



Appendices to Bylaw #2019-19 - Official Community Plan



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Municipal Profile

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Section 1: Purpose

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

Section 2: Location, History and Area Overview

Location

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

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

History

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

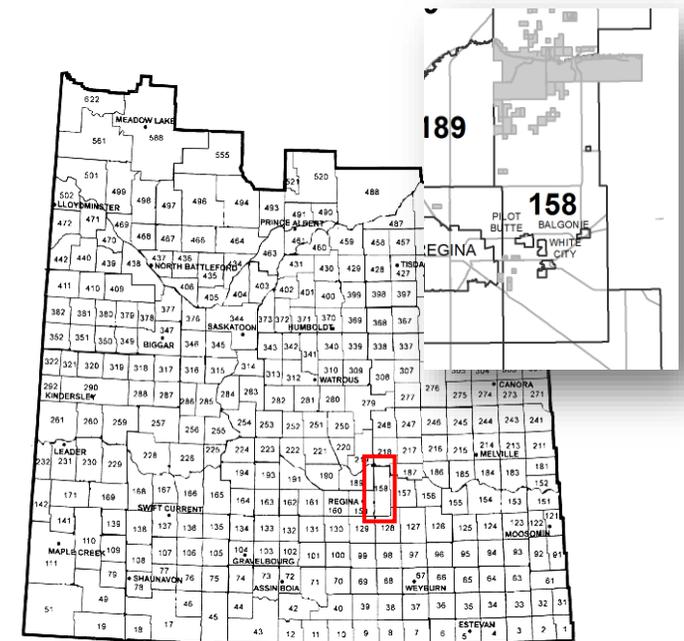


Figure 1 Contextual Map of RM of Edenwold No.158

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

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

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

Environment

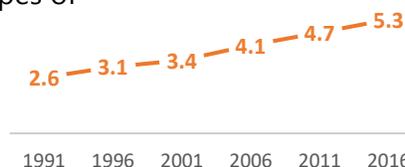
The RM is situated on the transitional border between the Moist Mixed Grassland ecoregion and the Aspen Parkland ecoregion. Both ecoregions are characterized by intermittent sloughs and ponds, productive agricultural soils, fescue grasslands, and nonarable pasture land. An extensive and variable system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

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

Section 3: Population

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

Figure 2: population density
(People per square km)



Composition

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

Household Characteristics

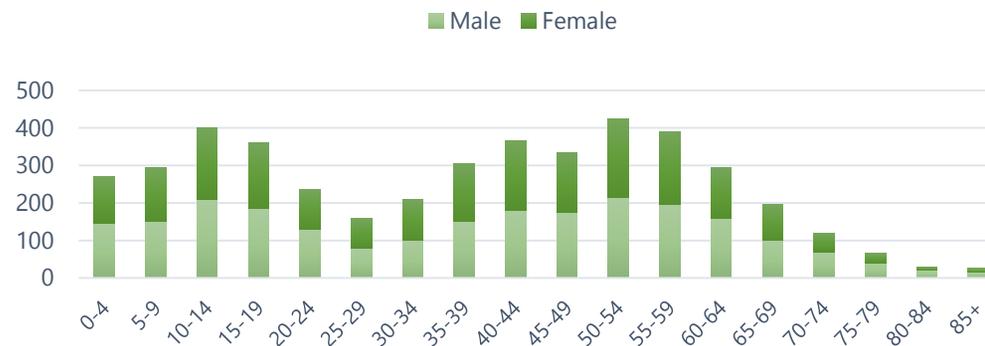
As of 2016, the total number of private dwellings within the RM was 1,546, with the dominant housing type being single-family detached (91%). The only other substantive form of housing is mobile homes (6%). According to the 2016 Census, approximately 96% of the available housing stock is owned, and the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

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

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



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



Section 4: Economy

Regional economics

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

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

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

Household Economics

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

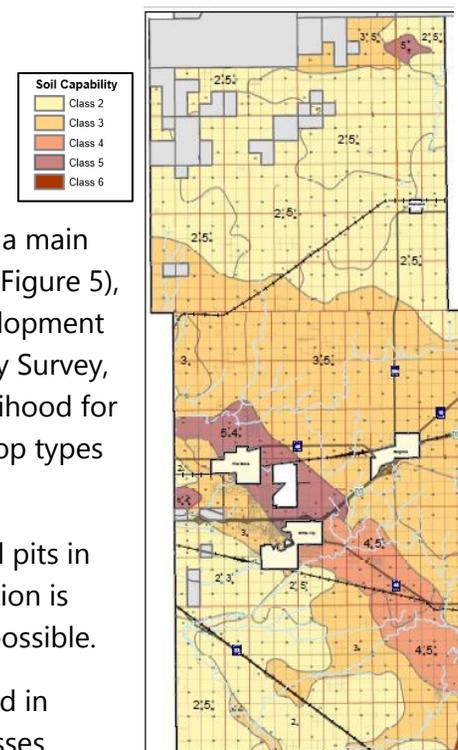
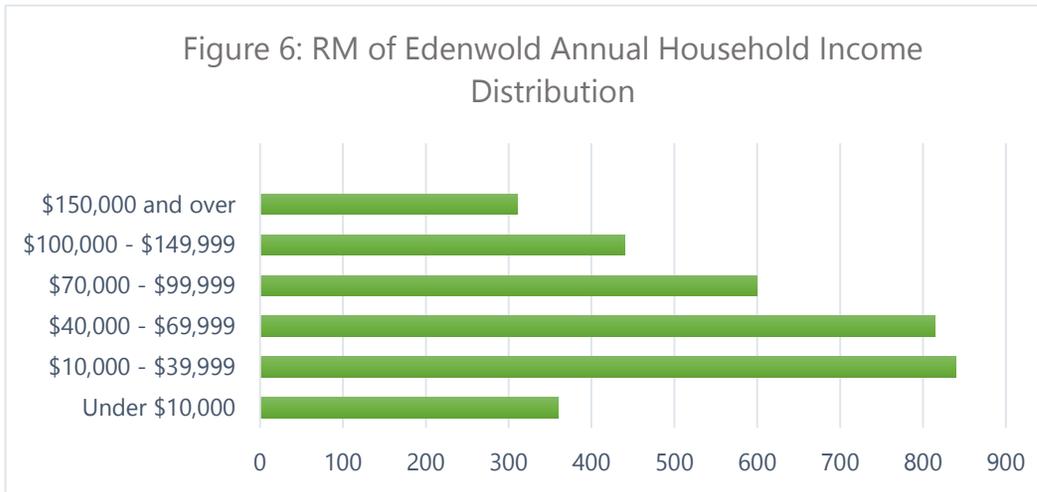


Figure 5: RM of Edenwold Soil Classification Map

Source: Source: Some Geospatial data (Copyright of Her Majesty the Queen in Right of Canada) has been provided by Information Services Corporation of Saskatchewan. It is the responsibility of the user to verify accuracy of the information since changes may have occurred since the time of the map creation. Soil geospatial data has been retrieved from Agriculture and Agri-Food Canada online services National Soil DataBase (NSDB).



Section 5: Infrastructure and Services

Transportation

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

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

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



Services

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

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

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

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

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

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



Section 6: Recreation, Leisure and Community

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



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

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

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

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



Section 7: Community Development

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

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

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

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



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



Appendix C

Executive Summary of Early Community Engagement Program



Report on Early Community Engagement Meetings and Community Survey

Executive Summary

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

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

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

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

Early Community Engagement Meetings

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

The five different interest groups were the following:

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

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

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

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

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

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

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

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

Community Survey

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

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

The following summarizes the survey results very briefly:

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

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

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

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

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

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

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

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

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

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

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

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

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

Discussion

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

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



Appendix D

Executive Summary of Business Survey



Business Community Survey

Summary Report

August 2017

Business Community Survey

1.0 Overview

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

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

2.0 Purpose

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

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



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

- Survey Respondent #55



3.0 Response

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

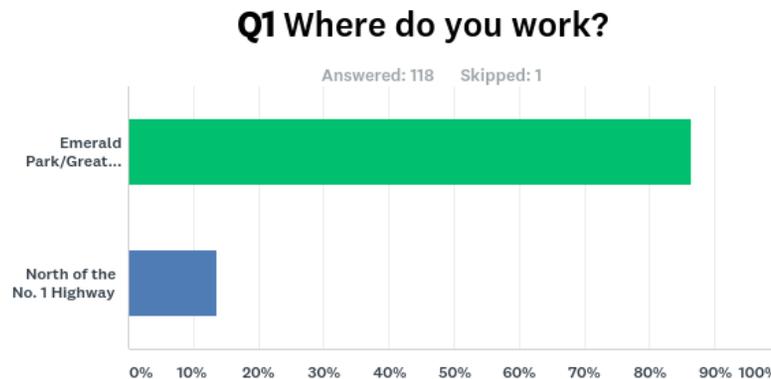
The survey was promoted through personal communication while delivering surveys, on the RM website, and on social media.

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

4.0 Results

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

Q1: Where do you work?



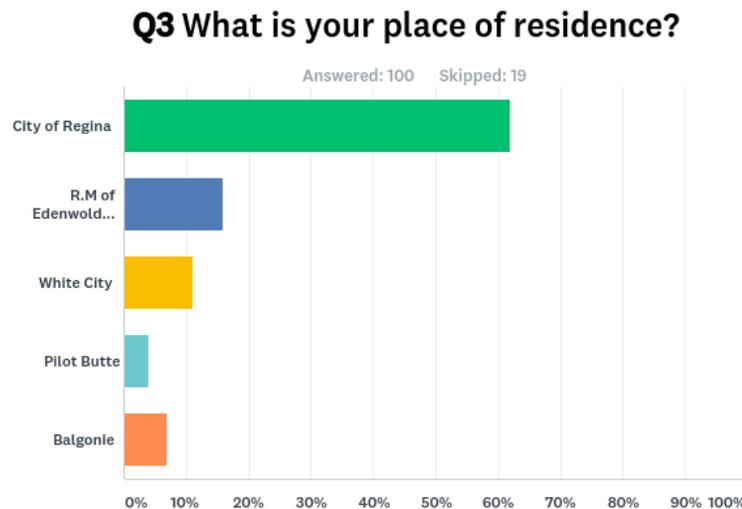
Of 118 respondents, 102 (86%) work in the Emerald Park/Great Plains Industrial Park region, while 16 respondents (14%) work North of the No. 1 Highway.

Q2: What is your employment status?

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

Q3: What is your place of residence?

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



Q4: Do you own a personal vehicle?

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

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

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

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

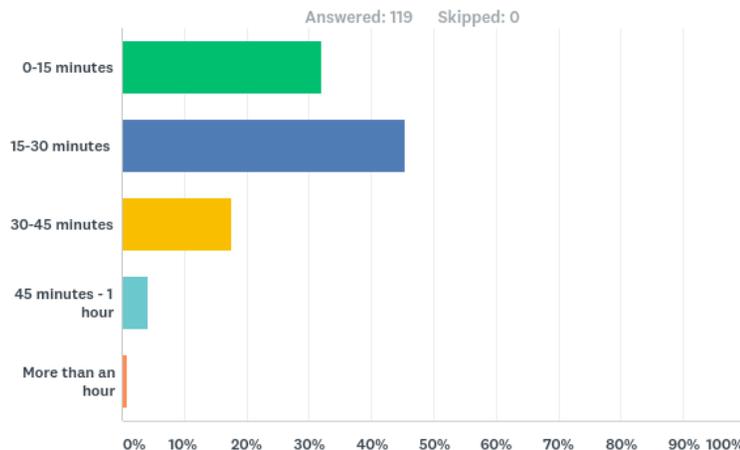
Of 119 responses, 105 (88%) indicated that they do not receive any type of transportation assistance from their employer. Conversely, 14 respondents (12%) indicated that they do receive some type of assistance.

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

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

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

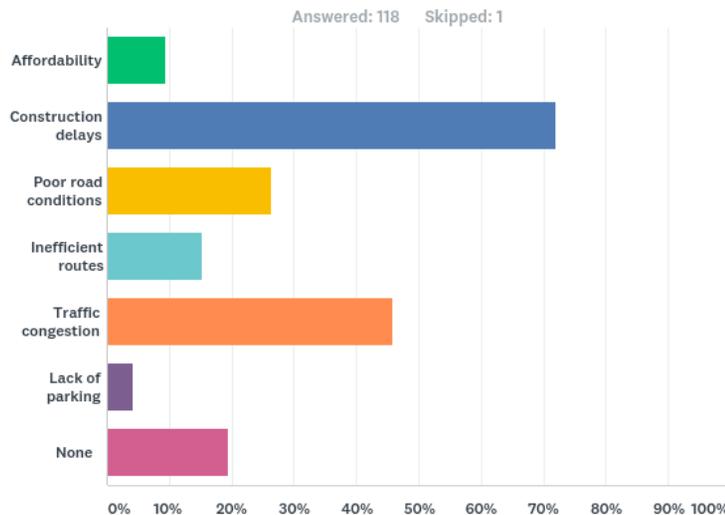
Q8 What is your average commuting time to work per trip (recognizing that construction may factor in to trip length)?



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

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

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



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

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

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

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

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

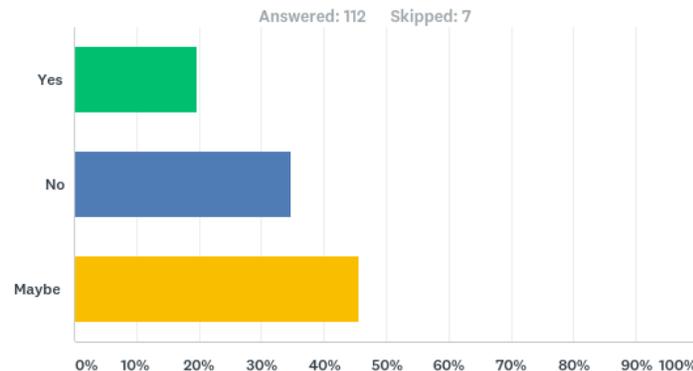
Q12: Would you be in favour of an extension of the Regina Transit Services to the community where you work?

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

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

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

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

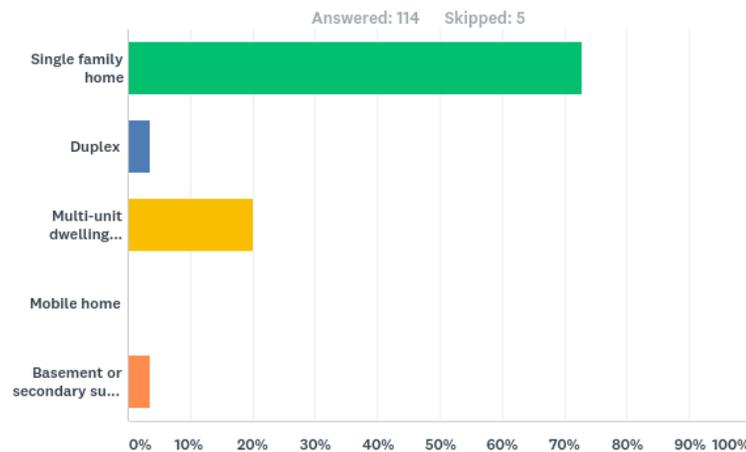


Q14: Do you rent or own your current place of residence?

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

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

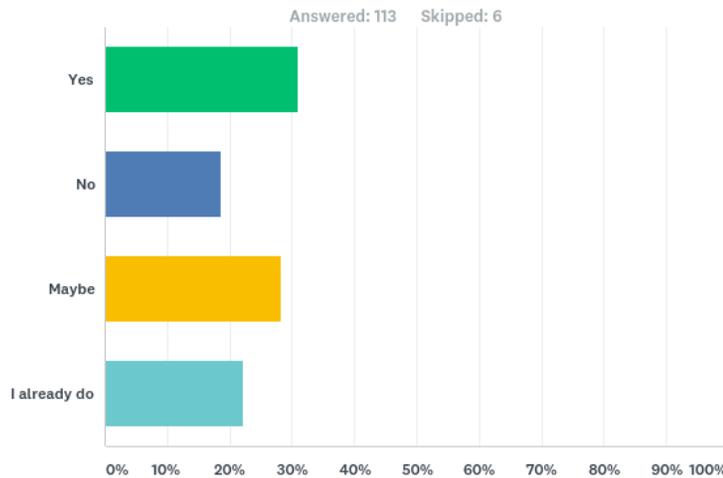
Q15 What type of dwelling do you currently live in?



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

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

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

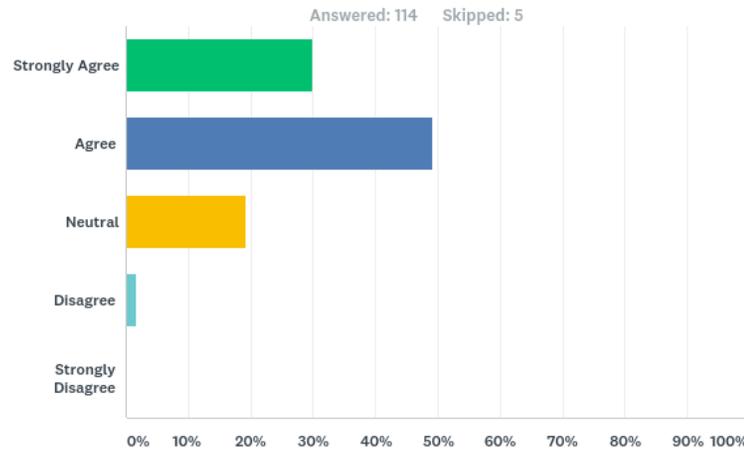


The most common response to this question was “yes”, garnering 31% of the vote. “Maybe” followed with 28%, and 25% of respondents indicated that they already do live where they work. Finally, 21% of respondents said that they are not interested in living in the Emerald Park/White City region.

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

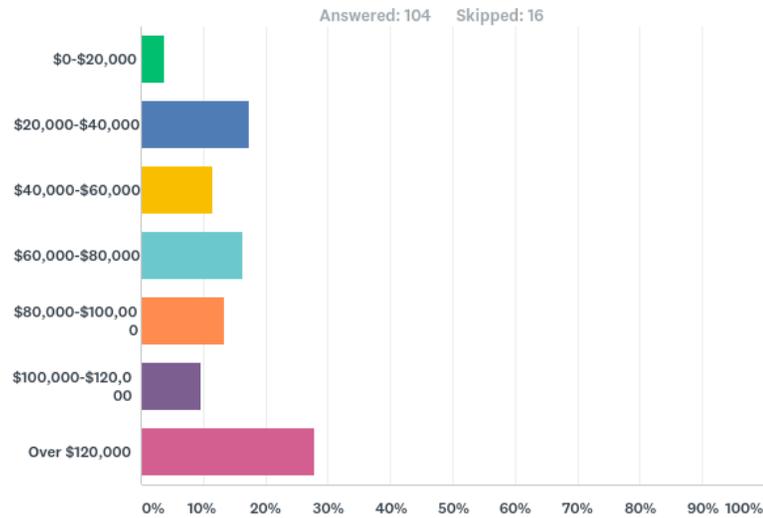
As pictured below, 79% responded that they agree or strongly agree that the RM is a good place to work or own a business. An additional 19% were neutral, and two respondents disagreed.

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



Q18: Total household income before tax in 2016:

Q18 Total household income before tax in 2016:



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

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

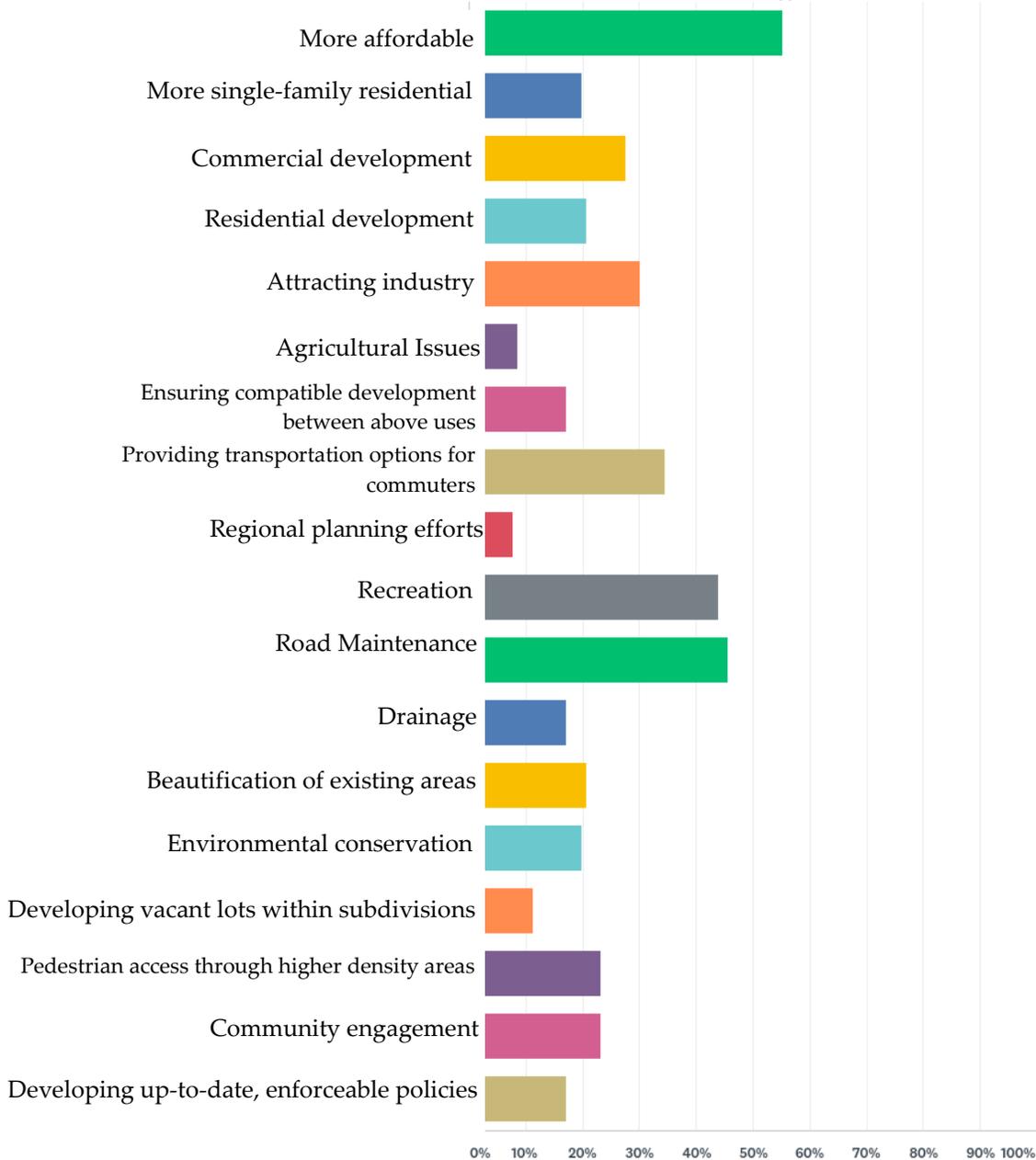
The top five answers were:

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

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

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

Answered: 116 Skipped: 3



5.0 Discussion

5.1 General

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

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

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

Recommendations

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

5.2 Transportation

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

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

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

- Survey Respondent #116

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

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

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

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

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

-Survey respondent #65

Recommendations

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

5.3 Housing

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

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

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

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

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

-Survey respondent #55, continued

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

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

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

-Survey Respondent #93

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

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

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

- Survey respondent #25

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

Recommendations

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

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

- Survey respondent #20

6.0 Conclusion

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

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

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



Appendix E

Municipal Action Plan

Municipal Action Plan - Sept 2019

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

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

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

Rural Residential/Agricultural Sector

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

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

Country Residential Subdivisions

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

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

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

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

Emerald Park Residential Community

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

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

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

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

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

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

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

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

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

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

Business Sector including Butte Business District and Rural Sector

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

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

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

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

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



Appendix F

Executive Summary of Draft OCP and Zoning Bylaw Consultation Program

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

Executive Summary

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

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

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

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

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

1 Release and Distribution of Draft New OCP and Zoning Bylaw

1.1 Release of Draft OCP and Zoning Bylaw

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

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

1.2 Distribution of Draft OCP and Zoning Bylaw

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

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

1.3 Distribution of letters to landowners potentially affected by rezoning

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

2 Open House Events

2.1 Date, Time, Location

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

2.2 Invitations

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

2.3 Presentation Materials

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

2.4 Feedback Materials

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

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

2.5 Attendance

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

3 Consultation Results

3.1 Consultation of Neighbouring Communities

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

3.2 Consultation of Government Agencies and Ministries

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

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

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

3.3 Public Consultation (citizens, businesses and developers)

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

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

3.4 Specific Consultation Topics

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

Topic 1 - Private wind energy systems on agricultural land

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

Results: 27 votes for permitted / 43 votes for discretionary

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

Topic 2 - Chickens in country residential subdivisions

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

Results: 138 votes for yes / 56 votes for no

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

² Individual names have been removed for confidentiality.

Topic 3 - Landscaping requirements on industrial lots

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

Results: 6 votes for yes / 2 votes for no³

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

Topic 4 - Coverall buildings in urban residential areas

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

Results: 27 votes for yes / 59 votes for no

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

4 Conclusions

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

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

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

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

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

5 Schedules

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

Schedule B – Feedback Chart

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

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

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

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

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



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

Feedback and Revision Chart

RM of Edenwold #158 OCP Comments Chart

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

20.0- Comments from Cowessess First Nation

Note: Comments received by email submission June 12th 2019

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RM of Edenwold #158 Zoning Bylaw Comments Table

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

<i>Note: Comments received by email submission on June 20th 2019</i>					
33.1-	Clearer definition of highway in order to distinguish the difference between provincial and public highway	Yes	Section 2.0 – definitions now match <i>Highways and Transportation Act</i> .		
33.2-	Clearer definition of sight triangle	Yes	Section 2.0 – definition now refers to policy section 4.18. Section 4.18 was elaborated on as per Ministry of Highways suggestions.		
33.3-	Section 4.11.2 states that fences can be erected on a property line	Yes	Section 4.11.2 amended as per suggestion.		
33.4-	Section 4.12 states that trees must be 38 meters from a provincial highway property line. Clarification is suggested that setbacks will vary on the type of highway	Yes	38m setback from provincial highways removed – will default to 4.12.2, which is more general.		
33.5-	Clarify Section 4.12.2 that a permit is required for any tree located within 90 meters of a right-of-way of a provincial highway (not just 90 meters from a highway)	Yes	Section 4.12.2 changed as per suggestion.		
33.6-	In regards to Section 4.14, there is no reference to approach permits being required adjacently to provincial highways	Yes	4.14.1 amended as per suggestion, now includes MOH permitting requirement when adjacent to provincial highways.		

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

			stations, gas caverns) added to zoning maps		
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