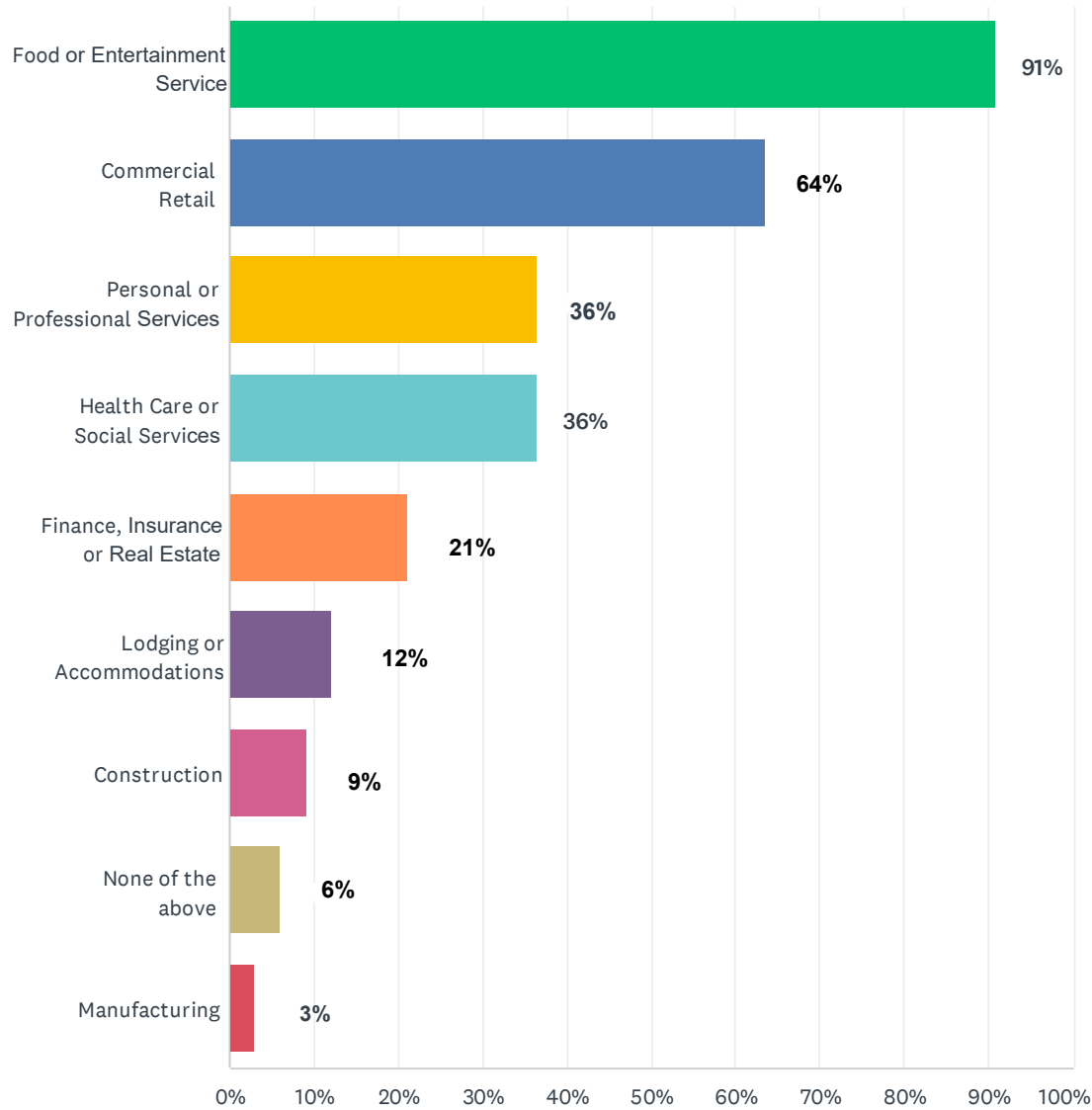
Q8 What was your total household income before tax in 2020?

Answered: 34 Skipped: 5



Q9 What services do you access in Emerald Park? Please select all that apply:

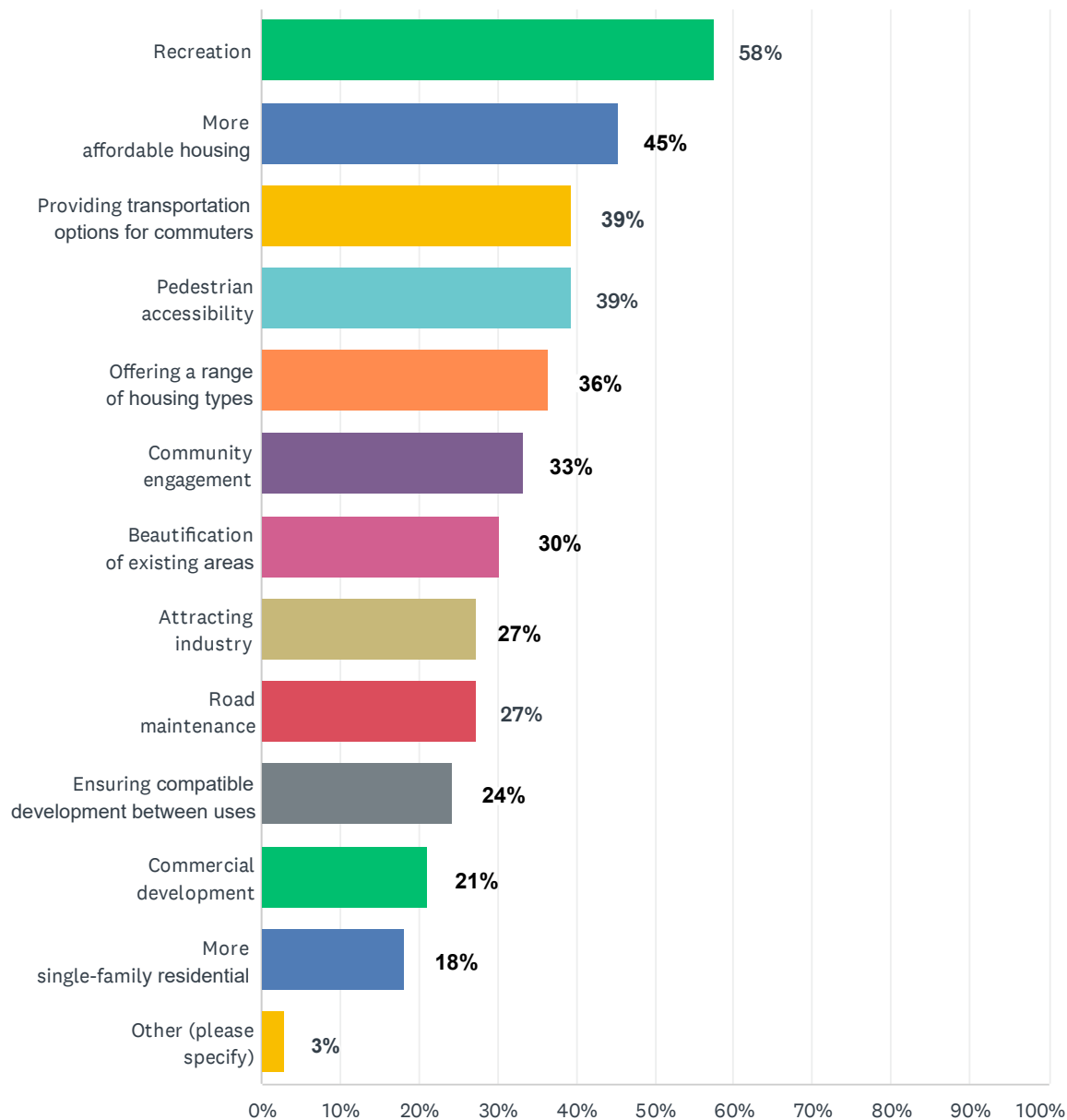
Answered: 33 Skipped: 6



#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q10 As an employee, what issues do you think are most important for the development of Emerald Park? Please select up to 5 issues.

Answered: 33 Skipped: 6



#	OTHER (PLEASE SPECIFY)	DATE
1	In some way, shape, or form, emerald park and white city need to become one entity. Whether that is a city, or some other form, the current system of 2 governing bodies beside each other and not working together will not last forever.	10/6/2021 7:42 AM

Q11 Are there any other thoughts you would like to share about the future development of Emerald Park?

Answered: 6 Skipped: 33

#	RESPONSES	DATE
1	More business, food, and financial services	10/30/2021 10:51 AM
2	No	10/25/2021 4:00 PM
3	Working together with white city to develop services jointly for the betterment of our community. The governments on both side need to put the past behind them and foster a new healthy positive working relationship for the betterment of OUR community (i mean both wc and ep)	10/7/2021 8:30 AM
4	As I stated in the previous question, both Emerald Park and White City need to sit down together and hash out what is best for the taxpayers of each community. What is best for other RM of Edenwold residents should not be a factor in the decision of what is best for the residents of Emerald Park. This seperate governing bodies right next door will not last forever, so please be responsible adults, and do what is best for the community.	10/6/2021 7:44 AM
5	Sidewalks are becoming a necessity. People moved out here for big yards and a community feel. Don't forget that. It appears White City has and soon it will loose it's charm.	10/5/2021 6:39 PM
6	There are homes in EP that don't have water - shocking for a progressive community.	10/5/2021 1:07 PM

May 13, 2022

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APPENDIX B – CAVERHILL DEVELOPMENTS LTD. LETTER



Caverhill Developments Limited
Regina, Saskatchewan
Canada, S4V 0S7

October 12, 2021

Good afternoon, Jennifer,

In reply to your email October 05, 2021 on the subject of Emerald Park Sector Plan Consultation:

Thank you for acknowledging Caverhill Development Limited and our Picasso Pathways Subdivision in the Town of White City as a development adjacent to your study area in the RM of Edenwold and to be given the opportunity to have a voice in your project.

I firmly believe rural municipalities should stay out of the practise of wearing too many hats diluting their focus and span of control of their legislated governance. The Rural Municipality of Edenwold No 158, (covering a sizeable 849.04 square kilometers), must acknowledge their primary mandate should be to sustain a rural environment and encourage harmonious and healthy urban community growth inside and outside its borders.

As such the RM has a responsibility to release their hold on the taxes of this unincorporated community of Emerald Park with a population of 1696 (2016 census) to legitimize their rightful urban status. Emerald Park residents are governed by a rural municipal body to which they elect one Councillor.

The Emerald Park community is physically conjoined with the Town of White City. As such, they cannot be incorporate as a Town, and has never incorporated as a Village, nor organized as a Hamlet. The RM's grip on the tax base prevents these ratepayers to self govern as one urban body under Saskatchewan's Urban Municipalities Act and with the synergy and benefits of the Saskatchewan Urban Municipalities Association. This is unprecedented in our province. Residents do not identify as a rural population.

Emerald Park and White City are linked together through shared local commerce; forged friendships as neighbour without borders walking the same streets and driving the same roads; as school mates; as participants in local social and sports events and in worship.

The RM of Corman Park No 344 surrounds the City of Saskatoon. The RM of Corman Park has fostered growth and self governance encouraging communities to flourish within its borders and some are within similar proximately to the City of Saskatoon:

1) City of Martensville	8 kms N of Saskatoon	population	9,645 (2016)
2) City of Warman	13.6 kms. N of Saskatoon	"	11,020 (2016)
3) Town of Dalmeny	23.59 kms N of Saskatoon	"	1,826 (2016)
4) Village of Vanscoy*	31.3 kms SW of Saskatoon	"	462 (2016)

(*located in RM of Vanscoy No. 345)

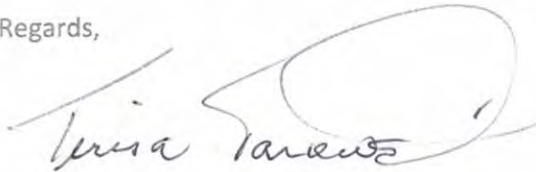
Existing on the same footprint, Emerald Park and White City have a combined population exceeding 5,000. Growth has been steady and is projected to rapidly accelerate post-Covid-19. The entire community of White City Emerald Park would benefit going forward as the 17th City in the Province of

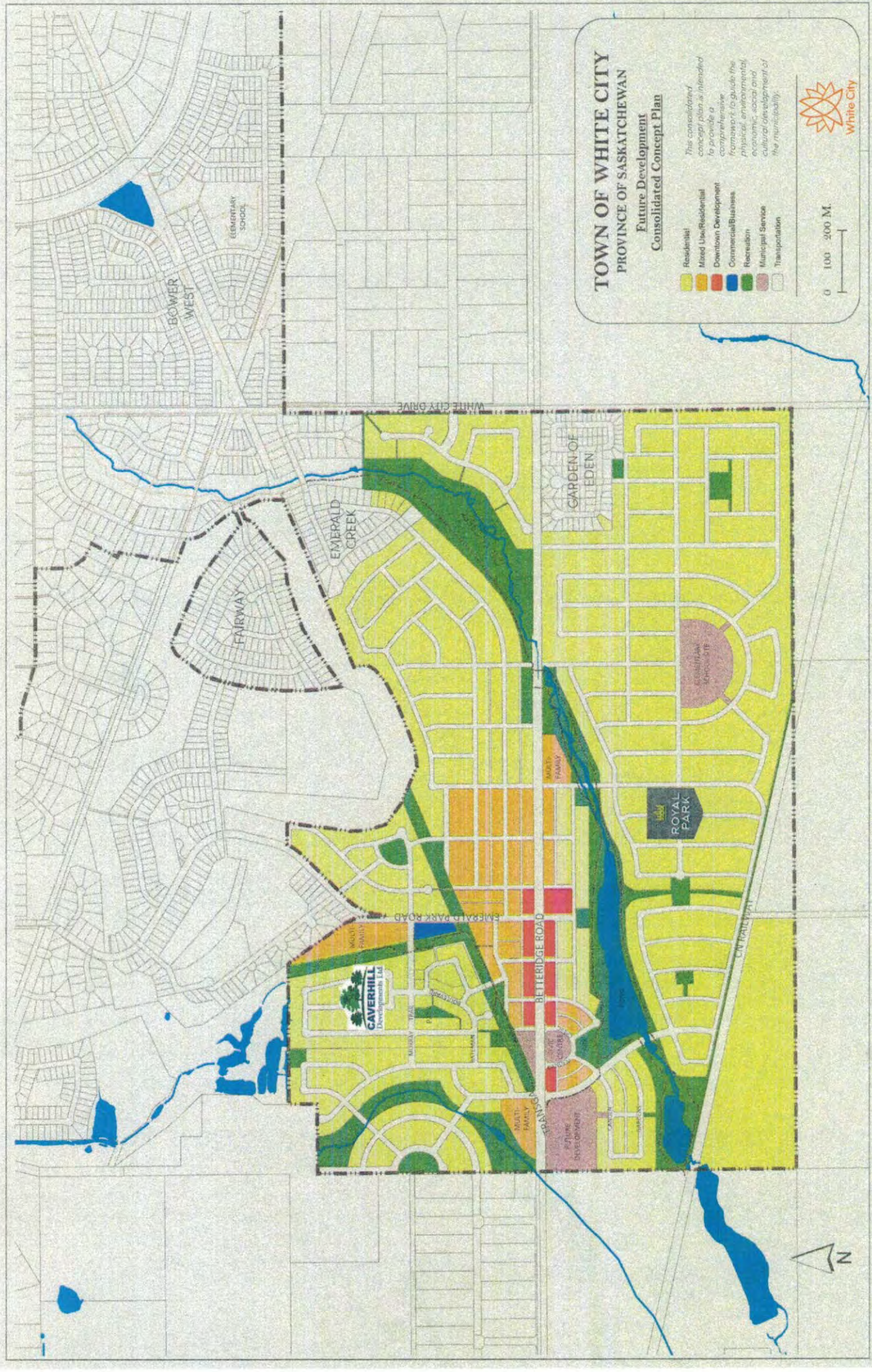
Saskatchewan by annexing Emerald Park to the Town of White City with a population of 3,099 (2016). Section 39 of The Cities Act states a town with a population of 5,000 can apply for city status. Combining the 2021 population into one entity would immediately exceed the population over 5,000 criteria and council could apply to the Ministry for city status. The synergy with an escalated status as a city would open doors to many additional benefits afforded (urban) Cities. WCEP would also gain status as the first city located within the RM of Edenwold No 158.

Phase 1 of our Picasso Pathways Subdivision located in the Town of White City has conditional approval of Community Planning subject to completion of the WCRM wastewater treatment plant and approval for future growth by the Water Security Agency. This also impacts future development within the RM. Our Phase 1 infrastructure engineering is complete and the Servicing Agreement with White City has been signed. We are expecting to proceed with completing the survey of lots and installation of the deep services early next year - 2022.

I can be reached in Regina at 1 306 789 2855 and prefer afternoon calls. ttarowski@caverhill.ca

Regards,





TOWN OF WHITE CITY PROVINCE OF SASKATCHEWAN Future Development Consolidated Concept Plan

This consolidated concept plan is intended to provide a comprehensive framework to guide the physical, environmental, economic, social and cultural development of the municipality.

- Residential
- Mixed Use/Residential
- Downtown Development
- Commercial/Business
- Recreation
- Municipal Services
- Transportation



0 100 200 M.

May 13, 2022

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APPENDIX C – ENBRIDGE RECOMMENDATIONS

October 19, 2021

Associated Engineering (Sask.) Ltd.
1-2225 Northridge Drive
Saskatoon, SK S7L 6X6

Sent via email to: taylorj@ae.ca

ATTN: Jennifer Taylor, Senior Planner
RE: RM of Edenwold – Emerald Park Sector Plan
Your File #: N/A
Our Reference #: ENB_R211013-001SK

Thank you for sending Enbridge notice of this project. B&A Planning Group is the land use planning consultant for Enbridge's Liquids Pipeline network across Canada. On behalf of Enbridge, we work with municipalities and stakeholders regarding planning and development in proximity to their pipeline infrastructure to ensure that it occurs in a safe and successful manner.

We request that this response package is provided in full to the landowner / applicant as it contains useful and important information, including certain requirements that must be followed, in respect of development in proximity of pipelines.

Description of Proposed Development

We understand that this application is a notice that Associated Engineering is developing a high-level land use plan for the expansion of Emerald Park in the Rural Municipality of Edenwold (RM), SK and the new land use plan will identify area-specific direction for future development and high-level servicing, and guide future developer submissions and studies required to support the rezoning, subdivision, and development of land.

As demonstrated in **Attachment 01 | Approximate Location of Pipeline Infrastructure** there is Enbridge pipeline liquid infrastructure located within the Emerald Park Growth Area Sector Plan Study Area.

Assessment & Requirements

Since the Emerald Park land use plan is currently in the consultation process and does not appear to currently have any maps, statements or policies related to development in proximity of pipeline infrastructure. Enbridge would like to recommend the inclusion of the maps, statements and policies detailed in the recommendations below.

- 1) **Mapping:** We recommend that Enbridge's pipelines (and any other pipelines) and facilities be indicated on one or more maps within the Emerald Park land use plan.

Please see below the online map to help municipalities determine the locations of pipeline assessment areas within their municipal boundaries:

[Enbridge \(Liquid\) - Municipal Web Mapping Service \(arcgis.com\)](https://arcgis.com)

If data is requested to incorporate mapping, please do not hesitate to email a request to notifications@enbridge.com to initiate any required non-disclosure agreements.

- 2) As per Federal and Provincial Regulatory Requirements and Standards, pipeline operators are required to monitor all new development in the vicinity of their pipelines that results in an increase in population or employment. To ensure that all development within the pipeline assessment area is referred to Enbridge for review and comment, we recommend inclusion of the following policy:

“When an area structure plan, an outline plan, a concept plan, a subdivision application, or a development permit application is proposed that involves land within 200m of a pipeline. Administration shall refer the matter to the pipeline company for review and input.”

- 3) To ensure that no unauthorized ground disturbance or pipeline crossings occur when development progresses, we recommend the following policy be included within the Emerald Park land use plan:

“All development within 30m or crossings of a pipeline shall require written consent from the pipeline company and is the responsibility of the applicant to obtain prior to development approval.”

- 4) To support Enbridge’s maintenance of the pipeline and limit the risk of mechanical damage we recommend the following policy inclusions:

“Permanent or temporary structures shall not be installed anywhere on the pipeline right of- way and should be placed at an appropriate distance to give space for maintenance and access purposes.”

Future Development Requirements

Although the Emerald Park land use plan will detail a long-term future development vision, there are development requirements that will be mandatory at the subdivision and development stage that will be helpful to consider prior to application submission. Please review [Attachment 02 | Enbridge Development Requirements](#) for requirements for planning and development in proximity of pipelines. In addition, for more information about when written consent is required and how to submit an application, see [Attachment 03 | Enbridge Pipeline Crossing Guidelines](#). For additional resources on safe development in proximity of Enbridge’s pipeline

network please visit <https://www.enbridge.com/projects-and-infrastructure/public-awareness/brochures>.

Please continue to keep us informed about the outcome of the project and any future policy, land use, subdivision, and development activities in proximity to Enbridge's pipelines and facilities. Application referrals, project notifications and any questions regarding land use planning and development around pipelines should be sent to notifications@Enbridge.com. Thanks again for providing us with the opportunity to provide comments on this project and we look forward to working with you in the future.

Sincerely,



Joanna Ilunga

Community Planner | BA (Hons), MScPI

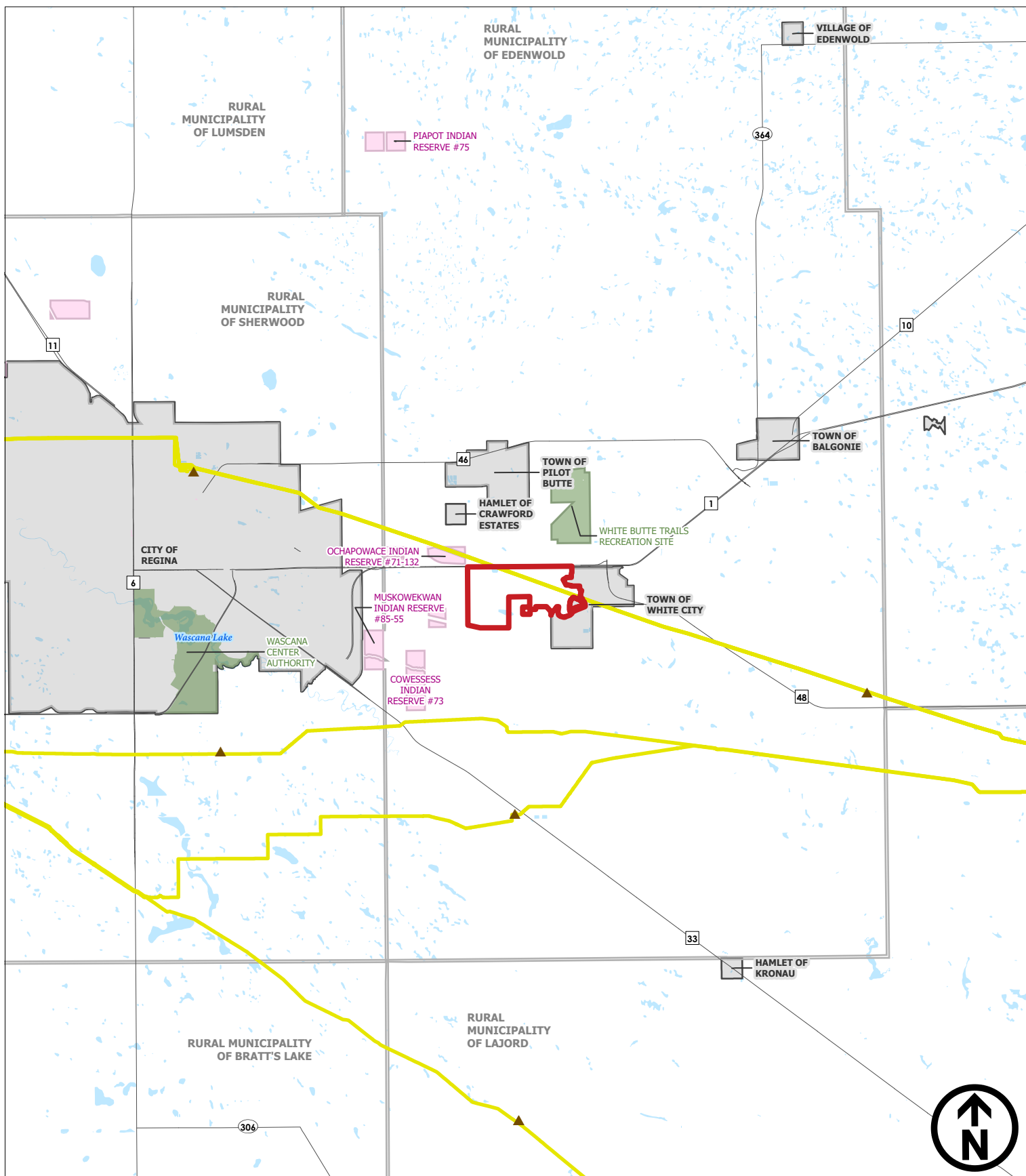
403.692.5231 | jilunga@bapg.ca

B&A Planning Group | 600, 215 – 9 Avenue SW | Calgary, AB T2P 1K3 | www.bapg.ca

Attachment 01 | Approximate Location of Pipeline Infrastructure

Attachment 02 | Enbridge Development Requirements

Attachment 03 | Enbridge Pipeline Crossing Guidelines



Geographic Coordinates: -104.4073, 50.4385
 Coordinate System: NAD 1983 UTM Zone 13N
 Date Saved: Oct 13, 2021
 Map File: Referral Mapping.aprx

0 1 2 3 4 kilometres 1:200,000



Legend

- | | | |
|-------------------|----------------------|----------------------|
| Subject Site | Major Road | Municipality - Urban |
| Enbridge Facility | Aboriginal Reserve | Park |
| Enbridge Pipeline | Municipality - Rural | Waterbody |

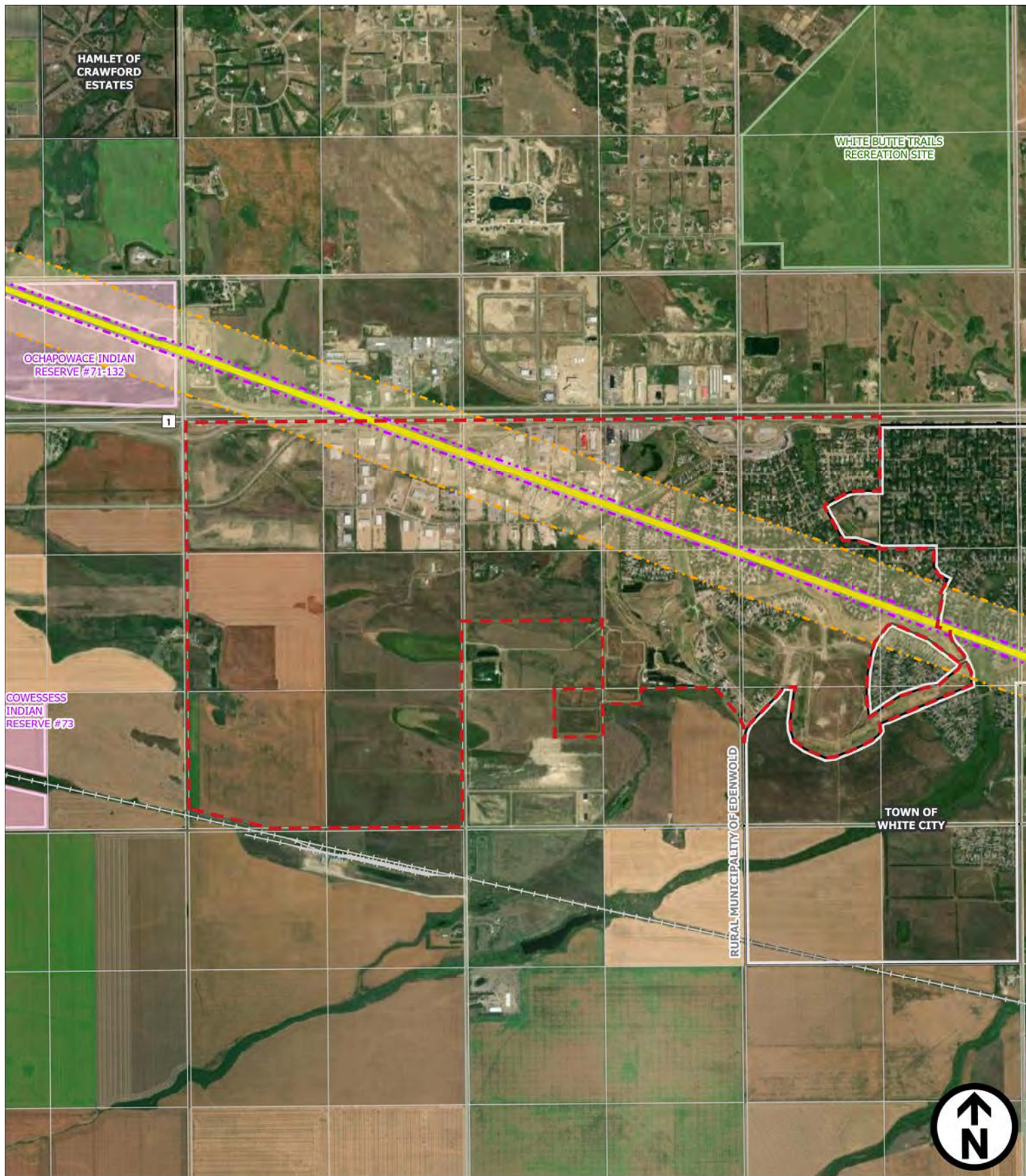
Regional Context

Area/Concept Plan

Rural Municipality of Edenwold
 Referral ID: R211013-0015K



October 2021



Geographic Coordinates: -104.4873, 50.4385
 Coordinate System: NAD 1983 UTM Zone 13N
 Date Saved: Oct 13, 2021
 Map File: Referral_Mapping.aprx

0 300 600 900 1,200 metres **1:30,000**



Legend

- | | |
|---------------------------------|----------------------|
| Subject Site | Aboriginal Reserve |
| Enbridge Pipeline | Municipality - Rural |
| Pipeline Assessment Area (220m) | Municipality - Urban |
| Prescribed Area (30m) | Park |
| Railway | Quarter Section Grid |

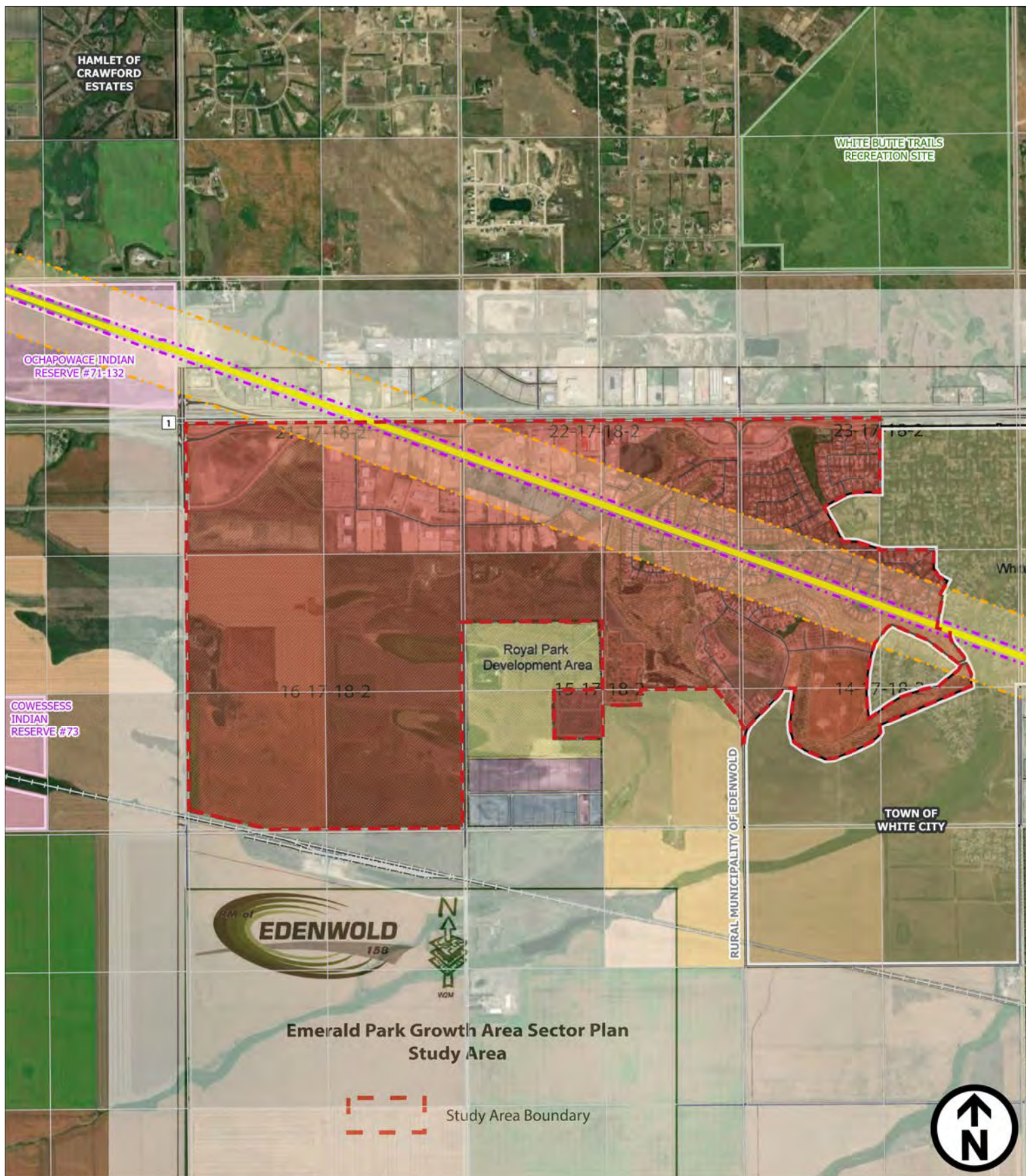
Local Context

Area/Concept Plan

Rural Municipality of Edenwold

Referral ID: **R211013-0015K**

October 2021



Geographic Coordinates: -104.4073, 50.4385
 Coordinate System: NAD 1983 UTM Zone 13N
 Date Saved: Oct 13, 2021
 Map File: Referral_Mapping.aprx

0 300 600 900 1,200 metres 1:30,000



Legend

- | | |
|---------------------------------|----------------------|
| Subject Site | Aboriginal Reserve |
| Enbridge Pipeline | Municipality - Rural |
| Pipeline Assessment Area (220m) | Municipality - Urban |
| Prescribed Area (30m) | Park |
| Railway | Quarter Section Grid |

Local Context Overlay

Area/Concept Plan

Rural Municipality of Edenwold

Referral ID: **R211013-0015K**

October 2021

Attachment 02 | Enbridge Development Requirements

Definitions

- A **Right-of-Way (ROW)** is a strip of land where property rights have been acquired for pipeline systems by the pipeline company. It is a surveyed area of a specific width which grants legal rights of access to operate and maintain the infrastructure within it.
- The **Prescribed Area** is an area of 30 m (100 ft) perpendicularly on each side from the centreline of a pipeline. Excavation or ground disturbance within this zone requires written consent from the pipeline company pursuant to the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations). Depending on the pipeline location and regulator this may also be known as a “controlled area” or “safety zone”.
- The **Pipeline Assessment Area** identifies lands on either side of a pipeline in which new development must be monitored by the pipeline operator. The requirement for and scope of this monitoring is governed by the Canada Energy Regulator (CER) and CSA Z662:19. Depending on the pipeline location, operator, and regulator this may also be known as the “notification zone”, “referral area” or “class location assessment area”.

Locating the Pipeline | Click Before You Dig

Any person planning to construct a facility across, on, along or under a pipeline (including the right-of-way), conduct a ground disturbance activity within 30 metres of the centreline of a pipe, or operate a vehicle or mobile equipment across a right-of-way, must first request a locate service. To identify the precise alignment of the pipeline on the subject lands, Locate Requests can be made online, via mobile apps, or via phone (see table below),

The locate request must be made a minimum of three (3) business days in advance of the construction, ground disturbance, or vehicle or mobile equipment crossing. The One-Call Centre will notify Enbridge to send a representative to mark the facilities, explain the significance of the markings and provide you with a copy of the locate report. Enbridge requests a minimum of five (5) business days’ notice for any work involving explosives.

Canadian One-Call Centres			
Province	Phone	Website	Mobile App
British Columbia	1.800.474.6886	www.bc1c.ca	
Alberta	1.800.242.3447	www.albertaonecall.com	Dig Info AB
Saskatchewan	1.866.828.4888	www.sask1stcall.com	Sask1st Call
Manitoba	1.800.940.3447	www.clickbeforeyoudigmb.com	
Ontario	1.800.400.2255	www.on1call.com	
Quebec	1.800.663.9228	www.info-ex.com	Info-Excavation
Nova Scotia & New Brunswick	1.800.344.5463	www.info-ex.com	Info-Excavation
Northwest Territories	Contact pipeline and facility owner directly		
www.clickbeforeyoudig.com			

Right-of-way

A right-of-way is a strip of land where property rights have been acquired for pipeline systems by the pipeline company. It is a surveyed area of a specific width which grants legal rights of access to operate and maintain the infrastructure within it:

- No permanent structures are permitted within the pipeline right-of-way area without Enbridge's prior written consent.
- Enbridge must have the ability to access Enbridge's pipeline right-of-way at all times for construction, maintenance, operation, inspection, patrol, repair, replacement and alteration of the pipeline(s). Therefore, the Enbridge pipeline right-of-way shall be maintained as green space, park belt or open space.
- No work shall take place on Enbridge's pipeline right-of-way without the presence of an Enbridge representative.
- Storage of materials and/or equipment, grading or placing fill on Enbridge's pipeline right-of-way is not permitted without prior written consent from Enbridge.

Written Consent

Any proposed crossings of the pipeline right-of-way or ground disturbance within the Prescribed Area or pipeline right-of-way are subject to Enbridge's written consent in accordance with the Canadian Energy Regulator Act and regulations including the Canadian Energy Regulator Pipeline Damage Prevention Regulations as amended or replaced from time to time (or for pipelines contained within Alberta, the Pipeline Act (Alberta) and Pipeline Rules as amended or replaced from time to time).

The applicant will require Enbridge's written consent or a crossing agreement prior to undertaking the following activities:

- Constructing or installing a facility across, on, along or under an Enbridge pipeline right-of-way;
- Conducting any activity that would cause ground disturbance (excavation or digging) on an Enbridge's pipeline right-of-way or within 30m perpendicularly on each side from the centerline of Enbridge's pipe (the "Prescribed Area");
- The operation of a vehicle, mobile equipment or machinery across an Enbridge pipeline right-of-way; outside of the travelled portion of a highway or public road;
- Using any explosives within 300m of Enbridge's pipeline right-of-way.

For more information about when written consent is required and how to submit an application, please see [Attachment 03 | Enbridge Pipeline Crossing Guidelines](#).

Prescribed Area

The Prescribed Area is an area of 30 m (approximately 100 ft) perpendicularly on each side from the centreline of a pipeline. Excavation or ground disturbance within this zone requires written consent from the pipeline company pursuant to the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations). Depending on the pipeline location and regulator this may also be known as a "controlled area" or "safety zone".

For pipelines crossing provincial boundaries, Enbridge is regulated by the Canada Energy Regulator and is subject to the Canadian Energy Regulator Act and its regulations as amended or replaced from time to time.

- Section 335(1) of the Canadian Energy Regulator Act prohibits any person to construct a facility across, on, along or under a pipeline or engage in an activity that causes a ground disturbance within the Prescribed Area unless the construction or activity is authorized by the pipeline company.
- Section 335(2) of the Canadian Energy Regulator Act prohibits any person to operate a vehicle or mobile equipment across a pipeline unless the vehicle or equipment is operated within the travelled portion of a highway or public road or such operation is authorized under section 13(1) of the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations).

For pipelines contained within Alberta, Enbridge is regulated by the Alberta Energy Regulator and is subject to the Pipeline Act and Pipeline Rules as amended or replaced from time to time.

- As per the Alberta Energy Regulator, any person who plans to engage in an activity that causes a ground disturbance within the pipeline right-of-way must obtain the written consent of the pipeline company.

Crossings

- Written consent from Enbridge is required for all crossings of the pipeline.
- The written authorization request must include:
 - Drawings with cross sections of the proposed new road and road widening to verify the depth of cover from both sides of the road.
 - Drawings should include any new utilities that will cross the ROW.
- No vehicles or mobile equipment, including heavy machinery, will be permitted to cross Enbridge's pipeline right-of-way without the prior written consent of Enbridge. Please complete Enbridge's Equipment Specification and Data Sheet(s) to make an application for temporary equipment crossing including timeframe, type and weight of equipment per axle together with the name of the applicant, address, contact name and phone number/email.
- Where future development such as a roadway or a parking area is proposed over the pipeline right-of-way, Enbridge may be required to carry out pipeline inspection and recoating of the existing pipeline(s) prior to the start of the development. **The costs of Enbridge's design, inspection, recoating work and any other pipeline alteration as a result of the crossing will be borne by the Developer.**

Ongoing Activities

- Written consent must be obtained from Enbridge for ongoing activities such as mowing or maintenance of the pipeline right-of-way on public lands.

Class Monitoring in the Pipeline Assessment Area

As per Federal and Provincial Regulatory Requirements and Standards, pipeline operators are required to monitor all new development in the vicinity of their pipelines that results in an increase in population or employment. Therefore, please keep us informed of any additional development being proposed within the Pipeline Assessment Area indicated in **Attachment 01 | Approximate Location of Pipeline Infrastructure**.

- If a pipe replacement is necessary because of the proposed development, temporary workspace shall be granted to Enbridge on terms and conditions to be (or as) negotiated. This workspace will be adjacent to the existing pipeline right-of-way and may be up to a maximum of 15m wide on either or both sides. Grading or landscaping of the workspace is not permitted until the replacement has been completed.

Subdivisions

- Lot lines are not to be incorporated over Enbridge's pipeline right-of-way. If lot lines are incorporated over Enbridge's pipeline right-of-way, the owner agrees, in writing to include the following warning clause in all offers of sale and purpose and/or lease:
"Future residents are advised that Enbridge owns and operates _____ pipeline(s) within an _____ m pipeline right-of-way on the property. As a result, there are conditions that apply to various activities over the pipeline right-of-way that must be approved by Enbridge."
- All display plans in the lot/home sales office shall identify the Enbridge pipeline right-of-way-corridor within the proposed linear park block(s).

Structures and Setbacks

Development setbacks from pipelines and rights-of-way are recommended in support of damage prevention and to allow both pipeline operators and developers buffer lands for operations and maintenance purposes.

- No permanent structures are permitted within the pipeline right-of-way area without Enbridge's prior written consent.

Other Development

Wells / Septic Systems

Wells or septic systems shall not be located on Enbridge's pipeline right-of-way. Construction of any septic system within 30m of the pipeline right-of-way requires prior written notification to Enbridge to ensure the septic bed will not adversely impact the integrity of the pipeline and pipeline right-of-way. Written consent from Enbridge must be received prior to the start of any work.

Aerial Power Lines

Aerial power lines crossing the pipeline right-of-way require aerial warning devices installed and properly maintained. No poles, pylons, towers, guys, anchors or supporting structures of any kind are permitted on the pipeline right-of-way.

Pathways, Fencing & Landscaping

Fencing Along ROW

- For development along an Enbridge right-of-way, permanent fencing shall be erected and maintained by the Developer at the Developer's cost along the limits of Enbridge's pipeline right-of-way. The fence erected must meet Enbridge's and the governing municipality's specifications concerning type, location and height. Any excavations for fence posts on, or within 30m of the pipeline must be done by hand or hydrovac. There shall be no augers operated on the pipeline right-of-way. The Developer shall notify Enbridge three business (3) days prior to any excavation for fence posts located on or within 30m of the pipeline.
- Limits of the pipeline right-of-way parallel to the pipeline shall be delineated with permanent fencing to prevent gradual encroachment by adjacent landowners. Suitable barriers shall be installed at all road accesses to prevent unauthorized motor vehicles from entering Enbridge's pipeline right-of-way.
- Enbridge's written consent must be obtained and One Call notifications must be completed prior to any fence installations.

Landscaping

No landscaping shall take place on Enbridge's pipeline right-of-way without Enbridge's prior written consent and where consent is granted such landscaping must be performed in accordance with Enbridge's Pipeline Crossing Guidelines, as follows:

- The landowner / developer shall ensure a 5m continuous access way in the pipeline right-of-way is provided for the Enbridge repair crews.

In order to maintain a clear view of the pipeline for the purposes of right-of-way monitoring, which is required by federal regulation, trees and shrubbery planted in proximity to the pipeline must meet the following criteria:

- Enbridge permits the following vegetation within the pipeline right-of-way: Flowerbeds, vegetable gardens, lawns and low shrubbery (under 1 m in height), and
- The mature growth height of vegetation does not exceed 1.5 m (5 ft) at maturity and must maintain a minimum distance of 3 m (10 ft) from the nearest pipeline.

Pathways / Trails

No pathways shall be installed on Enbridge's pipeline right-of-way without Enbridge's prior written consent and where consent is granted pathways must be designed in accordance with Enbridge's requirements:

- A pathway crossing Enbridge's pipeline right-of-way shall be installed as close as possible to a ninety (90) degree angle to the Enbridge pipeline(s).
- The width of the pathway shall not exceed 3m.
- A parallel pathway within Enbridge pipeline right-of-way shall maintain a minimum 5m separation from the edge of the Enbridge pipeline(s).
- Enbridge's pipeline(s) must be positively identified at certain intervals as directed by Enbridge's representative for parallel installation.
- Enbridge shall install pipeline markers at all road, pathway and other crossings throughout the development area at Developer's cost.

Drainage and Erosion

- The Developer shall ensure drainage is directed away from the pipeline right-of-way so that erosion will not adversely affect the depth of cover over the pipeline(s).
- Any large-scale excavation adjacent to the pipeline right-of-way, which is deeper than the bottom of the pipe, must maintain a slope of 3:1 away from the edge of the pipeline right-of-way.
- Depth of cover over Enbridge pipeline(s) shall not be compromised over the life of the Developer's facility due to rutting, erosion or other means.

Construction

- During construction of the site, temporary fencing must be erected and maintained along the limits of the pipeline right-of-way by the Developer to prevent unauthorized access by heavy machinery. The fence erected must meet Enbridge's specifications concerning type, height and location. The Developer is responsible for ensuring proper maintenance of the temporary fencing for the duration of construction. The Developer is responsible for the cost of material, installation and removal.
- Original depth of cover over the pipeline(s) within Enbridge's pipeline right-of-way shall be restored after construction. This depth of cover over the pipeline(s) shall not be compromised over the life of the Developer's facility due to rutting, erosion or other means.
- In the event Enbridge's pipeline(s) suffer contact damage or other damage as a result of construction, work shall stop immediately and Enbridge to be immediately notified.

Liability

In no event shall Enbridge be liable to the developer and/or landowner(s) for any losses, costs, proceedings, claims, actions, expenses or damages (collectively "Claims") the Developer and/or landowner(s) may suffer or incur as a result of or arising out of the presence of Enbridge pipeline(s) and/or operations on the pipeline right-of-way. The Developer and/or landowner(s) shall be responsible for all costs and expenses incurred to install, repair, replace, maintain or remove the Developer's and/or landowner(s) installations on or near the pipeline right-of-way and shall indemnify and save harmless Enbridge from all Claims brought against, suffered or incurred by Enbridge arising out of the activities of the Developer and/or landowner(s) in respect of the development or arising out of the presence, operation or removal of the Developer's and/or landowner(s) installations on or near Enbridge's pipeline right-of-way.

Enbridge Pipeline Crossing Guidelines, Canada

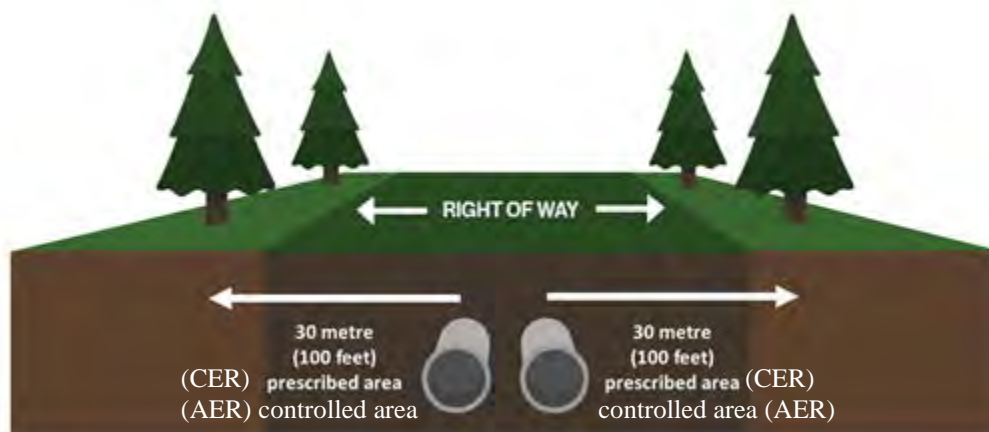
Application Guidance Details
May 2020 v2.0

Application Guidance Details

1. WHO REQUIRES CONSENT?

Consent is governed by the Canada Energy Regulator (CER) for interprovincial or international (federally regulated) pipelines and the Alberta Energy Regulatory (AER) for intra-provincial (provincially regulated) pipelines within the Province of Alberta. To ensure our pipelines and facilities operate safely written consent from Enbridge must be obtained in Canada before any of the following occur:

- ❖ Construction or installation of a new facility across, on, along or under Enbridge's pipeline and/or right-of-way;
- ❖ Ground disturbance activities in the prescribed area (CER) or controlled area (AER) which extends 30m from each side of the centerline of the pipeline;
- ❖ Operation or movement of vehicles, mobile equipment or machinery across Enbridge's right-of-way, outside of the travelled portion of a highway or public road;
- ❖ Using explosives within 300m of Enbridge's pipeline right-of-way;
- ❖ Use of the prescribed area or controlled area for storage or workspace purposes;
- ❖ Subdivision development across, on, along or over Enbridge's pipeline and/or right-of-way;
- ❖ Landowners wishing to install agricultural drainage tile across, on, along or under Enbridge's pipeline and/or right-of-way.



Activities that cause a ground disturbance include, but are not limited to, the following:

- | | |
|---------------------------|---|
| ❖ digging | ❖ clearing and stump removal |
| ❖ excavation | ❖ subsoiling |
| ❖ trenching | ❖ blasting/using explosives |
| ❖ ditching | ❖ quarrying |
| ❖ tunneling | ❖ grinding and milling of asphalt/concrete |
| ❖ boring/drilling/pushing | ❖ seismic exploration |
| ❖ augering | ❖ driving fence posts, bars, rods, pins, anchors or pilings |
| ❖ topsoil stripping | ❖ plowing to install underground infrastructure |
| ❖ land levelling/grading | ❖ crossing of buried pipelines or other underground infrastructure by heavy loads off the travelled portion of a public roadway |
| ❖ tree or shrub planting | ❖ installing agricultural drainage tile |

Under section 2 of the Canadian Energy Regulator Act, ground disturbance does not include:

- ❖ Cultivation to a depth of less than 45cm below the surface of the ground
- ❖ Any activity to a depth of less than 30cm and that does not result in reduction of the depth of earth cover over the pipeline less than that approved at time of construction

2. CROSSING A PIPELINE WITH AN AGRICULTURAL VEHICLE OR MOBILE EQUIPMENT

For pipelines regulated by the Canada Energy Regulator, the *Canadian Energy Regulator Pipeline Damage Prevention Regulations – Authorizations* provides that persons operating agricultural vehicles or mobile equipment across pipelines may do so in low-risk areas, under certain conditions:

- ❖ the loaded axle weight and tire pressures of the vehicle or mobile equipment are within the manufacturer's approved limits and operating guidelines; AND
- ❖ the point of crossing has not been the subject of a notification from the pipeline company that crossing at that location could impair the pipeline's safety or security.

This applies to vehicles or mobile equipment used for agricultural activities in the production of crops and the raising of animals and includes pasturing and cultivation activities such as tillage, plowing, disking and harrowing.

For pipelines regulated by the Alberta Energy Regulator, the *Pipeline Regulation (under the Pipeline Act)* provides that persons operating vehicles or equipment used for farming operations; or use of off-highway vehicles [as defined in section 117(a)(iii) to (viii) of the Traffic Safety Act] or use of private passenger vehicles (as defined in section 1(1)(jj) of the Traffic Safety Act) less than $\frac{3}{4}$ ton may temporarily cross over an AER regulated pipeline without further approval from Enbridge.

However, if neither of the above requirements can be met then an application must be submitted to Enbridge for further review and processing.

3. HOW TO APPLY FOR ENBRIDGE CONSENT

The applicant must submit a written request, either by completing the Application Form (attached) or a letter with equivalent information, together with the applicable drawing(s) to the respective Enbridge crossings department as set out in the *Contact Us* section of this document.

The drawing(s) must be prepared in accordance with the minimum standards as set out in the *Drawing Requirements* section of this document.

Enbridge's Equipment Specification and Data Sheet (attached) must also be completed for any vehicle/ mobile equipment crossing applications.

For federally regulated pipelines, the applicant may petition the Commission for approval of construction activity if:

- ❖ the applicant cannot comply with the terms and conditions as set out in the company's written consent;
- ❖ the applicant feels the terms and conditions in the company's written consent are excessive; or
- ❖ If the company refused to grant approval to the applicant for reasons of pipeline integrity, public safety or company policy.

An application can be filed with the Commission by writing to:

**Secretary of the Commission
Canada Energy Regulator
Suite 210, 517 – 10th Ave SW
Calgary AB T2R 0A8
Phone: 1-877-288-8803
Online: www.cer-rec.gc.ca**

Applications may be filed with the Commission by mail, courier or facsimile by calling the toll-free number at 1-877-288-8803. Applications can also be uploaded through the CER's Applications and Filings Portal on the CER website at Home / Applications and Filings / Submit Applications and Regulatory Documents / File under the CER Act / OPR: CER Act – Guide C (<http://www.cer-rec.gc.ca/pp/ctnflng/sbmt/nbpr-eng.html>).

4. DRAWING REQUIREMENTS

The following represents the minimum information that is required to be shown on the drawing(s) in order for Enbridge to review your application. Dimensions must be shown on the drawing(s) and may be done in either imperial or metric units (if metric, then to one decimal point).

NOTE: incomplete drawings and/or an incomplete application will be rejected back to the applicant.

(a) Permanent Installations

All proposed permanent installation drawings MUST contain the following items:

1. Plan Number, including any revision number and the respective date;
2. North Arrow;
3. Scale;
4. Legend;
5. Location indicator including: legal land description, PIN, GPS coordinates;
6. Plan view of whole quarter section or affected area including:
 - ❖ Lot lines, road limits
 - ❖ Proposed facilities (including curbs, footing, guard rails, guy wires, poles, fences, etc.) with tie dimensions to lot survey line preferably along pipeline and/or right-of-way boundary
 - ❖ Location of cathodic test lead terminals (if applicable);
7. Cross section view and/or profile view including:
 - ❖ For surface structures, show profile along pipeline(s) with highest elevation
 - ❖ For underground facilities show profile along facility
 - ❖ Property lines, pipeline(s) and depth of cover
 - ❖ All underground facilities must maintain an even elevation across the entire width of right-of-way except for gravity type facilities or those facilities installed by HDD;
 - ❖ Drill path plan for HDD installations
 - ❖ Unsupported span (m) of Enbridge pipeline for open cut installations
8. Crossing Angle;
9. Crossing location circled in red;
10. Identify all affected Enbridge facilities, right-of-way(s) and pipeline markers;
11. Method of Installation (MOI) (**Refer to Interpretation/Definitions section*);
12. Minimum Clearance (**Refer to Interpretation/Definitions section*);
13. Facility specifications:
 - ❖ PIPE/CABLE: pipe diameter, pipe material, product conveyed, cable size, if cable is within a conduit, conduit material, cable voltage; unsupported span (meters) of existing pipeline if MOI is open cut;
 - ❖ ROAD: width of road, cover at ditch, cover at center of road, surface material, road type/use; design loading calculation; indicate if any Government or Provincial setback requirements
 - ❖ OVERHEAD POWER: pole number(s), location of pole/guy wire/anchors/etc., method of installation of pole/guy wire/anchors/etc., horizontal clearance to pipe from proposed pole/guy wire/anchors/etc., vertical clearance to ground/grade, voltage, type of power (AC/DC), AC mitigation plan may be required;
 - ❖ PIPE RACK: height of pipe rack, pile location(s), pile clearance to Grantor's facility, pile installation method; alternate access route provided for rural locations
 - ❖ DRAINAGE TILE: location of tiles and incremental cost analysis.
14. Complete the Equipment Specification and Data Sheet, when required.

(b) Temporary Activities

All temporary drawings MUST contain the following:

1. Plan Number, including any revision number and the respective date;
2. North Arrow;
3. Scale;
4. Legend;
5. Location indicator including: legal land description, PIN, GPS coordinates;
6. Plan view of whole quarter section or affected area;
7. Temporary activities location circled in red;
8. Identify all affected Enbridge facilities, right of way(s) and/or PLA/easement ownership;
9. Facility specifications:
 - ❖ WORKSPACE: location, measurement of workspace, purpose;
 - ❖ ACCESS OF ROW: location, kilometer usage of ROW, width of access; egress/ingress points, complete the Equipment Specification and Data Sheet (attached);
 - ❖ EQUIPMENT CROSSING: complete the Equipment Specification and Data Sheet (attached);
 - ❖ ROAD USE: indicate road(s) to be utilized, km usage, reason required, frequency of use; complete the Equipment Specification and Data Sheet (attached);
 - ❖ GEOPHYSICAL: project/prospect name, number of reading units/lines, type of source, CER approval required (Y/N).

5. INTERPRETATION / DEFINITIONS

For crossing application purposes, Enbridge defines the following as:

Grantee means the applicant or the facility owner; a company, a person, a municipality or government body, etc.

Method of Installation means OPEN CUT or HDB or HDD; all defined as follows:

OPEN CUT

Enbridge defines open cut as trench methodology wherein access is gained to the required level underground for the proposed installation, maintenance or inspection of a pipe, conduit or cable. The excavated trench is then backfilled and the surface restored.

HORIZONTAL DIRECTIONAL BORE (HDB)

Enbridge defines horizontal directional bore as meeting ALL of the following:

- (a) The designed horizontal distance of the crossing shall be less than or equal to 150m (500ft) in length; AND
- (b) The depth of the pipeline installation shall be limited to 8m (25ft) to the centre (cross-section) of the pilot hole and measured to the corresponding surface location; AND
- (c) Straight alignment in the horizontal plane; AND
- (d) Pilot bit is steerable and trackable.

HORIZONTAL DIRECTIONAL DRILL (HDD)

Enbridge defines horizontal directional drill as an *HDB* that DOES NOT meet all of the criteria for an *HDB*. An *HDD* will satisfy some but not all of: a, b and c above and will satisfy d.

Minimum Clearance means the required distance between the existing Enbridge facility and the proposed facility based on the selected *Method of Installation*.

Minimum clearance required for installation ABOVE Enbridge facility by OPEN CUT is 0.3m
Minimum clearance required for installation BELOW Enbridge facility by OPEN CUT is 0.6m
Minimum clearance required for installation BELOW Enbridge facility by HDB is 1.0m
Minimum clearance required for installation BELOW Enbridge facility by HDD is 3.0m
Minimum clearance required for road installation from bottom of ditch to top of Enbridge facility is 0.9m and from centerline of road to top of Enbridge facility is 1.2m
Minimum clearance required for railway installation from bottom of ditch to top of Enbridge <i>uncased</i> facility is 1.83m and from centerline of rail bed to top of Enbridge <i>uncased</i> facility is 3.05m
Minimum clearance required for railway installation from bottom of ditch to top of Enbridge <i>cased</i> facility is 0.91m and from centerline of rail bed to top of Enbridge <i>cased</i> facility is 1.68m

6. WRITTEN CONSENT

After applying for written consent, Enbridge will review the proposed installation and/or temporary activities application in order to ensure that the proposed work will not pose a risk to existing Enbridge facilities, as well as, to ensure that any access required to existing facilities for maintenance or in an emergency situation will not be impeded.

Some applications may require further engineering assessment which will require additional time to review the proposed installation and/or temporary activities prior to Enbridge issuing consent. All efforts will be made to provide an agreement within an appropriate timeframe, however, please ensure that your application request is submitted with ample lead time.

7. CONTACT US

To obtain written consent from Enbridge, please contact the respective office as set out below:

REGION	CONTACT INFORMATION
LIQUIDS PIPELINES - WESTERN CANADA (Alberta, Saskatchewan, Manitoba and Norman Wells)	Lands & ROW 330, 10180 – 101 Street Edmonton AB T5J 3S4 Email: crossingrequests@enbridge.com Phone: 780-378-2228
LIQUIDS PIPELINES - EASTERN CANADA (Ontario and Quebec)	Lands & ROW 1 st Floor, 1086 Modeland Road, Bldg 1050 Sarnia ON N7S 6L2 Email: est.reg.crossing@enbridge.com Phone: 1-800-668-2951
GAS PIPELINES / STORAGE - BRITISH COLUMBIA	Lands & ROW 200, 425 – 1 Street SW Calgary AB T2P 3L8 Email: crossings@enbridge.com Phone: 587-747-6538

GAS STORAGE - ONTARIO	3501 Tecumseh Road Mooretown ON N0N 1M0 Email: chris.pincombe@enbridge.com Phone: 519-862-6092
GAS PIPELINE - ALLIANCE	Lands & ROW 600, 605 – 5 Ave SW Calgary AB T2P 3H5 Email: crossings@alliancepipeline.com Phone: 403-266-4464

For more information on Enbridge Gas Distribution please click the link: <https://www.enbridgegas.com/gas-safety/pipeline-safety.aspx>

8. ONE CALL CENTRES

Before putting a shovel in the ground, whether it is in your backyard or a commercial jobsite, please do a locate request to safely identify any buried utility lines at www.clickbeforeyoudig.com.

Your local one call centre can also be reached by phone as shown below:

CALL OR CLICK BEFORE YOU DIG!! Contact your respective one-call centre	
British Columbia https://www.bconecall.bc.ca/ 1-800-474-6886	Alberta http://albertaonecall.com 1-800-242-3447
Saskatchewan www.sask1stcall.com 1-866-828-4888	Manitoba http://www.clickbeforeyoudigmb.com/ 1-800-940-3447
Ontario www.on1call.com 1-800-400-2255	Quebec www.info-ex.com 1-800-663-9228
Northwest Territories 1-867-587-7000 Or contact the pipeline company directly	

9. REGULATORS

In Canada, Enbridge has pipelines that are regulated by both the federal government and provincial governments. For more information on any of the regulators please visit their respective website.

Canada Energy Regulator: www.cer-rec.gc.ca

Alberta Energy Regulator: www.aer.ca

10. DEVELOPMENT ON OR NEAR THE RIGHT-OF-WAY

Enbridge should be consulted early in the design phase with regards to proposed subdivisions, roads and utilities, and municipal landscaping.

Subdivisions – Enbridge highly recommends that our right-of-way be used as a passive green space or as part of a linear park system. Permanent structures on the right-of-way are not permissible.

Roads and Utilities – Roads may be permitted to cross and/or run parallel to the right-of-way but no portion of a road allowance can be located on the right-of-way (apart from approved road crossings). Enbridge will review the location of utilities which are often proposed within the road allowance.

Landscaping – Projects such as pedestrian pathways may be permitted as long as they do not impede Enbridge's access along its right-of-way for operational and/or maintenance activities. Enbridge's written consent will specify the permitted landscaping requirements.

11. DAMAGE PREVENTION

Enbridge's underground facilities must be positively identified, to Enbridge's satisfaction, prior to the start of any proposed construction activities.

Enbridge's representative(s) have the authority to stop work at any time due to safety, environmental or operational concerns and/or unforeseen circumstances or emergency situations.

****IMMEDIATELY NOTIFY ENBRIDGE IF YOU COME INTO CONTACT WITH THE PIPE! ****

As a small scratch or dent in the pipeline's coating can impact long term safety of the pipeline and must be assessed by Enbridge.

Please note that obstacles or un-approved above ground installations located on an Enbridge right-of-way, such as sheds, trailers, boats and pools can interfere with Enbridge's access of their right-of-way. Permanent structures on the right-of-way are NOT permissible.

Enbridge must be contacted before conducting any blasting activities within 300m of the pipeline right-of-way so that Enbridge can review the proposed plans in order to see if there might be potential impacts to its facilities. Blasting activities related to prospecting for mines and minerals within 40m of a federally regulated pipeline right-of-way requires permission from the Canada Energy Regulator.

12. EMERGENCY SITUATIONS

In an emergency situation please provide as much notice, as is practicable, to Enbridge prior to commencement of any construction, excavation, installation or temporary crossing of existing pipelines and/or right-of-ways in order to access the emergency site.

Enbridge classifies an emergency situation as:

- ❖ A risk to human life;
- ❖ Required emergency repairs of public services; or
- ❖ To contain an environmental emergency.

In an emergency situation please call: **1-877-420-8800** (toll free) and/or contact your local One Call provider at the numbers listed in section 8.

DISCLAIMER: THESE GUIDELINES ARE INTENDED TO PROVIDE USEFUL CROSSING APPLICATION GUIDANCE INFORMATION TO THE APPLICANT. SUBMISSION OF AN APPLICATION MEETING THE REQUIREMENTS AS SET OUT HEREIN DOES NOT CONSTITUTE WRITTEN CONSENT FROM ENBRIDGE. ALL APPLICATIONS WILL BE REVIEWED BY ENBRIDGE TO DETERMINE WHETHER THE APPLICATION WILL BE APPROVED.

APPLICANT INFORMATION**Grantee* Full Legal Name for Agreement:****Regulator:****Other:****Grantee Address for Service:****Grantor/Enbridge Entity****Application by Broker/Land Consultant**Yes ☐ No ☐**Broker/Land Consultant Name:****Contact Person Name:****Contact Person Phone Number:****File Number:****Broker/Land Consultant Address:****CROSSING INFORMATION****Expected construction start and end date(s):****Permanent Installation** ☐**Temporary Activities** ☐Crossing ☐Drainage Tile ☐Pole/Pile Installation ☐Other ☐Workspace ☐Equipment Crossing ☐Access of ROW ☐Geophysical ☐Road Use ☐Proximity ☐Other ☐**Location indicator including affected legal land description(s), PIN and GPS Coordinates (Latitude and Longitude Decimal Degree):****Grantor's Affected Disposition(s) (Alberta) (i.e. PLA # or License # or Line #):****Grantee's Field Contact Information:**

Name:

Phone:

Email:

Details of Grantee's Proposed Permanent Installation and/or Purpose of Temporary Activities**Method of Installation*** *(For permanent installations)*Open Cut ☐ HDB ☐ HDD ☐**Drawing(s) Attached**Yes ☐ No ☐**Drawing Requirements Met ***Yes ☐ No ☐**Equipment Specification and Data Sheet Attached ***Yes ☐ No ☐ N/A ☐**Notes/Additional Information:****SUBMIT TO:**

LIQUIDS PIPELINES WESTERN CANADA (Alberta, Saskatchewan, Manitoba and Norman Wells)	LIQUIDS PIPELINES EASTERN CANADA (Ontario and Quebec)
Department: Lands & ROW	Department: Lands & ROW
Address: 330, 10180 – 101 Street Edmonton AB T5J 3S4	Address: 1 st Floor, 1086 Modeland Road, Bldg 1050 Sarnia ON N7S 6L2
Email: crossingrequests@enbridge.com	Email: est.reg.crossing@enbridge.com

Equipment Specification and Data Sheet(s)



In order to properly conduct an analysis on the requested crossing the following general information and appropriate data sheets are required to be completed.

Steps:

1. Complete the *Applicant – Information and Details* document for each crossing application
2. Add and complete the *Data Sheet – Equipment or Vehicle with Tires* for EACH piece of equipment
3. Add and complete the *Data Sheet – Equipment with Tracks* for EACH piece of equipment
4. Return fully completed general information and data sheets and any other pertinent information

Applicant Information

Applicant Name:	
Applicant Contact Person Name:	
Email:	
Phone Number:	
Applicant Reference/File Number:	

Details

Description and Purpose of Crossing:				
Location Indicator (legal land description, PIN, etc.)				
GPS Coordinates:(Latitude and Longitude Decimal Degree)				
Duration:	Temporary		Permanent	
Start Date:		End Date:		
Equipment or Vehicle with Tires:	Yes	No	Datasheet:	
Equipment with Tracks:	Yes	No	Datasheet:	

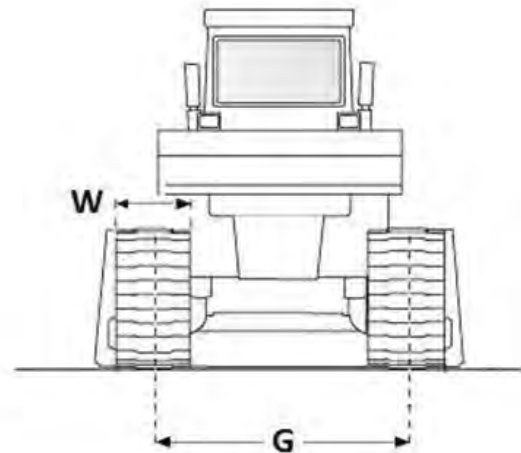
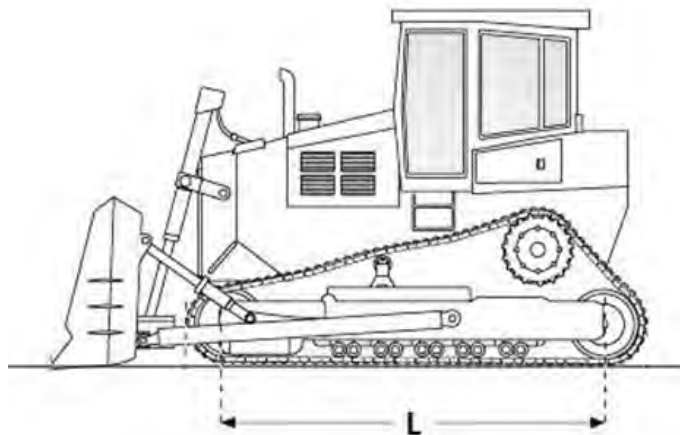
Data Sheet – Equipment with Tracks

Complete this data sheet for each piece of equipment with tracks.

Equipment with Tracks

INDICATE UNITS

Manufacturer:			
Model:			
Equipment Description:			
Fully Loaded Gross Vehicle Weight:			
	Track Shoe Width (refer to W below)	Track Length on Ground (refer to L below)	Track Gauge (on center) (refer to G below)
Units			
Track			



Data Sheet – Equipment or Vehicle with Tires

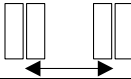
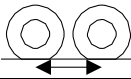


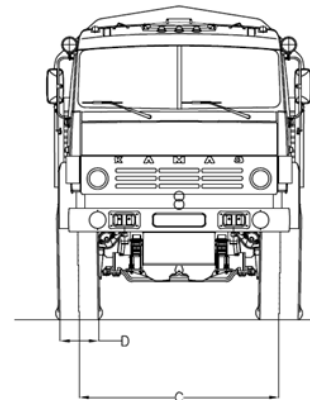
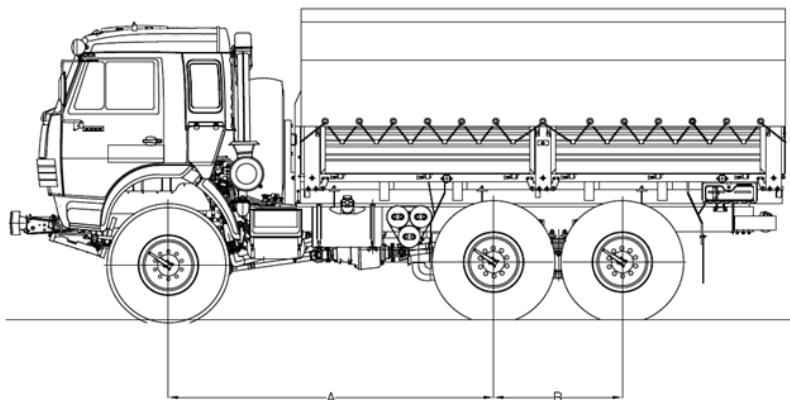
Complete this data sheet for **EACH** piece of equipment or vehicle with tires.

EXCLUSION: pick up trucks of one ton or less

Equipment or Vehicle with Tires

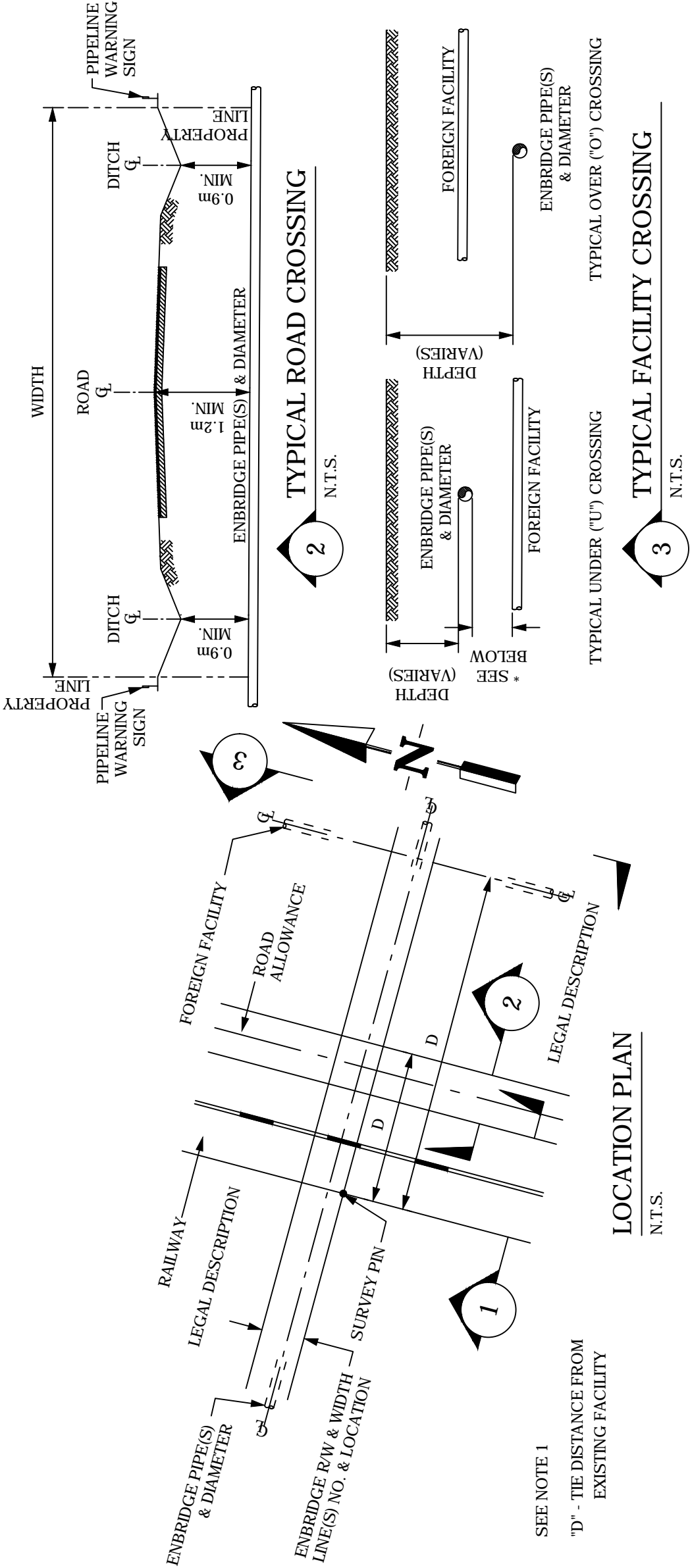
INDICATE UNITS

Manufacturer:						
Model:						
Equipment Description:						
Fully Loaded Gross Vehicle Weight:						
Road legal without overweight permit?		Yes			No	
Axle	Maximum Loaded Weight PER Axle	Number of Tires PER Axle	Tire Width (refer to D below)	Tire Pressure	Distance between Tire Set Centerlines (refer to C below) 	Centerline Distance to Previous Axle (refer to A below) (refer to B below) 
Units						
Steering						
2 nd						
3 rd						
4 th						
5 th						
6 th						
7 th						



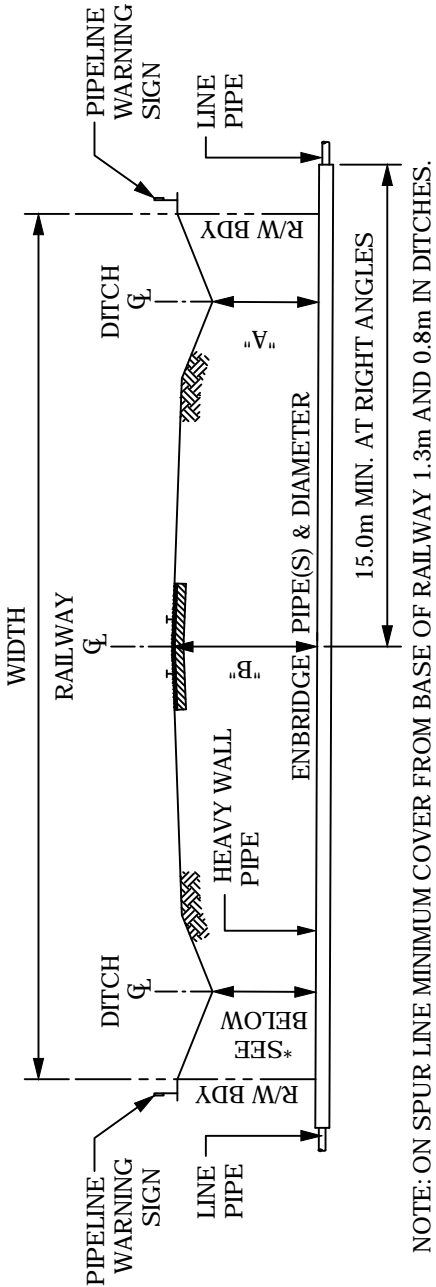
NOTE:

- 1.ENBRIDGE PIPELINES
OPERATE UNDER HIGH PRESSURE
THEREFORE ENBRIDGE
REPRESENTATIVE(S) MUST BE
PRESENT DURING CONSTRUCTION.
2.THIS DRAWING IS FOR
REFERENCE ONLY. ACTUAL SITE
DETAILS OR REQUIREMENTS MAY
VARY.



LOCATION PLAN

N.T.S.



NOTE: ON SPUR LINE MINIMUM COVER FROM BASE OF RAILWAY 1.3m AND 0.8m IN DITCHES.

TYPICAL MAINLINE RAILWAY CROSSING

N.T.S.

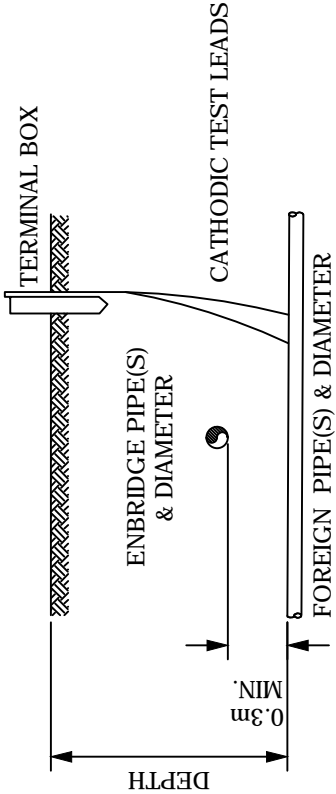
* MINIMUM CLEARANCE:

	"A"	"B"
CASED	0.91m	1.68m
UNCASED	1.83m	3.05m

TYPICAL FACILITY CROSSING

N.T.S.

- * MINIMUM CLEARANCE:
-0.3m IF OPEN CUT ABOVE ENBRIDGE PIPES
-0.6m IF OPEN CUT BELOW ENBRIDGE PIPELINES
-1.0m IF HDD UNDER ENBRIDGE PIPELINES
-3.0m IF HDD UNDER ENBRIDGE PIPELINES



TYPICAL TEST LEAD CONNECTION

N.T.S.

(STEEL PIPELINES)

REFERENCE DRAWINGS			
3	AS BUILT INTERVAL DRAFTING DB434	02 AUG 18	MLB
2	REVISION FROM C-102-50524-0-0 & REVISED AS PER SURVEY DATA	08 APR 13	DRD/DT
1	REVISED AS PER OPERATIONS INFORMATION	05 MAY 10	DRD/DT
ISSUED BY	DESCRIPTION	DATE	CHK
APPR	BY		

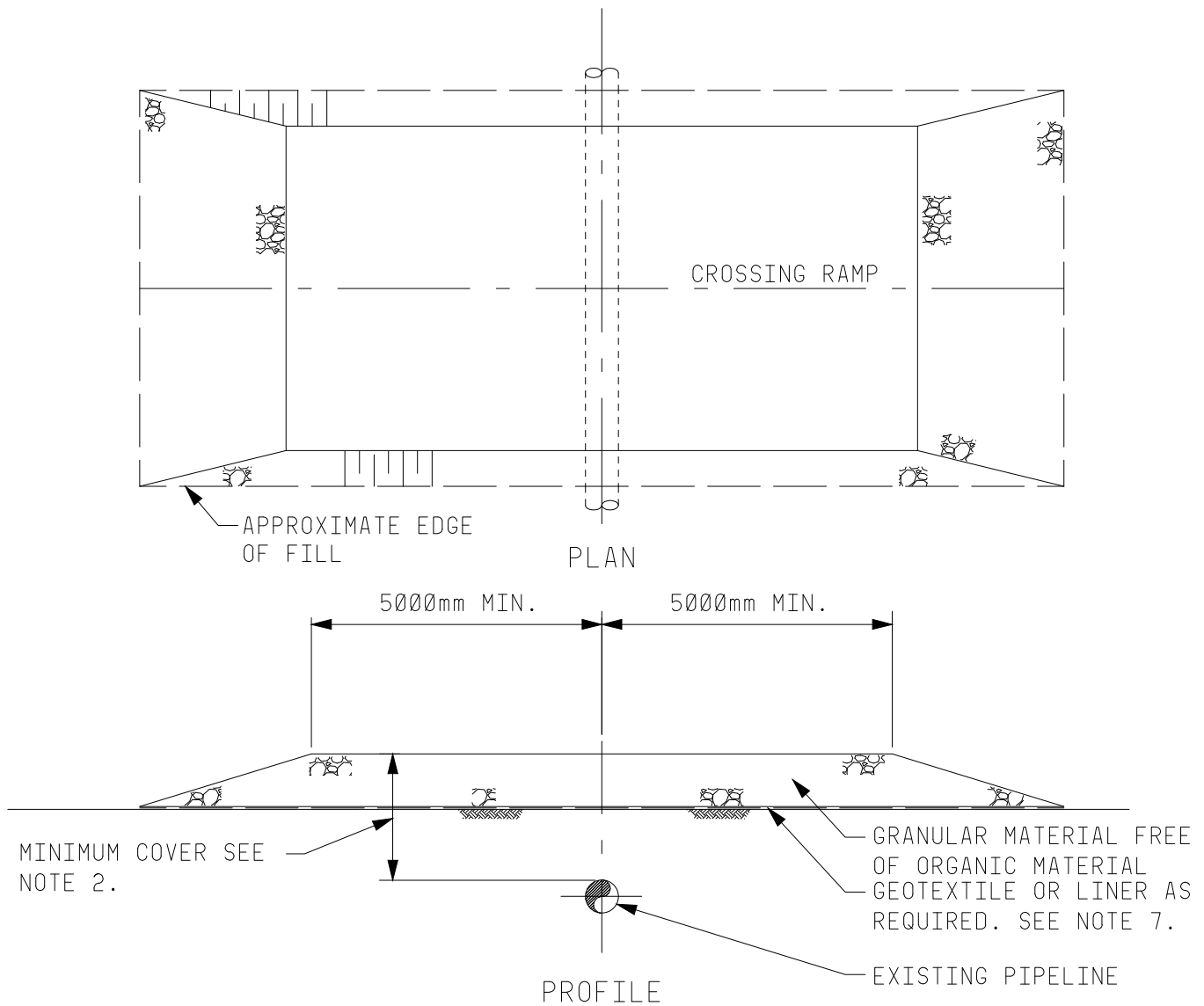
COPYRIGHT © THIS DRAWING IS THE PROPERTY OF ENBRIDGE AND SHALL NOT BE REPRODUCED, EITHER IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF ENBRIDGE.



TYPICAL CROSSING DETAILS
FOR THIRD PARTY APPLICANTS
CROSSING ENBRIDGE PIPELINES

CANADA

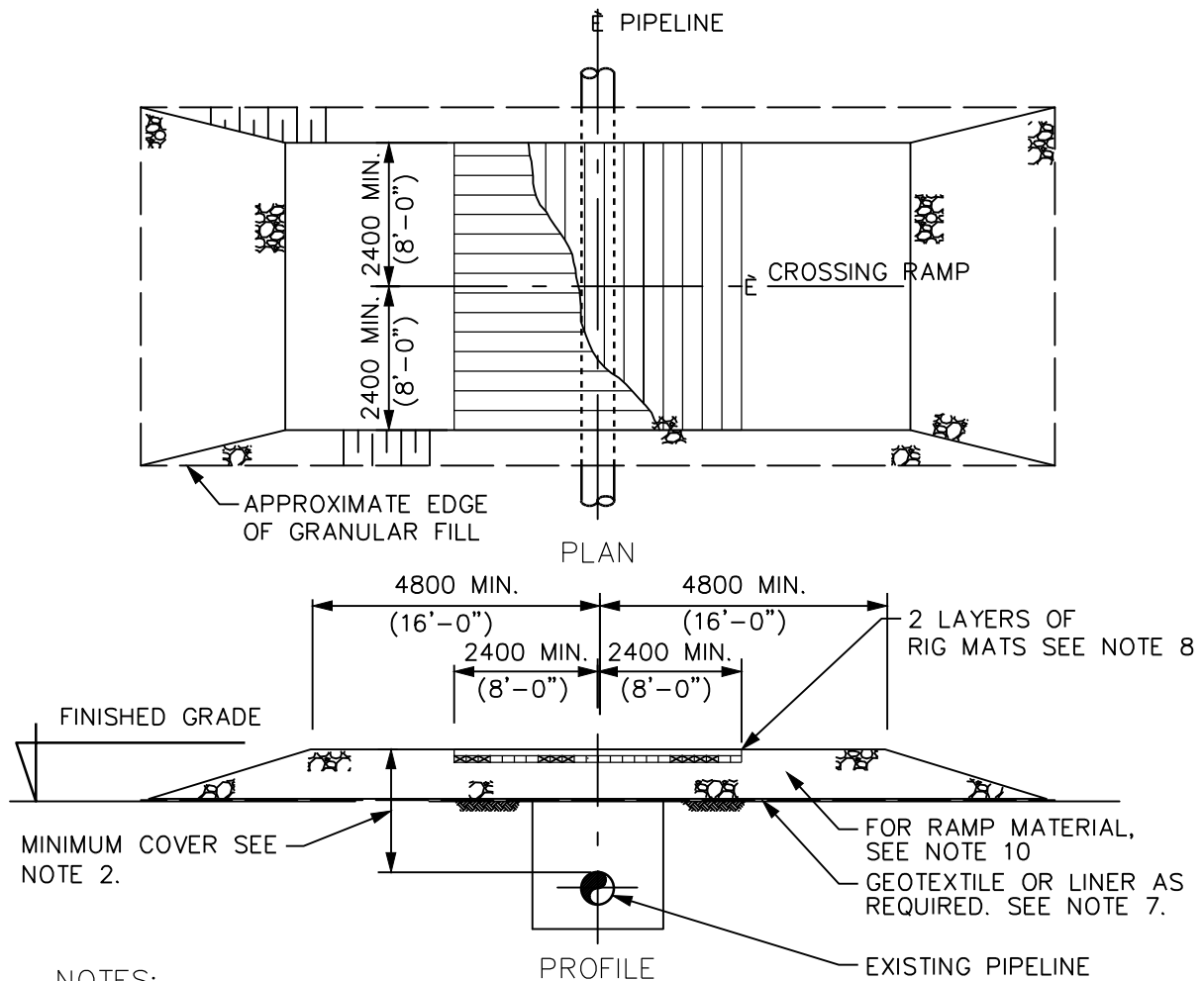
BY: ME	CHK: EH	ENG: HC/FROST	ENB APPR: GA/FALLDER
DATE: 30 AUG 88	SCALE: NTS	STATUS: AS BUILT	
DWG NO:	B-1.02-5052-0	REV NO	3



NOTES:

1. ON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL REMOVE COMPLETE RAMP AND RESTORE AREA TO ORIGINAL CONDITION.
2. MINIMUM COVER SHALL BE AS SPECIFIED IN THE CROSSING AGREEMENT.
3. LENGTH OF RAMP TO VARY IN ACCORDANCE WITH CROSSING ANGLE.
4. RAMP WIDTH SHALL BE MINIMIZED AS MUCH AS POSSIBLE, AND SHALL NOT ENCROACH BOUNDARIES SET IN THE CROSSING AGREEMENT.
5. RAMP SIDE SLOPE SHALL NOT BE STEEPER THAN 1V:4H.
6. RAMP SHALL BE COMPACTED, AND HAVE A CROSS FALL TO ENSURE THAT WATER WILL NOT POND ON THE RAMP CAUSING EXCESSIVE RUTTING.
7. A GEOTEXTILE OR LINER BARRIER TO BE INSTALLED AT THE DISCRETION OF THE ENBRIDGE FIELD REPRESENTATIVE.
8. REFER TO DRAWING A-1.8-43105 FOR FRENCH VERSION.
REFERE AU DESSIN A-1.8-43105 POUR VERSION FRANCAISE.

A-1.8-43105-0		TYPICAL DESIGN DETAIL	
REFERENCE DRAWINGS			
2	FRENCH TRANSLATION REFERENCE AS PER IDR 583	2019 JAN 11	BLB
1	AS BUILT INTERNAL DRAFTING ID 304	20 MAR 18	GB
REV. NO.	REVISION DESCRIPTION	DATE BY	CHK APPR.
<small>COPYRIGHT © THIS DRAWING IS THE PROPERTY OF ENBRIDGE AND SHALL NOT BE REPRODUCED EITHER IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF ENBRIDGE.</small>			
TYPICAL DESIGN DETAIL TYPICAL TEMPORARY CROSSING RAMP WITH EARTH			
BY: GB	CHK: GG	ENG. :	ENB APPR:
DATE: 14 FEB 18	SCALE: NTS	STATUS: AS BUILT	
DWG. NO.:	A-1.8-42872-0		REV. NO. 2



NOTES:

- ON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL REMOVE COMPLETE RAMP AND RESTORE AREA TO ORIGINAL CONDITION.
- MINIMUM COVER SHALL BE AS SPECIFIED IN THE CROSSING AGREEMENT.
- LENGTH OF RAMP TO VARY IN ACCORDANCE WITH CROSSING ANGLE.
- RAMP WIDTH SHALL BE MINIMIZED AS MUCH AS POSSIBLE, AND SHALL NOT ENCROACH BOUNDARIES SET IN THE CROSSING AGREEMENT.
- RAMP SIDE SLOPE SHALL NOT BE STEEPER THAN 1V:4H.
- RAMP SHALL BE COMPACTED, AND HAVE A CROSS FALL TO ENSURE THAT WATER WILL NOT POND ON THE RAMP CAUSING EXCESSIVE RUTTING.
- A GEOTEXTILE OR LINER BARRIER TO BE INSTALLED DURING SPRING, SUMMER AND FALL SEASONS.
- RIG MATS SHALL BE STAGGERED OR PLACED IN A PERPENDICULAR ORIENTATION FROM THE PREVIOUS LAYER SO THAT THE EDGES DO NOT LINE UP
- ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED
- SNOW OR ICE CAN BE USED AT THE DISCRETION OF THE ENBRIDGE FIELD REPRESENTATIVE.
- REFER TO DRAWING A-1.8-43106 FOR FRENCH VERSION.
REFERE AU DESSIN A-1.8-43106 POUR VERSION FRANCAISE.

A-1.8-43106-0				TYPICAL DESIGN DETAIL			
REFERENCE DRAWINGS							
3	AS BUILT DR. IDR 743	20 JUN 19	MF	AE	ENB		
2	FRENCH TRANSLATION REFERENCE	11 JAN 19	MM	BLB	ENB		
1	AS BUILT INTERNAL DRAFTING ID 304	20 MAR 18	BLB	GB	ENBRIDGE		
REV. NO.	REVISION DESCRIPTION	DATE BY	CHK	APPR.			
COPYRIGHT IS THIS DRAWING IS THE PROPERTY OF ENBRIDGE AND SHALL NOT BE REPRODUCED EITHER IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF ENBRIDGE.							
ENBRIDGE							
TYPICAL DESIGN DETAIL TYPICAL TEMPORARY CROSSING RAMP WITH RIG MATS							
BY: GB	CHK: GG	ENG.:		ENB APPR:			
DATE:	14 FEB 18	SCALE: NTS		STATUS: AS BUILT			
DWG. NO.:	A-1.8-42873-0					REV. NO.:	3

May 13, 2022

- 24 -

APPENDIX D – OPEN HOUSE WRITTEN COMMENTS

From: [Lyle Stecyk](#)
To: [Ross Zimmermann](#); [Jennifer Taylor](#)
Cc: [Mary Sikorski](#)
Subject: RE: Emerald Park Sector Plan - Open House Invitation April 13 & 14
Date: April 17, 2022 7:24:29 AM
Attachments: [High School Site Evaluation Form.pdf](#)

Hi Jennifer and Ross,

I have taken a look at the draft sector plan and appreciate the opportunity for review. At this point, until we receive project approval from the Ministry the high level school location/site references you have included are about as far as we can take this as a school division.

For your information attached is our latest criteria guide for school site selection which would be updated once ministry approval is received. Please note that in this case the form is in the context for high school site selection and that the criteria would be very similar for an elementary school.

Best regards,

Lyle Stecyk

Facilities Superintendent

Prairie Valley School Division

Located within Treaty 4 Territory

3080 N Albert St, RM of Sherwood SK S4K 0A8

Phone: 306.949.6357 or Mobile: 306.529.5252



High School Site Selection

site evaluation form

Date

	Rank (as determined by the School Division)	SITE 1	total	SITE 2	total	SITE 3	total	SITE 4	total	SITE 5	total	SITE 6	total
New High School Requirements													
1 Publicly owned or reasonably available	10		10		10		10		10		10		10
2 Vehicle accessibility	10		10		10		10		10		10		10
3 Bus accessibility	10		10		10		10		10		10		10
4 Pedestrian and cyclist accessibility / Safety	3		3		3		3		3		3		3
5 Partnering Opportunities	5		5		5		5		5		5		5
6 Adjacent to related amenities	8		8		8		8		8		8		8
7 Sufficiently large for future expansion	8		8		8		8		8		8		8
8 Already serviced or reasonably serviceable	8		8		8		8		8		8		8
9 Neighborhood Context	10		10		10		10		10		10		10
10 Orientation	6		6		6		6		6		6		6
11 Zoning - is it appropriate or does it require re-zoning	8		8		8		8		8		8		8
12 Size - is it 10.87 acres (501 - 700 students)	10		10		10		10		10		10		10
13 Water Retention on site	4		4		4		4		4		4		4
14 Environmental conditions on the site	8		8		8		8		8		8		8
15 Environmental contitions on the adjascent sites	8		8		8		8		8		8		8
Appropriate future proposed development around the site	8		8		8		8		8		8		8
16													
17 Ability to be used as a Learning tool	6		6		6		6		6		6		6
18 Achieve other public objectives	5		5		5		5		5		5		5
19 Suitability for playingfields	8		8		8		8		8		8		8
20 services available - electricity, gas, water	8		8		8		8		8		8		8
21 sewer service available	8		8		8		8		8		8		8
22 shape of available property	10		10		10		10		10		10		10
LEED Requirements													
23 Erosion and Sediment Control	na												
24 Site Selection	na												
25 Development Density	na	0	0	0	0	0	0	0	0	0	0	0	0
26 Redevelopment of contaminated site	na	0	0	0	0	0	0	0	0	0	0	0	0
27 Alternative Transportation	na	0	0	0	0	0	0	0	0	0	0	0	0
28 Reduced Site Disturbance	na	0	0	0	0	0	0	0	0	0	0	0	0
29 Stormwater Management	na	0	0	0	0	0	0	0	0	0	0	0	0
30 Heat Island Effect	na												
total			135		135		135		135		135		135
RANK													

The Rank is defined by the user group in terms of importance to the project. The items are to be ranked from 1 to 10, with 10 being very important.
More than one item can be ranked the same
Please score the sites against each of the criteria on a five-point scale, with five the highest score (best suited to your and the schools needs) and one

the lowest.

- 1 Publically owned or reasonably accessible - will it be difficult to purchase from the current owner?
- 2 Vehicle Accessibility - some students will be dropped off. Is the site easily accessed by cars. Can cars be accommodated
- 3 Bus Accessibility - some students will be bussed. Is the site easily accessed by busses from the main roadways. how will buses enter and leave?
- 4 Pedestrian Accessibility - some students may walk. Is the site within walking distance of the majority of students
- 5 Partnering Opportunity - will the site allow for easy partenering opportunities?
- 6 Are there public amenities in the near vicinity
- 7 Space – the building, roadways, parking and landscape features must be comfortably accommodated with a view to future expansion with minimum disruption.
- 8 Utilities – are the municipal and provincial utilities adequate to support the school? If not, what is the impact?
- 9 Neighborhood Context – will the proposed facility be in good fit with its surroundings – now and in the future? What is the community cultural and historic context? How can community influence the learning opportunities? Is there a potential to share or access community facilities so that they are not duplicated in the new facility? can the community enhance learning opportunities? Is the site close to supporting services such as convenience stores, fast food,
- 10 Orientation - the sun has a significant impact on solar gain and interior day lighting. The effect of wind and snow drifting must be considered. What are the sites potential for maximizing LEED credits?
- 11 Zoning – does it need to be changed, can it be changed? What impact does the current zoning/easements have on the site?
- 12 Does the size meet the minimum suggested requirment as defined by the Ministry of Education
- 13 Water Retention – Is there a need to control storm water? How will site drainage be addressed?
- 14 Environmental Conditions – are there any environmental issues associated with the site?
- 15 Environmental Conditions – are there any environmental issues associated with the adjascent sites?
- 16 Future Planned Development – how will the currently planned and proposed development affect the site?
- 17 Learning Tool – how can the site be used to assist the program delivery method and act as a learning tool?
- 18 Are there public objectives which need to be met?
- 19 does the land provide enough space and appropriate topography for playing fields?
- 20 Are the site services such as gas, 3 phase power, and water avaiable or will be available when construction starts
- 21 are there or will there be available sewer connections
- 22 does the shape of the land work well with accommodating a building, parking and sports fields
- 23 Erosion - Is it possible to easily prevent the loss of soil during construction by stomwater runoff and/or wind erosion and prevent sedimentation in storm sewer or receiving streams ?
- 24 Selection - Is the land at an elevation too similar to the flood plain or does the land that provides habitat for rare or endangered species of wildlife?
- 25 Density - Is the land within, or near, other existing development? Building within previously developed spaces utilizes existing infrastructure and helps to control the preservation of green-fields and natural resources.
- 26 Redevelopment - Building on a once contaminated site reduces pressure on undeveloped land and habitats.
- 27 Alt. Transportation - Are there opportunities to provide alternate methods of transportation to reduce pollution and land development impacts from automobile use?
- 28 Site Disurbance - Is there an opportunity to conserve existing natural areas by limiting site disturbance to 12m beyond the building perimeter or If using a previously developed site, restore a minimum of 50% of the site area by replacing impervious surfaces with native or adaptive vegetation.
- 29 Stormwater - Is the site condusive to limiting the disruption and pollution of natural water flows by managing stormwater runoff.
- 30 Heat Island - Would the site allow for underground parking or covered parking to reduce the amount of asphalt?

From: [Bill Wilson](#)
To: [Jennifer Taylor](#); karen.zaharia@edenwold-sk.ca; ross.z@edenwold-sk.ca; [Stan Capnerhurst-RM of Edenwold](#); [Helen Wilson](#); [Paige Phillips-RM of Edenwold](#)
Subject: Re: Proposed Community Plan -Emerald Park.
Date: April 22, 2022 5:03:13 PM
Attachments: [image002.png](#)
[3b967978-1d35-4016-910f-a1139d3e4095.png](#)

Thank You, Jennifer, Ross and Karen for your responses to our note of April 14th, 2022 concerning the Emerald Park Sector Plan.

As expressed in our April 14th letter we are somewhat surprised and maybe even shocked to see as much as 73 acres potentially being designated as a Community Service area on our NE Quarter of 16,17, 18 west of the 2nd in the RM of Edenwold.

While we feel community service areas are wanted and needed as Emerald Park and area grows, designating such a large area limits our flexibility (and the RM's) to service demand for housing or commercial development. However, if the RM is aware of a potential investor(s) waiting for the rezoning of such a vast community service area with near shovel ready projects, (IE: school boards/provincial government, churches, public utilities, care homes, tourism venues etc.) forward our contact information to them for further discussion.

Having stated that, as owners and developers of this property it is our preference to have this area either rezoned exclusively for commercial or residential or a blend of residential/commercial/community service at some future date. We are dumbfounded that the RM would consider a parcel (Blairmore Integrated Facility-68 acres) exceeding the size of such a community service area in the provinces largest urban area, the city of Saskatoon with a population of 300,000+, compared to an area with a potential population of maybe 5 to 10 percent of that many years from now.

If the RM is truly concerned about getting a "centralized" community service area it would make more sense to designate a portion of the 75 acre parcel (Owner-Great Plains Developments) south of the current community service area home to the RM office, fire station and future dog park, which geographically would be much closer to present and future Emerald Park subdivisions. Infrastructure tie-ins and developed roadways are also nearby.

In the current draft Sector Plan there is reference to various phases. Please advise us, if in the final report, there will be dates attached to those phases.

In addition, in the final report, will there be flexibility allowing Council to change zoning designations, based on various demands and developer requests?

Ultimately, we are pleased with the Emerald Park Sector Plan for the remainder of the NE quarter of 16, 17, 18 (outside of the large community service proposal) and the entire SE quarter of 16,17, 18.

Sincerely

**Bill & Helen Wilson
Owners of the East Half of 16,17,18 west of the 2nd 8
Crystal Place
EMERALD PARK, Sk.
S4L 1A6
306-781-2424**

From: Bill Wilson <bill@agcomdirect.com>

Sent: April 14, 2022 6:07 PM

To: Karen Zaharia <karen.zaharia@edenwold-sk.ca>; Helen Wilson <helen@agcomdirect.com>

Subject: Proposed Community Plan -Emerald Park.

Hi Karen,

After reviewing the RM's proposed plan for the majority of the northeast quarter of section 16.17,18 (north of the SaskPower Transmission Line) now designated as only Community Service we are wondering why the RM would come up with such an unusual exclusive designation.

We would suggest this property be designated as a either Commercial or a Community/Commercial service area. As long time owners of the property, this is the first time we've been made aware of the suggestion of such a large acreage being designated as only a Community Service area. In fact, this would seem to be the largest Community Service designation possibly in the entire RM of Edenwold? Having such a large acreage designated exclusively Community Service doesn't really make good "planning sense" when most of the property already borders a noisy, high traffic often dusty Industrial Park (not Commercial Park) area. A blend of either CommunityService or Commercial would make the most sense at this point in time.

We are assuming this is just a "Proposed Plan" at this stage and is open to ongoing review. Otherwise, some reconsideration or amendment on this designation would be appreciated.

Sincerely,

**Bill & Helen Wilson
Agricultural Property Owners
East half of section 16, 17, 18 west of the 2nd.
Rm of Edenwold
8 Crystal Place,
EMERALD PARK, Sk.
S4L 1A6**

April 27, 2022

Associated Engineering (Sask.) Ltd.
1-2225 Northridge Drive
Saskatoon, SK S7L 6X6

Sent via email to: taylorj@ae.ca

ATTN: Jennifer Taylor, Senior Planner

RE: Emerald Park Sector Plan - Open House Invitation April 13 & 14

Your File #: N/A

Our Reference #: ENB_R220317-001SK

Thank you for sending Enbridge notice of this project. B&A Planning Group is the land use planning consultant for Enbridge's Liquids Pipeline network across Canada. On behalf of Enbridge, we work with municipalities and stakeholders regarding planning and development in proximity to their pipeline infrastructure to ensure that it occurs in a safe and successful manner.

We request that this response package is provided in full to the landowner / applicant as it contains useful and important information, including certain requirements that must be followed, in respect of development in proximity of pipelines.

Description of Proposed Development

We understand that Associated Engineering is working with the RM of Edenwold to develop the Emerald Park Sector Plan to guide the future growth of the community. This application is a notice of an open house. Associated Engineering has been working with the RM of Edenwold to prepare a sector plan for Emerald Park that will offer guidance for the continued development of the community. As demonstrated in **Attachment 01 | Approximate Location of Pipeline Infrastructure** the proposed Emerald Park Secondary Plan boundaries contains Enbridge pipeline infrastructure.

Assessment & Requirements

Based on a review of the open house boards found on the RM of Edenwold website, **Enbridge has expressed no objections to this project as proposed.** Although Enbridge has expressed no objections to the proposed Emerald Park Secondary Plan at this time, the pipeline is located in close proximity to some major future industrial, commercial, residential, and recreation developments happening within the proposed land use boundaries. Therefore, all the requirements detailed within **Attachment 02 | Enbridge Development Requirements** must be adhered to for all future development. The municipality, landowners or developers shall ensure

that all contractors and subcontractors are aware of and comply with the requirements set out in this letter. Please make sure to keep Enbridge fully updated on any new developments happening in this area along with any site maps on developments happening in proximity or within Enbridge pipeline boundaries.

Requirements

- 1) **Obtain a Locate Request:** To identify the precise alignment of the pipeline on the subject lands, a Locate Request must be made prior to any ground disturbance taking place.
- 2) **No development is permitted within the Enbridge right-of-way** without Enbridge's written consent and without the presence of an Enbridge representative on site.
- 3) **Written Consent from Enbridge is required for ground disturbance within 30m perpendicularly on each side from the centreline of the pipeline known as the "Prescribed Area".** For more information about when written consent is required and how to submit an application, please see [Attachment 03 | Enbridge Pipeline Crossing Guidelines](#).
- 4) **Written Consent from Enbridge is required for all above and below ground crossings of the pipeline.** For more information about when written consent is required and how to submit an application, please see [Attachment 03 | Enbridge Pipeline Crossing Guidelines](#).

The written authorization request must include:

- a. Drawings with cross sections of the proposed roads and verification of the depth of cover from both sides of the road.
 - b. Drawings should include any new utilities that will cross the right-of-way.
- 5) **Road Crossings:** Where future development such as a roadway or a parking area is proposed over the pipeline right-of-way, Enbridge may be required to carry out pipeline inspection and recoating of the existing pipeline(s) prior to the start of the development. The costs of Enbridge's design, inspection, recoating work and any other pipeline alteration as a result of the crossing will be borne by the Developer.
- 6) **Subdivision lot lines should not divide the pipeline right-of-way.** Wherever possible, subdivision boundaries should follow the right-of-way. If this is not possible specific language must be included in the offers of sale or lease. Please see [Attachment 02](#) for details.
- 7) **Development setbacks** from pipelines and rights-of-way are recommended in support of damage prevention and to allow both pipeline operators and developers buffer lands for operations and maintenance purposes.
 - Enbridge's preference is that permanent structures should be placed at least _____ metres from the edge of the right-of-way and _____ metres from the edge of the pipeline
 - Enbridge's preference is that temporary structures should be placed at least _____ metres from the edge of the right-of-way and _____ metres from the edge of the pipeline.

- 8) **Landscaping** shall not take place on Enbridge's pipeline right-of-way without Enbridge's prior written consent and where consent is granted such landscaping must be performed in accordance with Enbridge's Pipeline Crossing Guidelines. Please see **Attachment 02** for details.
- 9) **Pathways** shall not be installed on Enbridge's pipeline right-of-way without Enbridge's prior written consent and where consent is granted pathways must be designed in accordance with Enbridge's requirements. Please see **Attachment 02** for details.
- 10) **Fencing** should be installed along the identified open space easement. Please see **Attachment 02** for details
- 11) **Written consent** must be obtained from Enbridge for **ongoing activities** such as mowing or maintenance of the pipeline right-of-way on public lands.
- 12) **Notifications of additional development for Class monitoring:** As per Federal and Provincial Regulatory Requirements and Standards, pipeline operators are required to monitor all new development in the vicinity of their pipelines that results in an increase in population or employment. Therefore, please keep us informed of any additional development being proposed within the Pipeline Assessment Area indicated in **Attachment 01 | Approximate Location of Pipeline Infrastructure**.

The above requirements are those identified as relevant based on the application materials provided. Additional detail on these requirements and other general development requirements are included in **Attachment 02 | Enbridge Development Requirements**. For additional resources on safe development in proximity of Enbridge's pipeline network please visit <https://www.enbridge.com/projects-and-infrastructure/public-awareness/brochures>.

Please continue to keep us informed about the outcome of the project and any future policy, land use, subdivision, and development activities in proximity to Enbridge's pipelines and facilities. Application referrals, project notifications and any questions regarding land use planning and development around pipelines should be sent to notifications@Enbridge.com. Thanks again for providing us with the opportunity to provide comments on this project and we look forward to working with you in the future.

Sincerely,



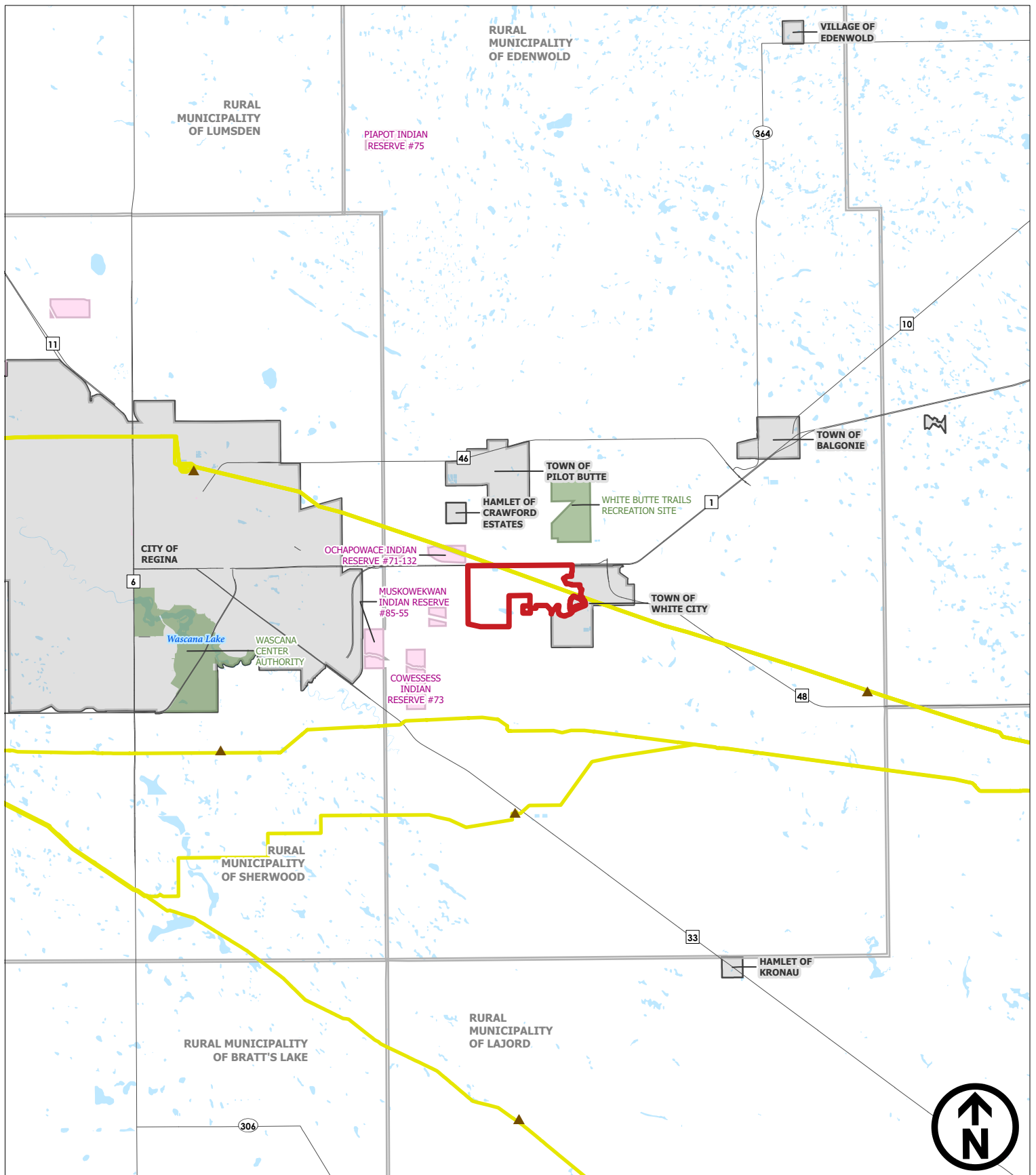
Joanna Ilunga

Community Planner | BA (Hons), MScPI

403.692.5231 | jilunga@bapg.ca

B&A Planning Group | 600, 215 – 9 Avenue SW | Calgary, AB T2P 1K3 | www.bapg.ca

Attachment 01 | Approximate Location of Pipeline Infrastructure
Attachment 02 | Enbridge Development Requirements
Attachment 03 | Enbridge Pipeline Crossing Guidelines



Geographic Coordinates: -104.4873, 50.4385
 Coordinate System: NAD 1983 UTM Zone 13N
 Date Saved: Apr 25, 2022
 Map File: Referral Mapping.aprx

0 1 2 3 4 kilometres 1:200,000



Legend

- | | | |
|-------------------|----------------------|----------------------|
| Subject Site | Major Road | Municipality - Urban |
| Enbridge Facility | Aboriginal Reserve | Park |
| Enbridge Pipeline | Municipality - Rural | Waterbody |

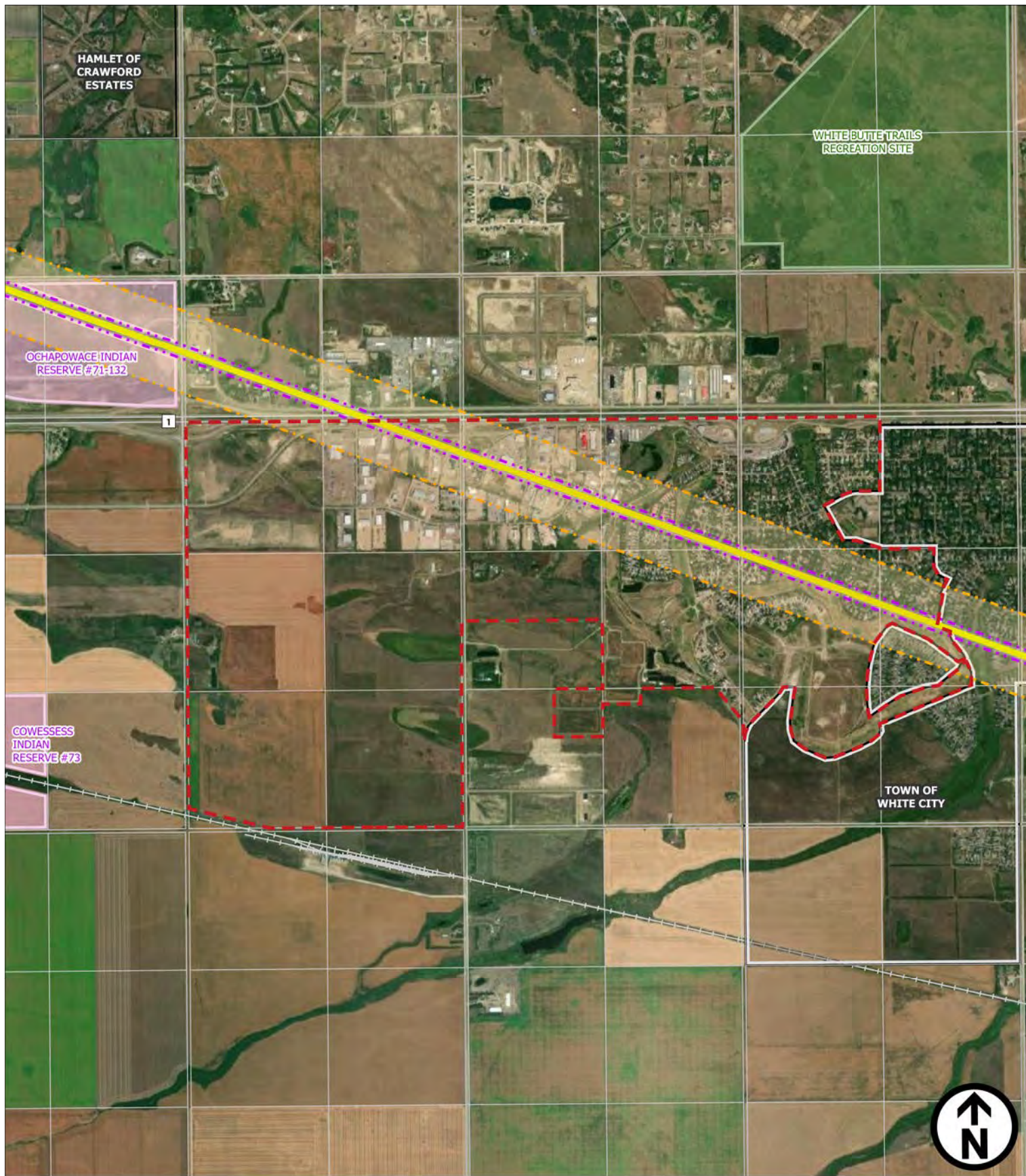
Regional Context

Area/Concept Plan

Rural Municipality of Edenwold
 Referral ID: R220317-0015K



April 2022



Geographic Coordinates: -104.4873, 50.4385
 Coordinate System: NAD 1983 UTM Zone 13N
 Date Saved: Apr 25, 2022
 Map File: Referral_Mapping.aprx

0 300 600 900 1,200 metres 1:30,000



Legend

- Subject Site
- Enbridge Pipeline
- Pipeline Assessment Area (220m)
- Prescribed Area (30m)
- Railway
- Aboriginal Reserve
- Municipality - Rural
- Municipality - Urban
- Park
- Quarter Section Grid

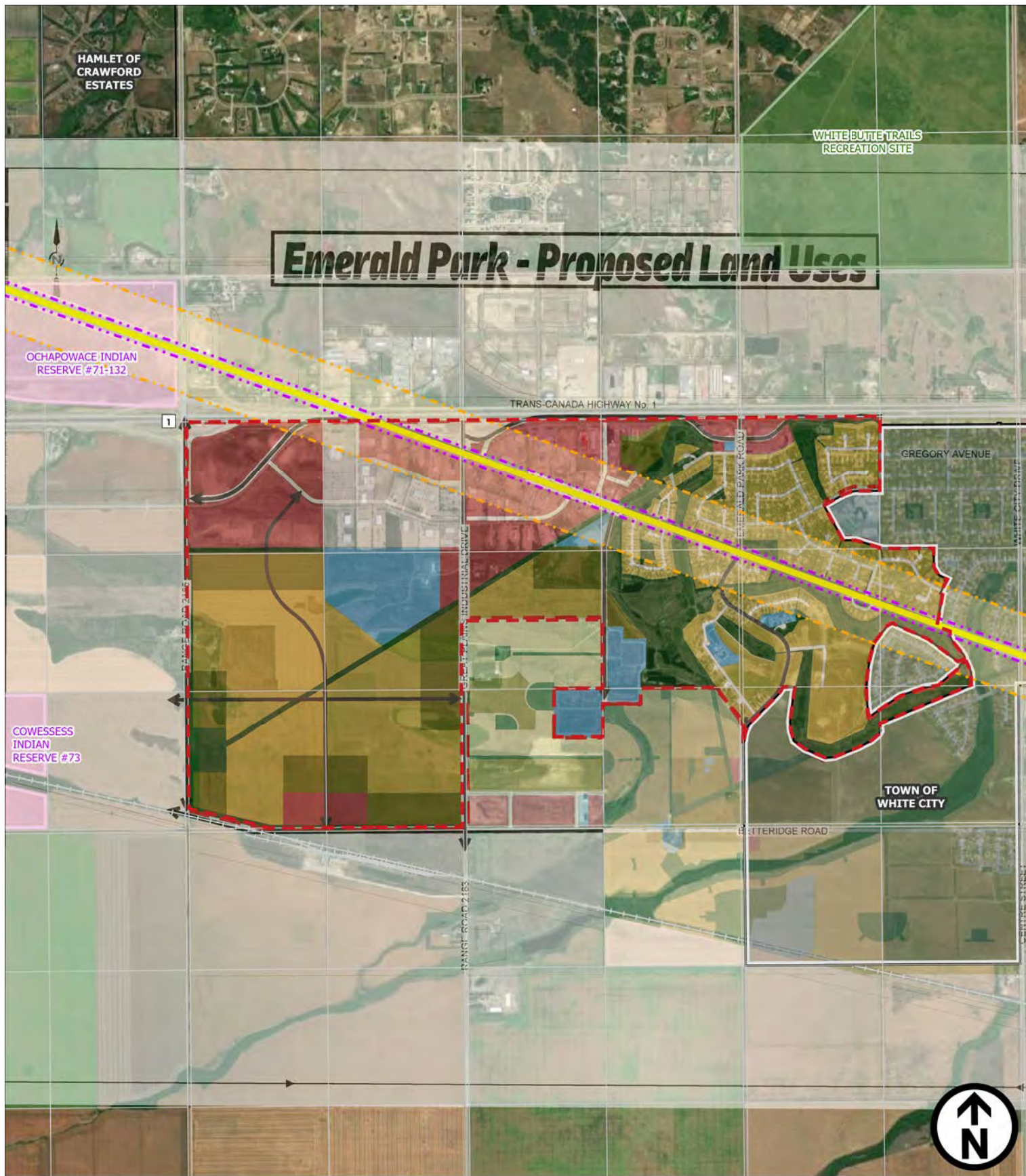
Local Context

Area/Concept Plan

Rural Municipality of Edenwold

Referral ID: **R220317-0015K**

April 2022



Geographic Coordinates: -104.4873, 50.4385
 Coordinate System: NAD 1983 UTM Zone 13N
 Date Saved: Apr 25, 2022
 Map File: Referral_Mapping.aprx

0 300 600 900 1,200 metres 1:30,000



Legend

- | | |
|---------------------------------|----------------------|
| Subject Site | Aboriginal Reserve |
| Enbridge Pipeline | Municipality - Rural |
| Pipeline Assessment Area (220m) | Municipality - Urban |
| Prescribed Area (30m) | Park |
| Railway | Quarter Section Grid |

Local Context Overlay

Area/Concept Plan

Rural Municipality of Edenwold

Referral ID: **R220317-0015K**

April 2022

Attachment 02 | Enbridge Development Requirements

Definitions

- A **Right-of-Way (ROW)** is a strip of land where property rights have been acquired for pipeline systems by the pipeline company. It is a surveyed area of a specific width which grants legal rights of access to operate and maintain the infrastructure within it.
- The **Prescribed Area** is an area of 30 m (100 ft) perpendicularly on each side from the centreline of a pipeline. Excavation or ground disturbance within this zone requires written consent from the pipeline company pursuant to the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations). Depending on the pipeline location and regulator this may also be known as a “controlled area” or “safety zone”.
- The **Pipeline Assessment Area** identifies lands on either side of a pipeline in which new development must be monitored by the pipeline operator. The requirement for and scope of this monitoring is governed by the Canada Energy Regulator (CER) and CSA Z662:19. Depending on the pipeline location, operator, and regulator this may also be known as the “notification zone”, “referral area” or “class location assessment area”.

Locating the Pipeline | Click Before You Dig

Any person planning to construct a facility across, on, along or under a pipeline (including the right-of-way), conduct a ground disturbance activity within 30 metres of the centreline of a pipe, or operate a vehicle or mobile equipment across a right-of-way, must first request a locate service. To identify the precise alignment of the pipeline on the subject lands, Locate Requests can be made online, via mobile apps, or via phone (see table below),

The locate request must be made a minimum of three (3) business days in advance of the construction, ground disturbance, or vehicle or mobile equipment crossing. The One-Call Centre will notify Enbridge to send a representative to mark the facilities, explain the significance of the markings and provide you with a copy of the locate report. Enbridge requests a minimum of five (5) business days’ notice for any work involving explosives.

Canadian One-Call Centres			
Province	Phone	Website	Mobile App
British Columbia	1.800.474.6886	www.bc1c.ca	
Alberta	1.800.242.3447	www.albertaonecall.com	Dig Info AB
Saskatchewan	1.866.828.4888	www.sask1stcall.com	Sask1st Call
Manitoba	1.800.940.3447	www.clickbeforeyoudigmb.com	
Ontario	1.800.400.2255	www.on1call.com	
Quebec	1.800.663.9228	www.info-ex.com	Info-Excavation
Nova Scotia & New Brunswick	1.800.344.5463	www.info-ex.com	Info-Excavation
Northwest Territories	Contact pipeline and facility owner directly		
www.clickbeforeyoudig.com			

Right-of-way

A right-of-way is a strip of land where property rights have been acquired for pipeline systems by the pipeline company. It is a surveyed area of a specific width which grants legal rights of access to operate and maintain the infrastructure within it:

- No permanent structures are permitted within the pipeline right-of-way area without Enbridge's prior written consent.
- Enbridge must have the ability to access Enbridge's pipeline right-of-way at all times for construction, maintenance, operation, inspection, patrol, repair, replacement and alteration of the pipeline(s). Therefore, the Enbridge pipeline right-of-way shall be maintained as green space, park belt or open space.
- No work shall take place on Enbridge's pipeline right-of-way without the presence of an Enbridge representative.
- Storage of materials and/or equipment, grading or placing fill on Enbridge's pipeline right-of-way is not permitted without prior written consent from Enbridge.

Written Consent

Any proposed crossings of the pipeline right-of-way or ground disturbance within the Prescribed Area or pipeline right-of-way are subject to Enbridge's written consent in accordance with the Canadian Energy Regulator Act and regulations including the Canadian Energy Regulator Pipeline Damage Prevention Regulations as amended or replaced from time to time (or for pipelines contained within Alberta, the Pipeline Act (Alberta) and Pipeline Rules as amended or replaced from time to time).

The applicant will require Enbridge's written consent or a crossing agreement prior to undertaking the following activities:

- Constructing or installing a facility across, on, along or under an Enbridge pipeline right-of-way;
- Conducting any activity that would cause ground disturbance (excavation or digging) on an Enbridge's pipeline right-of-way or within 30m perpendicularly on each side from the centerline of Enbridge's pipe (the "Prescribed Area");
- The operation of a vehicle, mobile equipment or machinery across an Enbridge pipeline right-of-way; outside of the travelled portion of a highway or public road;
- Using any explosives within 300m of Enbridge's pipeline right-of-way.

For more information about when written consent is required and how to submit an application, please see [**Attachment 03 | Enbridge Pipeline Crossing Guidelines**](#).

Prescribed Area

The Prescribed Area is an area of 30 m (approximately 100 ft) perpendicularly on each side from the centreline of a pipeline. Excavation or ground disturbance within this zone requires written consent from the pipeline company pursuant to the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations). Depending on the pipeline location and regulator this may also be known as a "controlled area" or "safety zone".

For pipelines crossing provincial boundaries, Enbridge is regulated by the Canada Energy Regulator and is subject to the Canadian Energy Regulator Act and its regulations as amended or replaced from time to time.

- Section 335(1) of the Canadian Energy Regulator Act prohibits any person to construct a facility across, on, along or under a pipeline or engage in an activity that causes a ground disturbance within the Prescribed Area unless the construction or activity is authorized by the pipeline company.
- Section 335(2) of the Canadian Energy Regulator Act prohibits any person to operate a vehicle or mobile equipment across a pipeline unless the vehicle or equipment is operated within the travelled portion of a highway or public road or such operation is authorized under section 13(1) of the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations).

For pipelines contained within Alberta, Enbridge is regulated by the Alberta Energy Regulator and is subject to the Pipeline Act and Pipeline Rules as amended or replaced from time to time.

- As per the Alberta Energy Regulator, any person who plans to engage in an activity that causes a ground disturbance within the pipeline right-of-way must obtain the written consent of the pipeline company.

Crossings

- Written consent from Enbridge is required for all crossings of the pipeline.
- The written authorization request must include:
 - Drawings with cross sections of the proposed new road and road widening to verify the depth of cover from both sides of the road.
 - Drawings should include any new utilities that will cross the ROW.
- No vehicles or mobile equipment, including heavy machinery, will be permitted to cross Enbridge's pipeline right-of-way without the prior written consent of Enbridge. Please complete Enbridge's Equipment Specification and Data Sheet(s) to make an application for temporary equipment crossing including timeframe, type and weight of equipment per axle together with the name of the applicant, address, contact name and phone number/email.
- Where future development such as a roadway or a parking area is proposed over the pipeline right-of-way, Enbridge may be required to carry out pipeline inspection and recoating of the existing pipeline(s) prior to the start of the development. **The costs of Enbridge's design, inspection, recoating work and any other pipeline alteration as a result of the crossing will be borne by the Developer.**

Ongoing Activities

- Written consent must be obtained from Enbridge for ongoing activities such as mowing or maintenance of the pipeline right-of-way on public lands.

Class Monitoring in the Pipeline Assessment Area

As per Federal and Provincial Regulatory Requirements and Standards, pipeline operators are required to monitor all new development in the vicinity of their pipelines that results in an increase in population or employment. Therefore, please keep us informed of any additional development being proposed within the Pipeline Assessment Area indicated in **Attachment 01 | Approximate Location of Pipeline Infrastructure**.

- If a pipe replacement is necessary because of the proposed development, temporary workspace shall be granted to Enbridge on terms and conditions to be (or as) negotiated. This workspace will be adjacent to the existing pipeline right-of-way and may be up to a maximum of 15m wide on either or both sides. Grading or landscaping of the workspace is not permitted until the replacement has been completed.

Subdivisions

- Lot lines are not to be incorporated over Enbridge's pipeline right-of-way. If lot lines are incorporated over Enbridge's pipeline right-of-way, the owner agrees, in writing to include the following warning clause in all offers of sale and purpose and/or lease:
"Future residents are advised that Enbridge owns and operates _____ pipeline(s) within an _____ m pipeline right-of-way on the property. As a result, there are conditions that apply to various activities over the pipeline right-of-way that must be approved by Enbridge."
- All display plans in the lot/home sales office shall identify the Enbridge pipeline right-of-way-corridor within the proposed linear park block(s).

Structures and Setbacks

Development setbacks from pipelines and rights-of-way are recommended in support of damage prevention and to allow both pipeline operators and developers buffer lands for operations and maintenance purposes.

- No permanent structures are permitted within the pipeline right-of-way area without Enbridge's prior written consent.

Other Development

Wells / Septic Systems

Wells or septic systems shall not be located on Enbridge's pipeline right-of-way. Construction of any septic system within 30m of the pipeline right-of-way requires prior written notification to Enbridge to ensure the septic bed will not adversely impact the integrity of the pipeline and pipeline right-of-way. Written consent from Enbridge must be received prior to the start of any work.

Aerial Power Lines

Aerial power lines crossing the pipeline right-of-way require aerial warning devices installed and properly maintained. No poles, pylons, towers, guys, anchors or supporting structures of any kind are permitted on the pipeline right-of-way.

Pathways, Fencing & Landscaping

Fencing Along ROW

- For development along an Enbridge right-of-way, permanent fencing shall be erected and maintained by the Developer at the Developer's cost along the limits of Enbridge's pipeline right-of-way. The fence erected must meet Enbridge's and the governing municipality's specifications concerning type, location and height. Any excavations for fence posts on, or within 30m of the pipeline must be done by hand or hydrovac. There shall be no augers operated on the pipeline right-of-way. The Developer shall notify Enbridge three business (3) days prior to any excavation for fence posts located on or within 30m of the pipeline.
- Limits of the pipeline right-of-way parallel to the pipeline shall be delineated with permanent fencing to prevent gradual encroachment by adjacent landowners. Suitable barriers shall be installed at all road accesses to prevent unauthorized motor vehicles from entering Enbridge's pipeline right-of-way.
- Enbridge's written consent must be obtained and One Call notifications must be completed prior to any fence installations.

Landscaping

No landscaping shall take place on Enbridge's pipeline right-of-way without Enbridge's prior written consent and where consent is granted such landscaping must be performed in accordance with Enbridge's Pipeline Crossing Guidelines, as follows:

- The landowner / developer shall ensure a 5m continuous access way in the pipeline right-of-way is provided for the Enbridge repair crews.

In order to maintain a clear view of the pipeline for the purposes of right-of-way monitoring, which is required by federal regulation, trees and shrubbery planted in proximity to the pipeline must meet the following criteria:

- Enbridge permits the following vegetation within the pipeline right-of-way: Flowerbeds, vegetable gardens, lawns and low shrubbery (under 1 m in height), and
- The mature growth height of vegetation does not exceed 1.5 m (5 ft) at maturity and must maintain a minimum distance of 3 m (10 ft) from the nearest pipeline.

Pathways / Trails

No pathways shall be installed on Enbridge's pipeline right-of-way without Enbridge's prior written consent and where consent is granted pathways must be designed in accordance with Enbridge's requirements:

- A pathway crossing Enbridge's pipeline right-of-way shall be installed as close as possible to a ninety (90) degree angle to the Enbridge pipeline(s).
- The width of the pathway shall not exceed 3m.
- A parallel pathway within Enbridge pipeline right-of-way shall maintain a minimum 5m separation from the edge of the Enbridge pipeline(s).
- Enbridge's pipeline(s) must be positively identified at certain intervals as directed by Enbridge's representative for parallel installation.
- Enbridge shall install pipeline markers at all road, pathway and other crossings throughout the development area at Developer's cost.

Drainage and Erosion

- The Developer shall ensure drainage is directed away from the pipeline right-of-way so that erosion will not adversely affect the depth of cover over the pipeline(s).
- Any large-scale excavation adjacent to the pipeline right-of-way, which is deeper than the bottom of the pipe, must maintain a slope of 3:1 away from the edge of the pipeline right-of-way.
- Depth of cover over Enbridge pipeline(s) shall not be compromised over the life of the Developer's facility due to rutting, erosion or other means.

Construction

- During construction of the site, temporary fencing must be erected and maintained along the limits of the pipeline right-of-way by the Developer to prevent unauthorized access by heavy machinery. The fence erected must meet Enbridge's specifications concerning type, height and location. The Developer is responsible for ensuring proper maintenance of the temporary fencing for the duration of construction. The Developer is responsible for the cost of material, installation and removal.
- Original depth of cover over the pipeline(s) within Enbridge's pipeline right-of-way shall be restored after construction. This depth of cover over the pipeline(s) shall not be compromised over the life of the Developer's facility due to rutting, erosion or other means.
- In the event Enbridge's pipeline(s) suffer contact damage or other damage as a result of construction, work shall stop immediately and Enbridge to be immediately notified.

Liability

In no event shall Enbridge be liable to the developer and/or landowner(s) for any losses, costs, proceedings, claims, actions, expenses or damages (collectively "Claims") the Developer and/or landowner(s) may suffer or incur as a result of or arising out of the presence of Enbridge pipeline(s) and/or operations on the pipeline right-of-way. The Developer and/or landowner(s) shall be responsible for all costs and expenses incurred to install, repair, replace, maintain or remove the Developer's and/or landowner(s) installations on or near the pipeline right-of-way and shall indemnify and save harmless Enbridge from all Claims brought against, suffered or incurred by Enbridge arising out of the activities of the Developer and/or landowner(s) in respect of the development or arising out of the presence, operation or removal of the Developer's and/or landowner(s) installations on or near Enbridge's pipeline right-of-way.

Enbridge Pipeline Crossing Guidelines, Canada

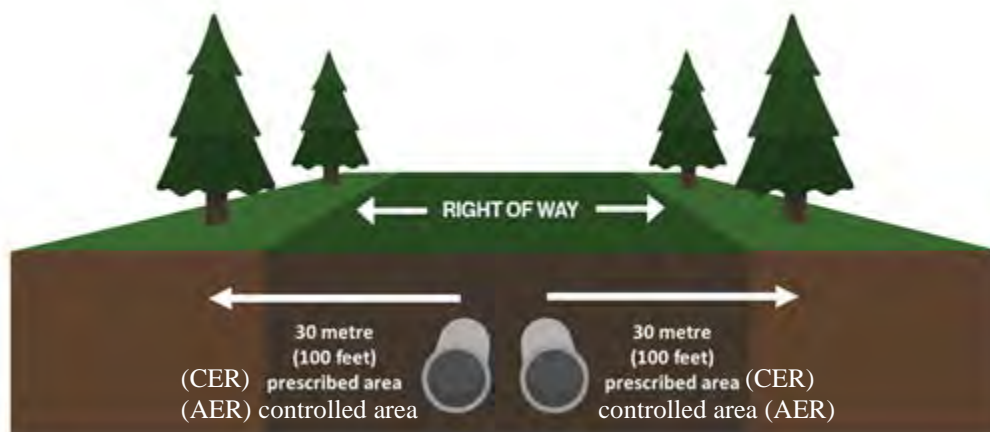
Application Guidance Details
May 2020 v2.0

Application Guidance Details

1. WHO REQUIRES CONSENT?

Consent is governed by the Canada Energy Regulator (CER) for interprovincial or international (federally regulated) pipelines and the Alberta Energy Regulatory (AER) for intra-provincial (provincially regulated) pipelines within the Province of Alberta. To ensure our pipelines and facilities operate safely written consent from Enbridge must be obtained in Canada before any of the following occur:

- ❖ Construction or installation of a new facility across, on, along or under Enbridge's pipeline and/or right-of-way;
- ❖ Ground disturbance activities in the prescribed area (CER) or controlled area (AER) which extends 30m from each side of the centerline of the pipeline;
- ❖ Operation or movement of vehicles, mobile equipment or machinery across Enbridge's right-of-way, outside of the travelled portion of a highway or public road;
- ❖ Using explosives within 300m of Enbridge's pipeline right-of-way;
- ❖ Use of the prescribed area or controlled area for storage or workspace purposes;
- ❖ Subdivision development across, on, along or over Enbridge's pipeline and/or right-of-way;
- ❖ Landowners wishing to install agricultural drainage tile across, on, along or under Enbridge's pipeline and/or right-of-way.



Activities that cause a ground disturbance include, but are not limited to, the following:

- | | |
|---------------------------|---|
| ❖ digging | ❖ clearing and stump removal |
| ❖ excavation | ❖ subsoiling |
| ❖ trenching | ❖ blasting/using explosives |
| ❖ ditching | ❖ quarrying |
| ❖ tunneling | ❖ grinding and milling of asphalt/concrete |
| ❖ boring/drilling/pushing | ❖ seismic exploration |
| ❖ augering | ❖ driving fence posts, bars, rods, pins, anchors or pilings |
| ❖ topsoil stripping | ❖ plowing to install underground infrastructure |
| ❖ land levelling/grading | ❖ crossing of buried pipelines or other underground infrastructure by heavy loads off the travelled portion of a public roadway |
| ❖ tree or shrub planting | ❖ installing agricultural drainage tile |

Under section 2 of the Canadian Energy Regulator Act, ground disturbance does not include:

- ❖ Cultivation to a depth of less than 45cm below the surface of the ground
- ❖ Any activity to a depth of less than 30cm and that does not result in reduction of the depth of earth cover over the pipeline less than that approved at time of construction

2. CROSSING A PIPELINE WITH AN AGRICULTURAL VEHICLE OR MOBILE EQUIPMENT

For pipelines regulated by the Canada Energy Regulator, the *Canadian Energy Regulator Pipeline Damage Prevention Regulations – Authorizations* provides that persons operating agricultural vehicles or mobile equipment across pipelines may do so in low-risk areas, under certain conditions:

- ❖ the loaded axle weight and tire pressures of the vehicle or mobile equipment are within the manufacturer's approved limits and operating guidelines; AND
- ❖ the point of crossing has not been the subject of a notification from the pipeline company that crossing at that location could impair the pipeline's safety or security.

This applies to vehicles or mobile equipment used for agricultural activities in the production of crops and the raising of animals and includes pasturing and cultivation activities such as tillage, plowing, disking and harrowing.

For pipelines regulated by the Alberta Energy Regulator, the *Pipeline Regulation (under the Pipeline Act)* provides that persons operating vehicles or equipment used for farming operations; or use of off-highway vehicles [as defined in section 117(a)(iii) to (viii) of the Traffic Safety Act] or use of private passenger vehicles (as defined in section 1(1)(jj) of the Traffic Safety Act) less than $\frac{3}{4}$ ton may temporarily cross over an AER regulated pipeline without further approval from Enbridge.

However, if neither of the above requirements can be met then an application must be submitted to Enbridge for further review and processing.

3. HOW TO APPLY FOR ENBRIDGE CONSENT

The applicant must submit a written request, either by completing the Application Form (attached) or a letter with equivalent information, together with the applicable drawing(s) to the respective Enbridge crossings department as set out in the *Contact Us* section of this document.

The drawing(s) must be prepared in accordance with the minimum standards as set out in the *Drawing Requirements* section of this document.

Enbridge's Equipment Specification and Data Sheet (attached) must also be completed for any vehicle/ mobile equipment crossing applications.

For federally regulated pipelines, the applicant may petition the Commission for approval of construction activity if:

- ❖ the applicant cannot comply with the terms and conditions as set out in the company's written consent;
- ❖ the applicant feels the terms and conditions in the company's written consent are excessive; or
- ❖ If the company refused to grant approval to the applicant for reasons of pipeline integrity, public safety or company policy.

An application can be filed with the Commission by writing to:

**Secretary of the Commission
Canada Energy Regulator
Suite 210, 517 – 10th Ave SW
Calgary AB T2R 0A8
Phone: 1-877-288-8803
Online: www.cer-rec.gc.ca**

Applications may be filed with the Commission by mail, courier or facsimile by calling the toll-free number at 1-877-288-8803. Applications can also be uploaded through the CER's Applications and Filings Portal on the CER website at Home / Applications and Filings / Submit Applications and Regulatory Documents / File under the CER Act / OPR: CER Act – Guide C (<http://www.cer-rec.gc.ca/ppctnflng/sbmt/nbpr-eng.html>).

4. DRAWING REQUIREMENTS

The following represents the minimum information that is required to be shown on the drawing(s) in order for Enbridge to review your application. Dimensions must be shown on the drawing(s) and may be done in either imperial or metric units (if metric, then to one decimal point).

NOTE: incomplete drawings and/or an incomplete application will be rejected back to the applicant.

(a) Permanent Installations

All proposed permanent installation drawings MUST contain the following items:

1. Plan Number, including any revision number and the respective date;
2. North Arrow;
3. Scale;
4. Legend;
5. Location indicator including: legal land description, PIN, GPS coordinates;
6. Plan view of whole quarter section or affected area including:
 - ❖ Lot lines, road limits
 - ❖ Proposed facilities (including curbs, footing, guard rails, guy wires, poles, fences, etc.) with tie dimensions to lot survey line preferably along pipeline and/or right-of-way boundary
 - ❖ Location of cathodic test lead terminals (if applicable);
7. Cross section view and/or profile view including:
 - ❖ For surface structures, show profile along pipeline(s) with highest elevation
 - ❖ For underground facilities show profile along facility
 - ❖ Property lines, pipeline(s) and depth of cover
 - ❖ All underground facilities must maintain an even elevation across the entire width of right-of-way except for gravity type facilities or those facilities installed by HDD;
 - ❖ Drill path plan for HDD installations
 - ❖ Unsupported span (m) of Enbridge pipeline for open cut installations
8. Crossing Angle;
9. Crossing location circled in red;
10. Identify all affected Enbridge facilities, right-of-way(s) and pipeline markers;
11. Method of Installation (MOI) (**Refer to Interpretation/Definitions section*);
12. Minimum Clearance (**Refer to Interpretation/Definitions section*);
13. Facility specifications:
 - ❖ PIPE/CABLE: pipe diameter, pipe material, product conveyed, cable size, if cable is within a conduit, conduit material, cable voltage; unsupported span (meters) of existing pipeline if MOI is open cut;
 - ❖ ROAD: width of road, cover at ditch, cover at center of road, surface material, road type/use; design loading calculation; indicate if any Government or Provincial setback requirements
 - ❖ OVERHEAD POWER: pole number(s), location of pole/guy wire/anchors/etc., method of installation of pole/guy wire/anchors/etc., horizontal clearance to pipe from proposed pole/guy wire/anchors/etc., vertical clearance to ground/grade, voltage, type of power (AC/DC), AC mitigation plan may be required;
 - ❖ PIPE RACK: height of pipe rack, pile location(s), pile clearance to Grantor's facility, pile installation method; alternate access route provided for rural locations
 - ❖ DRAINAGE TILE: location of tiles and incremental cost analysis.
14. Complete the Equipment Specification and Data Sheet, when required.

(b) Temporary Activities

All temporary drawings MUST contain the following:

1. Plan Number, including any revision number and the respective date;
2. North Arrow;
3. Scale;
4. Legend;
5. Location indicator including: legal land description, PIN, GPS coordinates;
6. Plan view of whole quarter section or affected area;
7. Temporary activities location circled in red;
8. Identify all affected Enbridge facilities, right of way(s) and/or PLA/easement ownership;
9. Facility specifications:
 - ❖ WORKSPACE: location, measurement of workspace, purpose;
 - ❖ ACCESS OF ROW: location, kilometer usage of ROW, width of access; egress/ingress points, complete the Equipment Specification and Data Sheet (attached);
 - ❖ EQUIPMENT CROSSING: complete the Equipment Specification and Data Sheet (attached);
 - ❖ ROAD USE: indicate road(s) to be utilized, km usage, reason required, frequency of use; complete the Equipment Specification and Data Sheet (attached);
 - ❖ GEOPHYSICAL: project/prospect name, number of reading units/lines, type of source, CER approval required (Y/N).

5. INTERPRETATION / DEFINITIONS

For crossing application purposes, Enbridge defines the following as:

Grantee means the applicant or the facility owner; a company, a person, a municipality or government body, etc.

Method of Installation means OPEN CUT or HDB or HDD; all defined as follows:

OPEN CUT

Enbridge defines open cut as trench methodology wherein access is gained to the required level underground for the proposed installation, maintenance or inspection of a pipe, conduit or cable. The excavated trench is then backfilled and the surface restored.

HORIZONTAL DIRECTIONAL BORE (HDB)

Enbridge defines horizontal directional bore as meeting ALL of the following:

- (a) The designed horizontal distance of the crossing shall be less than or equal to 150m (500ft) in length; AND
- (b) The depth of the pipeline installation shall be limited to 8m (25ft) to the centre (cross-section) of the pilot hole and measured to the corresponding surface location; AND
- (c) Straight alignment in the horizontal plane; AND
- (d) Pilot bit is steerable and trackable.

HORIZONTAL DIRECTIONAL DRILL (HDD)

Enbridge defines horizontal directional drill as an *HDB* that DOES NOT meet all of the criteria for an *HDB*. An *HDD* will satisfy some but not all of: a, b and c above and will satisfy d.

Minimum Clearance means the required distance between the existing Enbridge facility and the proposed facility based on the selected *Method of Installation*.

Minimum clearance required for installation ABOVE Enbridge facility by OPEN CUT is 0.3m
Minimum clearance required for installation BELOW Enbridge facility by OPEN CUT is 0.6m
Minimum clearance required for installation BELOW Enbridge facility by HDB is 1.0m
Minimum clearance required for installation BELOW Enbridge facility by HDD is 3.0m
Minimum clearance required for road installation from bottom of ditch to top of Enbridge facility is 0.9m and from centerline of road to top of Enbridge facility is 1.2m
Minimum clearance required for railway installation from bottom of ditch to top of Enbridge <i>uncased</i> facility is 1.83m and from centerline of rail bed to top of Enbridge <i>uncased</i> facility is 3.05m
Minimum clearance required for railway installation from bottom of ditch to top of Enbridge <i>cased</i> facility is 0.91m and from centerline of rail bed to top of Enbridge <i>cased</i> facility is 1.68m

6. WRITTEN CONSENT

After applying for written consent, Enbridge will review the proposed installation and/or temporary activities application in order to ensure that the proposed work will not pose a risk to existing Enbridge facilities, as well as, to ensure that any access required to existing facilities for maintenance or in an emergency situation will not be impeded.

Some applications may require further engineering assessment which will require additional time to review the proposed installation and/or temporary activities prior to Enbridge issuing consent. All efforts will be made to provide an agreement within an appropriate timeframe, however, please ensure that your application request is submitted with ample lead time.

7. CONTACT US

To obtain written consent from Enbridge, please contact the respective office as set out below:

REGION	CONTACT INFORMATION
LIQUIDS PIPELINES - WESTERN CANADA (Alberta, Saskatchewan, Manitoba and Norman Wells)	Lands & ROW 330, 10180 – 101 Street Edmonton AB T5J 3S4 Email: crossingrequests@enbridge.com Phone: 780-378-2228
LIQUIDS PIPELINES - EASTERN CANADA (Ontario and Quebec)	Lands & ROW 1 st Floor, 1086 Modeland Road, Bldg 1050 Sarnia ON N7S 6L2 Email: est.reg.crossing@enbridge.com Phone: 1-800-668-2951
GAS PIPELINES / STORAGE - BRITISH COLUMBIA	Lands & ROW 200, 425 – 1 Street SW Calgary AB T2P 3L8 Email: crossings@enbridge.com Phone: 587-747-6538

GAS STORAGE - ONTARIO	3501 Tecumseh Road Mooretown ON N0N 1M0 Email: chris.pincombe@enbridge.com Phone: 519-862-6092
GAS PIPELINE - ALLIANCE	Lands & ROW 600, 605 – 5 Ave SW Calgary AB T2P 3H5 Email: crossings@alliancepipeline.com Phone: 403-266-4464

For more information on Enbridge Gas Distribution please click the link: <https://www.enbridgegas.com/gas-safety/pipeline-safety.aspx>

8. ONE CALL CENTRES

Before putting a shovel in the ground, whether it is in your backyard or a commercial jobsite, please do a locate request to safely identify any buried utility lines at www.clickbeforeyoudig.com.

Your local one call centre can also be reached by phone as shown below:

CALL OR CLICK BEFORE YOU DIG!! Contact your respective one-call centre	
British Columbia https://www.bconecall.bc.ca/ 1-800-474-6886	Alberta http://albertaonecall.com 1-800-242-3447
Saskatchewan www.sask1stcall.com 1-866-828-4888	Manitoba http://www.clickbeforeyoudigmb.com/ 1-800-940-3447
Ontario www.on1call.com 1-800-400-2255	Quebec www.info-ex.com 1-800-663-9228
Northwest Territories 1-867-587-7000 Or contact the pipeline company directly	

9. REGULATORS

In Canada, Enbridge has pipelines that are regulated by both the federal government and provincial governments. For more information on any of the regulators please visit their respective website.

Canada Energy Regulator: www.cer-rec.gc.ca

Alberta Energy Regulator: www.aer.ca

10. DEVELOPMENT ON OR NEAR THE RIGHT-OF-WAY

Enbridge should be consulted early in the design phase with regards to proposed subdivisions, roads and utilities, and municipal landscaping.

Subdivisions – Enbridge highly recommends that our right-of-way be used as a passive green space or as part of a linear park system. Permanent structures on the right-of-way are not permissible.

Roads and Utilities – Roads may be permitted to cross and/or run parallel to the right-of-way but no portion of a road allowance can be located on the right-of-way (apart from approved road crossings). Enbridge will review the location of utilities which are often proposed within the road allowance.

Landscaping – Projects such as pedestrian pathways may be permitted as long as they do not impede Enbridge's access along its right-of-way for operational and/or maintenance activities. Enbridge's written consent will specify the permitted landscaping requirements.

11. DAMAGE PREVENTION

Enbridge's underground facilities must be positively identified, to Enbridge's satisfaction, prior to the start of any proposed construction activities.

Enbridge's representative(s) have the authority to stop work at any time due to safety, environmental or operational concerns and/or unforeseen circumstances or emergency situations.

****IMMEDIATELY NOTIFY ENBRIDGE IF YOU COME INTO CONTACT WITH THE PIPE! ****

As a small scratch or dent in the pipeline's coating can impact long term safety of the pipeline and must be assessed by Enbridge.

Please note that obstacles or un-approved above ground installations located on an Enbridge right-of-way, such as sheds, trailers, boats and pools can interfere with Enbridge's access of their right-of-way. Permanent structures on the right-of-way are NOT permissible.

Enbridge must be contacted before conducting any blasting activities within 300m of the pipeline right-of-way so that Enbridge can review the proposed plans in order to see if there might be potential impacts to its facilities. Blasting activities related to prospecting for mines and minerals within 40m of a federally regulated pipeline right-of-way requires permission from the Canada Energy Regulator.

12. EMERGENCY SITUATIONS

In an emergency situation please provide as much notice, as is practicable, to Enbridge prior to commencement of any construction, excavation, installation or temporary crossing of existing pipelines and/or right-of-ways in order to access the emergency site.

Enbridge classifies an emergency situation as:

- ❖ A risk to human life;
- ❖ Required emergency repairs of public services; or
- ❖ To contain an environmental emergency.

In an emergency situation please call: **1-877-420-8800** (toll free) and/or contact your local One Call provider at the numbers listed in section 8.

DISCLAIMER: THESE GUIDELINES ARE INTENDED TO PROVIDE USEFUL CROSSING APPLICATION GUIDANCE INFORMATION TO THE APPLICANT. SUBMISSION OF AN APPLICATION MEETING THE REQUIREMENTS AS SET OUT HEREIN DOES NOT CONSTITUTE WRITTEN CONSENT FROM ENBRIDGE. ALL APPLICATIONS WILL BE REVIEWED BY ENBRIDGE TO DETERMINE WHETHER THE APPLICATION WILL BE APPROVED.

APPLICANT INFORMATION**Grantee* Full Legal Name for Agreement:****Regulator:****Other:****Grantee Address for Service:****Grantor/Enbridge Entity****Application by Broker/Land Consultant**Yes ☐ No ☐**Broker/Land Consultant Name:****Contact Person Name:****Contact Person Phone Number:****File Number:****Broker/Land Consultant Address:****CROSSING INFORMATION****Expected construction start and end date(s):****Permanent Installation** ☐**Temporary Activities** ☐Crossing ☐Drainage Tile ☐Pole/Pile Installation ☐Other ☐Workspace ☐Equipment Crossing ☐Access of ROW ☐Geophysical ☐Road Use ☐Proximity ☐Other ☐**Location indicator including affected legal land description(s), PIN and GPS Coordinates (Latitude and Longitude Decimal Degree):****Grantor's Affected Disposition(s) (Alberta) (i.e. PLA # or License # or Line #):****Grantee's Field Contact Information:**

Name:

Phone:

Email:

Details of Grantee's Proposed Permanent Installation and/or Purpose of Temporary Activities**Method of Installation*** *(For permanent installations)*Open Cut ☐ HDB ☐ HDD ☐**Drawing(s) Attached**Yes ☐ No ☐**Drawing Requirements Met ***Yes ☐ No ☐**Equipment Specification and Data Sheet Attached ***Yes ☐ No ☐ N/A ☐**Notes/Additional Information:****SUBMIT TO:**

LIQUIDS PIPELINES WESTERN CANADA (Alberta, Saskatchewan, Manitoba and Norman Wells)	LIQUIDS PIPELINES EASTERN CANADA (Ontario and Quebec)
Department: Lands & ROW	Department: Lands & ROW
Address: 330, 10180 – 101 Street Edmonton AB T5J 3S4	Address: 1 st Floor, 1086 Modeland Road, Bldg 1050 Sarnia ON N7S 6L2
Email: crossingrequests@enbridge.com	Email: est.reg.crossing@enbridge.com

Equipment Specification and Data Sheet(s)



In order to properly conduct an analysis on the requested crossing the following general information and appropriate data sheets are required to be completed.

Steps:

1. Complete the *Applicant – Information and Details* document for each crossing application
2. Add and complete the *Data Sheet – Equipment or Vehicle with Tires* for EACH piece of equipment
3. Add and complete the *Data Sheet – Equipment with Tracks* for EACH piece of equipment
4. Return fully completed general information and data sheets and any other pertinent information

Applicant Information

Applicant Name:	
Applicant Contact Person Name:	
Email:	
Phone Number:	
Applicant Reference/File Number:	

Details

Description and Purpose of Crossing:				
Location Indicator (legal land description, PIN, etc.)				
GPS Coordinates:(Latitude and Longitude Decimal Degree)				
Duration:	Temporary		Permanent	
Start Date:		End Date:		
Equipment or Vehicle with Tires:	Yes	No	Datasheet:	
Equipment with Tracks:	Yes	No	Datasheet:	

Data Sheet – Equipment with Tracks

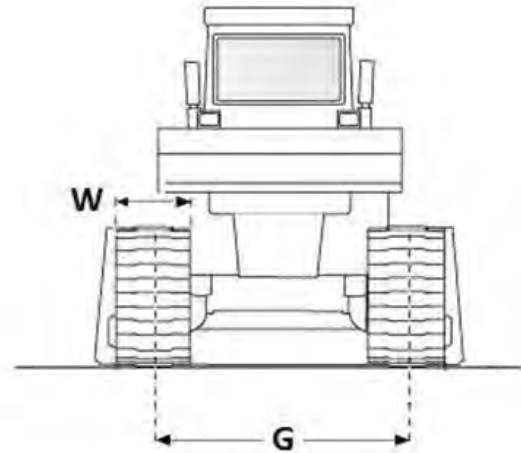
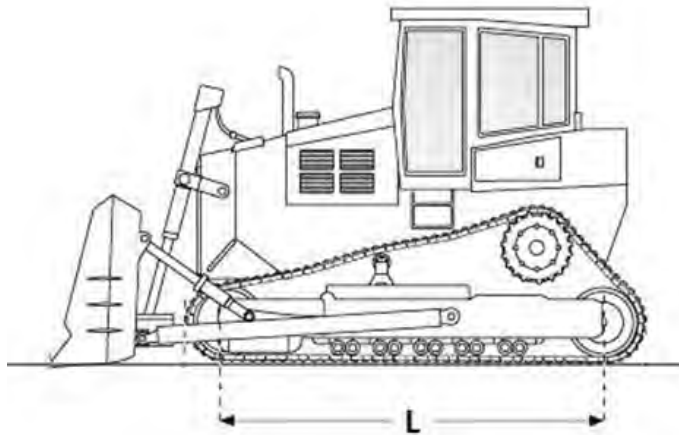


Complete this data sheet for each piece of equipment with tracks.

Equipment with Tracks

INDICATE UNITS

Manufacturer:			
Model:			
Equipment Description:			
Fully Loaded Gross Vehicle Weight:			
	Track Shoe Width (refer to W below)	Track Length on Ground (refer to L below)	Track Gauge (on center) (refer to G below)
Units			
Track			



Data Sheet – Equipment or Vehicle with Tires

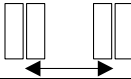
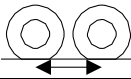


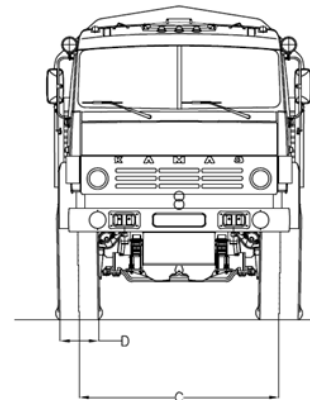
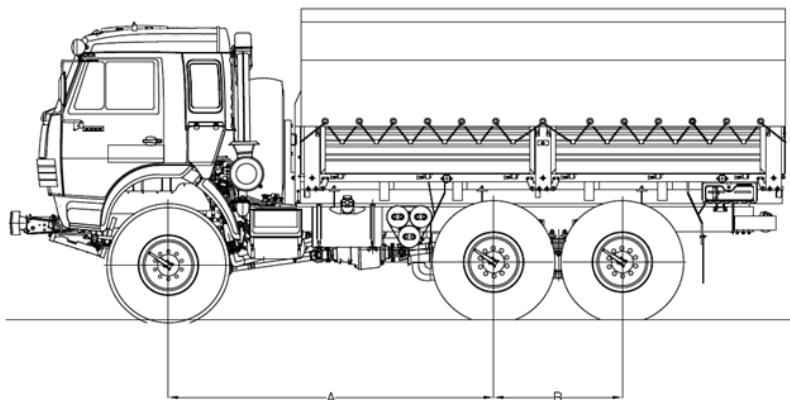
Complete this data sheet for **EACH** piece of equipment or vehicle with tires.

EXCLUSION: pick up trucks of one ton or less

Equipment or Vehicle with Tires

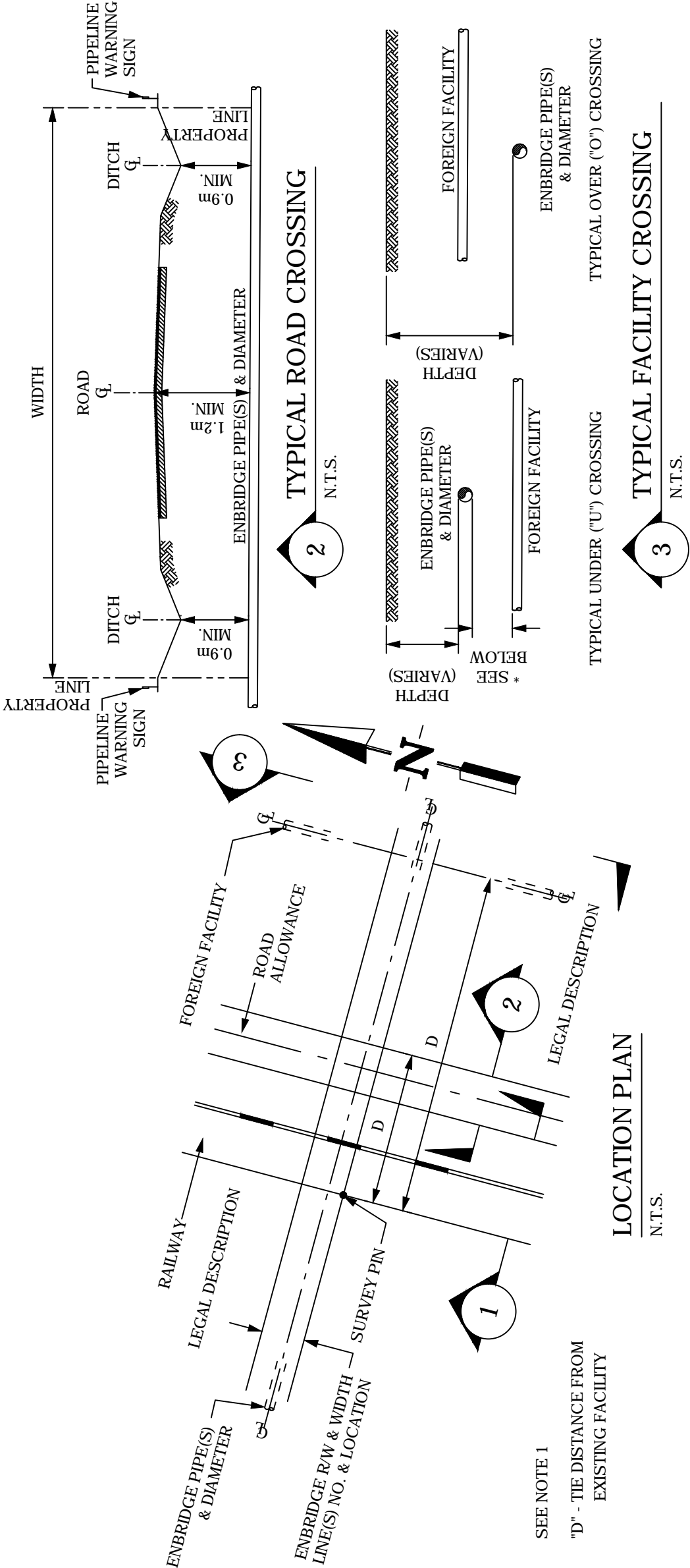
INDICATE UNITS

Manufacturer:						
Model:						
Equipment Description:						
Fully Loaded Gross Vehicle Weight:						
Road legal without overweight permit?		Yes			No	
Axle	Maximum Loaded Weight PER Axle	Number of Tires PER Axle	Tire Width (refer to D below)	Tire Pressure	Distance between Tire Set Centerlines (refer to C below) 	Centerline Distance to Previous Axle (refer to A below) (refer to B below) 
Units						
Steering						
2 nd						
3 rd						
4 th						
5 th						
6 th						
7 th						



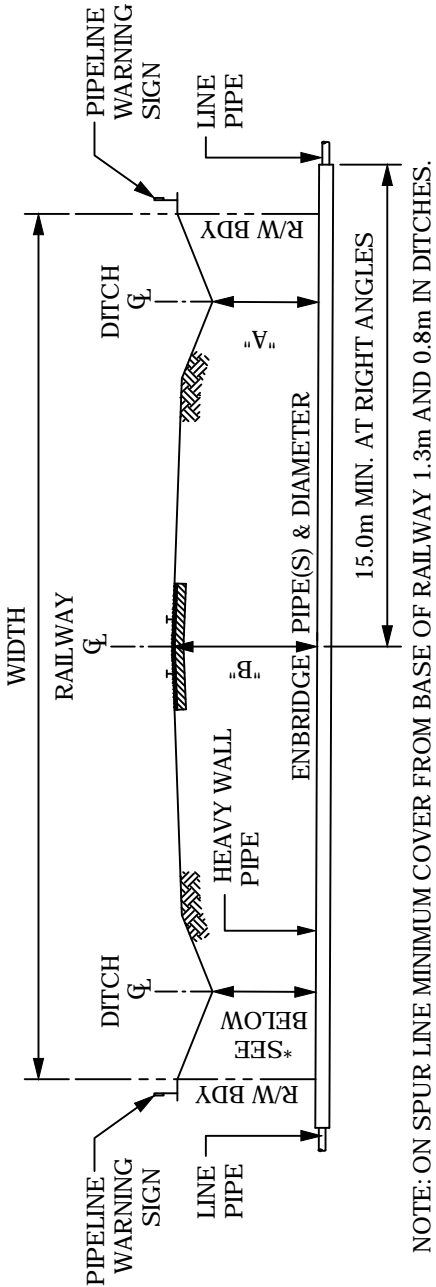
NOTE:

- 1.ENBRIDGE PIPELINES
OPERATE UNDER HIGH PRESSURE
THEREFORE ENBRIDGE
REPRESENTATIVE(S) MUST BE
PRESENT DURING CONSTRUCTION.
2.THIS DRAWING IS FOR
REFERENCE ONLY. ACTUAL SITE
DETAILS OR REQUIREMENTS MAY
VARY.



LOCATION PLAN

N.T.S.



NOTE: ON SPUR LINE MINIMUM COVER FROM BASE OF RAILWAY 1.3m AND 0.8m IN DITCHES.

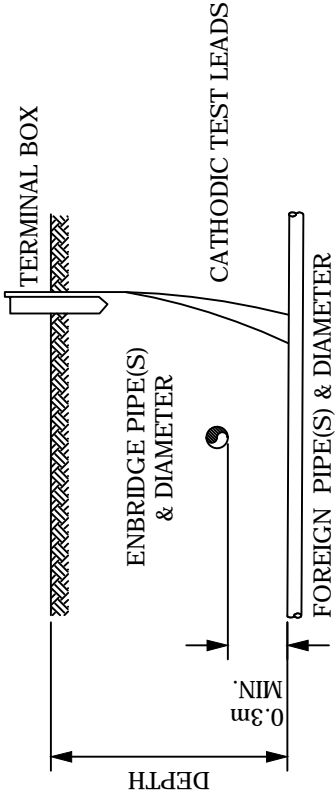
TYPICAL MAINLINE RAILWAY CROSSING

N.T.S.

* MINIMUM CLEARANCE:

	"A"	"B"
CASED	0.91m	1.68m
UNCASED	1.83m	3.05m

* MINIMUM CLEARANCE:
-0.3m IF OPEN CUT ABOVE ENBRIDGE PIPES
-0.6m IF OPEN CUT BELOW ENBRIDGE PIPELINES
-1.0m IF HDD UNDER ENBRIDGE PIPELINES
-3.0m IF HDD UNDER ENBRIDGE PIPELINES

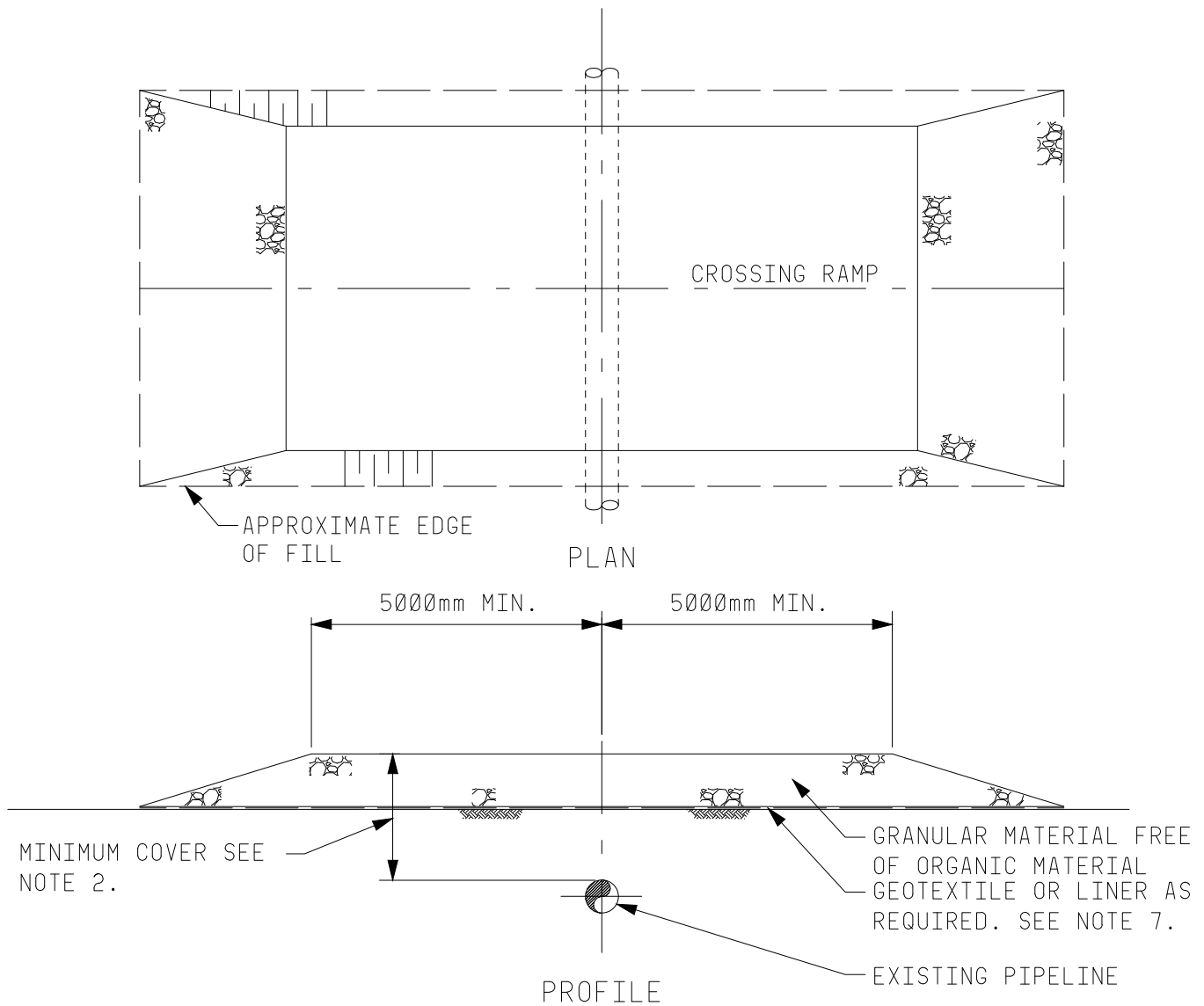


TYPICAL TEST LEAD CONNECTION

N.T.S.

(STEEL PIPELINES)

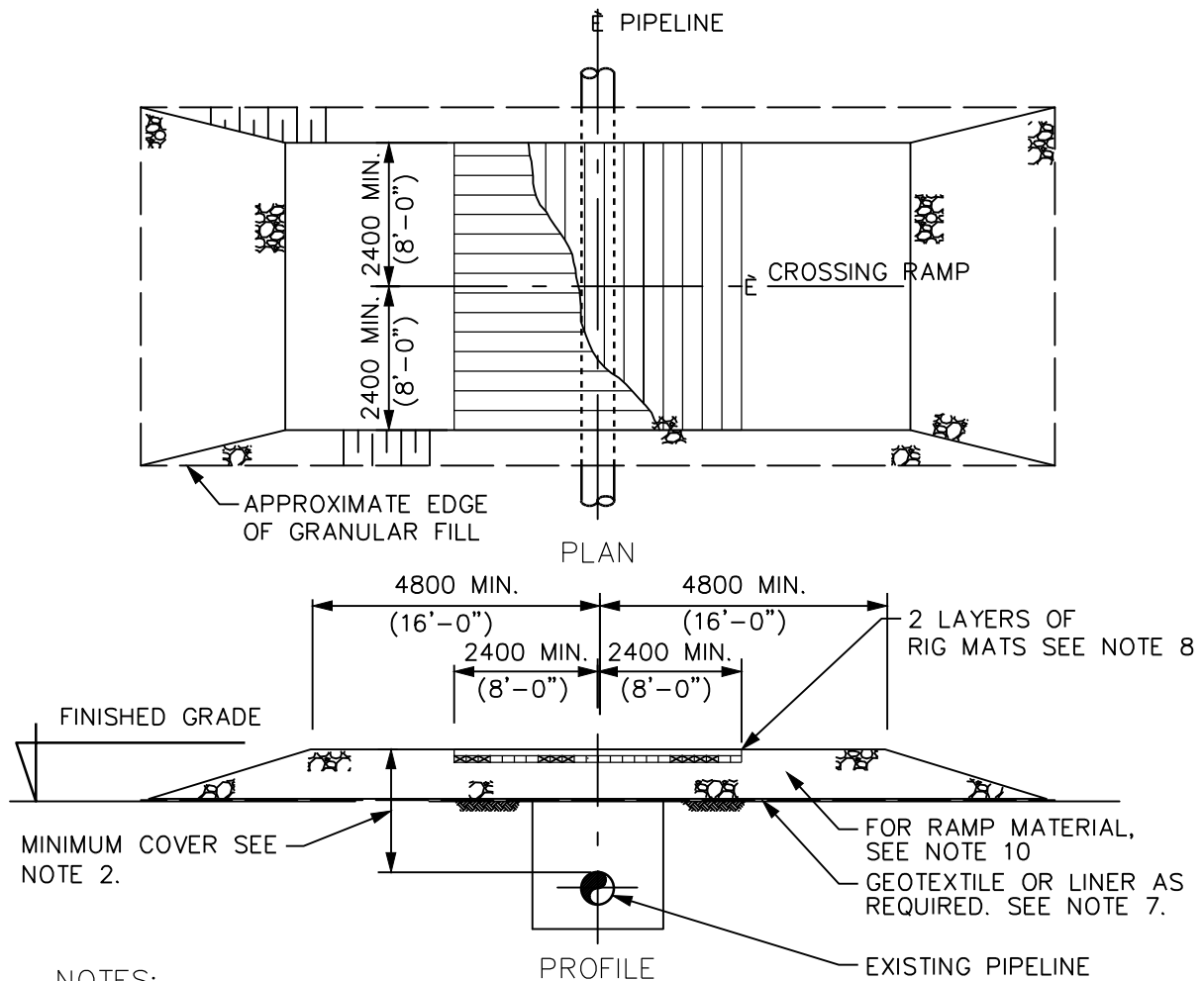
REFERENCE DRAWINGS					
3	AS BUILT INTERVAL DRAFTING DB434	02 AUG 18	MLP	ENB	
2	REVISION FROM C-002-505240-0 & REVISED AS PER DESIGN	17	MLP	DRD/DT	
1	REVISION FROM C-002-505240-0 & REVISED AS PER DESIGN	08 APR 13	MLP	DRD/DT	
1	REVISION FROM C-002-505240-0 & REVISED AS PER OPERATIONS INFORMATION	05 MAY 10	MLP	DRD/DT	
REV	DESCRIPTION	DATE	CHK	APP	
NO					
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ENBRIDGE					
TYPICAL CROSSING DETAILS FOR THIRD PARTY APPLICANTS CROSSING ENBRIDGE PIPELINES CANADA					
BY: ME	CHK: EH	ENG: J. C. FROST	ENB APPR: GA FALLDER		
DATE: 30 AUG 88	SCALE: NTS				
DWG NO:	B-1.02-5052-0		REV NO		3



NOTES:

1. ON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL REMOVE COMPLETE RAMP AND RESTORE AREA TO ORIGINAL CONDITION.
2. MINIMUM COVER SHALL BE AS SPECIFIED IN THE CROSSING AGREEMENT.
3. LENGTH OF RAMP TO VARY IN ACCORDANCE WITH CROSSING ANGLE.
4. RAMP WIDTH SHALL BE MINIMIZED AS MUCH AS POSSIBLE, AND SHALL NOT ENCROACH BOUNDARIES SET IN THE CROSSING AGREEMENT.
5. RAMP SIDE SLOPE SHALL NOT BE STEEPER THAN 1V:4H.
6. RAMP SHALL BE COMPACTED, AND HAVE A CROSS FALL TO ENSURE THAT WATER WILL NOT POND ON THE RAMP CAUSING EXCESSIVE RUTTING.
7. A GEOTEXTILE OR LINER BARRIER TO BE INSTALLED AT THE DISCRETION OF THE ENBRIDGE FIELD REPRESENTATIVE.
8. REFER TO DRAWING A-1.8-43105 FOR FRENCH VERSION.
REFERE AU DESSIN A-1.8-43105 POUR VERSION FRANCAISE.

A-1.8-43105-0		TYPICAL DESIGN DETAIL	
REFERENCE DRAWINGS			
2	FRENCH TRANSLATION REFERENCE AS PER IDR 583	2019 JAN 11	BLB
1	AS BUILT INTERNAL DRAFTING ID 304	20 MAR 18	GB
REV. NO.	REVISION DESCRIPTION	DATE BY	CHK APPR.
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TYPICAL DESIGN DETAIL TYPICAL TEMPORARY CROSSING RAMP WITH EARTH			
BY: GB	CHK: GG	ENG. :	ENB APPR:
DATE: 14 FEB 18	SCALE: NTS	STATUS: AS BUILT	
DWG. NO.:	A-1.8-42872-0		REV. NO. 2



NOTES:

- ON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL REMOVE COMPLETE RAMP AND RESTORE AREA TO ORIGINAL CONDITION.
- MINIMUM COVER SHALL BE AS SPECIFIED IN THE CROSSING AGREEMENT.
- LENGTH OF RAMP TO VARY IN ACCORDANCE WITH CROSSING ANGLE.
- RAMP WIDTH SHALL BE MINIMIZED AS MUCH AS POSSIBLE, AND SHALL NOT ENCROACH BOUNDARIES SET IN THE CROSSING AGREEMENT.
- RAMP SIDE SLOPE SHALL NOT BE STEEPER THAN 1V:4H.
- RAMP SHALL BE COMPACTED, AND HAVE A CROSS FALL TO ENSURE THAT WATER WILL NOT POND ON THE RAMP CAUSING EXCESSIVE RUTTING.
- A GEOTEXTILE OR LINER BARRIER TO BE INSTALLED DURING SPRING, SUMMER AND FALL SEASONS.
- RIG MATS SHALL BE STAGGERED OR PLACED IN A PERPENDICULAR ORIENTATION FROM THE PREVIOUS LAYER SO THAT THE EDGES DO NOT LINE UP
- ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED
- SNOW OR ICE CAN BE USED AT THE DISCRETION OF THE ENBRIDGE FIELD REPRESENTATIVE.
- REFER TO DRAWING A-1.8-43106 FOR FRENCH VERSION.
REFERE AU DESSIN A-1.8-43106 POUR VERSION FRANCAISE.

A-1.8-43106-0				TYPICAL DESIGN DETAIL			
REFERENCE DRAWINGS							
3	AS BUILT DR. IDR 743	20 JUN 19	MF	AE	ENB		
2	FRENCH TRANSLATION REFERENCE	11 JAN 19	MM	BLB	ENB		
1	AS BUILT INTERNAL DRAFTING ID 304	20 MAR 18	BLB	GB	ENBRIDGE		
REV. NO.	REVISION DESCRIPTION	DATE	BY	CHK	APPR.		
COPYRIGHT IS THIS DRAWING IS THE PROPERTY OF ENBRIDGE AND SHALL NOT BE REPRODUCED EITHER IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF ENBRIDGE.							
ENBRIDGE							
TYPICAL DESIGN DETAIL TYPICAL TEMPORARY CROSSING RAMP WITH RIG MATS							
BY: GB	CHK: GG	ENG.:		ENB APPR:			
DATE:	14 FEB 18	SCALE: NTS		STATUS: AS BUILT			
DWG. NO.:	A-1.8-42873-0					REV. NO.:	3

May 9, 2022

R.M. of Edenwold
100 Hutchence Road
Emerald Park, SK
S4L 1C6

Dear Ross Zimmerman,

RE: Emerald Park Sector Plan Open House Comments

Thank you for reaching out to SaskEnergy Incorporated (SaskEnergy) and TransGas Limited (TransGas) as stakeholders for the Emerald Park Sector Plan Open House. SaskEnergy and TransGas appreciates the opportunity to provide feedback and would like to be involved in ongoing discussion and collaboration as developments proceed.

To effectively provide natural gas service for future residential, commercial, and industrial growth in the Emerald Park area, SaskEnergy recommends that the R.M. of Edenwold and Emerald Park include provisions for future Utility Corridors within the planning area. Including planning allowances for potential future utility infrastructure – such as natural gas, power, and telecommunications – is considered industry best practices for long-term planning of larger urban areas. Doing so helps facilitate efficient servicing of infrastructure and mitigates future unplanned impacts to other land users.

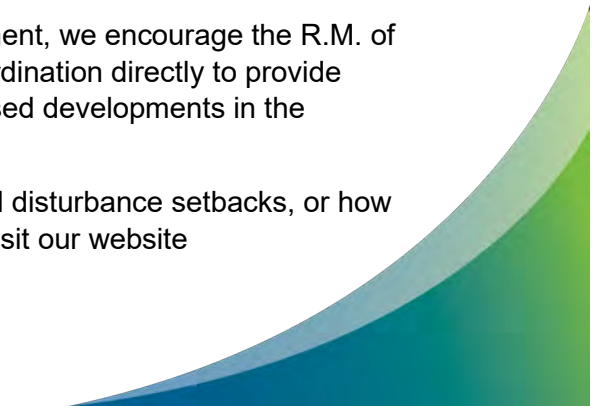
Given the proximity of the Emerald Park Sector Plan area development to existing and potential future gas lines, development setback requirements will need to be maintained. The SaskEnergy and TransGas *Recommended Set Back and Utility Corridor Requirements* document, available on the TransGas website, includes development setback information which can be applied to any gas line within the SaskEnergy and TransGas system.

Regardless of community planning requirements, TransGas recommends that all development approvals consider TransGas pipeline recommended setback requirements and directly apply with TransGas Crossings Coordination for any proposed development or subdivision affecting TransGas facilities.

In addition to reviewing our recommended requirements document, we encourage the R.M. of Edenwold to contact SaskEnergy and TransGas Crossing Coordination directly to provide specific setback and utility corridor assessments for any proposed developments in the Emerald Park Sector Plan.

For more information about TransGas development and ground disturbance setbacks, or how to safely work around high-pressure natural gas lines, please visit our website

www.transgas.com.



For more information about SaskEnergy development and ground disturbance setbacks, or how to safely work around low-pressure natural gas lines, please visit our website www.saskenergy.com.

Thank you again for reaching out to SaskEnergy and TransGas regarding the Emerald Park Sector Plan. We look forward to working with you as this area is further developed.

Sincerely,



Wade Goodwin
Land & Public Awareness Coordinator, SaskEnergy Incorporated