

REPORT

RM of Blucher

Background Report



July 2015

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1 Introduction

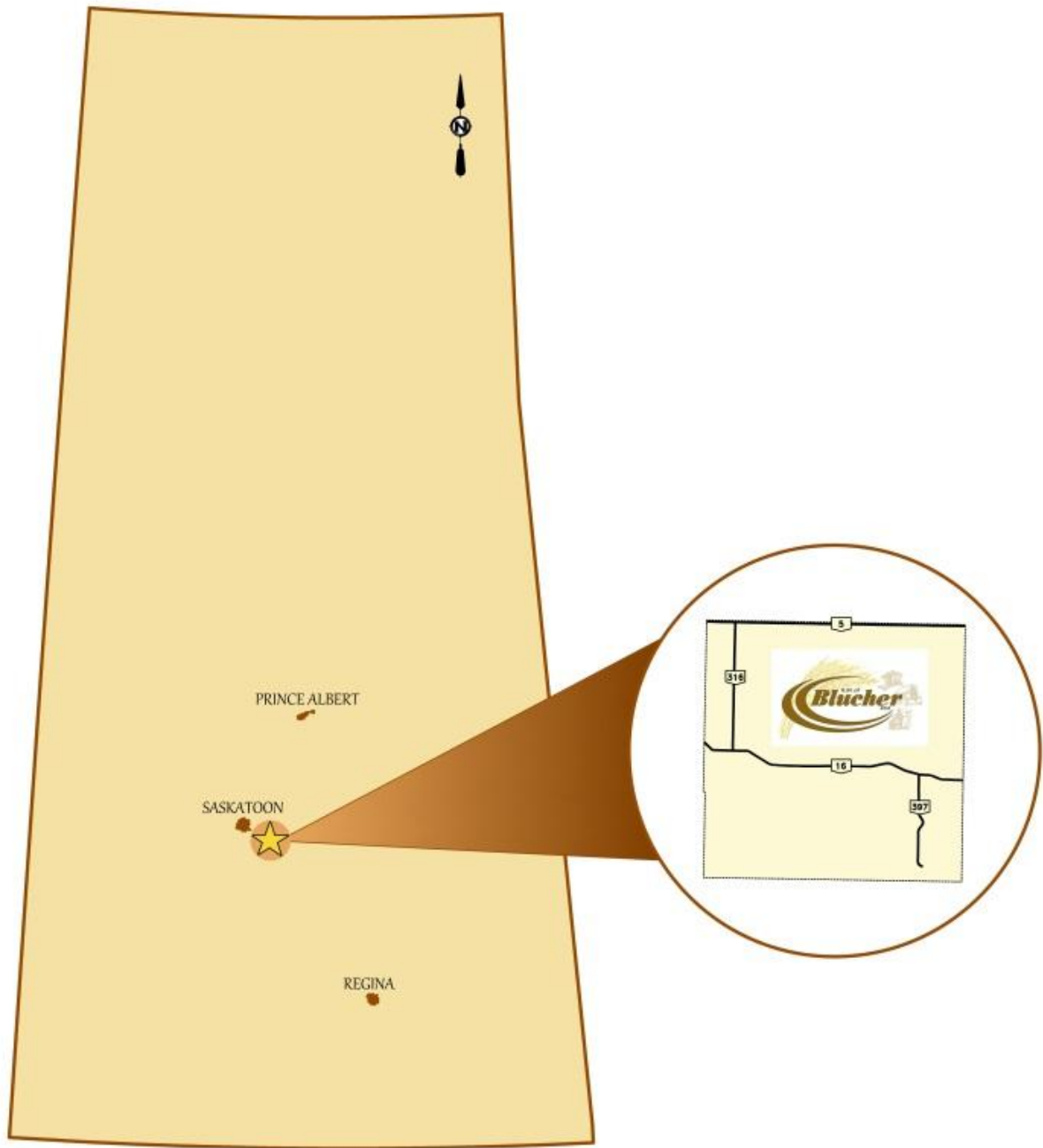
The RM of Blucher No. 343 (RM) is undertaking the preparation of a new Official Community Plan and Zoning Bylaw pursuant to *The Planning and Development Act, 2007* to provide for a comprehensive policy and regulatory framework to guide the physical, environmental, economic, social, and cultural development of the municipality.

The RM of Blucher Official Community Plan (OCP) is the keystone of the planning process. The framework provided by the new OCP will set the vision for the municipality and direct the growth management and land use decisions within the community over the next 25 years.

This background report is intended to identify the existing local baseline conditions within the municipality and provide a summary of key planning issues which need to be considered within the new Official Community Plan.

1.1 LOCATION AND REGIONAL CONTEXT

The RM is one of Saskatchewan's fastest growing municipalities located east of the City of Saskatoon. The RM is bordered by the RMs of Corman Park and Dundurn to the west, the RMs of Aberdeen and Grant to the north, the RM of Colonsay to the east, and the RM of Lost River to the south. The RM is 789 square kilometres in area and envelopes the Town of Allan and the Villages of Bradwell and Clavet within its municipal boundary. The RM has strong transportation links to the province and Canada as both the CN and CP Rail run through the municipality along with Highway No. 16, a trans-national highway, and Highway No. 5, a major provincial highway linking Saskatoon to Manitoba.



**Figure 1-1
Location Map**

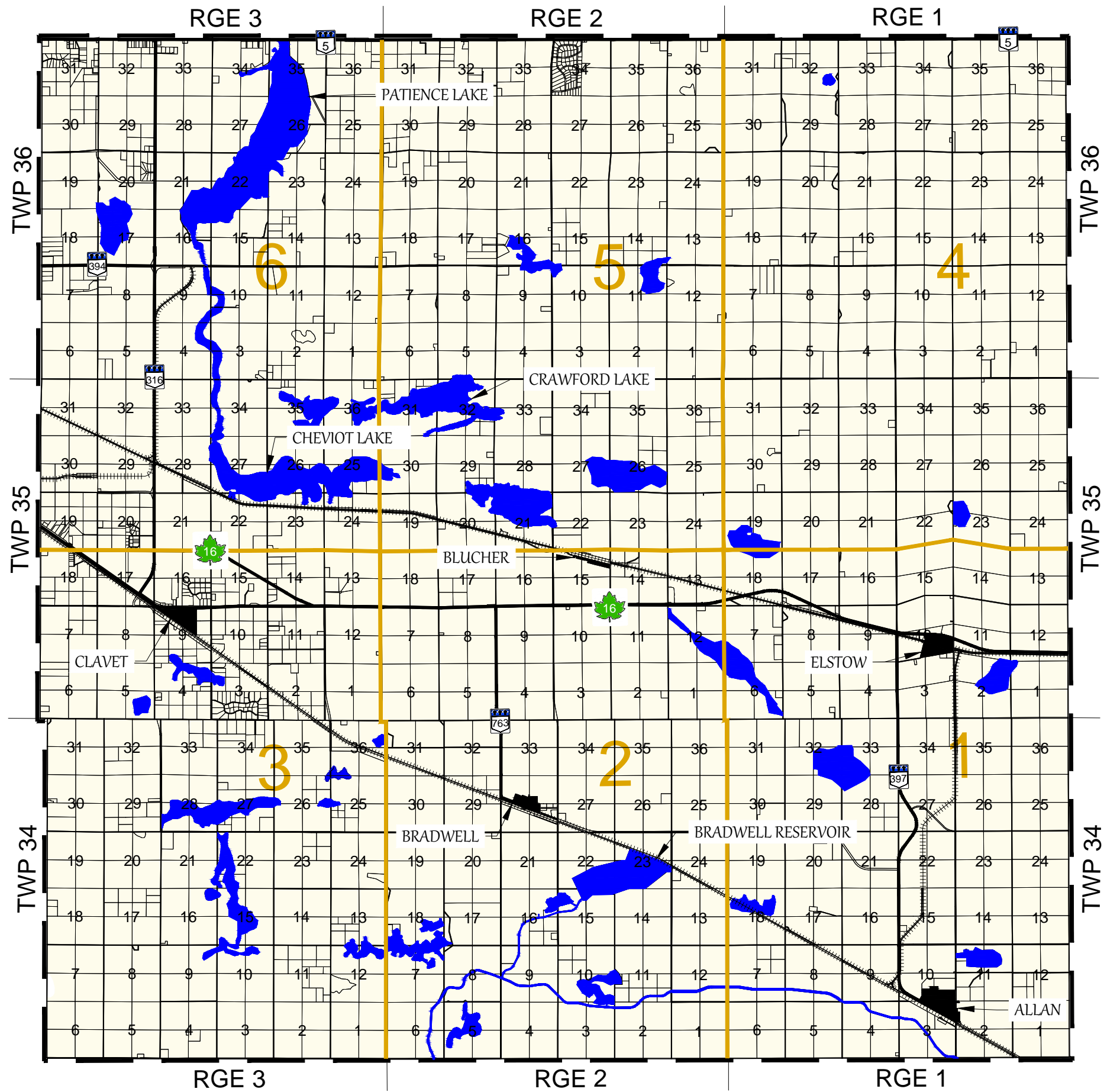


FIGURE 1 - 2
 RURAL MUNICIPALITY of BLUCHER No. 343
 LOCAL CONTEXT



1.2 HISTORY OF AREA

The RM was established in 1909 following the dissolution of the Local Improvement Districts, and was 9 townships and 18 miles square in area. The RM originally encompassed six urban municipalities: Allan, Elstow, Bradwell, Blucher, Cheviot, and Clavet, with the first “town office” established in Bradwell in 1913.

The first inhabitants of the area during the 1700’s and 1800’s were First Nations comprised of Plains Cree, Assiniboine, and Saulteaux. The primary land uses of the First Nations were fur trade trapping and subsistence- based hunting and gathering. In the late 1800’s settlers began to arrive in the area and founded villages and towns along the railways. In the early 1900’s members of the Barr Colony camped in the area on their way west. The Barr Colonists constructed the Christ Church at West Patience Lake, which is the only Municipal Heritage Property in the RM.

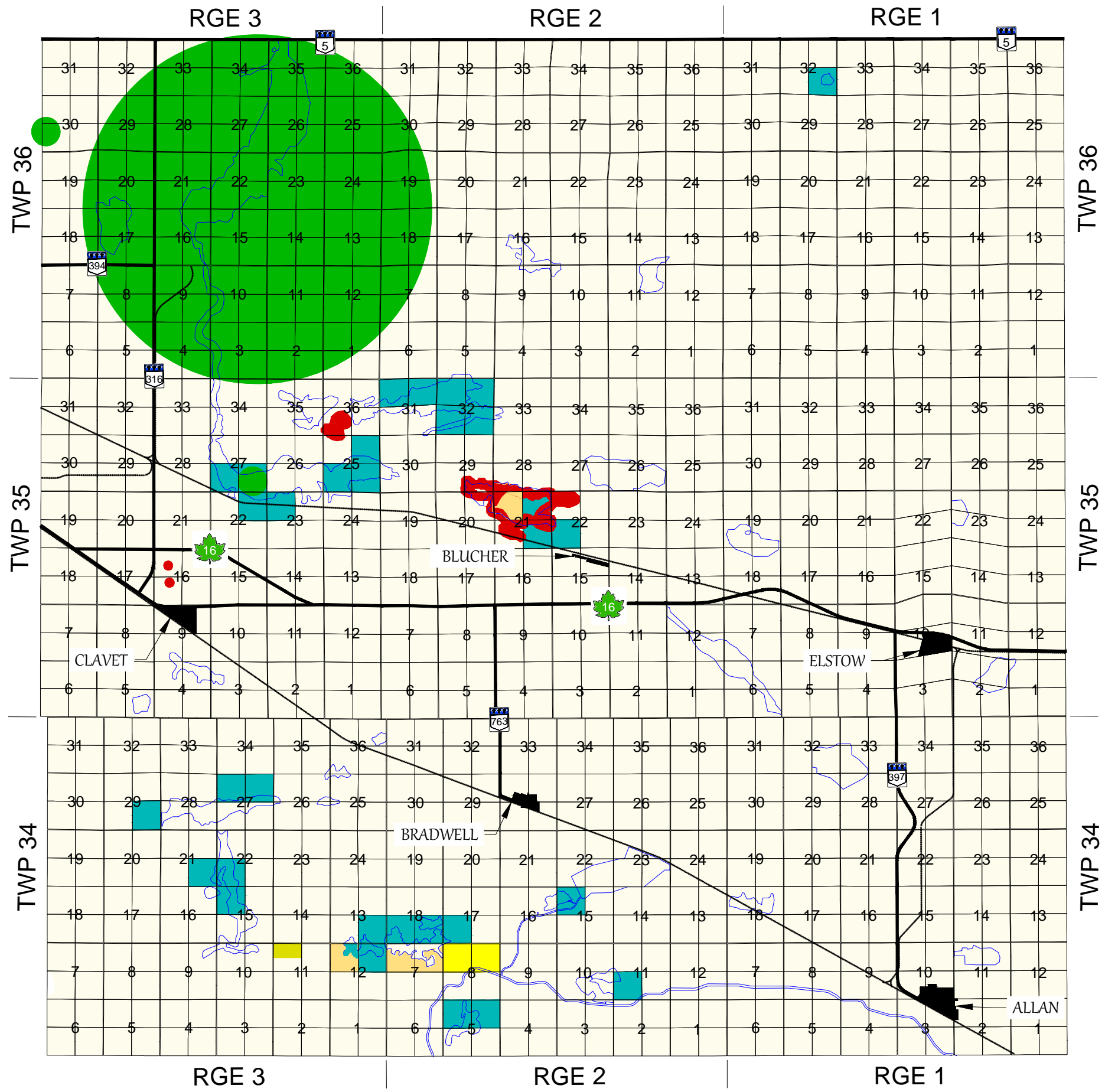
2 RM Characteristics

2.1 NATURAL ENVIRONMENT

2.1.1 Environmentally Sensitive Areas

The RM is within the Moist Mixed Grassland Ecoregion of the Prairie Ecozone. The regional climate is cool and sub-humid, with more precipitation falling as rain during the warm summer, and relatively less precipitation falling as snow during the cold winter. Climate normals for nearby Saskatoon indicate mean annual precipitation is approximately 350 mm, while temperatures range from a mean July high of +25 °C and a mean January low of -22 °C (Environment Canada 2011).





LEGEND

- PLANTS
- ANIMALS
- AGRICULTURAL CROWN LAND
- FISH AND WILDLIFE DEVELOPMENT
- CANADIAN WILDLIFE SERVICES
- WILDLIFE HABITAT PROTECTION

FIGURE 2 - 1
RURAL MUNICIPALITY of BLUCHER No. 343
ENVIRONMENTAL CONSIDERATIONS



The RM has several wetland areas that are managed by Ducks Unlimited. The Bradwell National Wildlife Area is a 128 hectare managed wetlands, which was designated in 1978 as an area to save waterfowl (Canvasbacks and Redheads). The area falls under the *Canadian Wildlife Act* and the Bradwell National Wildlife Area Management Plan (currently in progress, 2015).

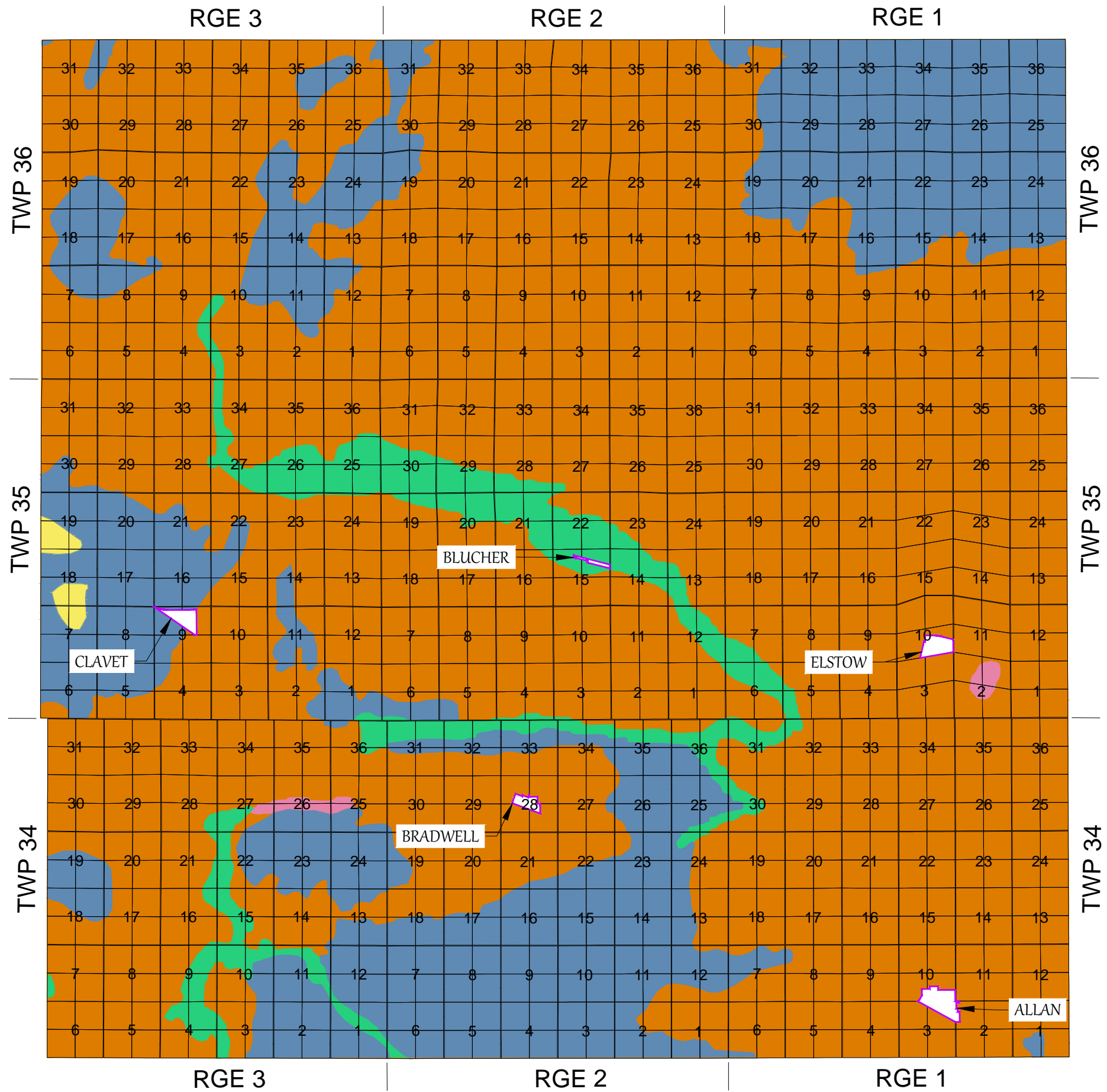
There are two plant species of special significance within the RM, the Large Yellow Lady's Slipper (S2) and Meadow Wild Barley (S1) located within the Highway 316 area and shown on Figure 2-1. However, much of the land mass has been cultivated and it is likely that there are limited plant species of a special significance are present within the RM. If present, they would be found in uncultivated, natural areas and further investigation and mitigation measures will be required.

2.1.2 Topography

The RM features knob and kettle topography with many smaller lakes and ponding areas scattered throughout the municipality. The smaller lakes, such as Cheviot, Judith, and Patience Lake function as catchment basins and recede in drier years. The area surrounding Elstow is an area where flooding may be a concern and policies for development around Elstow will be identified within the Official Community Plan. The Bradwell reservoir receives water via the Saskatoon Southeast Supply canal from Lake Diefenbaker. There are no major river systems in the area.

2.2 AGRICULTURE CLASSIFICATION

The Canadian Land Inventory Soil Capability for Agriculture (CLI), shown on Figure 2-2 classifies the lands as mainly Class 3-5 with some areas of Class 6 and 7 near Cheviot Lake. While the CLI classifies these lands as marginal, based on a national classification system, almost 70% of the municipality is productive cultivated agricultural land through modern farm management practices.



LEGEND

CANADIAN LAND INVENTORY (CLI)
AGRICULTURAL LANDS CLASSIFICATION

- CLASS 3
- CLASS 4
- CLASS 5
- CLASS 6
- CLASS 7

FIGURE 2 - 2
RURAL MUNICIPALITY of BLUCHER No. 343
CANADA LAND INVENTORY SOIL CAPABILITY FOR AGRICULTURE



2.3 HISTORICAL RESOURCES

The RM of Blucher has a long history of human settlement and has 19 archaeological sites and two sites of significant archaeological significance that will need to have complementary land use designations to ensure they are not negatively impacted. A search of the Heritage Conservation Branch's Online Screening Tool revealed that while there are many quarter sections that are unlikely to require further screening for heritage sensitivity, there are several areas that will require further screening by the Heritage Conservation Branch (see Figure 2-3). There is one designated Municipal Heritage Property in the RM, which is the Christ Church near Patience Lake. Additional heritage sites within the community include the Nordheimer Mennonite Church, located on the SE ¼ Section 5-34-3-W3M.



Photo 1
Christ Church,
Near Patience Lake

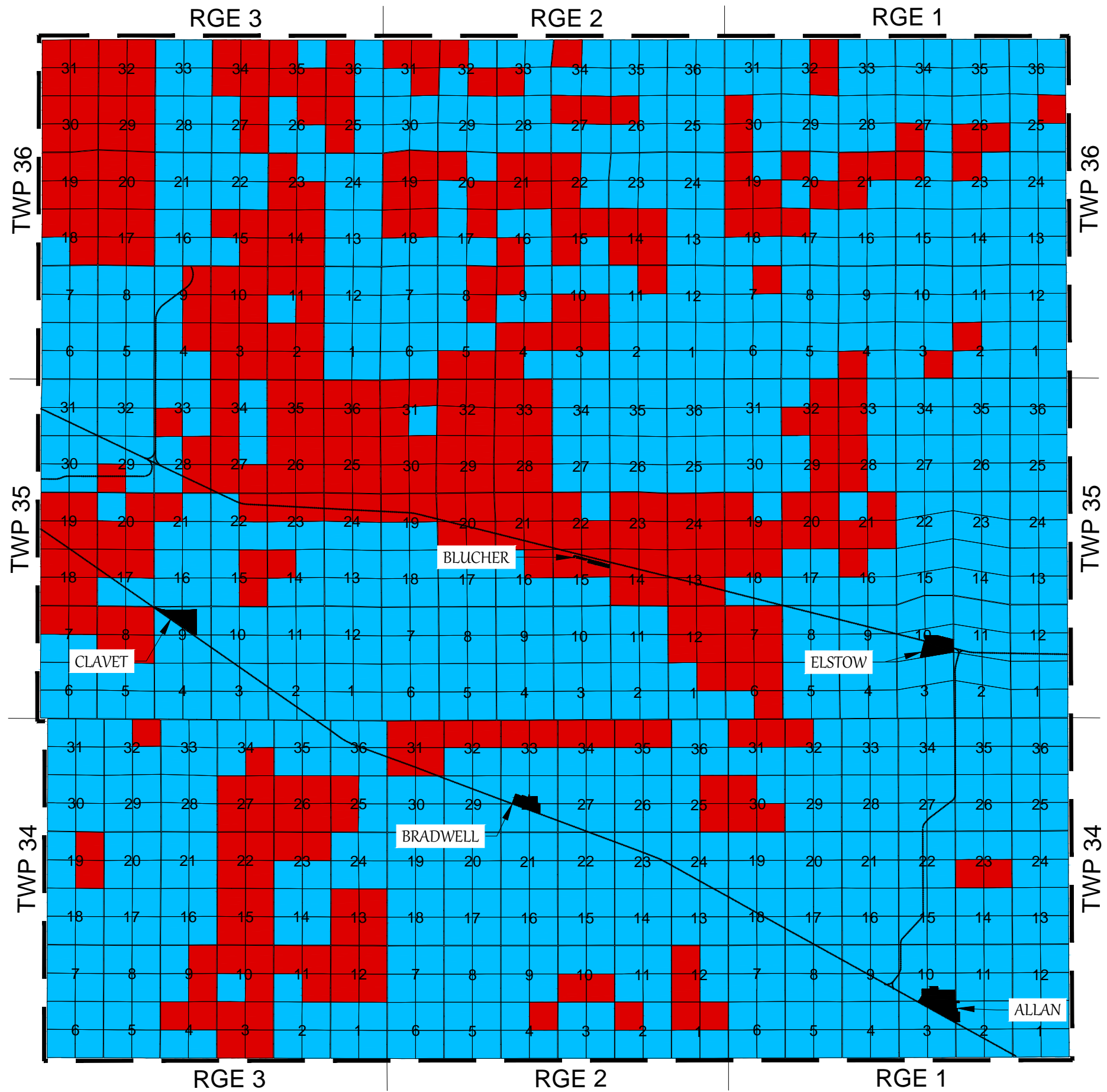


FIGURE 2 - 3
 RURAL MUNICIPALITY of BLUCHER No. 343
 HERITAGE SENSITIVITY SCREENING

2.4 EXISTING LAND USE

2.4.1 Agricultural

The primary land use within the RM is agricultural. In 2011, 71,144 hectares, or 90.2% of the total land area in the RM were used for agricultural purposes including 52,109 hectares (67% of the total area) of cropland. Farming has decreased over the past years from 78,662 hectares of land being used solely for agriculture and 56,326 hectares in cropland. The size of a farm holding in 2011 within the RM is shown below.

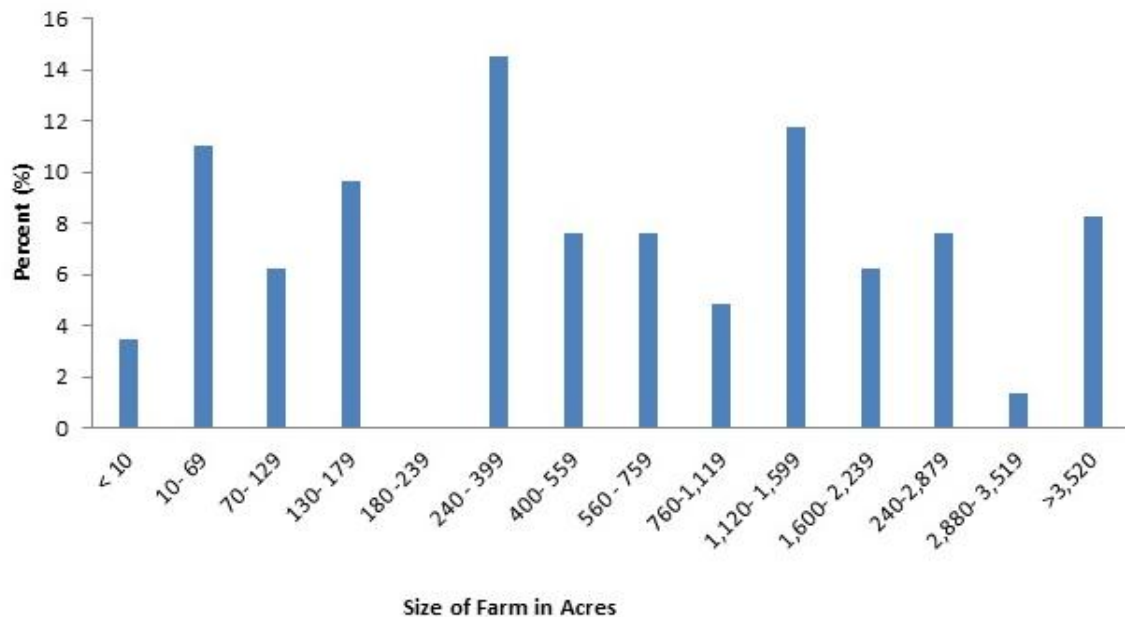


Figure 2-1
Farm Size in RM of Blucher, 2011

The largest crop productions in the municipality are wheat, canola, and barley. There is a current trend towards organic foods and a growing interest in urban agriculture and eating locally, which has given rise to a farm to table approach to food preparation and consumption. There are several organic farms within the municipality and Community Supported Agricultural developments are increasing in popularity amongst urban dwellers. It is predicted that the increased demand for locally grown food will spur the development of smaller land holdings being used for intensive market gardens.

2.4.2 Residential

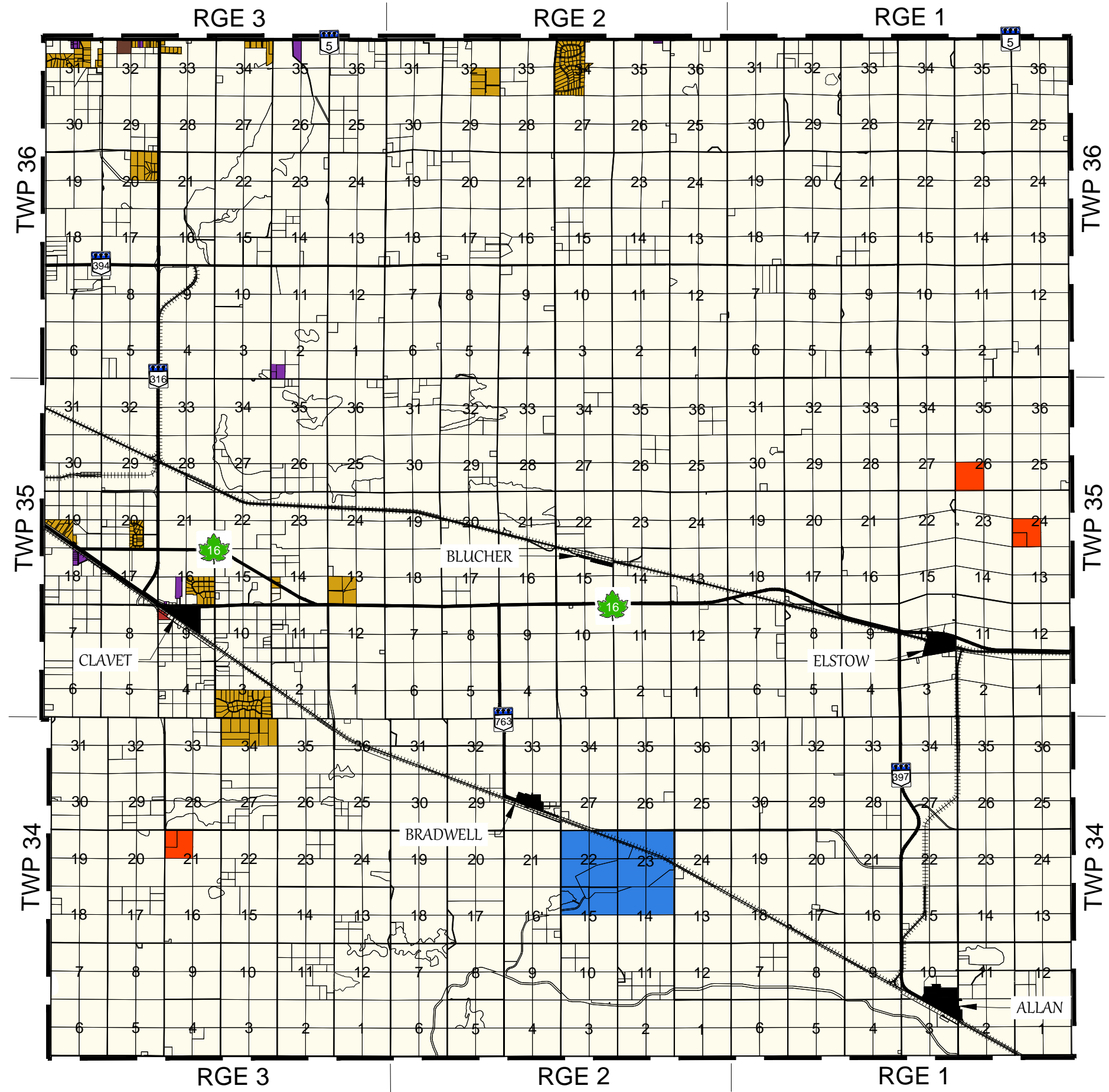
Residential development occurs throughout the RM and there is a diverse supply of housing options from small lot, intensive country residential development on 0.61 hectare lots to large lot country residential development on 8 hectare parcels. There is also urban residential development within the hamlets of the municipality with lot sizes as small as 222 square metres. Country residential development takes the form of both single parcel country residential severances, with an 8 parcels per quarter maximum and multi-parcel country residential development which is mainly present along Highway No. 5, and surrounding Highway No. 16 in the Clavet area. Multi-parcel development is designated as intensive (40 parcels) or medium density (15 parcels). One mobile home park exists in the RM known as Sunset Estates Mobile Home Park along Highway No. 5.

There are two hamlets within the RM – Blucher and Elstow. Elstow reverted back into the jurisdiction of the RM in 2014 and is considered a special service area under *The Municipalities Act*.

2.4.3 Commercial/Industrial

Industrial/Commercial development is a major economic driver in the region with two potash mines at Patience Lake and Allan owned by the Potash Corporation of Saskatchewan. Cargill operates a large canola crushing plant and is currently expanding to include refining capabilities. Most of the industrial/commercial development is located adjacent to the railways and Highway Nos. 5 and 16. There are three industrial/commercial corridors currently designated by the RM:

- The Highway 316 area;
- West of Elstow adjacent to the CP Rail line; and
- West of Allan.



LEGEND

- URBAN CENTRE (HAMLET / TOWN)
- INDUSTRIAL
- BUSINESS
- COMMERCIAL
- COUNTRY RESIDENTIAL
- MOBILE HOME
- INTENSIVE LIVESTOCK OPERATION (ILO)
- AGRICULTURAL
- RESERVOIR DISTRICT
- MUNICIPAL BOUNDARY

FIGURE 2 - 4
RURAL MUNICIPALITY of BLUCHER No. 343
EXISTING ZONING



3 Policy Context

The RM has an existing Basic Planning Statement (Official Community Plan) and Zoning Bylaw, which were completed in 2001. More recently, the RM has undertaken several planning initiatives with the Highway 316 Concept Plan (2015), the RM of Blucher Drainage Study (2014), and the Industrial Servicing Study (2010).

3.1 PROVINCIAL LEGISLATION

Since the current bylaws were adopted, the legislation governing planning in Saskatchewan has changed resulting in a new *Planning and Development Act* (PDA) in 2007 and *The Statements of Provincial Interest* (SPI) in 2012.

The PDA establishes the planning and development system for the province and supports the development of environmentally, economically, socially, and culturally sustainable communities. In addition, new tools have been introduced to assist with delivery of planning services, infrastructure development, and providing for public participation in the planning process and an equitable dispute process. A key change to the PDA was the introduction of an Official Community Plan (OCP) which is a comprehensive policy framework to guide the physical, environmental, economic, social, and cultural development of the municipality or any part of a municipality. The OCP replaced the Basic Planning Statement and the Development Plan as the keystone planning document in the planning process.

Municipalities in Saskatchewan are given the authority to adopt an Official Community Plan through the PDA, which describes what must be included, what may be included, and what steps need to be followed to adopt the OCP, as well as amend the document.

An OCP is required to contain policies that address the following:

- Sustainable current and future land use and development in the municipality;
- Current and future economic development;
- The general provision of public works;
- The management of lands that are subject to natural hazards including flooding, slumping, and slope instability;
- The management of environmentally sensitive lands;
- Source water protection;
- The means of implementing the OCP;
- The co-ordination of land use, future growth patterns, and public works with adjacent municipalities; and
- The implementation of the intermunicipal development agreement if one exists.

An OCP may include the below:

- Address the coordination of municipal programs relating to development;
 - Contain statements of policy regarding the use of dedicated lands;
 - Contain concept plans for future planning of development;
 - Contain a map or series of maps that denote current or future land use or policy areas; and
 - Contain any other statements of policy relating to the physical, environmental, economic, social or cultural development of the municipality that the council considers advisable.
-
- The SPI provide guidance to municipalities on a complex series of land use and development issues for municipalities, enabling them to facilitate the development of safe, vibrant, self-reliant, and sustainable municipalities. The SPI consist of 14 regulations that guide development within the province and are required to be addressed in an OCP as far as they are practical and applicable as per Section 32 of the PDA. The 14 regulations are:

Agriculture and Value-Added Agribusiness:

Agriculture represents close to 90% of the land use within the municipality and agri-business is a major economic driver in the region with several large employers such as Cargill and Tractor World. Policies within the OCP will be required to ensure that the current and future use of agricultural land is considered as well as the implications of incompatible land use.

Biodiversity and Natural Ecosystems:

The RM has large areas of wetlands within the southwestern portion of the municipality and is home to the Bradwell National Wildlife Area, which is a 128 hectare managed wetland. The OCP will need to identify the location of any large wetland areas and the Bradwell National Wildlife Area. Appropriate development standards and mitigation measures for new development in the vicinity of significant lands and features will need to be identified, such as wetland conservation and integrated stormwater management. There are no crown forest or significant natural landscapes and regional features within the RM that will require specific policies for their preservation and management.

First Nations and Metis Engagement:

There are no First Nations lands or Metis communities within the RM of Blucher and this SPI regulation is not applicable within the RM. The OCP will need to recognize that this regulation may become applicable in the future and contain policies regarding Treaty Land Entitlement and a willingness to be good neighbours.

Heritage and Culture:

The RM has several areas of heritage significance, including Christ Church near Patience Lake. Additionally, the RM has pockets of sand and gravel deposits and some native prairie areas where there is a potential for finding heritage resources. Policies are needed to ensure that heritage resources are protected, and that the RM promotes and conserves its cultural heritage to attract business, promote, tourism, and to create a distinctive community character.

Inter-Municipal Cooperation:

The RM is surrounded by six rural municipalities, and three urban municipalities within the RM boundaries. Growth in the region is expected to remain strong. This growth may place pressure on municipal infrastructure and the provision of services to rural residents and businesses. In order to alleviate growth pressures, inter-municipal cooperation provides for the ability to share resources leading to efficient, enhanced service delivery. The OCP will need to establish a referral process for land use and development proposals in proximity to a municipal boundary, identify anticipated urban growth areas, and provide for inter-municipal agreements and dispute resolution guidelines.

Mineral Resource Exploration and Development:

The RM is located in an area of the province known as the potash belt and is home to two potash mining operations which provide significant economic benefit to the RM. Protecting the ability of the mines to continue to operate, and have the potential to expand to respond to market demands will be a key policy objective within the OCP. The OCP will also need to establish clear development standards for development of mineral resource exploration and development activities.

Public Safety:

The RM has a responsibility to incorporate public safety, aimed at ensuring the safety and security of individuals, communities, and property from natural and human-induced threats. The RM is located within a cultivated prairie environment, and there are no major watercourses within the municipality limiting the natural threats that are present within the RM. The OCP will contain policies relating to prohibiting development within the 1:500 floodway of any waterbodies within the municipality, requiring new development to be waterproofed to provincial standards, and identifying any areas prone to natural hazards or vulnerable to human induced hazards.

Public Works:

To support the provincial interest in safe, healthy, reliable and cost-effective public works to facilitate economic growth and community development, the OCP will contain policies to ensure that public works and compatible land uses are suitably located during development. Consideration will be given to the cumulative effects of development on local and regional infrastructure, and address the long term management of the public works assets.

Recreation and Tourism:

The RM is within close proximity to many recreation and tourism opportunities, including Blackstrap Lake and the City of Saskatoon. The Bradwell National Wildlife Area is within the RM boundaries and provides opportunities for eco-tourism. Policies which consider the development impacts related to eco-tourism on the area will be contained within the OCP. As more residential development takes place, there may be increased pressure for the RM to develop more local recreational opportunities within the municipality, which may be achieved through cost-sharing agreements with municipalities within the boundary for the provision of recreation services. The OCP will contain policies that relate to the future recreational needs of the community and will direct that the dedicated lands requirement for subdivisions will be met through cash-in-lieu which will be used for future recreational capital costs and may be shared with communities where

residents access services. Consideration should be given to the RM's proximity to the City of Saskatoon and the opportunities for recreation and tourism provided there.

Residential Development:

The RM has a wide range of residential developments within the RM, which is expected to continue to grow. From urban small lot development within hamlets to large lot acreage development, the RM is also experiencing sustained commercial/industrial growth. This commercial and industrial growth has the potential to create land use conflicts with residential land use. The OCP will contain policies which discourage residential development from locating in industrial/commercial areas in addition to areas where natural hazards or human threats present a concern for residents or their property. The bylaws will achieve this through the use of buffer zones to ensure land use compatibility. The OCP will also contain policies to ensure the orderly and efficient extension of services. Urban-type development will be encouraged to locate in the hamlets. The design of new developments should be compact, walkable and promote multi-modal transportation. To minimize the ecological footprint of the RM the policies contained within the Highway 316 Concept Plan, such as grey water reuse, xeriscaping, and water conservation will be encouraged in all areas of the municipality.

Sand and Gravel:

The RM has sand and gravel resources located in the northern portion of the municipality in the Patience Lake area. The accessibility of sand and gravel resources is important; however the development of these resources can have negative effects on the natural environment and nearby residential developments. The bylaws will identify the location of the sand and gravel resources, provide a suitable district where sand and gravel development is a permitted use, and the OCP will contain policies relating to buffer zones for where the developments may locate, and standards for their development, operation, and reclamation.

Shore Land and Water Bodies:

The RM of Blucher has no rivers or significant watercourses within its boundary. However, the RM's watersheds, smaller water bodies and shorelands, aquifers, and groundwater are resources that will require identification and policies for their protection and management within the OCP, such as including appropriate development standards to minimize, mitigate or avoid impacts to these resources.

Source-Water Protection:

An important need is access to safe hygienic water. While many residents and businesses may utilise wells or piped water provided by SaskWater, the RM has a role to play in ensuring that development does not impact source water quality. The OCP will address the management of stormwater to prevent contaminant infiltration, encourage the conservation or reuse of water, as per the Highway 316 Concept Plan, and ensure that new developments have a proven, adequate source of potable water as well as an adequate method of sewage disposal, which will be done through a comprehensive development review process.

Transportation:

The RM is a rural community where residents rely on their private vehicle to meet their day-to-day transportation needs. It is important that road infrastructure is maintained and that development is compatible with the existing and future planned transportation infrastructure. Highway No. 16 is being realigned and policies are needed to ensure that development of lands takes place in accordance with the standards set out by the Ministry of Highways and Infrastructure and that the future transportation needs of the community are accounted for when reviewing proposals for residential development.

An OCP is a living document, which should be re-examined and updated on a regular basis to ensure that it continues to reflect the long-range vision and land use objectives for the municipality. Once an OCP is adopted, all land use planning decisions must be consistent with the goals, objectives, and policies contained within the plan.

3.2 REVIEW OF EXISTING BASIC PLANNING STATEMENT

The Basic Planning Statement (Plan) contains policies relating to land use development within the RM and implementation of the Plan, which are still relevant but require updating in the context of the current provincial legislation and regulations and best planning practices. The 2007 PDA broadened the scope of policies that must be contained within an OCP and the existing Basic Planning Statement is general and vague in providing direction and guidelines relating to development.

Current practices for legislation and other regulatory documents is to use clear language and to have the OCP be easy to understand and visually appealing. A key update to the OCP involves changing the format of the document so that each policy section has an intent or context provided to ensure that the policies contained within the OCP are interpreted uniformly.

The existing Basic Planning Statement has the following major components:

- Legislative authority and overview of development issues and concerns relating to the physical environment, cultural heritage resources, population trends and projections, and three major types of land use and development (agricultural, residential, and industrial);
- Three general goals for the municipality;
- Seven sections containing objectives and relating to the topic;
- A short section identifying land use concept areas, which are essentially future land use designation areas;
- An implementation part which discusses who the RM will consult with and when; and
- Future Land Use Map.

Part 1: Background

- Provides legislative authority for the creation of the Plan;
- Information on the Municipal Planning Program which was undertaken to create the Plan;
- Development issues and concerns; and
- General goals, which are broad and not specific to the municipality.

Recommended changes: This section will be updated to reflect current and future conditions and brought into compliance with the 2007 PDA. A scope, vision, purpose and goals will be added because of the visioning exercise.

Part 2 – Agricultural Land Use

- Contains objectives and policies relating to agricultural land use within the municipality;
- Supports one of the general goals of the RM of maintaining the agricultural character of the municipality;
- Policies related to intensive agriculture uses, such as Intensive Livestock Operations, including the location and intensity of use (many criteria are covered by Provincial legislation). Other intensive uses such as nurseries or market gardens are provided for as a discretionary use;
- Fragmentation of agricultural land is discouraged, however farm restructuring, estate settlement, the severance of land holdings which are already fragmented from the quarter section, and the creation of a proven viable agricultural option are allowed for agricultural purposes; and
- Farmstead severances are permitted

Recommended changes: Agricultural land use is an important land use within the municipality. The agriculture and value-added agribusiness sections of the SPI will be incorporated with appropriate objectives and policies relating to the preservation of farmland and the importance of continued agricultural land use. The current policies related to agricultural land use include everything and must be limited to more appropriate agriculture and agricultural related land uses. The current policies will be reviewed and those objectives that are in conformance with the goals of the municipality under the new OCP will be retained and updated. The development standards for Intensive Livestock Operations and agricultural related commercial uses will be updated and reviewed for compliance with the SPI.

Part 3 – Residential Land Use

- Contains policies and objectives related to residential land use within the community, including permitting country residential development to provide opportunities for growth in the community;
- Key relevant objectives are related to minimizing land use conflicts with agriculture or potash mines and minimizing the economic costs of country residential development to the municipality;
- Hamlet policy;
- Density and location guidelines for single parcel country residential development (currently 8 parcels are allowed before the development must be rezoned to a higher intensity zoning);
- The OCP contains a number of buffers preventing residential development from locating near man-made and natural hazard lands, various industrial uses, and potash mines and buried potash pipelines;
- Location guidelines and requirements for medium and intensive country residential subdivisions, including prohibiting development from occurring in a linear fashion along municipal roads, phasing, density (less than 40 sites per quarter section), and the requirement of a concept plan for intensive country residential developments. Policies also define different standards for access to the subdivision based on number of parcels located on a quarter section;
- Home occupations which will be approved based on criteria within the zoning bylaw; and
- Mobile home park policy which limits Sunset Estates Mobile Home Park to 246 units.

Recommended changes: The Residential Section will be reviewed and updated to address density, appropriate location of residential development, hamlets and special service areas, compliance with provincial legislation including health regulations and the SPI. The bylaws will ensure that country residential development is designated appropriately. Public consultation undertaken as part of the Highway 316 Concept Plan indicated that the home based business regulations need to be reviewed with guidelines put in place for outdoor storage.

Part 4 – Commercial and Light Industrial Land Use

- Objectives are to ensure that commercial and light industrial development occurs in a manner which is logical, cost-effective, and minimizes negative impacts on the environment and other land uses.
- A key objective that is still relevant is the encouragement and promotion of commercial and light industrial development which is beneficial and well suited to the community.
- The policies are concerned with the location of the commercial and light industrial development relative to other land uses, hazard lands, existing road networks, and the requirement for an area structure plan at council's discretion, which provides a comprehensive review of the proposed development.

Part 5 –Industrial Land Use

- The objectives and development policies for industrial land use are similar to commercial and light/industrial use;
- Mineral extraction policy states that it will be accommodated where appropriate and will be considered a discretionary use in the A – Agricultural and I – Industrial Districts within the zoning bylaw. There are also developments standards associated with the siting, operation, and decommission of the mineral extraction activity.

Recommended changes: The policy sections relating to Commercial/Light Industrial/and Industrial are very similar in the existing Plan and the policies within the new OCP will be updated to reflect the continuum of use table that is part of the Highway 316 Concept Plan to better differentiate industrial, business, and commercial development. Policies will also be required to provide for Highway Commercial Development, including location and phasing to minimize land use conflicts with existing residential development. The mineral resource exploration and development and sand and gravel SPI will also be incorporated within this section. It is also expected that some of the requirements of the Highway 316 Concept Plan, including Comprehensive Development Review will be applied to other areas of the municipality.

Part 6 – Municipal Servicing

- Municipal servicing objectives which are aimed at minimizing the financial burden on the residents resulting from growth within the municipality, and ensuring that services are provided in an economic, safe, and efficient manner;
- Transportation policy;
- Municipal servicing policy; and
- Waste disposal policy regarding solid and liquid waste management/disposal facilities development standards.

Recommended changes: The existing municipal servicing section is broad and vague and does not define how policies will be considered to be complied with. They will be updated to be more comprehensive and provide specific policies relating to transportation, municipal servicing, and incorporate the public safety, public works, transportation, and the inter-municipal cooperation SPI where it applies to municipal servicing.

Part 7 – Environment/Heritage Resources

- The objective of this section is to encourage the subdivision and development of land in an environmentally sustainable manner, while protecting natural features, resources, ecosystems from development, and historic, archaeological or other cultural significant sites from incompatible development;

There are short policies related to the protection and conservation of these resources, which seek to prevent depleting or polluting groundwater resources, having adequate surface water drainage, not damaging or destroying heritage sites or buildings, preventing the destruction of existing trees and

vegetation, and requiring a geotechnical or hydrological inspection at council's discretion prior to approving development on hazard land.

Recommended changes: This section will be consolidated as part of general policies section and will be updated to incorporate the heritage and culture, biodiversity and natural ecosystems, shore lands and water policy, and source water protection SPI.

Part 8 – Land Use Concept

Three policy areas are identified which are:

- Industrial/Commercial Development Policy Area;
- Agricultural/ Residential Development Policy Area; and
- Highway 316 Concept Plan Area

The three policy areas are shown on the Future Land Use Map and the intent of the policy areas is to accommodate appropriate development subject to the other sections of the Plan and Zoning Bylaw. The Highway 316 Concept Plan Area illustrates future land uses within the plan area and provides a more stringent set of policies than what is contained in the other policy areas. The policies contained within this section will be incorporated into the relevant policy sections, such as storm drainage, transportation, heritage resources, and comprehensive development review.

Recommended changes: Update to reflect current land use policy areas

Part 9 – Implementation

- This section discusses how the Plan's goals, objectives, and policies will be implemented. It additionally provides guidance on how it will be administered and implemented in conformity with applicable provincial land use policies;
- Inter-municipal cooperation will involve cooperating with external stakeholders to implement the Plan and to refer development within two kilometres of an urban municipality's corporate limits to the town council of that municipality for their comments; and
- Contains broad statements about participating in various government initiatives.

Recommended changes: Incorporate the inter-municipal cooperation SPI and update to be consistent with current legislation and the planning tools available within the PDA.

3.3 RELEVANT PLANS AND STUDIES

3.3.1 HIGHWAY 316 CONCEPT PLAN

The Highway 316 Concept Plan is a comprehensive plan for a portion of the northwest area of the municipality north of Highway No. 16 past Patience Lake Road. The Highway 316 Concept Plan is intended to guide the orderly and planned growth of this area to take advantage of existing infrastructure, and will be implemented as an overlay district within the Zoning Bylaw. The objectives of the Concept Plan were:

- To develop a future land use strategy for the Highway No. 316 study area recognizing the potential for the area's long term economic growth;
- To recognize the physical and environmental characteristics of the area, in particular the drainage issues, in developing the land use plan;
- To utilize the existing infrastructure and minimize future infrastructure costs to the municipality; and
- To provide for transitional land uses that would mitigate the potential conflict between residential and non-residential uses.

The Highway 316 Concept Plan built on the earlier Industrial Servicing Study completed in 2010, which studied two corridors within the RM to identify the infrastructure that would be necessary to accommodate industrial growth in those areas. The two corridors were the Highway 316 concept area, and an industrial corridor along Highway No. 16 and the CP Rail line near the Special Service Area of Elstow. The study determined that the capacity to support industrial development in the area was adequate for existing users; however, long-term plans for potable and raw water capacity expansion should be explored.

It is anticipated that the Highway 316 Concept Plan will be adopted in 2015, and changes will be made to the existing Basic Planning Statement and Zoning Bylaw that need to be respected within the development of the new OCP and Zoning Bylaw.

3.3.2 THE RM OF BLUCHER DRAINAGE STUDY 2014

The objective of the Rural Municipality of Blucher Drainage Study report was to conduct a comprehensive drainage study of the study area by assessing the overall drainage, identifying existing drainage issues, assessing the impact of the future development on downstream water bodies, and recommending drainage upgrades and policies for development. The report was used to inform the Highway 316 Concept Plan, and provide drainage design parameters for future developments within the study area.

There are 3 major catchment areas within the study area:

- north portion that drains to Patience Lake;
- central and east portion that drains to Cheviot Lake; and
- southwest portion that drains to the RM of Corman Park.

The catchment area that contributes runoff to Cheviot Lake was analysed using stormwater modelling software. It was found that development within the study area is feasible; however, upgrades to the existing drainage system, such as culvert upgrades are required, as well as regular monitoring and a detailed study of the water level at Cheviot Lake.

4 RM Statistics and Trends

4.1 COMMUNITY OVERVIEW

**Table 4-1
Community Overview**

	RM of Blucher (2011)	Census Division No. 11	Saskatchewan (2011)
Population	1 787	271 170	1 033 181
2006 to 2011 Population Change (%)	12.5	11.0	6.7
Median Population	40.8	35.9	38.2
Aboriginal Population (%)	6.7	8.9	15.6
Youth Population, 15 to 29 (%)	16.5	23.8%	20.7
Major Languages	English (91.6%), French (2.2%), German (2.2%)	English (81.9%), German (2.4%), French (1.4%)	English (83.2%), German (2.5), Cree (2.12%)
Labour Force Participation Rate, 15 years of age+ (%)	73.2	72	74.9
Employment Rate (%)	68.3	68.1	65.1
Unemployment Rate (%)	6.7	5.4	5.9
Median Family Income	\$68 168	\$84 316	\$77 478
Median Income (people 15+)	\$35 026	\$41 903	\$31 408
Population 25+ with a high school diploma (%)	36.6	12.9	27.3
Population 25+ with a trades, college, or university certificate, diploma or degree (%)	52.2	35.1	57.3

Note: 2011 Census, Statistics Canada and the 2011 National Household Survey

4.2 POPULATION

The RM had a population of 1787 according to the 2011 Census. The population of the RM constitutes 0.66% of the population within Division No.11, which also includes the largest centre in Saskatchewan, the City of Saskatoon where 222 189 people or 81.9% of the Division No. 11 population reside.

Over the past 30 years as shown on Table 4-2, the population has fluctuated, with population decreasing in the early to mid-1990, but mainly having a modest average annual growth rate of 1.3%. Over the past decade, growth in the RM of Blucher is occurring at a rapid pace and the growth rate in 2011 outpaced that of the larger census division by 1.5%.

The RM has experienced steady growth over the past 20 years. It is expected that this growth will continue due to the proximity of the RM to the City of Saskatoon and the strong industrial base of the municipality. Historical population information from Statistics Canada is provided below.

**Table 4-2
Population Change**

Year	Population	Annual % change
1981	1 287	--
1986	1 383	1.5
1991	1 225	-2.3
1996	1 155	-1.1
2001	1 476	5.6
2006	1 593	1.6
2011	1 787	2.4
Net Change	500	--
Average Annual Change	--	1.3

4.3 AGE AND SEX COMPOSITION

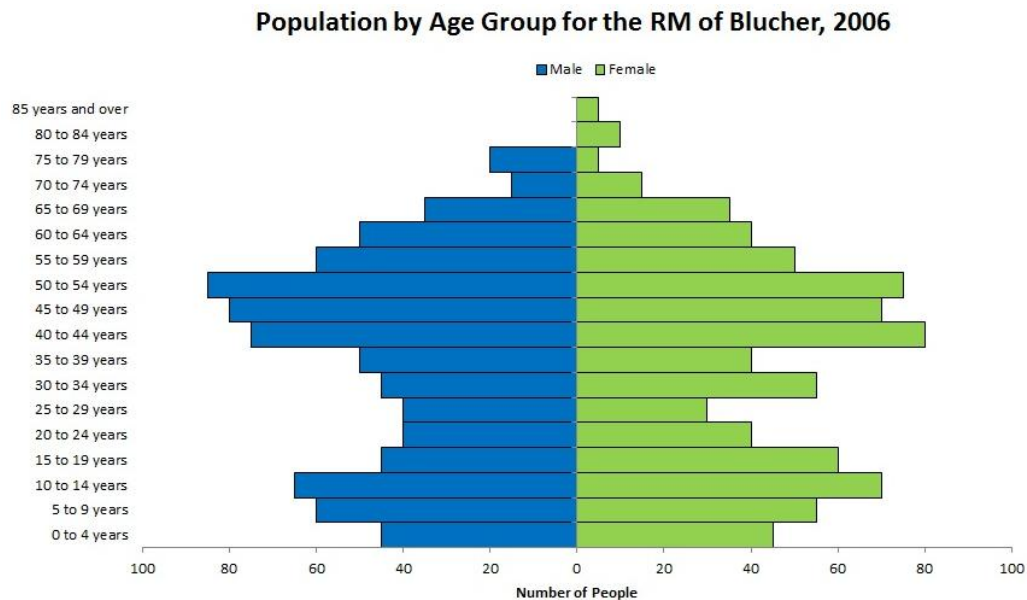
The population of the RM increased by 12.5% over 5 years; however, the proportion of males and females within the RM has remained stable, as shown on Figures 4-1 and 4-2. The median age is 40.8 for the RM, an increase from 40.3 in 2006, with 54.1% of the population under the age of 45. The largest demographic is those aged 45-54 which represents 35% of the total population. There was modest growth in the population aged 55-65, which represented 11.9% of the population in 2006 and 16.0% in 2011.

The minimal change for the median age may be attributed to the majority of the population being under the age of 45, which has offset the gains in the middle aged-early senior citizen demographic.

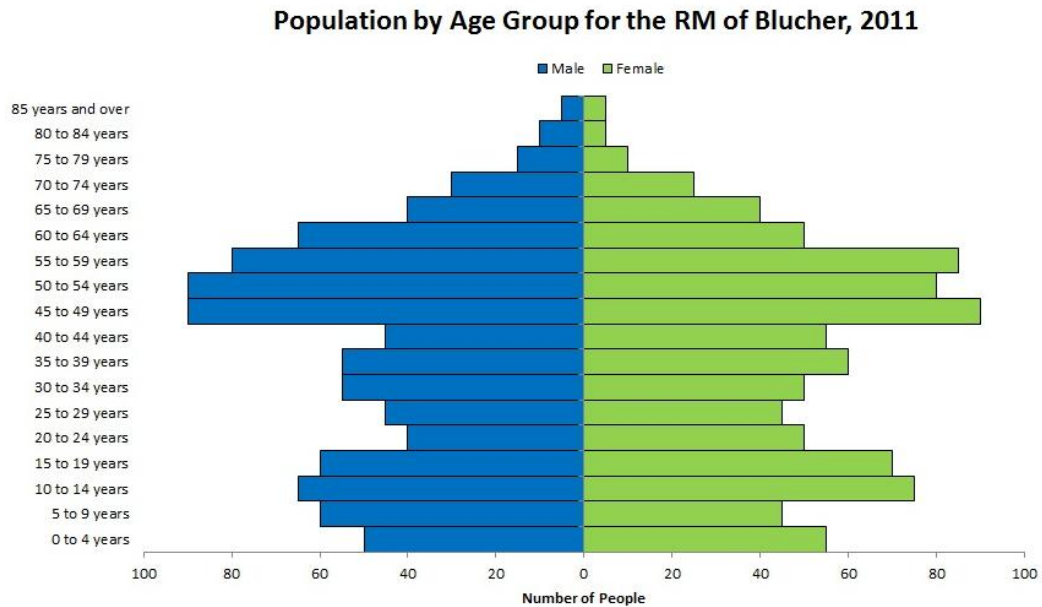
The increase in the 45-65 demographic could have implications for the future needs of the community, as the population of senior citizens increases and more services and housing that are targeted towards seniors are needed. The RM is within close proximity to Saskatoon and it is expected that health care, including long-term care will be provided within Saskatoon. The number of school aged children has remained stable over time, but is expected to have a resultant increase as more adults in their childbearing years or families move into the municipality.

Population growth has not been consistent throughout the RM as some areas have experienced a decrease population, notably Elstow which has reverted back into RM jurisdiction becoming a Special Service Area.

The hamlet policies and regulations within the bylaw will need to be reviewed and updated to reflect the current and future situation within Elstow.



**Figure 4-1
Population Pyramid, 2006**



**Figure 4-2
Population Pyramid, 2011**

4.4 POPULATION PROJECTIONS

Population projections for the RM of Blucher were developed based on three scenarios of low, medium, and high growth as shown on Figure 4-1 below. The previous policies for the municipality contained within the Plan were based on a projected population of 1550 or 1000 within a 20 year time span. The population of the RM as of 2011 according to Statistics Canada was 1787 people, which has exceeded the projected population contained within the current OCP by 15% within a 10 year time frame.

The low growth scenario is unlikely to occur given the close proximity of the municipality to Saskatoon, which is one of the fastest growing metropolitan areas in Canada, and the steady pace of growth within the RM over the past 35 years. The medium growth scenario is based on the average annual change in population that the RM has seen since 1981. While realistic, it does not encompass changes in migration as the RM experiences continued growth pressures as businesses locate in the area and more people seek out a rural lifestyle within the RM. The high growth scenario is based on the growth rate seen within the past 10 years, and is an aggressive growth scenario.

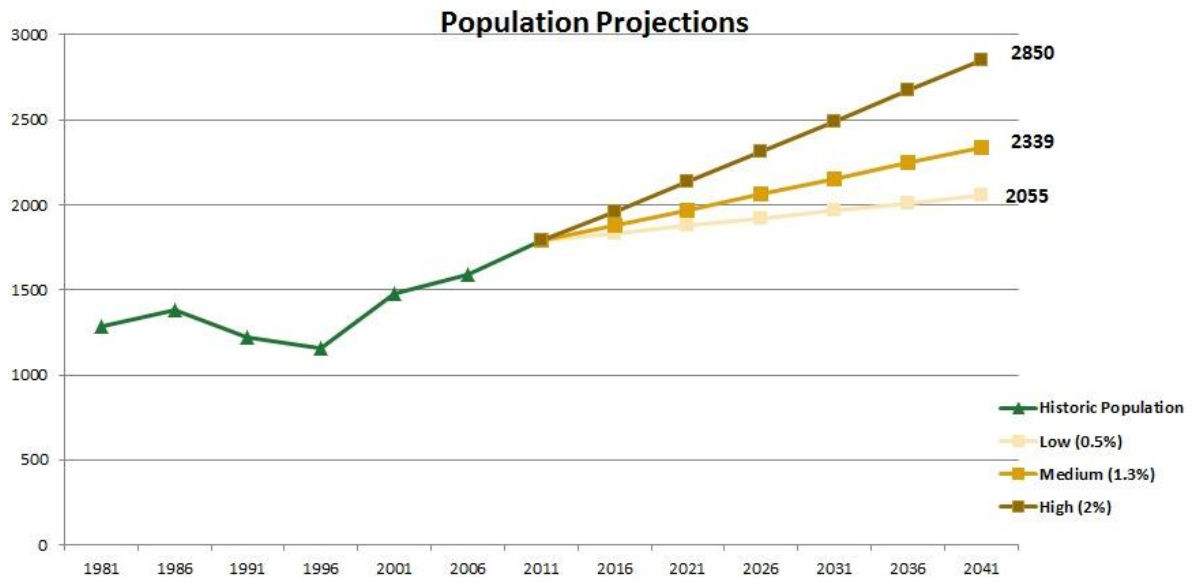


Figure 4-3
Projected Population Scenarios

4.5 HOUSING

As shown on Table 4-1 below, the RM has a high percentage of home ownership and average values of owned dwellings are 36% greater than the provincial average. This may be due to the large amount of country residential development, larger lots, and/or larger dwelling size.

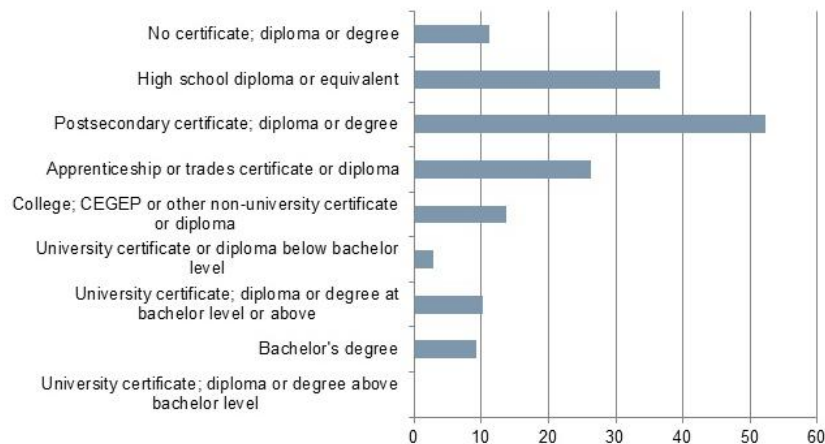
**Table 4-3
Housing Overview**

Housing	Blucher	Saskatchewan
Total private dwellings occupied by residents	665	409 645
Owned Dwellings (%)	97.8	72.6
Rented Dwellings (%)	2.2	24.6
Dwellings that require major repair (%)	10.9	10.7
Average Household Size	2.7	2.5
Average value of owned dwelling	\$363 618	\$267 006

4.6 LABOUR FORCE/LOCAL ECONOMY

36.6% of the population of the RM aged 25 and over have a high school diploma or equivalent, compared to 27.3% provincially, as illustrated below. A significant portion of the population has some form of post-secondary training which may be attributed to the major employers, PCS and Cargill.

Percentage Levels of Schooling, Population Aged 25-64, RM of Blucher (2011)



**Figure 4-4
Percentage of Population aged 25-64 by highest level of education**

Table 4-4
RM Economic Characteristics and Drivers

Key Industries of the Municipality and Area	Mining, Agriculture and agriculture related processing and sales, Manufacturing, Retail and wholesale Trades
Major Employers	Potash Corporation of Saskatchewan Cargill Prairie Steel
Transportation Services Road	Highway 5 Highway No. 16 Highway 316 Highway 394
Air	Saskatoon Airport
Bus Service	STC
Rail	CP Rail CN Rail

The RM's economy is strongly connected to the mining and agribusiness industries. The 2006 census data indicates that 16.2% of the local population reported income derived from agriculture and resource based industries. The RM has expressed a desire to continue with the development of industrial and commercial land uses and has undertaken several studies to determine the most efficient locations for continued growth of these sectors. It is anticipated that the RM will continue to experience most of its growth in the west portion of the municipality due to close proximity to the City of Saskatoon.

4.7 LOCAL ECONOMIC DRIVERS

4.7.1 Mining Sector Contributions

PCS has two potash mines in the RM, one at Patience Lake which is a solution mine and another mine at Allan. Saskatchewan is one of the world's leading exporters of potash, which is used in fertilizer and industrial products from food products to soap. Several expansion projects have taken place at both locations, most recently in 2012 at Allan where nameplate capacity was increased to 4.0 million tonnes per year.

4.7.2 Highway No. 16 Realignment

Highway No. 16 is a major trans-national corridor, and is currently a 4 lane divided highway from Saskatoon to Lloydminster through to Edmonton. Work has begun to twin the highway southeast to the Bradwell turnoff. As part of the twinning, the Highway within the RM is being realigned around Clavet. The upgrade of this highway will increase travel efficiencies for residents, travellers, and businesses and allow goods to get to market sooner, while increasing traffic safety.

4.7.3 Agricultural Sector Contributions

The land use of the RM is over 50% agricultural with much of it improved crop land, pasture land, and agribusiness including farm implement sales a crop processing plants.

4.7.4 Cargill

Cargill processes 4500 tonnes of canola per year at its Clavet operation and is the largest soft-seed plant in North America. Cargill is currently building a refinery at this location, which will be the first canola refinery in Canada. The refinery is expected to add up to 30 jobs and increase Cargill's Clavet staff to almost 200 employees.

4.7.5 Recreation

The area is a prime location for snowmobiling and ATV riding. The RM also has excellent habitat for deer and waterfowl which provide opportunities for hunting. With the recent downturn of the Canadian dollar compared to the US dollar, more American tourists may be expected to come to the region for guided hunting.

4.7.6 Local Business

Residents need to access the urban municipalities within the area for basic goods and services. As Saskatoon is within close proximity, many residents commute to the city for work and to access a wide availability of goods and services.

5 Infrastructure and Public Safety

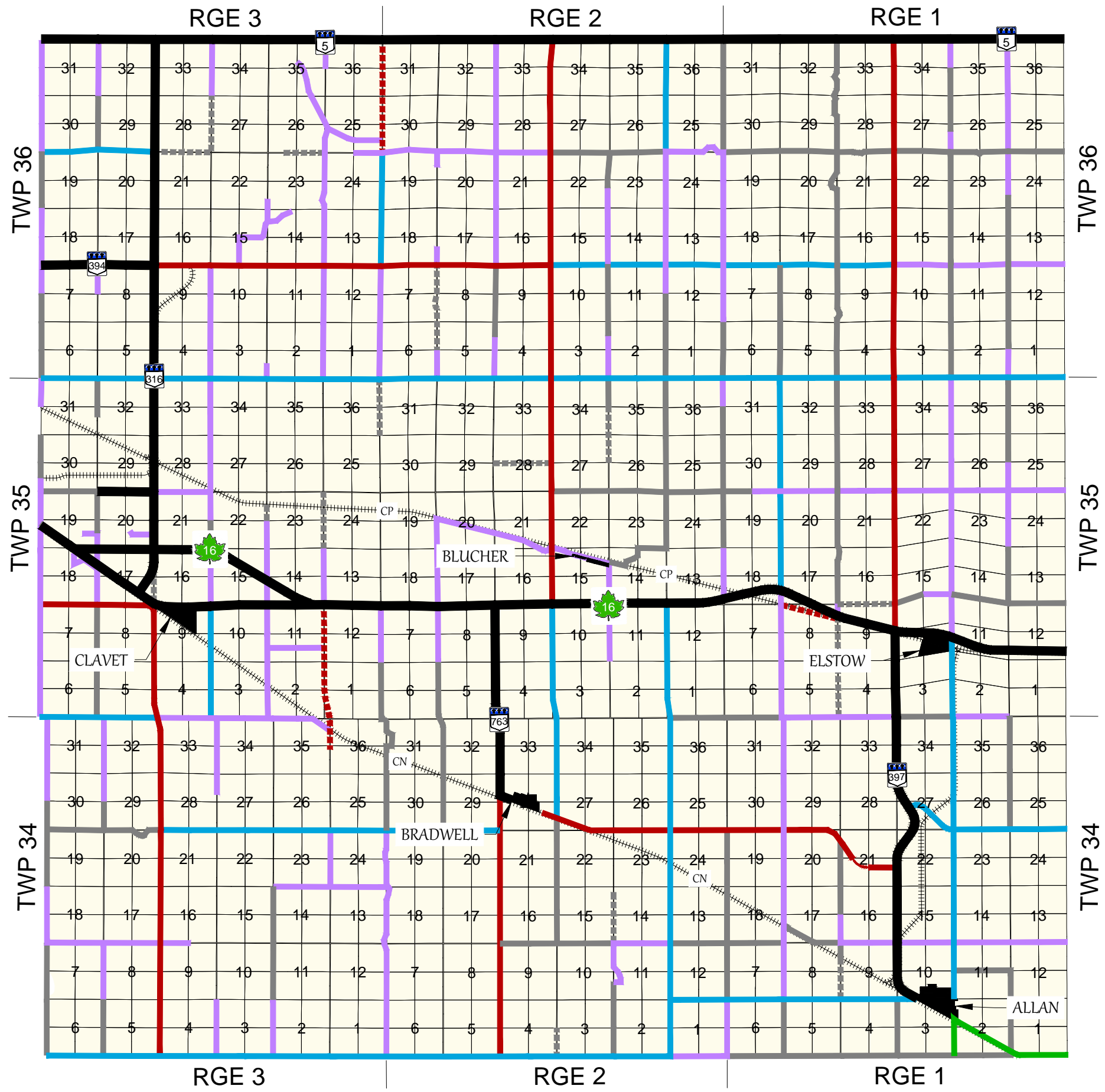
5.1 TRANSPORTATION

Figure 5-1 below illustrates the RM's transportation network, including the hierarchy of roadways. Provincial Highway No. 16 is part of the strategic National Highway System and is a primary weight, divided highway extending east towards Colonsay, and west to the City of Saskatoon. The Saskatchewan Ministry of Highways and Infrastructure (MHI) have planned a re-alignment of Highway No. 16 to bypass the Village of Clavet. This highway re-alignment is anticipated to improve access to the Highway 316 corridor and will influence the distribution of future land uses.

Additional primary weight highways include Highway No. 5 along the north RM boundary, and Highways No. 316 and 397 that serve industries located in the Clavet Corridor and the Elstow Corridor, respectively. Designed to complement the existing system of primary roads and providing primary weight access to communities without such access, McConnell Road is a major North-South road connecting Highway No. 397 to Highway No. 5. According to the Saskatchewan Association of Rural Municipalities (SARM) Clearing the Path (CTP) initiative, this road has been designated a primary weight corridor. Additional primary weight roads under the CTP initiative include the Blucher Grid, and the Potash Mine Road.

Average Annual Daily Traffic (AADT) has increased 32% from 2006 to 2014 on both Highways No. 5 and 16. The AADT for Highway No. 316 has increased 99%, and for Highway No. 397 has increased by 62% over the same time period. Increases in AADT may be related to growth in the potash industry and development in the southeast sector of Saskatoon. It is anticipated that industrial growth over the next twenty years will continue to provide for increases in AADT traffic volumes, particularly truck traffic along these highways.

CN and CP main lines provide support for economic growth within the RM focused around the Clavet and Elstow corridors. Access to the CP and CN rail lines can be achieved through the development of rail line spurs. These rail line spurs are developed by industries requiring rail for transportation and of goods and services. Industrial development within the plan area may benefit from potentially being able to access the CP and CN railway operations as an alternate form of freight transportation creating less reliance on freight hauling truck traffic. This reinforces the need for the RM to protect the existing transportation corridors for future development.



LEGEND	
	PROVINCIAL HIGHWAY
	PRIMARY GRID GRAVEL
	SPECIAL GRID ROAD
	GRID ROAD
	MAIN FARM ACCESS
	GRAVEL ROAD
	SUMMER SEASON ROAD
	TRAIL
	RAILWAY

FIGURE 5 - 1
RURAL MUNICIPALITY of BLUCHER No. 343
TRANSPORTATION NETWORK



5.2 WATER SUPPLY

The RM is serviced by both City of Saskatoon treated water supply lines and South Saskatchewan River raw water supply lines, as shown on Figure 5-2, both of which have been or will be upgraded thereby increasing the capacity for the RM.

Water service to the area from SaskWater is a concern as the supply is limited and the price is not guaranteed; a larger supply with a reasonable long term price for raw water would be a desirable service to many new developments. The possibility of a pipeline from Blackstrap Lake would be favourably considered by current industries in the Highway 316 corridor.

PCS Patience Lake Potash Mine (Patience Lake) has previously indicated that water sharing may be a possibility as the demand for water decreases at the mine; however, any other users that were to attach to this line would be required to recognize the mine may experience fluctuations in water usage and other users would be required to work around these fluctuations. According to SaskWater, the raw water pipeline to Cargill has no additional flow available to other users without further upgrades.

As a result of upgrades on the Highway No. 41 water line expansion, completed in 2010, there is an additional capacity of 12 L/s of potable water available to supply users east of Highway No. 316 along Highway No. 5. An agreement would have to be made with the Highway 41 Rural Pipeline Association for use of the rural pipeline.

Four aquifers have been identified; these aquifers include the Judith River Aquifer, Patience Lake Valley Aquifer, Meacham Aquifer, and Forestry Farm Aquifer. Information provided by a Beckie Hydrogeologists Ltd. (BHL) report in 2008 suggests the potential for suitable water supply options; however, use of these aquifers will depend on end user requirements for water quantity and quality outlined. If groundwater is being considered as an option for water supply in high volumes, a more detailed study and test wells examining the sustainability of the source quantity and quality is recommended.

Water allocated from SaskWater on the Saskatchewan South East Water Supply (SSEWS) canal system may be a potential for both the Clavet and Elstow industrial corridors via a pipeline respectively from Blackstrap Lake, and the Bradwell Reservoir. In order for water to be taken from Blackstrap Lake or the Bradwell Reservoir, the water must be allocated to SaskWater for industrial use. SaskWater has an allocation of water that is designed for industrial, irrigation, municipal and wildlife use in the SSEWS canal system. This water is allocated by the Saskatchewan Watershed Authority. These allocations were licensed in 1976 and there is potential for the allocations to be increased if the demand for water exists and the system can handle the increased demand.

As demand for potable water increases in the industrial corridors and the surrounding communities, there may be potential to construct a water treatment plant to supply potable water to these communities and industrial users. The SSEWS system may provide a suitable source of raw water for treatment. Most water use options will require an agreement with the existing infrastructure owner or an approval to construct water works infrastructure. Land uses requiring small amounts of water (0 – 1.2 L/s may explore

options through the SaskWater pipeline in the Clavet and Elstow corridors, or by accessing groundwater supplies.

Land uses requiring moderate amounts of water (0 – 9.5 L/s may explore options through SaskWater by potentially expanding the supply line in the Clavet corridor, or by accessing groundwater supplies. Aquifers within the industrial servicing areas are capable of producing flows up to 16 L/s; however, these numbers are preliminary estimates and more detailed investigation would be required to confirm anything above 9.5 L/s can be sustained.

Land uses requiring large amount of water 0 – 126 L/s would be required to install pipelines from the Blackstrap Reservoir to the Clavet corridor and from the Bradwell Reservoir to the Elstow Corridor. Development may benefit from industries within the RM being able to enter into long term agreements with SaskWater. This reinforces the need for the RM to establish a reliable, long term water distribution network for future development.

5.3 WASTEWATER

Sewage treatment and disposal appears to be at capacity in the area for present users as the Sunset Estates, Elstow, Bradwell, and Clavet lagoons (shown on Figure 5-2) are not accepting septage from outside sources. Expansion of the existing facilities or the consideration for new facilities for greater capacity is critical to growth in the RM.

Due to the rural setting and the vicinity of existing groundwater discharge lakes, developers in these areas may be able to utilize wetlands treatment or discharge to the groundwater discharge lakes. These options would be combined with some onsite pre-treatment that would depend on the nature of the effluent created by the facility and within the standards outlined in EPB 503: Sewage Works Design Standards.

The Saskatchewan Onsite Wastewater Disposal Guidelines indicate a range of potential wastewater generation that would potentially use an onsite wastewater disposal system. Onsite wastewater disposal systems are only recommended if a communal or municipal wastewater works are not available, and are usually for small sources of wastewater. Septic hauling is handled through private companies and brought to the City of Saskatoon Wastewater Treatment Plant for treatment.

Development will be constrained by limited capacity to accept wastewater flows to existing lagoons in the area. This reinforces the need for the RM or private industry to examine opportunities in inter-municipal partnerships or for wastewater treatment to support future development.

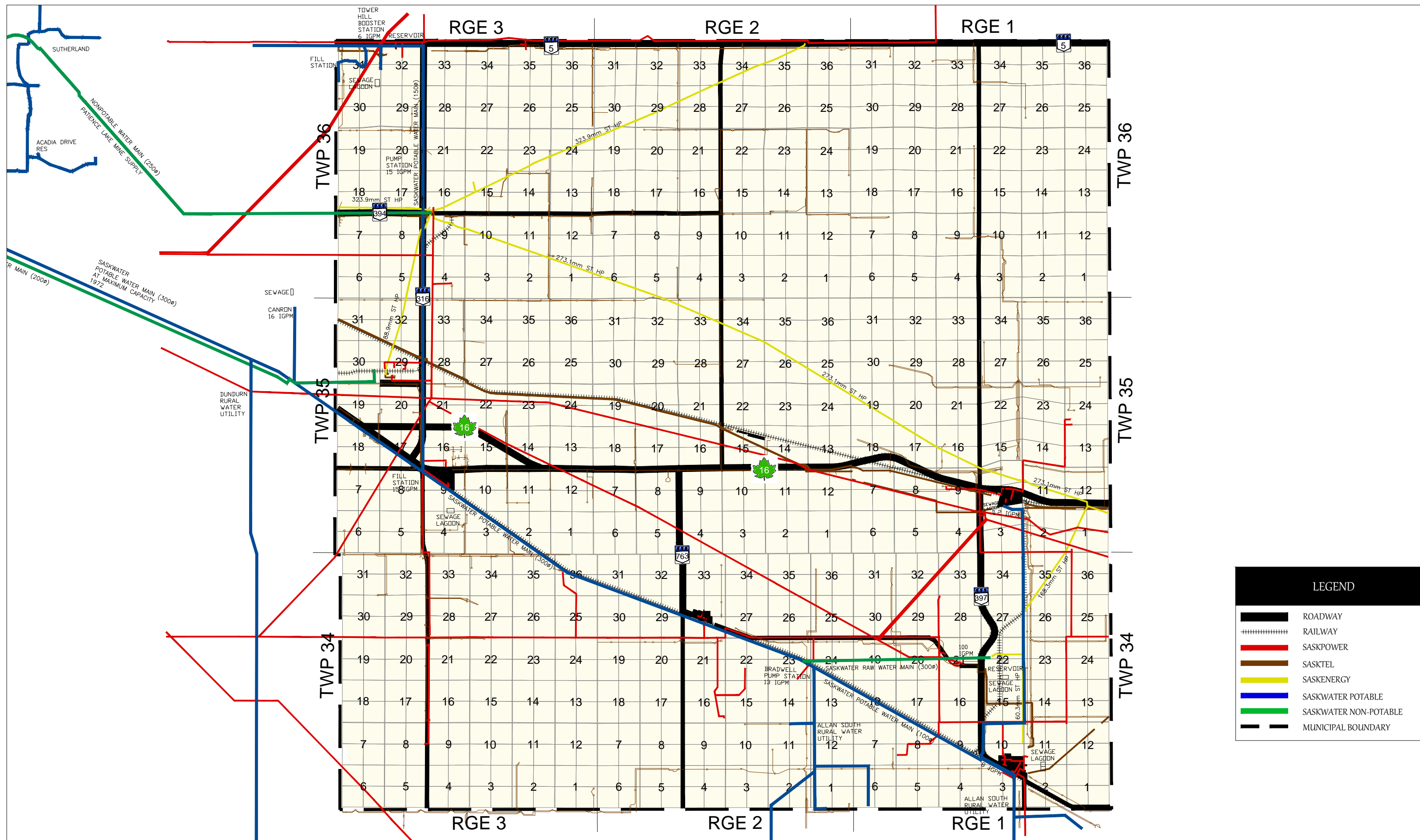


FIGURE 5 - 2
 RURAL MUNICIPALITY of BLUCHER No. 343
 INFRASTRUCTURE



5.4 SHALLOW UTILITIES

Figure 5-2 illustrates the existing major utility corridors within the RM.

5.4.1 SaskTel

SaskTel provides service in the area focused along the Clavet and Elstow corridors including fibre optic lines. SaskTel will provide services such as landline phones, high-speed and dial up internet, cellular service, security systems, and long distance telephone service.

5.4.2 SaskPower

Current distribution mains providing service for the RM are located along the Clavet and Elstow corridors. These distribution networks are as follows:

Clavet Corridor

- 72 kV overhead power line running through the east side of the corridor;
- 14.4kV overhead power lines running through the North, West and South portions of the corridor; and
- Three phase power line to the south of the corridor.

Elstow Corridor

- 138 kV overhead power line on the south side of the corridor;
- 14.4 kV overhead power line on the north side of the corridor; and
- 25 kV overhead power line along Hwy 16, branching off from the 138 kV overhead power line.

5.4.3 SaskEnergy

SaskEnergy provides services in the RM focused around the Clavet and Elstow corridors. Both of these corridors are located within one kilometer of a SaskEnergy Town Border Station (TBS). A TBS is a point where the natural gas line pressure is reduced from transmission pressures to distribution pressures. Close proximity to a TBS allows for more cost effective upgrades in the distribution system if they are required by industry. Distribution lines in the area are easily upgradeable due to the close proximity of TBS in the Clavet and Elstow corridors.

A 273.1 mm high pressure steel distribution line runs from SE1/4 16-36-3-W3 to 10-35-1-W3 just north of Elstow. A 323.9 mm high pressure line steel distribution line, originating at PCS Patience Lake, services Meadow Lake Estates located south of Highway No. 5. Distribution lines in the area are easily upgradeable due to the close proximity of TBS in the Clavet and Elstow corridors.

The 2010 Infrastructure Study confirms that SaskEnergy, SaskPower, and SaskTel have the capability to accommodate future development. Prior to development, consultation with SaskEnergy, SaskPower, and SaskTel is recommended to confirm the available capacity and determine if any upgrades are required to accommodate future development.

5.5 STORM WATER MANAGEMENT

The RM comprises part of the Moist Mixed Grassland Ecozone of the Prairie Ecozone. The section of the ecozone called the Elstow Plain includes both of the industrial corridors. Elstow Plain is a glacial lake plain that slopes from approximately 550 m above sea level at the base of the Allan Hills to 520 m above sea level in the southern part of the area and 490 m above sea level at the South Saskatchewan River near Saskatoon. Surface drainage is limited to Blucher and Blackstrap Lakes and large sloughs.

There are three major catchment areas defined within the RM including the:

- North portion that drains to Patience Lake; and
- Central and East portion that drains to Cheviot Lake.

Local topography in the Clavet corridor drains mainly to Cheviot Lake from the northwest to the southeast. Local topography in the Elstow corridor is a gentle slope from north to south through the corridor. Surrounding areas in the RM region have experienced periodic standing water which should be monitored and assessments made in order to increase the surface drainage capacity.

Recommendations for drainage improvements such as culverts and constructing swales should be implemented to remediate flooding issues in areas west of Highway 316. The RM should also maintain existing drainage runs throughout the year by checking culverts for blockages, and cleaning out any dirt and debris as to not impede the runoff flows, and existing culverts that cross any major roads be upgraded to withstand a 1:50 year storm. There may be opportunities to direct overland flows to collect in the Saskatoon South East Water Supply System (SSEWS) canal.

Any proposed upgrades that will increase flows to downstream jurisdictions outside the RM, the RM should consult prior to completing the upgrades due to the potential to exacerbate existing drainage issues

5.6 SOLID WASTE

There are two solid waste transfer stations within the RM., which are shown on Figure 6-1. One transfer station is managed by the RM and is located on the NE ¼ Section of 24-36-3-W3M. The other transfer station is managed by the Town of Allan. Both transfer stations are serviced by Loraas Disposal on a contract basis and only accept recyclable materials and household garbage.

There is one landfill that was decommissioned in 2000 that previously serviced the RM and the Village of Bradwell. The old landfill was located on the SE ¼ Section of 16-34-2-W3M.

5.7 EMERGENCY RESPONSE

5.7.1 Police Services

Police services are provided by the RCMP through the Colonsay Community Detachment based out of Vonda.

5.7.2 Fire Services

The RM has established a volunteer fire protection district which includes Allan, Bradwell, Clavet, Sunset Estates, and part of the RM of Lost River. The RM maintains one fire truck in each urban municipality within the fire protection district, as well as Sunset Estates for the purpose of responding to fires and/or emergencies. The RM has an agreement with the City of Saskatoon to respond to emergencies if the RM's fire protection is unavailable or if the emergency is beyond the district's ability to handle.

6 Opportunities and Constraints

6.1 OPPORTUNITIES

Agriculture and Agri-Business

- Agriculture and associated agribusiness are key industries within the area. Value-added farm business and possible niche market agricultural uses on smaller site sizes present growth opportunities for the municipality as people are increasingly becoming interested in locally grown food and Community Supported Agriculture arrangements.

Future Residential Growth

- The RM's close proximity to Saskatoon means that the RM is likely to continue to experience population growth. The desire to seek out a rural lifestyle while remaining close to the amenities provided by a large centre is a draw for people looking to relocate to the municipality. Opportunities exist for a wide variety of country residential developments, from single parcel country residential to large multi-parcel lots. The future of the two hamlets and the opportunities for growth in these areas will need to be considered.

Commercial/Industrial Employment Areas

- The RM has completed several planning studies which have looked at the capacity of the RM to host industrial development in two key corridors and identified the distribution of land uses. The further development of existing commercial/industrial corridors as employment areas should be pursued through encouraging businesses to locate in areas that are suitable for this development and are currently serviced.

Tourism

- The RM is home to seven species of at risk waterfowl and Ducks Unlimited has a long history of conservation within the area. The Bradwell National Wildlife Area is a nationally designated managed wetlands area with opportunities for ecological tourism, similar to Beaver Creek Conservation Area.
- The Bradwell Reservoir provides recreational fishing opportunities for the area and there is opportunity to further enhance this area as a recreational destination within the community through the OCP and zoning bylaw.
- The municipality has a long rich history dating back to the First Nations. The first western settlers in the area were members of the Barr Colony enroute to Lloydminster area, who founded Christ Church, West of Patience Lake. There is opportunity to develop more cultural awareness surrounding the heritage of the area and pursue avenues for increased tourism.

Highway Commercial Development

- The realignment of Highway No. 16 at Clavet provides increased opportunities for highway commercial development along the Highway No. 316 access road and Highway No. 16 bypass. Policies and applicable zoning will be needed to accommodate the future development of this area.

Transportation

- The RM transportation system shown on Figure 5-1 is supported by a strong network of primary weight roadways, and is well connected to National Highway System and the North American Rail network. The Clavet and Elstow corridors meet the desired 5 minutes to 55 miles/hour standard for the movement of goods quickly onto highway systems of the trucking industry.
- McConnell Road, as a primary weight roadway, provides opportunity for development along the Elstow Industrial corridor.
- The Highway No. 16 Clavet bypass improves access to the Highway No. 316 Commercial/Industrial Corridor
- The future perimeter highway will be located west of the RM and will provide improved access to markets and northern trucking routes. The external traffic generated may utilize service based commercial developments within the RM, which will contribute to the further economic growth of the municipality.

Inter-municipal Cooperation

- There are opportunities for increased inter-municipal cooperation, especially with Clavet. It is understood that Clavet wishes to grow in a southeast direction from the current limits of the Village, but lacks municipal infrastructure as of this report to sustain further development. Land-use surrounding the community must be compatible with the future growth plans of the urban municipality and annexation policies will need to be examined. The opportunity for joint infrastructure and service delivery with Clavet, Allan, and Bradwell in the region, including water and waste water should be explored.

6.2 CONSTRAINTS

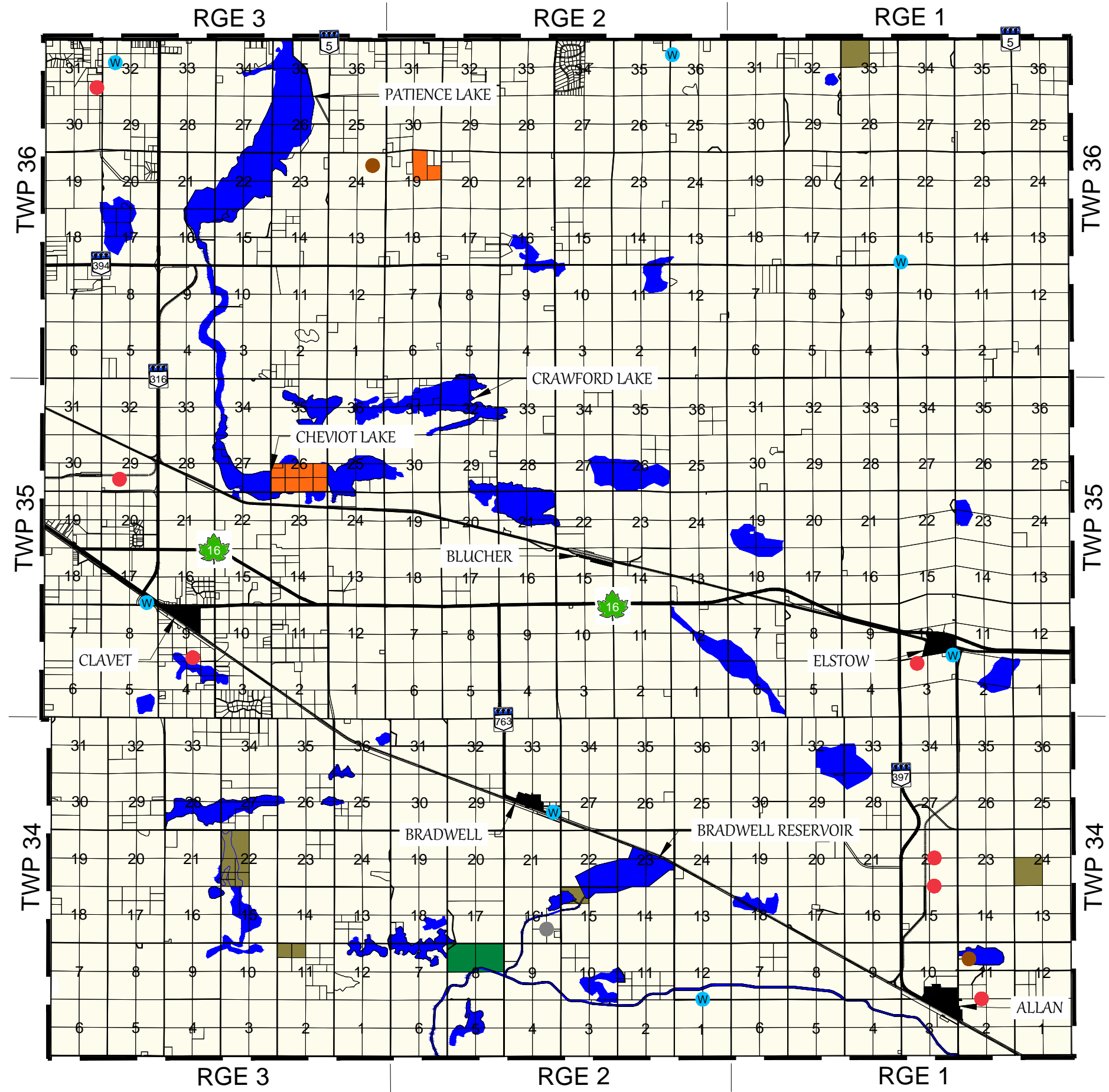
Infrastructure

- The land use within the RM has been mainly agricultural and residential development has benefited from onsite sewage disposal systems and well water. As residential development in the municipality intensifies, so does the pressure to provide municipal services and infrastructure. As the area becomes denser, it will become more important to continue to provide for these needs and to evaluate the cumulative impacts of development. The RM may face restrictions on the density of development without municipal infrastructure capacity to service the developments.
- The growth that the municipality is experiencing will place pressures on water and wastewater infrastructure services within the municipality. Municipalities within the boundary of the RM are experiencing limitations on development due to lack of capacity within these key infrastructure systems. While water service is not currently a problem, large multi-parcel country residential developments may experience delays with obtaining potable water service due to water allocations with SaskWater. Further development and increasingly stringent legislation regarding wastewater means that the opportunity exists for collaboration with Clavet for joint municipal infrastructure (Wastewater treatment). Other opportunities exist for the expansion of the water utility to further service industrial and residential development.

- Increased development within the municipality places increased pressures on municipal infrastructure and services. The RM will ensure that the costs of servicing are born by the developer through the use of servicing agreements as per the PDA.

Future Development

- The RM has several large mining operations, notably Patience Lake, which impacts the development of areas that surround them for uses other than industrial.



LEGEND

- DUCKS UNLIMITED
- CANADIAN WILDLIFE SERVICES
- SASKATCHEWAN WILDLIFE FEDERATION
- EXISTING WATER BODY
- EXISTING LAGOON
- MUNICIPAL WELL
- SOLID WASTE TRANSFER STATION
- DECOMMISSIONED SOLID WASTE TRANSFER STATION
- MUNICIPAL BOUNDARY

FIGURE 6 - 1
RURAL MUNICIPALITY OF BLUCHER No. 343
EXISTING SIGNIFICANT FEATURES



REPORT

Closure

This background report was prepared for the RM of Blucher to provide a summary of key planning issues which need to be considered within the new Official Community Plan.

The services provided by Associated Engineering (Sask.) Ltd. in the preparation of this report were conducted in a manner consistent with the level of skill ordinarily exercised by members of the profession currently practicing under similar conditions. No other warranty expressed or implied is made.

Respectfully submitted,
Associated Engineering (Sask.) Ltd.

Reviewed by,

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