

REPORT

RM of Blucher

Highway 316 Concept Plan



March 2015

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1 Introduction

1.1 RM OF BLUCHER HIGHWAY 316 CONCEPT PLAN AREA

Associated Engineering (AE) has been commissioned by the Rural Municipality of Blucher No. 343 (the RM) to develop a land use concept plan to guide future development within a corridor surrounding Highway No. 316 over a 25 year time horizon. The plan area comprises approximately 5,890 hectares (14,560 acres) of land and represents an area identified by the RM as a preferred location to encourage the conversion of rural land to more intensive forms of development due to its close proximity to the provincial highway network and both major rail lines.

The area is bounded on the south by Highway No. 16, on the west by the Rural Municipality of Corman Park No. 344, on the north by PotashCorp, and extends east generally aligning with Wind River Road, creating a corridor surrounding Highway No. 316. (See Figure 3-1)

1.2 THE PURPOSE OF THE CONCEPT PLAN

A concept plan as defined within *The Planning and Development Act, 2007* (The Act), provides a framework for the subsequent subdivision and development of the area. The plan drawing and associated development policies is intended to be adopted by Council as an amendment to the municipality's Basic Planning Statement and becomes part of the land use policy for the municipality. A concept plan generally focuses on a specific geographical area, providing a further level of policy detail than is provided in the broader Basic Planning Statement.

A concept plan forecasts the future distribution of land uses within the plan area recognizing existing land uses and development and infrastructure capacities to promote and project orderly growth. By having a detailed concept plan for an area, the municipality is better prepared to make decisions concerning subdivision, development and future investments in public infrastructure and to respond to development applications.

The Highway 316 Concept Plan (the Concept Plan) has been developed following various meetings with the residents, stakeholders, Council, and administrative staff of the RM.

2 Regulatory Framework

2.1 THE PLANNING DEVELOPMENT ACT, 2007

The Planning Development Act, 2007 (The Act) provides legislation to regulate land uses within the Province of Saskatchewan. Section 44 (2)(a)(b)(c)(d)(3) of the Act enables a municipality with a basic planning statement to develop a concept plan. It states:

(2) A concept plan may describe:

- (a) the land use proposed for the area, either generally or with respect to specific parts of the area;*
- (b) the density of development proposed for the area, either generally or with respect to specific parts of the area;*
- (c) the general location of services proposed for the area; and*
- (d) the phasing of development proposed for the area.*

(3) The council shall ensure that any concept plan is consistent with its official community plan, and any part of a concept plan that is inconsistent with the official community plan has no effect insofar as it is inconsistent.

The Act also regulates the dedicated land requirements including environmental and municipal reserve. These lands need to be dedicated to the municipality when land is subdivided for residential or non-residential purposes.

Environmental reserve should be considered, as per Section 185 (1)(a)(b)(c)(d) of The Act, if the land consists of:

- (a) a ravine, coulee, swamp, natural drainage course or creek bed;*
- (b) wildlife habitat or areas that:*
 - (i) are environmentally sensitive; or*
 - (ii) contain historical features or significant natural features;*
- (c) land that is subject to flooding or is, in the opinion of the approving authority, unstable;*
or
- (d) land that abuts the bed and shore of any lake, river, stream or other body of water and that is required for the purpose of:*
 - (i) the prevention of pollution;*
 - (ii) the preservation of the bank; or*
 - (iii) the protection of the land to be subdivided against flooding.*

Dedication of municipal reserve land is required for all subdivisions. There are three ways to provide this dedication of municipal reserve lands as per Section 186 (1)(a)(b)(c) of The Act:

- (a) part of that land as municipal reserve;*
- (b) money in lieu of municipal reserve; or*
- (c) a combination of land and money.*

The amount of municipal reserve land required as per Section 186 (3)(a)(b) of The Act is:

- (a) in the case of a residential subdivision, 10% of the land area proposed for subdivision; and*
- (b) in the case of a non-residential subdivision, 5% of the land area proposed for subdivision.*

2.2 BASIC PLANNING STATEMENT

The Rural Municipality of Blucher's Basic Planning Statement (BPS) is a broad range planning document that provides the policy framework to define, direct, and evaluate development in the RM ensuring that development takes place in an orderly and rational manner.

The Concept Plan identifies areas which are suitable for future industrial, business, commercial, agricultural and multi-lot country residential development within the next twenty-five years and beyond. The policies represented in the Concept Plan are intended to build upon and compliment the BPS policies.

2.3 ZONING BYLAW

Most of the land area within the boundaries of the Concept Plan is currently zoned A- Agricultural District and under active cultivation. The adoption of the Concept Plan does not imply that land that is designated for a future use is rezoned as a result. Prior to subdivision, a development proponent will be required to apply for a zoning amendment which corresponds with the future direction prescribed by the approved Concept Plan.

3 Background

3.1 LOCATION

The Concept Plan is comprised of 22 and three-quarter sections of land (approximately 5,890 hectares). The plan area is located along the northwestern boundary of the RM's corporate limits and approximately 10.0 km from the eastern boundary of the City of Saskatoon. The following sections of land are included within the study area as shown on Figure 3-1.:

W½ 15-35-3-W3M	16-35-3-W3M	17-35-3-W3M
18-35-3-W3M	19-35-3-W3M	20-35-3-W3M
21-35-3-W3M	W½ 22-35-3-W3M	SW¼ 27-35-3-W3M
28-35-3-W3M	29-35-3-W3M	30-35-3-W3M
31-35-3-W3M	32-35-3-W3M	33-35-3-W3M
4-36-3-W3M	5-36-3-W3M	6-36-3-W3M
7-36-3-W3M	8-36-3-W3M	9-36-3-W3M
W½ 15-36-3-W3M	16-36-3-W3M	17-36-3-W3M
18-36-3-W3M		

RM of Blucher

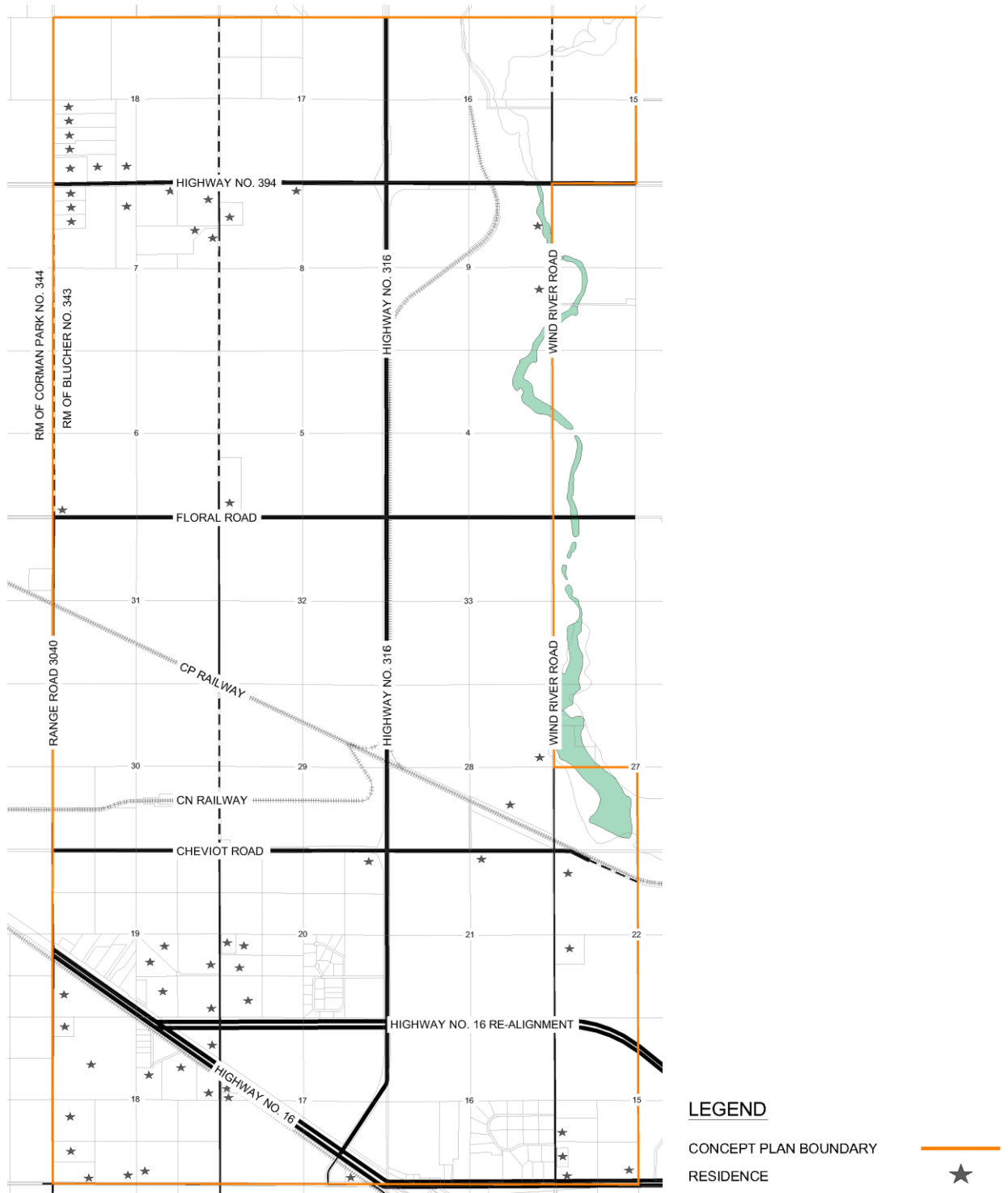


Figure 3-1
Study Area

The Province of Saskatchewan through the Ministry of Parks, Culture, and Sport mandates the protection of heritage sensitive lands within the province. The Ministry's Heritage Conservation Branch is tasked with the responsibility for managing these resources and responding to development proposals based upon the following mission statement:

To facilitate the protection and conservation of heritage resources in Saskatchewan, and to foster a culture of heritage stewardship that will help build sustainable communities.

The Heritage Conservation Branch provides information regarding heritage sensitive land requiring further screening or investigation prior to development. An online screening tool is available providing a database of quarter sections already reviewed for heritage sensitivity. The online screening tool is used to expedite the heritage resource review process by potentially providing immediate heritage clearance for projects where the lands have been previously reviewed. It serves as a powerful planning tool, identifying heritage sensitive areas in advance, allowing these areas to be incorporated into future designs, schedules and budgets and assisting in streamlining the development process.

Where the online tool confirms that a proposed development area is not considered heritage sensitive, the developer may proceed with the development process without any additional consultation or investigation. However, if the online tool indicates that the Ministry has not completed heritage assessments for the area or that there is some documented heritage potential present on the site; additional consultation with the Heritage Conservation Branch is required. This additional consultation may result in the need to prepare a Heritage Resource Impact Assessment (HRIA). An HRIA determines the appropriate mitigation measures for a development site with heritage sensitive potential.

The Concept Plan area has been reviewed using the online screening tool. This review indicated that further screening will be required in certain areas within the plan. It is highly unlikely that these areas will contain any heritage sensitive artifacts due to the predominance of cultivated land within the plan area. However, further consultation with the Ministry will be required on a case by case basis to determine if further screening will be required prior to any development on the specific sections of land. The lands requiring additional consultation with the Heritage Branch are identified in Figure 7-2.

3.2 ENVIRONMENTAL RESOURCES

The Saskatchewan Conservation Data Centre (CDC) provides information concerning the presence of endangered or rare plant and animal species. The RM's BPS recognizes the need to protect habitat resources in areas identified as being especially important to wildlife as a means of promoting environmental sustainability. The CDC provides an online screening tool to expedite the review and inventory of rare or endangered species within the plan area.

The CDC illustrates the area as potentially having significant rare or endangered plant species located in its boundaries. Two rare or endangered plant species have been recorded in the RM - Meadow Wild Barley and the Large Yellow Lady's Slipper. It is anticipated that one or both of these two plants may be present within the Concept Plan area.

Meadow Wild Barley in Saskatchewan is a perennial bunchgrass. It is best adapted to moist soils including depressions, meadows, edges of streams and salt marshes, and forest clearings. Seeds can sow in the fall or early spring.

Large Yellow Lady's Slipper in Saskatchewan is a perennial orchid. It flowers in late spring/early summer. It can be found in moist grassland meadows, fields and open areas. It should not be disturbed/transplanted if found because most likely it will not survive.

If one or both of these two species are located in the Concept Plan area, further investigation will be required by the development proponent as part of a rezoning or subdivision application. This investigation may require a technical proposal to be performed prior to any development proceeding on the land. If present, the need to identify mitigation measures to preserve the endangered species will be required. Meadow Wild Barley and the Large Yellow Lady's Slipper are ranked the first and second highest for rarity in Saskatchewan. Where possible, preservation of these endangered species is recommended.

3.3 EXISTING LAND USES WITHIN THE HIGHWAY 316 CONCEPT PLAN

Agriculture is the predominant land use within the plan area. The RM's Basic Planning Statement provides the ability to subdivide a quarter section of land up to eight times for agricultural purposes with each of the subdivisions capable of accommodating accessory residential development. As a result of this policy, there are pockets of existing farmstead development throughout the plan area. The plan area also hosts limited multi-lot country residential and existing industrial development. Figure 3-2 illustrates the distribution of existing land uses within the Concept Plan area.

It is important to understand the type and location of existing land uses to ensure that the future land use framework can be structured to complement and minimize potential conflicts with existing land uses. The Concept Plan has been developed to accommodate the existing land uses and plan for complimentary and ancillary types of development where possible.

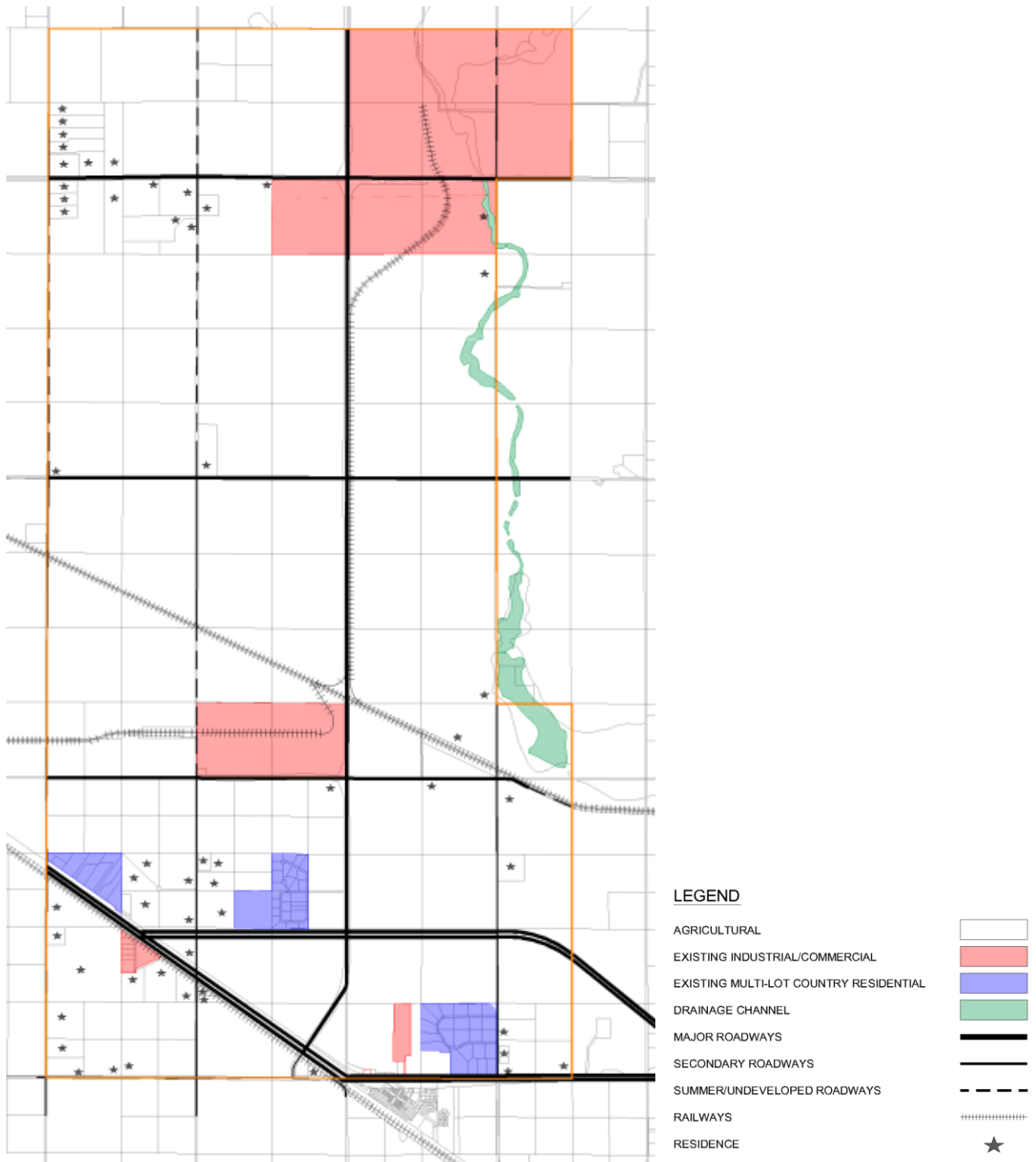


Figure 3-2
Existing Land Uses

3.3.1 Multi-Lot Country Residential

There are four areas within the plan area where multi-lot country residential acreage development exists. There are approximately 65 subdivided lots with the exiting multi-lot country residential developments representing a fairly wide range of property sizes and densities. The multi-lot country residential developments within the Concept Plan have been acknowledged within the planning process in order to identify and mitigate any potential conflicts with more intensive forms of development.

3.3.2 Agricultural & Single Parcel Country Residential

As previously stated, the majority of existing land use in the concept plan area is agricultural including the cultivation and harvesting of field crops such as grain.

There are approximately 55 single parcel agricultural and country residential sites within the Concept Plan area. The RM's BPS and Zoning Bylaw supports the subdivision of agricultural land for the purpose of separating title for existing farmsteads and to create a new country residential building site. This form of development as illustrated on Figure 3-2 is scattered throughout the Concept Plan area but only a few are situated within land designated for non-agricultural and non-residential use.

3.3.3 Industrial/Commercial

The existing commercial and industrial areas include PotashCorp, Cargill, an auto wrecking facility and an existing industrial park located along the south side of Highway No. 16.

3.4 ADJACENT LAND USES OUTSIDE OF THE CONCEPT PLAN AREA

Land use located outside but adjacent to the plan area consists primarily of agriculture with some limited multi-lot country residential, single parcel country residential severances, urban residential and rural industrial developments. These peripheral developments specifically include:

- An existing multi-lot country residential development located adjacent to the northwest corner of the concept plan area within the RM of Corman Park.
- A second multi-lot country residential development located approximately 800 m north of the concept plan area on the west side of Highway No. 316 in the RM of Blucher.
- The Village of Clavet which is located adjacent to the southern boundary of the concept plan area. With a population of 386 residents, the Village of Clavet providing community and commercial retail services to the local urban and rural populations.
- The East Floral Light Industrial Park is one of several industrial developments located west of the concept plan area within the RM of Corman Park.

3.5 TOPOGRAPHY & SOIL CAPABILITY

The lands within the Concept Plan area are relatively flat making it relatively easy and suitable to accommodate additional development. Although the flat terrain suggests a low probability of soil instability, a preliminary geotechnical investigation at the time of subdivision is recommended to confirm this

assumption. The Concept Plan area contains some low lying spots which naturally collect storm water conveying it to Cheviot Lake in the southeastern boundary of the plan area and to Patience Lake located along the northeastern plan boundary. There is a natural drainage channel located adjacent to the eastern boundary of the concept plan area which conveys storm water to both lakes.

Agricultural land within the plan area encompasses three classifications of soil capability for agricultural production based on the Canada Land Inventory classification system published by the Government of Canada. The three soil classifications consist of:

- Class 3 – the soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices.
- Class 4 – the soils in this class have severe limitations that restrict the range of crops or require special conservation practices.
- Class 5 – the soils in this class gave very severe limitations that restrict their capability in producing perennial forage crops, and improvement practices are feasible.

Figure 3-3 illustrates the location and types of soils described above. Prime agricultural land is generally represented by Classes 1 and 2 soils. The highest class seen in the Concept Plan area is class 3 meaning that the soils have moderately severe limitations and are not generally considered prime agricultural land. This presents the opportunity to utilize the land for alternate uses such as industrial, business, commercial, or multi-lot country residential.

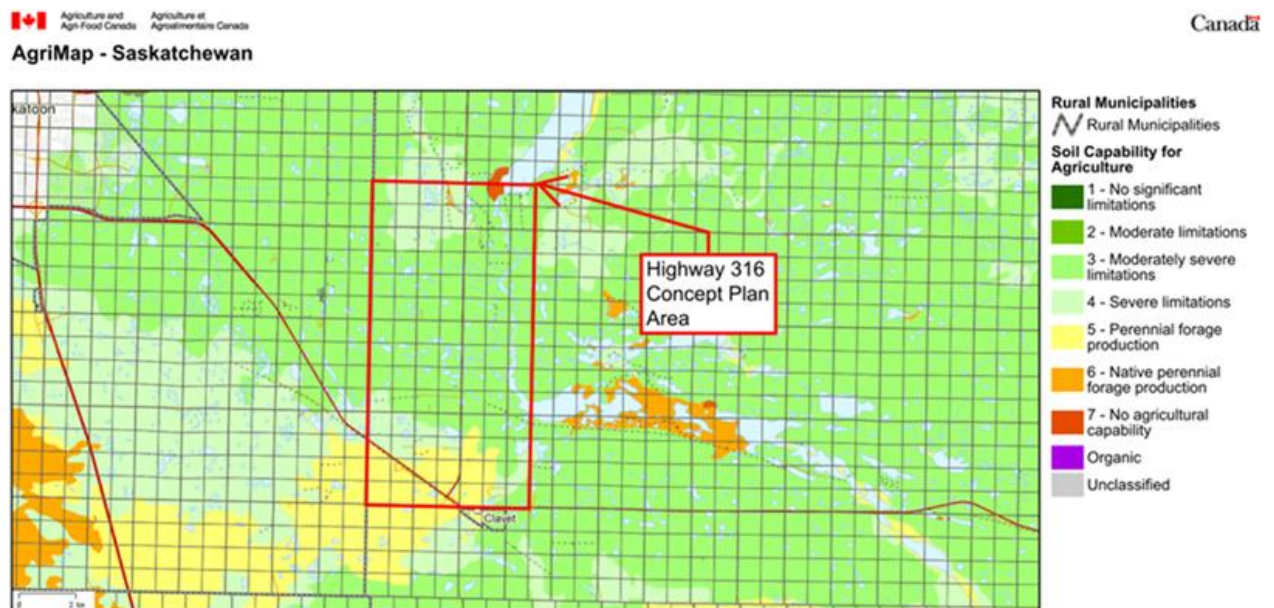


Figure 3-3
Soil Capability

4 Infrastructure

4.1 TRANSPORTATION

The lands within the Concept Plan area are situated along multiple transportation networks. The existing transportation network consists of Highway No. 316, Highway No. 16 (and its future re-alignment), Highway No. 394, Cheviot Road, Floral Road, Wind River Road, Range Road 3040, and the CN and CP rail lines. This transportation network provides for the movement of people, traffic, and goods and services to and from the Concept Plan area.

4.1.1 Highway 316

Highway No. 316 is classified as a 9 month Primary Highway. The classification impacts the weight class for truck transportation to handle freight on the highway. Section 12 (1)(kk) of *The Vehicle Weight and Dimension Regulations, 1999* enables primary weights to be hauled on secondary highways as long as the length of the secondary highway does not exceed 15 kilometers. The entire length of Highway No. 316 is less than 15 kilometres essentially making it a Primary Highway corridor by definition.

The Ministry of Highways and Infrastructure (the MHI) estimates the average annual daily traffic along Highway No. 316 at approximately 1,000 vehicles. Based upon this traffic volume, this highway has been classified as an R4 Access Management Level. An R4 Access Management Level classification requires a desired spacing of 400 m and a minimum spacing of 300 m for access points. Although this classification provides an opportunity to locate intersections on either side of Highway No. 316, it is recommended that access points align on both sides of the highway rather than being staggered as this will negatively impact traffic movements. It is recommended that the MHI be consulted at the time of subdivision on a case by case basis to ensure compliance with provincial access requirements at the development planning and subdivision stage.

4.1.2 Highway No. 16

It is estimated that the average annual daily traffic using Highway No. 16 is approximately 6,680 vehicles. This average annual daily traffic is used to classify Highway No. 16 at an R3 Access Management Level. The daily traffic is anticipated to comprise a mixture of passenger vehicles and freight hauling trucks. The MHI has planned a re-alignment of the Highway No.16 to bypass the Village of Clavet. This highway re-alignment is anticipated to improve access to the Concept Plan area and will influence the distribution of future land uses.



4.1.3 Highway No. 394

Highway No. 394 is a paved secondary weight highway connecting the City of Saskatoon to Highway No. 316. Although Highway No. 394 it is classified as a secondary weight highway, Section 12 (1)(kk) of *The Vehicle Weight and Dimension Regulations, 1999* also applies; effectively defining this roadway segment as a Primary Highway. Although this highway functions as a heavy haul road, it is anticipated the majority of traffic would use Highway No. 16 or Highway No. 5 as the principal access and egress for the Concept Plan area.

4.1.4 Floral & Cheviot Road

Two existing municipal roads provide an east/west access within the Concept Plan. Floral Road is located north of the Cargill site and is classified by the MHI as a Class 6 rural road. Class 6 rural roads carry the lowest traffic volumes and provide access only to individual residences, small industrial sites and parks, farmland, and other properties.

Cheviot Road is located adjacent to and south of the Cargill site and is classified by the MHI as a Class 5 rural road. Class 5 rural roads link communities with populations of less than 1,000 and give access to large parks and industrial sites. Upon completion of the Highway No. 16 bypass, the MHI may be eliminating the current access from Cheviot Road to Highway No. 16.

4.1.5 Wind River Road & Range Road 3040

Two unclassified municipal roads provide a north/south access within the Concept Plan. These rural roads are Wind River Road and Range Road 3040. Wind River Road is located one mile east of Highway No. 316 while Range Road 3040 is located two miles west of Highway No. 316. Both secondary roadways provide access to existing to developments located within the Concept Plan area. The portion of Range Road 3040 that extends north from Floral Road to Highway No. 394 is not considered an all-weather roadway with access only provided in summer months.

4.1.6 CN & CP Rail Lines

The CP and CN both operate rail lines within the concept plan area. 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 of goods and products. For example, PotashCorp has constructed a rail line spur along the CP mainline to supplement the company's freight needs.

Cargill has also constructed a series of rail line spurs. Both the CP and CN spur rail lines access the Cargill facility and provide rail transportation of goods and products. Industrial developments 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 corridor for future development.

4.2 WATER SUPPLY

Providing water to the Concept Plan area presents both opportunities and challenges. In 2010, an Infrastructure Study prepared by Associated Engineering for the RM indicated several options to access a long term water supply which are presented in Table 4-1. This information is presented to reinforce that valid options exist to support future development in the Concept Plan area. The volume and type of water required for specific developments will dictate the appropriate option to be considered by a developer.

**Table 4-1
Water Infrastructure**

	Existing Infrastructure	Expansion
Potable Water	SaskWater	New booster station constructed in 2011
	SaskWater – Saskatoon NE pipeline system	To serve subdivision expansion W of 316
	Highway 41 Utility	Capacity for development E of 316
Raw Water	Private PCS	Potential
	SaskWater services Cargill	Potential to increase flows with upgrades
Ground Water	4 Aquifers – Judith River, Patience Lake, Meacham, or the Forestry Farm	All have potential pumping capacity – require further investigation if to be used
Surface Water	Pipeline from Blackstrap Lake	Potential of construction a pipe from Blackstrap

4.2.1 SaskWater Systems

4.2.1.1 Potable Water

SaskWater has confirmed that capacity exists to supply up to 2 gallons per minute of potable water for developments in the Concept Plan area. This volume of water would be suitable for developments that require small amounts of water to support basic human consumption and occupancy. The needs for each industry would be determined on a case by case basis through consultation with SaskWater. Potable water is required for consumption and restroom facilities. Exemptions can be made where the use of non-potable water can be utilized for restroom facilities depending on the needs of the development.

4.2.1.2 Non-Potable Water

SaskWater has confirmed that its non-potable water line in this location is currently running at full capacity in support of the Cargill operation. If additional raw water capacity is needed, upgrades would be required to the raw water system.

4.2.1.3 Capacity

SaskWater has confirmed that current supply capacity limitations may impact development in the Concept Plan area in the short term. The system capacity will need to be evaluated on a case by case basis by SaskWater. Different developments require different amounts of water and SaskWater has confirmed upgrades may be required to its infrastructure system to accommodate new development depending upon the demand for water. These upgrades are determined by SaskWater upon review of the proposed amounts of potable or raw water required for developments.

4.2.2 Aquifers

Another source of water may be one of the four aquifers in the Concept Plan area which include the Judith River, Patience Lake, Meacham, or the Forestry Farm aquifers. The 2010 Infrastructure Study states that the Judith River aquifer is 90 m deep, 30 m thick, and has a capacity of 1.6 to 4.1 litres per second maximum per day. The Patience Lake aquifer is 75 m deep, 30 m thick, and has a water capacity of 16.6 litres per second maximum per day. The Meacham aquifer is 90 m deep, 30 m thick, and has a capacity of 16.6 litres per second maximum per day. The Forestry Farm aquifer is 20 m deep, 30 m thick, and has a capacity of 8.3 litres per second maximum per day.

Due to the characterization of the groundwater type, the water may not be suitable for human consumption, irrigation, or livestock watering without treatment. It is recommended that further investigation occur to confirm if treatment of the groundwater is required prior to human consumption, irrigation, or livestock watering.

4.2.3 Small Water Users

Developments requiring small amounts of potable or non-potable water for domestic purposes are anticipated to be capable of being serviced in the short term. This provides immediate access to serviceable land for developments requiring small amounts of water within the Concept Plan area.

4.2.4 Large Water Users

Developments requiring large amounts of water to facilitate manufacturing and processing may be required to construct upgrades to the SaskWater distribution system. Large water users are required to absorb the cost associated with constructing any upgrades to the SaskWater system. This may be achieved through cost sharing or sourcing and transporting the water by a number of industries.

The 2010 Infrastructure Study provides options for access to water for developments involving high water usages. These options include:

- Upgrades to pump stations;
- The development of a raw water line from surface water (i.e. Blackstrap Lake);
- Underground aquifers; or
- Possible agreements with PotashCorp or the Highway 41 Rural Pipeline Association to access these existing water systems.

4.3 SANITARY SEWER

Wastewater generated by development may be generated through domestic use or as a result of processing activities. Domestic wastewater is generated from the use of water for domestic purposes such as drinking, cooking, cleaning, washing, hygiene, sanitation or other domestic purposes.. Process wastewater is generated from the use of water in the processing or manufacturing of goods and may or may not require treatment prior to being discharged into an existing watercourse depending upon the nature and composition of process inputs. Cargill is an example of an operation generating process wastewater

4.3.1 Holding Tanks

Commercial and industrial developments will primarily use individual holding tanks for the disposal of wastewater. As the holding tanks fill, they will need to be evacuated by a licensed contractor, hauled offsite and disposed of in a treatment facility. The size, type and volume of water used by a development will ultimately dictate the size of the tank employed. The Concept Plan policies will make holding tanks the default and only option for wastewater disposal for commercial and industrial uses. The policies will be drafted to provide the opportunity to employ a centralized treatment facility or alternative private onsite system where the applicant has completed all preliminary site investigations as required by the provincial regulatory body including a hydro-geological investigation.

Residential developments within the Concept Plan area will be capable of employing a broad range of communal or private disposal systems subject to meeting the regulations and predesign requirements of the applicable provincial regulatory body.

Large wastewater producers are anticipated to use holding tanks; however, a more strategic approach may be required to accommodate this wastewater. Like Cargill, large wastewater producers may be required to provide initial treatment of their process wastewater. This treated wastewater is then discharged into a centralized location such as Cheviot Lake. The treatment of the process wastewater is determined by the chemical balance within the process wastewater. This treatment system could become part of a more detailed storm water management plan. This requires the treated wastewater and storm water to be located at a central storage pond and eventually flow to a centralized location such as Cheviot Lake.

4.3.2 Lagoons

Lagoons become an option for developments generating larger amounts of wastewater. Factors that create difficulties with the development of lagoons are:

- The cost to develop and operate a lagoon;
- The setback requirements from other developments;
- The amount of land required to achieve these setbacks; and
- The size of lagoon required to accommodate the wastewater generated from the development.

Although lagoons can be costly to develop and operate, they are an option for those developments that generate large amounts of wastewater such as Cargill.

4.4 STORM DRAINAGE

A formal drainage plan has been prepared for the Concept Plan area to identify appropriate methods of managing runoff within the local watershed. The existing drainage system in the RM of Blucher consists of overland flows with the use of ditches, culverts, sloughs and natural drainage runs. There are three major catchments within the drainage study area:

- a small portion of the run-off flows to the north towards Patience Lake;
- a portion of the run-off flows east/southeast towards Cheviot Lake; and
- a portion of the run-off flows south/southwest into the RM of Corman Park and across Highway No. 16.

The additional run-off caused by new development within the Concept Plan area could be handled in a few different ways. The main objective is to ensure any upstream or downstream residences or infrastructure would not be negatively impacted by new development. This is achieved by designing a grading plan for new developments which allows existing upstream run-off to continue to flow along its natural course into and through the new development areas while controlling the rate of flow of storm-runoff so that it does not exceed predevelopment rates. This run-off should be discharged in a controlled manner along established natural corridors to any of the major catchments described above.

4.5 SHALLOW BURIED UTILITIES

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 developments.

4.6 SOLID WASTE

Solid waste generated by developments is expected to be managed through one of several licensed private service providers in the Saskatoon region. It will be the responsibility of the individual site owners to contract a waste management service provider to manage their waste.

5 Innovation

Innovations for rural developments are becoming a topic of discussion across North America. This plan identifies a few different options which may be applicable with the Concept Plan area based upon research of other existing developments within Saskatchewan and Alberta.

5.1 GREY WATER REUSE

Developments such as the Marquis Industrial Area in Saskatoon have begun to reuse grey water. The grey water reuse process is developed by utilizing a dual plumbing system where water is separated into grey water and black water at the point of consumption. Grey water consists of water from uses such as showers, sinks, bath tubs, and washing machines. Black water is wastewater from restroom toilets and kitchen facilities which gets disposed to the wastewater management system, for example to holding tanks.

The grey water is collected within the dedicated reuse system where it is treated and prepared for reuse. After the grey water has been treated, it is an acceptable water source for irrigation, restroom toilets, and washing machines.

5.2 ECO-INDUSTRIAL DEVELOPMENTS

An eco-industrial development is a development where the industries cooperate with one another and the local community to reduce waste, reduce pollution, efficiently share resources (water, energy, infrastructure, development materials, etc.), and achieve greater sustainability. This can be accomplished through a variety of performance criteria as stated in the County of Lamont's Industrial Heartland Area Structure Plan.

These performance criteria consist of:

- Maintenance of ecological functions
- Lowering of overall level of material use
- Reduction of toxic and hazardous materials
- Use of renewable and re-useable resources rather than non-renewable and disposable resources
- Waste prevention as an underlying design criterion
- Diversification of industries, businesses, materials, products, and services within the capacity of natural systems
- Creation of physical, administrative, and financial infrastructure for cycling of waste materials
- Encouragement of products and services which have no undue environmental impact.

5.3 XERISCAPING

Xeriscaping means water conservation through creative landscaping. It is a process of strategic landscape design that is created for a specific development site and helps to provide a variety of colors, variety of vegetation, and requires less watering and maintenance than traditional forms of landscaping. There are seven principles when looking at xeriscaping:

1. *Plan and design before implementing*
2. *The soil quality*
3. *Plan for efficient irrigation*
4. *Evaluate practical turf areas*
5. *Select appropriate plants*
6. *Use mulches*
7. *Perform appropriate maintenance.*

These seven principles assist in the development of an appropriate landscaping plan for developments. Xeriscaping is a process that minimizes water consumption through the use of drought resistant vegetation and the use of native vegetation of the area.

6 Public Consultation

6.1 INTRODUCTION

Public consultation was a key component in the development of the Concept Plan. A two tiered approach was taken to consult with the public and local stakeholders including a preliminary stakeholder workshop intended to gain an appreciation of the local circumstances and to obtain the necessary background information to prepare a preliminary concept plan. This series of meetings was followed by a public open house later in the project intended to display the preliminary plan and recommendations and to obtain public comments to assist in refining the plan prior to finalization.

6.2 PUBLIC AND STAKEHOLDER WORKSHOPS

Six workshops were hosted by AE at the Clavet Hall. The RM mailed notification of the workshops to all property owners in the municipality advising them of the study and inviting them to participate.

The workshops were designed to obtain the input of the residents in the RM on their vision for the future of the study area over the next 20 to 25 year timeframe. At each of the sessions, a short presentation on the purpose of the study and background information was provided to the attendees. The attendees then broke into small groups of 6 to 10 individuals and discussed their ideas for the future development of the area and any conditions that would support or constrain different types of development in the area. Each group was provided with discussion group questions to assist in them in their deliberations. At the conclusion of each workshop, each group presented their findings and a general discussion followed each presentation.

Eighty-nine (89) residents attended the six workshops. The comments received from each of the break-out groups and any other individual comments that were made during the presentation or general discussion were recorded to inform subsequent discussions with the RM Council and the preliminary plan.

In addition, an opportunity was provided for those residents not able to attend the planning workshops or for those who wanted to provide individual input on the future development of the study area to obtain a workbook from the RM's web site representing the information covered in the workshops. A total of two workbooks were received following the workshops.

The detailed comments received from this initial consultation are included in Appendix A and are summarized below:

1. Heavy Industrial Comments

- The overwhelming majority were of the opinion that the area had enough heavy industrial uses given Cargill and the PotashCorp and did not want any additional heavy industrial development.
- The negative impacts of noise, light, emissions, traffic, and other environmental impacts from the existing heavy industrial uses were the rationale for this reasoning.
- If future heavy industrial development were to occur it should be planned along the railway hub adjacent to Cargill and at the south end of the Highway No. 316 corridor.
- Another potential area for future heavy industrial would be directly south of the PotashCorp; however, there was not consensus on this.
- Multi-lot country residential developments should have a minimum of a ½ mile buffer from heavy industrial uses.
- Environmental regulations and guidelines must be strictly adhered to and enforced.

2. Light Industrial Comments

- Light industrial uses were seen as less of a concern than heavy industrial uses, but there were concerns with the location and conditions surrounding light industrial uses.
- The existing corridor along Highway No.316, as it the major roadway, was indicated as the best location for light industrial uses.
- Light industrial uses should have no negative impacts outside the boundary of the site and the activity should be enclosed in a building.
- Light industry was not seen as a buffer from heavy industrial uses and multi-lot country residential development.
- Light industrial uses should be phased and not allowed to be scattered throughout the corridor.
- Light industrial uses should complement the agricultural land in the area.
- Multi-lot country residential developments should be buffered from light industrial uses.

3. Highway Commercial Comments

- Highway Commercial uses were recommended to locate at the future intersection of Highway No. 316 and the proposed bypass of Highway No. 16.
- Many residents saw Highway Commercial development as desirable additions to the community; however, this was not unanimous due to traffic and noise concerns to the nearby multi-lot country residential to the west of the intersection.
- Highway Commercial was recommended in phases with the first phase in the north east corner of the intersection and the second phase in the south east corner.

4. Multi-lot Country Residential Comments

- The comments on additional multi-lot country residential development in the study area were diverse.
- Some indicated that the capacity for multi-lot country residential had not been reached and it should be spread out rather than clustered in the existing areas avoiding prime agricultural lands.

- Others commented that multi-lot country residential was a tax burden due to the capital and maintenance costs of the additional infrastructure required.
 - Some indicated that the existing multi-lot country residential developments should be allowed to have infill and small expansion.
 - The area north of the study area was also seen as the area where existing multi-lot country residential was expanding and that this area is where new country residential should be developed.
 - The area east of Highway No. 316 and north of Village of Clavet between the existing Highway No. 16 and the proposed bypass was seen by some as the area where Clavet may want to expand in the future and would be suitable for future residential expansion.
 - There was total consensus that multi-lot country residential should be buffered from heavy and light industrial uses and also from highway commercial uses.
5. Agricultural Comments
- It was indicated that the lands in the study area west of Highway No. 316 were prime agricultural lands and should be protected as agricultural.
 - There was acknowledgement that the RM's Basic Planning Statement indicated that one of the goals was to protect prime agricultural lands.
6. Home Occupations Comments
- Home occupations were generally seen as the way to encourage small entrepreneurial businesses, but some indicated that if expansion was to occur, the business should locate to a more appropriate area.
 - The RM's present policies and governance structure for home occupations was seen by some to be working well.
 - Any negative comments regarding home occupations were directed at the lack of enforcement of the conditions under which the home occupation was permitted.
 - Home occupations for agricultural residences were not seen as an issue.
 - In the multi-lot country residential areas outdoor storage was seen as a problem to some and to others it was not an issue provided it was organized and aesthetically pleasing.
7. Additional Comments
- Consideration should be given to wildlife habitat.
 - The drainage coulee connecting to Cheviot Lake should be preserved.
 - Drainage on new development should remain at pre-development levels.
 - Consideration must be given to determining the long term infrastructure needs of the proposed study area in order that the long term needs, in particular traffic infrastructure, can be planned and implemented as development occurs.
 - Quality of life in the RM should be considered with all new developments.

Figure 6-1 illustrates the results from the workshops in terms of land use mapping of the public input comments received.

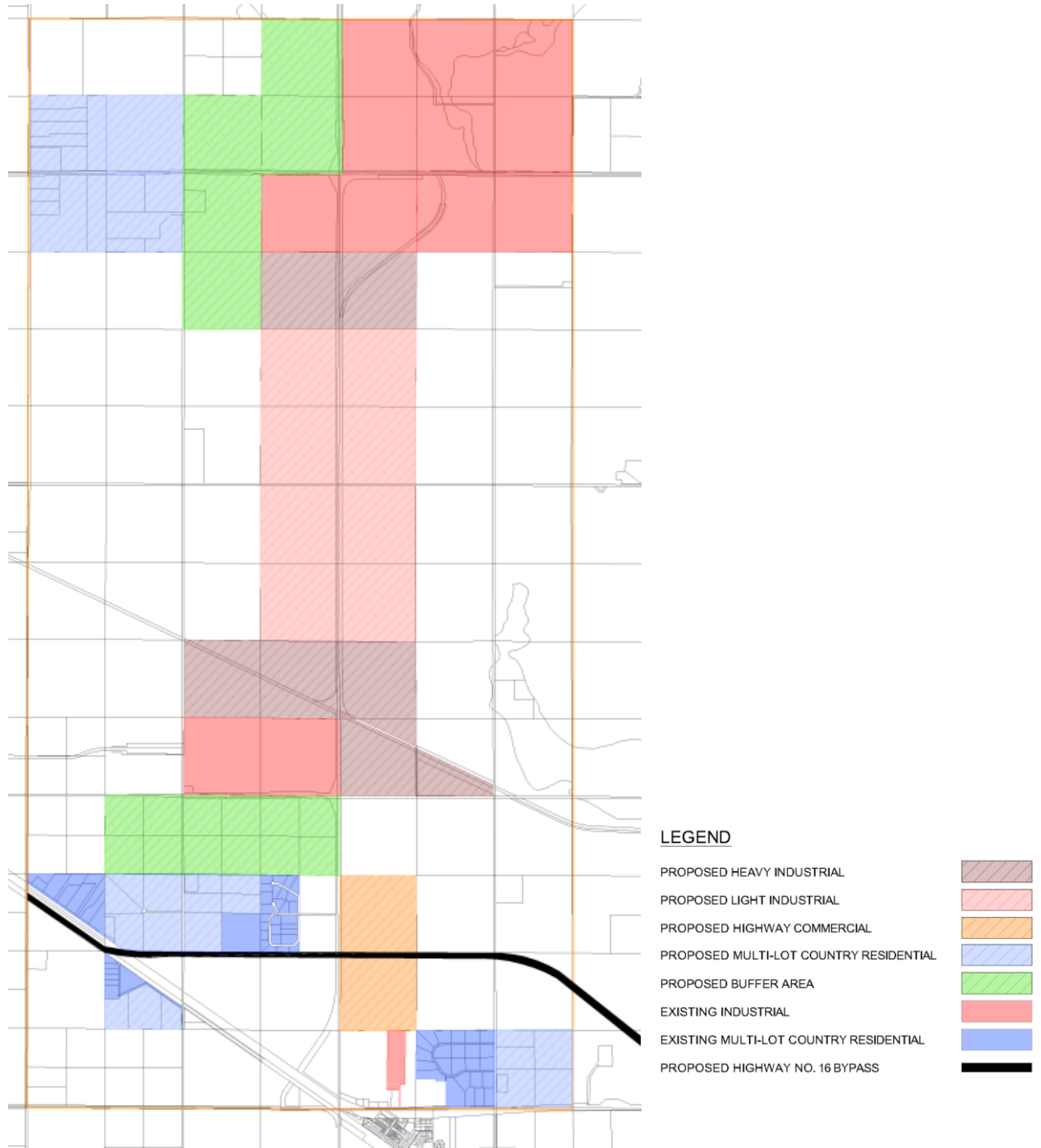


Figure 6-1
Stakeholder Workshop Mapping

6.3 PUBLIC OPEN HOUSE

Following the preparation of a preliminary Concept Plan for the area, a public open house was hosted at the Clavet Hall. A notice of the event was mailed to all landowners within the RM, inviting them to view the preliminary plan and to provide additional input to inform the refinement of the final Concept Plan.

A total of 41 people were present at the function and a total of 10 comment sheets were completed with 4 directly submitted at the open house and 6 received via email. The comments are summarized as follows:

1. ***Do you generally agree that the RM should proactively plan for economic (business) development within the RM?***
 - Eight agreed and one disagreed with this statement
 - Small businesses only, no light or heavy industrial
 - No industrial or commercial south of Cheviot
 - Concerns around a highway truck stop at the proposed Highway Commercial area
 - Foolish not to plan for economic development given the close proximity to the largest City in the province
 - Development should not impact the quality of life for those who live there
 - Concern that the residents will be forced to travel through what is to be an commercial/industrial corridor
 - Not in favour of having industrial development within a ¼ mile of residences

2. ***Do you generally agree that commercial and industrial development within the RM should be directed to areas well serviced by provincial infrastructure?***
 - Two agreed, four disagreed, and three had no opinion with this question
 - It makes perfect sense to do so
 - In principle development should be directed where there is existing infrastructure. However, the infrastructure should not overly influence the plan.
 - Industrial development should occur in areas best suited for this zone and infrastructure should be brought to the area
 - Industrial development should be situated on poor farmland and away from residential development

3. ***Do you generally agree that it is important for property owners to have greater certainty and predictability regarding the administration of land use within the community?***
 - Seven agreed, one disagreed and one had no opinion on this question
 - Reason for moving to Blucher was the amount of zoned agricultural land that surrounded the residential site. To me, that provided some certainty and predictability that development would be limited and we would continue to live in a quiet, peaceful area.
 - Even with greater certainty, concerns that future businesses will not operate honorably and within the bylaws/regulations long term
 - Concern's around maintaining the country lifestyle
 - Most property owners in the plan area are not looking to rezone
 - Landowners need greater say in the process

4. What aspects of the draft concept plan do you agree with?

- Proposed industrial between Cargill and PCS is appropriate to make best use of existing infrastructure
- Proposed business areas would be beneficial; however, proposed industrial is unsettling
- Proposed multi-lot country residential south of Cheviot Road would be ok
- Light industrial north of Cheviot
- Agree with allocating an area for highway commercial
- If there is a need for highway commercial, this can occur adjacent to Hwy 316, but no need for extent of area proposed in the draft concept plan.
- The plan in principle is good

5. What aspects of the concept plan do you find concerning and what refinements could be made to the plan to respond to your concerns?

- Village of Clavet should be able to expand the north rather than just to the east with the relocation of the Highway
- Heavy industrial will create impacts such as noise, light, and smell
- May reduce the property values costing residents money if and when they choose to move
- No commercial on the north west corner of Highway 316 and 16
- No need to allocate further commercial/industrial in the proposed part of the RM
- Slow down this process, get more informed and provide more data on the regional industrial/commercial lands supply
- Concerned about the lighting that will be generated by the industrial development. The RM should consider passing a bylaw that requires lighting to be directed downward through the use of shields to prevent them from shining upwards and sideways as well.
- The plan area is very large and development of the area should initially be focused along Highway 316

All written comments received have been reproduced in Appendix B.

The following adjustments were made to the Concept Plan in response to the input received from the open house:

- The land base designated for proposed business development situated south of Cheviot Road was reduced to provide greater separation from existing residential developments to the south.
- Specific and more prescriptive landscaping requirements were developed for all development within the Concept Plan including a requirement for the establishment of a shelterbelt planting along the rear and side yards of all new commercial, business and industrial development sites and including the specific requirement for development along Cheviot Road to incorporate a 3 metre berm along the rear yard of each newly developed site to provide noise attenuation and a visual barrier between future businesses and existing residential development to the south.
- The land area proposed for a highway commercial node located at the intersection of Highway Nos. 316 and 16 was reduced to better represent the likely footprint for commercial development in the

- area and to provide greater separation between this future commercial development and the existing residences to the west.
- The agricultural designation was enlarged along the north side of Floral Road and between the exiting residential development situated west of Highway No. 394 and Highway No. 316 to provide greater insulation between potentially incompatible uses.
 - A comprehensive development application process was developed along with detailed landscaping regulations to ensure that development within the Concept Plan area remains consistent with the RM Council's vision for the area.

7 Land Use Strategy

7.1 GOALS AND OBJECTIVES

Positive provincial economic growth continues to drive local economies, generating demand for business development opportunities around major market centres like the City of Saskatoon. Due to its strategic location in relation to this market, the existing and proposed major highway transportation networks, and the demand for developable land, the RM expects that the Concept Plan area will be a desirable location to support positive economic growth. In anticipation of increased demand for industrial and business development, the RM has requested that a concept plan for the Highway No. 316 study area be developed to appropriately prepare for this potential growth.

The objectives of the Concept Plan are:

- 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
- To provide for transitional land uses that would mitigate the potential conflict between residential and non-residential uses.

7.2 OVERVIEW OF THE HIGHWAY 316 CONCEPT PLAN

The Concept Plan acknowledges and provides direction concerning the future development and expansion of the following five land uses as shown on Figure 7-1:

- Industrial;
- Business;
- Commercial;
- Multi-Lot Country Residential; and
- Agricultural

Part VIII of the RM's Basic Planning Statement identifies two existing land use concept plans previously adopted by the RM. One plan identifies a development policy area for industrial/commercial land use and the second one relates to a joint agricultural/residential policy area.

Notwithstanding Part VIII – Land Use Concept, the Concept Plan becomes the third development policy area and replaces the Industrial/Commercial Development Policy as it relates to the area along Highway No. 316 in subsection a). The Concept Plan is intended to be added as subsection c).

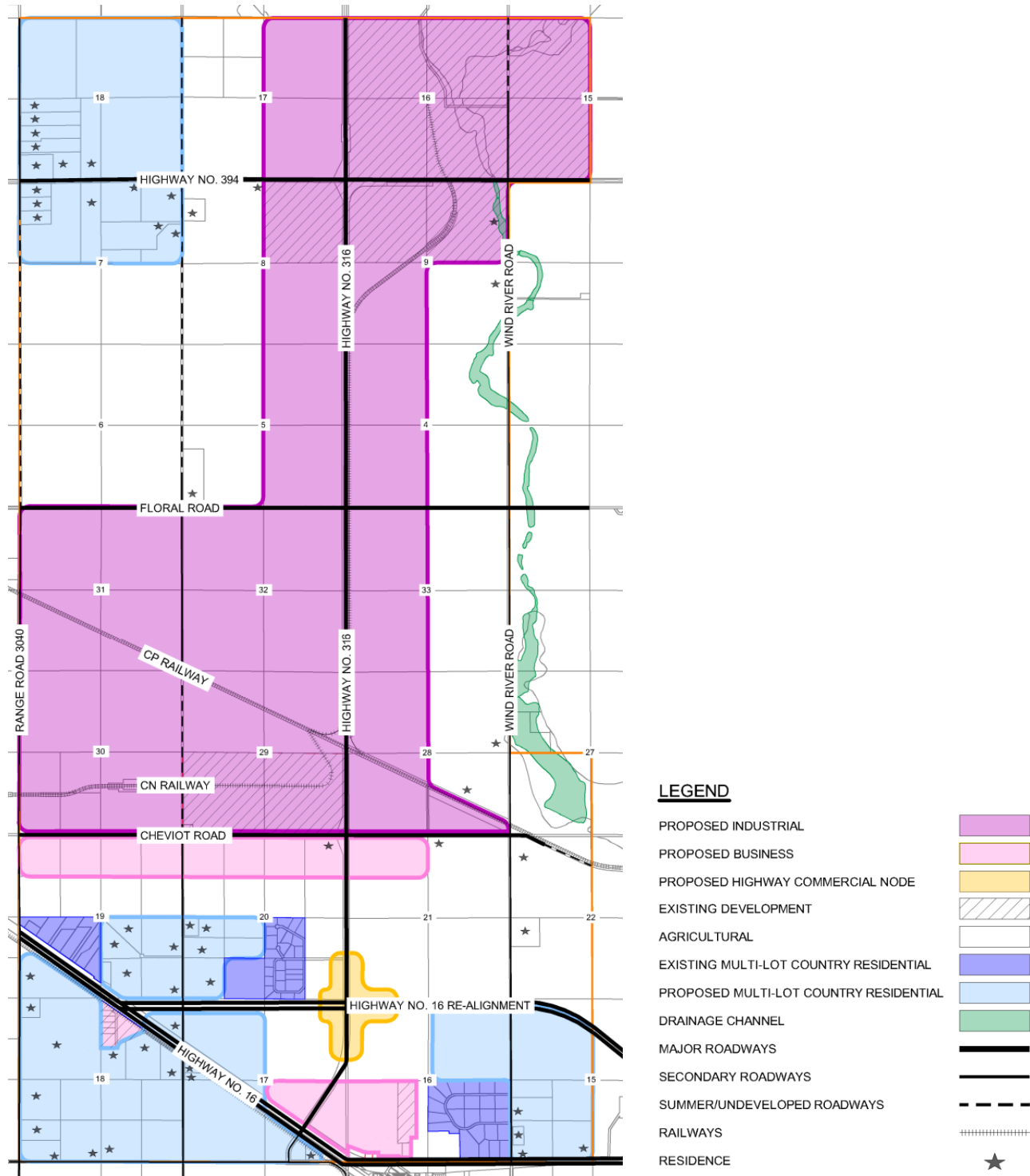


Figure 7-1
Highway Concept Plan

7.2.1 Industrial

The Concept Plan focuses the expansion of industrial development along the Highway No. 316 corridor between Cheviot Road on the south and Highway No. 394 to the north to take advantage of the existing provincial transportation networks and access to both the CN and CP rail lines.

Industrial land uses represent the highest intensity of land use within the Concept Plan area as defined in the Continuum of Use Table attached as Appendix B. Industrial uses within the Concept Plan area would be best described as land intensive, requiring a relatively large land base to support the outdoor storage and processing of raw and/or unfinished goods and the storage of equipment. These developments will require minimal property servicing but will rely heavily on ready access to the major transportation systems within the plan area and have the potential to generate offsite impacts such as noise, dust and odour. The Zoning Bylaw will be used to distinguish between the various intensities of industrial land use, with heavy industrial uses being discretionary uses whereas light industrial uses would be represented as permitted uses. The discretionary use process enables Council to prescribe the conditions under which a development may proceed based upon pre-set evaluation criteria and development standards prescribed in the bylaw. The allocation of future land designations within the Concept Plan area also attempts to insulate less intensive uses from the potential off-site impacts of industrial uses by locating agricultural and less intensive business uses in the direct vicinity of the industrial corridor as a transitional use separating incompatible residential and industrial areas.

7.2.2 Business

The areas in the Concept Plan designated for future business development are intended to represent less intensive developments providing a transition between more intensive industrial uses and adjacent residential and agricultural uses. The designated business areas will accommodate uses that have a low propensity to have impacts that extend beyond the boundaries of the site. The range of uses includes smaller scale machine shops, manufacturing, indoor storage facilities, smaller trucking operations and service type businesses. To ensure that adjacent uses, particularly residential uses are not impacted by these business uses, landscaping and separation distances will be required as part of the development approval process.

7.2.3 Commercial

Commercial uses have been accommodated to serve the travelling public at the future intersection of Highway No. 316 and the Highway No. 16 re-alignment. Highway commercial development within this corridor will be oriented to front along the highway and will be encouraged to share common access along the highway corridor in compliance with applicable provincial highway standards. This commercial area is anticipated to attract such uses as service stations, commercial accommodations, restaurants, veterinary clinics, or commercial storage facilities. A higher standard of landscaping and regulations governing outdoor storage will be enforced to ensure these uses are compatible with any adjacent residential areas and are aesthetically pleasing along the highway.

7.2.4 Multi-Lot Country Residential

The Concept Plan recognizes the existing and diverse range of multi-lot residential development and provides the RM with the ability to accommodate its expansion within the plan area. The Concept Plan does not represent a specific density or form of residential development that would be accommodated in these areas; these decisions would be made at the subdivision stage pursuant to the existing residential policies and the application of the RMs zoning regulations.

A combination of minimum separation distances and landscaping treatments for future non-residential uses from multi-lot country residential areas will be employed to minimize any negative impacts between the land uses.

7.2.5 Agricultural

Agriculture will remain an important land use within the Concept Plan area, providing continuing opportunities for food production; to provide a transition area between conflicting uses; to accommodate lower density residential development and to potentially host small scale home based business development promoting business incubation and supporting local entrepreneurial enterprises.

7.3 IMPLEMENTATION POLICIES FOR HIGHWAY 316 CONCEPT PLAN

The Basic Planning Statement for the RM of Blucher which was adopted by Bylaw No. 3-2001 and its subsequent amendments provides policies to guide development in the RM. The Concept Plan was developed within the context of these policies and only requires slight modifications to these policies when necessary to meet the objectives of the Concept Plan.

This section describes the implementation policies that are required to effectively implement Concept Plan. More detail is added to many of the general policies in the Basic Planning Statement making them specific to this concept plan. Also, if an existing policy in the Basic Planning Statement requires modification in order to implement this Concept Plan, this will be noted.

The Concept Plan is intended to be adopted by Council by bylaw as an appendix to the Basic Planning Statement. In this manner, the Basic Planning Statement will include the general policies for development in the RM and the specific policies required to implement the Concept Plan. In a similar manner, the RM of Blucher's consolidated Zoning Bylaw No. 4-2001 will be amended where appropriate to reflect the implementation policies of the Concept Plan.

Following consultation with the Ministry of Highways and Infrastructure, it was confirmed that a permit from the Ministry would be required for any development situated within 90 metres of any Highway property line. The Ministry also identified that a 427 metre control circle exists at the realigned intersection of Highway No. 16 and 316. The Ministry employs control circles as a means of controlling development in advance of future intersection improvements. The employment of a control circle at this location will have a short term impact on the implementation of the proposed commercial development at this location, prohibiting any

permanent development at this location until the final highway intersection alignment and intersection improvements have been confirmed. This will only delay the implementation of this aspect of the concept plan and is not expected to have any permanent long term ramifications for the concept plan.

7.3.1 Development Policy Area

The Concept Plan becomes the third development policy area in the RM and replaces the existing Industrial/Commercial Development Policy as it relates to the area along Highway No. 316 in subsection a). The Concept Plan is added as subsection c) and becomes part of Part VIII of the Basic Planning Statement for the RM of Blucher.

The following bolded policies are proposed to be inserted as a new section 8.3 c) within Part VIII of the Basic Planning Statement:

8.3 Highway 316 Concept Plan Area

a) Intent

The intent of the Highway 316 Concept Plan is to accommodate appropriate development in conformity with the land uses as illustrated in Figure 7-1 Highway 316 Concept Plan.

b) Implementation Policies

All new development within the concept plan area must comply with the general direction and future land designations prescribed by this plan and illustrated in Figure 7-1 Highway 316 Concept Plan. Specifically:

- i. No subdivisions for single parcel country residential use shall be approved within the future industrial, commercial or business designated lands.**
- ii. No permits for new residential dwelling units as principal uses or accessory uses shall be approved for lands that are within the future industrial, commercial or business designated lands.**
- iii. Subject to subsections i and ii above, for lands zoned A- Agricultural District but are located within the future industrial, commercial or business designated lands, only the permitted uses in the Zoning Bylaw shall be allowed that are consistent with the future land use designation.**
- iv. Notwithstanding Section 3.3 a)i)8 of the Basic Planning Statement, when adjacent land owners are in written agreement, the strict application of the standards respecting the separation from residential dwellings may be relaxed subject to the registration of this interest on the titles of the affected properties.**

c) **Innovation Policies**

- i. New developments shall be encouraged to employ water reuse strategies and xeriscaping to minimize water consumption.

d) **Transportation Policies**

- i. Developments shall meet all municipal and provincial regulations respecting access to and from provincial highways, arterial roadways, and other public roads.
- ii. Roadway systems shall be established within the context of the Highway 316 Concept Plan and elaborated within Comprehensive Development Reviews.
- iii. Where a particular development is expected to result in the accelerated deterioration of municipal roadways, the RM of Blucher may require the applicant, as a condition of approval, to enter into a road maintenance agreement to recover the costs of maintaining all affected roadways.
- iv. All developments in the Highway 316 Concept Plan shall ensure safe access and egress from adjacent roadways without disrupting the roadway function, and limit the types and number of accesses provided onto municipal roadways by encouraging shared points of access along shared driveways or service roads.
- v. All development proposed adjacent to a primary or secondary provincial highway shall be subject to approval from the Saskatchewan Ministry of Highways and Infrastructure.

e) **Municipal Servicing**

- i. Where a development requires new or upgraded municipal services, the proponent will be responsible for all costs associated with providing the services.

f) **Storm Drainage Policies**

- i. Site drainage shall accommodate the natural drainage pattern of the area and shall not create any downstream or upstream impacts. Site development shall be required to comply with the recommendations and general strategies provided within the 2014 RM of Blucher Drainage Study prepared by Associated Engineering.
- ii. Maintaining Retention - Major sloughs that are located along the major drainage runs and that are natural retention areas shall wherever possible be preserved and integrated into the site design.
- iii. Maintaining pre development storage volumes – A development has the option of filling in small sloughs, or shifting existing sloughs to the edge of the site, but the effective cumulative volume of these sloughs shall be preserved in the new retention areas, in addition to any additional runoff that occurs as a result of property development.
- iv. Maintaining Drainage Corridors - Developments that occur along major drainage routes shall consult the R.M. and/or R.M.'s engineer if alterations to the route are being considered. Where alterations are authorized by the RM; the developer shall be

solely responsible for all costs associated with this work. Site design shall not impede upstream flows and shall allow water to enter and exit the development site along the specified drainage corridor, at the 1:50 year 24 hour storm predevelopment flow rate. Changes within each site will be considered on a case by case basis, as long as it does not impede flow in or increase flow rate out of the site.

- v. **Landscaping** - The developed landscape should include features which maximize infiltration and the water quality that is draining off the site. This includes vegetation but also minimizing slopes to decrease run off velocities. Inclusion of requirements for trees makes development more amiable with regards to screening from roads and neighbouring residents.
- vi. **Maintaining Pre-development run off rates** - Development is likely to increase the impervious areas which will increase the total volume of run off (even including the landscaping recommendations to maximize infiltration). Any development producing higher than 1:50 year 24 hour storm pre-development run off flow rate shall require engineering analysis and recommendations for retention.
- vii. **Site design shall comply with the RM's roadway and approach policies.**
- viii. **The proponent shall ensure, to the satisfaction of the RM that any alteration to drainage, landscape, or other natural conditions occurs in a way that avoids or mitigates on and off site impacts.**

g) Heritage Resource Policies

Notwithstanding Section 7.1 of the Basic Planning Statement the following additional policy shall apply within the concept plan area:

- i. **Prior to approval of a development or subdivision application within the designated areas of the concept plan area illustrated in Figure 7-2, the applicant shall be required to consult with the Heritage Conservation Branch to obtain and supply Council with written approval to proceed.**

h) Environmental Policies

Notwithstanding Section 7.1 of the Basic Planning Statement the following additional policy shall apply within the concept plan area:

- i. **Prior to approval of a development or subdivision application within the designated areas of the concept plan area illustrated in Figure 7-3, the applicant shall be required to consult with the Ministry of Environment to determine an appropriate mitigation and environmental management strategy for the rare or endangered wildlife or vegetative species.**

i) **Landscaping Policies**

In order to meet the landscaping and screening requirement for mitigation of conflicting land uses and to create an aesthetically pleasing site, developments in the Highway 316 Concept Plan shall be subject to the following landscaping and screening requirements:

- i. Landscaping and/or screening shall be required on industrial, business and commercial developments to mitigate the visual impact on neighbouring single parcel country residential and multi-lot country residential properties.**
- ii. Where a development's frontage is adjacent to a roadway; landscaping and screening shall be required.**
- iii. Appropriate development standards for development areas shall be applied through the Zoning Bylaw respecting landscaping and screening.**

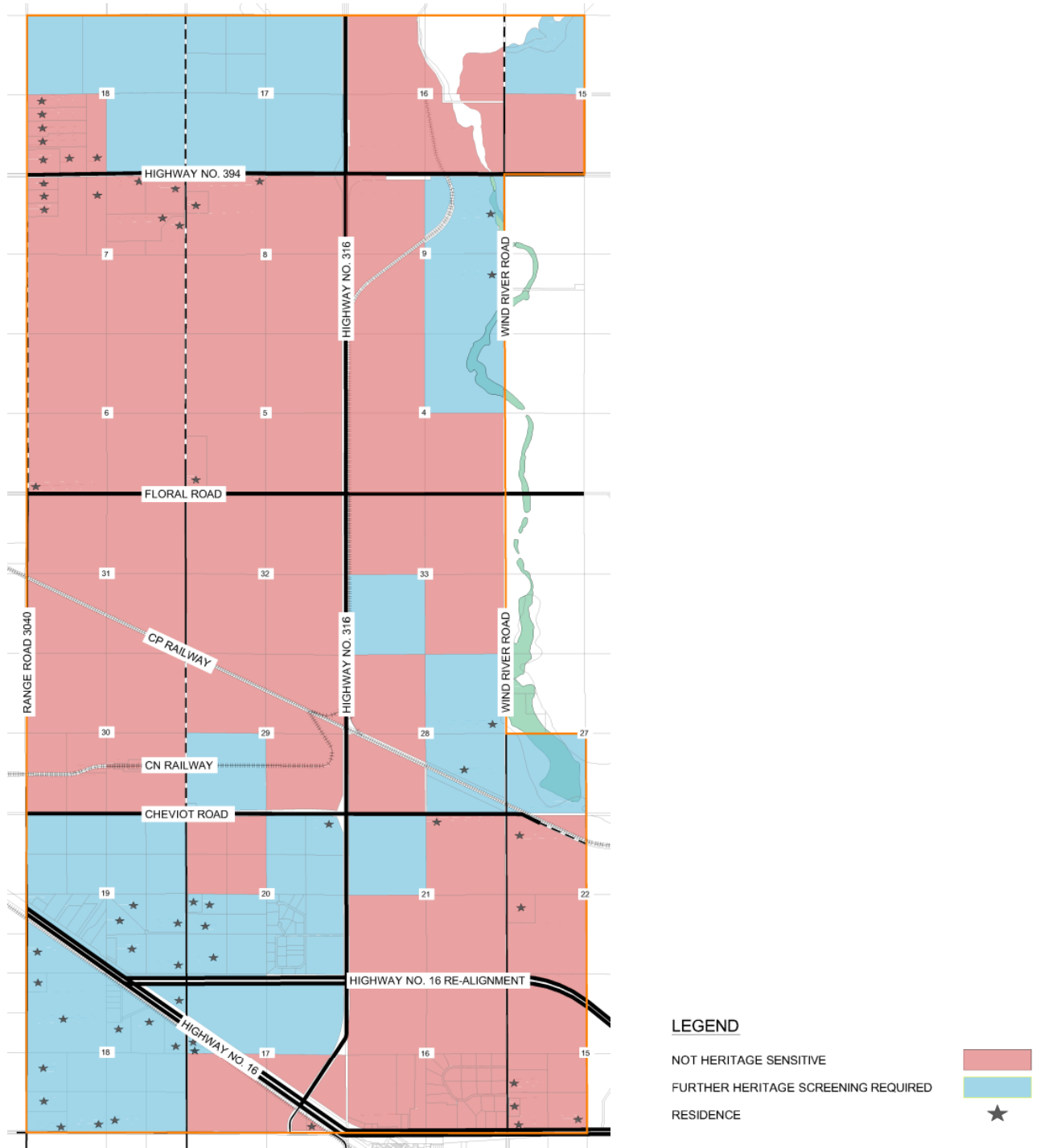


Figure 7-2
Heritage Resource Screening

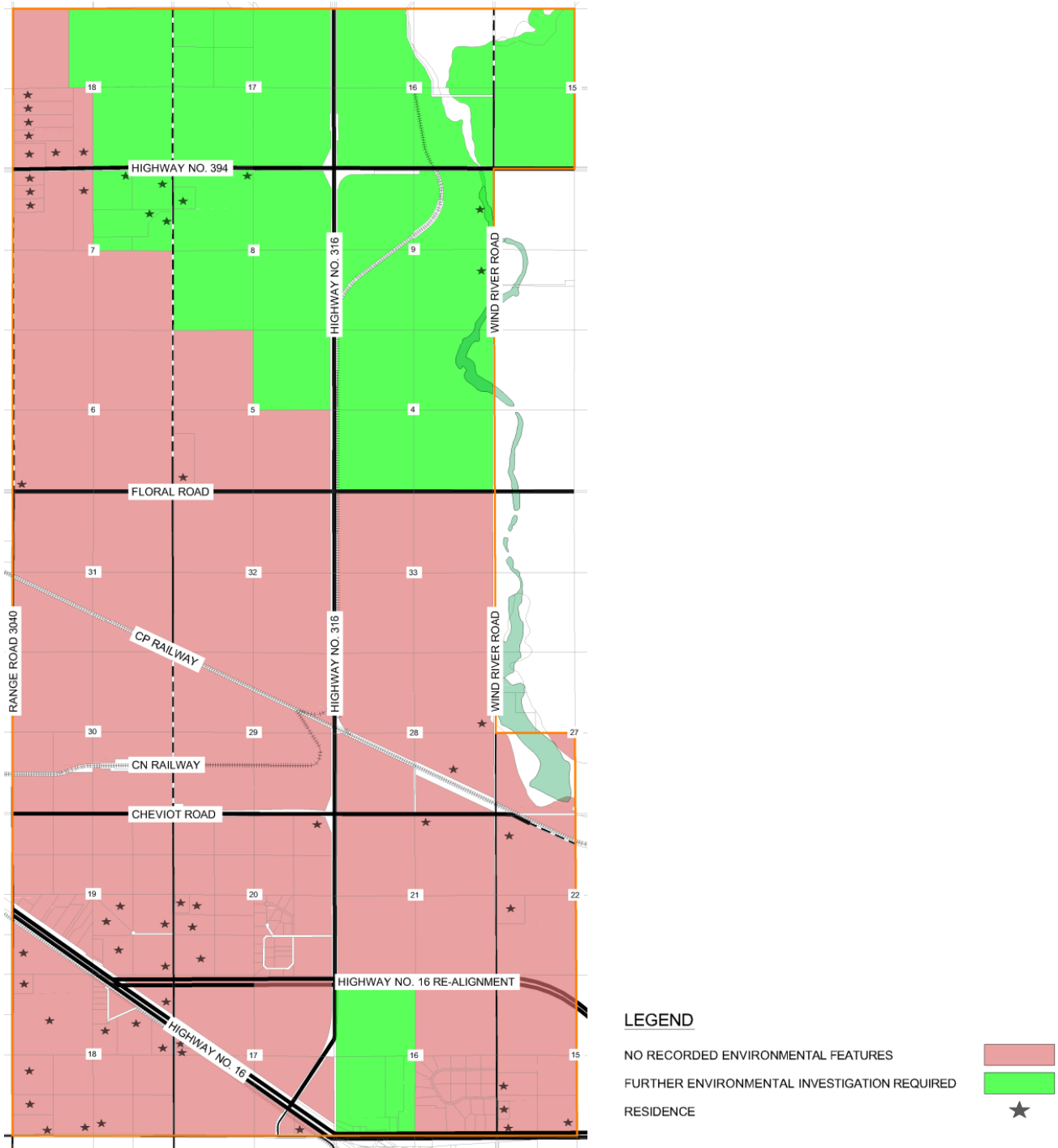


Figure 7-3
Environmental Screening

Comprehensive Development Review

As a means of providing a consistent level of investigation within the concept plan area the following additional policies shall apply:

- i. **Prior to consideration of any application to rezone or subdivide land for new multi-lot country residential, commercial, business, or industrial development within the concept plan area, the proponent shall prepare and submit a Comprehensive Development Review report in support of the proposed development which confirms the suitability of the development in its proposed location. The report shall at a minimum, include a summary of the development including:**
 - a general description of the development area including its topography, natural amenities and a summary of surrounding development;
 - the proposed number of lots proposed along with a lot phasing plan where intended;
 - a development concept plan illustrating how the proposal accommodates issues of open space, roadways, densities and land use compatibility;
 - written confirmation from the appropriate provincial regulatory body regarding the existence and potential management of local heritage resources
 - a written assessment of the potential impact of the proposed development on local ecologically significant and sensitive wildlife or aquatic habitat
 - a drainage study and conceptual storm drainage plan prepared by a professional engineer duly licenced to practice in the Province of Saskatchewan
 - evidence of public consultation including documentation of interactions and issues identified along with identification of how the development will seek to respond to these issues; and
 - a written report identifying specifically how the proposed development complies with the intent of this Plan and the Basic Planning Statement.
- ii. **The review shall address all matters of land use integration and the provision of services to the development and shall include conflict mitigation where such potential exists.**
- iii. **The geographic area and the extent of analysis considered within the review shall be determined by the complexity and the potential off-site effects of the development application, but at a minimum shall encompass all adjacent properties including all properties contained within existing adjacent multi-parcel subdivisions.**
- iv. **Where the proposed development is deemed by the Municipality or its representative, to impact existing municipal roadways, a municipal roadway assessment shall be prepared by a professional engineer duly licensed to practise in the Province of Saskatchewan providing an evaluation and confirmation of the physical and functional capacity of municipal access roads serving the property as well providing recommendations regarding any necessary improvements to the roadway infrastructure required to support the proposed subdivision or development.**

- v. Where in the opinion of the Municipality or its representative, the location of the proposed development exhibits hazardous characteristics including but not limited to a propensity for flooding, a high ground water table or slope instability; a geotechnical report prepared by a professional engineer duly licenced to practice in the Province of Saskatchewan shall be prepared confirming the suitability of the proposed development and its density based upon an assessment of local soil and groundwater conditions. This report should also include recommendations concerning road construction and minimum building foundation construction requirements.
- vi. Unless otherwise provided in this bylaw, where the development is intended to utilize private onsite wastewater treatment systems, a hydrogeological report shall be submitted which establishes baseline hydrology for the development property; confirms that the proposed systems will not adversely affect groundwater; establishes a monitoring groundwater strategy to track the long term effects on local aquifers and introduces any other local conditions which may be relevant to the effective employment of private onsite wastewater systems on the property.

j) Municipal Reserve Policies

- i. Where it is not desirable to dedicate land to satisfy the municipal reserve requirement for commercial, business or industrial subdivisions, Council shall recommend as a condition of support for the subdivision, the provision of cash in lieu of land dedication.

7.4 ZONING BYLAW AMENDMENTS TO IMPLEMENT THE HIGHWAY 316 CONCEPT PLAN

The following amendments to Zoning Bylaw No. 4-2001 are required in order to implement the Concept Plan:

7.4.1 Landscaping and Screening Requirements

Part III General Regulations is amended by adding the following bolded text:

17. Commercial, Business, and Industrial Landscape Standards

The following standards shall apply where commercial, business or industrial development is proposed to establish the principal use of a site or where the development proposes to change the principal use of a site:

- a) Development permit applications shall be accompanied by a landscape plan that clearly indicates and accurately identifies the following:

- i) site plan drawn to scale, including dimensions and distances, a north arrow and necessary interpretive legends;
 - ii) boundaries and dimensions of the site; location and name of adjacent streets;
 - iii) location of all buildings or structures and all structure-to-property line setbacks distances;
 - iv) location and type of all light fixtures both attached and detached;
 - v) the location of all attached and detached signage;
 - vi) location of off-street parking and loading areas;
 - vii) location of proposed screening including materials and height;
 - viii) type and quantity of existing plant materials to be retained;
 - ix) location of all soft landscaping proposed, identifying the common and botanical name, location, quantity and spacing;
- b) Site development should wherever possible seek to preserve and incorporate existing trees and vegetation.
- c) Where a development fronts on a public road; a mixture of coniferous and deciduous trees shall be planted within a minimum 5 metre wide landscaped boulevard located along the site frontage entirely within the development site. Within this landscaped boulevard, one tree shall be provided for every 40.0 m² of landscaped area at a proportion of approximately 1:1 of coniferous and deciduous trees. Where shrubs are considered as an alternative to trees, one shrub shall be provided for every 60.0 m² of landscaped area at a proportion of approximately 2:1 of deciduous and coniferous shrubs. All tree and shrub plantings shall be setback a minimum of 2 metres from the front site line to ensure that the plantings do not hinder snow clearing along municipal roadways.
- d) A single row shelterbelt planting shall be employed along and within the side and rear site lines as a requirement of approval for the development for each individual commercial, business or industrial site.
- e) Unless an alternative method of visual screening and noise attenuation is permitted by the Development Officer, all business and industrial developments located within the Highway 316 Concept Plan area and situated along the south side of Cheviot Road, shall construct an engineered earthen berm a minimum 3.0 metres in height from the existing grade along the rear site line of properties located adjacent to lands not designated for commercial, business or industrial development.
- f) The earthen berm shall be designed with a maximum 4:1 sideslope and a minimum 2 metre top and shall not impede surface water drainage.
- g) All plant material shall be hardy, drought resistant and of a species capable of healthy growth in the RM of Blucher. All new plantings shall meet the following minimum standards:

- i) deciduous trees shall be at least 60 mm caliper;**
 - ii) coniferous trees shall have a minimum height of 2.5 m,**
 - iii) coniferous shrubs shall have a minimum spread of 450 mm; and**
 - iv) deciduous shrubs shall have a minimum height of 450 mm.**

- h) A 3 metre fire break shall be provided along any common site boundary. Within this corridor, only non-combustible goods and materials may be stored and all vegetation must meet FireSmart Canada requirements.**

- i) Any outdoor lighting shall be located, arranged and designed so that no direct rays of light are directed at any adjoining properties which in the opinion of the Development Officer interfere with the use and enjoyment of adjacent lands.**

- j) All waste materials or unsightly elements shall be enclosed by buildings, or screened by landscape features, fences, or a combination thereof to the satisfaction of the Development Officer.**

- k) The owner of the property, or his agent, or tenant shall be responsible for the maintenance of all landscaping. Plants shall be maintained in good condition so as to present a healthy, neat, and orderly appearance and shall be kept free from refuse, debris, and weeds.**

- l) Plants, trees and vegetation which are required by the approved landscape plan and which are diseased or have died shall be replaced with like kind and size in a timely manner.**

- m) As a condition of approval for a development permit, the applicant shall be required to provide the RM with an unencumbered and irrevocable financial guarantee equal to 110% of the estimated landscaping costs to ensure that the landscaping presented in the approved landscaping plan is provided and maintained for two growing seasons following completion of the entire landscaping project.**

- n) The applicant shall provide written notice to the RM when the landscaping is substantially complete and following confirmation from the RM that the landscaping is substantially complete, the two year maintenance period will begin.**

- o) The applicant shall be responsible for providing written notice to the RM that the two year maintenance period has been completed. A site inspection will be conducted by the Development Officer or his representative during the normal growing season, approximately April 15 through October 15 to confirm that the landscaping has been appropriately maintained. If the Development Officer or his representative is satisfied that the landscaping has been maintained, the financial guarantee shall be released.**

- p) **In the event the applicant does not complete the required landscaping, or if the applicant fails to maintain the landscaping in the healthy condition to the satisfaction of a Development Officer for the specified period of time, the RM may draw from the financial guarantee to complete the required work to bring the site into compliance with the landscaping plan without any obligation to compensate the applicant.**

7.4.2 Schedule B: Highway 316 Concept Plan Overlay Zone

To implement the Concept Plan policies, the following new Overlay Zone is recommended to be added to Part IV of the Zoning Bylaw.

SCHEDULE B: HY – HIGHWAY 316 OVERLAY DISTRICT

The following overlay district is intended to apply supplementary zoning standards for development of lands located within the Highway 316 Concept Plan area.

1. Overlay Application:

The development standards herein are intended to apply on any site, in the A-Agricultural District of the Highway 316 Concept Plan where the lands are currently zoned A-Agricultural District. These regulations shall where stated, supersede the standards within the A- Agricultural District. Where there may be a discrepancy between the overlay and underlying zoning standards, the more restrictive regulation shall apply. The provisions of this section shall apply to all of the lands identified on the Highway 316 Concept Plan Map appended to this bylaw as Figure 7-1.

A. Agricultural Designated Land:

Subject to all other provisions of this bylaw, on any site, within the Highway 316 Concept Plan which is currently zoned A-Agricultural District and is designated for future agricultural land use, only the following uses and their respective accessory uses shall be permitted.

1. Principal Uses:

The permitted uses in the A – Agricultural District shall apply.

2. Uses Permitted at Council’s Discretion:

Only the following discretionary uses and their respective non-residential accessory uses may be permitted, but only by resolution of council and only in locations and with development standards specified by council in accordance with this bylaw:

- a) **Agricultural, which are farmstead residential;**
- b) **Bed and Breakfast Home;**

- c) Kennels;
- d) Radio, television & microwave towers;
- e) Research facility;
- f) Vacation farms;
- g) Residential which are single parcel country residential, including a single detached residence or a mobile home;
- h) Home based businesses, subject to Part III Section 12 of this bylaw;
- i) Gravel pits and gravel crushing operations.

3. Accessory Uses:

The accessory uses in the A – Agricultural District shall apply.

4. Regulations:

The site regulations in the A – Agricultural District shall apply.

B. Industrial, Business and Commercial Designated Land

Subject to all other provisions of this bylaw, on any site, within the Highway 316 Concept Plan which is currently zoned A-Agricultural District and is designated for future industrial, business or commercial land use, only the following uses and their respective non-residential accessory uses shall be permitted:

1. Principal Uses:

The permitted uses in the A – Agricultural District shall apply.

2. Uses Permitted at Council's Discretion:

Only the following discretionary uses and their respective non-residential accessory uses may be permitted, but only by resolution of council and only in locations and with development standards specified by council in accordance with this bylaw:

- a) Radio, television & microwave towers;
- b) Home based businesses, subject to compliance with Part III Section 12 of this bylaw.

3. Accessory Uses:

The accessory uses in the A – Agricultural District shall apply.

4. Residential Uses

- i. No additional residential dwelling units shall be permitted as accessory uses to an agricultural use.
- ii. No new single parcel country residential uses, including mobile homes shall be permitted

5. Regulations

The site regulations in the A – Agricultural District shall apply.

7.4.3 Schedule E: C – Commercial District

Schedule E: C – Commercial District shall regulate lands within the Highway 316 Concept Plan that are zoned Commercial with the exception of Section 2 Uses Permitted at Council’s Discretion.

Schedule E: C – Commercial District shall be amended by adding the following bolded text after Section 2:

2 (a) Uses Permitted at Council’s Discretion in the Highway 316 Concept Plan

Notwithstanding Section 2 above, in the Highway 316 Concept Plan area, the following discretionary uses and their respective accessory uses may be permitted, but only by resolution of council and only in locations and with development standards specified by council in accordance with this bylaw:

- a) Auction marts;
- b) Welding, machine shops, and metal fabricating;
- c) Storage facilities, warehousing, supply and distribution facilities;
- d) Research facility.

Section B Regulations of Schedule E: C- Commercial District shall be amended by adding the following bolded text in Section 8:

6. Landscaping and Screening:

In the Highway 316 Concept Plan developments shall be subject to the following:

- a) **Prior to the issuance of a development permit for any permitted or discretionary use within a C – Commercial District, the applicant shall be required to submit a landscape plan with a schedule of completion which is satisfactory to the Development Officer and prepared in compliance with the requirements of Part III General Regulations, Section 17. Commercial, Business, and Industrial Landscape Standards.**

7. **Wastewater Disposal:**
- a) **Unless otherwise provided in this bylaw, wastewater disposal shall be managed exclusively through the installation of a sewage holding tank where a development is intending to utilize a private onsite wastewater disposal system.**
 - b) **Approval of any alternative form of private onsite wastewater disposal may only be considered where the applicant is able to provide written confirmation that the method of disposal has been approved by the applicable provincial regulatory agency.**

7.4.4 Schedule F: I – Industrial District

Schedule F: I – Industrial District shall regulate lands within the Highway 316 Concept Plan that are zoned Industrial.

Section 2. Uses Permitted at Council's Discretion in the Schedule F: I – Industrial District shall be amended by adding the following uses that shall only apply to the lands within the Highway 316 Concept Plan that are zoned I – Industrial District:

- 2 (a) **Additional Uses Permitted at Council's Discretion in the Highway 316 Concept Plan**
- k) **Bulk oil and fuel storage yards, petroleum products and storage yards, storage yards, coal yards, and gravel yards;**
 - l) **Large freight, trucking, and logistics operations;**
 - m) **Railway and ancillary functions;**

Section B Regulations of Schedule F: I- Industrial District shall be amended by adding the following bolded text:

7. **Landscaping and Screening:**
In the Highway 316 Concept Plan developments shall be subject to the following:
- a) **Prior to the issuance of a development permit for any permitted or discretionary use within a C – Commercial District, the applicant shall be required to submit a landscape plan with a schedule of completion which is satisfactory to the Development Officer and prepared in compliance with the requirements of Part III General Regulations, Section 17. Commercial, Business, and Industrial Landscape Standards.**

8. Wastewater Disposal:

- a) Unless otherwise provided in this bylaw, wastewater disposal shall be managed exclusively through the installation of a sewage holding tank where a development is intending to utilize a private onsite wastewater disposal system.
- b) Approval of any alternative form of private onsite wastewater disposal may only be considered where the applicant is able to provide written confirmation that the method of disposal has been approved by the applicable provincial regulatory agency.

Section B Regulations of Schedule F: I- Industrial District shall be amended by adding the following Bolded text:

9. Separation Distances:

Separation distances shall conform to those set out in the RM of Blucher Basic Planning Statement.

7.4.5 Schedule I: B – Business District

Part IV Zoning Districts is amended by adding the following new Schedule I: B – Business District that shall regulate land uses in the Highway 316 Concept Plan:

The intent of the B- Business District is to accommodate lower intensity commercial and industrial uses which do not create any nuisance outside of a building to ensure that the development is compatible with other non-industrial uses.

Subject to all other provisions of this bylaw, on any site, in any district defined in this bylaw as a B – Business District, only the following uses and their respective accessory uses shall be permitted:

1. Principal Permitted Uses:

- a) Agriculture support services²;
- b) Establishments for the servicing, storage, and sale of motor vehicles, marine or farm equipment and machinery excluding car wash establishments;
- c) Warehousing supply and distribution
- d) Commercial storage
- e) Nurseries and greenhouses
- f) Veterinary clinics;
- g) Public utilities, excepting solid and liquid waste disposal facilities;
- h) Restaurants, confectioneries, and other places for the sale and consumption of food and related items;
- i) Research facility;
- j) Retail stores;

2. Principal Uses Permitted at Council's Discretion:

The following discretionary uses and their respective accessory uses may be permitted, but only by resolution of council and only in locations and with development standards specified by council in accordance with this bylaw:

- a) Contractor yard³
- b) Architectural, engineering and related services;
- c) Auction marts;
- d) Manufacturing establishments⁴;
- e) Welding, machine shops, or metal fabricating⁵;
- f) Caretaker or security residence⁶

3. Specific Development Standards for Principal Uses:

- 1. No operation or activity associated with any use in this District shall be permitted which would create a nuisance extending beyond the site boundary in terms of light, noise, dust or odour.
- 2. For the purposes of this bylaw, agricultural support services shall be limited to uses involving the storage, sale or distribution of substantially processed agricultural goods or services.
- 3. For the purposes of this bylaw construction yard shall be limited to the onsite storage of materials, mobile equipment or vehicles normally associated with contractor services.
- 4. For the purposes of this bylaw, a manufacturing establishment shall be limited to final product assembly and all production activities shall be completely contained within the principal or accessory building.
- 5. For the purposes of this bylaw all production related activity associated with this use shall be fully contained within the principal or accessory building.
- 6. For the purposes of this bylaw, a caretaker or security residence shall only be considered where it is deemed to be accessory to another principal use.

4. Accessory Uses:

For the purpose of this bylaw, uses customarily incidental and subordinate to the permitted uses shall be considered an accessory use.

B. Regulations

- 1. Any site which does not conform to the following area or minimum frontage requirements shall be deemed to be a conforming site provided that a Certificate of Title existed in the Land Titles Office prior to the coming into force of this bylaw.

2. Site Area:

- a) Permitted uses, excluding public utilities: Minimum – 0.4 hectares (1.0 acres)
- b) Public utilities Minimum - none.

3. Site Frontage:

- a) **Principal uses, excluding public utilities:** Minimum – 30.5 meters (100 feet)
- b) **Public utilities and discretionary uses:** Minimum – none

4. Yard Requirements:

a) Front Yard:

All Uses: Minimum – 45.7 meters (150 feet) from the center line of any municipal road allowance or provincial highway, or such greater distance as required by the Department of Highways and Infrastructure.

b) Side Yard:

All uses: Minimum – 3 meters (9.8 feet) on each side.

c) Rear Yard:

All uses: Minimum – 10 % of the depth of the site.

5. Off -Street Parking, Outdoor Storage and Loading:

- a) All principal buildings or uses shall provide 1 parking space for each 27.9 square meters (300 square feet) of gross floor area, or 1 space for each 5 employees, whichever is the greater. Restaurants shall provide 1 parking space for each 4 seats and hotel shall provide 1 parking space for each rented room. Council, through resolution, may require additional parking spaces for uses permitted in the B – Business District.
- b) Outdoor storage located in the front yard of a site is limited to the display of items for sale which are normally attributed to the principal use of the site and shall be neatly arranged.
- c) All loading, service, garbage collection and outdoor storage areas (where permitted), shall be located to the rear and sides of the principal building and shall be screened from view from any municipal roadway or adjacent non-industrial site by a wall, landscape materials, berm, fence, or combination of these features.

6. Landscaping:

- a) **Prior to the issuance of a development permit for any permitted or discretionary use within a B – Business District, the applicant shall be required to submit a landscape plan with a schedule of completion which is satisfactory to the Development Officer and prepared in compliance with the requirements of Part III General Regulations, Section 17. Commercial, Business, and Industrial Landscape Standards.**

7. Separation Distances:

Separation distances shall conform to those set out in the RM of Blucher Basic Planning Statement.

REPORT

Closure

This report was prepared for the RM of Blucher to prepare a concept plan for an area adjacent to Highway 316 with implementation policies.

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,

Prepared by:



Mike Pawluski
Project Planner

Reviewed by:



Bill Delainey
Manager, Urban Planning



REPORT

Certification Page

This report presents our findings regarding the RM of Blucher
Highway 316 Concept Plan

ASSOCIATED ENGINEERING	
QUALITY MANAGEMENT SIGN-OFF	
Signature:	<u>B. H. H. H. H.</u>
Date:	<u>2015 03 27</u>



REPORT

Appendix A - Intensity of Use Continuum

Continuum of Intensity of Use

Industrial Land Use

Extraction of Raw Goods

Processing of Raw Goods

Description

- Generally requires a large land base to accommodate large scale development with significant physical development of processing facilities
- Processing of raw materials/mineral resources
- Greater propensity for activities on the site to have measurable offsite impacts such as noise, odour, and visual impacts
- Greater potential for outdoor activities including but not limited to stock piling, moving, loading, and assembling
- Significant capital investment into weighty machinery and/or plants
- May require rail accessibility
- A number of activities may be required for the operation
- Access required to primary and secondary roadways

Types of Uses

- Mineral extraction operations
- Agricultural support services ie. Grain Elevators, Seed Cleaning Facilities, etc.
- Auto wrecker establishments
- Bulk oil and fuel storage yards, and Petroleum products and storage yards, storage yards, coal yards, and gravel yards
- Large freight, trucking, and logistics operations
- Railway and ancillary functions
- Outdoor storage yards for construction materials and extraction of raw good industries, and contract yards
- Waste management and remediation services including recycling centres and clean fill processing and storage
- Large scale machine shops
- Manufacturing establishments with indoor/outdoor operations
- Establishments for the servicing, storage, and sale of motor vehicles, trailers, farm machinery, construction and recreation equipment
- Warehousing and warehousing sales
- Industrial research facility

Criteria/Treatments

- Landscaping of the site must be provided as per the RM Zoning Bylaw to provide appropriate property screening from adjacent lands and traffic areas utilizing a combination of fencing, vegetation and building orientations
- Site development and operational decisions must acknowledge and seek to minimize potential off-site impacts such as noise, air, odour, and other emissions
- Requires distance separation from less intensive residential uses to minimize land use conflicts

Business Land Use

Production of Processed Goods into a Finalized Product

Highway Commercial Land Use

Service of goods and products

Description

- Activities can be accommodated on smaller sites, less land intensive
- Potential impacts of and use less likely to extend beyond the boundaries of the site ie. noise, odour, air and other emissions
- Any further processing of processed goods must occur within the operations building and not outdoors. Outdoor operations are limited to final assembly of processed goods and products, and moving and loading of goods and products
- Limited outdoor storage permitted with screening
- Access can be provided through primary or secondary roadways with points of intersection at municipal roadways and provincial highways via services roads
- Includes activities serving the travelling public and the local populations
- Displaying a high standard of appearance
- Greater dependency on visibility from major roadways

Types of Uses

- Agricultural support services specialized in finalized production and sales
- Machine shops
- Manufacturing establishment with primarily indoor operations
- Establishments for the servicing, storage, and sale of motor vehicles, marine and farm equipment and machinery, including car and truck washes
- Service stations
- Architectural, engineering and related services
- Research facility
- Commercial accommodations
- Nurseries and greenhouses
- Restaurants and confectionaries
- Retail trade
- Veterinary clinics
- Auction facility
- Commercial storage centres

Criteria/Treatment

- A higher specification for site landscaping is expected with appropriate site treatments provided where a site abuts a residential development
- Limited outdoor storage is permitted only in rear or side yards unless the display of goods is required to facilitate its sale.

Agricultural Land Use

Home Based Business

Description

- Secondary use to the primary residential use of a site (accessory)
- Use will not generate large volumes of traffic
- No measurable offsite impacts
- Limited outdoor storage consisting of equipment, and goods and products which are required for the operation of the business
- Small scale businesses with limited employees
- Promotes small scale entrepreneurship

Types of Uses

- Small scale machine shops
- Engine repair shops
- Small scale trucking operations (1-2 trucks)
- Trade shops
- Nurseries and greenhouses
- Creation of visual arts
- Custom sewing and fabric crafts
- Residential office

Criteria/Treatment

- Limit of one other person not residing in the dwelling unit to be employed to work on-site
- Must provide for visual screening of outdoor storage such as fencing, vegetation, etc.
- No outdoor operations
- No off-site emissions of noise, odour, or air pollution

Appendix B - Open House Comments Received

My View of a Industrial Park in Blucher

Why did you move to live where you are today. Was it not to get away from all the noise pollution, light pollution, vehicle traffic, chemical smells, crime, etc? Didn't you move out here because you were willing to pay the extra cost required to enjoy the fresh outdoors and not be pushed around. I believe we are all here because we have an entrepreneurial spirit that loves freedom, so we left the stresses of the fast paced city life to live and raise our families in a better place. If this large industrial park becomes a reality, most likely we'd have to pull out stakes and move if we want to maintain the same quality of life we now enjoy. The following is a list of areas that you may want to consider before you make a final decision on whether to support this proposal or not.

1. **"This will keep taxes low."** is a statement that was said to me by a supporter of the industrial park. This is incorrect for so many reasons. First of all, compare yourselves to a homeowner in Corman Park. It's common knowledge that they pay substantially higher taxes than we do, yet they have a large industrial area. So obviously just the fact that an RM has an industrial park does not ensure taxes will be lower, in fact, the Corman RM proves that the taxes would very likely be HIGHER.
2. **"The value of your land will substantially increase"** Again, this was told to me from a supporter as a good thing. But think about it, it is only good if you are going to move. If you moved here for the same reasons we did, you don't want to move because things are just fine the way they are. So if you do stay here, what is the result.....higher taxes, higher insurance, etc. Higher assessments means HIGHER TAXES. So unless you want to sell, move to a different RM and start all over again to resume back to the lifestyle you're enjoying right now, you may want to consider voicing your concerns about the proposal.
3. **More reasons why your taxes will increase.** Just imagine what this place will look like if even half of the proposed area is busy with industrial activity.
 - a. The vehicle traffic will see a huge increase. It's not so fun already trying to turn onto the highway, just think of what 50 times the traffic rates will do! More fast paced traffic associated with industrial activity equals a need for enforcement. Enforcement means a **police force**. Again, look to Corman Park as an example, the cost to run a 24/7 police department cost lots of money, money that'll come from your pocket.
 - b. There'll be a need to manage all the legalities of an industrial park like, accountants, police, lawyers, etc. We'll need them all to manage the design, implementation and oversight of this park and the unfortunate resulting by-products. These large companies will have high-paid lawyers and will walk all over us unless we have equally good lawyers and policy enforcement personal. Their salaries alone will cost a lot, not to mention the millions that the lawsuit can cost to fight big business. Even with all that, there's still no guarantee that we'll receive a favourable outcome in court. Most of the time, the resulting outcome from the legal system is "OK, next time they'd better follow the rules" because by then it's too late and the damage is done. Look at Cargill, it's agreed that it's a good thing for many surrounding farmers, but their operation's noise/light/smell "footprint" was to never go beyond their property line. Just go and talk with anyone who lives within 4 miles of Cargill and they'll confirm that this original promise was a lie, but there's very little the RM can do about it. Just imagine 35 other sites not complying with the "minimum requirements" especially when they're dealing in products such as tar, tires, plastic resins, rendering plants, etc. Bottom line is that your taxes will have to increase to even try to keep these business following environmental guidelines.
 - c. Sewer All of these companies will be producing waste. Where will it all go? It would most likely be pumped into a very large lagoon somewhere close to the industrial park.(Cheviot Lake) Lagoons they tell

us, are not supposed to have a bad odour. Before you believe that, you may want to do some research into those who have to live around existing ones and listen to their story about how they are powerless to make the problem go away. And, oh yes, the RM is responsible for the installation/maintenance of this lagoon, which means, higher taxes.

- d. **Start-up** If approved, we would need to set up a large infrastructure ahead of any companies moving in, because a lot of this must all be in place before any business can operate. Whether you have 2 business or 50, the superstructure must be there. How does the RM pay for this, it's with our tax dollars.
4. There'll be more **trains** crossing the roads and idling constantly as they move the products in and out of our area. They've already double-tracked a large section around Clavet, just for the current traffic, just think of the mess it'll be with products being transported on two national railway systems. Think about it, Saskatoon wants to get rid of the yards out of their area and would love it if we moved them into our backyards. If you haven't been there lately, go visit a main switching/yards for CNR or CPR and see if that's what you want here. A proposal already has been discussed to have an **Inland Container Terminal** business in that area.
5. If you're a land owner within this area, a number of things you may want to think about. **Expropriation** is a good place to start. When a company wants your land, but you don't want to sell, are you going to be OK with whatever the RM deems feasible? Because of the zone change, your taxes will inevitably go up. They may tell you now that you'll be grandfathered, but we all know how easy that is to be unilaterally changed. The facts are, you'll be forced off your land, one way or another. Between the higher taxes or when you experience all the noise and pollution around you, they probably won't even have to use expropriation, you'll want to get out of there. Why should you have to move again in order to enjoy the outdoors and other benefits of living here.
6. Do you enjoy the ability to easily take your garbage to the **Waste Transfer Station** for free? Consider that a goner. We'll now be introduced to the reality of long line-ups and "**Pay-per-Use**" fees. This would mean more stress and more money out of your pocket.
7. **Water** - Do you recall the recent water problems that the Delisle area residents had with just one company that made their wells run dry. If you have a shallow well, contaminated water is a concern, and if you have a deep well that's into the aquifer, consider what'll happen when that gets run dry or contaminated. There is no way to ensure 100% this will not happen, and when it does, it's too late to do much about it then. The unfortunate reality is that we as individuals at that point have next-to-nil recourse options.
8. **What can we do** – I propose that in order to have some sort of control of the situation, the RM sets up a trust fund for every business that operates in this park. 1% of their gross earnings must be put into this trust fund every year they operate. After 10 years, if the environment has not been compromised and no landowner has filed a complaint and subsequently been awarded remuneration by the RM for their concerns, the company can then withdrawal the amount that was put into the account in year one, with the applicable interest. If this area is such a perfect fit for all these business and is truly a great place to have a business due to the highways and railways, etc., the businesses should have no problem adhering to this policy, as it will not cost them a cent and will be just another small hoop to jump through in order to develop their business in the prime location.

However, I suggest to you that no business would ever agree to such terms, because they know themselves that there's absolutely no way they will be able to operate within this industrial park without compromising most if not all of the guidelines when it comes to noise, smells, pollution, etc. But if our RM administration believes they can, for the sake of all of us residents, I recommend that they make this a monitory condition of any development in our RM. And to solicit feedback from potential business, before this proposed site is voted on, to find out if the business community is even open to such and condition of operation. That way, if my suspicions are correct, this industrial

park proposal can be dissolved and we as the owners of the RM of Blucher can go on living in the same beautiful environment we have all come to know and love.

In conclusion, this large industrial park doesn't not make sense for me and I believe it even goes against the RM's Basic Planning Statement. Just because there's highways and train tracks close, doesn't mean we should be forced out of this lifestyle to accommodate large business. There's already a good sized area set aside for industrial operations, and I believe this current area should be at least 70% occupied before we consider this huge expansion. People have told me that *"all this industry is coming and there's no way to stop it, so we need to regulate it"*. But I say, this is our RM and **WE** decide what we want done in it. If you want to maintain your current quality of life, please join with me in convincing our councillors to allow us to have our say and permit us to vote on this proposal in a well publicized vote.

Thanks for your time. Please call me anytime to discuss further,

Gary Nemetchek

306-931-1053

Highway 316 Concept Plan Comment Sheet

Welcome to the Highway 316 Concept Plan open house. This comment sheet is provided to gather information and feedback on the draft concept plan for the area. The draft concept plan is based upon combining the input received from the RM Council and local residents. Subject to Council approval and adoption, the concept plan will serve as the basis for the evaluating future development applications within the plan area. Please review the display information for details of the main plan elements and other background information before providing your feedback.

1. Do you generally agree that the RM should proactively plan for economic (business) development within the RM?

Agree Disagree No Opinion

Comments:

2. Do you generally agree that commercial and industrial development within the RM should be directed to areas well serviced by provincial infrastructure?

Agree Disagree No Opinion

Comments:

should be directed to areas that are not ok for farming and away from existing residential areas.

3. Do you generally agree that it is important for property owners to have greater certainty and predictability regarding the administration of land use within the community?

Agree Disagree No Opinion

Comments:

I think most property owners aren't looking to change zoning regulations. There are probably a few that could benefit by re-zoning.

Highway 316 Concept Plan Comment Sheet

Welcome to the Highway 316 Concept Plan open house. This comment sheet is provided to gather information and feedback on the draft concept plan for the area. The draft concept plan is based upon combining the input received from the RM Council and local residents. Subject to Council approval and adoption, the concept plan will serve as the basis for the evaluating future development applications within the plan area. Please review the display information for details of the main plan elements and other background information before providing your feedback.

1. Do you generally agree that the RM should proactively plan for economic (business) development within the RM?

Agree Disagree No Opinion

Comments:

We agree with a development plan, but do not agree with having that development this close to acreages and residential. When we moved out here in 1965 we had no idea that commercial or business development would be within a 1/4 of a mile of our property. We do not agree with this proposed plan. It is not a proposed plan, as there has been property sold & a building permit granted. (NE+NW-19-35-3-W 3rd)

2. Do you generally agree that commercial and industrial development within the RM should be directed to areas well serviced by provincial infrastructure?

Agree Disagree No Opinion

Comments:

There is too much heavy traffic on our provincial infrastructure now. Should have roads built to allow for heavy use before the commercial & industrial sites are developed.

3. Do you generally agree that it is important for property owners to have greater certainty and predictability regarding the administration of land use within the community?

Agree Disagree No Opinion

Comments:

Taxpayers do not have enough information or say in the land development in the R.M.

4. What aspects of the draft concept plan do you agree with?

Comments:

We do not agree with any of it.
The proposed business, south of Cheviot road
extends further than $\frac{1}{2}$ way south, leaving
less than $\frac{1}{4}$ mile for agriculture, (or a buffer zone)
Why is this?? We own the property
that comes to the NE corner of S.W. - 19-35-3.
which is parcel D, & parcel J. Parcel J would be less
than $\frac{1}{4}$ mile from proposed business area.

5. What aspects of the concept plan do you find concerning and what refinements could be made to the plan to respond to your concerns?

Comments:

Same as above.

Harry Little, Marlene Little

From: "Reg Quiring" <R.Quiring@qlinetrucking.com>
Subject: Concept Plan Open House Meeting
Sent date: 12/08/2014 02:18:24 PM
To: "Doran Scott (rm343@sasktel.net)" <rm343@sasktel.net>
Cc: "Ross Fraser" <Ross.Fraser@supremegroup.com>

Inline content has been blocked for your safety.

[Show content](#)

Doran

At the open house, there was a comment form.

I thought that I would send our thoughts via email.

The plan in principle is good, however I think that the Council should consider the vast size of the area and how services will be provided for an area of this size.

I realize that any developer will have to bear these costs, but from an efficiency perspective as well as utilizing infrastructure (ie) roads, hydro ect... we feel that initial development should start along the Highway 306 and then move out from there.

We are not suggesting to stifle any development just to have a plan as to the progress and the infrastructure required to develop these lands properly.

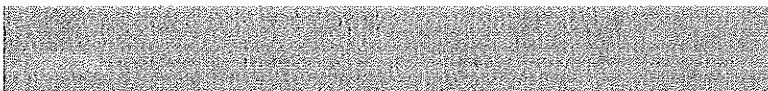
Please feel free to contact me to discuss.

306-651-4829

Thanks – Reg

Reg Quiring

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Re: RM of Blucher No. 343 Rezoning proposal

I attended the information and feedback session on December 3rd, 2014 and appreciate the opportunity to provide feedback. Below are my responses to the survey as well as additional feedback.

1. Do you generally agree that the RM should proactively plan for economic development within the RM?

I agree that the RM should proactively plan for economic development. However, development should be done in a way that will not negatively impact the quality of life of those who live nearby.

2. Do you generally agree that commercial and industrial development within the RM should be directed to areas well serviced by provincial infrastructure?

I disagree with this statement. I think that industrial development should take place in areas best suited to such zoning (i.e., considerable distance from pre-existing residences and environmentally sensitive areas) and infrastructure should be brought to the area if not already existing.

3. Do you generally agree that it is important for property owners to have greater certainty and predictability regarding the administration of land use within the community?

I agree with this statement. It is also important for the RM of Blucher to listen to the concerns of residents in the surrounding areas particularly in regards to any rezoning plans.

Concerns/suggestions for refinements

I prefer that the land that is proposed to be zoned industrial remain as agricultural land or even be zoned residential. I believe that any industrial zoning should only be done when all potential impacts and cumulative effects of multiple developments are properly considered.

Appropriate bylaws are necessary regardless of where industrial zones are located. The most obvious impacts are ones that affect our senses of sight, sound, and smell.

A lot of municipalities are now adopting light pollution bylaw as awareness of the cumulative impact of poor lighting practices are being recognized as detrimental to visibility and utility. The careless and excessive use of artificial light in our outdoor environments damages the aesthetics of the nighttime environment and have also been linked to negative health impacts.

A bylaw requiring lighting to be directed downward through the use of shielding to prevent them from shining upwards and sideways as well as using lights closer to the red end of the spectrum (i.e., yellow or orange) rather than bright white, and restricting the overall use of lighting at night would be beneficial to help those of us living in Blucher to a more natural nighttime environment. I would recommend consulting with representatives from the Royal Astronomical Society of Canada and lighting engineers for best practice guidelines to reduce light pollution.

Any industry that produces odors should be strictly regulated to meet the highest standards to eliminate potential negative impacts to Blucher residents. Also sound levels should not exceed a level that impacts quality of life in Blucher.

Once bylaws are implemented the wording needs to be specific so determining whether an industry is in compliance is not left up to interpretation.

Highway 316 Concept Plan Comment Sheet

Welcome to the Highway 316 Concept Plan open house. This comment sheet is provided to gather information and feedback on the draft concept plan for the area. The draft concept plan is based upon combining the input received from the RM Council and local residents. Subject to Council approval and adoption, the concept plan will serve as the basis for the evaluating future development applications within the plan area. Please review the display information for details of the main plan elements and other background information before providing your feedback.

1. Do you generally agree that the RM should proactively plan for economic (business) development within the RM?

Agree _____ Disagree No Opinion _____

Comments:

The type of economic development currently under consideration and proposed by the RM does not reflect the wishes of the residents in the area

2. Do you generally agree that commercial and industrial development within the RM should be directed to areas well serviced by provincial infrastructure?

Agree _____ Disagree _____ No Opinion _____

Comments:

The development should only be directed to areas where it is welcomed. This proposed development is not welcome

3. Do you generally agree that it is important for property owners to have greater certainty and predictability regarding the administration of land use within the community?

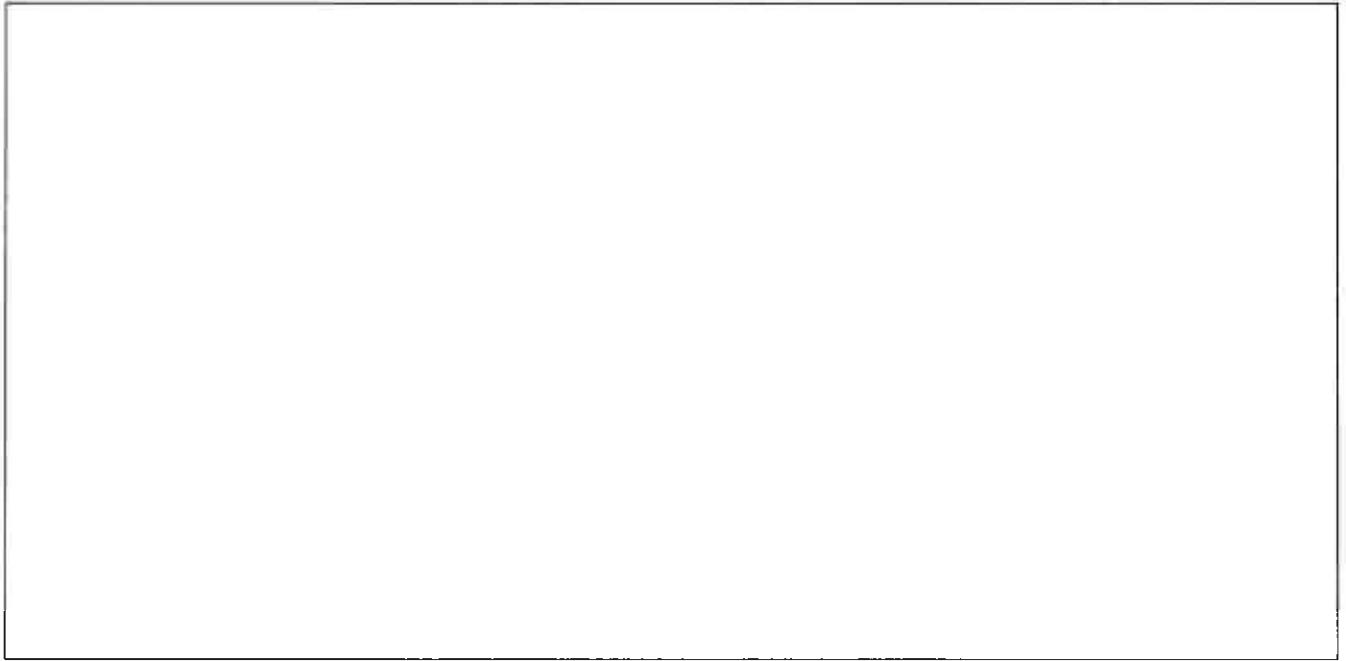
Agree _____ Disagree _____ No Opinion _____

Comments:

It doesn't matter if there is certainty if the proposed development isn't desired or wanted

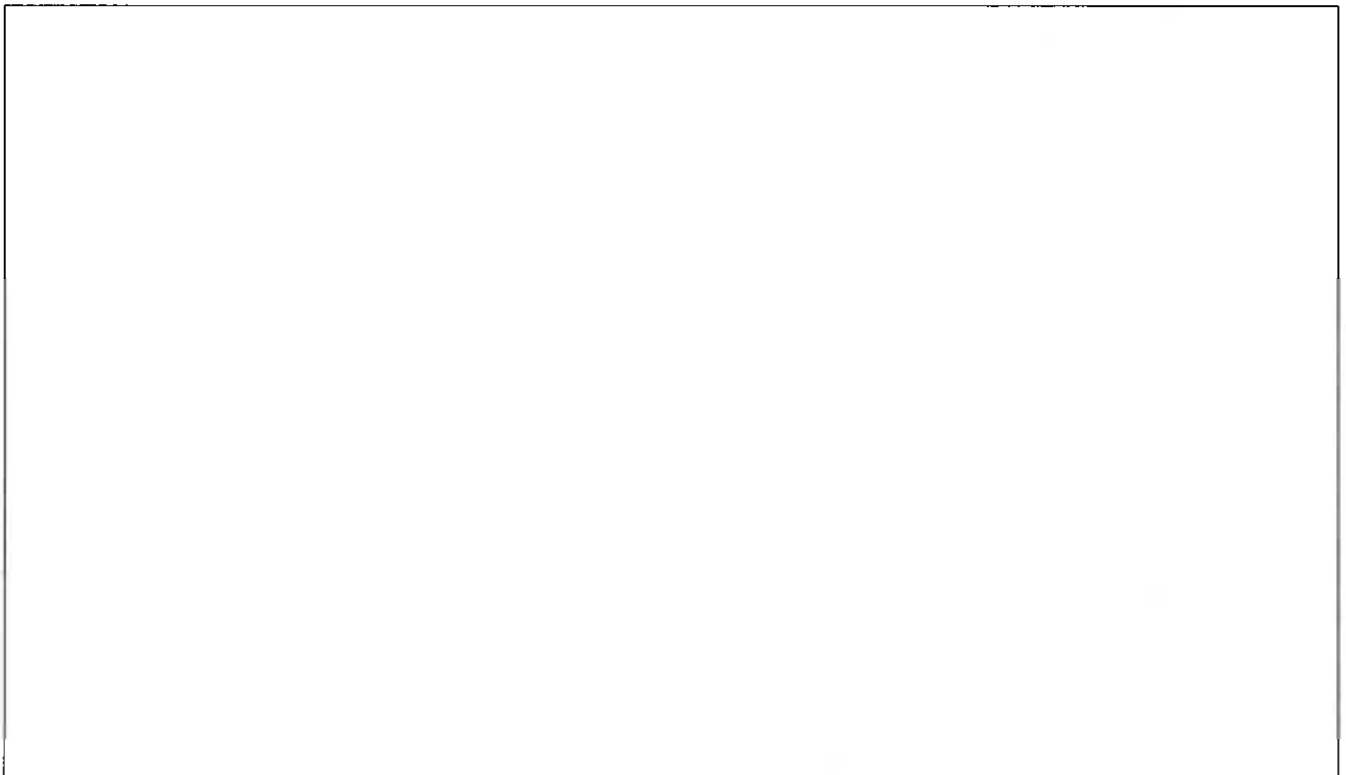
4. What aspects of the draft concept plan do you agree with?

Comments:



5. What aspects of the concept plan do you find concerning and what refinements could be made to the plan to respond to your concerns?

Comments:



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1. Do you generally agree that the RM should proactively plan for economic (business) development within the RM?

Agree Disagree No Opinion

Comments:

We would be foolish, not to plan for economic development, given our close proximity to the largest city in the province.

2. Do you generally agree that commercial and industrial development within the RM should be directed to areas well serviced by provincial infrastructure?

Agree Disagree No Opinion

Comments:

It makes perfect sense to do so.

3. Do you generally agree that it is important for property owners to have greater certainty and predictability regarding the administration of land use within the community?

Agree Disagree No Opinion

Comments:

4. What aspects of the draft concept plan do you agree with?

Comments:

The proposed industrial between Cargill and PCS is appropriate, to make best use of existing infrastructure.

5. What aspects of the concept plan do you find concerning and what refinements could be made to the plan to respond to your concerns?

Comments:

The Village of Clavet should be able to expand to the North, rather than just to the East. Perhaps some of the area proposed as highway commercial and / or proposed multilot country residential could become new residential subdivisions for the Village. With the highway moved North, there is no reason the Village couldn't grow North and East of Windriver Estates and/or West and North of Amigo's.

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1. Do you generally agree that the RM should proactively plan for economic (business) development within the RM?

Agree Disagree No Opinion

Comments:

Small business only, no light or heavy industrial

2. Do you generally agree that commercial and industrial development within the RM should be directed to areas well serviced by provincial infrastructure?

Agree Disagree No Opinion

Comments:

3. Do you generally agree that it is important for property owners to have greater certainty and predictability regarding the administration of land use within the community?

Agree Disagree No Opinion

Comments:

Even with greater certainty, however, there is never a guarantee that businesses will operate honorably and within bylaws/regulation long term - That is simply the unfortunate reality, or we wouldn't need governing bodies to oversee these issues

4. What aspects of the draft concept plan do you agree with?

Comments:

- The proposed business areas (light pink) would be beneficial. However, proposed industrial is unsettling.
- Proposed multi-lot country residential south of Cheviot Road would be ok with the high traffic access from Hwy 16 & Hwy 316.

5. What aspects of the concept plan do you find concerning and what refinements could be made to the plan to respond to your concerns?

Comments:

The heavy industrial (proposed industrial dark pink) will create light, noise, and smell pollution which will affect my home and yard life, and remove the enjoyable experiences that I moved to the country for. Additionally, property values could be negatively affected, costing existing residents money and creating issues if/when they choose to move.

AE cannot guarantee or be here afterwards to enforce issues of noise & light pollution, and companies violating bylaw regulation.

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1. Do you generally agree that the RM should proactively plan for economic (business) development within the RM?

Agree Disagree _____ No Opinion _____

Comments:

No Industrial or Commercial South of Cheviot
& No Truck stop like a Flying J or Husky
Truck stop by #316 & 16. I moved there
for country living

2. Do you generally agree that commercial and industrial development within the RM should be directed to areas well serviced by provincial infrastructure?

Agree _____ Disagree No Opinion _____

Comments:

No Truck Stop @ on corner of
#316 & 16, what to stay living in
a country atmosphere

3. Do you generally agree that it is important for property owners to have greater certainty and predictability regarding the administration of land use within the community?

Agree Disagree _____ No Opinion _____

Comments:

Keep the people that live in the
RM in mind to respect the
quiet country living

4. What aspects of the draft concept plan do you agree with?

Comments:

Light Industrial North of
Cheviot.

5. What aspects of the concept plan do you find concerning and what refinements could be made to the plan to respond to your concerns?

Comments:

No Commercial ~~around~~
on the North West Corner
of Hwy #316 & 16 & No
Truck Stop Built on
this intersection

Re: RM of Blucher No. 343 Rezoning proposal

I would like to thank members of Council and the engineering representative for hosting the information and feedback session on December 3rd, 2014. I appreciate the opportunity to provide feedback. Below are my responses to the survey as well as additional feedback.

1. Do you generally agree that the RM should proactively plan for economic development within the RM?

I agree that the RM should proactively plan for economic development. However, development should be done in a way that will not negatively impact the quality of life of those who live nearby.

2. Do you generally agree that commercial and industrial development within the RM should be directed to areas well serviced by provincial infrastructure?

I disagree with this statement. I think that industrial development should take place in areas best suited to such zoning (i.e., considerable distance from pre-existing residences and environmentally sensitive areas) and infrastructure should be brought to the area if not already existing.

3. Do you generally agree that it is important for property owners to have greater certainty and predictability regarding the administration of land use within the community?

I agree with this statement. One of the reasons we chose to live in Blucher was that much of the land near our property was zoned agricultural. To me, that provided some certainty and predictability that development would be limited and we would continue to live in a quiet, peaceful area. However, living close to Hwy 394, I now find myself falling within the industrial corridor along Highway 316. I find it troubling that, based on the data provided from the January, 2014 workshops, the plan to rezone is a reality despite the concerns of residents in the surrounding areas.

Concerns/suggestions for refinements

Overall, I very much enjoy living in Blucher. The area is quiet, peaceful, and close to my workplace and amenities in Saskatoon. I will state upfront that I prefer that the land that is proposed to be zoned industrial remain as agricultural land or even be zoned residential. I disagree with the point made at the meeting that industrial zones will be similar to residential zones in that both have buildings and vehicles. The majority of residential properties have houses, garages, and other small buildings with vehicles that typically consist of cars, trucks, and garden tractors. Industrial lands typically consist of larger buildings, larger vehicles such as semis, and a greater amount of traffic, sound, and pollution than residential properties. To me it makes sense to develop the land zoned industrial along Highway 316 (which was not clear on the map mailed out, but was indicated on the map on the display board showing results from the January workshops) and then consider rezoning additional land as industrial should the need arise. That said, it appears that the zoning is likely to go through as proposed, despite the concerns of some residents. Thus, I would like to provide suggestions for ways to reduce potential conflict with residents.

First, I feel that appropriate bylaws are necessary regardless of where industrial zones are located. I think that light pollution bylaws should be passed and enforced. One key benefit of living on an acreage in Blucher is far less artificial lighting than in Saskatoon. As someone with an interest in amateur astronomy, it is wonderful to be able to view stars in your yard that aren't visible in the city! Although

Cargill is nearly four miles from my home, their extremely bright lights are noticeable and sometimes distracting when trying to view stars in that area. Residents who live closer to Cargill have stated that the lights shine on their property.

In addition to being a nuisance for amateur astronomers, light pollution has documented negative effects for wildlife and may be implicated in negative health effects in humans. Please the following link for a review:

http://ehp.niehs.nih.gov/117-a20/?utm_source=rss&utm_medium=rss&utm_campaign=117-a20

and the link below for a comprehensive list of articles:

<http://userpage.fu-berlin.de/~kyba/literature/other.html>

A bylaw requiring lighting to be directed downward through the use of shields to prevent them from shining upwards and sideways as well as using lights closer to the red end of the spectrum (i.e., yellow or orange) rather than bright white, and restricting the overall use of lighting at night would be beneficial to help those of us living in Blucher to continue to enjoy dark skies. I would recommend consulting with representatives from the Royal Astronomical Society of Canada and lighting engineers for best practice guidelines to reduce light pollution.

In addition to bylaws regarding light pollution, I think bylaws in the following areas would help reduce conflict between industries and those who live nearby:

1. Trees - Multiple rows of trees, following PFRA guidelines, planted around industrial properties and maintained by the industry would be beneficial in improving the aesthetics of the properties.
2. Odour – One of the proposed industries in the 2010 Industrial Survey is a 20,000/day hog slaughter facility. The report did not indicate if rendering would also be done on site. Although such facilities can exist without significant odour problems, others, such as the JBS Swift facility in Louisville and the former Quality Meat Packers facility in Toronto have made the news for odour issues. My understanding is that odours are less problematic in newer facilities. Although my preference is for facilities with the potential to produce strong odors not be built near residences, if Council does approve such industries, I would like bylaws in place to require the use of gold-standard equipment to reduce odour as well as other sources of pollution (i.e, water, soil contamination).

If bylaws are implemented, I think that the wording needs to be specific so determining whether an industry is in compliance is not left up to interpretation.

Thank you in advance for taking these suggestions into consideration.

Mike Pawluski

From: Raymond Rees <rayrees@icloud.com>
Sent: Monday, December 08, 2014 11:02 AM
To: Mike Pawluski
Cc: rm343@sasktel.net
Subject: Highway 316 concept plan open house feedback

1. Do you generally agree that the RM should proactively plan for economic (business) development in the RM?

Agree

It should however be planned to not be in conflict with residential properties. It should be done respecting the wants and needs of the people that will have to live every day inside of and next to the end product. Reducing our property taxes so that we can no longer stand to live here is not a reasonable trade. Financial gain on a part of a few at the expense of quality of life for the many that remain is not an equitable trade either.

2. Do you generally agree that the commercial and industrial development within the RM should be directed to areas well serviced by provincial infrastructure?

Disagree

Put it where it is best suited and run infrastructure to it. There is more than ample land in the RM that can easily be serviced by the available infrastructure without having to go very far from it. Best planning practice would put industrial development where it best suits the community first. A significant portion of the RM population is in the Western part of the RM that is proposed for industrial development. There is a conflict.

The existing infrastructure was here when most of the residential development in the area was allowed. The time to have made this kind of proposal was before the existing residential development was allowed.

3. Do you generally agree that it is important for property owners to have greater certainty and predictability regarding the administration of land use within the community?

Agree

Under the current Community Plan if discretion was actually used and development was actually put where currently planned we would have already have this.

A cornerstone of the planning statement is to maintain the country living character of the area. A very large portion of the RM lives in the area of concern, came here for country living and will expect the RM to honor the fundamentals of its own plan. If a plan can so easily be deviated from and it's intent so easily ignored what kind of plan is it or any subsequent plan for that matter.

4. What aspects of the draft concept plan do you agree with?

Agree with allocating an area for highway commercial

5. What aspects of the concept plan do you find concerning and what refinements could be made to the plan to respond to your concerns?

There is no need to allocate further commercial/industrial in the proposed part of the RM. The currently planned almost completely undeveloped 5 Sq. Mi. when combined with ongoing development adjacent in the RM of Corman Park there is enough land to easily allow for the tripling of Saskatoon and the province. There is currently approximately enough land to duplicate the Leduc/Nisku Industrial Park. A simple connecting corridor would suffice to facilitate a project as ambitious. It's foolish to think that Blucher will have a monopoly on Commercial/ Industrial property and consideration of competing interests should be considered and allowed for. Over planning is easily as dangerous as not planning at all.

Mike Pawluski

From: dvvliet9@gmail.com
Sent: Monday, December 08, 2014 7:55 PM
To: Mike Pawluski
Cc: R M Blucher 343
Subject: DRAFT Highway 316 concept plan open house feedback

Mike Pawluski
AE Engineering
Regarding the survey: Highway 316 concept plan open house feedback

I find these questions do not get at the heart of the issues. I don't know how you intend to report on the responses - whether or not there is "general agreement" is not very informative. I hope that you and Council would not interpret that if over 50% 'generally agree' that there is support to proceed !!! I expect the rate of participation in this survey by RM residents, will be low, as it is difficult for many residents and ratepayers to be engaged about an abstract landuse zoning plan in one area of the RM. We were not informed how the current concept plan was arrived at or of the feedback from the previous round.

David van Vliet, MCIP
LSD 3&4 SW 1/4 Section, 35, 3, w3rd

I respond to the survey questions below:

1. Do you generally agree that the RM should proactively plan for economic (business) development in the RM?

Agree. HOWEVER planning for economic (business) development implies/requires much more than allocation of land by zoning. What is proposed is an excessive area of land far disproportionate to the demonstrated demand considering size and location of the RM. The first order of planning for economic development is to have a clear expectation of the demand. I have seen no justification for the size of area proposed, particularly when there are commercial and industrial lands throughout the metro region. In particular the co-ordinated development occurring north of Saskatoon. Most important is the zoned land should not be in conflict with long standing residential properties nearby. South of the proposed lands is a residential area that is growing. The RM approved three subdivisions in the past 7 or so years in the area. The expectations of the residents have been turned upside down by losing their Hwy access and having to extend their travel, through what is to be a commercial/industrial corridor.

2. Do you generally agree that the commercial and industrial development within the RM should be directed to areas well serviced by provincial infrastructure?

In principle development should be directed where there are existing infrastructure. Given the proposal, the study assumes because the Hwy 316 exists the entire corridor should be commercial/industrial (and at some distance with no justification).

Just because there are a few kilometers of land west of Hwy 316 does not mean it should all be industrial. The lands way to the west are not well serviced by road at all. Cheviot Road will be terminated at west end.

The infrastructure should not overly influence the plan. A commercial strip along Cheviot does not serve as a transition to ag and residential use, it simply imposes further impact on particularly the residential land use. There residential area to the south are existing investments in community infrastructure that need to be accounted for as well. Why jeopardize the growing residential area by an oversized commercial/industrial zone. The concept that the commercial is some sort of transition is naive, and without merit. Show me a contemporary landuse planning text that would support that !!

I am subdividing the 80 ac family property along Daisy Lane. Flat out, when I tell inquiring buyers that access to their prospective residential parcel, is to be diverted to Cheviot Rd passing by the Cargill plant and now by a large heavy equipment maintenance depot and storage yard recently approved by Council, their interest drops. This is a clear indicator to me, of the impact of past poor decisions about industrial and commercial location. Why repeat them - for whose benefit? -when there are large tracts of land elsewhere along Hwy 316, and for that matter Hwy 16 further east. The same inquiring buyers tell me they are surprised the RM would have agreed to this and ask about what it is like living in the RM - and my confidence about certainty and predictability regarding the administration of land use within the community? (- The very same point as the next question.) I am conflicted in my response since there is now a very low level of confidence, along with a continuing and growing perception of lack of transparency in the planning processes that occur.

3. Do you generally agree that it is important for property owners to have greater certainty and predictability regarding the administration of land use within the community?

Yes I Agree

Discretionary has been used by Council to overturn zoning, clearly against planning policies and objectives stated in the current Community Plan. While Council has the right, this practice has widely undermined confidence and certainly reduced predictability regarding administration of land use in the RM. When one of the cornerstone statements is to maintain country living character of the area, this statement is hardly supported by proposing an expanded industrial/commercial lands in close proximity to country residential, nor when a single access road for country residential is approved that is immediately adjacent to industrial use. My concern is when the current community plan can so be easily ignored, even in its fundamental principles and policy, what assurance of predictability regarding the administration of land use can any new plan provide? (Also see latter part of my reply to #2)

4. What aspects of the draft concept plan do you agree with?

As there is no demonstrated demand provided, particularly as part of a regional perspective, it is difficult to determine if any of the draft concept plan can be deemed as agreeable. If there is a need for highway commercial, this can occur adjacent to Hwy 316, but no need for extent of area proposed in the draft concept plan.

Having clearly designated land in a plan should be seen as a good thing. However this does not necessarily reduce Council's ability to make 'discretionary approval' of proposals not within the area.

We are being asked to respond to the draft plan when there was no summary of responses from the previous round made available to inform ratepayers and residents. No information is provided in form

of an explanation of how the concept plan was arrived at? Even if such is made available at the openhouse, this does not inform those who cannot attend. There is no information on the RM website.

5. What aspects of the concept plan do you find concerning and what refinements could be made to the plan to respond to your concerns?

The demand for commercial and particularly industrial land has not been demonstrated by the report/proposal. Apart from boosterism by a small number of RM residents, supported by some consultants, it is well established that industrial/commercial land allocation is excessive (does not reflect demonstrated demand) in most jurisdictions. In particular, the plan proposal does not provide a balanced accounting of competing interests by other municipalities around Saskatoon. As a consultant you are well aware of industrial expansion capacity in the north sector of Saskatoon and municipalities to north. There is not even acknowledgement of this regional context, or the degree of speculation and uncertainty behind the draft concept plan. Why should Blucher make the same mistake.

Recommend: slow down this process, get more informed and provide more data on the regional industrial/commercial lands supply.

Over provision of commercial/industrial land, particularly where these lands infringe on long established and growing residential development is bad planning. Development along Cheviot Road, based on the road existing there, and that a landowner is aggressively advocating commercial development, are not sufficient reasons to propose commercial development all along the south. The immediate Hwy 316 corridor provides more than sufficient land capacity for development. There are other commercial/industrial lands in the RM not integrated into the need to identify the extent of lands in the concept plan. There are also additional land along Hwy 16 further east, that could be considered.