



Official Community Plan

Adopted: May 1st, 2020

Bylaw # 2019-19-OCP

Updated to Apr. 19th, 2021





Acknowledgments

The Rural Municipality of Edenwold recognizes the contributions of the following people in preparing this document:

- All individuals who participated in public consultation efforts as part of the preparation of this document
- All individuals from external agencies who were consulted and/or provided information for this plan
- The RM of Edenwold's Council
- The RM of Edenwold's Administration
- The RM of Edenwold's Planning Department Staff including:
 - Manager of Planning and Development, Jana Jedlic, for her innumerable hours of work in this project and for her commitment to honouring the public's contributions while drafting this document;
 - Planner 2/Development Officer, Jessica Mitchell, for her contributions to various sections of the report and meticulous review of the complete document; and,
 - Planner 2/Development Officer, Marcina Hodgins, for her hours of work and creativity in developing the maps.
 - Planner 1/Development Officer, Susan Stevenson, for assistance with revisions and the final steps in the bylaw adoption process.
- Tim Assié of Catalyst Consulting for the graphic design of the Plan
- The consultants from Beaton Planning, Altus Geomatics, and Whiz Bang Boom who assisted with related projects and supported the municipality through the process of developing this Plan
- Greg Huszar for the aerial photographs and Heather Kinderman of SARM for assistance with mapping

Electronic versions of this document are available on the RM of Edenwold's municipal website at the following address:

www.rmedenwold.ca

Paper copies of this document are available upon request from the RM of Edenwold's Planning Department. Please call the RM office at 306-771-2522.

A Message from the Reeve of the Rural Municipal of Edenwold, Mitchell Huber:

On behalf of our Council and Administration, I am proud to present this Official Community Plan. This Plan is designed to guide future growth throughout the RM, enhancing predictability and compatibility of new development while at the same time maintaining what exists and what has made us successful to this point.

The remarkable growth and evolution of this municipality over the last several years has led to a diverse array of development types, falling all along the rural-urban spectrum. This Plan is written to not only endorse the diversity within RM, but to capitalize on it. There is a place for everyone within this municipality, and through thoughtful and harmonious growth, we can ensure that all feel welcome.

Thank you to everyone who has contributed to this Official Community Plan in some way, especially those members of the public who have engaged in consultation and provided the feedback that this Plan is based on.

I encourage you to read this Plan and consider what it means for your community.

We are proud of everything we have accomplished together and look forward to what the future has to bring.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mitchell Huber', with a stylized, cursive script.

Mitchell Huber

***COMMUNITY
PROUD.***



Introduction	9	3.4.3. Hazard Lands: Flood and Slope Instability Policies	51
1.1 Area Covered by the Plan	10	3.4.4. Protected Areas Policies.....	54
1.2. Enabling Legislation	10	3.5. Historic, Cultural and Heritage Resources	56
1.3. Purpose of the Official Community Plan.....	10	3.5.2. Historic and Heritage Resources Policies	57
1.4. Regional and Local Context	11	3.6. Emergency Response and Protective Services.....	58
1.5. Planning Process.....	12	3.6.2. Emergency Response and Protective Services Policies.....	59
1.6. Community Priorities	13	3.6.3. Wildfire Hazard Policies.....	60
1.7. Format of the Plan	14	3.7. Agricultural Lands	61
Vision and Growth Strategy	17	3.7.2. General Agricultural Lands Policies.....	62
2.1. Introduction.....	18	3.7.3. Agricultural Lands Subdivision Policies	65
2.2. Vision Statement.....	19	3.7.4. Intensive Livestock Operation Policies	66
2.3. Overarching Goals of the Rural Municipality of Edenwold.....	20	3.7.5. Pipelines and Linear Utility Policies	68
2.4. Growth Management Strategy	21	3.8. Extractive and Heavy Industrial Lands	70
2.5. Strategic Growth Sectors and Areas	21	3.8.2. General Extractive and Heavy Industrial Lands Policies.....	71
2.5.1. Agriculture	21	3.8.3. Extractive and Heavy Industrial Lands Subdivision Policies	73
2.5.2. Mineral and Aggregate Resources.....	22	3.8.4. Aggregate Resources (Sand and Gravel) Policies.....	74
2.5.3. Environmental Stewardship	22	3.8.5. Mineral Extraction/Processing Policies.....	76
2.5.4. Development Overlay Area.....	22	3.8.6. Hazardous Use Policies.....	78
Land Use and Development Objectives and Policies	27	3.8.7. Other Heavy Industrial and Related Land Uses Policies.....	78
3.1. Land Use and Development	28	3.9. Business Districts, Commercial and Industrial Lands	80
3.1.2. General Land Use and Development Policies	29	3.9.2. General Business District, Commercial and Industrial Lands Policies	81
3.2. Transportation Networks	31	3.9.3. Business District, Commercial and Industrial Lands Subdivision Policies.....	84
3.2.2. General Transportation Policies	32	3.9.4. Emerald Park Business District (EPBD) Policies	85
3.2.3. Road Policies.....	33	3.9.5. Butte Business District (BBD) Policies	86
3.2.4. Transit Policies	35	3.9.6. Highway No. 46 Industrial Park (46IP) Policies	87
3.2.5. Walkways and Trails Policies.....	36	3.9.7. Other Commercial and Industrial Lands Policies.....	87
3.2.6. Railway Policies.....	37	3.10. Country Residential Lands.....	88
3.3. Utilities, Services and Infrastructure	40	3.10.2. General Country Residential Lands Policies.....	90
3.3.2. General Utilities, Services and Infrastructure Policies	41	3.10.3. Country Residential Lands Subdivision Policies	93
3.3.3. Water and Wastewater Services and Infrastructure Policies.....	43	3.10.4. Single-Parcel Country Residential Sites Policies.....	94
3.3.4. Stormwater Management and Drainage Policies.....	46	3.10.5. Multi Parcel Country Residential Lands Subdivision Policies	95
3.4. Environment, Natural Resources and Hazards	47	3.10.6. Multi-Parcel Manufactured Home Parks Policies (Mobile Home Parks)	97
3.4.2. Aquifers, Ground and Source Water Policies	48		

3.10.7. Other Residential Clusters Policies (existing multi-parcel clusters outside of the Development Overlay Area)	99
3.10.8. Hamlet Policies	100
3.11. Urban Residential Lands (Emerald Park)	101
3.11.2. General Urban Residential Lands Policies.....	102
3.11.3. Urban Residential Lands Subdivision Policies.....	107
3.12. Community Service and Institutional Lands.....	109
3.12.2. Community Service and Institutional Lands Policies	110
3.12.3. Community Service Lands Subdivision Policies.....	113
3.12.4. School Site Policies.....	114
3.13. Recreation, Parks, Leisure and Open Space Lands	116
3.13.2. General Parks, Recreation, Leisure and Open Space Lands Policies.....	117
3.13.3. Parks, Recreation, Leisure and Open Space Lands Subdivision Policies.....	120
3.13.4. Recreation and Leisure Facilities Policies	121
3.13.5. Municipal Reserve Policies.....	122
3.13.6. Environmental Reserve Policies	124
Regional Planning and Inter-Municipal Cooperation.....	127
4.1. Inter-municipal Cooperation	128
4.1.1. Collaborative Planning and Development.....	128
4.1.2. Planning Adjacent to Urban Areas and Joint Planning Areas.....	128
4.1.3. Planning Districts or Authorities	129
4.1.4. Strategic Partnerships.....	129
4.2. Annexation	130
4.3 Relationships with Local First Nations Bands	131
4.3.1 Treaty Land Entitlements and Specific Claims	131
4.3.2 Land Holdings and Development	131
4.3.3 Opportunities for Collaboration	132
OCP and Zoning Bylaw Implementation and Administration	135
5.1. The OCP	136
5.1.1. Adoption of the OCP	136
5.1.2. The Future Land Use Map.....	136
5.1.3. Plan Amendments	137

5.1.4. Monitoring Regular Performance of the Plan	137
5.1.5. Monitoring Long-term Performance of the Plan.....	137
5.1.6. Sector Plan and Concept Plans.....	138
5.1.7. Definitions.....	138
5.2. The Zoning Bylaw.....	138
5.2.1. Adoption of the Zoning Bylaw	138
5.2.2. Zoning District Map.....	138
5.2.3. Zoning Bylaw Amendments	138
5.2.4. Contract Zoning	139
5.2.5. Direct Control Districts.....	139
Planning Tools and Procedures	141
6.1. Sector Plan	142
6.2. Concept Plan	142
6.3. Comprehensive Development Proposal	143
6.4. Pre-Engineering Report.....	143
6.5 Subdivision Process	143
6.6 Servicing Agreements	143
6.7 Development Levies and Agreements	144
6.8 Cost-Benefit Analysis.....	145
Repeal and Effective Date of Bylaw	147
7.1. Ministerial Approval.....	148
7.2. Repeal	148
7.3. Council Readings and Adoption	148
Official Community Plan Amendments	149
8.1. Bylaw 2021-05	149



1

Introduction



1.1 Area Covered by the Plan

This Official Community Plan, hereinafter referred to as “the OCP” or “the Plan”, applies to the Rural Municipality of Edenwold No. 158 (hereinafter referred to as “the municipality”, “the RM of Edenwold” and “the RM”). Some sections of the Plan apply to specific areas of the municipality only, as articulated below. Overall, the Plan enables growth and change through policies that will enable development to occur strategically in a manner that is in line with the vision, overarching goals and objectives as outlined in this Plan.

1.2. Enabling Legislation

The Planning and Development Act, 2007, provides the legislative framework for the preparation and adoption of this Official Community Plan. Official Community Plans address future land use, development and other matters relating to land use within the boundaries of the municipality. In addition, an Official Community Plan must include procedures for the resolution of land use conflicts and provisions for administration, amendment and repeal of the Plan.

This document is the Plan for the Rural Municipality of Edenwold No. 158 to manage land use and development. The municipality shall, in conjunction with the adoption of this Plan, amend, in accordance with *The Planning and Development Act, 2007*, its respective Zoning Bylaws for consistency.

This Plan meets the requirements for municipal policies in accordance with *The Statements of Provincial Interest Regulations, 2012*.

1.3. Purpose of the Official Community Plan

The Official Community Plan (OCP) is the document that outlines the community’s vision for the future. It guides decisions relating to planning and development in the municipality. It provides a framework for the physical, environmental, social and cultural development of the municipality and all parts of the municipality through the elaboration of a vision statement, a growth management strategy and the articulation of policies to reflect the vision and strategy. It is intended to guide the municipality for a period of about twenty years. The Official Community Plan is implemented through the regulations in the Zoning Bylaw.

1.4. Regional and Local Context

This Plan has been created to guide development by highlighting the land use potentials that exist in different areas of the municipality. In addition, the Plan specifically addresses the area where new or infill development is a primary focus. This area is called the Development Overlay Area.

The Rural Municipality of Edenwold is located within the Regina region and has experienced considerable growth over the past fifteen years. [Figure 1](#) and [Map 1](#) included in [Appendix A](#), provide the regional context and [Map 2](#) in [Appendix A](#) shows the Development Overlay Area.

The municipality covers an area of approximately 858 square kilometres (331 square miles). The 2016 census records a total population of 4,490 residents in the municipality, and a population density of 5.3 persons per square kilometer. The municipality is characterized by low-density rural population distribution except in the country residential development areas and the community of Emerald Park, where there are higher population densities. A demographic analysis of the municipality is included in [Appendix B](#).

The Towns of Pilot Butte, Balgonie and White City and the Village of Edenwold are located entirely within the municipality. Also, there are five First Nations bands holding reserve status lands within the municipality including Cowesses First Nation, Ochapowace Nation, Muscowpetung First Nation, Piapot First Nation and Zagime Anishinabek First Nation.

Residential development is primarily focused within the community of Emerald Park and the country residential developments. All of the country residential developments are located within the Development Overlay Area and the majority are concentrated within the central area of the municipality, north of Emerald Park and south of Pilot Butte. There are some small residential clusters outside of the Development Overlay Area as well.

Some industrial and commercial activities are located throughout the municipality, but most are concentrated within the Emerald Park Business District, Butte Business District and the Highway No. 46 Industrial

Park (refer to [Map 3](#))

Extractive and heavy industrial development including aggregate resource extraction is also located throughout the municipality with key areas north/northwest of Pilot Butte and northwest of Balgonie (refer to [Map 4](#)).

The municipality has a variety of soils that continue to accommodate a vibrant and diverse agricultural sector. A large portion of agricultural lands in the municipality have been under cultivation for years, and little natural vegetation remains in the northern area. There are some intensive livestock operations in the rural areas of the municipality as well (refer to [Map 4](#)).

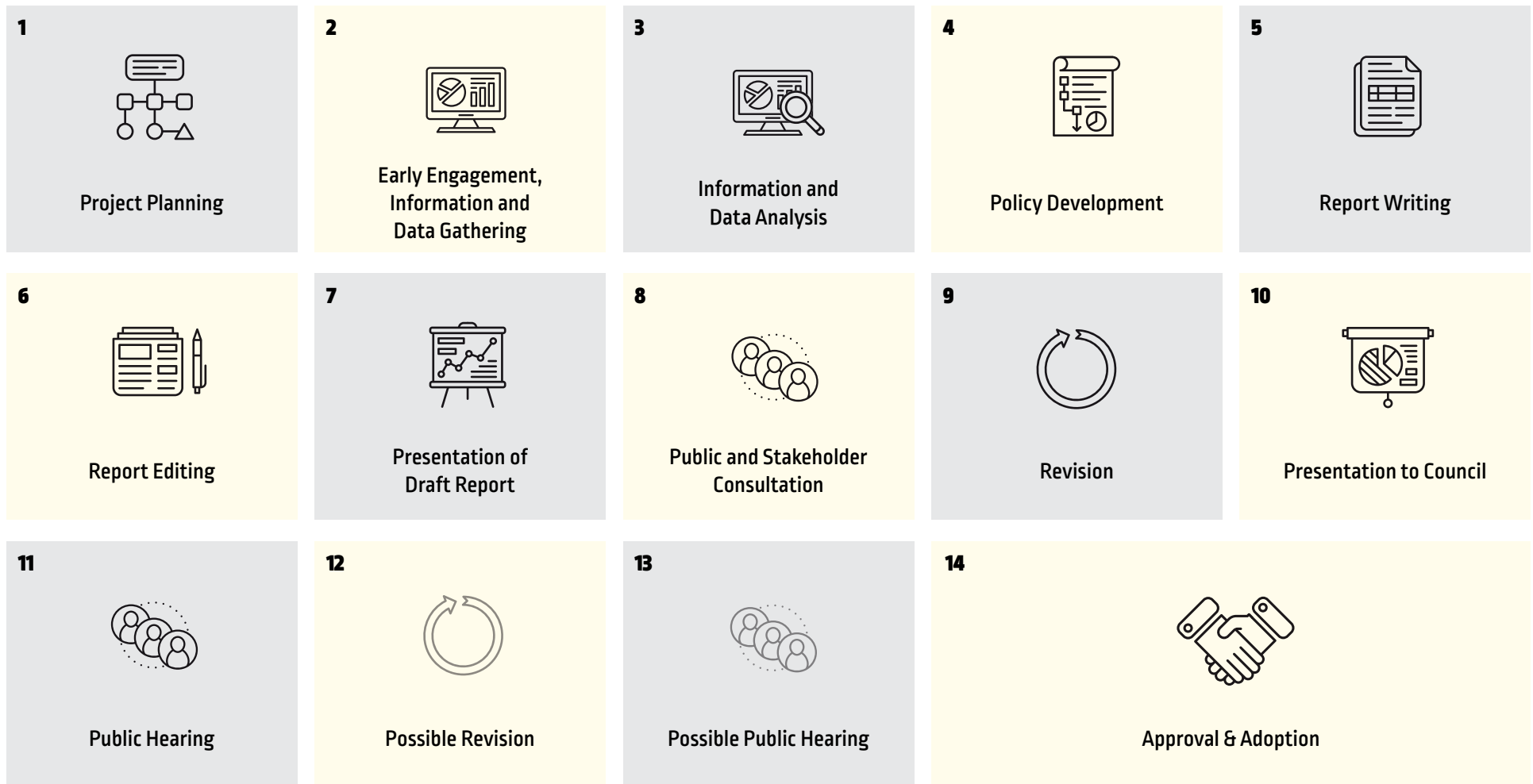
There are sensitive environmental lands such as native grasslands and wetlands that are home to numerous wildlife species and habitat. These are shown on [Map 5A](#) and [Map 5B](#) and include The White Butte Trails, Pilot Butte Creek, Boggy Creek and Sattler Land areas, which are all significant contributors to the natural environment.

Heritage and Cultural Resources in the municipality include a number of traditional settlement sites, which are identified and preserved. Lands that may have important artifacts or cultural significance are shown on [Map 6A](#) and [Map 6B](#).



1.5. Planning Process

The following outlines the Project Plan for this OCP:



The Early Engagement Information and Data Gathering Phase, which was carried out during 2017, included an Early Community Engagement Program. There were three components to this program as follows:

1. Community Survey for all members of the Community
2. Early Community Engagement Meetings (5 meetings in total with different interest groups from all the different sectors in the municipality)
3. Business Survey for the Emerald Park and Butte Business Districts

The Executive Summary of the report on the Early Community Engagement Program including the Community Survey and the Early Community Engagement Meetings is included in [Appendix C](#). The Executive Summary of the report on the Business Survey is included in [Appendix D](#).

1.6. Community Priorities

The following identifies a consolidated list of key community priorities. The list has been developed based on the results of the Early Community Engagement Program, comments and communications received by the municipality's Council and administration over the past three years and interactions with external stakeholders such as representatives of different provincial ministries and our neighbouring municipalities:

- Ensure compatible land uses across the municipality
- Protect and maintain the character of residential subdivisions in Emerald Park and country residential developments
- Encourage and support the development of local recreation and leisure amenities
- Ensure new infrastructure and services are developed in an efficient and cost-effective manner
- Protect prime agricultural lands
- Address drainage issues
- Accommodate resource development while addressing potential related nuisances
- Improve signage for roadways and business districts
- Support the development of a variety of housing forms in appropriate locations to meet the needs of the local work force and the growing population
- Broaden transportation options in high-density areas
- Continue to work collaboratively with neighbouring municipalities, local First Nations and other external authorities and improve working relationship with White City Council

These community priorities have been analyzed under the framework of the Statements of Provincial Interest Regulations and all priorities align with the statements.

A Municipal Action Plan chart has been developed based on the above list and the results of the Early Community Engagement Program, and other comments and communications received by the municipality. The chart is attached as [Appendix E](#). The Municipal Action Plan chart is intended to be updated semi-annually to accurately reflect the community priorities of the moment.



1.7. Format of the Plan

The OCP is divided into seven sections:

1. Introduction

Provides some general background information and guidance.

2. Vision Statement and Growth Strategy

Informs the overall use and development of land in the municipality.

3. Land Use and Development

Details specific objectives and policy directions for all areas of the municipality, all types of infrastructure and service development and a variety of aspects related to social, environmental and economic development of the municipality including:

- Transportation Networks
- Utilities, Services and Infrastructure
- Environment, Natural Resources and Hazards
- Historic, Cultural and Heritage Resources
- Emergency Response and Protective Services
- Agricultural Lands
- Extractive and Heavy Industrial Lands
- Business Districts, Commercial and Industrial Lands
- Country Residential Lands
- Urban Residential Lands (Emerald Park)
- Community Service and Institutional Lands
- Parks, Leisure, Recreation and Open Space

4. Regional Planning and Inter-Municipal Cooperation

Provides strategic policies regarding regional planning and cooperation efforts with adjacent municipalities and First Nations

5. OCP and Zoning Bylaw Implementation and Administration

Includes an action plan for the implementation of the OCP and Zoning Bylaw through time.

6. Planning Tools and Procedures

Describes a number of planning tools and procedures available to municipalities and the policies for how these shall be implemented in the RM of Edenwold

7. Repeal and Effective Date of Bylaw

Indicates the effective date of the bylaw and the repeal date of the previous bylaws.

Reference maps: The series of reference maps attached in [Appendix A](#) provide supplementary information. These maps may be updated periodically following the carrying out of a public consultation process to consider the proposed alterations. Council must approve of any changes to the maps and all changes and updates are subject to approval by the Minister of Government Relations.

Maps are included to help readers navigate the physical spaces indicated in this plan. All Reference Maps are approximate and are subject to change.
Reference maps are conceptual only and should not be used to make site specific decisions.



2

Vision and Growth Strategy



2.1. Introduction

As a dynamic and growing municipality, the RM of Edenwold requires a strategy to successfully promote job creation, agricultural diversification, specific recreational, institutional, commercial and industrial opportunities in specific locations and a variety of residential options to attract new residents and accommodate citizens through the different phases of life. The municipality also needs to have policies and plans in place to support the expansion and upgrading of infrastructure when necessary, while ensuring existing infrastructure and facilities are appropriately maintained.

The potential benefits of the strategy and its implementation that will be experienced by the community include employment opportunities locally, increases to tax revenues to support service, infrastructure and facility maintenance and development and the creation of a wide variety of economic and social opportunities. The strategy also creates the opportunity for thoughtful development across all sectors of the municipality that involves comprehensive planning of all the related components, mitigation of potential nuisances and a collaborative process that includes the participation of a number of stakeholders.

The strategy laid out in this Plan encourages a degree of change in some areas of the municipality in order to promote certain types of opportunities in appropriate locations and manage the negative impacts of some types of development.

This Plan sets out an area called the “Development Overlay Area” as shown on [Map 2](#) in [Appendix A](#). The Development Overlay Area is the area where Council would like to direct the majority of clustered residential, commercial, recreational, community service, institutional and light industrial developments. These types of developments normally require a full spectrum of municipal services and they benefit from proximity to existing services, residents and convenient access to the local network of major highways.

2.2. Vision Statement

The Rural Municipality of Edenwold will be a progressive, prosperous, inclusive, diverse and safe community now and into the future.

The RM of Edenwold is a terrific community formed of a number of communities that fall along the rural-urban spectrum. It is home to a wide array of land uses and economic activities and an incredible variety of opportunities that attract both residents and businesses.

Through the next twenty years, the municipality will grow and develop in a way that enables all citizens and businesses/industries to thrive. The municipality will move forward with a balanced approach to growth and development, which accommodates new and innovative development projects in appropriate locations, primarily within the central part of the municipality, while also preserving agricultural and resource-based opportunities and country lifestyles in the northern and southern areas. All development will be carried out in an efficient, cost-effective manner with consideration of compatibility and potential impacts on the environment. In order to achieve the vision and goals of this Plan, the municipality will protect and celebrate what has been created and built within its boundaries and will promote opportunities for growth focusing on the Strategic Growth Sectors and Areas as outlined in [Section 2.5](#).

2.3. Overarching Goals of the Rural Municipality of Edenwold

1. Promote a wide variety of development opportunities in appropriate locations in the municipality and mainly within the central area.
2. Protect lands in the northern and southern sections of the municipality for agricultural and resource-based opportunities.
3. Accommodate growth in the residential sector including rural and country-style options as well as a variety of other higher density housing forms that cater to residents through all phases of life and include options for different budgets and lifestyles.
4. Support economic development initiatives in the region by allowing for commercial and industrial developments in suitable locations and ensuring a high standard of development.
5. Direct developments with associated nuisances to specific areas of the municipality, away from residential neighbourhoods, high-density commercial areas and urban centres.
6. Accommodate the extension of municipal services and public utilities to new and existing developments in a responsible, cost-effective manner.
7. Protect natural areas, heritage resources and the environment by limiting potential negative impacts on soils, water and air quality and historic and cultural sites and promoting the use of green technologies and sustainable development practices.
8. Protect and enhance existing parks and recreational amenities and support and encourage the development of additional recreational, cultural and leisure amenities.
9. Improve the accessibility of developments for active forms of transportation (i.e. walking, cycling) and persons with reduced mobility or special needs.
10. Promote institutional and community service developments within high-density areas.
11. Work collaboratively with external stakeholders and neighbouring municipalities and First Nations to promote development opportunities and other initiatives that will enhance services and amenities for the region as a whole.

2.4. Growth Management Strategy

The growth strategy for the Rural Municipality of Edenwold acknowledges there are several distinct areas within the municipality that are appropriate for different land uses. These include, primarily, agricultural areas, resource development/extraction areas and development/intensification areas. This OCP promotes a balanced approach between accommodating new development in suitable locations, limiting development in areas where it would fragment or limit agricultural and resource-based opportunities and protecting natural ecosystems, heritage resources and the environment. This Plan identifies lands that can be developed over the next 20 years.

The northern and southern regions of the municipality are mainly agricultural areas with some specific resource development/extraction sites as shown on [Map 4](#), the Aggregate Resource Extraction Sites, ILOs and Grain Terminals Map in [Appendix A](#). Agricultural and resource extraction activities will continue to be promoted in these areas through the policies in this OCP.

The central zone identified on the Future Land Use Map as the Development Overlay Area is the growth and intensification area, where new development of a variety of types and forms will be accommodated within the next 20 years. The boundaries of this area have been developed based on a number of factors including, but not limited to: proximity to existing development, infrastructure and services, access to transportation routes, development plans for neighbouring municipalities, quality and suitability of soils for different land uses and to the extent possible environmental considerations. Through the policies in this OCP, the municipality promotes the responsible development of this area with consideration given to the availability of services and infrastructure, development constraints and market demands.

This OCP promotes a fair approach with respect to who is responsible for paying for growth. According to this Plan, developers are responsible for paying for all capital costs related to infrastructure, facilities and services that service the new developments. All members of the community, including those in new developments and existing citizens

and businesses, are responsible for contributing equitably to the capital costs for the development of new facilities and services that benefit everyone.

A number of Strategic Growth Sectors and Areas have been identified as priorities for the municipality. These are described in [Section 2.5](#).



2.5. Strategic Growth Sectors and Areas

2.5.1. Agriculture

The primary land use and economic activity in the municipality is agriculture. Agriculture has played a prominent role in the region and is expected to continue into the future. The municipality is home to class 2 and 3 soils that are well-suited to cultivation as well as other soil types that are suitable for pasture lands (see [Map 8](#)). There are several intensive livestock operations in the municipality. Throughout the community engagement process, the rural lifestyle was noted as being of central importance to a large segment of the population and many residents promoted the continued importance of agriculture in the area.

2.5.2. Mineral and Aggregate Resources

The RM of Edenwold is home to potash deposits. The southeastern area is expected to welcome a mining operation within the next 20 years. There are a number of aggregate extraction operations in the municipality both in the central area and the southeastern area. Aggregate materials are in high demand in the region for roadway and building projects, and given the proximity to the City of Regina and the excellent transportation access throughout the municipality, the RM of Edenwold is an ideal location for aggregate extraction and related operations.



2.5.3. Environmental Stewardship

There are a number of important environmental areas within the RM of Edenwold including, but not limited to watercourses (such as Boggy Creek, Pilot Butte Creek and Chuka Creek), the White Butte Trails, the Sattler conservation lands, the Condie & Zehner Aquifers, the game

preserve and wetland and habitat areas. These areas are important to the RM of Edenwold and the region for their contributions to environmental, social, recreational and educational opportunities as well as their critical importance to ecosystems and the living environment. The protection of these areas was raised as a priority by a number of residents.

As the RM of Edenwold is home to a wide variety of development opportunities, the municipality presents an ideal setting for the introduction of green technologies including energy-generation technologies not reliant on fossil fuels. This Plan aims to provide opportunities for green programs and initiatives to be implemented.

In addition, this Plan aims to promote sustainable development in all areas through the efficient use of land and infrastructure.

2.5.4. Development Overlay Area

Within this zone, there are several urban municipalities including the Towns of Pilot Butte, White City and Balgonie and the community of Emerald Park as well as a number of existing commercial and industrial developments and several country residential neighbourhoods. Many services are already available and the road network is established, with numerous roads having been constructed to high standards with heavy haul capabilities and pavement.

The Rural Municipality of Edenwold promotes carefully-planned subdivision and development of land, where new developments are contiguous or located within close proximity to existing services and infrastructure in order to allow for cost-effective extension of services and reduce the fragmentation of farm lands.

Country Residential Development

There are a number of existing large lot country residential developments as well as limited opportunities for the development of similar subdivisions in nearby locations. The RM of Edenwold continues to accommodate the subdivision of two non-farm residential parcels out of each agricultural quarter section. Through the community engagement process, numerous participants indicated that quiet, country residential

living is an appealing lifestyle and they wish to see more development of this type in the municipality. This Plan promotes the development of country residential subdivisions in some priority locations within the Development Overlay Area.

Emerald Park (Urban Residential, Community Service and Recreational Development)

Emerald Park is an urban area made up of residential, commercial, industrial, community service and recreational development. The existing residential housing forms include single-family dwellings and long-term residential care homes. Community members highlighted a need for alternative forms of housing including multi-family housing to better serve the working population within the community. It was also noted that opportunities for individuals and couples at retirement age are lacking. This Plan provides for development of a variety of housing forms in appropriate locations, which consider compatibility with existing and future development. Members of the community also acknowledged a need for additional recreational, community service and institutional amenities in the area to serve a growing population of people of all ages.

Emerald Park commercial and industrial areas form part of the Emerald Park Business District.

Business Districts

There are three business districts within the Development Overlay Area:

1. Emerald Park Business District (EPBD)

The EPBD is located south of Highway No. 1 and adjacent to the residential areas of Emerald Park, as shown on [Map 3](#) in [Appendix A](#). The Great Plains Industrial Park and the Royal Business Park (formerly known as the Prairie View Business Park) are included in this business district. This district is formed of a variety of types of development including small-scale commercial development and large-format commercial and industrial development. With the completion of the Regina Bypass Project, which has improved

safety and traffic flow to this area, and the anticipated growth in the residential sector in the region, there are many opportunities for expansion of the Emerald Park commercial sector. Commercial opportunities will exist at all scales, from neighbourhood-level retail servicing the local population, to large-scale regional amenities, to services specifically marketed to the traveling public. The relationship between residential, recreational, community service, commercial and industrial developments is important and it is critical that all adjacent land uses are compatible.

The policies outlined in this plan provide opportunities for intensification and expansion in some locations within the EPBD while also addressing potential compatibility issues between the different types of development.



2. Butte Business District (BBD)

The BBD is located north of Highway No. 1 and stretches from the Pilot Butte interchange on the west side to the intersection of Highway No. 1 and Township Road 174 on the east side as shown on [Map 3](#) in [Appendix A](#). Primary access to this business district is from the North Service Road off of Highway No. 1. Secondary accesses are from Highway No. 362, Butte Street and Frankslake Road. This business district is currently home to a variety of large-format commercial and industrial developments. With excellent access to transportation networks and proximity to urban areas, the area is well suited to continue attracting similar developments and smaller-scale commercial developments to cater to the local population. With a large number of country residential properties nearby, compatibility of development is also a critical factor to successful integration into this business district.

This plan establishes a framework for development within the BBD, which accommodates a variety of land uses and forms while also limiting potential negative impacts on existing and future country residential properties.

3. Highway No. 46 Industrial Park (46IP)

The 46IP is located west/northwest of Pilot Butte, north of the Highway No. 46 and south of the existing gravel pits as shown on [Map 3](#) in [Appendix A](#). With the proximity to the aggregate extraction sites as well as Highway No. 46 and few residential properties in the area, this location presents a unique opportunity for industrial development. Also, the soils in this area range from class 3 to class 5, which are not ideal for cultivation. The municipality has experienced some demand for industrial lots within the Development Overlay Area, where some limited nuisances associated with industrial development can be accommodated.

The policies in this plan allow for industrial development within the designated 46IP area, while also limiting potential impacts to the environment and principally water resources.



The background image shows a residential development under construction. In the foreground, there is a large area of dark, uneven soil, likely from a recent excavation or grading. To the right of this area is a strip of green grass. In the middle ground, a row of modern, single-story houses with brown roofs and white trim is visible. A green utility vehicle is parked in front of one of the houses. A tall, curved street lamp stands on the left side of the houses. The sky is overcast with grey clouds. A large, semi-transparent number '3' is overlaid on the left side of the image, partially covering the houses and the sky.

3

Land Use and Development Objectives and Policies

3.1. Land Use and Development

Across the municipality, there are locations that present opportunities for different types of development and land use activities. Through this Plan, a variety of land uses and developments including higher-density developments will be encouraged to locate within the Development Overlay Area and specifically in areas where development can be contiguous and infrastructure and services are already available nearby. All development will be carried out in a thoughtful, carefully planned manner that includes consideration of potential off-site impacts. Some types and forms of development in rural and predominantly agricultural areas will be restricted in order to protect and promote agricultural and resource-based development opportunities.

In some areas, including urban areas and urban fringe areas, Sector Planning will be added as a new layer of municipal planning intervention to provide a detailed development framework for the specific area to guide new development and opportunities. **Sector Plans** are described in [Section 6.1](#)

3.1.1. Objectives

- Ensure new development is carried out in compliance with the vision, overarching goals, objectives and policies in this Plan and any amendments to this Plan including **Sector Plans** and **Concept Plans** (Refer to [Sections 6.1](#) and [6.2](#))
- Ensure all required components including infrastructure, facilities and servicing are addressed comprehensively as part of the development process
- Require developers to pay their fair share for projects that service the new development area
- Develop new infrastructure and facilities in a cost-effective manner and use all existing infrastructure and facilities efficiently
- Coordinate development with external stakeholders and work collaboratively with potentially affected parties
- Carry out development in a sustainable manner and take advantage of opportunities to use green techniques and technologies whenever possible

3.1.2. General Land Use and Development Policies

1. **Conformance with OCP, Sector Plans and Concept Plans**
 - a. When reviewing development proposals, the municipality shall evaluate the proposal with respect to conformity with this Plan and any **Sector Plans** or **Concept Plans** adopted as an amendment to this Plan that affect the land proposed for development. A proposal that does not align with the vision, goals or objectives as outlined in this plan shall be denied, most particularly where there are concerns related to public health or safety or incompatibility with existing or proposed land uses in the vicinity.
 - b. When a proposal is brought forward that is in line with the vision, goals, and objectives of the municipality but deviates from some specific design criteria or policies in this Plan, the municipal Council shall review the proposal to evaluate any potential impacts. If Council chooses to accommodate the proposal, the municipality shall amend this Plan before moving ahead with the proposal.
2. **Comprehensive Planning**
 - a. New development shall be guided by a **Sector Plan**, **Concept Plan** and/or **Comprehensive Development Proposal**, depending on the scale, proposed use and geographic location. The requirements for a **Sector Plan**, **Concept Plan** and **Comprehensive Development Proposal** are outlined in [Section 3.21 -3.23 of the Zoning Bylaw](#) and additional information is included in [Section 6](#). These plans shall promote thoughtful, coordinated development with consideration of land use compatibility, environmental constraints, infrastructure and servicing needs, stormwater management requirements and transportation planning as well as any other matter relevant to the specific area or development.
 - b. As part of any development proposal, the municipality shall examine land use, transportation, infrastructure, utilities, institutional needs and public service and facility needs simultaneously in order to ensure all services, facilities and infrastructure required for the development are available and the efficient use of land, infrastructure and facilities.
 - c. The municipality or the Community Planning Branch, as applicable, may require the preparation of a Cost-Benefit Analysis in support of a proposed development or subdivision or as part of a Sector Plan or Concept Plan to evaluate the benefits of the project as compared to the costs throughout the project lifecycle. The Cost-Benefit Analysis shall involve a comprehensive review of all financial components and implications of the project. The requirements for a Cost-Benefit Analysis are provided in Section 3.24B of the Zoning Bylaw.
3. **Complementary and Compatible Development**
 - a. New development shall be required to be integrated with existing development and developed in a manner that complements existing areas with respect to land use, design and landscaping.
 - b. Development proposals shall be evaluated for compatibility with planned or existing land uses in adjacent municipalities and those municipalities shall be consulted when impacts from the proposed development may be experienced within their jurisdictions.

4. Servicing, Development Levy and Development Agreements

- a. Developers shall be required to enter into Servicing Agreements, Development Levy Agreements or Development Agreements, as required, with the municipality to address infrastructure, facility and servicing needs for the proposed subdivision or development and any other matters relevant to the subdivision or development.
- b. The municipality shall maintain a schedule of fees that relate to the capital costs of infrastructure, facilities or services required for the new lots or development.
- c. In order to effectively manage growth and development, the municipality shall maintain a long-term **Asset Management Plan** to determine when upgrades or expansions may be required and mitigate any potential strain on municipal infrastructure or public facilities.

5. Access

- a. All development shall be required to have legal and physical access on an all-season municipal road or highway and roadways providing access to development may need to be upgraded with pavement, extended widths or other standards depending on the type of development and type of traffic being served.
- b. New single-lot developments shall be encouraged to locate along existing roadways to maximize land use efficiency.
- c. Development that requires the use of large or heavy vehicles shall be required to be located along roadways that were designed and constructed to accommodate the associated type of vehicle activity.
- d. The approval of the Ministry of Highways and Infrastructure is required for all development occurring within 90 metres of a provincial highway right of way and the Ministry shall be consulted when a development may result in impacts on provincial highways or future highway expansions.

6. Consultation

- a. Ministries, external agencies, municipalities, First Nations or other stakeholders shall be consulted as required to assist in evaluating potential impacts of development proposals on the environment, heritage resources, adjacent lands, utilities or any other element of interest or concern for the specific proposal.

7. Environmental Stewardship

- a. Developers shall be encouraged to include features in their projects that improve sustainability, enhance energy efficiency or reduce negative environmental impacts or waste.

3.2. Transportation Networks

There is an elaborate road network within the municipality that includes major highways such as the Trans Canada Highway (Highway No. 1) and the Regina Bypass, service roads that provide access to subdivisions that front onto the highways as well as several types of municipal roads to provide access to a wide variety of spaces. The municipality is crossed by several railway lines and is home to a number of trails and walkways. The excellent connectivity within the municipality as well as the efficiency and convenience of the provincial highways system provides for diverse opportunities in the region.

The municipality recognizes the need to maintain a functional transportation system. The policies included in this Plan will require transportation planning and land use planning to be carried out simultaneously to ensure the efficiency of the overall network. In general, this Plan promotes increased connectivity throughout development areas and especially higher-density areas to ensure sufficient route options to reach destinations. Through this Plan, the municipality expects to introduce more diversity to the transportation network through shared transportation modes and active transportation options.

3.2.1 Objectives

- Establish safe, efficient, convenient and cost-effective transportation networks throughout the municipality for all users
- Coordinate transportation network and facility planning with land use planning
- Work with the Ministry of Highways and Infrastructure to protect lands that may be required for future highway infrastructure within the municipality and along the Highway No. 46 corridor in particular
- Provide a network of well-maintained municipal roads to allow for movement within the municipality and create an effective linkage to the provincial highways in the area and major roadways in other jurisdictions
- Work collaboratively with neighbouring jurisdictions to develop an efficient transportation network to serve the region.
- Ensure cost-recovery for the development of the new infrastructure that is required to serve new developments
- Develop a plan to introduce transit or shared transportation services to the municipality with priority on the Emerald Park and Butte Business District areas
- Expand and upgrade the walkways and trails in the municipality
- Improve opportunities for active transportation within the municipality (walking, running, cycling, etc.)
- Protect lands that may be required for future railway expansions
- Ensure that development and re-development in proximity to railway operations are planned and developed in a manner that addresses land use conflicts and public health and safety issues between the development and the railway operations.

3.2.2. General Transportation Policies

- | | |
|---|---|
| 1. Comprehensive Planning | a. Transportation network and land use considerations shall be integrated at all stages of the planning process to ensure an efficient and carefully-planned network with appropriate connections for the types of uses and density of uses present. Accessibility, connectivity within and among transportation systems and safety of transportation intersections and networks shall be considered and evaluated as part of all development proposals at all phases. |
| 2. Consideration of Major Infrastructure, Setbacks and Mitigation Measures | <p>a. Major transportation facilities, which include a wide variety of corridors and facilities such as primary highways and interchanges, secondary roads, over-dimensional/truck/haul roads, airports and railway operations should be protected from land uses that affect the safe and efficient operation of these facilities. To minimize the encroachment of incompatible lands near airstrips, major transportation corridors and rail operations, adjacent land uses shall be set back an appropriate distance from these existing facilities and any planned future expansion areas. The transportation corridors and facilities in the municipality are shown on Map 9A in Appendix A. Transportation corridors and facilities in the Development Overlay Area are shown on Map 9B.</p> <p>b. Proposed developments that are located in proximity to major transportation infrastructure such as provincial highways, heavy haul roads or railway operations and may be adversely impacted by noise, vibrations, dust or fumes may be required to incorporate mitigation measures such as sound barriers, berms or landscaped buffers in the design of the development to reduce the potential impacts of the transportation infrastructure.</p> |
| 3. Complementary and Compatible Development | a. All new transportation corridors and facilities shall be planned and constructed in a manner that minimizes any negative impact on existing or planned land uses in the area. |
| 4. Servicing, Development Levy and Development Agreements | a. The municipality shall maintain a schedule of off-site development fees (also known as servicing agreement fees or development levies), which shall be charged to developers through the subdivision or development process, as applicable, to ensure cost-recovery of the capital costs of transportation projects that are required to serve new development. |
| 5. Regional Planning and Projects | <p>a. Where projects relating to highways, railway operations, public transit or other transportation corridors or infrastructure needs are being planned or designed for or within the region, the municipality may endorse or support these projects through various methods including advocacy for the project.</p> <p>b. The municipality shall consult other jurisdictions as appropriate and work collaboratively with neighbouring municipalities on major transportation network projects such as arterial roadways to ensure compatibility and mutually-beneficial roadway development.</p> |



3.2.3. Road Policies

1. Access and Road Network

- 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.
- b. The municipality shall develop new municipal roads strategically to ensure they are designed efficiently and that the hierarchy of the municipal road network and the road standards are compatible with the provincial highway system and the road networks in neighbouring jurisdictions.
- c. The municipality may designate some municipal roads as truck routes, haul routes or over-dimensional routes in order to direct specific types of road users to appropriate roadways, which shall assist to minimize safety hazards and nuisances and limit deterioration of the local road system.
- d. The municipality may also limit access and impose weight restrictions on certain roads and in certain areas such as residential subdivisions in order to protect the integrity of the roadways and the quality of life in the communities.
- e. The municipality will strive to maximize the efficiency of the roadway network by directing developments that may have a significant impact on roadways to locate in areas where the network has been planned or designed to accommodate future development.

- f. Commercial and industrial developments that require large land parcels or involve the regular transportation of hazardous goods or substances shall be required to locate in areas with efficient and convenient access to the local provincial highway network.
- g. The development of new intersections or access points with major roadway corridors including provincial highways shall be minimized in order to limit safety hazards and maintain the function of these corridors. In order to achieve this, multi-parcel and large-scale developments shall be located along service roads or internal subdivision roads with a consolidated access point or a restricted number of consolidated access points to the nearby major roadway(s). Roadways that connect with major corridors and provincial highways shall be integrated into the existing road network to the extent possible and shall be developed in a manner that satisfies current and future needs in the area.

2. Traffic Impact Assessment

- 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](#).

3. Setbacks, Sight Lines and Control Radii

- a. All development shall be carried out in conformance with all municipal, provincial and federal transportation regulations including but not limited to building and sign regulations as well as any regulations regarding sight lines or control radii.
- b. Building setback standards shall be applied to new developments along municipal roads in order to provide a measure of safety for the traveling public, buffer the buildings from roadway nuisances such as noise, vibrations and dust and minimize issues related to snow drifting.

4. Consultation and External Permits/Approvals

- a. All proposals that create new building sites or involve the development of a structure or access that is located within the control areas of provincial highways under provincial authority will be subject to review and approval by the Ministry of Highways and Infrastructure prior to the issuance of an access or development permit.

5. Approaches

- a. All new approaches to municipal roads shall require an approach permit from the municipality. The municipality will determine if a culvert is required in the approach or if any other specific standards must be met.
- b. All new approaches onto roads under the jurisdiction of the Ministry of Highways and Infrastructure shall require a permit or approval from the Ministry of Highways and Infrastructure. The Ministry shall determine any applicable standards or requirements.

6. Undeveloped Road Allowances

- a. Municipal road allowances shall be maintained for public access. Any proposal for clearing, cultivation or cropping of an unimproved road allowance shall be subject to review and approval by the municipal Council or the Development Officer, as applicable.

7. Regional Planning and Projects

- a. 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.
- b. The municipality shall continue to advocate for additional studies and upgrading projects to be carried out in relation to Highway No. 46 and the Northeast Regina Bypass. The municipality shall continue to work with its neighbouring municipalities as well as the Ministry of Highways and Infrastructure and any other relevant agencies or groups in the planning and designing of any projects relating to Highway No. 46 or the Northeast Regina Bypass.

3.2.4. Transit Policies

1. Evaluation of Transit Potential

- a. The municipality shall undertake a study or a series of studies to evaluate the need for a shared transportation service within its boundaries with a focus on the business districts near Highway No. 1 as the primary employment areas and Emerald Park.

2. Planning for Transit

- a. The municipality will develop a plan to address any current and future transit needs, which may include the introduction of a bus transit service. The municipality may work with external partners such as the City of Regina, neighbouring municipalities, private bus operators and other stakeholders to develop the plan.
- 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. Other Shared Transportation Options

- a. The municipality shall continue to encourage the development of shuttle bus or other ride-share programs developed by private organizations to meet the needs of specific groups in the municipality, such as aging residents and local workers.



3.2.5. Walkways and Trails Policies

1. Expansion and Upgrading of Network of Walkways and Trails

- a. The municipality will continue to expand and upgrade the network of walkway and trail facilities throughout the municipality's medium- and high-density development areas to ensure safe and adequate pedestrian access to public facilities and amenities.
- b. The municipality will work to expand and improve the Great Trail (Trans Canada Trail) route within its boundaries in order to improve trail safety and create linkages to the neighbouring towns and villages. Upgrades and expansions shall be carried out as opportunities arise through new developments or partnerships.

2. Pedestrian Access Plan

- a. The municipality may require the preparation of a **Pedestrian Access Plan** as described in [Section 4.40 of the Zoning Bylaw](#) as part of an application for a new development. The **Pedestrian Access Plan** will be required for all medium- and high-density multi-parcel residential, commercial, recreational and community-service developments and may be required for other types of development.

3. Accessibility Considerations

- 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. 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.



3.2.6. Railway Policies

1. Comprehensive Planning

- a. The municipality shall support integrated transportation planning to ensure the continued economic benefits of an efficient and effective railway transportation network by:
 - a. Coordinating project reviews with federal, provincial, regional and municipal authorities and agencies;
 - b. Coordinating reviews with the applicable railway company;
 - c. Minimizing the community impacts as well as health and safety issues from railway operations on new development; and,
 - d. Minimizing the impacts on railway operations from new development

2. Development or Expansion of Railway Operations

- a. All proposals to develop or expand railway operations shall be reviewed by the municipality to identify potential
 - i. land use conflicts;
 - ii. community impacts; and,
 - iii. public health and safety issues.
- b. The municipality shall inform the developer and the railway company in writing of the results of its review of the projects.
- c. The developer and railway company shall review the municipality's comments in the design of the project.

3. Development in Proximity to Railway Operations

- a. The municipality shall ensure that any development or re-development of land or buildings within 400 meters of a railway line or 1,000 meters of a railway yard, is planned to address conflicts between the proposed development or re-development and railway operations..
- b. Sensitive uses such as residential buildings, schools, daycares and health care facilities are viewed as less compatible uses in proximity to railway operations as they can be adversely affected by noise, vibrations, dust and fumes from railway operations. Commercial and industrial operations are generally viewed as less sensitive and more compatible for development in proximity to railway operations.
- c. The municipality shall consider community impacts as well as public health and safety as primary considerations when reviewing the proposed development or re-development of land or buildings within 400 metres of a railway line or 1,000 metres of a railway yard. Where the municipality is made aware of any community impacts, public health or safety concerns relating to the proposed development or re-development, the developer shall be informed in writing of the concerns. The developer shall be required to address the concerns to the satisfaction of the municipality.
- d. New development or re-development within 400 metres of a railway line or 1,000 metres of a railway yard, shall comply with:
 - i. Zoning Bylaw 2019-20;
 - ii. other municipal bylaws and policies as applicable; and,
 - iii. senior government legislation and policy statements as applicable.
- e. Where features have been included in the site or building design of a development or re-development to address the impacts of railway operations, the municipality shall require the development to inform the lot or building purchasers or tenants about:
 - a. the presence and reason for the feature;
 - a. any future maintenance obligations for the feature; and,
 - a. any legal agreements or caveats with the railway company related to the development or re-development.

4. Consultation and External Permits/Approvals

- a. All applications 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 be circulated by the municipality to the appropriate railway company for review and comments.
- b. 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:
 - 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 *Guidelines for New Development in Proximity to Railway Operations* have been addressed.

5. Noise and Vibrations Impact Study

- a. In accordance with the Federation of Canadian Municipalities/Railways Association of Canada's "Guidelines for New Development in Proximity to Railway Operations," 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.

3.3. Utilities, Services and Infrastructure

The RM of Edenwold owns and operates a water treatment facility, located in Emerald Park. The municipality provides potable water to numerous residential, commercial, community service and industrial properties in Emerald Park, the Butte Business District and residential subdivisions throughout the central area of the municipality. The municipality also owns and operates a sewer network and jointly owns and operates a Wastewater Treatment Plant with the Town of White City through the WCRM 158 Wastewater Management Authority. The municipality is well-served with other utilities including power, gas and communications services including a growing network of fibre-optic communications infrastructure.

This Plan promotes the efficient use of existing utility infrastructure and facilities. There are opportunities for intensification in some commercial areas, which can take advantage of the utility services already present in the area. This Plan also promotes the cost-effective development of new utility lines and facilities ensuring developers are responsible for the costs of infrastructure and utilities to serve new development.

3.3.1 Objectives

- Ensure adequate utility and municipal services are available for developments in the municipality
- Develop and extend municipal services in an efficient and cost-effective manner
- Protect existing public and private utilities including pipeline corridors from incompatible land uses
- Collaborate with external partners including utility agencies, boards and neighbouring municipalities on the extension of utility services or the development of new services in the region
- Reduce solid waste production within the municipality
- Extend municipal water and sewer services to lands that are not presently served in the Butte Business District and the Emerald Park Business District
- Ensure cost-recovery for the development of new infrastructure that is required to serve new developments
- Improve some existing stormwater management systems and address drainage issues in areas where flooding has occurred in the past
- Ensure adequate surface drainage is provided as part of developments and subdivisions

3.3.2. General Utilities, Services and Infrastructure Policies

1. Efficient Use of Infrastructure

- a. New development shall be encouraged to locate in areas where utilities and municipal services are available in close proximity to ensure efficient and cost-effective service delivery. Infrastructure and servicing requirements shall be examined alongside land use considerations at all stages of the planning and development process.
- b. The use of existing infrastructure shall be optimized wherever feasible before consideration is given to developing new infrastructure and public service facilities.

2. Comprehensive Planning

- a. The municipality will coordinate the development of new utilities and services with external stakeholders including utility companies, developers, and neighbouring municipalities to ensure that the utilities and services are developed or expanded in an orderly, efficient and cost-effective manner and that future development requirements in the area are considered.

3. Location Considerations

- a. Prior to the installation of new utility infrastructure such as electrical transmission lines, wind energy systems and communication lines or towers, the utility companies are encouraged to consult with the municipality and the community on matters such as route selection and potential impact on existing properties and land uses.
- b. New infrastructure and utility developments including power generation systems (such as solar power or wind energy developments) shall be permitted in the municipality subject to the requirements in [Sections 5.20 and 5.21](#) of the Zoning Bylaw. Such uses shall be located in areas where the land uses are compatible and developed in a manner that minimizes any potential negative impacts on neighbouring properties or land uses.
- c. New pipelines, transmission lines or other major linear utilities shall be routed in areas where environmental impacts can be minimized and where impacts on existing and planned developments can be mitigated. Refer to [Section 3.75](#) for policies regarding utility corridors.

4. Development in Proximity to Pipelines

- a. Developers shall be required to educate themselves regarding any restrictions or requirements related to the use of lands within or adjacent to pipeline corridors or related facilities (such as compressor stations) and shall be responsible for designing their projects in accordance with the restrictions and requirements.
- b. Developers shall be required to identify the location of any nearby pipelines or related facilities as part of any development or subdivision plans or proposals.
- c. The municipality shall ensure that any development or re-development within 350 metres of a pipeline or 750 metres of a related facility is planned to address any potential conflicts between the development or re-development and the pipeline operation.

5. Secondary Use of Pipeline Parcels

- a. Pipeline right-of-way parcels may be used as passive open space for pathways, subject to all easement rights and other conditions that would maintain the safety and integrity of the pipeline facilities. Pathways shall be developed in coordination with pipeline and utility companies as well as with provincial or federal regulatory agencies, as required.

6. Consultation and External Permits/Approvals

- a. Pipeline and utility developers shall be responsible for carrying out all pipeline and utility development in the municipality in accordance with provincial and federal rules and regulations. When expansions are considered, any encroachment towards or onto incompatible lands such as waste management facilities, airstrips, transportation corridors, railway operations, industrial plants, etc. shall be minimized.

7. Environmental Stewardship

- a. The municipality shall encourage citizens and businesses to participate in recycling, composting and other programs to minimize the amount of solid waste they produce.
- b. The municipality shall continue to work with external stakeholders to pursue solid waste management solutions that reduce the amount of solid waste produced and the potential negative environmental impacts of solid waste disposal.

3.3.3. Water and Wastewater Services and Infrastructure Policies

1. Potable Water

- a. The municipality shall continue to place high priority on the potable water needs and wastewater needs of citizens and businesses and these needs shall be evaluated as a primary consideration as part of any development project. The municipality shall take measures required to ensure the protection of groundwater resources throughout the municipality.
- b. All new development that requires potable water shall be adequately serviced with a potable and sufficient water supply, either on-site or by a central water system depending on the nature and intensity of use.
- c. The municipality shall continue to own, operate and expand its municipal water utility and water treatment plant to serve the community. The existing municipal water network is shown on [Maps 10A and 10B](#) in [Appendix A](#).
- d. The municipality may also collaborate with other municipal neighbours and external agencies on the provision of cost-effective potable water services to developments located outside of the area served by the RM of Edenwold's potable water utility.

2. Potable Water From External Utility Boards

- a. Existing central water pipeline networks and treatment systems that are owned and operated by utility boards other than those utility boards in which the municipality has ownership shall be allowed to continue to operate within the municipality as long as all permits, licenses or approvals that are required from external agencies are obtained and that the boards operate the utility in accordance with all municipal, provincial or federal rules and regulations. The water lines for these utilities may be developed within road allowances subject to any terms and conditions that the municipality may impose, but shall not be owned or maintained by the municipality.
- b. As part of a new development proposal, a new central water pipeline network and treatment system that is owned and operated by a utility board other than those utility boards in which the municipality has ownership may be allowed to be developed at the discretion of Council. Before approving the creation of a new central water service, Council shall consider alternatives and specifically whether it would be feasible to connect to an existing municipally-owned and operated central water system. Council shall also consider the long-term viability of the proposal in terms of how the system will be owned, operated and financed. Finally, Council shall consult senior government, relevant external agencies such as the Water Security Agency and the Saskatchewan Health Authority and certified engineers as required to evaluate the proposal. Council shall only permit such systems when permits, licenses or approvals that are required from external agencies are obtained and when the board provides proof that the utility shall be operated in accordance with all municipal, provincial and federal rules and regulations.

3. Sanitary Services

- a. All development requiring sewage facilities shall be adequately serviced with an approved on-site or central sewage system in accordance with provincial and municipal requirements.
- b. The municipality shall continue to own and operate a municipal sewer system and jointly own and operate a wastewater treatment plant and related infrastructure with the Town of White City as part of the WCRM158 Wastewater Management Authority. The existing municipal sewer network and the WCRM158 Wastewater Management Authority's Wastewater Treatment Plant are shown on [Maps 11A and 11B](#) in [Appendix A](#).
- c. The municipality shall continue to collaborate with other municipal neighbours and external agencies on the provision of wastewater management services to ensure adequate and cost-effective wastewater services are available.

4. Sanitary Services from External Utility Boards

- a. Existing sewer networks and treatment systems such as lagoons and wastewater treatment plants that are owned and operated by utility boards other than those utility boards in which the municipality has ownership shall be allowed to continue to operate within the municipality as long as all permits, licenses or approvals that are required from external agencies are obtained and that the boards operate the utility in accordance with all municipal, provincial or federal rules and regulations. The sewer lines for these utilities may be developed within road allowances subject to any terms and conditions that the municipality may impose, but shall not be owned or maintained by the municipality.
- b. As part of a new development proposal, a new sewer network and treatment system that is owned and operated by a utility board other than those utility boards in which the municipality has ownership may be allowed to be developed at the discretion of Council. Before approving the creation of a new sewer system, wastewater lagoon or wastewater treatment plant, Council shall consider alternatives and specifically whether it would be feasible to connect to an existing municipally-owned and operated sewer system. Council shall also consider the long-term viability of the proposal in terms of how the system will be owned, operated and financed. Finally, Council shall consult senior government, relevant external agencies such as the Water Security Agency and the Saskatchewan Health Authority and certified engineers as required to evaluate the proposal. Council shall only permit such systems when permits, licenses or approvals that are required from external agencies are obtained and when the board provides proof that the utility shall be operated in accordance with all municipal, provincial and federal rules and regulations.

5. Efficient Use of Infrastructure

- a. New multi-parcel development shall be encouraged to locate in areas where central water and wastewater services are available in close proximity.
- b. The municipality shall continue to evaluate and monitor its municipal services systems to ensure capacity, compliance with regulatory requirements for the protection of public health and the environment and to ensure the ongoing financial viability of these systems. The systems shall also be monitored to evaluate capacity and to continually identify future upgrading or expansion requirements.

6. Comprehensive Planning

- 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.

7. Sector Plans, Concept Plans, Comprehensive Development Proposals and Pre-Engineering Reports

- a. Water and wastewater services shall be considered as part of all **Sector Plans, Concept Plans and Comprehensive Development Proposals** and these are among 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](#).

8. Servicing, Development Levy and Development Agreements

- a. The municipality shall maintain a schedule of water and sewer connection fees, which shall be charged to developers through the subdivision or development process, as applicable, to ensure cost-recovery of the capital costs of water and sewer projects that are required to serve new development.

9. Inter-Municipal Agreements

- a. Where development is contemplated on lands adjacent to another municipality where infrastructure and servicing capacities exist, an inter-municipal agreement may be considered to arrange for the provision of those services for the development. The developer may also be required to enter into an agreement for services with that municipality with respect to the construction and installation of the services that are required for the development.
- b. Where development is contemplated on lands in another municipality where infrastructure and servicing capacities may be provided by the RM of Edenwold, an inter-municipal agreement may be considered to arrange for the provision of those services for the development. The municipality may also require the development to enter into an agreement for services with respect to the construction and installation of the services.

3.3.4. Stormwater Management and Drainage Policies

- | | |
|--|---|
| 1. Comprehensive Planning | <ul style="list-style-type: none">a. Land owners and developers shall be responsible for assessing local water drainage patterns as part of the planning process for new development or re-development projects and avoid developing in low-lying areas, catchment areas and drainage courses. They shall also be responsible for ensuring that adequate surface water drainage is provided to avoid flooding, erosion, pollution and off-site impacts related to surface water runoff.b. New developments and subdivisions that are located adjacent to watercourses shall be developed in a manner that minimizes the potential for erosion and negative impacts on water quality in the watercourse. |
| 2. Sector Plans, Concept Plans, Comprehensive Development Proposals and Pre-Engineering Reports | <ul style="list-style-type: none">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. |
| 3. Comprehensive Drainage Plan and Lot Grading Plan | <ul style="list-style-type: none">a. For all multi-parcel subdivisions and multi-unit or multi-building developments, a Comprehensive Drainage Plan shall be required that shows where surface water will drain including retention and detention areas, ditches and any other infrastructure requirements. The plan must take into consideration both upstream and downstream impacts of the development. A Lot Grading Plan shall be provided in conjunction that shows the specific elevations for development to occur in order to maintain the overland drainage.b. For single-parcel development, a Comprehensive Drainage Plan may be required based on the circumstances in the local area. |
| 4. Drainage Easements | <ul style="list-style-type: none">a. Developers shall be responsible for obtaining all off-site drainage easements required by the municipality or an external provincial or federal organization such as the Water Security Agency. |
| 5. Unapproved Drainage of Surface Water | <ul style="list-style-type: none">a. Unauthorized drainage of surface water runoff from any land throughout the municipality shall be prohibited. Watercourses and waterbodies shall not be filled or altered without the prior approval of the Saskatchewan Water Security Agency and other relevant federal or provincial agencies. |
| 6. Geotechnical Study | <ul style="list-style-type: none">a. Where an area has experienced flooding in the past or exhibits potential for poor drainage (sloughs) due to snowmelt or prolonged rainfall events, all proposed building sites shall be located outside of low areas wherever possible. When the filling of low areas is proposed, the proponent shall provide a suitable amount of fill at the building site and shall ensure proper compaction of the fill material to provide a satisfactory level of protection for the buildings. In cases where construction will occur within a filled-in area, a Geotechnical Study of the site shall be required. Additional information regarding development in flood-prone areas is included in Section 3.4. |

3.4. Environment, Natural Resources and Hazards

The municipality is home to a number of sensitive natural areas that need to be properly considered and protected throughout the development process. This Plan identifies a number of precautions that shall be required in order to ensure the long-term integrity of the environment and ecosystem and safeguard the sensitive aquifers in the area, which provide an abundant high-quality water supply. In accordance with the policies in this Plan, developers will continue to be required to play a role in the protection of the environment and must carry out construction and operations in a sound environmental manner, which includes the implementation of mitigation techniques to address any potential negative impacts of the development on the natural and human environment. This Plan also ensures that development is carried out in appropriate locations, outside of flood-prone areas and areas where other hazards may be present that may impact the long-term integrity of the development.

3.4.1 Objectives

- Protect and conserve the aquifers, ground and source water and recharge areas
- Manage access to ground water resources in order to ensure adequate water supply for existing users
- Protect public health by ensuring that subdivisions with on-site water or sanitary systems are located in areas where soil and ground water conditions can sustain development and taking precautions to reduce the potential for groundwater contamination and aquifer depletion from the development
- Restrict subdivision and development on lands considered hazardous for reasons of potential ground instability, erosion, flooding or other environmental hazards
- Identify and protect significant and sensitive environmental areas, riparian areas and wildlife habitat
- Extend the responsibility for sound environmental management to property owners and developers
- Support the maintenance of existing conservation easement areas and the establishment of new conservation easements for the protection of sensitive environmental areas, native grasslands and natural ecosystems and access to educational and recreational opportunities
- Protect important environmental areas such as the White Butte Trails, the Sattler Conservation Lands, the Game Preserve and areas adjacent to the numerous creeks and watercourses in the municipality for their importance to local habitat and ecosystems



3.4.2. Aquifers, Ground and Source Water Policies

1. Groundwater Protection (Quality and Quantity)

- a. Landowners, occupants and developers shall be responsible for ensuring that construction activities as well as daily operations are carried out in a sound environmental manner. Developments shall not deplete or pollute groundwater resources within the municipality.
- b. The subsurface aquifer shall be protected from potential pollution or contamination from development or land use activities in all areas by ensuring that hazardous goods and substances are stored, used and disposed of in accordance with best environmental and industry practices and that facilities are designed in a manner that will not compromise the integrity of the underlying aquifer.
- c. The use of best management practices for agricultural enterprises, particularly with regard to manure management and chemical applications, shall be encouraged in order to minimize risks to groundwater and surface water.
- d. "In multi-parcel subdivision areas and especially high-density areas, water wells for irrigation purposes may be discouraged as required to avoid any potential impact on water supply for properties reliant on wells for potable and non-potable uses.

2. Areas with High or Extreme Aquifer Sensitivity

- 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.
- b. In areas where the overburden is less than three (3) metres, excavations shall not expose the aquifer or reduce the overburden substantially.

3. Development Near Waterways, Waterbodies and Wetlands (Environmental Study)

- 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.
- b. Developments that are proposed adjacent to waterbodies, waterways, wetlands or other riparian areas shall be required to indicate how these areas will be protected throughout construction activities and once the development is complete. An **Environmental Study** about the biological or physical elements of the area that is prepared by a qualified environmental professional or a group of qualified professionals may be required as part of a development proposal and any potential adverse impacts on these areas must be mitigated to the satisfaction of Council or the Development Officer, as applicable. The Water Security Agency, Ministry of Environmental or other agencies involved in the protection of water quality, aquatic species and shoreland areas may be consulted with respect to proposed developments in these areas.
- c. The methods of protection that will be required for developments adjacent to waterbodies, waterways or wetland areas shall be directly related to the characteristics of the site, the type of development and the proximity of the development to the waterway, waterbody or wetland. Buffer strips along the waterbody or watercourse may be required.

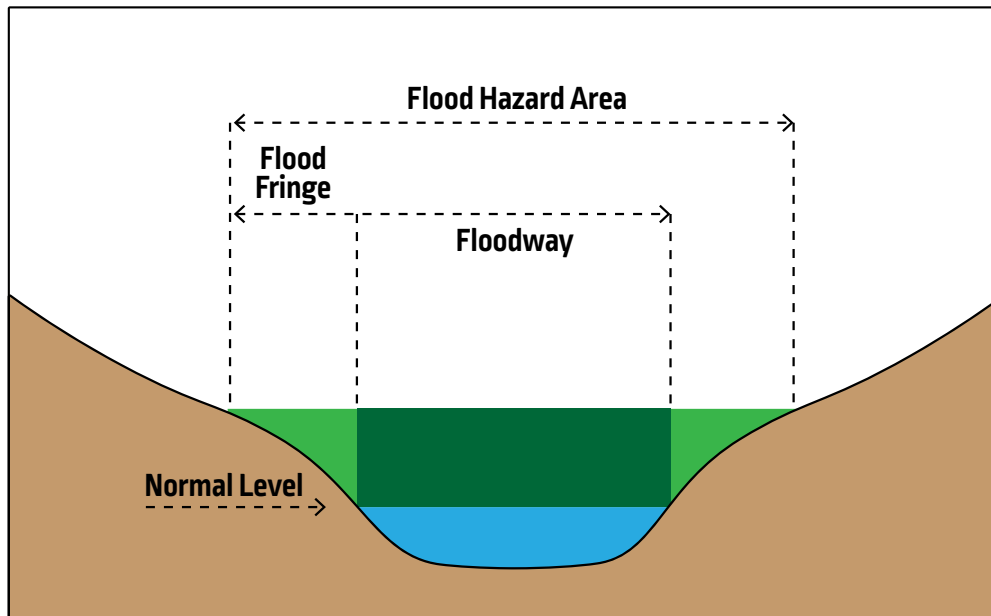


Figure 2: Floodway Diagram

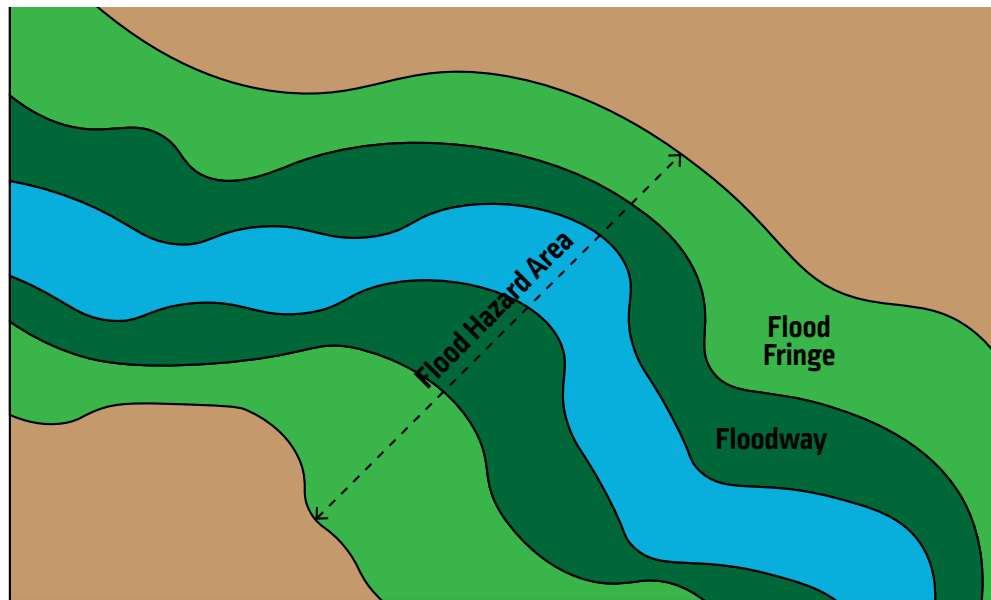


Figure 2a: Floodway Diagram 2



3.4.3. Hazard Lands: Flood and Slope Instability Policies

1. Comprehensive Planning

- a. All development on or in the vicinity of potentially hazardous lands shall be carefully planned to ensure the protection of public safety and property. Potentially hazardous lands are shown on [Maps 5A and 5B in Appendix A](#) and on the [Zoning Map in the Zoning Bylaw](#) and include the following:
 - i. Lands that may be subject to flooding including all lands adjacent to a watercourse, waterbody or wetland and any land that may lie within an area that would be flooded by a 1 in 500 year flood event;
 - ii. Lands that may be subject to flooding as a result of drainage issues based on historical data and site analysis; and,
 - iii. Lands that may be subject to slope instability or erosion.

2. Location Considerations

- a. Development shall be encouraged to locate on lands and in areas that are free of any natural hazards.
- b. Development shall be prohibited on lands that present substantial risk to property and person because of the physical characteristics of the land in combination with the location.
- c. Development may be contemplated on potentially hazardous lands where the risk is expected to be low. Where development or subdivision is contemplated on potentially hazardous lands, developers shall be required to undertake any studies necessary to identify and evaluate the potentially hazardous conditions and determine the measures that must be taken to eliminate or effectively mitigate against any potential risk of development in the location. These studies may include environmental, geotechnical, hydrogeological or other engineering studies, which must be carried out by certified professionals. The Development Officer or Council, as applicable, may refuse to recommend approval of the subdivision of land or to approve the development of buildings or structures in a potentially hazardous location unless there are adequate safeguards in place to ensure that the risks have been addressed and the development will be carried out in strict compliance with all recommendations provided in the studies.

3. Development On or Near Any Potentially Hazardous Lands

- a. Any development that is proposed within the vicinity of potentially hazardous lands shall be carried out in a carefully-planned and controlled manner and developers shall be required to provide adequate proof that any risk related to potential hazards in the area will be addressed during construction and long-term use or operation of the development.
- b. In areas where hazardous lands may be present, developers may be required to provide a site-specific legal land survey showing elevations or contour lines as part of a subdivision or development permit application.
- c. Where development is proposed in an area with potentially hazardous lands, the following restrictions shall apply:
 - i. No development shall obstruct, increase or otherwise adversely alter water and flood flows and velocities;
 - ii. There shall be no added risk to life, health or personal safety as a result of the development;
 - iii. No buildings or additions to buildings shall be developed in the floodway area or any area that is expected to experience flooding during a 1 in 500 year flood event;
 - iv. All structures in the floodway fringe area, which is just beyond the floodway area must be protected against flood damage and must be fully functional during high water events or hazard conditions. All buildings shall be flood proofed to an elevation 0.5 metres above the 1 in 500 year flood elevation;
 - v. All services must be protected against flood damage and must be fully functional during high water events or hazard conditions;
 - vi. Activities that alter existing slopes and that may accelerate or promote erosion or bank instability shall be prohibited unless appropriate mitigation measures are taken to minimize the potential of such erosion or instability; and,
 - vii. Existing tree and vegetation cover shall be preserved whenever possible to reduce erosion and maintain bank stability.

4. Development Within or Near Flood-Prone Areas

- 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.
- b. The development of any type of building including accessory buildings is prohibited within the floodway, as shown on [Figures 2 and 2a](#).
- c. Any building development within the floodway fringe shall be adequately flood-proofed to an elevation of no less than 0.5 metres above the 1 in 500 flood elevation. Any land uses and structures that are developed within the floodway and floodway fringe areas shall be carried out in strict compliance with the development standards outlined in [Section 4.48 of the Zoning Bylaw](#).

5. Development On or Near Potentially Unstable Lands

- a. Development shall be prohibited in areas of unknown risk or where the potential for erosion or slope failure is unknown or cannot be adequately mitigated.
- b. New development may be considered in areas where erosion and slope stability investigations reveal that any risks are minimal and can be completely eliminated through the use of mitigation measures to ensure the safety and structural integrity of development on the land. Developers and property owners shall commission sufficient professional engineering investigations to reasonably assess erosion and slope failure potential and developers shall accept all residual risks and liabilities associated with development where hazard slopes exist. In order to proceed with development, the municipality shall require strict adherence to any recommendations provided in the engineering studies to address any concerns related to erosion or slope instability throughout the development process.
- c. In areas where slope instability is a concern, developers shall be required to ensure that future owners or tenants in the development are informed of and acknowledge the potential risks and hazards related to slope instability in the area and are made aware of their ongoing responsibilities to ensure that the risks of erosion or instability are mitigated.
- d. Developers shall be responsible for minimizing any potential impacts of slope instability on municipal services and infrastructure to the satisfaction of the municipal Council or the Development Officer, as applicable.

6. Consultation and External Permits/Approvals

- a. The Water Security Agency or other relevant government agency or certified professional may be consulted as a source of technical advice regarding flood levels and flood proofing recommendations.
- b. Comments on a specific development or subdivision proposal may be requested from the Water Security Agency by the municipality or the Community Planning Branch, as applicable. Where recommendations are provided by the Water Security Agency, the municipality or the Community Planning Branch may require that these recommendations be followed and implemented through the development process. In most cases, the following types of applications are referred to the Water Security Agency for a technical review and comments:
 - i. Any subdivision adjacent to a watercourse or a wetland.
 - ii. Multi-parcel commercial, industrial, recreational or community service subdivisions.
 - iii. Single-parcel residential subdivisions where there may be a risk of flooding on the proposed parcel or adjacent lands.

3.4.4. Protected Areas Policies

1. Location Considerations

- a. New developments shall be encouraged to locate in areas with low environmental sensitivity. In all parts of the municipality, developments shall be designed to conserve and complement natural areas, contribute to a high quality built and natural environment and provide benefits to the region.
- b. The following lands or areas shall be protected from incompatible or potentially incompatible uses:
 - i. Lands where rare or endangered flora and fauna have received Provincial designation and protection;
 - ii. Lands designated under The Wildlife Habitat Protection Act and amendments;
 - iii. Lands designated under any environmental protection legislation or policy; and
 - iv. Private lands that have been voluntarily protected by landowners.

2. Development On or Near Protected or Sensitive Environmental Lands

- a. Known sensitive environmental areas such as wetlands, riparian areas, native grasslands and other habitat areas are identified on the attached [Map 5A and 5B](#). When development is proposed within or adjacent to these sites, an assessment of the potential impact on natural and/or human heritage resources is required, which must be carried out by a qualified professional in the relevant field. This assessment shall be required as part of the development proposal.
- b. Through [Section 4.38 of the Zoning Bylaw](#), land uses in the vicinity of sensitive environmental areas shall be restricted to those uses that are not likely to result in a negative impact on the environment or ecosystem.
- c. Surveys of landscapes, soils, vegetation and wildlife shall be considered when relevant as part of the review process for multi-parcel subdivisions or new developments. If sensitive lands or features are identified, then the proposed development shall be designed to avoid these areas as much as possible. If avoidance is impossible, mitigation strategies shall be required to be implemented and these must be developed in consultation with certified experts in the relevant field (such as biologists and environmental professionals). The developer shall be solely responsible for meeting any requirements of senior governments with respect to the sensitive areas or features such as wetland replacement.
- d. As part of all subdivision and development proposals, developers shall be responsible for:
 - i. Providing for minimum loss of habitat by retaining natural vegetation and watercourses;
 - ii. Providing continuous wildlife corridors;
 - iii. Conserving habitat for rare and endangered species;
 - iv. Maintaining as many existing trees on site as possible; and,
 - v. Providing landscaping, naturalization or otherwise mitigating the loss of natural habitat where such habitat loss is necessary in the context of a desirable development

- e. In order to protect sensitive environmental areas, Council may require that these lands be dedicated as Environmental Reserve as part of a subdivision proposal. Lands that are dedicated as Environmental Reserve may be manicured or landscaped by the municipality in part or in whole but only to the extent that environmentally sensitive resources present remain undisturbed.

3. Consultation and External Permits/Approvals

- a. The municipality will work with the relevant Federal and Provincial Ministries and agencies to manage:
 - i. Critical Wildlife Habitat and rare or endangered species; and,
 - ii. Sensitive environmental areas including wetlands and riparian areas.
- b. For some types of developments and proposed subdivisions such as those that require wetland replacement, the approval of senior government departments is required. Where this is required, the developer is solely responsible for obtaining this approval and it must be obtained before Council can provide a recommendation of approval of the proposed subdivision or an approval for the proposed development.

4. Public Access to Protected Lands

- a. Public access to natural areas such as the conservation areas as shown on [Map 5A](#) and [Map 5B](#) and wildlife habitat will be accommodated, where feasible, to foster appreciation for and enjoyment of nature, but such access should not lead to levels of activity which will exceed the capability of the area to sustain the environment and ecosystem integrity. In cases where private lands are involved, access to these areas will be subject to the approval of landowners.



3.5. Historic, Cultural and Heritage Resources

Historic, cultural and heritage resources encompass archaeological, paleontological, cultural, historical, scientific or environmental elements, and others. While there are four well-known municipally-designated historical buildings in the municipality, including Frankslake Hall/Emmanuel Lutheran Church, St. John's Lutheran Church, Etaples School and St. Matthew's Anglican Church, there are many locations where archaeological artifacts may be present. There may be other locations of historic or cultural significance not yet recognized. This Plan emphasizes the needs to protect the sites and structures with a cultural or historical meaning in the municipality and the region. This Plan also supports the development of more educational and touristic information relating to heritage resources in the community.

3.5.1 Objectives

- Protect significant archaeological, historical and cultural sites from incompatible development
- Support landowner interests in protecting historically or culturally significant properties or buildings
- Identify historic and cultural sites and buildings in an Official Register
- Support efforts to develop a regional eco-museum for education and tourism

3.5.2. Historic and Heritage Resources Policies

- | | |
|--|--|
| 1. Location Considerations | <ul style="list-style-type: none">a. Existing heritage resources shall be protected from incompatible or potentially incompatible land uses, which may threaten their integrity or operation. The following types of heritage resources shall be protected:<ul style="list-style-type: none">i. Buildings or landscapes that have received or are in the process of receiving municipal or provincial heritage designation; and,ii. Buildings or landscapes that have been developed and operate as heritage sites. |
| 2. Development in Areas with Potential Heritage or Cultural Significance (Heritage Resource Impact Assessment - HRIA) | <ul style="list-style-type: none">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>.. |
| 3. Consultation and Special Designations | <ul style="list-style-type: none">a. The municipality will work with the relevant Federal and Provincial Ministries and agencies such as the Heritage Conservation Branch of the Ministry of Parks, Culture and Sport to manage potentially significant historical or heritage resource areas.b. The municipality shall also work with community stakeholders to identify and assess the importance of natural and heritage sites, buildings and monuments within the area. At the discretion of the municipality, or the request of landowners and in accordance with <i>The Heritage Property Act, 1980</i>, and amendments, significant historic sites and architectural features may be designated and suitably recognized. |
| 4. Register of Properties and Buildings with Historic or Cultural Significance | <ul style="list-style-type: none">a. The municipality shall develop a Register of Properties and Buildings with Historic or Cultural Significance, which can be used in a planning, promotional or touristic information document. |
| 5. Eco-Museum | <ul style="list-style-type: none">a. The municipality shall continue to participate in efforts to develop a regional eco-museum, to gather artifacts and documents about the natural and human environment in the area throughout time that can be shared for educational and touristic purposes. |

3.6. Emergency Response and Protective Services

As the population in the municipality continues to grow and new businesses are established, there are increased requirements for protective services. The municipality will ensure that an adequate level of protective services is provided to citizens across all sectors in a cost-effective manner. This Plan asks for the participation of private landowners, businesses and developers in the protection of the municipality and all assets by creating up-to-date emergency response plans, informing protective services organizations about any potential hazards, risks or issues on their sites and carrying out all operations and activities in a manner that defends and protects public health and safety.

3.6.1 Objectives

- Deliver efficient and reliable policing, fire protection and emergency response services to the community
- Develop the infrastructure required to ensure an adequate service level as growth and development occurs in the municipality
- Collaborate with surrounding municipalities and relevant government agencies to develop the required fire and policing services in a cost-effective manner and improve efficiencies in service delivery
- Ensure emergency response plans or other similar or related documents are current and reflect changes in land use or activities
- Prepare and educate residents on matters related to emergency response

3.6.2. Emergency Response and Protective Services Policies

- | | |
|---|---|
| 1. Comprehensive Planning | a. All development shall be planned in a manner that ensures public safety and health of all members of the community. |
| 2. Development Considerations | a. The Development Officer or Council, as applicable, may require specific documentation from developers such as a List of Hazardous Substances Stored on Site and a map of locations or an Emergency Management Plan or Emergency Response Plan as part of an application for a subdivision or development permit. |
| 3. Emergency Management and Response Plans | <p>a. Where appropriate, the municipality may require site-specific Emergency Response Plans and Emergency Management Plans to be updated regularly to ensure that they accurately reflect land use and on-site materials and activities.</p> <p>b. The municipality shall update its Emergency Response Plan regularly to ensure that it is up-to-date with respect to new developments in the community. The Emergency Response Plan for the municipality will be coordinated with all federal and provincial programs and policies and supportive of other urban and rural municipalities within the region.</p> <p>c. The municipality shall continue to collaborate with neighbouring jurisdictions on the development and updating of Emergency Response Plans for the region.</p> |
| 4. Community Safety Officer Program | a. The municipality shall continue to develop and expand the Community Safety Officer (CSO) Program to ensure a high level of safety and protection within the region. The RM of Edenwold has appointed bylaw enforcement officers who have been further appointed by the Province of Saskatchewan as CSOs and Special Constables with authority to issue summary offence tickets for designated offences under several provincial statutes along with municipal bylaw enforcement. These services shall continue to be available to neighbouring jurisdictions as well. |
| 5. Fire Protection Services | <p>a. The municipality shall continue to collaborate with neighbouring jurisdictions on the provision of fire protection services as well as the development or acquisition of infrastructure, facilities or equipment required to ensure that a high quality, efficient and reliable fire protection service is available in all sectors of the municipality.</p> <p>b. As necessary, the municipality may also develop local fire protection infrastructure, facilities or services that are deemed necessary to ensure adequate fire protection for all sectors and all areas within the municipal boundaries.</p> |



3.6.3. Wildfire Hazard Policies

1. Development Considerations

- a. Development in areas that may be subject to wildfires shall be undertaken with precautions intended to minimize the risk of damage to property or public safety caused by wildfires.
- b. Development shall be carried out in accordance with the following guidelines:
 - i. Building sites should avoid steep coulees that may accumulate fire fuel and funnel winds;
 - ii. Developers of new subdivisions in areas that may experience wildfires should consider the integration of trails, roads, and cleared park land around development which may serve as fire breaks, and/or provide vehicle access routes to facilitate fire suppression in interface areas;
 - iii. Fuel reduced buffers around homes are encouraged. Integration of a defensible space around a building should include adequate vehicle access and access to a reliable water supply available to firefighters; and,
 - iv. Building design and construction shall be generally consistent with the standards of the National Fire Protection Association [*Standard for Protection of Life and Property from Wildfire*].

2. Fire Risk Reduction

- a. In areas where there may be a high grassfire or wildfire risk, during dry seasons, the municipality may take precautions or encourage or require landowners to take special precautions to reduce the fire risks such as cutting long grasses or other vegetation than may encourage the spreading of wildfires or participating in fire bans.

3.7. Agricultural Lands

Through the policies in this Plan, the municipality continues to both protect and celebrate agriculture as a primary economic activity in the area and a way of life. This Plan prioritizes agricultural activities in the northern and southern regions of the municipality. Intensive agricultural operations and utility developments will be accommodated in appropriate locations where impacts on landowners and the environment have been evaluated. This Plan encourages diversification within the agriculture and resource sectors.

3.7.1 Objectives

- Identify prime agricultural lands and prioritize agricultural opportunities on these lands
- Encourage diversification in the agricultural industry and enable operators to take advantage of new tools, technologies and opportunities
- Accommodate farming operations of different types and sizes including intensive operations in appropriate locations, primarily in the northern and southern areas of the municipality
- Ensure that agricultural operations are being carried out with limited adverse impacts on the environment
- Balance a continued interest in agriculture with other opportunities in the municipality
- Encourage utility lines to locate within a utility corridor or other shared utility or infrastructure corridors to limit impacts on cultivated land
- Mitigate any negative impacts from other forms of development on agricultural operations
- Limit fragmentation of agricultural lands and the associated loss of productive agricultural lands by directing high-density developments to appropriate locations within the Development Overlay Area



3.7.2. General Agricultural Lands Policies

1. Location Considerations

- a. The development and operation of farms and farmsteads for field crops, pastures and non-intensive livestock operations shall be encouraged to continue throughout the municipality with farming activities prioritized in the northern and southern areas of the municipality, outside of the Development Overlay Area.
- b. Highly productive agricultural lands (class 2 and 3 soils as shown on [Map 8](#)) shall continue to be used for agricultural purposes to the extent possible and non-agricultural land uses shall be directed to other less productive lands whenever possible.

2. Diversity and Innovation in Agriculture

- a. A variety of agricultural uses shall be accommodated in order to promote diversity within the agricultural industry in the region.
- b. Innovative agricultural production methods that maximize sustainability shall be supported to enable producers to diversify, process and potentially provide for the direct sale of locally produced commodities.

3. Agricultural Site Sizes

- a. All farming operations involving field crops, pastures and non-intensive livestock operations that are carried out on a site covering an area of a quarter section or more shall not be restricted.
- b. Consolidation of small parcels together to create larger parcels that are more viable for agricultural operations shall be encouraged.
- c. Small land holdings for small-scale or specialized agricultural operations may be considered for approval, provided that such proposals are compatible with other existing agricultural operations, that the size of the proposed parcel is appropriate for the intended use and that the development standards outlined in [Section 70, Agricultural District of the Zoning Bylaw](#) are met.

4. Agricultural Land Uses

- a. One farm dwelling shall be permitted per agricultural site in accordance with the development standards outlined in [Section 7.5 of the Zoning Bylaw](#).
- b. Secondary activities such as home-based businesses or supplementary agricultural-related businesses may be permitted on an agricultural site when it is clearly shown that the activities will be secondary to the farming operation, have little to no impact on roadways and that any potential adverse impacts on the environment or neighbouring properties will be adequately mitigated. All activities and uses of the site shall be undertaken in strict conformance with the development standards and procedures outlined in the Zoning Bylaw.

5. Agricultural-Related Development

- a. Agri-industrial developments, which directly serve farming activities and either process or store agricultural produce or products shall be allowed on agricultural lands. Whenever possible, preference shall be given to locations on lower-quality lands (soil classes 4, 5 and 6).
- b. Rural and agricultural-related tourism ventures shall be accommodated throughout the Agricultural District in accordance with the development standards outlined in [Section 7.5 of the Zoning Bylaw](#).

6. Non-Agricultural Development Within or Near Agricultural Areas

- a. Commercial and non-agricultural industrial operations shall be developed within the business district areas within the municipality to the extent possible. Commercial and non-agricultural industrial operations may be permitted within business clusters, corridors or agricultural areas only when it can be clearly demonstrated to Council that (1) there is no existing site within the business districts that has the required attributes for the proposed development or, (2) the development at the proposed location meets a particular public need or, (3) the proposed location has special aspects or features that make it particularly appropriate for the proposed type of development. These forms of development will be subject to re-zoning.
- b. Any non-agricultural developments in the Agricultural District or adjacent to the Agricultural District shall be developed in a manner that is compatible with existing agricultural operations. Separation areas, landscape buffers or shelterbelts may be required by Council or the Development Officer in order to separate agricultural land uses from other land uses.

7. Access

- a. All new developments shall be encouraged to locate along existing all-weather roads. When new developments are proposed in areas that are not currently accessible by an all-weather road or the standard of the road providing access to the site is inadequate for the intended use or anticipated type of traffic on the roadway, the developer shall be required to construct a roadway or upgrade the existing roadway in accordance with the standards set by the municipality.

8. Stormwater Management

- a. Developers shall be responsible for ensuring that any development on their site does not alter the drainage patterns on adjacent sites. Where there is potential for any alteration to the drainage patterns, a **Comprehensive Drainage Plan** shall be required to be submitted to the municipality for approval. The municipality may consult with the Water Security Agency or another relevant external agency, as applicable, to evaluate the potential impacts on drainage and the need for a **Comprehensive Drainage Plan**.

9. Development in Proximity to Railway Operations

- a. New development or re-development of land or buildings in proximity to railway operations shall be carried out in accordance with the policies in Section 3.2.6 (3-5).

10. Environmental Stewardship

- a. Agricultural activities shall be carried out in a responsible manner, with consideration and reasonable mitigation of negative environmental and off-site impacts.
- b. The RM may restrict or refuse development on agricultural lands that could have a detrimental effect on environmentally sensitive areas or lands with demonstrated heritage, historical or cultural significance.
- c. Crop spraying, intensive agriculture production, pasturing livestock and manure spreading are legitimate operations and should be restricted only by public health regulations and environmental protection measures, unless otherwise stated herein.
- d. The use of best management practices for agricultural enterprises, particularly with regard to manure management and chemical applications, shall be encouraged in order to minimize risks to groundwater, surface water and the biological environment.



3.7.3. Agricultural Lands Subdivision Policies

1. Agricultural Site Sizes

- a. The minimum site size for an agricultural operation shall be a quarter section (64 hectares) or the equivalent, which is the remainder of a quarter section that has been reduced in size as a result of severance due to a natural or man-made feature (i.e. watercourse, railway, roadway) or a subdivision that has been approved by the approving authority.
- b. In order to maintain viable agricultural parcels, when subdivision of a portion of the quarter section occurs, wherever possible, the remainder agricultural parcel should be a minimum of sixteen (16) hectares.

2. Complementary and Compatible Development

- a. Where the Council or Development Officer determines that there may be some conflict between two adjacent land uses, the municipality may require dedication of a portion of land as a buffer strip adjacent to the development(s).

3. Road Widening

- a. Road widening may be required as part of any subdivision along a municipal road.

4. Non-Farm Residential Sites

- a. Within each quarter section or equivalent, a maximum of two (2) separate parcels for non-farm residential purpose shall be permitted, as allowed for in the [Country Residential 1 District of the Zoning Bylaw \(Section 8.0\)](#), unless a multi-parcel residential subdivision is proposed.
- b. To protect the predominant role of agriculture in the northern and southern areas of the municipality, multi-parcel residential subdivisions may be permitted within the Development Overlay Area only. Within the northern and southern areas of the municipality (outside the Development Overlay Area), once the maximum number of non-farm residential sites (2) have been developed within a quarter section or equivalent, no further residential development shall be permitted within the balance of the quarter section.
- c. Within the Development Overlay Area only, on each quarter section or equivalent, multi-parcel residential subdivisions may be accommodated in accordance with the policies described in [Sections 3.10 and 3.11](#) and as allowed for in the Zoning Districts in the Zoning Bylaw. When multi-parcel residential subdivision is being contemplated, a **Sector Plan, Concept Plan** and/or a **Comprehensive Development Proposal** for the full quarter section or equivalent shall be provided as part of the subdivision application. The requirements for a **Sector Plan, Concept Plan** and a **Comprehensive Development Proposal** are outlined in [Sections 3.21 - 3.23 of the Zoning Bylaw](#).

3.7.4. Intensive Livestock Operation Policies

1. Development Considerations

- a. New intensive livestock operations (ILOs) and the expansion of existing ILOs may be permitted within the municipality at the discretion of Council in accordance with the discretionary use procedures outlined in [Section 5.30 of the Zoning Bylaw](#) and the development standards outlined in [Sections 7.5 and 7.8, Agricultural District of the Zoning Bylaw](#). Existing ILOs are shown on [Map 4](#) in [Appendix A](#).
- b. When reviewing an application for an ILO, Council shall give careful consideration to the site selection with respect to site size, adjacent land uses, environmental conditions, potential impacts on ground water and surface water, availability of land for manure application and availability of municipal servicing.
- c. ILOs will be characterized by the total number of animal units and animal type.

2. Consultation and External Permits/Approvals

- a. The development and management of ILOs shall be undertaken in consultation with the Saskatchewan Ministry of Agriculture and The Agricultural Operations Act to ensure that ILOs are developed and operated in strict compliance with any provincial rules or regulations.

3. Separation Distances

- a. **Section 5.30, Intensive Livestock Operation (ILO), of the Zoning Bylaw** shall establish minimum separation distances for ILOs from a variety of land uses. The separation distances shall be mutual and shall apply in all cases, regardless of which development occurs first, and may vary depending on the potential intensity of nuisances that could be experienced.
 - i. Council, at its discretion, may apply a lesser separation distance than given in **Section 5.30 of the Zoning Bylaw**, considering the following:
 - ii. A lesser separation distance than described in **Section 5.30 of the Zoning Bylaw** will not negatively impact the specific use or surrounding development. Prior to granting a reduction, Council may consult with appropriate agencies and adjacent landowners, and may consider any written agreement to a lesser separation distance provided by adjacent owners.
 - iii. Where Council approves a lesser separation distance than given in **Section 5.30 of the Zoning Bylaw**, a written agreement between the ILO developer and any landowner or municipality agreeing to the lesser separation distance may be registered against the applicable parcel titles of both parties at the cost of the developer.

4. Nuisances and Contamination

- a. ILO operators will be required to develop facilities and conduct their operations in a manner that limits the production of offensive odours and any possible pollution of soils, groundwater, surface water and the air.
 - i. The municipality shall work together with the Water Security Agency and the Ministries of Agriculture and Environment to monitor impacts to water, soils and air quality, as required.
 - ii. As part of a discretionary use permit, Council may require periodic monitoring of soils, ground or surface water by a qualified professional to ensure that the development and on-going operation of the ILO does not pose a risk or cause contamination of the soil, surface water or groundwater resources; and,
 - iii. Should any monitoring show contamination levels that are unacceptable, in accordance with recommendations from a qualified professional, Council may require that additional precautionary measures be taken to address the contamination issue and reduce negative impacts on the environment.

3.7.5. Pipelines and Linear Utility Policies

1. Utility Corridors

- a. One or more utility corridors shall be defined in order to provide an appropriate location for pipelines, transmission lines or other major linear utility lines through the municipality or through a portion of the municipality. The intent of the corridors is to accommodate a number of pipelines or utilities in one right-of-way, reduce the fragmentation of land that results from new pipeline or major linear utility development and simplify the land acquisition process for utility or pipeline agencies. Any utility corridor within the municipality shall be defined based on careful consideration of impacts on landowners and compatibility with existing and planned developments.
- b. Utility corridors may accommodate distribution lines, which provide utility services to local properties, but distribution lines may also be developed outside of utility corridors.
- c. Once approved, a new utility corridor shall be shown on a map titled Utility Corridor Overlay District in [Appendix A](#) to this Plan (note: at the time of writing, there are no approved Utility Corridors)
- d. New development of buildings that require foundations including accessory buildings shall be prohibited within the Utility Corridor Overlay District. (note: at the time of writing, there are no approved Utility Corridors. When a corridor is approved, a specific set of land uses to be permitted within the Utility Corridor Overlay District shall be defined in the zoning bylaw.)
- e. Utility corridors shall be the subject of an adequate public consultation process before being finalized to ensure that all those who may be affected have been consulted and any concerns or risks have been identified.

2. Location Considerations

- a. New pipelines and linear utilities shall be developed based on the following priority locations:
 - i. Within any approved Utility Corridor as shown on the Maps in [Appendix A](#) (note: at the time of writing, there are no approved Utility Corridors),
 - ii. Within another existing pipeline or utility right of way as shown on [Map 13](#);
 - iii. Adjacent to an existing pipeline or utility right of way as shown on [Map 13](#) (expansion of the right of way);
 - iv. Within a new, undefined location in the municipality.
- b. No new pipeline or linear utility corridor shall be created unless the developer can adequately prove that existing utility corridor(s) and other existing corridors or rights of way are inappropriate due to safety, financial or other considerations.

3. Consultation and External Permits/Approvals

- a. Linear utility and pipeline developers/operators are responsible for obtaining any other permits or approvals that may be required from federal, provincial or local agencies.
- b. The municipality may consult with external agencies such as the Ministry of Energy and Resources and the Ministry of Environment on any proposed major linear utility or pipeline development to ensure that their requirements have been met. Municipal approvals and permits will be issued only once the municipality receives confirmation that all other requirements have been met (i.e. any requirement under the Environmental Assessment Act or an Environmental Protection Plan).

4. Public Health and Safety

- c. Linear utility and pipeline developers shall cooperate with the municipality and the local Emergency Management Authorities to ensure that all safety requirements are met with respect to fire prevention and control plans and **Emergency Management Plans**.

3.8. Extractive and Heavy Industrial Lands

Several aggregate and material extraction facilities operate within the municipality and there is a future opportunity for a mine site in the southeastern area where potash is present. This Plan accommodates mineral and aggregate resource activities in appropriate locations based on resource availability, separation from incompatible land uses and potential impacts on the community and the environment. Aside from extraction operations and related facilities, other non-extractive industrial land uses that are typically associated with nuisances and land use conflicts such as sewage lagoons, waste management facilities and industrial plants will be located in areas where negative impacts can be mitigated and conflicts minimized.

3.8.1 Objectives

- Promote responsible resource development for the benefit of everyone in the municipality and the region
- Accommodate mineral and aggregate extraction and related operations in appropriate locations
- Protect lands with known mineral or aggregate resources or lands that are appropriate for extraction from other incompatible uses
- Minimize community and environmental disruption from mineral extraction and aggregate related activities
- Ensure orderly and sustainable mineral resource, aggregate, petroleum and natural gas development in the municipality
- Accommodate industrial uses such as sewage lagoons, waste management facilities and industrial plants in areas that are setback from incompatible uses and where potential impacts on the environment can be eliminated or mitigated
- Ensure heavy industrial operations are carried out in an environmentally-responsible manner

3.8.2. General Extractive and Heavy Industrial Lands Policies

- | | |
|--|--|
| 1. Comprehensive Planning | a. A Sector Plan , Concept Plan and/or a Comprehensive Development Proposal , as applicable, shall be submitted to the municipality by any person proposing to re-zone, subdivide or re-subdivide land for extraction activities or heavy industrial development prior to consideration of an application by Council. The review shall identify all impacts on municipal infrastructure such as roads and shall address all matters of land use integration, potential conflict mitigation and the provision of services to the development. The requirements for a Sector Plan , Concept Plan and a Comprehensive Development Proposal are outlined in Sections 3.21 - 3.23 of the Zoning Bylaw . |
| 2. Access | a. All new developments shall be encouraged to locate along existing heavy haul roads. When new developments are proposed in areas that are not currently accessible by a heavy haul road, the developer shall be required to construct a roadway that meets the standards set by the municipality to provide access to the proposed development. |
| 3. Stormwater Management | a. Developers shall be responsible for ensuring that any development on their site does not alter the drainage patterns on adjacent sites. Where there is potential for any alteration to the drainage patterns, a Comprehensive Drainage Plan shall be required to be submitted to the municipality for approval. The municipality may consult with the Water Security Agency or another relevant external agency, as applicable, to evaluate the potential impacts on drainage and the need for a Comprehensive Drainage Plan . |
| 4. Development in Proximity to Railway Operations | a. New development or re-development of land or buildings in proximity to railway operations shall be carried out in accordance with the policies in Section 3.2.6 (3-5).. |
| 5. Environmental Stewardship | a. Council may restrict or refuse development of an extraction operation, heavy industrial or related operation that could have a detrimental effect on environmentally sensitive areas or lands with demonstrated heritage, historical or cultural significance. |
| 6. Nuisances and Contamination | <p>a. The developer may be required to enter into an agreement with the municipality to ensure that the nuisances related to development and construction of the site (i.e. noise, dust, odour, heavy traffic) are mitigated.</p> <p>b. Extraction, manufacturing, material stockpiling and related activities shall be carried out in a responsible manner, with consideration and reasonable mitigation of negative environmental and off-site impacts.</p> |



3.8.3. Extractive and Heavy Industrial Lands Subdivision Policies

1. Industrial Site Sizes

- a. Industrial lot sizes shall take into account the size requirements for waste disposal systems, fire safety and buffering from neighbouring uses, as required.

2. Complementary and Compatible Development

- a. To ensure compatibility with adjacent land uses, the municipality may require physical separation from adjacent sites through the inclusion of buffer strips, transition land use parcels, shelterbelts, landscape buffers or other techniques.
- b. Where extraction or heavy industrial subdivision is proposed on lands abutting an existing developed area such as a commercial or industrial development, the new development shall be designed to complement the existing development through the inclusion of elements such as connected roadways, visual buffering or any other measures necessary to achieve compatible land use and development.

3. Consultation and External Permits/Approvals

- a. Where an extractive or heavy industrial development is proposed adjacent to an urban area or within any joint management area, the urban municipality shall be consulted with respect to the proposal with a view to ensuring compatibility between the proposed development and existing or planned land uses within the urban area.

4. Road Widening

- a. Road widening may be required as part of any subdivision along a municipal road.

5. Stormwater Management

- a. A **Comprehensive Drainage Plan** for the subdivision shall be required to be submitted to the municipality.

6. Environmental Stewardship

- a. Where subdivision is proposed adjacent to a watercourse, Council may identify and designate the channel, adjacent floodplain and significant natural habitat as Environmental Reserve to protect these sensitive areas and preserve the potential for public access. This will be done through consultation with relevant agencies and adjacent municipalities, as required.

3.8.4. Aggregate Resources (Sand and Gravel) Policies

1. Location Considerations

- a. Aggregate extraction and related developments (sand and gravel developments) that benefit the region shall be encouraged to locate throughout the municipality in sites that are appropriate for the proposed activities and separated from incompatible land uses. Known aggregate extraction sites are shown on [Map 4](#) in [Appendix A](#).
- b. In rural areas outside the Development Overlay Area with known aggregate resources or areas having high discovery potential for these resources, uses shall be limited to non-intensive agriculture (i.e. livestock grazing, cropping) or other non-permanent/temporary land uses that do not involve the development of permanent structures in order to permit continued access to the aggregate resources. Known aggregate extraction sites are shown on [Map 4](#) in [Appendix A](#).
- c. Within the Development Overlay Area, aggregate extraction operations may be permitted with careful consideration of compatibility with existing and planned land uses in the nearby area, future development potential on the site and the potential end use of the extraction site once all extraction operations are complete.

2. Comprehensive Planning

- a. Aggregate extraction and related activities may be permitted within the municipality in accordance with the development standards outlined in [Section 20.0, Extractive and Heavy Industrial District of the Zoning Bylaw](#).
- b. Aggregate Extraction policies and requirements shall be further elaborated in the RM of Edenwold's Aggregate Extraction Policy.
- c. When reviewing an application for an aggregate extraction site or related development, Council shall consider the site selection with respect to potential aggregate resource availability, site size, adjacent existing and planned land uses, environmental conditions, potential impacts on ground water and surface water, proximity to appropriate transportation routes, intended remediation plans for the site and safety. Council may require the developer to enter into a development agreement with the municipality in order to ensure that the operation is carried out in a certain manner and/or to ensure a productive after use of the site. A performance bond may be required as part of the agreement.

3. Complementary and Compatible Development

- a. Buffer strips may be required around existing and proposed aggregate resources operations in order to protect the quarry from incompatible uses and limit the impact of the operation on adjacent properties.
- b. Existing extraction operations shall be protected from incompatible uses in nearby areas to the extent possible.

4. Public Health and Safety

- a. Operators of aggregate extraction sites shall ensure the safety of the site at all times through secure fencing, signage or other appropriate methods, whether the operation is active or inactive, in order to limit trespassing and use of the site for anything other than the intended purpose.

5. Environmental Stewardship

- a. Council may restrict or refuse development of an aggregate extraction operation that could have a detrimental effect on environmentally sensitive areas or lands with demonstrated heritage, historical or cultural significance.

6. Comprehensive Reclamation Plan

- a. The proponent shall be required to develop a **Comprehensive Reclamation Plan** for the site affected by aggregate resources development to ensure a sustainable end use of the site.

7. Nuisances and Contamination

- a. Extraction, stockpiling and related activities shall be carried out in a responsible manner, with consideration and reasonable mitigation of negative environmental and off-site impacts.

3.8.5. Mineral Extraction/Processing Policies

1. Location Considerations

- a. Mineral Resource Extraction/Processing activities include the development of mineral resource extraction sites, oil and gas sites and related refining/processing activities. The extraction and processing activities shall be encouraged to be developed within the Mineral Resource Extraction/Processing Area (the MRE/P Area) as shown on [Map 14](#). The MRE/P Area includes the following:
 - i. Surface land on which potash mining extraction may occur or is authorized to occur by the Saskatchewan Ministry of Energy and Resources (the “Extraction Area”) and any land or other area on which the potash company owns or leases Mineral Titles;
 - ii. Surface land owned or leased by an oil or gas company; and,
 - iii. Land that is approved by the Saskatchewan Ministry of Energy and Resources for oil and gas extraction purposes.
- b. Mineral resource extraction/processing developments that benefit the region will be encouraged to locate throughout the municipality according to their respective locational requirements and will be encouraged to be separated from incompatible land uses. The municipality shall amend the MRE/P Area Mineral resource extraction/processing facilities shall be setback 500 metres from any single residence and 1 kilometre from multi-parcel residential subdivisions.

2. Consultation and External Permits/Approvals

- a. The proponent of any mineral resource extraction/processing operations shall be solely responsible for obtaining all federal, provincial or other permits or approvals required for the project.
- b. Proposals for mineral resource extraction/processing operations shall be referred to the appropriate government agencies for their review. The municipality will also circulate any new mineral extraction or processing development proposal to neighbouring landowners and other parties (i.e. neighbouring municipalities).
- c. Any exploration and development proposals in environmentally sensitive areas of the municipality will be subject to prior review by the Saskatchewan Ministry of the Environment. Any proposal that satisfies any of the criteria of a development as defined under *The Environmental Assessment Act* will be required to obtain Ministerial Approval to proceed.
- d. All plans for exploration, including seismic and development, must be presented by the proponent to the municipality and may require a public open house meeting or similar forum in the project area.

3. Complementary and Compatible Development

- a. The municipality will promote the development of the area around existing and proposed mineral extraction or processing operations (i.e. the plants, offices and other accessory activities) with compatible uses such as other industrial uses.
- b. Extraction operations including such minerals as potash and petroleum resources shall be protected from potentially incompatible development and activities that would restrict exploration, hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.

4. Environmental Stewardship

- a. Mineral resource activities such as potash extraction that are dependent upon an abundant water supply and that may affect ground water resources must address water quality, availability, and regional impacts prior to commencing any construction in the municipality.
- b. The municipality will ensure that mineral extraction and processing development is undertaken in an environmentally sustainable manner with minimal community and environmental disruption.
- c. Development activities should minimize habitat loss and avoid areas of key wildlife habitat for priority species during high-sensitivity periods (e.g. raptor nesting sites, burrowing owl burrows, piping plover nesting areas, critical winter habitat for ungulates and sharp-tailed grouse dancing grounds).

5. Comprehensive Reclamation Plan

- a. The proponent shall be required to develop a **Comprehensive Reclamation Plan** for the site affected by mineral resources development to ensure a sustainable end use of the site.

6. Nuisances and Contamination

- a. Disturbances shall be minimized by using the best available techniques and practices to reduce the overall footprint of activity during all phases of construction, operation, reclamation and abandonment.

3.8.6. Hazardous Use Policies

1. Location Considerations

- a. Industries that rely on the use of hazardous substances or materials shall be encouraged to locate within the Extractive and Heavy Industrial Lands areas as shown on the Future Land Use Map ([Maps 7A and 7B](#)).
- b. Hazardous industries may be accommodated in other industrial areas outside of the Extractive and Heavy Industrial Lands with consideration given to site and locational requirements, proximity of residential and high-density commercial areas, access to transportation routes, setbacks and buffering, environmental conditions in the area and potential impact on the environment and the community.
- c. The developer shall be responsible for ensuring that any setbacks required under Federal or Provincial standards or regulations are met (such as *The Boiler and Pressure Vessel Regulations, 2017* for anhydrous ammonia facilities).

2. Consultation and External Permits/Approvals

- a. Hazardous industries must be approved by applicable Provincial and Federal environmental agencies and provide clear evidence of compliance with The Saskatchewan Fire Code, *The Environmental Management and Protection Act*, *The Hazardous Substances and Waste Dangerous Goods Regulations*, *The Dangerous Goods Transportation Act*, *The Fire Prevention Act*, The National Building Code and other applicable codes, standards and regulations, as required. The developer shall be responsible for obtaining any required permit or approval for the hazardous use.

3.8.7. Other Heavy Industrial and Related Land Uses Policies

1. Location Considerations

- a. Industrial uses exhibiting high potential for conflict with adjacent lands and necessitating distance separation as the primary means of mitigating these conflicts shall be located in isolated areas of the municipality that are appropriate for the proposed activities and separated from incompatible land uses. These industries include but are not limited to landfill sites, sewage lagoons, heavy industrial plants (i.e. ethanol plants), transformer stations and anhydrous ammonia storage and distribution centres.
- b. Industrial uses that are likely to be unappealing or unattractive due to the nature of the industrial operations, exterior storage or type of building or structures should generally be discouraged from locating along the highways, highway approaches, highway service roads and entrance roadways to urban areas. If such uses are proposed in these areas, special landscape buffer or other mitigation measures shall be required in order to screen these industrial uses from view.



2. Comprehensive Planning

- a. Heavy industrial activities and related land uses may be permitted within the municipality in accordance with the development standards outlined in [Section 20.0, Extractive and Heavy Industrial District of the Zoning Bylaw](#).
- b. When reviewing an application for heavy industrial operation or related development, Council or the Development Officer, as applicable, shall consider the site selection with respect to site size, adjacent land uses, environmental conditions, potential impacts on ground water and surface water, proximity to appropriate transportation routes and safety.

3. Complementary and Compatible Development

- a. Buffer strips should be established around existing and proposed heavy industrial and related operations in order to protect the site from incompatible uses and limit the impact of the operation on adjacent properties.

4. Environmental Stewardship

- 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.

5. Public Health and Safety

- a. Developers shall be encouraged to incorporate the “Crime Prevention Through Environmental Design” [CPTED]¹ principles in their development plans.
- b. Operators of heavy industrial or related operation sites shall ensure the safety of the site at all times through secure fencing, signage or other appropriate methods, whether the operation is active or inactive in order to limit trespassing and use of the site for anything other than the intended purpose.

¹ Refer to the International CPTED Association for additional information



3.9. Business Districts, Commercial and Industrial Lands

Three business districts in the municipality are home to a wide variety of successful businesses and present growth opportunities for an array of new businesses including small-scale retail and service, recreational, and large-format commercial and industrial. This Plan prioritizes commercial and industrial development within the three business districts in the Development Overlay Area and the expansion areas of these business districts. Specific types of commercial or industrial development may be accommodated outside the business districts based on locational requirements, connectivity within transportation networks and consideration of potential impacts on the environment and the local community. Where businesses are located outside of the business districts, this Plan encourages the development of clusters or corridors of compatible and related businesses.

3.9.1 Objectives

- Encourage business development primarily within the three established business districts in the municipality
- Accommodate and support the development of a wide variety of businesses to serve (1) the local population, (2) travelers and short-term visitors, and (3) a broad clientele for specific types of products and services that extends beyond the region
- Improve and expand infrastructure servicing within existing business district areas and promote infill development opportunities and repurposing of existing buildings for business and commercial uses.
- Develop infrastructure and servicing plans for business district expansion areas
- Promote environmentally-friendly design techniques in expansion areas to reduce any potential negative environmental impacts and improve the long-term sustainability of commercial and industrial developments
- Encourage the use of energy-efficient and green building techniques and materials
- Promote the clustering of compatible types of businesses near major transportation routes;
- Minimize or eliminate land use conflicts with planned or existing developments
- Promote and support the development of a safe pedestrian network within business districts and future expansion areas
- Encourage and support beautification initiatives within business districts

3.9.2. General Business District, Commercial and Industrial Lands Policies

1. Location Considerations

- a. Commercial and industrial developments shall be encouraged to locate in areas of the municipality that are well-connected to major transportation networks, serviced with or in close proximity to municipal services and separated from incompatible uses. The Future Land Use Maps provided as [Maps 7A and 7B](#) indicate areas designated for commercial and industrial development. Priority locations for commercial and industrial developments are within the three established business districts in the municipality, which are the EPBD, the BBD and the 46IP, as well as the expansion areas for each of these business districts. Secondary locations for commercial and industrial developments are within existing and proposed business clusters and/or corridors.
- b. Commercial and industrial developments that are proposed for other areas shall be considered on the basis of the locational requirements of the proposed development, site size requirements, access requirements, availability of services, potential nuisances and potential impacts to the environment and adjacent communities.
- c. All new commercial and industrial developments shall be encouraged to locate in areas that are already serviced with municipal water and sewer.
- d. Industrial uses that may be unappealing or unattractive due to the nature of the operations, exterior storage or type of building or structures shall generally be discouraged from locating along the highways, highway approaches, highway service roads and entrance roadways to urban areas. If such uses are proposed in these areas, special landscape buffers or other mitigation measures shall be required in order to screen these industrial uses from view.

2. Comprehensive Planning

- a. A **Sector Plan**, **Concept Plan** and/or a **Comprehensive Development Proposal** shall be submitted to the municipality by any person proposing to re-zone, subdivide or re-subdivide land for commercial or industrial development prior to consideration of an application by Council. The review shall address all matters of land use integration, potential conflict mitigation and the provision of services to the development. The requirements for a **Sector Plan**, **Concept Plan** and a **Comprehensive Development Proposal** are outlined in [Sections 3.21 - 3.23 of the Zoning Bylaw](#).
- b. When new developments are proposed in locations that are not currently hooked up to the water and sewer systems, but where services are readily available, developers may be required to tie into these services. In areas where services are not readily available, developers shall be encouraged to extend the municipal services in accordance with the policies outlined in [Section 3.3.3](#). Through the Servicing Agreement, the municipality may ensure that the developer is compensated for a portion of the investment by future developers who tie in to the infrastructure paid for and/or constructed by the developer.

3. Complementary and Compatible Development

- 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 EPBD and the Butte Business District and directed to locate within Extractive and Heavy Industrial areas as per [Section 3.8 above](#) and [Section 20.0 of the Zoning Bylaw](#).

4. Access

- a. All new developments shall be encouraged to locate along existing all-weather roads. When new developments are proposed in areas that are not currently accessible by an all-weather road or the standard of the road providing access to the site is inadequate for the intended use or anticipated type of traffic on the roadway, the developer shall be required to construct a roadway or upgrade the existing roadway in accordance with the standards set by the municipality.
- b. When more than one building or unit are planned for one lot, such as strip mall development, access and egress to the site shall be required to be well-thought out and comprehensively planned within the local area.

5. Stormwater Management

- a. Developers shall be responsible for ensuring that any development on their site does not alter the drainage patterns on adjacent sites. Where there is potential for any alteration to the drainage patterns, a **Comprehensive Drainage Plan** shall be required to be submitted to the municipality for approval. The municipality may consult with the Water Security Agency or another relevant external agency, as applicable, to evaluate the potential impacts on drainage and the need for a **Comprehensive Drainage Plan**.

6. Development in Proximity to Railway Operations

- a. New development or re-development of land or buildings in proximity to railway operations shall be carried out in accordance with the policies in Section 3.2.6 (3-5)..

7. Environmental Stewardship

- 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.
- b. Any commercial or industrial use that is reliant on an abundant water supply shall adequately address the potential impacts on water resources in the area as part of the proposal, to the satisfaction of Council, the Development Officer, or the Municipal Engineer, as applicable.

8. Public Health and Safety

- a. Developers shall be encouraged to incorporate the “Crime Prevention Through Environmental Design” [CPTED]² principles in their development plans.

² Refer to the International CPTED Association for additional information

9. Phasing

- a. The phasing of new multi-parcel commercial or industrial developments shall be encouraged in order to promote the infill of existing lots and maintain the value of existing properties.

10. Nuisances Related to Development

- a. Commercial/industrial activities shall be carried out in such a way as to minimize disruption of nearby communities.
- b. The developer may be required to enter into an agreement with the municipality to ensure that the nuisances related to development and construction of the site (i.e. noise, dust, heavy traffic) are mitigated. The developer shall maintain the construction site in a neat and tidy condition while work is being carried out.

11. Aesthetics and Business Promotion

- 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.
- b. The municipality will take initiative to increase the visibility of its business districts, promote the RM as a place to do business and advocate for the needs of businesses with other agencies including senior governments when necessary. The municipality will also support efforts by external associations and groups to promote and advocate for the local businesses.

3.9.3. Business District, Commercial and Industrial Lands Subdivision Policies

- | | |
|--|--|
| 1. Commercial and Industrial Site Sizes | a. Commercial and industrial lot sizes shall take into account the size requirements for waste disposal systems, fire safety and buffering from neighbouring uses, as required. |
| 2. Complementary and Compatible Development | a. To ensure compatibility with adjacent land uses, the municipality may require physical separation from adjacent sites through the inclusion of buffer strips, transition land use parcels, shelterbelts, landscape buffers or other techniques.
b. Where commercial or industrial subdivision is proposed on lands abutting an existing urban area or an existing multi-parcel country residential development, the development shall be designed to complement the existing development through the inclusion of elements such as visual buffering, extension of pathways, connected green spaces or any other measures necessary to achieve compatible land use and development. |
| 3. Consultation and External Permits/Approvals | a. Where a commercial or industrial development is proposed adjacent to an urban area or within any joint management area, the urban municipality shall be consulted with respect to the proposal with a view to ensuring compatibility between the proposed development and existing or planned land uses with the urban area. |
| 4. Road Widening | a. Road widening may be required as part of any subdivision along a municipal road. |
| 5. Potable Water and Sanitary Services | a. Developers may be required to extend municipal services to the proposed subdivision area. |
| 6. Stormwater Management | a. A Comprehensive Drainage Plan for the subdivision shall be required to be submitted to the municipality. |
| 7. Environmental Stewardship | a. Where subdivision is proposed adjacent to a watercourse, Council may identify and designate the channel, adjacent floodplain and significant natural habitat as Environmental Reserve to protect these sensitive areas and preserve the potential for public access. This will be done through consultation with relevant agencies and adjacent municipalities, as required. |



3.9.4. Emerald Park Business District (EPBD) Policies

1. Land Use and Intensity

- a. Retail, food, accommodations, entertainment, recreation, health care, personal services and other businesses and services that cater primarily to the local population, travelers and short-term visitors shall be encouraged to locate within the EPBD 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 [\[Map 15\]](#).
- b. Large format retail, commercial and light industrial uses shall also be encouraged to locate within the EPBD, primarily within the Industrial District areas as shown on the Future Land Use Map [\[Map 7B\]](#).
- c. Infill development shall be promoted within all areas of the EPBD, especially within the Intensification Area shown on [Map 15](#).

2. Access

- a. Pavement shall be required on all roadway surfaces in the EPBD.
- 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 EPBD.

3. Aesthetics and Business Promotion

- a. Developers shall be required to maintain attractive, well-landscaped, tidy lots within the EPBD in order to ensure the district remains a desirable and inviting business centre.
- b. Local upgrading and beautification efforts such as improving landscaping or replacing and upgrading fencing in developed areas of the EPBD shall be encouraged. Landowners and developers shall be required to abide by the municipality's **Yard Maintenance Policy**.

4. Complementary and Compatible Development

- a. Compatibility with adjacent residential areas is of primary importance and developers may be required to carry out landscaping activities on site and in buffer strips as part of early on-site construction activities to limit potential negative impacts or nuisances from construction.

3.9.5. Butte Business District (BBD) Policies

1. Land Use and Intensity

- a. A wide variety of commercial businesses shall be encouraged to locate within the BBD including large-format businesses that have a strong relationship with Highway No. 1 for reasons of visibility or accessibility or both. Some smaller-scale shopping centre development including retail, food, accommodations, entertainment, recreation may also be accommodated mainly in the eastern and central areas of the BBD and industrial development shall be encouraged to locate in the western area, along the North Service Road near Highway No. 364.
- b. Industrial development shall be limited along the northern boundary of the BBD in order to reduce potential land use conflicts with neighbouring country residential developments.

2. Access

- a. Pavement shall be required on all roadway surfaces in the BBD.
- b. A **Pedestrian Access Plan** as described in [Section 4.40 of the Zoning Bylaw](#) may be required for commercial and industrial developments in the BBD.

3. Complementary and Compatible Development

- a. Screening of developments located along the northern boundary of the district through fencing, landscaping or a combination of the two shall be required in order to ensure compatibility with adjacent sites.
- b. Compatibility with adjacent residential and recreational areas is of primary importance and developers may be required to carry out landscaping activities on site and in buffer strips as part of initial on-site construction activities.

4. Aesthetics and Business Promotion

- a. Developers shall be required to maintain attractive, well-landscaped, tidy lots within the BBD in order to ensure the district remains a desirable and aesthetically-pleasing business centre. Landowners and developers shall be required to abide by the municipality's **Yard Maintenance Policy**.

3.9.6. Highway No. 46 Industrial Park (46IP) Policies

- | | |
|--|---|
| 1. Land Use and Intensity | <ul style="list-style-type: none">a. Industrial businesses that require large site sizes and/or space for outdoor storage of materials or equipment shall be encouraged to locate within the 46IP.b. A variety of commercial business shall also be accommodated within the southern area of the 46IP, along Highway No. 46. |
| 2. Access | <ul style="list-style-type: none">a. All roadway surfaces in the 46IP shall be developed to a heavy haul standard and Council may require pavement depending on the density of development and expected traffic counts in the area. |
| 3. Complementary and Compatible Development | <ul style="list-style-type: none">a. Compatibility with adjacent land uses is of primary importance and developers may be required to construct screening fencing or carry out landscaping activities on site and in buffer strips as part of initial on-site construction activities. |
| 4. Aesthetics and Business Promotion | <ul style="list-style-type: none">a. Developers may be required to provide fencing around lots for screening, site control or security. |

3.9.7. Other Commercial and Industrial Lands Policies

- | | |
|-----------------------------------|--|
| 1. Location Considerations | <ul style="list-style-type: none">a. When commercial or industrial businesses are proposed for development outside of the business districts, they shall be encouraged to locate within existing or planned business cluster and/or corridor areas in order to facilitate the provision of services and limit fragmented or scattered development. Priority locations for business clusters and corridors are along provincial highways and highway service roads where the businesses are both visible and accessible.b. Within cluster and corridor areas, land uses of a similar type shall be encouraged.c. Single-parcel commercial and industrial developments outside of the business districts and clusters and corridors are generally discouraged, but a proposed development may be accommodated based on locational and site requirements on a case by case basis. The developer shall be responsible for proving that the proposed site is uniquely suitable for the intended use as part of an application for re-zoning, subdivision or a discretionary use, as applicable. |
|-----------------------------------|--|



3.10. Country Residential Lands

Country residential housing options range from single-parcel acreages to multi-parcel subdivisions and manufactured home parks. Residents have indicated that it is a priority to maintain the rural character of these areas. The municipality recognizes the need to provide a variety of housing options to cater to the different needs and preferences of local residents throughout their lifecycle. This Plan promotes the use of lands within the Development Overlay Area for future country residential acreage and manufactured home park development. Some forms of secondary residential units will continue to be accommodated on acreage parcels. This Plan continues to limit the fragmentation of agricultural lands for residential development by limiting multi-parcel development to the central area and restricting the number of individual residential parcels to two (2) per quarter section outside of the Development Overlay Area.

3.10.1 Objectives

- Allow for the development of rural single-parcel acreages throughout the municipality
- Accommodate the development of multi-parcel country residential subdivisions in appropriate locations within the Development Overlay Area
- Mitigate negative impacts of country residential development on the environment, where they may exist
- Ensure compatibility between country residential and other land uses
- Discourage future expansion of residential clusters outside of the Development Overlay Area including Zehner, Richardson, the Kathrinthal Colony and the Jameson subdivision.

Quarter Section of Land

Farmstead
(Not Subdivided)

**Country Residential
Subdivision No. 1**

**Country Residential
Subdivision No. 2**

3.10.2. General Country Residential Lands Policies

- | | |
|--|--|
| 1. Location Considerations | a. Country residential development shall be encouraged to locate in areas of the municipality where transportation infrastructure and services are in place or available in close proximity, land use conflicts can be avoided, the area is free of hazard lands and any impacts on agricultural or resource activities are minimal. Priority locations for multi-parcel residential developments are within the Development Overlay Area, where numerous commercial, institutional and recreational amenities are located. |
| 2. Complementary and Compatible Development | a. All country residential developments shall be encouraged to maintain the rural character of the area. |
| 3. Access | a. All country 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, 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. |
| 4. Separation Distances | a. Country residential development shall not be permitted: <ul style="list-style-type: none">i. Within 1 kilometre of an anhydrous ammonia facility;ii. Within 1 kilometre of other hazardous industry, except in instances where transition and buffering can mitigate concerns;iii. Within 500 metres of land that is zoned to the Extractive and Heavy Industrial District, except in instances where transition and buffering can mitigate concerns;iv. Within 1 kilometre of mineral resource extraction/processing facilities (for multi-parcel development) or 500 metres of mineral resource extraction/processing facilities (for a single-parcel acreage);v. Within 500 metres of land that is included in the Mineral Extraction Overlay District;vi. Within 457 metres of the property line of a sewage lagoon or wastewater treatment facility;vii. Within 457 metres of a landfill or solid waste disposal site;viii. Within the required separation distances from intensive livestock operations as provided in Section 5.30 of the Zoning Bylaw; |

- ix. Country residential development shall not be permitted within 1 kilometre of a sour gas well (for multi-parcel development) or 500 metres of a sour gas well (for single-parcel acreage) or 125 metres from any other oil or gas well. These setbacks may be reduced or otherwise modified in accordance with recommendations or requirements of the Ministry of Government Relations or the Ministry of Energy and Resources.

5. Land Use and Intensity

- a. Low-density, country-style retirement facilities or communities or residential care homes with some level of living assistance may be considered by Council within or adjacent to multi-parcel country residential subdivisions in accordance with the requirements set out in [Sections 5.9 - 5.11 of the Zoning Bylaw](#). Consideration shall be given to compatibility with the existing and planned development in the surrounding area, accessibility, servicing and proximity of facilities, services and amenities.
- b. Home-based businesses shall be accommodated in country residential developments provided that they are clearly secondary to the principal residential use of the dwelling unit, are compatible with and do not change the character of the surrounding residential area and are not of a size, scale or use that would affect the viability of established commercial areas.

6. Development Near Highways

- a. Country residential development along provincial highways shall meet all of the regulations of the Ministry of Highways and Infrastructure with respect to setbacks, location and access and the developer is solely responsible for obtaining any permit or approval required from the Ministry.
- b. Country residential development shall be discouraged within 400 metres of a provincial highway.
- 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 **Noise and Vibrations Study** to determine the potential noise impacts of the highway on the proposed development. The requirements for a **Noise and Vibrations Study** are defined in [Sections 4.42 - 4.43 of the Zoning Bylaw](#). On the basis of the results of the **Noise and Vibrations Study**, sound attenuation in the form of a sound barrier, a solid wall or other method may be required at the discretion of Council.
- d. Where structures or other mitigation elements are constructed on site to address issues related to proximity to highways, such as berms or barriers, the municipality shall require the developer to inform the municipality and lot purchasers or tenants of any maintenance requirements for these elements to ensure these elements are maintained into the future. The municipality shall also require developers to provide notification to future property owners of any applicable highway legal agreements and/or caveats registered on title.

7. Development in Proximity to Railway Operations

- a. New development or re-development of land or buildings in proximity to railway operations shall be carried out in accordance with the policies in Section 3.2.6 (3-5).

8. Environmental Stewardship

- 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.
- b. Country 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.
- c. Any negative impacts on the environment that may occur as part of the development or on-going use of the site must be mitigated to the satisfaction of Council and external agencies including senior governments, as required.

9. Public Health and Safety

- a. No residential development shall be permitted in areas that may subject to flooding, erosion or bank instability unless a detailed report from a qualified engineer on the specific site proposed for residential development is provided to the municipality that proves that the land is free of the aforementioned hazards or that there is a suitable building site within the land that is free of the aforementioned hazards.
- b. For all country residential development, the health, safety and general welfare of the residents must be considered and no re-zoning, subdivision or development permit shall be approved where the proposed location is known to be dangerous.
- c. Developers shall be encouraged to incorporate the “Crime Prevention Through Environmental Design” [CPTED]³ principles in their development plans.

³ Refer to the International CPTED Association for additional information

10. Nuisances Related to Development

- a. Residential development shall be carried out with as minimal disruption on nearby communities as possible. The developer may be required to enter into an agreement with the municipality to ensure that the nuisances related to development and construction of the site (i.e. noise, dust, heavy traffic) are mitigated. The developer shall maintain the construction site in a neat and tidy condition while work is being carried out.

3.10.3. Country Residential Lands Subdivision Policies

- | | |
|---|--|
| 1. Complementary and Compatible Development | <ul style="list-style-type: none">a. To ensure compatibility with adjacent land uses, the municipality may require physical separation from adjacent sites through the inclusion of buffer strips, transition land use parcels, shelterbelts, landscape buffers or other techniques.b. Where a country residential or manufactured home park subdivision is proposed on lands abutting an existing urban area or an existing multi-parcel country residential development, the development shall be designed to complement the existing development through the inclusion of elements such as visual buffering, complementary lot sizing on adjacent lands, extension of pathways, connected green spaces or any other measures necessary to achieve compatible land use and development. |
| 2. Consultation and External Permits/Approvals | <ul style="list-style-type: none">a. Where a country residential or manufactured home park subdivision is proposed adjacent to a neighbouring municipality or within a joint management area, the neighbouring municipality shall be consulted with respect to the proposal with a view to ensuring compatibility between the proposed development and existing or planned land uses with the neighbouring jurisdiction. |
| 3. Road Widening | <ul style="list-style-type: none">a. Road widening may be required as part of any subdivision along a municipal road. |
| 4. Environmental Stewardship | <ul style="list-style-type: none">a. Where subdivision is proposed adjacent to a watercourse, Council may identify and designate the channel, adjacent floodplain and significant natural habitat as Environmental Reserve to protect these sensitive areas and preserve the potential for public access. This will be done through consultation with relevant agencies and adjacent municipalities, as required. |

3.10.4. Single-Parcel Country Residential Sites Policies

- | | |
|-----------------------------------|---|
| 1. Location Considerations | a. Single-parcel country residential subdivision may be permitted throughout the municipality. |
| 2. Land Use and Intensity | a. To protect the predominant role of agriculture and encourage the retention of larger parcels for continued productive agricultural purposes, the subdivision of agricultural holdings for country residential purposes shall be limited to two (2) country residential sites per quarter section (64.8 ha) or equivalent, subject to re-zoning to an appropriate district, unless a multi-parcel country residential development is proposed. |
| 3. Comprehensive Planning | <p>a. All new single-parcel country residential sites shall be required to be re-zoned to the appropriate zoning district in accordance with Section 8.0 of the Zoning Bylaw.</p> <p>b. The required setbacks and applicable development standards for single-parcel country residential parcels are defined in Section 8.5 of the Zoning Bylaw.</p> <p>c. For all new single residential parcels, the developer shall be responsible for tying in to municipal or communal services including water and/or sewer, where available, or providing on-site services. The developer is solely responsible for obtaining any required permit or approval for the proposed water or wastewater system from external agencies. On-site wastewater disposal systems must be approved by the Saskatchewan Health Authority prior to installation. The type of system chosen must take into account the capability of the local soils to adequately support the system as well as the density of development in the vicinity.</p> <p>d. A servicing agreement shall be required for all single-parcel country residential subdivisions in order to address the servicing and infrastructure requirements for the subdivision as well as other aspects of the development as determined by Council.</p> |



3.10.5. Multi Parcel Country Residential Lands Subdivision Policies

1. Location Considerations

- a. Multi-parcel country residential subdivisions may be accommodated within the Development Overlay Area only with priority on areas that can be serviced cost-effectively with municipal water and sewer systems. Priority areas are shown in yellow on Map 7A, the Future Land Use Map. Other considerations for multi-parcel development include transportation connectivity, compatibility with existing and planned land uses, proximity to amenities, potential impacts on agricultural and other resource activities and potential impacts on the community and the environment.

2. Comprehensive Planning

- a. Any subdivision proposal for a multi-parcel country residential subdivision must be guided by a **Sector Plan, Concept Plan** and/or a **Comprehensive Development Proposal**, as applicable. These documents must be provided prior to consideration of an application by Council. The requirements for a **Sector Plan, Concept Plan** and a **Comprehensive Development Proposal** are outlined in [Sections 3.21 - 3.23 of the Zoning Bylaw](#).
- b. The required setbacks and applicable development standards for multi-parcel country residential parcels are defined in [Sections 9.5 & 10.5 of the Zoning Bylaw](#).
- c. A servicing agreement shall be required for all multi-parcel country residential subdivisions in order to address the servicing and infrastructure requirements for the subdivision as well as other aspects of the development as determined by Council.

3. Complementary and Compatible Development

- a. The development shall promote connectivity with adjacent sites and adjacent land uses, where appropriate, with priority on road, pedestrian and green space connectivity.

4. Phasing

- a. Council may require phasing of the development to limit the number of lots available at any one time and encourage the infill of existing comparable lots.

5. Potable Water and Sanitary Services

- a. For all new multi-parcel country residential subdivisions, Council shall require the developer to extend a municipal potable water service to the subdivision area including water 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, pumps stations) or contribute to the development of related facilities in order to service the proposed subdivision.
- b. For all new multi-parcel country residential subdivisions, Council may require the developer to extend municipal sewer service to the subdivision area including 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. lift stations) or contribute to the development of related facilities in order to service the proposed subdivision.
- c. Where it is not feasible to tie in to a municipal or communal wastewater system, the developer shall be responsible for determining the type of on-site wastewater system that would be appropriate and obtaining any required permits or approvals for the relevant external agencies for the proposed type of system. The developer shall inform purchasers that on-site wastewater disposal systems must be approved by the Saskatchewan Health Authority prior to installation.
- d. At the request of Council, the wastewater system owner or operator shall provide the municipality with a report or a series of reports at intervals determined by Council confirming that the onsite wastewater system(s) is/are being adequately maintained or identifying necessary remedial works to be undertaken by the property owner(s) and confirming that the required remedial works have been completed.

6. Stormwater Management

- a. A **Comprehensive Drainage Plan** is required for all multi-parcel country residential subdivisions that addresses drainage requirements within the subdivision area and ensures that there will not be any negative impact on adjacent or downstream properties. The developer shall be responsible for obtaining any easements required by the municipality or any external agency.

3.10.6. Multi-Parcel Manufactured Home Parks Policies (Mobile Home Parks)

1. Location Considerations

- a. Multi-parcel manufactured home parks may be accommodated within the Development Overlay Area only with priority on areas that can be serviced with municipal water and sewer systems. Other considerations for manufactured home park development include transportation connectivity, compatibility with existing and planned land uses, proximity to amenities, potential impacts on agricultural and other resource activities and potential impacts on the community and the environment.

2. Comprehensive Planning

- a. Any proposal for multi-parcel manufactured home park development must be guided by a **Sector Plan**, **Concept Plan** and/or a **Comprehensive Development Proposal**, as applicable. These documents must be provided prior to consideration of an application by Council. The requirements for a **Sector Plan**, **Concept Plan** and a **Comprehensive Development Proposal** are outlined in [Sections 3.21 - 3.23 of the Zoning Bylaw](#).
- b. As required under *The Planning and Development Act, 2007*, all lots to be used for residential purpose within a manufactured home park, whether they are to be sold to manufactured home owners or leased for temporary occupancy by manufactured home owners, shall be subdivided from the source parcel in order to ensure that there is a separate title that defines the area within each lot.
- c. The required setbacks and applicable development standards for manufactured home park subdivisions are defined in [Section 14.5 of the Zoning Bylaw](#).
- d. A servicing agreement shall be required for all manufactured home park subdivisions in order to address the servicing and infrastructure requirements for the subdivision as well as other aspects of the development as determined by Council.
- e. Where a subdivision is carried out to create lots for manufactured homes, the location of the building site for the manufactured home on each lot shall be established at the time of subdivision.

3. Complementary and Compatible Development

- a. The development shall promote connectivity with adjacent sites and adjacent land uses, where appropriate, with priority on road, pedestrian and green space connectivity.

4. Phasing

- a. Council may require phasing of the development to limit the number of lots available at any one time and encourage the infill of existing comparable lots.

5. Potable Water and Sanitary Services

- a. For all new manufactured home park subdivisions, Council shall require the developer to extend a municipal potable water service to the subdivision area including water 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, pumps stations) or contribute to the development of related facilities in order to service the proposed subdivision.
- b. For all new multi-parcel manufactured home park subdivisions, Council may require the developer to extend municipal sewer service to the subdivision area including 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. lift stations) or contribute to the development of related facilities in order to service the proposed subdivision.
- c. Where, in the opinion of Council, it is not feasible to tie in to a municipal or communal wastewater system, the developer shall be responsible for determining the type of on-site wastewater system that would be appropriate and obtaining any required permits or approvals from the relevant external agencies for the proposed type of system. The developer shall inform purchasers that on-site wastewater disposal systems must be approved by the Saskatchewan Health Authority prior to installation.
- d. At the request of Council, the wastewater system owner or operator shall provide the municipality with a report or a series of reports at intervals determined by Council confirming that the onsite wastewater system(s) is/are being adequately maintained or identifying necessary remedial works to be undertaken by the property owner(s) and confirming that the required remedial works have been completed.

6. Stormwater Management

- a. A **Comprehensive Drainage Plan** is required that addresses drainage requirements within the subdivision area and ensures that there will not be any negative impact on adjacent properties. The developer shall be responsible for obtaining any easements required by the municipality or any external agency. In conjunction with the **Comprehensive Drainage Plan**, the developer shall provide a lot grading plan for the entire subdivision showing the individual lot elevations required to facilitate the **Comprehensive Drainage Plan**.

3.10.7. Other Residential Clusters Policies (existing multi-parcel clusters outside of the Development Overlay Area)

1. Land Use and Intensity

- a. The policies in this plan as well as the development standards outlined in [Sections 75 \[AR\], 8.5 \[CR1\], 9.5 \[CR2\] and 10.5 \[CR3\] of the Zoning Bylaw](#) do not permit any further expansion of the hamlets of Richardson or Zehner or the subdivision areas known as the Kathrinthal Colony and Jameson. These hamlets and subdivisions are all located outside of the Development Overlay Area.
- b. The infilling of vacant lots and subdivision of underutilized parcels within these hamlet and subdivision areas may be permitted when the proposed development conforms to the country residential development policies in [Section 3.10.2](#) and the development standards and requirements of the Zoning Bylaw.

2. Direct Control District

- a. Because of the unique and varied parameters of the lots within these hamlets and subdivision areas, the development standards of the AR zone are difficult to implement and in many cases, are overly restrictive. To address this, the municipality shall create Direct Control Districts for Richardson, Zehner, the Kathrinthal Colony and Jameson. The Direct Control Districts shall be adopted as part of the Zoning Bylaw.
- b. Council may consider the addition of future Direct Control Districts to additional areas as per [Section 5.2.5](#) of this Plan.

3.10.8. Hamlet Policies

1. Crawford Estates

- a. Subdivision of residential lots within the Crawford Estates Hamlet may be permitted when the proposed subdivision conforms to the development standards outlined in [Section 9.5 of the Zoning Bylaw](#) and the country residential policies in [Section 3.10.2, 3.10.3 and 3.10.5](#).

2. Emerald Park

- a. All the policies pertaining to the community of Emerald Park are specified in [Section 3.11](#).

3.11. Urban Residential Lands (Emerald Park)

The Community of Emerald Park is a vibrant urban community that is home to numerous recreational, commercial and community service amenities including an 18-hole golf course, a number of parks, playgrounds and sports facilities and a variety of restaurants, shops and services. The municipality has located its office in Emerald Park in order to be situated in the heart of the community. With respect to residential development, Emerald Park is primarily home to detached dwellings on lots of various sizes.

There is a need for a wider variety of housing options in the Emerald Park area and this Plan accommodates the introduction of some higher-density housing forms in select locations. These locations are based on consideration of compatibility with existing development and proximity to amenities and services. The policies in this Plan ensure the development of park spaces and public amenities alongside the higher-density housing forms, which will serve existing and new residents alike and increase the leisure and recreation opportunities in the area.

3.11.1 Objectives

- Accommodate the development of a variety of types of dwellings and residential lots to respond to a range of lifestyle choices, budgets and phases of life
- Protect existing urban residential areas from drastic changes that would alter the character of the neighbourhoods
- Maintain the high aesthetic quality of the Emerald Park community
- Encourage the development of higher-density housing forms in specific locations that are well-served locally with services and amenities
- Maintain balance with respect to the land uses in the community
- Ensure that parks, playgrounds and other recreational amenities are developed in accessible and convenient locations
- Improve and promote opportunities for all forms of active transportation.
- Accommodate the development of limited appropriate and compatible community service, recreational and/or commercial developments within higher-density urban residential areas
- Ensure that new development is carried out with minimal impacts on existing properties and the environment
- Ensure compatibility between urban residential and other land uses in the area
- Ensure compatibility with existing and planned developments in the Town of White City



3.11.2. General Urban Residential Lands Policies

1. Location Considerations

- a. Urban residential development shall be encouraged to locate within the Emerald Park area, where transportation infrastructure, utilities and services are in place or available in close proximity, land use conflicts can be avoided and there is little potential impact on agricultural or resource development or activities.
- 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 semi-detached 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.
- c. Higher-density housing forms shall be encouraged to locate in transitional areas between retail or other commercial areas and lower-density housing forms.

2. Comprehensive Planning

- a. New urban residential development proposals must be guided by a **Sector Plan, Concept Plan** and/or **Comprehensive Development Proposal**, as applicable. The requirements for a **Sector Plan, Concept Plan** and a **Comprehensive Development Proposal** are laid out in **Sections 3.21 - 3.23 of the Zoning Bylaw**.
- b. A balanced approach to development within urban residential areas shall be required, which includes all of the following elements:

- i. Thoughtful transportation network design with careful consideration of connectivity throughout the development and with adjacent sites for both vehicular and pedestrian traffic;
- ii. Well-located space(s) for the development of appropriate recreational and community-service amenities to serve the proposed residential lots; and,
- iii. Where different housing forms are proposed within one subdivision or development, a carefully-planned lot layout, which accommodates lots of the same type within a block, a portion of a block sharing a street frontage, or area.

3. Land Use and Intensity

- a. Residential forms that may be accommodated in urban residential areas subject to the policies in this Plan and **Sections 11.0, 12.0 and 13.0 of the Zoning Bylaw** include single detached dwellings, semi-detached dwellings, duplexes, triplexes, townhouses/row housing and multi-unit dwellings. Planned groups of dwellings such as bareland condominiums and residential care homes may be accommodated as well.
- b. The infilling of vacant lots within the community shall be encouraged to take advantage of the existing infrastructure, services and amenities in a cost-effective and efficient manner.
- c. Home-based businesses shall be accommodated in urban residential developments provided that they are clearly secondary to the principal residential use of the dwelling unit, are compatible with and do not change the character of the surrounding residential area and are not of a size, scale or use that would affect the viability of established commercial areas.

4. Complementary and Compatible Development

- 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.
- b. Infill developments are encouraged be designed using architectural elements and features similar to existing properties in the surrounding area to ensure compatibility.

5. Environmental Stewardship

- 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.
- 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.
- c. Any negative impacts on the environment that may occur as part of the development or on-going use of the site must be mitigated to the satisfaction of Council and external agencies, as required.

6. Public Health and Safety

- a. No residential development shall be permitted in areas subject to flooding, erosion or bank instability unless a detailed report from a qualified engineer on the specific site proposed for residential development is provided to the municipality that proves that the land is free of the aforementioned hazards.
- b. For all urban residential development, the health, safety and general welfare of the residents must be considered and no re-zoning, subdivision or development permit shall be approved where the proposed location is known to be dangerous.
- c. Developers shall be encouraged to incorporate the “Crime Prevention Through Environmental Design” [CPTED]⁴ principles in their development plans.

⁴ Refer to the International CPTED Association for additional information

7. Separation Distances

- a. Urban residential development shall not be permitted:
 - i. Within 1 kilometre of an anhydrous ammonia facility;
 - ii. Within 1 kilometre of other hazardous industry, except in instances where transition and buffering can mitigate concerns;
 - iii. Within 500 metres of land that is zoned to the Extractive and Heavy Industrial District, except in instances where transition and buffering can mitigate concerns;
 - iv. Within 1 kilometre of mineral resource extraction/processing facilities;
 - v. Within 500 metres of land that is included in the Mineral Extraction Overlay District;
 - vi. Within 457 metres of the property line of a sewage lagoon or wastewater treatment facility;
 - vii. Within 457 metres of a landfill or solid waste disposal site; or,
 - viii. Within the required separation distances from intensive livestock operations as provided in [Section 5.30 of the Zoning Bylaw](#).

8. Access

- 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.

9. Development Near Highways

- a. Urban residential development shall be discouraged within 400 metres of a provincial highway.
- b. Urban residential development along provincial highways shall meet all of the regulations of the Ministry of Highways and Infrastructure with respect to setbacks, location and access and the developer is solely responsible for obtaining any permit or approval required from the Ministry.
- 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.
- d. Where structures or other mitigation elements are constructed on site to address issues related to proximity to highways or rail lines, such as berms or barriers, the municipality shall require the developer to inform lot purchasers or tenants of any maintenance requirements for these elements to ensure these elements are maintained into the future. The municipality shall also require developers to provide notification to future property owners of any applicable highway legal agreements and/or caveats registered on lot titles.

10. Development in Proximity to Railway Operations

- a. New development or re-development of land or buildings in proximity to railway operations shall be carried out in accordance with the policies in Section 3.2.6 (3-5).

11. Nuisances Related to Development

- a. Residential development shall be carried out with as minimal disruption on nearby communities as possible. The developer may be required to enter into an agreement with the municipality to ensure that the nuisances related to development and construction of the site (i.e. noise, dust, heavy traffic) are mitigated. The developer shall maintain the construction site in a neat and tidy condition while work is being carried out.



3.11.3. Urban Residential Lands Subdivision Policies

1. Location Considerations

- a. Urban residential subdivisions may be accommodated within the Development Overlay Area only with priority on areas in Emerald Park that can be serviced cost-effectively with municipal water and sewer systems. Priority areas are shown in yellow on Map 7A and 7B, the Future Land Use Map. Other considerations for urban residential development include transportation connectivity, compatibility with existing and planned land uses, proximity to amenities, potential impacts on agricultural and other resource activities and potential impacts on the community and the environment.

2. Comprehensive Planning

- a. The required setbacks and applicable development standards for urban residential parcels are defined in Sections 11.5 (R1), 12.5 (R2) and 13.5 (R3) of the Zoning Bylaw.
- b. A servicing agreement shall be required for all urban residential subdivisions in order to address the servicing and infrastructure requirements for the subdivision as well as other aspects of the development as determined by Council.

3. Complementary and Compatible Development

- a. To ensure compatibility with adjacent land uses, the municipality may require physical separation from adjacent sites through the inclusion of buffer strips, transition land use parcels, shelterbelts, landscape buffers or other techniques.
- b. Where an urban residential subdivision is proposed on lands abutting an existing urban area or an existing multi-parcel country residential development, the development shall be designed to complement the existing development through the inclusion of elements such as visual buffering, complementary lot sizing on adjacent lands, extension of pathways, connected green spaces or any other measures necessary to achieve compatible land use and development.
- c. The development shall promote connectivity with adjacent sites and adjacent land uses, where appropriate, with priority on road, pedestrian and green space connectivity.

4. Road Widening

- a. Road widening may be required as part of any subdivision along a municipal road.

5. Potable Water and Sanitary Services

- 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.

6. Stormwater Management

- a. A **Comprehensive Drainage Plan** is required for all urban residential subdivisions that addresses drainage requirements within the subdivision area and ensures that there will not be any negative impact on adjacent or downstream properties. The developer shall be responsible for obtaining any easements required by the municipality or an external agency.

7. Lot Grading

- a. Developers of urban residential subdivisions shall be required to undertake preliminary grading within the entire subdivision area and to bring all lots to approximately the final grade level prior to the sale of any lot within the area.

8. Consultation and External Permits/Approvals

- a. Where an urban residential development is proposed adjacent to an urban area or within a joint management area, the urban municipality shall be consulted with respect to the proposal with a view to ensuring compatibility between the proposed development and existing or planned land uses within the urban area.

9. Phasing

- a. Council may require phasing of the development to limit the number of lots available at any one time and encourage the infill of existing comparable lots.

10. Environmental Stewardship

- a. Where subdivision is proposed adjacent to a watercourse, Council will identify and designate the channel, adjacent floodplain and significant natural habitat as Environmental Reserve to protect these sensitive areas and preserve the potential for public access. This will be done through consultation with relevant agencies and adjacent municipalities, as required.

3.12. Community Service and Institutional Lands

Emerald Park is home to a number of community service and institutional facilities and amenities including the RM of Edenwold's municipal office, residential care homes, medical and personal services facilities and daycares. Additional services and facilities are under development.

The municipality recognizes that convenience is of primary importance to community service and institutional land uses as these uses are specifically intended to contribute to the physical, social and cultural well-being of the members of the community. Through the policies in this Plan, the municipality will accommodate these uses primarily in Emerald Park where they are accessible to a large number of people. Community service and institutional uses may be accommodated on the north side of Highway No. 1 or in other locations within the municipality with consideration given to the land requirements for the intended use, compatibility with adjacent land uses, accessibility and transportation connectivity and mitigation of negative impacts.

3.12.1 Objectives

- Promote the development of institutional uses and other uses intended for the benefit of the local community
- Encourage the upgrading or expansion of existing community and institutional services, facilities and amenities
- Support efforts to attract public health facilities and services to the region
- Identify appropriate future school locations in consultation with the Ministry of Education and the Prairie Valley School Division
- Ensure the required land base for schools and related facilities will be acquired through subdivision or other means of land acquisition
- Work together with local organizations, associations and neighbouring municipalities and First Nations to ensure that a full range of institutional, public and community services in areas of education, health, spiritual and cultural development are available within the region

3.12.2. Community Service and Institutional Lands Policies

1. Location Considerations

- a. Community service and institutional land uses including health, culture, education or other public land uses that benefit the region shall be encouraged to locate throughout the municipality with priority on the lands within the Development Overlay Area generally and Emerald Park specifically.
- b. All new community service or institutional developments shall be encouraged to locate in areas that are already serviced with municipal water and sewer.

2. Comprehensive Planning

- a. A **Sector Plan**, **Concept Plan** and/or a **Comprehensive Development Proposal** shall be submitted to the municipality by any person proposing to re-zone, subdivide or re-subdivide land for community service or institutional development prior to consideration of an application by Council. The review shall address all matters of land use integration, potential conflict mitigation and the provision of services to the development. The requirements for a **Sector Plan**, **Concept Plan** and a **Comprehensive Development Proposal** are outlined in [Section 3.21 - 3.23 of the Zoning Bylaw](#).
- b. New community service and institutional land uses may be permitted within the municipality in accordance with the development standards outlined in [Section 15.5, Community Service of the Zoning Bylaw](#).
- c. When new community services and institutional uses are proposed, the municipality shall consider community needs, locational requirements for the intended use, compatibility with existing and planned land uses, infrastructure requirements, accessibility, transportation network connectivity and potential impacts on the community and the environment.
- d. Local institutional services shall be monitored to ensure an appropriate service level for the residents of the area. The municipality will strive to respond to the needs of a growing population by working with various organizations, business leaders, public institutions, non-governmental organizations, community groups, residents and volunteers to identify the needs of the community and determine the best methods to address the needs.
- e. The municipality will encourage the development of joint-use institutional, health, recreational, leisure, educational, spiritual or cultural facilities when these facilities are being developed for the benefit of the region.
- f. The municipality shall support local initiatives that relate to the development or upgrading of community services, programs, facilities, environments or other matters that affect quality of life.

3. Complementary and Compatible Development

- a. Community service and institutional activities shall be carried out in such a way as to minimize disruption of nearby communities.

4. Access

- a. All new developments shall be encouraged to locate along existing all-weather roads. When new developments are proposed in areas that are not currently accessible by an all-weather road or the standard of the road providing access to the site is inadequate for the intended use or anticipated type of traffic on the roadway, the developer shall be required to construct a roadway or upgrade the existing roadway in accordance with the standards set by the municipality.

5. Potable Water and Sanitary Services

- a. When new developments are proposed in locations that are not currently hooked up to the water and sewer systems, but where services are readily available, developers may be required to tie into these services. In areas where services are not readily available, developers shall be encouraged to extend the municipal services in accordance with the policies outlined in [Section 3.3.3](#). Through the Servicing Agreement, the municipality may ensure that the developer is compensated for a portion of the investment by future developers who tie in to the infrastructure paid for and/or constructed by the developer.

6. Stormwater Management

- a. Developers shall be responsible for ensuring that any development on their site does not alter the drainage patterns on adjacent sites. Where there is potential for any alteration to the drainage patterns, a **Comprehensive Drainage Plan** shall be required to be submitted to the municipality for approval. The municipality may consult with the Water Security Agency or another relevant external agency, as applicable, to evaluate the potential impacts on drainage and the need for a **Comprehensive Drainage Plan**.

7. Development in Proximity to Railway Operations

- a. New development or re-development of land or buildings in proximity to railway operations shall be carried out in accordance with the policies in Section 3.2.6 (3-5).

8. Environmental Stewardship

- 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.

9. Public Health and Safety

- a. Developers shall be encouraged to incorporate the “Crime Prevention Through Environmental Design” [CPTED]⁵ principles in their development plans.

⁵ Refer to the International CPTED Association for additional information

10. Aesthetics

- a. All community service or institutional 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.

11. Nuisances Related to Development

- a. The developer may be required to enter into an agreement with the municipality to ensure that the nuisances related to development and construction of the site (i.e. noise, dust, heavy traffic) are mitigated. The developer shall maintain the construction site in a neat and tidy condition while work is being carried out.

3.12.3. Community Service Lands Subdivision Policies

- | | |
|--|---|
| 1. Community Service Site Sizes | a. Community service and institutional lot sizes shall take into account the size requirements for waste disposal systems, fire safety and buffering from neighbouring uses, as required. |
| 2. Complementary and Compatible Development | <p>a. To ensure compatibility with adjacent land uses, the municipality may require physical separation from adjacent sites through the inclusion of buffer strips, transition land use parcels, shelterbelts, landscape buffers or other techniques.</p> <p>b. Where a community service or institutional development is proposed on lands abutting an existing urban area or an existing multi-parcel country residential development, the development shall be designed to complement the existing development through the inclusion of elements such as visual buffering, extension of pathways, connected green spaces or any other measures necessary to achieve compatible land use and development.</p> |
| 3. Consultation and External Permits/Approvals | a. Where a community service or institutional development is proposed adjacent to an urban area or within any joint management area, the urban municipality shall be consulted with respect to the proposal with a view to ensuring compatibility between the proposed development and existing or planned land uses with the urban area. |
| 4. Road Widening | a. Road widening may be required as part of any subdivision along a municipal road. |
| 5. Potable Water and Sanitary Services | a. Developers may be required to extend municipal services to the proposed subdivision area. |
| 6. Stormwater Management | a. A Comprehensive Drainage Plan for the subdivision shall be required to be submitted to the municipality. |
| 7. Environmental Stewardship | a. Where subdivision is proposed adjacent to a watercourse, Council may identify and designate the channel, adjacent floodplain and significant natural habitat as Environmental Reserve to protect these sensitive areas and preserve the potential for public access. This will be done through consultation with relevant agencies and adjacent municipalities, as required. |

3.12.4. School Site Policies

1. Location Considerations

- a. In consultation with the **Prairie Valley School Division and the Ministry of Education**, it has been determined that within the municipality, at the time of writing, new school sites are expected to be required in the Emerald Park area only.

2. Schools - Land Allocation

- a. The municipality shall allocate land as Municipal Reserve for a school site where appropriately located, municipally-owned, serviced land is available, or shall require a subdivision applicant or a number of subdivision applicants in an area to provide land for a school site when such a site is needed to serve a growing population and the land proposed for subdivision meets the school site requirements.
 - i. Where the school site requires an over-dedication of Municipal Reserve by one subdivision applicant, the applicant may enter into an agreement with the municipality (or region, as applicable) to use the over dedication for future subdivisions, or the municipality (or region, as applicable), may enter into an agreement with the applicant to purchase the additional lands required for the school site.
 - 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.
 - iii. All potential school site locations shall be evaluated by the municipality in consultation with the Prairie Valley School Division and the Ministry of Education to determine if the site meets the requirements with respect to (1) size, (2) proximity to existing and future residents, (3) proximity to other complementary facilities, amenities and services, (4) access/accessibility, (5) site conditions (i.e. geotechnical, hydrogeological, etc), (6) simplicity and feasibility of land transaction(s) to acquire the site and (7) any other relevant criteria. The site may also be examined in consultation with any other potentially benefiting municipality or First Nations Band.

3. Schools - Cash Allocation

- a. For future school sites in the region, the municipality may make contributions to or receive contributions from any benefiting municipality for school site land.
- b. Where the municipality contributes towards school site land acquisition, the monies to be paid shall be taken from the municipality's cash in lieu of Municipal Reserve account.

4. School Site No Longer Required

- a. Where the municipality has held a Municipal Reserve parcel as a school site and, in consultation with the school division, it is determined that the site is not needed for a school, the municipality shall evaluate other potential uses for the site that will be compatible with the neighbourhood and shall consult with the local community to evaluate the options.

5. Comprehensive Planning

- a. The municipality shall review demographic data, the number of available residential sites within the community, future development plans, and published data regarding school capacities from the school division periodically in order to evaluate the need for school sites.
- b. Wherever possible, school sites shall be located in areas where there are existing or planned recreational, community service and/or commercial amenities in proximity, which can be used by students and staff to complement and enhance the educational facilities and services available and take advantage of cost savings through the development of joint use infrastructure and facilities.
- c. New school sites shall be of a sufficient size to accommodate a school or school(s), as needed, alongside contiguously-located recreational open space.
- d. New school sites shall be connected to pedestrian networks and transit networks or future transit networks to ensure safe connectivity to and from adjacent neighbourhoods and amenities.
- e. New school sites shall be separated from incompatible uses or potentially hazardous activities such as arterial roadways, provincial highways, heavy industrial development, hydrocarbon pipelines, etc.

3.13. Recreation, Parks, Leisure and Open Space Lands

Emerald Park features numerous beautiful public parks that are home to sports facilities, playgrounds and passive leisure spaces. It is also home to the Communiskate indoor rink facility, an 18-hole golf course and other commercial recreational amenities. There is a network of walkways and trails connecting residential areas with local amenities. In the greater municipality, other recreational areas and open spaces have been underdeveloped including golf courses, the White Butte Trails, the Regina Wildlife Federation recreation centre, the Sattler Conservation lands and environmental reserve areas.

As the population grows, there is an increased demand for recreation and leisure facilities/services and public consultation continually shows this is a priority for citizens. Recreation takes the form of facilities such as rinks and field houses, but can also be provided through passive leisure opportunities such as parks and playgrounds. It is imperative that recreation and leisure activities are available year-round and for all activity levels. This Plan encourages the development of new parks and recreational amenities, the upgrading of existing park and recreational spaces and new facilities to respond to a growing need for recreation and leisure opportunities in the municipality and the region. Priority locations for parks and recreational amenities include Emerald Park and the Development Overlay Area. Through this Plan, existing facilities, parks and natural spaces will continue to be promoted for the educational, recreational and leisure opportunities they provide to local citizens and protected for their contributions to the natural ecosystem in the area.

3.13.1 Objectives

- Plan, design and construct a public, multi-purpose, indoor recreation and leisure facility for the community
- Assemble land from subdivisions for the development of new parks, playgrounds, sports and leisure facilities, playing fields, trails and open spaces
- Protect and enhance existing parks, playing fields and recreational amenities
- Upgrade and expand the walkway and trail network in the municipality
- Expand recreational opportunities for citizens with limited mobility or special needs
- Promote the recreational and cultural opportunities that are available for different ages and interest groups throughout the municipality and the region
- Promote the White Butte Trails as a natural recreational space of primary importance to the region
- Incorporate green technologies and environmentally-friendly elements into park and recreational facility designs



3.13.2. General Parks, Recreation, Leisure and Open Space Lands Policies

1. Location Considerations

- a. Parks, playing fields and other recreational amenities and facilities that benefit the region shall be encouraged to locate throughout the municipality with priority on the lands within the Development Overlay Area generally and Emerald Park specifically.
- b. Site selection for parks and other recreational developments shall be of primary importance with consideration given to physical or locational requirements for the intended use, proximity to residents, accessibility of the site, and compatibility with adjacent land uses.

2. Comprehensive Planning

- 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.
- b. The development of parks, green spaces and playgrounds shall be encouraged in country residential and high-density commercial areas to increase the amenity of the area and enhance quality of life.
- c. In all areas, sites with high recreational capability, interesting and/or rare natural features shall be conserved for outdoor recreation and related uses.
- 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.

3. Complementary and Compatible Development

- a. Existing outdoor recreational uses, parks and open space areas such as the White Butte Trails, the Sattler Lands, the golf courses and the Regina Wildlife Federation Recreation Centre shall be protected from incompatible or potentially incompatible land uses, which may threaten their integrity and/or operation.
- 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.

4. Accessibility Considerations

- 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.

5. Access

- a. New recreational facilities, parks and green spaces shall be encouraged to locate along existing all-weather roads. When new developments are proposed in areas that are not currently accessible by an all-weather road or the standard of the road providing access to the site is inadequate for the intended use or anticipated type of traffic on the roadway, the developer shall be required to construct a roadway or upgrade the existing roadway in accordance with the standards set by the municipality.

6. Stormwater Management

- a. Developers shall be responsible for ensuring that any development on their site does not alter the drainage patterns on adjacent sites. Where there is potential for any alteration to the drainage patterns, a **Comprehensive Drainage Plan** shall be required to be submitted to the municipality for approval. The municipality may consult with the Water Security Agency or another relevant external agency, as applicable, to evaluate the potential impacts on drainage and the need for a **Comprehensive Drainage Plan**.

7. Development in Proximity to Railway Operations

- a. New development or re-development of land or buildings in proximity to railway operations shall be carried out in accordance with the policies in Section 3.2.6 (3-5).

8. Aesthetics

- a. All recreational facilities, parks, green spaces, walkways and playgrounds developments shall be of a high aesthetic quality and shall include thoughtful design, attractive landscaping, carefully-planned pedestrian connectivity, clean and tidy outdoor areas and attractive signage.
- b. Beautification or upgrading projects for local parks, playgrounds and recreational amenities shall be encouraged and supported by the municipality.

9. Public Health and Safety

- a. Developers shall be encouraged to incorporate the “Crime Prevention Through Environmental Design” (CPTED)⁶ principles in their development plans.

⁶ Refer to the International CPTED Association for additional information

10. Environmental Stewardship

- 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.

11. Nuisances Related to Development

- a. The developer may be required to enter into an agreement with the municipality to ensure that the nuisances related to development and construction of the site (i.e. noise, dust, heavy traffic) are mitigated. The developer shall maintain the construction site in a neat and tidy condition while work is being carried out.

3.13.3. Parks, Recreation, Leisure and Open Space Lands Subdivision Policies

1. Recreational Site Sizes

- a. Recreational facility, park and open space lot sizes shall take into account the size requirements for waste disposal systems and fire safety, as required.

2. Complementary and Compatible Development

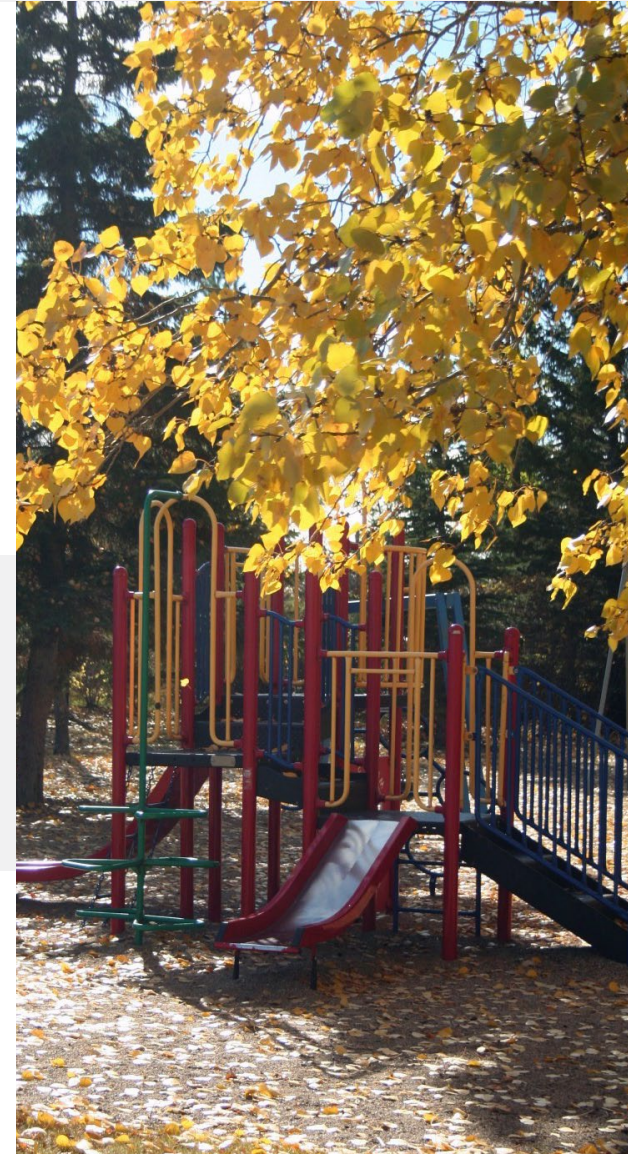
- a. To ensure compatibility with adjacent land uses, the municipality may require physical separation from adjacent sites through the inclusion of buffer strips, transition land use parcels, shelterbelts, landscape buffers or other techniques.
- b. Where a recreational or leisure facility, park or open space development is proposed on lands abutting an existing urban area or an existing multi-parcel country residential development, the development shall be designed to complement the existing development through the inclusion of elements such as visual buffering, extension of pathways, connected green spaces or any other measures necessary to achieve compatible land use and development.

3. Consultation and External Permits/Approvals

- a. Where a recreational or leisure facility, park or open space development is proposed adjacent to an urban area or within any joint management area, the urban municipality shall be consulted with respect to the proposal with a view to ensuring compatibility between the proposed development and existing or planned land uses within the urban area.

4. Access

- a. Where subdivision or development occurs adjacent to an existing or proposed section of walkway or trail, the municipality may require the developer to extend the walkway or trail through or adjacent to the development or provide accommodation for the extension of the trail through or adjacent to the development.



- | | |
|--|---|
| 5. Road Widening | a. Road widening may be required as part of any subdivision along a municipal road. |
| 6. Potable Water and Sanitary Services | a. Developers may be required to extend municipal services to the proposed subdivision area. |
| 7. Stormwater Management | a. A Comprehensive Drainage Plan for the subdivision shall be required to be submitted to the municipality. |
| 8. Environmental Stewardship | a. Where subdivision is proposed adjacent to a watercourse, Council may identify and designate the channel, adjacent floodplain and significant natural habitat as Environmental Reserve to protect these sensitive areas and preserve the potential for public access. This will be done through consultation with relevant agencies and adjacent municipalities, as required. |

3.13.4. Recreation and Leisure Facilities Policies

- | | |
|---------------------------|---|
| 1. Comprehensive Planning | <p>a. A Sector Plan, Concept Plan and/or a Comprehensive Development Proposal shall be required by the municipality by any person proposing to re-zone, subdivide or re-subdivide land for recreational facilities prior to consideration of an application by Council. The review shall address all matters of land use integration, potential conflict mitigation and the provision of services to the development. The requirements for a Sector Plan, Concept Plan and a Comprehensive Development Proposal are outlined in Sections 3.21 - 3.23 of the Zoning Bylaw.</p> <p>b. The municipality will support the development of joint-use institutional, health, recreational, leisure, educational, spiritual or cultural facilities when these facilities are being developed for the benefit of the region.</p> |
|---------------------------|---|



2. Accessibility Considerations

- a. All recreational developments 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 to accommodate persons with reduced mobility and special needs. Specific accessibility requirements and accommodations may be required for specific developments at the discretion of Council.

3. Regional Planning and Projects

- a. The municipality may consider entering into partnership agreements with private developers, senior government, community-based organizations or neighbouring municipalities or First Nations in order to jointly develop amenities or facilities.

3.13.5. Municipal Reserve Policies

1. Requirements and Options

- a. Subdivision applicants will be required to dedicate the full amount of Municipal Reserve owing in the forms provided for in *The Planning and Development Act, 2007*. Council shall determine which form is preferred for each subdivision and shall inform the subdivision approving authority of its preference.
 - i. Land dedication will generally be preferred in all urban residential, community service, institutional, and recreational subdivisions.
 - ii. Cash-in-lieu will generally be preferred in commercial, industrial, agricultural, and single-parcel residential subdivisions.
 - iii. Deferral will be avoided generally and only used in special circumstances.



2. Land Dedication

- 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.
- b. Municipal Reserve parcels shall be used in accordance with the regulations set out in *The Planning and Development Act, 2007* and *The Dedicated Lands Regulations, 2009* and the municipality will endeavour to ensure that dedicated lands are landscaped and developed in a timely manner and as part of the development of the subdivision, when possible.

3. Cash-in-lieu

- a. When cash-in-lieu of Municipal Reserve is preferred, the cash-in-lieu value shall be determined in accordance with Section 187 of *The Planning and Development Act, 2007* and the municipality's "Cash In Lieu of Municipal Reserve Policy". The municipality shall maintain an up-to-date policy.
- b. The municipality may allocate some or all of its funds obtained as cash in lieu of Municipal Reserve for the purposes of assembling and developing recreational land and facilities within the region.

4. Deferral

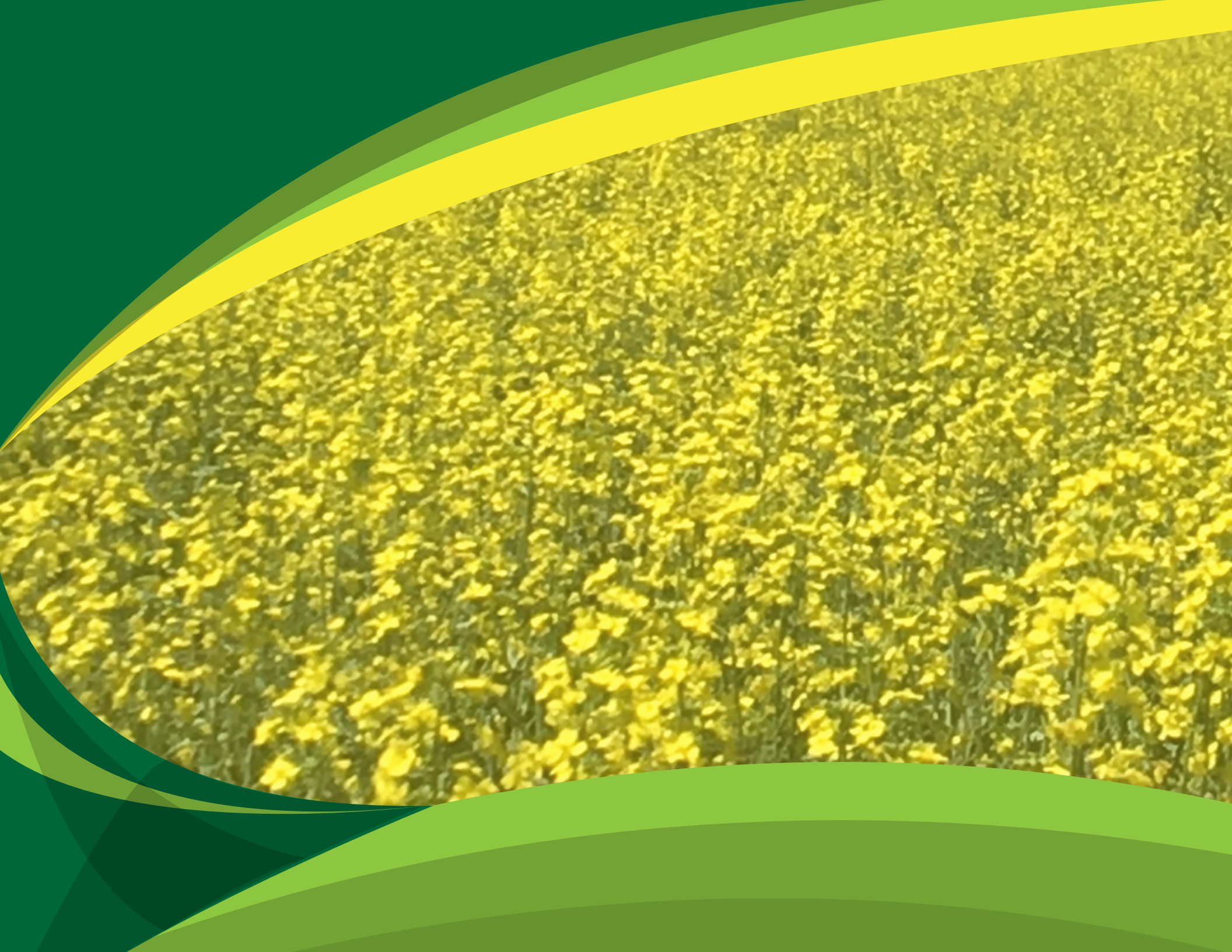
- a. Where deferral is preferred, Council shall consider the future development potential of the area and the timing for when the Municipal Reserve requirement will be met to ensure that the area will not be underserved with parks, green spaces or recreational amenities in the future.



3.13.6. Environmental Reserve Policies

1. Requirements and Use of Dedicated Lands

- a. Subdivision applicants may be required to dedicate, as Environmental Reserve, all lands in an area to be subdivided that can be defined as Environmental Reserve in accordance with the provisions of *The Planning and Development Act, 2007*.
 - i. Where development is proposed adjacent to a watercourse, the developer may be required to dedicate, to the satisfaction of the municipality and the subdivision approving authority, Environmental Reserve as appropriate to protect sensitive areas and ensure continued public access to these areas. The areas included within the Environmental Reserve areas may include the channel, adjacent floodplain and significant natural habitat areas. These areas shall be determined through consultation with relevant agencies and adjacent municipalities, as required.
 - ii. Lands that are dedicated as Environmental Reserve may be manicured or landscaped by the municipality in part or in whole but only to the extent that environmentally-sensitive resources present remain undisturbed.
- b. Environmental Reserve parcels shall be used in accordance with the regulations set out in *The Planning and Development Act, 2007* and *The Dedicated Lands Regulations, 2009*.



4

Regional Planning and Inter-Municipal Cooperation

The RM of Edenwold shares its boundaries with six rural municipalities (The RM of Bratt's Lake, the RM of Lajord, The RM of South Qu'Appelle, the RM of North Qu'Appelle, the RM of Lumsden and the RM of Sherwood), three towns (Pilot Butte, White City and Balgonie), one village (Edenwold) and six First Nations (Cowessess First Nation, Zagime Anishinabek First Nation, Ochapowace Nation, Muskowekwan First Nation, Piapot First Nation and Muscowpetung First Nation). The City of Regina is also in close proximity. The RM of Edenwold recognizes that there are many issues and opportunities related to growth and development that affect not only the communities in the RM, but also other nearby communities and, in some cases, the entire region. In order to effectively address the challenges, manage potential impacts of development and maximize opportunities, the RM of Edenwold believes it is essential to work collaboratively and partner with neighbours.

4.1. Inter-municipal Cooperation

The RM of Edenwold values the mutually-respectful and collaborative relationship it has with its municipal & First Nations neighbours. Throughout the years, these relationships have proven advantageous with respect to service delivery, land use planning and infrastructure management. Numerous partnerships and agreements have been negotiated between the RM of Edenwold and neighbouring jurisdictions that have been beneficial for the municipalities involved as well as external stakeholders. Some projects were conceived and carried out as a direct result of collaboration by regional partners.

4.1.1. Collaborative Planning and Development

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 of Edenwold 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. Consultation with adjacent municipalities & First Nations shall continue to be a key component of

the RM of Edenwold's inter-municipal cooperation efforts. The RM of Edenwold anticipates being consulted with respect to strategic planning efforts and the development of new OCPs, Sector/District/Neighbourhood Plans or **Concept Plans** by neighbouring municipalities & First Nations to ensure compatible development and assist the parties to identify potential strategic partnership opportunities.

4.1.2. Planning Adjacent to Urban Areas and Joint Planning Areas



The RM of Edenwold recognizes the need to work collaboratively with its urban neighbours with respect to planning in fringe areas surrounding urban developments. Where there may be concern regarding infrastructure and servicing requirements or transportation connectivity and future development opportunities, it is important to work collaboratively as both municipalities may be impacted by proposed new developments in different ways. The RM of Edenwold promotes a coordinated, integrated and comprehensive approach to planning in urban fringe areas, which involves joint consideration of all the following matters, as applicable:

- Growth and population projections, socio-economic analysis of needs (provided from reliable sources);
- Land use planning;
- Infrastructure, services and transportation planning;
- Recreation and institutional/public service planning;
- Waste management needs and related services;
- Management of natural, heritage, cultural and archaeological resources;
- Protection of source water, watersheds, ecosystems and shorelines; and,
- Management of natural hazards and hazardous lands.

Where required to ensure urban fringe is planned and developed collaboratively, the RM of Edenwold will participate in the creation of **Joint Planning Areas**. When establishing a **Joint Planning Area**, the goal shall be for the two affected municipalities or jurisdictions to work collaboratively on establishing the framework for development within the area to ensure long-term compatibility of land uses and efficient and effective infrastructure development. When establishing the formal **Joint Planning Area**, the two jurisdictions involved should work towards a Memorandum of Understanding to provide clear direction regarding how different matters are to be addressed collaboratively, which issues can be handled locally and a mechanism for dispute resolution.

A Joint Management Planning Area, considered to be an area of mutual interest by the RM of Edenwold and the Town of White City is shown on Future Land Use Map ([Maps 7A and 7B](#) in [Appendix A](#)). The Joint Management Planning Area includes the entire area covered by the Town and the surrounding lands within the RM of Edenwold. The intent of the Joint Management Planning Area is to ensure complementary development in both jurisdictions. The RM of Edenwold will continue to collaborate with the Town on development within the Joint Management Planning Area, with a short term priority on establishing the framework for the future development of the area. The RM of Edenwold shall focus on establishing the following priority elements within the Joint Management Planning Area collaboratively with the Town:

- Memorandum of Understanding to define the roles of each municipality and how each municipality is to be consulted on different types of planning and development projects
- Primary road network plan with approximate development timeframes
- **Land Use Plan/Sector Plans** for different areas to ensure compatible future land uses
- Evaluation of recreational and institutional needs in the area and a plan for how these needs will be met

4.1.3. Planning Districts or Authorities

In areas where there may be a need for more collaboration related to planning and development or where there is an interest in establishing a more defined framework for collaborative planning efforts, the RM of Edenwold will evaluate opportunities to join together with its neighbours to form a planning district. Areas of interest for this type of structure include: (1) the north side of the Highway No. 1 within the Development Overlay Area, where a planning district including the RM of Edenwold and the Towns of Balgonie and Pilot Butte may be beneficial, (2) the south side of the Highway No. 1, in the Emerald Park and White City area or (3) an area including First Nations Lands that are surrounded by lands in the jurisdiction of the RM of Edenwold.

4.1.4. Strategic Partnerships

The RM of Edenwold shall continue to participate in regional projects and enter into joint projects, strategic partnerships or agreements with municipal, First Nation, Metis, regional or external partners where the partnerships or projects will improve efficiencies, enhance opportunities, protect environmental or cultural resources or reduce duplication of efforts. The RM of Edenwold shall continue to represent the interests of the citizens of the municipality from all sectors when evaluating partnership or collaboration opportunities to ensure the terms of the partnerships or agreements are fair and appropriate and the proposed projects and partnerships align with the municipality's goals. Inter-municipal cooperation and public/private sector initiatives that focus on a cooperative approach to providing efficient and cost-effective services

to optimize the municipality's financial and infrastructure resources shall be encouraged.

When entering into strategic partnerships and joint projects, the RM of Edenwold shall ensure that the roles and responsibilities of the different parties are well-defined and the necessary Project Charters, Project Governance Documents or Project Protocols are elaborated and executed at the outset and updated regularly to ensure accountability and proper reporting. If there are any assets that are to be owned by the Project or Partnership, this shall be explicitly stated in a project or partnership document.

The WCRM158 Wastewater Management Authority is one such project example. It was created to improve efficiency and reduce duplication of efforts by two neighbouring municipalities with respect to the matter of wastewater. The WCRM158 Wastewater Management Authority owns and operates a Wastewater Treatment Plant serving the Town of White City, Emerald Park and other nearby residential and commercial areas in the RM of Edenwold.

As long as the Wastewater Management Authority continues to serve RM ratepayers, the RM of Edenwold shall continue to participate in this partnership and shall promote the further elaboration of relevant documentation for the authority including a comprehensive list of assets with an accompanying map and a possible re-evaluation of the structure of the board once the Wastewater Treatment Plant is fully operational.

The RM of Edenwold is also working jointly with the Town of Pilot Butte to evaluate a strategic partnership related to wastewater services in the areas.

Other strategic partnerships that the RM of Edenwold has entered into include:

- Partnerships with the Towns of Pilot Butte and Balgonie and the RM of Lajord to provide the Community Safety Officer program
- Partnerships with the Towns of Pilot Butte, Balgonie, White City, the Villages of Edenwold and the Hamlet of Kronau for fire pro-

tection services for the RM of Edenwold. Each urban municipality currently provides fire protection for the nearby areas. A secondary agreement has been entered into with the City of Regina for fire protection services in the RM of Edenwold.

- Partnerships with several municipal neighbours on emergency management.

4.2. Annexation

Annexation is the process carried out when the boundaries of two municipalities are altered to remove lands from the jurisdiction of one municipality and add those lands to the jurisdictional area of another. The annexation process is intended to be a collaborative process between the two affected municipalities as well as all potentially affected citizens and businesses.

Throughout history, there have been numerous annexations of lands in the RM of Edenwold and several other annexation attempts that did not go forward. These annexations and attempts have, at times, caused conflict and negatively impacted the relationships between neighbouring jurisdictions and residents of the affected communities.

Annexation attempts motivated by competition rather than cooperation create conflict among the councils and administrations of the two municipalities, and among the members of the communities. In the worst case, residents and businesses are forced to take sides, which ultimately creates winners and losers and hard feelings among neighbours.

The RM of Edenwold is not opposed to annexations that are proposed in a respectful and professional manner pursued with municipalities who have a demonstrated need to increase their land base. The annexation process is necessary for the continued economic development of all communities located within or adjacent to the RM's jurisdiction. It is anticipated that eastward expansion of the City of Regina will soon be adjacent to the RM of Edenwold. Once that occurs, annexation negotiations will take place regularly into the foreseeable future as Regina's population grows.

In order to ensure a responsible, fair, collaborative and transparent process with Regina and other urban municipalities, the RM of Edenwold shall develop an annexation framework to assist its urban neighbours to properly evaluate their needs and prepare for potential annexations in a manner sensitive to all parties involved. Urban neighbours will be consulted regarding the framework and it is expected all will be interested in pursuing mutually-respectful annexations in the future.

4.3 Relationships with Local First Nations Bands

4.3.1 Treaty Land Entitlements and Specific Claims

The RM's six First Nations neighbours have lands within or adjacent to the RM of Edenwold. Many of these lands have been given "reserve status" through the Treaty Land Entitlement process, the Specific Claims process or another related process. These neighbours are in the process of building their communities and pursuing opportunities for economic development.

4.3.2 Land Holdings and Development

The RM of Edenwold covers about 858 square kilometres. Of this, about 159 square kilometers representing approximately 18.5 percent of the RM's total land area is held in reserve status and belongs to First Nations Bands. Although these lands fall within the boundaries of the RM of Edenwold, like our urban neighbours in towns and villages, the First Nations Bands have full administrative control over lands that are held in reserve status. The RM of Edenwold is viewed as somewhat unique in the southern region of the province in that there is such a large area within the municipality that is held in reserve status by First Nations Bands. Also, the presence of five different First Nations within the RM and a sixth band immediately adjacent to the municipal boundary is unique and speaks to the history, diverse opportunities and interests in the region.

In the northern part of the RM of Edenwold, a majority of the lands are held by the Muscowpetung and Piapot bands with Piapot in the northwest and Muscowpetung in the northeast. While most of these lands are agricultural and undeveloped, there are some residences located in

this area as well. The northern boundary of the RM of Edenwold is the Qu'Appelle River. In the areas surrounding the Piapot and Muscowpetung lands, agricultural land uses are dominant. There are a variety of agricultural operations including one Intensive Livestock Operation in the NW ¼ 28-19-18-W2M. This Plan aims to preserve agricultural opportunities in the northern portion of the RM, so there is little change to the area expected as a result of the implementation of this OCP.

In the central area of the RM, there are two quarter sections held in reserve status by Ochapowace Nation, six quarter sections held by Cowessess First Nation and one quarter held by Zagime Anishinabek First Nation. These lands are all well-located in close proximity to high volume and high visibility transportation routes including Highway No. 1 and Highway No. 362 and are just east of the City of Regina. The following land uses are existing or planned on these lands:

- Zagime Anishinabek First Nation's Lands are used for a signage corridor along Highway No. 1. It is anticipated that commercial development opportunities will be pursued within these lands.
- Ochapowace Nation's Lands are under development for highway commercial and light industrial uses. A Petro Canada gas station has been constructed and plans have been created to accommodate a wastewater treatment facility in the area with off-site treated effluent storage. This will support high-density commercial development on these lands.
- Cowessess First Nation's Lands are home to sustainable energy projects including a solar farm, that is expected to undergo some expansion within the coming years as well as a wind energy system. These lands are also home to the Cowessess First Nation Gas and Grocery development, which attracts customers from the City of Regina and throughout the region.

In the case of the Zagime Anishinabek Lands and the Ochapowace Lands, the use of these lands for commercial/light industrial development is consistent with the RM's plans for adjacent lands. The presence of a wastewater treatment facility will be important for the RM to consider. Depending on size and capacity, it may present opportunities

for landowners and developers in the RM to benefit as it improves the development potential of the whole area. The RM will also need to consider the project with respect to setbacks and potential limitations for residential, community service and recreational developments on adjacent lands. The RM of Edenwold intends to continue to remain informed and engaged with respect to this project in order to ensure mutually-beneficial outcomes for everyone in the area.

In the case of the Cowessess Lands, at this time, the RM of Edenwold has not yet designated specific future land uses for the immediately adjacent lands. These lands were determined as being outside the area of the RM that is expected to be developed within a 20-year timeframe. However, in the nearby area, the land uses that will be present include commercial, industrial and mixed use consisting of residential, commercial and community service. The RM anticipates working together with Cowessess First Nation to elaborate future plans for the nearby areas to ensure compatibility and complementary land uses and developments.

At the time of writing, there are no lands held in reserve status in the southern area of the municipality, south of Range Road 170. Through this Plan, the RM aims to protect this area for agricultural and resource-based opportunities including a future potash mine site in the southeastern area.

4.3.3 Opportunities for Collaboration

The RM of Edenwold will endeavour to become informed of local First Nations Bands' intended use(s) of their lands in order to ensure compatible developments in surrounding areas. The municipality's Council and administration will promote shared services and utilities, where possible and feasible, and will work collaboratively with the First Nations Band(s) on planning, development, servicing, recreation and other matters of mutual interest. The municipality will continue to consult and engage the First Nations Bands on development plans including strategic planning documents to ensure that all interests have been represented and considered before finalizing plans. Compatibility of development is a central matter that is addressed through this Plan,

and this applies equally to our own projects within the RM as well as to all neighbours, including urban municipalities, First Nations and Metis Communities.

Where there may be interest in shared services or collaboration on local planning and development, the municipal Council shall be available to work together with the First Nations Band(s) and any other stakeholders to develop an agreement, Memorandum of Understanding or complementary and harmonious bylaws.





5

OCP and Zoning Bylaw Implementation and Administration

This section describes how this Plan and the Zoning Bylaw will be implemented and administered by the municipality and stakeholders over time.

5.1. The OCP

The OCP will be used by a number of different stakeholders to help guide planning and decision-making regarding land use, growth and development. Some of these stakeholders include Council, administration, landowners, residents, business owners, developers, provincial ministries, crown corporations and agencies and neighbouring municipalities.

The OCP should be read in its entirety, as different sections provide information and policies relating to certain topics, but there may be information that is relevant to different stakeholders throughout the document. This OCP should be read in conjunction with the relevant legislation and Provincial regulations relating to planning in the Province of Saskatchewan including, but not limited to, *The Planning and Development Act*, *The Statements of Provincial Interest Regulations*, *The Dedicated Lands Regulations*, *The Subdivision Regulations*, *The Municipalities Act* and *The Waterworks and Sewage Works Regulations* and any other updated form of these acts or regulations as may be passed by the Province throughout the period of validity of this Plan. Also, the OCP should be read in combination with the RM's Zoning Bylaw, which provides regulations to implement the policies in this Plan.

All landowners, residents, business owners, developers or other persons who use land or facilities within the municipality are responsible for obtaining any required permits or approvals from external agencies and are responsible for ensuring that any land uses and activities being undertaken within the municipality are carried out in accordance with any Provincial or Federal rules or regulations.

The municipality shall apply the policies in this Plan in accordance with the responsibilities outlined in *The Planning and Development Act* and *The Municipalities Act*. Council shall be responsible for ensuring that decisions and actions on the part of municipality align with this plan and shall work collaboratively with Administration to ensure conformance.

Where there is a conflict between this Plan and any other bylaws, plans, standards or policies in the municipality, this Plan shall take precedence.

5.1.1. Adoption of the OCP

This OCP will be officially adopted by the RM of Edenwold upon the approval of the Minister of Government Relations. Once adopted, all developments and land uses must be carried out in compliance with this Plan and the Future Land Use Map.

5.1.2. The Future Land Use Map

The Future Land Use Map ([Maps 7A, 7B and 7C](#) in [Appendix A](#)) shows the intended future land uses in the Development Overlay Area and Emerald Park within a period of about 20 years. All development in the municipality shall be carried out in line with the Future Land Use Map and the municipality shall not approve of development proposals that contradict this map unless an amendment to the map is considered and approved. The Future Land Use Map should not be interpreted in isolation, but should be referenced in conjunction with the OCP document.

Land uses shown on the Future Land Use Map have been determined based on numerous considerations including existing land use patterns, known resource locations, natural attributes and features, anticipated growth requirements, complementary uses, transportation corridors and potential utility expansion areas, among others. Areas designated as "mixed use" may accommodate a combination of the uses shown on the Future Land Use Map with consideration given to compatibility. Mixed use areas may be further defined in **Sector Plans** or **Concept Plans**.



5.1.3. Plan Amendments

This Plan may be amended by the municipality from time to time to update policies or maps or reflect changes in the municipality that result from external factors such as new transportation infrastructure development, new major utility development or new resource-based projects, market conditions, and development in adjacent municipalities including the City of Regina. It may also be amended based on a specific proposal when the proposal is deemed to be in compliance with the intent of the OCP as defined in the Vision Statement and outlined in the Overarching Goals as well as any approved or adopted **Sector Plan** or **Concept Plan**. Before any amendment to this Plan is carried out, a public process that allows for public consultation on the proposed change(s) shall be carried out in accordance with the requirements of *The Planning and Development Act*.

5.1.4. Monitoring Regular Performance of the Plan

The municipality shall ensure the successful implementation of the OCP by ensuring that all proposed **Sector Plans**, **Concept Plans** and subdivision and developments comply with this Plan. Further, the municipality will maintain the **Municipal Action Plan**, as shown as [Appendix E](#), to ensure that the Vision, Overarching Goals and Growth Strategy as articulated in this Plan remain relevant. The municipality shall endeavour to update the **Municipal Action Plan** on a semi-annual basis.

5.1.5. Monitoring Long-term Performance of the Plan

This OCP is intended to guide planning and development decisions within the RM of Edenwold for the long-term. But, it is also intended to be a living document that can be changed as necessary. As new issues, concerns and opportunities arise, this document will need to be updated to better reflect the viewpoints of citizens of the municipality and the Future Land Use Map may need to be amended to take into account new information.

This Plan shall be the subject of a comprehensive review by the municipality after five years and before ten years from the date of its adoption by Council to evaluate the stated vision, overarching goals, objectives and policies as to their relevance.

5.1.6. Sector Plan and Concept Plans

For some specific areas, the municipality may adopt **Sector Plans** or **Concept Plans** to address land use planning in those areas at a more detailed level. These plans shall be approved and adopted in accordance with the relevant sections of *The Planning and Development Act*. **Sector Plans** and **Concept Plans** may be adopted in order to assist with the planning and development of a wide variety of relevant elements such as, but not limited to, land use planning, infrastructure and services planning, transportation planning, stormwater management, public facility and institution planning, recreation planning and sequencing of development within the affected area. As subdivisions or other developments are proposed and carried out within an area that has an approved **Sector Plan** or **Concept Plan**, the subdivision or development proposals shall be reviewed by the municipality for compliance with the **Sector Plan** or **Concept Plan** as well as the OCP.

Additional details regarding **Sector Plans** and **Concept Plans** are provided in [Sections 6.1 and 6.2](#).

5.1.7. Definitions

The definitions for terms used in the OCP can be found in the RM of Edenwold's Zoning Bylaw.

5.2. The Zoning Bylaw

The Zoning Bylaw is the document that provides specific regulations pertaining to the use of land in the municipality. It is the primary tool to be used by the municipality to achieve the objectives and implement the policies of this OCP and will be adopted alongside the OCP. The Zoning Bylaw provides the municipality with actual control over development. It prescribes the uses of land, buildings or other improvements that will be allowed in different areas of the municipality and defines the conditions and standards that must be met in order to allow for these land uses.

The following items shall be included in the Zoning Bylaw:

- Land use regulations for the land use districts in the municipality
- A list of permitted and discretionary uses in each land use district
- Development standards for land uses in the municipality

- Requirements or restrictions for different land uses or land use districts (i.e. parking, landscaping, building locations, signage, etc)
- Other requirements necessary to meet the objectives of the land use district or the OCP

The regulations, standards and conditions included in the Zoning Bylaw must be consistent with the objectives and policies outlined in this OCP.

5.2.1. Adoption of the Zoning Bylaw

The Zoning Bylaw will be officially adopted by the RM of Edenwold upon the approval of the Minister of Government Relations. Once adopted, all developments and land uses must be carried out in compliance with the Zoning Bylaw.

5.2.2. Zoning District Map

The Zoning District Map (Zoning Map) forms part of the Zoning Bylaw and it shows the areas included within each of the zoning districts in the RM of Edenwold. All land within the municipality is "zoned" or included in a zoning district. As with the OCP and the Future Land Use Map, the Zoning Map must be read in conjunction with the Zoning Bylaw in order to obtain a full understanding of the land use opportunities, regulations and restrictions within each zoning district.

5.2.3. Zoning Bylaw Amendments

The Zoning Bylaw, in general, is amended by the municipality on a regular basis in order to re-zone land to accommodate certain types of development. Other amendments may be text amendments, in which a definition, development standard or regulation is changed in order to better align with the intent of the district or the municipality's objectives. At other times, wording is changed to align with changes made by higher orders of government (i.e. changes to an Act, or Regulations). Any amendment to the Zoning Bylaw or the Zoning Map must be in compliance with the OCP and the Future Land Use Map as well as any relevant **Sector Plans** or **Concept Plans**. Before any amendment to the Zoning Bylaw is carried out, a public process that allows for public consultation on the proposed change(s) shall be carried out in accordance with the requirements of *The Planning and Development Act*.

The municipality shall endeavor to revise and update the Zoning Bylaw every five years so it remains accurate and current.

5.2.4. Contract Zoning

For the purposes of accommodating a development that includes unique elements, a unique land/property ownership structure or requires a distinct set of development standards, Council may consider entering into a re-zoning agreement with a developer in accordance with the contract zoning provisions of *The Planning and Development Act, 2007* [section 69]. When considering and preparing a contract zone, the following requirements must be met:

- All requirements described in Section 69 of *The Planning and Development Act, 2007* must be met
- The proposed development for which a contract zone is proposed will be of a benefit to the municipality and/or region
- The contract zone shall be based on a zoning district as outlined in the Zoning Bylaw and the uses and development standards included shall be in accordance with the intent of the base zoning district, as outlined in the Zoning Bylaw
- The proposed land uses and/or development standards included in the contract zone will be complementary with adjacent land uses or anticipated adjacent land uses that are legally permitted within the existing or planned future zoning district
- The contract zone shall specify a specific use or a number of specific uses as either permitted or discretionary uses, which may be carried out within the area proposed for re-zoning
- The contract zone shall specify any applicable development standards or conditions of development within the area proposed for re-zoning
- The contents of the contract zone shall not undermine or conflict with the Plan or any applicable legislation such as *The Condominium Act* or Environment or Health regulations

All contract zoning agreements shall be executed by the landowner/developer and the municipality and shall be registered on the title of the affected property or properties.

5.2.5. Direct Control Districts

In the OCP and Zoning Bylaw, Council may designate an area or a number of areas in the municipality as a direct control district in accordance with the provisions outlined in *The Planning and Development Act, 2007* [sections 63-68]. The direct control district enables Council to exercise particular control over the development within the specified area of land.

Direct control districts are intended to be used for developments that are unusual in some way and for which the traditional zoning approach does not offer enough flexibility. For instance, direct control districts may be used for small or unusually-shaped parcels of land or in locations where there are physical or environmental barriers or conditions present that require special consideration. They may also be used in cases where comprehensive re-development schemes are required to address issues related to access, services or other aspects of the development. Finally, direct control districts may be used for very unique land uses such as resource-based land uses that have special requirements or uses that may cause extensive nuisances.

Alongside all standard development permit criteria, the following criteria shall be examined comprehensively when considering a development within a direct control district:

- The proposed development shall be reasonably compatible with existing and planned land uses on neighbouring properties
- Any applicable concerns relating to the development (such as noise, dust, odour, environmental concerns, etc.) shall be mitigated and adequately addressed
- The development shall meet the objectives and policies of the relevant sections of the Plan
- The development shall provide adequate parking and loading facilities for the intended use
- Site layout and landscaping shall be considered as part of the development

RM of

EDENWOLD

158

A winter landscape with snow-covered ground and evergreen trees under a blue sky. The scene is peaceful, with long shadows cast across the snow. A large, semi-transparent number '6' is overlaid on the left side of the image.

6

Planning Tools and Procedures

6.1. Sector Plan

A **Sector Plan** is a plan considered secondary to the OCP. It provides additional specifications regarding intended land uses and development within a specified area. All elements included in the **Sector Plan** shall be in conformance with the goals, objectives and policies in this OCP.

The purpose of the **Sector Plan** is to establish a framework for subdivision and development within the affected area. The plan should form a comprehensive plan for the area to coordinate the numerous different elements that must be considered to ensure proper functioning of the area into the future. A key focus of the **Sector Plan** should be the establishment of an overall layout for the area, but other elements that may need to be included are general infrastructure, drainage and utility plans, information on planned land use densities, proposed sequence of development, transportation network design plans, plans for recreational and/or institutional facilities, plans for open spaces including buffer areas and other matters considered necessary for development. A **Sector Plan** shall be accompanied by a **Comprehensive Development Proposal**, as described below in [Section 6.3](#). **Sector Plans** shall guide the preparation of **Concept Plans** as well as subdivision and development plans for the different phases of development included in the subject area.

In the municipality, **Sector Plans** will be required for large areas normally formed of more than one quarter section of land, where there are expected to be numerous different types of land uses and development forms present. Specifically, the [Emerald Park future growth areas](#) as shown on [Map 15](#) in [Appendix A](#) will be the subject of **Sector Plans**. The area north of Highway No. 46 and northwest of the Town of Pilot Butte will also be the subject of a future **Sector Plan**. There will likely be other areas of the municipality where Council will require **Sector Plans**. Typically, the sector planning process will be led by the municipality.

In order to obtain approval from Council for a **Sector Plan**, a public consultation process related to the plan must be carried out to the satisfaction of Council. At Council's discretion, a **Sector Plan** may be approved by Council as a guideline document or may be adopted by

Council as an amendment to the OCP in accordance with [Section 5.1.3](#) above and the public consultation requirements as outlined in Part X of *The Planning and Development Act, 2007*.

The full list of requirements for a **Sector Plan** are included in [Section 3.21 of the Zoning Bylaw](#).

6.2. Concept Plan

Concept Plans are similar to **Sector Plans**, but are intended to be used for smaller areas or smaller-scale projects. **Concept Plans** shall be required for developments that cover approximately a quarter section of land and include numerous lots or a number of different types of land uses or development forms. They may also be required for proposals including recreational, institutional or other public facilities or amenities and for proposals where the potential impacts of the development on the local community may require special consideration or supplementary community consultation. **Concept Plans** shall be accompanied by a **Comprehensive Development Proposal** (see [Section 6.3](#) for further details).

The purpose of the **Concept Plan** is to provide a design layout for the area. Other elements to be included are general infrastructure, drainage and utility plans, information on planned land use densities, transportation network design plans and plans for recreational or institutional facilities and open spaces including buffer areas.

A public consultation process may be required for the review of a **Concept Plan**. At Council's discretion, a **Concept Plan** may be approved by Council as a guideline document or may be adopted by Council as an amendment to the OCP in accordance with [Section 5.1.3](#) and the public consultation requirements as outlined in Part X of *The Planning and Development Act, 2007*.

The requirements for a **Concept Plan** are included in [Section 3.22 of the Zoning Bylaw](#).

6.3. Comprehensive Development Proposal

A **Comprehensive Development Proposal** may be developed alongside a **Sector Plan** or **Concept Plan**, for large areas or projects (approximately 1 quarter section in size or larger), or may be submitted separately without a **Sector Plan** or **Concept Plan** for smaller proposals. When not accompanied by a **Sector Plan** or **Concept Plan**, the **Comprehensive Development Proposal** shall include a site plan or plan of proposed subdivision, as applicable. A **Comprehensive Development Proposal** shall be required to accompany any application to re-zone or subdivide land for a multiple-parcel, multiple-building or multiple-unit subdivision or development. The **Comprehensive Development Proposal** shall provide the information required by the municipality, other review agencies or approving authorities to evaluate the proposed re-zoning, subdivision or development. The purpose of the report is to provide detailed information on the proposal and indicate how any potential issues will be addressed.

The requirements for a **Comprehensive Development Proposal** are outlined in [Section 3.23 of the Zoning Bylaw](#).

6.4. Pre-Engineering Report

In the case of a proposed development that includes water, sewer, stormwater management areas and/or roadways, a pre-engineering report may be required in addition to a **Sector Plan**, **Concept Plan** or **Comprehensive Development Proposal**. The Pre-Engineering Report shall establish any engineering assumptions, standards or parameters for the development of comprehensive detailed engineering for the proposed development area. It shall also identify the locations for utility or servicing facilities such as pump stations or lift stations. Pre-engineering reports shall be required at the discretion of Council.

6.5 Subdivision Process

Any application to subdivide land in the RM of Edenwold shall be submitted to the Community Planning Branch of the Ministry of Government Relations for approval. The Director of Community Planning

is the approving authority for subdivisions in the municipality. The municipality shall carry out its responsibilities with respect to subdivision in accordance with *The Planning and Development Act, 2007* and *The Subdivision Regulations, 2014* and shall ensure that the proposals meet the policies and requirements of this Plan and the Zoning Bylaw.

The municipality's role in a subdivision is the following:

- Review the proposal for conformance with OCP objectives and policies and Zoning Bylaw regulations and development standards and provide a response to Community Planning regarding the proposal
- Consider potential impacts of the proposal on existing or planned municipal infrastructure, services or facilities
- Carry out the re-zoning process, where applicable (note: the results of this process cannot be presupposed as this process necessarily involves public consultation)
- Determine if a Servicing Agreement is required for the proposed subdivision, and, where required, prepare the agreement and provide it to the applicant and/or landowner
- Provide all required documentation related to the subdivision or associated re-zoning to the Community Planning Branch

It is recommended that all subdivision applicants contact the municipality's planning department to evaluate the proposal with respect to the objectives and policies of this Plan and the standards and requirements outlined in the Zoning Bylaw.

6.6 Servicing Agreements

Council may require a Servicing Agreement as part of a subdivision in accordance with Section 172 of *The Planning and Development Act, 2007*. When a Servicing Agreement is required by Council, the agreement will become a requirement of the approving authority for subdivision approval.

The Servicing Agreement has two main purposes. The first is to ensure that the subdivision services are designed and constructed in accordance with municipal standards. The second is to obtain fees to

contribute towards capital costs for municipal projects that directly or indirectly serve the proposed subdivision. The following items may be included in a Servicing Agreement:

- Specifications regarding the design, construction and/or installation of any facility, infrastructure, utility or service component within or outside of the subdivision area (design plans that meet the requirements shall be required to be attached to the agreement)
- Fee requirements with respect to fees established by Council for payment in whole or in part for the capital cost of any facility, infrastructure component or service that will directly or indirectly service the proposed subdivision
- Time limits for the completion of any work or payment of any fees specified in the agreement
- Provisions for the applicant and the municipality to share the costs of any item contemplated within the agreement
- Performance security requirements or other assurances that Council may consider necessary

The fees to be charged to subdivision applicants, the amounts required as performance security and the timelines for payment shall be in accordance with the municipality's Servicing Agreement Fees and Securities Policy. This policy shall define the projects for which fees are being collected, the areas affected by each project, the expected cost of each project, the cost sharing breakdown for each project between existing and new development and the cost share breakdown per lot (or other unit). The Servicing Agreement Fees and Securities Policy shall be kept current by the municipality.

6.7 Development Levies and Agreements

In accordance with sections 169 and 170 of *The Planning and Development Act, 2007*, Council may establish, by bylaw, development levies for recovering all or part of the capital costs for providing, altering, expanding or upgrading services and facilities associated with a proposed development. When Council determines development levies are required for a proposed development, the execution of the development

levy agreement and the payment of the fees become requirements of the development permit.

Like Servicing Agreements, Development Levy Agreements have two main purposes. The first is to ensure that the services for the development are designed and constructed in accordance with municipal standards. The second is to obtain fees to contribute towards capital costs for municipal projects that directly or indirectly serve the development. The following items may be included in a Development Levy Agreement:

- Specifications regarding the design, construction and/or installation of any facility, infrastructure, utility or service component within or outside of the development area (design plans that meet the requirements shall be required to be attached to the agreement)
- Fee requirements with respect to fees established by Council for payment in whole or in part for the capital cost of any facility, infrastructure component or service that will directly or indirectly service the proposed development
- Time limits for the completion of any work or payment of any fees specified in the agreement
- Provisions for the applicant and the municipality to share the costs of any item contemplated within the agreement
- Performance security requirements or other assurances Council may consider necessary

The fees to be charged to the developer, the amounts required as performance security and the timelines for payment shall be in accordance with the municipality's Development Levy Bylaw. A schedule to this bylaw shall define the projects for which fees are being collected, the areas affected by each project, the expected cost of each project, the cost sharing breakdown for each project between existing and new development and the cost share breakdown per lot (or other unit). The Development Levy Bylaw and any schedules to the bylaw shall be kept current by the municipality.

6.8 Cost-Benefit Analysis

The municipality or the Community Planning Branch, as applicable, may require the preparation of a Cost-Benefit Analysis in support of a proposed development or subdivision or as part of a Sector Plan or Concept Plan. The purpose of a Cost-Benefit Analysis is to enable Council to evaluate the long-term financial impacts of a project on the municipality and ensure that the benefits of the project outweigh the costs. The analysis must provide comprehensive information about anticipated costs that are expected to be borne by the municipality through the project lifecycle. This includes costs during project planning and construction, operations, maintenance and replacement. The analysis must also provide information about project benefits including municipal revenues (i.e. taxes, levies and fees) and physical assets.

Where required, a Cost-Benefit Analysis is expected to be prepared through a collaborative approach by the municipality and the developer. Developers shall be required to provide project-related information detailing all capital costs. All information provided must be as up-to-date and accurate as possible for the purpose of the preparation of a reliable Cost-Benefit Analysis. This information will be supplemented by municipal data regarding planning, construction, operations, maintenance and replacement. Where requested by the municipality, the Cost-Benefit Analysis will be required to be completed and approved before Council will be in a position to make a final decision or provide a final recommendation on a proposal. In the event that the Cost-Benefit Analysis does not show long-term benefit to the municipality, Council may decide not to accommodate the development as proposed or may request changes to the proposal to ensure long-term benefit to the municipality.

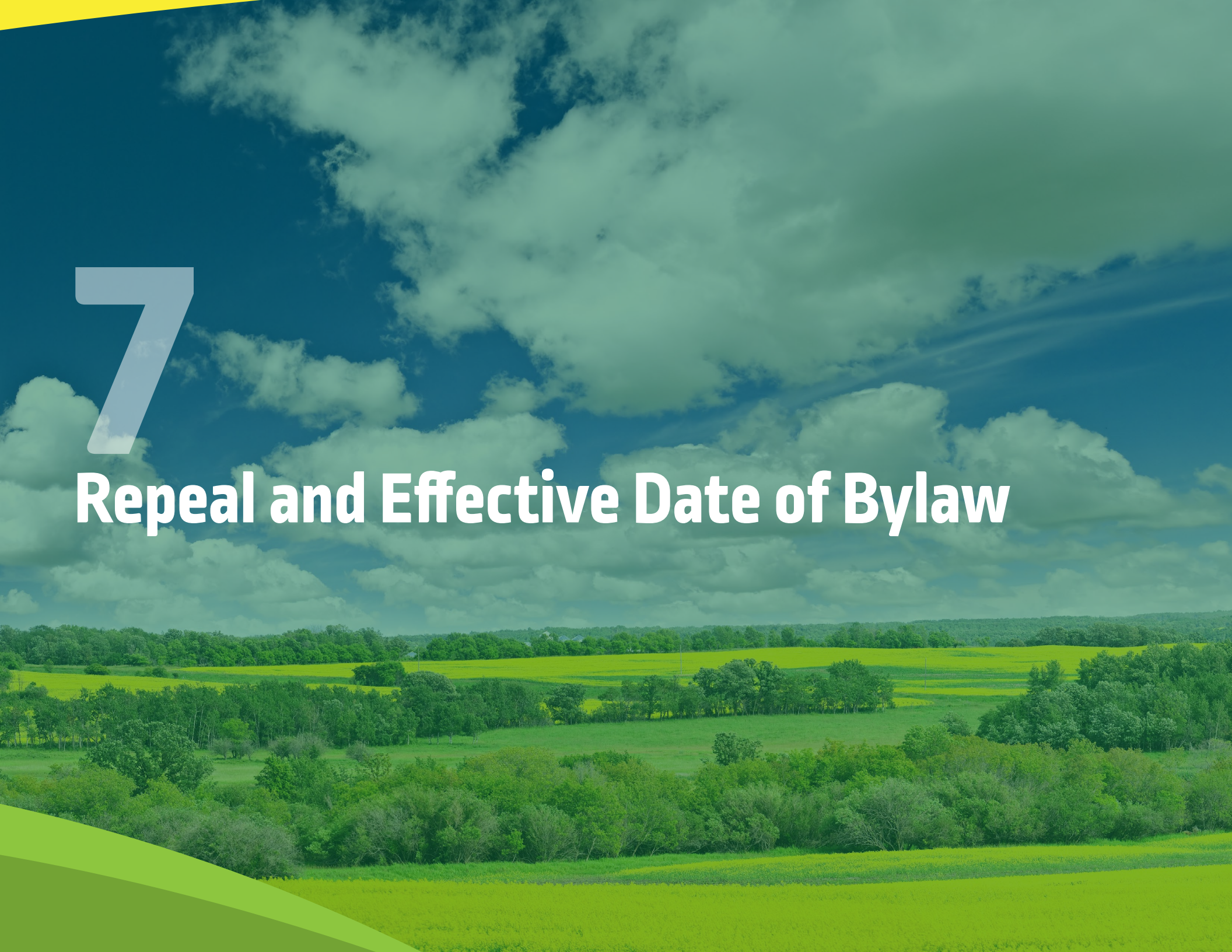
Within the municipality, there are some areas and types of projects that are likely to trigger a need for a Cost-Benefit Analysis. These include lands planned for urban development in the Emerald Park area, commercial and industrial developments in the Butte Business District, and other high-intensity developments including multi-parcel residential, commercial or industrial subdivisions across the

Development Overlay Area. Some single-parcel developments such as industrial processing or manufacturing facilities that could have a significant impact on municipal infrastructure or operations may also require a Cost-Benefit Analysis. These could be located anywhere in the municipality.



7

Repeal and Effective Date of Bylaw



7.1. Ministerial Approval

This bylaw, number 2019-19, known as the Official Community Plan, shall come into force and effect on the date of final approval by the Minister of Government Relations.

7.2. Repeal

This bylaw repeals Bylaw No. 2010-10 and all subsequent amendments.

7.3. Council Readings and Adoption

This bylaw was adopted by a majority vote of the Council of the Rural Municipality of Edenwold No. 158 this _____ day of _____, 2019.

Read a first time this _____ day of _____, 2019.

Read a second time this _____ day of _____, 2019.

Read a third time this _____ day of _____, 2019.

R.M. of Edenwold No. 158

Bylaw No. 2021-05

Official Community Plan Amendment

Pursuant to Section 29(2) of *The Planning and Development Act, 2007*, the Council of the Rural Municipality of Edenwold No. 158 hereby amends Bylaw No. 2019-19 known as the Official Community Plan by enacting this bylaw as follows:

Bylaw No. 2021-05: Text Change

Part 1: Text Changes relating to Cost-Benefit Analysis

Section 3.1 Land Use and Development

Add: 3.1.2.2 (c): The municipality or the Community Planning Branch, as applicable, may require the preparation of a Cost-Benefit Analysis in support of a proposed development or subdivision or as part of a Sector Plan or Concept Plan to evaluate the benefits of the project as compared to the costs throughout the project lifecycle. The Cost-Benefit Analysis shall involve a comprehensive review of all financial components and implications of the project. The requirements for a Cost-Benefit Analysis are provided in Section 3.24B of the Zoning Bylaw.

Section 6 Planning Tools and Procedures

Add: 6.8 Cost-Benefit Analysis

The municipality or the Community Planning Branch, as applicable, may require the preparation of a Cost-Benefit Analysis in support of a proposed development or subdivision or as part of a Sector Plan or Concept Plan. The purpose of a Cost-Benefit Analysis is to enable Council to evaluate the long-term financial impacts of a project on the municipality and ensure that the benefits of the project outweigh the costs. The analysis must provide comprehensive information about anticipated costs that are expected to be borne by the municipality through the project lifecycle. This includes costs during project planning and construction, operations, maintenance and replacement. The analysis must also provide information about project benefits including municipal revenues (i.e. taxes, levies and fees) and physical assets.

Where required, a Cost-Benefit Analysis is expected to be prepared through a collaborative approach by the municipality and the developer. Developers shall be required to provide project-related information detailing all capital costs. All information provided must be as up-to-date and accurate as possible for the purpose of the preparation of a reliable Cost-Benefit Analysis. This information will be supplemented by municipal data regarding planning, construction, operations, maintenance and replacement. Where requested by the municipality, the Cost-Benefit Analysis will be required to be completed and approved before Council will be in a position to make a final decision or provide a final recommendation on a proposal. In the event that the Cost-Benefit Analysis does not show long-term benefit to the municipality, Council may decide not to accommodate the development as proposed or may request changes to the proposal to ensure long-term benefit to the municipality.

Within the municipality, there are some areas and types of projects that are likely to trigger a need for a Cost-Benefit Analysis. These include lands planned for urban development in the Emerald Park area, commercial and industrial developments in the Butte Business District, and other high-intensity developments including multi-parcel residential, commercial or industrial subdivisions across the Development Overlay Area. Some single-parcel developments such as industrial processing or manufacturing facilities that could have a significant impact on municipal infrastructure or operations may also require a Cost-Benefit Analysis. These could be located anywhere in the municipality.

Part 2: Other Text Changes

Section 3.4.3 Hazard Lands: Flood and Slope Instability

To section 3.4.3.3 (c)(iii), after "No buildings" **add** "or additions to buildings"

Remove: 3.4.3.6 (b) For some proposed subdivisions the approval of the Water Security Agency is required. Where this is required, the developer is solely responsible for obtaining this approval and it must be obtained before Council can provide a recommendation of approval of the proposed subdivision. The approval of the Water Security Agency is required for the following types of

subdivisions (list may be subject to change by the Water Security Agency and the Ministry of Government Relations):

- i. Any subdivision adjacent to a watercourse or a wetland
- ii. Multi-parcel commercial, industrial, recreational or community service subdivisions.
- iii. Single-parcel residential subdivisions where there may be a risk of flooding on the proposed parcel or adjacent lands.

Add: 3.4.3.6 (b) Comments on a specific development or subdivision proposal may be requested from the Water Security Agency by the municipality or the Community Planning Branch, as applicable. Where recommendations are provided by the Water Security Agency, the municipality or the Community Planning Branch may require that these recommendations be followed and implemented through the development process. In most cases, the following types of applications are referred to the Water Security Agency for a technical review and comments:

- i. Any subdivision adjacent to a watercourse or a wetland.
- ii. Multi-parcel commercial, industrial, recreational or community service subdivisions.
- iii. Single-parcel residential subdivisions where there may be a risk of flooding on the proposed parcel or adjacent lands.

Section 3.10.2 General Country Residential Lands Policies

Remove: 3.10.2.4(a)(ix) Within 1 kilometre of sour gas well (for multi-parcel development) or 500 metres of a sour gas well (for single-parcel acreage) or 125 metres from any other oil or gas well.

Add: 3.10.2 (b) Country residential development shall not be permitted within 1 kilometre of a sour gas well (for multi-parcel development) or 500 metres of a sour gas well (for single-parcel acreage) or 125 metres from any other oil or gas well. These setbacks may be reduced or otherwise modified in accordance with recommendations or requirements of the Ministry of Government Relations or the Ministry of Energy and Resources.

Section 3.11.2 General Urban Residential Lands Policies

Remove: 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.

Add: 3.11.2.4(b) Infill developments are encouraged to be designed using architectural elements and features similar to existing properties in the surrounding area to ensure compatibility.

Section 3.12.4 School Site Policies

To section 3.12.4.2(a)(i) after "...to use the over dedication for future subdivisions" **remove** "or may enter into an agreement with the municipality (or region, as applicable) for a partial reimbursement for the portion of land that constitutes an over-dedication."

To section 3.12.4.2(a)(i) after "...to use the over dedication for future subdivisions" **add** "or the municipality (or region, as applicable), may enter into an agreement with the applicant to purchase the additional lands required for the school site."

Effective Date

This bylaw shall come into force on the date that it is approved by the Saskatchewan Ministry of Government Relations.

Municipal Adoption

1st Reading: January 12th, 2021

2nd Reading: February 9th, 2021

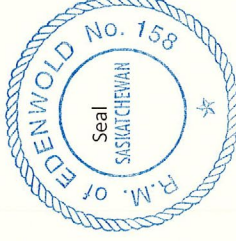
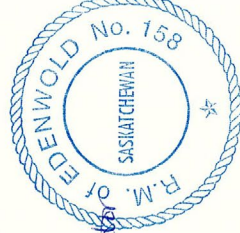
3rd Reading: February 9th, 2021

Reeve

Kegahua
Acting Administrator

CERTIFIED A TRUE AND CORRECT COPY OF

Bylaw 2021-05
Kegahua, Acting Administrator
DATE: 12 FEB 2021
TIME: 09:41 AM



APPROVED
REGINA, SASK.
MAR 31 2021

[Signature]
Minister of Government Relations