

WEYBURN PLANNING DISTRICT

DISTRICT OFFICIAL COMMUNITY PLAN

Prepared for:

THE WEYBURN DISTRICT PLANNING COMMISSION

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SASKATOON, SK

February 2024



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1 INTERPRETATIONS

Whenever the following words or terms are used in this District Official Community Plan, they shall, unless the context otherwise provides, be held to have the following meaning:

Act: Shall mean the Planning and Development Act, 2007.

City: Shall mean the City of Weyburn.

DOCP: Shall mean the Weyburn Planning District Official Community Plan.

Province: Shall mean the Province of Saskatchewan

RM: Shall mean the Rural Municipality of Weyburn No. 67.

The Background Report: Shall mean the Weyburn Planning District Background Report.

The Planning District: The Weyburn Planning District.

WDPC: Shall mean the Weyburn District Planning Commission.

2 INTRODUCTION

On the basis of the findings set out in the Rural Municipality of Weyburn No. 67's (The RM) and the City of Weyburn's (The City) Official Community Plans as well as the Weyburn District Background Report (the Background Report) and of the issues and concerns highlighted in these reports and plans, the following planning goals, objectives, and policies are intended for the Weyburn Planning District (the Planning District).

2.1 AUTHORITY

In accordance with Sections 29, 32 and 102 of *The Planning and Development Act, 2007 (The Act)*, the Weyburn District Planning Commission (WDPC) has prepared this document for the RM of Weyburn No. 67 and the City of Weyburn for adoption as the Weyburn Planning District Official Community Plan (DOCP). The DOCP will provide the member municipalities with goals, objectives and policies relating to approximately 20 years of future growth and development within the Planning District.

Section 32 of *The Act* provides that an Official Community Plan is required to contain statements of policy with respect to:

- (1) sustainable current and future land use and development;
- (2) current and future economic development;
- (3) the general provision of public work;
- (4) the management of lands that are subject to natural hazards, including flooding, slumping and slope instability;
- (5) the management of environmentally sensitive lands;
- (6) source water protection; and,
- (7) the means of implementing the Official Community Plan.

The Province adopted The Statements of Provincial Interest Regulations effective March 29, 2012, applicable to community planning and development under Section 7 of *The Act*. Section 8 of *The Act* provides that every Official Community Plan and Zoning Bylaw must be consistent with The Statements of Provincial Interest Regulations.

2.2 SCOPE AND PURPOSE

The policies in this Official Community Plan address the need for future land use planning in the Planning District as well as other matters related to its physical, social and economic development. The policies are intended to provide the WDPC and the member municipalities with direction and guidelines for establishing bylaws, programs and decision making on future land use and development proposals in the Planning District. All development within the Planning District shall conform to the objectives and policies contained in this Official Community Plan.

2.3 CONTEXT

2.3.1 INTER-MUNICIPAL COOPERATION

The participating municipalities have prepared this Official Community Plan in a spirit of cooperation. In 2014, both member municipalities adopted an agreement for the Weyburn Planning District, setting them on a path to articulate the needs of each community in the larger context of planning for growth of the region.

2.3.2 DISTRICT VISION STATEMENT

Our vision is to be an inclusive, safe, vibrant and progressive region with a strong sense of pride while supporting existing industries and remaining competitive for new opportunities to flourish in the region.

The region provides a wide range of lifestyles and opportunities for employment, recreation, residents and newcomers while remaining affordable with a strong sense of community and community involvement.

The ecosystem of the Souris River and vast prairie landscapes are predominate features of the diverse region and economy paired with a regional hub.

The municipalities work in partnership on common interests through coordinated efforts that support success while maintaining and respecting individual goals.

2.3.3 GUIDING PRINCIPLES

Partnership

Achieving the vision for the future based on ongoing collaboration and partnerships between the RM, the City, as well as the Province, other organizations in the community and the broader public. Respecting diversity and inclusion, integration, coordinated approaches to regional opportunities and challenges.

Healthy, Safe & Inclusive

To advocate for the health, social and educational services, cultural programs and activities within the region.

Promoting Opportunity & Economic Growth

To provide a broad mix of land uses throughout the Planning District which provide varied land use opportunities. The Planning District is centrally located to an intersection of 3 provincial highways and CP rail mainline setting it up to be an economic hub, for agriculture, energy and manufacturing.

Environmental Consideration

Preserving the integrity of the Souris River and recognizing the significance of Nickle Lake and other tributaries as the water supply by promoting sustainable development, protecting water resources and ensuring ecological systems are maintained through the region.

Efficiency

Maximize existing municipal and provincial infrastructure or other organizational infrastructure to service the region for both current needs and ensuring assets are capable of growth.

Flexibility, Resilience, Innovation & Creativity

Success in the region is dependent on the ability to evolve with the changing environment and ensuring this plan will accommodate change through flexible approaches and include innovation and creativity.

2.3.4 MUNICIPAL GROWTH STRATEGIES

The underlying premise of this Official Community Plan is that each member municipality has aspirations for growth that must be recognized and addressed in policy. The City, RM, and Hamlet of North Weyburn have the potential to see their respective populations grow to approximately 13,662 (from 10,883 as of 2021 Statistics Canada Census Profile), 1,482 (from 1,103 as of 2021 Statistics Canada Census Profile), and 119 (from 96 as of 2021 Statistics Canada Census Profile) over the next twenty years, respectively. This level of growth will require the construction of approximately 1300 new dwellings within the Planning District over the time frame of this Plan, representing an additional 3.19km² of residential land within the City and 8.70km² of country residential land within the RM of Weyburn.

Population and employment growth within the City will be accommodated through additional residential, commercial, and industrial development, supported by further investment into expanding infrastructure systems, community services and recreation facilities. Growth aspirations with the RM are to be accomplished through further investments into the expansion of the resource sectors (i.e., mineral and petroleum extraction), as well as further development to the existing agriculture, agriculture businesses, residential, commercial and industrial sectors. Limited growth is possible in the Organized Hamlet of North Weyburn, but no specific proposals have been brought forward.

Both member municipalities and the region benefit from growth and development regardless if located within City or the RM. As such, land use policies are needed to ensure that growth with one Municipality does not negatively effect the potential future development of the region.

2.3.5 INTER-MUNICIPAL PLANNING AND REGIONAL INITIATIVES

Planning and development in the region have occurred against the backdrop of inter-provincial influences. The City and RM have had a long-standing relationship and the foresight to understand the importance of regional cooperation. Establishing a planning district and working in collaboration to develop policies and regulations are strong steps towards reaching the region's potential.

2.3.6 INTER-MUNICIPAL COOPERATION AND IMPLEMENTATION MEASURES

Both the RM and the City wish for this DOCP to be as clear and user-friendly as possible. Development ready policies and efficient development review processes are required to ensure timely project reviews and to avoid lost development opportunities.

Innovative approaches, mechanisms and processes are incorporated in this DOCP to give the inter-municipal planning process every chance of success. New implementation measures are recommended including:

- (1) Provision for joint servicing agreements between municipalities to provide support, where appropriate for development projects.
- (2) Improved communication and referral processes between municipalities concerning development proposals and issues to assist collaboration.

3 DISTRICT GOALS

3.1 NATURAL & HERITAGE RESOURCE BASE

- (1) To conserve the aquatic and terrestrial ecological resources in the Planning District.
- (2) To utilize the natural resources of the Planning District in a manner that is economically, socially and environmentally sustainable.
- (3) To provide ongoing opportunities for residents and non-residents of the region to enjoy and appreciate the water and land resource values of the municipalities.
- (4) To protect natural resources and environmentally sensitive areas for the benefit of current and future generations.

3.2 PHYSICAL & ECONOMIC DEVELOPMENT

- (1) To strive for sustainable physical development which reflects both market conditions and public needs and is compatible with municipal financial capabilities and the need for resource conservation.
- (2) To encourage the provision of an adequate supply of developable land within the Planning District to meet existing and future market demands for residential, commercial and industrial uses.
- (3) To strengthen the economic base of the Planning District by creating a positive environment for sustainable business development.
- (4) To direct the development and growth of the Planning District in a manner that is sustainable, consistent with the values of the region, orderly and cost-efficient.
- (5) To encourage housing development in a variety of forms and locations to address the diverse needs of residents, specifically including issues of housing availability and affordability.
- (6) To facilitate a safe and up-to-date transportation network within the Planning District.
- (7) To ensure that the current and future infrastructure requirements, in each respective municipality, are planned and developed in a manner that facilitates growth in an environmentally and financially sustainable manner.
- (8) To ensure that land use planning is fully integrated with each member municipality's long term strategic, financial, infrastructure, transportation, and asset management planning initiatives.

3.3 INTERGOVERNMENTAL INTERESTS & INVOLVEMENT

- (1) To obtain the support and assistance of senior governments in the realization of the goals and objectives of this plan.

- (2) To support and complement the *Statements of Provincial Interest Regulations* in the realization of the goals and objectives of this plan.
- (3) To work with other local and senior governments to strengthen regional partnerships and initiatives in the region.
- (4) To participate in district and regional planning initiatives, where beneficial to each respective municipality within the Planning District.

3.4 COMMUNITY PARTICIPATION

- (1) To ensure that each respective municipality in the Planning District maintains its commitment to an open, consultative and transparent planning and decision making process.

4 GENERAL OBJECTIVES & POLICIES

4.1 ECONOMIC DEVELOPMENT

4.1.1 BACKGROUND

- The region is rich in natural resources. Sectors, such as agriculture and agriculture support services, have further defined and diversified the region.
- To avoid conflict with other land uses / development, consideration should be given to the development of policies to set locational guidelines and other conditions under which industrial and highway commercial development may be permitted within the Planning District.
- The creation and development of policies to avoid conflict with other land uses / development is important, particularly to set locational guidelines and other conditions under which industrial and highway commercial development may be permitted.
- During a stakeholder engagement session, the attraction and retention of working professionals was identified as a hurdle to regional economic development. Regional policies and plans should address the attraction and retention of a qualified labor pool.
- Consideration should be given to the most optimal location for highway commercial and industrial development, in order to take advantage of existing infrastructure within the RM and City.
- The Planning District contains highly productive agricultural land. Almost entirely comprised of Class 2 and 3 soils (Prime Agriculture Land is shown on Map 3 – Development Constraints), considered highly suitable for sustained production of common cultivated field crops. Market forces will continue to be the principal determinant for its retention and continued use as farmland. The RM continues to recognize the value of high quality land for continued productive agricultural use without jeopardizing the potential for economic enhancement and diversification through non- agricultural development.
- The potential for intensive livestock development exists in the region, however, new intensive livestock development is not desirable due to the confined area of the Planning District coupled with accepted industry setbacks.
- *The Statements of Provincial Interest Regulations* provide the following statement concerning economic development (which is addressed in the objectives and policies that follow):
 - The province has an interest in supporting and promoting a sustainable and dynamic agricultural sector that optimizes the use of agricultural land for growth opportunities and diversification in primary agricultural production and value-added business.
 - Provide for “development ready” policies and development review process to facilitate the approval on new projects;
 - Provide enhanced landscaping, signing and screening of development, particularly along highway corridors to the City;
 - Provide clear direction for the future location of highway commercial and industrial land use; and,
 - Ensure future commercial and industrial development does not conflict with the long-range highway transportation planning.

4.1.2 OBJECTIVES AND POLICIES

Objective 4.1.2.1 Economic Development

To attract investment and foster economic growth within the region.

- Policy (a)** The RM and City will continue to cooperate and partner on regional initiatives that build on the region's economic strengths including coordinated land use, infrastructure and long-range planning.
- Policy (b)** The RM and City will work to coordinate land use and development policies to attract, retain and promote the growth of businesses beneficial for the region.
- Policy (c)** Home Based Businesses and Home Occupations shall be encouraged through the Planning District as a valuable contribution to the regional economy when the use is secondary to the residential unit and compatible with existing surrounding neighbourhood.

Objective 4.1.2.2 Agriculture

To support traditional forms of agricultural activity, land use, subdivision and development.

- Policy (a)** The WDPC will support farming and agricultural industries as an important component of the regional economy.
- Policy (b)** The RM and City will encourage the development of value-added business in rural areas to support economic growth.

Objective 4.1.2.3 Commercial and Industrial Development

To promote well-planned and managed commercial and industrial development within the Region

- Policy (a)** The impact on and the relationship of new development to adjacent lands shall be considered throughout the Planning District. Subdivision and development should minimize environmental impacts and unplanned fragmentation of land.
- Policy (b)** Commercial and Industrial Developments are encouraged in areas where no land use conflicts exist and where they are relative to the activities or nature of the location is more suitable.
- Policy (c)** Concentrated patterns of subdivision and development should be encouraged to increase the efficiency of servicing/infrastructure. Fragmentation of land will only be supported where planned via a concept plan or where directly adjacent to similarly developed sites.
- Policy (d)** Commercial and Industrial Developments are encouraged to locate where it is possible to consolidate access to a major roadway and provincial highway by the municipal road system.

4.2 NATURAL & HERITAGE RESOURCES

4.2.1 BACKGROUND

- The Planning District is located in the Griffin Plain Landscape Area of the Moist Mixed Grassland Ecoregion of the Prairie Ecozone, a large, nearly level area that extends eastward from Weyburn to Estevan.
- The Saskatchewan Terrestrial Wildlife Habitat Inventory provides an overview of terrestrial wildlife habitat located in the region at the time of the inventory (Shown on Map 3 – Development Constraints). Providing a broad comprehensive application of terrestrial wildlife habitat, the wildlife concerns of this inventory are primarily with mammals and birds having predominantly terrestrial habitat requirements. Consideration should be given to potentially sensitive wildlife habitats located in the district during land use and development decisions.
- The Planning District is located within the Tatagwa/Long Creek region of the Upper Souris River Watershed. The Upper Souris River Watershed has a Source Water Protection Plan developed by the three Watershed Advisory Committees (Tatagwa/Long Creek, CanAM, and Moose Mountain) within the watershed planning area. The membership of the Watershed Advisory Committees includes representatives from rural and urban municipalities, First Nations, Métis communities, conservation and development authorities, local industries and interest groups.
- At the time of this DOCP, there were no recorded heritage resources located within the Planning District, however, consideration needs to be made towards the potential that heritage resources may still exist within the lands that make up the Planning District (Potentially Heritage Sensitive Lands are shown on Map 3 – Development Constraints).
- Recognizing the existence and value of prime farmland in the RM without jeopardizing the potential for local economic diversification / agricultural innovation is an important consideration.
- The Statements of Provincial Interest Regulations provides the following statements regarding natural, cultural and heritage resources (which are addressed in the objectives and policies that follow):
 - *The province has an interest in ensuring Saskatchewan's cultural and heritage resources are protected, conserved and responsibly used.*
 - *The province has an interest in the protection of water sources that provide safe drinking water.*
 - *The province has an interest in conserving Saskatchewan's biodiversity, unique landscapes and ecosystems for present and future generations.*
 - *The province has an interest in maintaining and encouraging the exploration for and development of mineral resources.*
 - *The province has an interest ensuring that sand and gravel resources are accessible for development.*

4.2.2 OBJECTIVES AND POLICIES

Objective 4.2.2.1 Natural Features

To protect natural features, resources, communities and ecosystems in the district, and to encourage the preservation of natural wildlife habitat areas and other significant areas of natural vegetation.

- Policy (a)** The WDPC will work with agencies of the provincial government to protect any significant heritage resources, critical wildlife habitat, or rare or endangered species located in the City or RM. Where significant potential for the occurrence of such features or resources has been identified to the District, the WDPC may delay development until such time as the requirements of the relevant provincial agencies to protect such resources have been obtained. Any costs associated with meeting such requirements will be the responsibility of the applicant.
- Policy (b)** Wetland areas along a lake, slough or creek will be protected and, where appropriate, integrated with recreational uses and development. Future development will not alter such wetland areas other than by the addition of appropriate structures such as walkways, pedestrian bridges, boardwalks, and interpretive media.
- Policy (c)** Development shall not damage or destroy fish habitat within the Planning District, nor needlessly destroy unique flora or critical wildlife habitat.
- Policy (d)** Development shall avoid land that is environmentally sensitive.

Objective 4.2.2.2 Water Resources

To protect ground water and other water resources from contamination to ensure a safe supply of drinking water and to maintain the highest possible level of overall water quality.

- Policy (a)** Development shall avoid depleting or polluting ground water in the municipalities.
- Policy (b)** The WDPC is committed to protection of ground and surface water, public health, property and the environment through the use of water management programs that:
- (i) maintain healthy ecosystems;
 - (ii) provide safe and reliable drinking water; and,
 - (iii) provide advanced wastewater treatment and storm water management to the greatest possible extent within the constraints of the resources.
- Policy (c)** Developments that ensure that water bodies, waterways, shore lands, groundwater and riparian systems are protected and sustained shall be encouraged.
- Policy (d)** Chemicals and other products shall be stored, handled, manufactured, managed and used with methods which prevent and avoid contamination with aquifers and well heads.
- Policy (e)** The WDPC shall work in partnership with the Saskatchewan Water Security Agency (WSA) to maintain and conserve the Upper Souris River Watersheds and its source water resources.

Objective 4.2.2.3 Historical and Heritage Resources

To protect historic, archaeological and other features, resources or sites of cultural heritage significance from incompatible development and, where such protection cannot be achieved, to ensure appropriate mitigation of impacts. Development shall not damage, destroy, or otherwise negatively impact any building or site deemed to be of cultural, historical, or heritage significance.

Policy (a) The WDPC shall ensure that subdivision of land in potentially heritage sensitive parcels (Shown on Map 3 – Development Constraints) occurs in accordance with the guidelines and criteria identified by the Heritage Conservation Branch of Saskatchewan. Considering recommendations from the WDPC, development may be delayed until such time as the requirements of the relevant provincial agencies to protect such resources (such as the undertaking of mitigative measures) has been obtained. The developer may be required to contract a professional to assess potential impact(s) to the development area. Any costs associated with meeting such requirements will be the responsibility of the applicant.

Policy (b) The WDPC will support the designation of provincial heritage and municipal heritage buildings and sites within the Planning District.

Objective 4.2.2.4 Sustainable Development

To encourage the subdivision and development of land in an environmentally sustainable manner.

Policy (a) The WDPC may employ site-specific planning programs, either alone or in cooperation with other agencies, organizations or governments, to protect water bodies, waterways and shore lands. Considering recommendations from the WDPC, the RM may limit, restrict, delay or prohibit development in these areas until site-specific planning has been completed and/or until the WDPC is satisfied that specific development projects will sustain these areas. Site-specific plans may result in limiting or prohibiting development in these areas.

Policy (b) No development will begin until consideration for the size and configuration of an adjoining waterway, water body or shore land, the capacity for public access, the potential impacts (social, economic and environmental) of development, general and site-specific environmental and ecosystem characteristics and economic potential for development in the area. The developer is responsible for all expenses associated with these recommendations. These studies shall be undertaken by qualified professionals at the expense of the developer.

Objective 4.2.2.5 Aggregate Resources

To protect known aggregate (gravel) and other mineral sources from incompatible forms of development and accommodate industries which utilize these resources.

Policy (a) The extraction of significant commercial mineral and aggregate resources must be undertaken prior to planned development where such development would preclude or constrain future extraction of the resource.

- Policy (b)** In reviewing applications for mineral and aggregate resource industries within the Planning District, the following matters should be considered:
- (i) The effect on adjacent land uses due to conflicts with noise, vibration, smoke, dust, odour, or potential environmental contamination;
 - (ii) Minimizing the effect of the use on infrastructure and services, including municipal roads;
 - (iii) The manner in which the pit, quarry or storage site is to be operated;
 - (iv) Potential impacts to surface water, groundwater, drainage patterns, slope stability, wildlife habitat, heritage resources and rare or endangered species;
 - (v) The environmental implications of the operation including storage of fuel tanks or chemicals, and/or measures for the release of contaminants;
 - (vi) Plans for reclamation of the land for an approved end use; and,
 - (vii) In Future Urban Growth Study Areas, the City has confirmed that the proposal is compatible with the location and timing as to not impede future urban development.

Objective 4.2.2.6 Oil and Gas Development

To support oil and gas exploration, extraction and development in the region.

- Policy (a)** Petroleum pipelines, oil and gas wells and related facilities shall be permitted the District.
- Policy (b)** Well sites, stratigraphic test wells, and associated facilities shall be assessed, decommissioned and reclaimed pursuant to Section 56 (1) of *The Oil and Gas Conservation Regulations* upon abandonment or decommissioning.
- Policy (c)** A Detailed Site Assessment (DSA) shall be submitted in conjunction with an application for Acknowledgement of Reclamation (AOR) to substantiate the satisfactory reclamation of the site to the Ministry of Energy and Resources.
- Policy (d)** Oil and gas exploration, extraction and development within the Planning District shall occur in accordance with *The Oil and Gas Conservation Regulations, 2012*.
- Policy (e)** Multi parcel country residential developments, and single parcel residential sites located in proximity to oil wells may be subject to separation requirements from an oil well, as per *The Subdivision Regulations*.
- Policy (f)** Multi parcel country residential developments, and single parcel residential sites located in proximity to sour gas wells with H₂S concentrations over 100 ppm may be subject to separation requirements based on guidelines as recommended by the Ministry of Government Relations.

4.3 HAZARDS & BIOPHYSICAL CONSTRAINTS ON DEVELOPMENT

4.3.1 BACKGROUND

- Consideration should be given to the development of policy to address development on or near land potentially susceptible to natural hazards such as flooding, slope instability, erosion and expansive clay soils and other man-made hazards.
- Two high pressure steel pipelines are located throughout the Planning District along with one Polyethylene line. All three pipelines are located along the northern extent of the district boundary. SaskEnergy and TransGas have developed a handbook entitled Recommended Set Back and Utility Corridor Requirements – a selective summary of some of the applicable considerations with respect to natural gas pipelines setbacks and corridors.
- The City's sewage lagoon, located in NW-10-08-14-W2M, provides development challenges, due to the 457 m setback for residential subdivision, as per The Subdivision Regulations.
- The Weyburn Airport is located within the Planning District near the Hamlet of North Weyburn which is northeast of the City. The Weyburn Airport Development Plan identifies a 4000-metre flight maneuvering area measured from the centre of the airport runway (shown on Map 3 – Development constraints).
- Development constraints caused by transportation infrastructure that have the potential for land use conflict and other hazards, include the Weyburn Airport, and CP's main line.
- Other hazardous constraints within and surrounding the Planning District include high pressure pipelines and sewage lagoon.
- In 2023 the WSA completed a flood mapping study for the City and surrounding area which identifies 10, 25, 50, 100, and 500-year flood inundations (shown on Map 2 – Flood Map).
- *The Statements of Provincial Interest Regulations* provide the following statement concerning biophysical constraints on development (which is addressed in the objectives and policies that follow):
 - The province has an interest in ensuring the safety and security of individuals, communities and property from natural and human-induced threats.

4.3.2 OBJECTIVES AND POLICIES

Objective 4.3.2.1 Development on Potentially Hazardous Land

Ensure that appropriate development standards are met when development is feasible on potentially hazardous land.

- Policy (a)** The RM and City will work towards identifying and mapping hazard lands within the Planning District.
- Policy (b)** Subdivision and development will not be permitted on hazard lands unless mitigation of the hazard is proven to the satisfaction of the WDPC.
- Policy (c)** Storm water management shall be designed by a professional engineer in accordance with appropriate engineering standards as well as standards established by the WSA.
- Policy (d)** As per the Statements of Provincial Interest, the development of new buildings and additions to buildings in the flood way in the 1:500-year flood elevation of any watercourse or water body shall be prohibited.
- Policy (e)** As per the Statements of Provincial Interest, development of new buildings and additions to buildings in the flood fringe shall be flood-proofed to an elevation of 0.5 metres above the 1:500-year flood elevation of any watercourse or water body.
- Policy (f)** Require that an applicant for proposed development on land that is identified as being potentially hazardous submit a report prepared by a qualified professional that assesses the risk associated with the development and identifies any necessary mitigation measures.

4.4 INTERMUNICIPAL & JURISDICTIONAL COOPERATION

4.4.1 BACKGROUND

- Within the Planning District, it is important to ensure that developments do not cause adverse effects upon existing or proposed future urban land uses or servicing requirements. Identifying Urban Future Growth Areas outside of the current City boundary for long term growth, ensures future growth can occur in an orderly and planned fashion, and ensures that areas for rural growth and development can be identified for interim or long-term use.
- Complementary rural development areas within the established Planning District that will permit the growth of the City while supporting opportunities for appropriate rural development are identified on Map 1 - Land Use Map.
- Both member municipalities have indicated the importance of economic development within the region, including attracting industry to support and increase the population. Cooperation and efforts between the RM and the City to support economic development initiatives, whether they are located in the RM or the City, will be a major benefit to the region as a whole.
- Inter-municipal agreements for joint service delivery can provide a useful mechanism to facilitate development projects with economic benefits for the entire community.
- The policies of this plan are general, and each member municipality has considerable discretion and authority within their separate jurisdictions which may give rise to disagreements from time to time in its implementation. Section 233 of *The Act* provides a voluntary dispute resolution process with the Saskatchewan Municipal Board. The establishment of an enhanced communication and a local dispute resolution process would help to avoid disputes in the first instance and reduce the need for the municipalities to take disputes to the provincial level.
- There are no First Nations reserves within the Planning District area or immediate vicinity however the municipalities recognize that opportunities exist for future collaboration with First Nations on joint ventures.
- *The Statements of Provincial Interest Regulations* provide the following statement concerning inter-municipal cooperation and First Nations and Métis engagement (which are addressed in the objectives and policies that follow):
 - *The province has an interest promoting inter-municipal cooperation that facilitates strong partnerships, joint infrastructure and coordinated local development.*
 - *The province has an interest in enhancing the participating of First Nations and Metis communities in land use planning and development process.*

4.4.2 OBJECTIVES AND POLICIES

Objective 4.4.2.1 Joint Service Delivery

To facilitate inter-municipal / jurisdictional cooperation through joint provision of municipal services that are more cost-effective and efficiently delivered on a regional basis.

- Policy (a)** The RM and City may pursue joint agreements to address service delivery for future growth based on the planning needs and resources of the overall community.
- Policy (b)** Municipalities shall collaborate with each other where a proposed subdivision or development may impact the other municipalities' infrastructure and shall endeavor to recoup costs on behalf of the other community where capable.
- Policy (c)** The Municipalities shall jointly discuss ways to plan and manage their utilities infrastructure system in co-operation with Provincial agencies, utility service providers, and neighboring Municipalities.

Objective 4.4.2.2 Collaboration with First Nations

To accommodate the interest of First Nation jurisdictions in accordance with the Statements of Provincial Interest Regulations respecting Planning District programs and initiatives that are regional in scope and have particular significance to First Nations.

- Policy (a)** The WDPC will engage in consultations with First Nations communities in instances considered appropriate and relevant.
- Policy (b)** Ensure an agreement is sought pursuant to part 9 of the *Treaty Land Entitlement Framework Agreement* before an Urban Reserve is created with reserve status. The Agreement shall be negotiated in good faith by the appropriate member municipality.

4.5 RECREATION, TOURISM & AESTHETICS

4.5.1 BACKGROUND

- Nickle Lake and the Souris River constitute valuable natural areas for wildlife and a recreation resource for use by residents. The potential exists for additional recreation and tourism developments associated with these natural and man-made amenities.
- Opportunities exist for the development of a joint trail system in the Planning District to accommodate the extension of existing and planned trails in the City.
- The visual appeal of commercial and industrial development in the Planning District, particularly along highway entrances to the City would benefit from enhancement.
- *The Statements of Provincial Interest Regulations* provides the following statements concerning recreation (which is addressed in the objectives and policies that follow):
 - *The province has an interest in supporting a high quality of life for Saskatchewan's citizen's and visitors by providing and actively promoting recreation and tourism opportunities.*

4.5.2 OBJECTIVES AND POLICIES

Objective 4.5.2.1 Recreation and Community Service

To recognize the potential impacts on recreation and community service facilities and programs resulting from residential developments.

Policy (a) The City and RM shall continue to explore opportunities to cooperate in the provision of recreation and community services to residents of the member municipalities.

Policy (b) The City and RM shall continue to collaborate to seek out mutually beneficial opportunities with other organizations and authorities in the interest of promotion, preservation, and enhancement of recreation and tourism in the region.

Objective 4.5.2.2 Tourism

To strengthen the region's role as a regional centre for tourism.

Policy (a) Commercial tourism and related development will be supported throughout the region. This shall include opportunities for agritourism and regional recreation.

Policy (b) Recognize each member municipality's role in the promotion and development of tourism opportunities and development and continue to collaborate with regional partners in attracting tourism activity and development to the region.

Objective 3.5.2.3 Aesthetics

To facilitate visually appealing commercial and industrial development in the Planning District.

Policy (a) Commercial and Industrial Developments shall provide structures, buildings and landscaped areas that are compatible with adjacent uses and ensure a high level or visual and aesthetic quality.

4.6 TRANSPORTATION, MUNICIPAL INFRASTRUCTURE & SERVICES

4.6.1 BACKGROUND

- Two lagoons currently serve the region. One lagoon is located SW 10-08-14 W2M south-east of the City, within the RM. The second lagoon located within the SE 12-07-14 W2M and within the NW, SW, and SE 07-07-13 W2M which is located outside of the Planning District but still within the RM.
- Public works in the form of solid and liquid waste management or disposal facilities have the potential to negatively affect the general welfare of nearby residents and the quality of recreational opportunities, relating to such factors as odours, decreased land values and perceived hazards.
- The municipalities agree that the protection of the Weyburn Airport is an important consideration for regional economic development. Airport protection measures respecting future subdivision and development of land in the vicinity of the airport is an important consideration for the Planning District.
- The member municipalities have identified the need to cooperate on transportation network planning issues including potential bypass and dangerous goods routes.
- The City's *Weyburn Traffic Bylaw 2021-3430* identifies trucking routes and directs truck freight along highways 13, 35 and 39 and through The City. However, the RM has identified a Clearing the Path Corridor which directs heavy haul and over dimensional traffic around The City as identified on Map 4 – Development Considerations
- The past decade has demonstrated that the Nickle Lake Reservoir is susceptible to periods of drought and low water levels. To ensure water supplies can adequately service the region as it grows, member municipalities should pursue alternative servicing options.
- *The Statements of Provincial Interest Regulations* provides the following statements concerning public works and transportation (which are addressed in the objectives and policies that follow):
 - *The province has an interest in safe, healthy, reliable and cost-effective public works to facilitate economic growth and community development.*
 - *The province has an interest in safe, cost-effective transportation systems that meet existing and future needs for economic growth, community development and diversification.*

4.6.2 OBJECTIVES AND POLICIES

Objective 4.6.2.1 Servicing Thresholds

To ensure adequate servicing capabilities for future development by existing facilities or by expansion to infrastructure.

- Policy (a)** Joint investment in infrastructure by both the RM and City shall ensure existing and future servicing is developed or extended in a logical and efficient manner consistent with capacity, accessibility, cost efficiency and provincial requirements.
- Policy (b)** The WDPC will not support new development or subdivision applications unless infrastructure and utility systems and services have adequate capacity, including the availability of a licensed solid waste management facility for use by the new development.
- Policy (c)** All developments shall provide for:
- (i) individual on-site water supply appropriate to the proposed use; or,
 - (ii) water supply from a regional water distribution system; or,
 - (iii) an independent communal water supply system approved pursuant to either *The Public Health Act, 1994* and associated regulations, as administered by the Regional Health Authority or *The Environmental Management and Protection Act, 2002* and associated regulations; or,
 - (iv) on-site liquid waste treatment and disposal approved pursuant to *The Public Health Act, 1994* and associated regulations, as administered by the Regional Health Authority; or,
 - (v) an independent communal sewage collection, treatment and disposal system approved pursuant to either *The Public Health Act, 1994* and associated regulations, as administered by the Regional Health Authority or *The Environmental Management and Protection Act, 2002* and associated regulations.

Objective 4.6.2.2 Locational Criteria

- Policy (a)** Considering Planning Commission recommendations, public works in the form of solid and liquid waste management or disposal facilities will be allowed at the discretion of the RM subject to locational and development standards as specified in the RM's Zoning Bylaw and OCP or other relating bylaws or policies.

Objective 4.6.2.3 Servicing Agreements for New Subdivisions

To ensure that the cost of required infrastructure for development is known and covered by servicing agreement fees.

- Policy (a)** Where a subdivision of land will require the installation or improvement of municipal services such as roads or streets, utilities, water supply systems, sewage disposal facilities, and fire protection facilities the developer will be required to enter into a servicing agreement to cover the installation or improvements including, where necessary, charges to cover the costs of improvement or upgrading of services that directly or indirectly serve the proposed subdivision. These charges may differ from one proposed subdivision to another based on the particular needs of each

development. Considering the WDPC Recommendations, the respective municipality will, by resolution, establish the standards and requirements for such agreements and charges, including the posting of performance bonds or letters of credit.

- Policy (b)** Where appropriate, the municipalities will enter into joint service agreements to facilitate new developments in the Planning District.

Objective 4.6.2.4 Transportation

To ensure that road maintenance obligations created by any future development in the Planning District can be fulfilled and that the impacts of both urban and rural development on the respective transportation systems is minimized.

- Policy (a)** The Municipalities will cooperate with the Ministry of Government Relations, the Ministry of Highways and Infrastructure, and adjacent municipalities in long-term planning that addresses its transportation needs. Where feasible, the municipalities will identify future transportation corridors and implementation measures to realize development.
- Policy (b)** The RM and City shall cooperate in upgrading major access roads within the Planning District, within their ability to pay for such upgrades, and with the support of senior government funding wherever possible.
- Policy (c)** Development shall not create any potentially unsafe traffic conditions in the Planning District and shall be required to:
- (i) observe appropriate road designs, speed limits and traffic control devices are used to help ensure traffic and road safety;
 - (ii) be consistent with the safety standards and access policies established by the Ministry of Highways and Infrastructure; and,
 - (iii) ensure that development does not conflict with future long-term highway transportation plans.
- Policy (d)** The RM and City will review the need for extended airport protection measures to apply to the subdivision and development of land in the Planning District, subject to future airport modifications, upgrade and expansion.

Objective 4.6.2.5 Road Maintenance

To ensure that the road maintenance obligations created by any future major industrial or natural resource development can be fulfilled.

- Policy (a)** Considering recommendations from the WDPC, the respective municipality may enter into a road maintenance agreement where development involving truck traffic has the potential to negatively impact municipal roads.
- Policy (b)** The RM and City shall work together to ensure existing heavy haul roads are maintained to a reasonable standard to prevent excessive traffic flow, unsafe driving conditions, and damage to freight hauling vehicles.

4.7 RESIDENTIAL LAND USE & DEVELOPMENT

4.7.1 BACKGROUND

- Low density single parcel residential development exists in the Planning District, along with several multi parcel country residential developments (i.e. Summerview Estates, Grasslands and Minard's). The RM has seen a significant amount intensive multiple parcel residential development due in part because of proximity to the City, making acreage development attractive to potential home buyers.
- The formation of new hamlets resulting from intensive country residential development in the Planning District is not seen as desirable.
- Intensive country residential development typically demands a higher level of municipal services. Addressing phasing and servicing requirements and identifying appropriate development standards, in order to ensure that future multiple parcel development proceeds in an orderly planned fashion is an important consideration in the Planning District.
- It is recognized that home-based businesses can provide a valuable contribution to the diversified economic base of the RM. Home-based businesses or businesses ancillary to agricultural or resource procurement operations are sure to exist within the RM but were not identified during field investigations.
- The City has the potential to grow to a population of 13,662 people over the next 15-20 years. New residential development in the City will occur in developing and planned neighbourhoods on the periphery of the built-up areas of the City and in the form of infill development.
- *The Statements of Provincial Interest Regulations* provides the following statements concerning residential development (which is addressed in the objectives and policies that follow):
 - *The province has an interest in citizens having access to a range of housing options to meet their needs and promote independence, security, health and dignity for individuals, enhancing the economic and social wellbeing of communities.*

4.7.2 OBJECTIVES AND POLICIES

Objective 4.7.2.1 Residential

Development Policy (a) Development

Standards

The RM's Zoning Bylaw will prescribe maximum and minimum lot sizes and other appropriate development standards for multiple parcel country residential development, with the aim of preserving productive agricultural land and ensuring that such development does not result in increased road hazards related to obstruction of sight lines, etc.

Policy (b) Drainage

The submission of a site grading plan may be required for development of sites in country residential districts to ensure that there is adequate drainage from a site and that neighbouring properties and municipal infrastructure will not be adversely affected by potential runoff from the development.

Policy (c) Alternative to Conventional Subdivision

Subject to all other policies in this document, the RM will consider bare-land condominium development as an alternative to conventional subdivision, to achieve the goals and residential objectives set out in this document.

Policy (d) Innovative Design

Innovative country residential subdivision and development that addresses current broad societal issues respecting energy conservation and production, climate change, food security/self-sufficiency and health and safety for communities will be encouraged.

Objective 4.7.2.2 Other Associated Development

To accommodate recreational uses, home based businesses, community facilities and other forms of development normally associated with multiple parcel country residential development that are consistent with and complementary to the overall residential character of the development.

Policy (a) Approvals for home-based businesses will be based on the evaluation of individual operations relative to specific Zoning Bylaw criteria to ensure that the residential character or land value is not diminished.

Policy (b) The respective Zoning Bylaw will provide for other forms of development, facilities and recreational uses in residential districts that are consistent with and complementary to the overall residential and recreational uses of the district.

5 FUTURE LAND USE CONCEPT

5.1 USE & INTERPRETATION

5.1.1 INTENT

The Land Use Map for the Planning District reflects the present land use patterns as well as identified opportunities for, and constraints on, future land use and development within the Planning District. The Map identifies seven "Policy Areas," to be referred to as:

- 5.2** Urban Future Growth Policy Area
- 5.3** Agriculture Mixed Use Policy Area
- 5.4** Residential Policy Area
- 5.5** Commercial Policy Area
- 5.6** Industrial Policy Area
- 5.7** Urban Referral Policy Area
- 5.8** Recreation Policy Area
- 5.9** Hamlet Policy Area

The purpose of these policy areas shall be to help in applying the general goals, objectives and policies of the DOCP, as well as objectives and policies relating more specifically to the spatial distribution of land use and development opportunities and constraints throughout the Planning District.

The designation of these policy areas in the District Plan is shown in Section 7, Map 1 – Land Use Map, which forms part of the policies set out in this DOCP.

5.2 URBAN FUTURE GROWTH POLICY AREA

5.2.1 INTENT

The intent of the Urban Future Growth Policy Area is to ensure that future land use and development within the Planning District will be compatible with future urban growth aspirations and that development of land adjacent to urban areas will avoid creating land use conflict.

5.2.2 IMPLEMENTATION

- (1) Where applications for subdivision and development are made within the Urban Future Growth Area as designated on the Land Use Map, the RM of Weyburn may consider amending the Zoning Bylaw (if required) to accommodate such development provided:

- (a) The proposed use and development of land are compatible with the policies in the Official Community Plan of the City concerning the use of land, the projected pattern of development and City growth, and the anticipated urban service needs and requirements of immediately adjoining land within the City. Proponents of development applications within these areas may be required to provide documentation indicating how the proposed development will connect to and complement future growth of the City.

The City will provide administrative support to review the Comprehensive Development Application (CDA) to evaluate it for compatibility regarding connections, adjacent land use compatibility, and the potential for future servicing, should the subject land be identified for City growth at a future date. The Planning District may also adopt concept plans as part of this DOCP to ensure development in the Planning District is consistent with future long-term growth aspirations.

- (b) The development conforms to all other relevant provisions of the Official Community Plan and the Zoning Bylaw of the City.
- (2) The Planning District, may from time to time, engage in cooperative planning for key areas of mutual interest in the Planning District and implement the results of such planning projects in the form of amendments to this DOCP.

5.3 AGRICULTURE MIXED USE POLICY AREA

5.3.1 INTENT

The intent of the Agriculture Mixed Use Policy Area is to encourage agriculture and other uses in a limited fashion that complement the rural character of the area. Where the use poses no additional nuisance, a limited range of commercial and light industrial development that preserves the agricultural character, increases the economic viability of the Planning District, requires a non-urban location and is compatible with neighbouring land uses in the RM and the City, will be encouraged.

5.3.2 SEPARATE RESIDENTIAL SITES

Within the Agriculture Mixed Use Policy Area, single parcel residential development may occur in a limited fashion on separate sites, subject to the development standards set out in the RM Zoning Bylaw.

5.3.3 IMPLEMENTATION

- (1) Agriculture Mixed Use Policy Area development requirements, limitations and standards shall be further specified in the RM Zoning Bylaw. Generally, land within the Agriculture Mixed Use Policy Area will be zoned for agriculture development, farm-based businesses and other compatible uses.
- (2) Where applications for commercial or light industrial development are made in the Agriculture Mixed Use Policy Area, WDPC shall support the development where it is demonstrated that:
 - (a) site conditions are suitable for the type of development;
 - (b) negative environmental impacts of such development are avoided or suitably mitigated;
 - (c) the development conforms to all other relevant provisions of the RM's Official Community Plan and Zoning Bylaw; and,
 - (d) buffer zones will be used along the residential interface (future and existing), within the RM in addition to residential development within the City.
- (3) While multiple parcel country development will be encouraged and directed to locate within the Residential Policy Area, where suitable applications for multiple parcel country residential development are made in the Agricultural Mixed Use Policy Area, the WDPC may support the development where it can be demonstrated that:
 - (a) the prime agricultural land (Class 1 and 2 under the Canada Land Inventory Soil Capability for Agriculture, shown on Map 3 – Development Constraints) is required for development and the conversion of the land will not be detrimental to achieving agricultural production goals within and surrounding the Planning District.
 - (b) the proposed development will not impact the Weyburn Airport, or future airport activities, modifications, upgrades or expansions;
 - (c) the proposed development will not impact or conflict with existing and / or future regional infrastructure located within the City and the Planning District; and,

- (d) the proposed development is served by an existing transportation network.

5.3.4 POLICIES

Objective 5.3.4.1 Subdivision of Agricultural Land

To discourage the unnecessary fragmentation of agricultural land.

Policy (a) Agricultural Subdivision Policy

Except provided for, in this DOCP, the fragmentation of agricultural holdings is not encouraged. However, subdivision of land into parcels smaller than a quarter-section (64.8 ha) for legitimate agricultural purposes will be supported by the WDPC where:

- (i) The severity of a financial crisis for a particular agricultural operation is demonstrated, to warrant the subdivision of a smaller site to assist debt restructuring or settlement.
- (ii) It is fragmented from the balance of the quarter-section by either natural (river, creek, coulee, etc.) or manmade (roadway, railway, etc.) barriers.
- (iii) It is intended to be consolidated under one title with adjacent land, in accordance with The Land Titles Act, 2000, to create a more viable agricultural unit.
- (iv) The agricultural parcel created results from the subdivision of land for purposes consistent with the objectives and policies in this plan.
- (v) It is intended to accommodate estate planning or settlement.
- (vi) It will accommodate the purchase or lease of Crown land.
- (viii) It will accommodate railway or road rights-of-way or widening thereof.

Policy (b) Farm Dwellings

One farm dwelling will be permitted for agricultural operations. Considering recommendations from the WDPC, additional dwelling units may be allowed subject to discretionary use approval, by a resolution of the RM, if accessory to a legitimate agricultural operation and if it is intended to accommodate farm workers. The granting of a dwelling development permit by the RM for such additional farm dwelling(s) shall not be construed, in any way, as consent or approval for future subdivision.

Objective 5.3.4.2 Single Parcel Residential Development

To accommodate single parcel residential development in agricultural areas while limiting the undue fragmentation of agricultural land.

Policy (a) *Single Parcel Residential*

To retain the agricultural character of the RM, a maximum of two (2) single- parcel residential subdivision per 64.8 hectares (1 quarter-section) will be allowed to be subdivided on a discretionary basis with support from the WDPC. This means up to (2) residential sites may be subdivided from each quarter section without a Zoning Bylaw amendment.

Policy (b) Services

- (i) Considering recommendation from the WDPC, single parcel residential subdivision and development shall be permitted only where direct all-weather public road access has been provided to the satisfaction of RM or the development of a direct all-weather public road is undertaken to the satisfaction of RM.
- (ii) Single parcel residential subdivision and development must accommodate a private, on-site supply of water and a sewage system (both of which must meet provincial standards) and have frontage on a developed municipal road.

Policy (c) *Development Standards*

- (i) The RM's Zoning Bylaw will prescribe maximum and minimum site sizes and other appropriate development standards for single parcel residential development, with the aim of limiting the amount of productive agricultural land taken out of production and ensuring that such development does not result in increased road hazards related to obstruction of sight lines, etc.
- (ii) Considering recommendations from the WDPC, the RM may permit a larger or smaller site size than what is outlined in the Zoning Bylaw to:
 - (a) Minimize prime agricultural land to be taken out of production;
 - (b) Accommodate existing developed farmyard sites; or,
 - (c) Accommodate sites fragmented from the balance of the quarter-section by either natural (river, creek, coulee, etc.) or man-made (developed road, railway, etc.) barrier.

Objective 5.3.4.3 Agricultural and Economic Diversification

To encourage agricultural and natural resource development which will improve the economic health of the Planning District; to provide opportunity for further development and land uses that will result in increased economic diversification, agricultural innovation and agriculture-related value-added activity in the Planning District; and to provide opportunity for farm-based business opportunities.

Policy (a) Agricultural Related Commercial and Industrial Uses

- (i) Considering recommendations from the WDPC, approval for such commercial or industrial developments may be granted if their function is related to agriculture and only after a review is undertaken to ensure that:
 - (a) Incompatibility with other land uses will be avoided, including consideration of proximity to urban centres, hamlets and multiple parcel country residential subdivisions.
 - (b) Policies for environmental quality control will not be jeopardized, including water and waste disposal servicing.
 - (c) The design and development of the use will conform to high standards of safety, visual quality and convenience.
 - (d) The development will be situated along an all-weather municipal road.
 - (e) All relevant approvals are obtained from government agencies for uses such as anhydrous ammonia fertilizer facilities.

Objective 5.3.4.4 Intensive Agricultural Development

To accommodate intensive agricultural uses (excluding intensive livestock operations) in the Planning District provided they observe development standards and do not override environmental concerns or create conflict between agricultural land use and existing non-agricultural land use and development.

Policy (a) Intensive Agricultural Uses

- (i) Considering recommendations from the WDPC, intensive agricultural uses, such as nurseries, market gardens and other forms of agribusiness including agricultural product processing, energy production, and agri-tourism aimed at diversification of the farm economy, will be encouraged and permitted subject to the discretion of the RM. As a basis for approval, proponents of such developments may be required to demonstrate that the water supply is sufficient for the development and that the supply for neighbouring developments will not be adversely affected by the proposed operation.

Policy (b) Intensive Livestock Operations

- (i) In order to avoid land use conflicts and to not restrict future development within the Planning District, new intensive livestock operations shall be encouraged to locate outside the boundaries of the Planning District.

5.4 RESIDENTIAL POLICY AREA

5.4.1 INTENT

The intent of the Residential Policy Area is to accommodate multiple parcel residential development, associated uses and development.

5.4.2 IMPLEMENTATION

- (1) Lands within the Residential Policy Area occupied by existing residential development will be zoned for such purposes in the Zoning Bylaw.
- (2) Elsewhere within the Residential Policy Area, until and unless applications for multiple parcel country residential development are approved, land will be zoned generally for agriculture.
- (3) Where applications for multiple parcel country residential subdivisions and development are made in the Residential Policy Area, the WDPC will consider such applications favourably and make required amendments where it is demonstrated that:
 - (a) site conditions are suitable for multiple parcel country residential development;
 - (b) negative environmental impacts of such development are avoided or suitably mitigated;
 - (c) the development is compatible with adjacent land uses; and,
 - (d) the development conforms to all other relevant provisions of the DOCP and the RM's Zoning Bylaw.
- (4) Where applications for highway commercial development or subdivisions are made in the Residential Policy Area, the WDPC, will only consider amending the Land Use Map to accommodate such development (if amendments are required) where it is demonstrated that:
 - (a) site conditions are suitable for the type of development;
 - (b) negative environmental impacts of such development are avoided or suitably mitigated;
 - (c) the proposed development would not conflict with surrounding land uses and development;
 - (d) the proposed development would not compromise or restrict future long-term residential development in the broader Residential Policy Area; and,
 - (e) the development conforms to all other relevant provisions of the DOCP and RM's Zoning Bylaw.

5.4.3 POLICIES

Objective 5.4.3.1 Multiple Parcel Country Residential Development

To accommodate a range of multiple parcel residential development options, in identified areas, to provide a growth stimulus to the community and choice of lifestyles for residents, while ensuring that residential land uses do not jeopardize essential agricultural or other natural resource activities, the environment or other surrounding land uses.

Policy (a) Development Options

The RM's Zoning Bylaw will contain country residential zoning districts to accommodate multiple parcel country residential subdivisions at various densities.

Policy (b) Scale and Density

Subdivision for country residential development at a density greater than two (2) residential sites per quarter-section will be considered on the basis of project merits relative to the policies in this Section. Such subdivision shall be implemented in association with a rezoning to a country residential zoning district. This means that the first two residential subdivisions out of a quarter section can be Discretionary Use and do not require zoning amendments.

Policy (c) Locational Guidelines

In order to provide for effective and efficient municipal and other services, and to protect prime agricultural land and important wildlife habitat, multiple parcel country residential subdivisions should be located:

- (i) Near a school of sufficient capacity to handle the increase in enrolment or on an existing school bus route.
- (ii) Near power, natural gas and telephone lines of sufficient capacity to handle such development.
- (iii) So that adequate police and fire protection can be conveniently provided.
- (iv) To protect or enhance existing treed areas and/or critical wildlife habitat.
- (v) Only where direct all-weather public road access has been provided to the satisfaction of RM.

Objective 5.4.3.2 Multiple Parcel Country Residential Development and Design

To accommodate orderly and planned multiple parcel country residential development while minimizing the associated municipal servicing costs of residential development.

Policy (a) Scale and Density

Each phase of a multiple parcel residential subdivision development shall be limited to a maximum area of 64.8 hectares (160 acres).

Policy (b) Comprehensive Development Application Evaluation

- (i) Along with considering WDPC Recommendation, in evaluating a (CDA), the respective municipality ensures compliance with any municipal requirement or standard through the provision of a servicing agreement or condition of the approval of a development permit as appropriate.
- (ii) Once a CDA has been approved, no subsequent subdivision or development that is inconsistent with the approved CDA will be permitted without the approval of a revised CDA as appropriate.

Policy (c) Services

The RM will provide a level of services to country residential subdivisions that is consistent with the level of service provided to agricultural lands. It shall be the responsibility of the developer and future residents to provide enhanced services. Country residential subdivision is required to provide

(i) Water:

- (a) each site in the proposed development area shall have its own independent water system; or,
- (b) each site in the proposed development area will be connected to a Regional Water Distribution system; or,
- (c) each site in the proposed development area will be serviced with an independent communal water supply system approved pursuant to either The Public Health Act, 1994 and associated regulations, as administered by the Regional Health Authority or The Environmental Management and Protection Act, 2002 and associated regulations.

(ii) Sewer:

- (a) each site in the proposed development area shall have its own independent sewage disposal system approved by the Regional Health Authority; or,
- (b) each site in the proposed development area will be serviced with an independent communal sewage collection, treatment and disposal

system approved pursuant to either *The Public Health Act, 1994* and associated regulations, as administered by the Regional Health Authority or *The Environmental Management and Protection Act, 2002* and associated regulations.

5.5 COMMERCIAL POLICY AREA

5.5.1 INTENT

The intent of the Commercial Policy Area is to accommodate a diverse range of commercial, and light industrial development. Commercial and light industrial development intended to serve the needs of the public will be considered appropriate in this area. Development fronting onto provincial Highways #39, #35, and #13 shall be limited in nature to ensure compatibility with future long-term commercial development of these areas. Single and multiple parcel residential development will be discouraged in the Commercial Policy Area.

5.5.2 IMPLEMENTATION

- (1) Lands within the Commercial Policy Area occupied by existing commercial or light industrial development will be zoned for such purposes in the RM's Zoning Bylaw.
- (2) Elsewhere within the Commercial Policy Area, until and unless applications for commercial or industrial development are approved, land will be zoned generally for agriculture.
- (3) Activities within the Commercial Policy Areas are intended to be located where adjacent to and exposure from major highways or proximity to residential development is essential.
- (4) Activities within the Commercial Policy Areas that front onto Highways #39, #35, & #13 shall be limited in nature to those activities that would not compromise or restrict future long-term commercial development in the broader Commercial Policy Area
- (5) Where applications for industrial development or subdivisions are made in the Commercial Policy Area, the WDPC will consider such applications favourably and where it is demonstrated that:
 - (a) site conditions are suitable for industrial development;
 - (b) negative environmental impacts of such development are avoided or suitably mitigated;
 - (c) the development conforms to all other relevant provisions of the RM's Official Community Plan and Zoning Bylaw;
 - (d) the development will include landscaping and other aesthetic considerations on sites that front major highway; and,
 - (e) the development will not compromise or restrict long-term future commercial development on sites that front major highways.
- (6) Applications for residential subdivision in the Commercial Policy Area shall only be considered for approval by RM if they would accommodate an existing dwelling. Where applications for residential development or subdivisions are made in the Commercial Policy Area, the WDPC will only consider amending the Land Use Map to accommodate such development (if amendments are required) where it is demonstrated that:
 - (a) site conditions are suitable for the type of development;

- (b) negative environmental impacts of such development are avoided or suitably mitigated;
- (c) the proposed development would not conflict with surrounding land uses and development;
- (d) the proposed development would not compromise or restrict future long-term commercial and industrial development in the Commercial Policy Area; and,

5.6 INDUSTRIAL POLICY AREA

The intent of the Industrial Policy Area is to accommodate a diverse range of industrial development. Industrial uses that require large tracts of land will be encouraged to locate in the RM, preferably in industrial park settings. New single and multiple parcel residential development shall be discouraged in the Industrial Policy Area.

5.6.1 IMPLEMENTATION

- (1) Lands within the Industrial Policy Area occupied by existing industrial development will be zoned for such purposes in the RM's Zoning Bylaw.
- (2) Elsewhere within the Industrial Policy Area, until and unless applications for industrial development are approved, land will be zoned generally for agriculture.
- (3) Activities within the industrial Policy areas are intended to be where location to major transportation networks (rail or highway) are necessary and distance from incompatible uses are required.
- (4) Where applications for commercial or industrial development or subdivisions are made in the Industrial Policy Area, the Planning Commission shall favourably support the development where it is demonstrated that:
 - (a) site conditions are suitable for industrial development;
 - (b) negative environmental impacts of such development are avoided or suitably mitigated; and,
 - (c) the development conforms to all other relevant provisions of the RM's Official Community Plan and Zoning Bylaw.
- (5) Applications for residential subdivision in the Industrial Policy Area shall only be considered for approval by RM if it would accommodate an existing dwelling. Where applications for residential development or subdivisions are made in the Industrial Policy Area, the Planning Commission will only consider amending the Land Use Map to accommodate such development (if amendments are required) where it is demonstrated that:
 - (a) site conditions are suitable for the type of development.
 - (b) negative environmental impacts of such development are avoided or suitably mitigated;
 - (c) the proposed development would not conflict with surrounding land uses and development;
 - (d) the proposed development would not compromise or restrict future long-term industrial development in the Industrial Policy Area; and,
 - (e) the development conforms to all other relevant provisions of applicable member municipalities policies and regulations.

5.7 URBAN REFERRAL POLICY AREA

5.7.1 INTENT

The intent of the Urban Referral Policy Area is to enable the planning commission to review and provide input on urban development within the City boundary.

5.7.2 IMPLEMENTATION

- (1) Lands within the Urban Referral Policy Area are under the jurisdiction of the City and are subject to City Bylaws.

5.8 RECREATION POLICY AREA

5.8.1 INTENT

The intent of the Recreation Policy Area is to accommodate appropriate residential, commercial and recreational development.

5.8.2 IMPLEMENTATION

- (1) Lands within the Recreation Policy Area occupied by existing residential and commercial development will be zoned for such purposes in the Zoning Bylaw.
- (2) Elsewhere within the Recreation Policy Area, until and unless applications for residential, commercial, or recreational development are approved, land will be zoned generally for agriculture.
- (3) Where applications for single parcel and multiple lot residential subdivisions and development are made in the Recreation Policy Area, the WDPC shall favourably support the development where it is demonstrated that:
 - (i) site conditions are suitable for single or multiparcel residential development;
 - (ii) negative environmental impacts of such development are avoided or suitably mitigated;
 - (iii) the development is compatible with adjacent land uses; and
 - (iv) the development conforms to all other relevant provisions of the RM's Official Community Plan and Zoning Bylaw.
- (4) Where applications for commercial development or subdivisions are made in the Recreation Policy Area, the WDPC shall favorably support the development where it is demonstrated that:
 - (i) site conditions are suitable for the type of development;
 - (ii) negative environmental impacts of such development are avoided or suitably mitigated;
 - (iii) the proposed development would not conflict with surrounding land uses and development; and,
 - (iv) the development conforms to all other relevant provisions of the RM's Official Community Plan and Zoning Bylaw.

5.9 HAMLET POLICY AREA

5.9.1 INTENT

The intent of the Hamlet Policy Area is to accommodate future development in the Organised Hamlet of North Weyburn and that will minimize conflicts with other land uses.

5.9.2 IMPLEMENTATION

- (1) Lands within the Hamlet Policy Area occupied by an existing hamlet will be zoned for such purposes in the Zoning Bylaw.
- (2) Elsewhere within the Hamlet Policy Area, until and unless applications for hamlet expansion is approved, land will be zoned generally for agriculture.
- (3) Where applications for Hamlet development are made in the Hamlet Policy Area, the WDPC will consider such applications favourably and make required amendments where it is demonstrated that:
 - (f) site conditions are suitable for hamlet expansion;
 - (g) negative environmental impacts of such development are avoided or suitably mitigated;
 - (h) the development is compatible with adjacent land uses; and,
 - (i) the development conforms to all other relevant provisions of the DOCP and the RM's Zoning Bylaw.

6 PLANNING TOOLS

6.1 ZONING BYLAW

The respective Zoning Bylaw will be the principal methods of implementing the objectives and policies contained in this DOCP will be adopted in conjunction herewith by the City and RM.

6.1.1 PURPOSE

The purpose of the respective Zoning Bylaw is to control the use of land providing for the amenity of the area within the jurisdictions of the City and RM for the health, safety, and general welfare of the inhabitants of the Planning District.

6.1.2 CONTENT AND OBJECTIVES

The Zoning Bylaw will implement the land use policies contained in this DOCP by prescribing and establishing zoning districts for agricultural uses, residential uses, commercial uses, industrial uses, community service and institutional uses, and other municipal uses. Regulations within each district will govern the range of uses, site sizes, setbacks, building locations, off-street parking, landscaping, and so forth.

6.1.3 AMENDING THE ZONING BYLAWS

When considering applications to amend zoning regulations or standards, or requests for the rezoning of land, the City or RM shall consider such proposals within the context of:

- (1) The nature of the proposal and its conformance with all relevant provisions of this District Official Community Plan;
- (2) The need to foster a rational pattern of relationships among all forms of land use and to protect all forms of land use from harmful encroachments by incompatible uses;
- (3) The need for the form of land use proposed and the supply of land currently available in the general area capable of meeting that need;
- (4) The capability of the existing road system to service the proposed use and the adequacy of the proposed supply of off-street parking; and,
- (5) The capability of existing community infrastructure to service the proposal, including water and sewer services, parks, schools and other utilities and community services.

6.1.4 ZONING BY AGREEMENT

- (1) Where an application is made to rezone land to permit the carrying out of a specified proposal, the City or RM may, for the purpose of accommodating the request, enter into an Agreement with the Applicant pursuant to Section 69 of *The Act*.
- (2) Section 6.1.3 of this DOCP shall apply in the review of applications for rezoning by agreement.

- (3) The member municipality may enter into an agreement with the applicant setting out a description of the proposal and reasonable terms and conditions with respect to:
 - (a) the uses of the land and buildings and the forms of development;
 - (b) the site layout and external design, including parking areas, landscaping and entry- and exit-ways; and,
 - (c) any other development standards considered necessary to implement the proposal, provided that the development standards shall be no less stringent than those set out in the requested underlying zoning district.
- (5) The City or RM may limit the use of the land and buildings to one or more of the uses permitted in the requested zoning district.
- (6) The City or RM may consider rezoning by agreement to accommodate development or subdivision proposals when:
 - (a) limiting the uses within a zoning district will avoid land use conflict; and,
 - (b) it is necessary to ensure that appropriate services and infrastructure are provided.

6.1.5 USE OF THE HOLDING SYMBOL "H"

- (1) Pursuant to Section 71 of *The Act*, the City or RM may use the Holding Symbol "H" in conjunction with any zoning district designation in their respective Zoning Bylaw, to specify the use to which lands or buildings may be put at any time that the holding symbol is removed by amendment to the Zoning Bylaw.
- (2) Holding Symbol "H" may be used to accommodate multiple phase subdivisions and developments.
- (3) In making a decision as to whether to remove the Holding Symbol "H" by amendment to the Zoning Bylaw, consideration whether development has progressed to a point where extension of municipal services is appropriate.

6.2 OTHER IMPLEMENTATION TOOLS

6.2.1 SUBDIVISION APPLICATION REVIEW

In reviewing any application for subdivision, the City or RM shall indicate support for such application only when it has:

- (1) Ensured that all policies and guidelines established regarding occupancy levels, development standards and design of the subdivision, as set out in this DOCP, have been satisfied.
- (2) Ensured that the application is in conformity each with the City or RM Zoning Bylaw.
- (3) Negotiated the terms of a servicing agreement, if required, with the applicant.
- (4) Determined its wishes with respect to the dedication of lands.

6.2.2 DEDICATED LANDS

- (1) When reviewing any application for subdivision, Council may indicate to the approving authority, its desire to have unstable or flood-prone areas set aside as environmental reserve and/or municipal reserve, as a condition of subdivision approval, pursuant to Section 185 of *The Act*.
- (2) Pursuant to *The Act*, Council may elect to request that an approving authority require the owner of land that is the subject of a proposed subdivision to provide money in place of all or a portion of land that would otherwise be required to be dedicated as municipal reserve.

6.2.3 BUILDING BYLAW

- (1) The City and RM will use their building bylaws to provide standards for the construction, repair and maintenance of buildings in the community as well as ensuring acceptable physical conditions. Provisions for occupancy permits and inspections can be included in the bylaw.

6.2.4 DEVELOPMENT LEVIES AND SERVICING FEES

- (1) In accordance with Section 169 of *The Act*, the affected Council may establish, by separate bylaw, development levies for the purpose of recovering all or a part of the capital cost of providing, altering, expanding or upgrading services and facilities associated with a proposed development within an existing subdivided area. Such bylaw must be based on studies to establish the cost of municipal servicing and recreational needs and on a consideration of future land use and development and the anticipated phasing of associated public works.
- (2) In accordance with Section 172 of *The Act*, the affected Council may require a servicing agreement with the proponent of a subdivision development in their municipality. In order to provide overall direction and guidance in the negotiation of individual agreements with developers, that the affected Council may establish, by resolution, a schedule of development specifications and servicing fees. Such servicing specifications will provide a consistent set of development standards for provision of services and works by developers within a proposed subdivision development. Subdivision servicing fees contribute in whole or in part towards the capital costs of services within or outside the subdivision that directly or indirectly serve the

proposed subdivision.

6.3 OTHER

6.3.1 UPDATING THE DISTRICT OFFICIAL COMMUNITY PLAN

Plans and projections for future development shall be monitored on an ongoing basis. Policies contained in this District Official Community Plan, including the Land Use Map, shall be reviewed and updated within five years of adoption.

6.3.2 FURTHER STUDIES

As necessary, the member municipalities will undertake such studies or programs required to facilitate and encourage the growth and development of the Planning District.

6.3.3 COMMUNITY ENGAGEMENT

In addition to the requirements of *The Act*, provisions for public participation may be initiated which are appropriate to the nature and scope of the planning matter being addressed. Examples of initiatives for which the community engagement process applies includes land use issues, social issues, safety issues, recreation issues and utility services.

For any situation where the community engagement process applies, the WDPC will consider the following principles:

- Municipal government decisions must be made in a context that is sensitive and responsive to public concerns and values.
- The community engagement process must demonstrate openness, honesty and transparency of purpose, as well as the communication of the results.
- The process must be respectful of decision-making protocols.
- The process must demonstrate a commitment to being time-sensitive and cost-effective.

6.3.4 COOPERATION AND INTER-JURISDICTIONAL CONSIDERATION

The member municipalities shall cooperate with senior governments, other municipalities and public and private agencies to implement this District Official Community Plan.

6.3.5 PROGRAMS

The member municipalities shall participate in senior government economic development, public utility, resource enhancement, housing, social and environmental protection programs and projects, where such will help in achieving its goals and objectives.

6.3.6 PROVINCIAL LAND USE POLICIES AND INTERESTS

This bylaw shall be administered and implemented in conformity with applicable provincial land use policies and interests, statutes and regulations and in cooperation with provincial agencies. Where a reference is made in this District Official Community Plan to a provincial statute or regulation and that statute or regulation is amended or repealed and substituted with a replacement statute or regulation, the reference herein to the statute or regulation shall be taken to mean the amended or replacement statute or regulation.

6.3.7 BINDING

Subject to Section 40 of *The Act*, the District Official Community Plan shall be binding on the member municipalities, the Crown, and all other persons, associations and other organizations, and no development shall be carried out that is contrary to this District Official Community Plan.

6.3.8 DEFINITIONS

The definitions of the RM's Zoning Bylaw shall apply to this District Official Community Plan unless otherwise stated within this document.

7 MAPS

Development Proposal Workbook

Weyburn Planning District Multiple Parcel Residential and Commercial/Industrial Subdivision Evaluation Workbook

This workbook is intended to allow the Weyburn Planning District Commission to thoroughly evaluate the impact of new commercial, industrial and multiple parcel country residential subdivision proposals in the Planning District. The workbook is intended to raise awareness of current development issues and identify best practices with respect to community design. The Commission will base decisions on moving forward with rezoning applications related to new commercial, industrial or multiple parcel country residential subdivision proposals on the responses provided by applicants to the questions contained within this workbook, subject to other relevant Bylaws and policies of the respective Municipality and Planning District.

Please answer questions in the space provided within this workbook and attach additional sheets if necessary.

The quality of both the physical and built environment can have a great influence on human health. These qualities may include physical human health; the natural environment's ability to maintain living conditions such as clean air, water and a suitable climate; production of renewable resources; quality of life for all people; and the beauty / aesthetics of the environment.

1.1 What is the total area of the subdivision (hectares)?

1.2 How many sites are proposed by the subdivision?

Range of site size (smallest site – largest site):

Minimizing the impact of storm water helps to reduce and /or prevent pollution and flooding as well as promote aquifer recharge. Storm water management systems become increasingly important as areas become developed, both in terms of managing increased volumes and preventing pollution.

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1.4 Are there potential geotechnical hazards (steep slope, stream sides, shorelines)?

Early recognition of geotechnical hazards is an important step in reducing the incidence of expensive and potentially unsafe situations.

Yes/No

Describe

1.5 Is this a “brown-field” site or other potentially contaminated area (e.g. old farm yard, railway right-of-way)? If yes, is environmental site remediation to be part of the development process?

Brown-field sites or land that may have been used for potentially noxious industrial or commercial purposes (e.g. dry cleaning, farm sites, gas stations) that may have been contaminated by hazardous waste or pollution and need to be restored / decontaminated before development occurs. Brown-field sites are unsafe to redevelop before an environmental remediation takes place.

Yes/Not Applicable

If yes, briefly outline the nature of the potential contamination and the proposed (actual) remediation approach (including the standards that were adhered to):

Comment on inclusion of the following methods to reduce energy use and improve air quality:

- 1.6 Energy efficiency of proposed structures and / or subdivision layout (e.g., building location responding to daily sun/shade patterns, north-south orientation of residential sites, high performance envelopes, passive solar gain, solar shading, natural ventilation, ground heating/cooling).

Reducing energy consumption through design and layout of buildings and communities' conserves non-renewable fossil fuels, reduces air, water and land pollution, and reduces energy costs to the public. Site planning and building design are key components in increasing energy efficiency.

Yes/No

Describe

- 1.7 What proportion (%) of the sites in the subdivision have a north-south orientation appropriate for taking maximum advantage of passive solar energy?

Passive Solar Energy makes use of a steady supply of energy by means of building design and orientation. It reduces fuel consumption, lowers energy bills and increases natural light. Appropriate solar orientation for residential sites shall be defined as sites oriented within 30 degrees of a north-south axis.

Proportion (%):

- 1.8 Are there any existing wetlands that would be affected by this proposal?

Yes/No

Describe

- 1.9** Will landscaping and trees be provided within the subdivision (includes retention of existing trees)?
Are there unique landscaping provisions that will contribute to the sustainability of the development?

Yes/No

Describe

- 1.10** Are there any significant existing environmental features that will be maintained, enhanced or destroyed on the site (e.g., tree and/or shrub or other natural feature preservation, cultural / heritage resource preservation)?

Maintaining or enhancing environmental features and significant archaeological sites helps to create a sense of community, protects the natural environment, a community's past and creates unique and distinctive places for people to live and enjoy.

Yes/No

Describe

- 1.11** What is the length (in lane metres) of the streets (by type, including walkways) in the development?

The total amount of transportation infrastructure can be compared to the size of the subdivision and expected population of the subdivision at full build-out size. A lane metre is defined as 1 metre x 2.5 metres (2.5 m²).

Length of streets:

1.12 Are actions proposed to mitigate noise (e.g., traffic, industry, agricultural uses)?

Mitigative measures could include noise attenuation walls, buffers, berms, vegetation, etc.

Yes/No

Describe

1.13 What is the layout of the street network (e.g. grid, curvilinear)?

Street layout can influence maintenance costs as well as connectivity with surrounding development. Intersections and sight lines related to streets affect traffic and pedestrian safety.

Describe

1.14 Is the development proposed to be located within 1.6 km. of a significant grassland area? If so, have you considered subdivision design elements or building standards that are intended to reduce the potential risk to the development from wildfires?

Subdivision design and development standards can minimize risk through the selective placement of perimeter fire buffer areas, access roads, trail development, parks and open space areas. Fire Smart building construction and design techniques that provide for building separation, achieve fuel modified building sites and provide landscaping, can be implemented by developers through restrictive covenants on land titles.

Describe

1.15 Have you consulted with all existing residents, landowners and adjacent municipalities within 75meters of the proposed development?

Yes/No

If concerns were raised by surrounding residents / landowners or municipalities, please list and explain how you propose to mitigate those concerns.

Describe

1.16 Does the development meet all of the locational requirements as required by the R.M. of Weyburn?

Yes/No

Describe

2. ECONOMIC CONSIDERATIONS

The importance of economic considerations in the development review process relate to the integrity of our ecological and economic systems and helps to ensure long term prosperity through the responsible use of our resources. Economic sustainability enables the maintenance, service and support of communities without upward pressure on levies, property taxes and other development charges.

- 2.1** Is any prime farmland (Class 1 or 2) proposed to be developed (and therefore taken out of agricultural production) as part of this proposal?

The preservation of prime agricultural land is important to future agricultural production.

Yes/No

Describe (include approximate amount)

- 2.2** Does the subdivision have any features that will reduce the long-term costs to the respective municipality of operating and maintaining public services and infrastructure (e.g. reduce roads and pipes for servicing that will have to be maintained by the R.M.)?

Yes/No

Describe

- 2.3** Does the development result in special or additional costs that are specific to this particular subdivision (e.g. special storm water issues, transportation, fences) that would not be fully recovered by municipal taxes?

Yes/No

Describe

3. REGULATORY COMPLIANCE

- 3.1** Does the development comply with the policies and standards that are currently outlined in the Weyburn Planning District Official Community Plan, The RM of Weyburn OCP, and RM of Weyburn Zoning Bylaw (assuming a rezoning must occur)? What zoning district(s) will be required to accommodate your proposal?

Yes/No

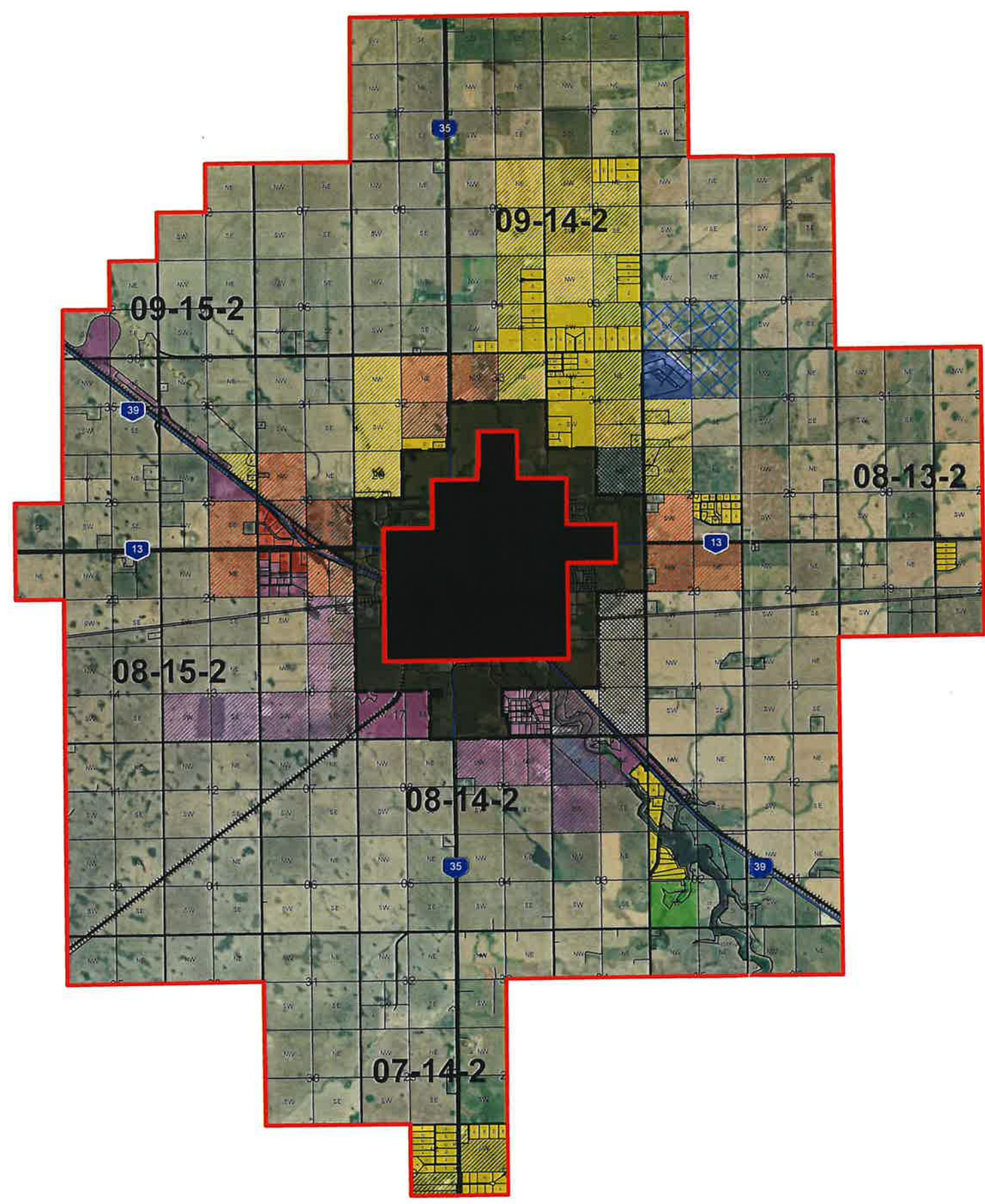
Comments

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- 3.2** If you will be seeking amendments to the Bylaws (other than a rezoning), indicate why such amendments are needed.

Comments

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Weyburn Planning District

Map 1 - Land Use Map

Legend

- Planning District Boundary
 - Railway
 - City of Weyburn Boundary
 - Weyburn Airport
- | | Existing | Future |
|-----------------------------------|----------|--------|
| Recreation Policy Area | | |
| Residential Policy Area | | |
| Commercial Policy Area | | |
| Industrial Policy Area | | |
| Hamlet Policy Area | | |
| Agriculture Mixed Use Policy Area | | |
| Urban Future Growth Area | | |
| Urban Referral Policy Area | | |
- *See City of Weyburn OCP for Land use Designation and Future Land Use Maps.

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HANNA
& ASSOCIATES**

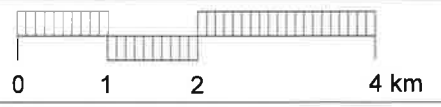
LANDSCAPE ARCHITECTURE
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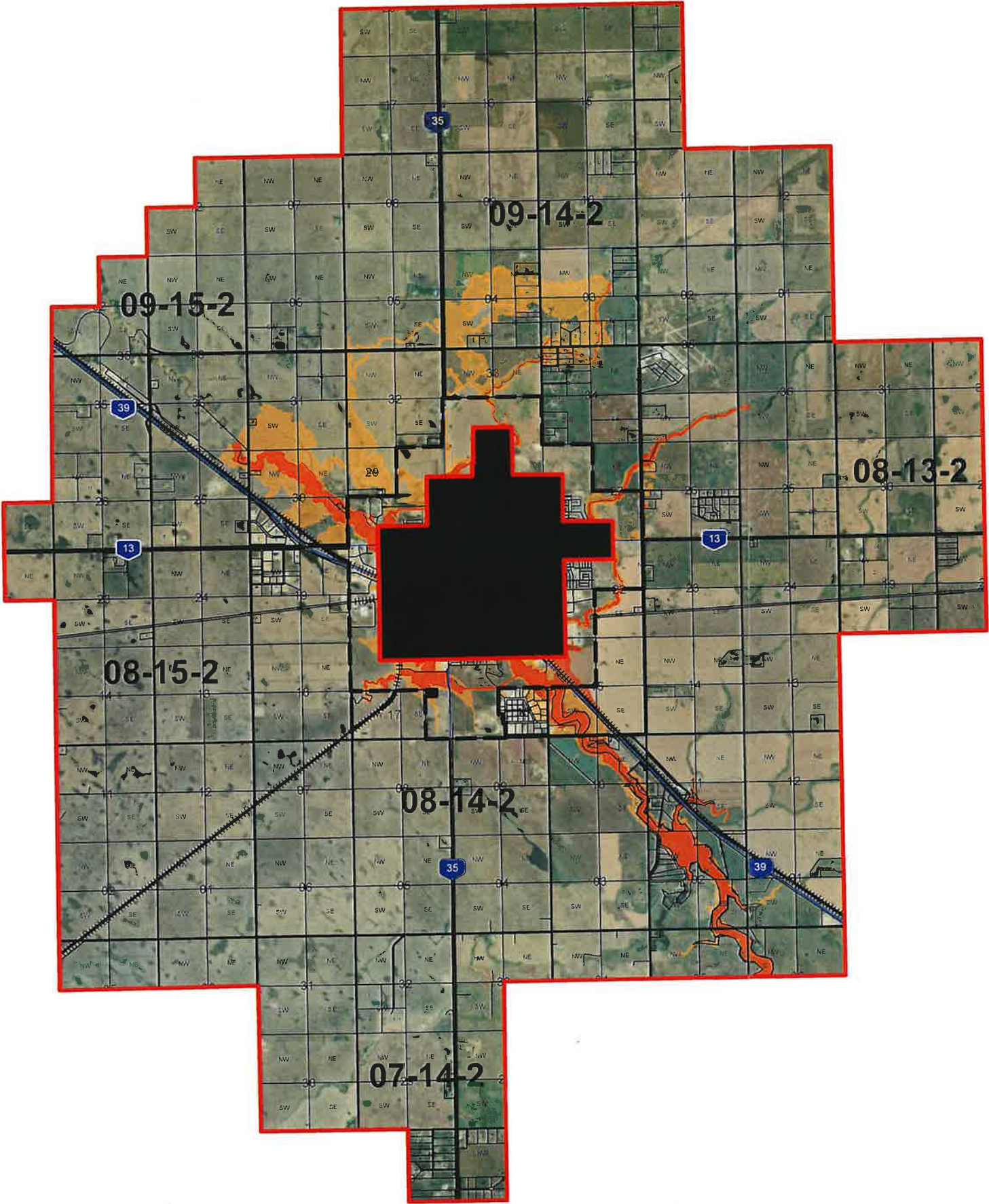
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Legend

-  Planning District Boundary
-  Floodway
-  Flood Fringe
-  Railway
-  City of Weyburn Boundary

Note: The mapped flood extents are limited to the 2023 study area and only include part of the Souris River and a few tributaries, there will be other areas within the Weyburn Planning District that are flood-prone.



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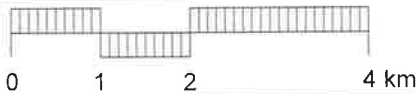
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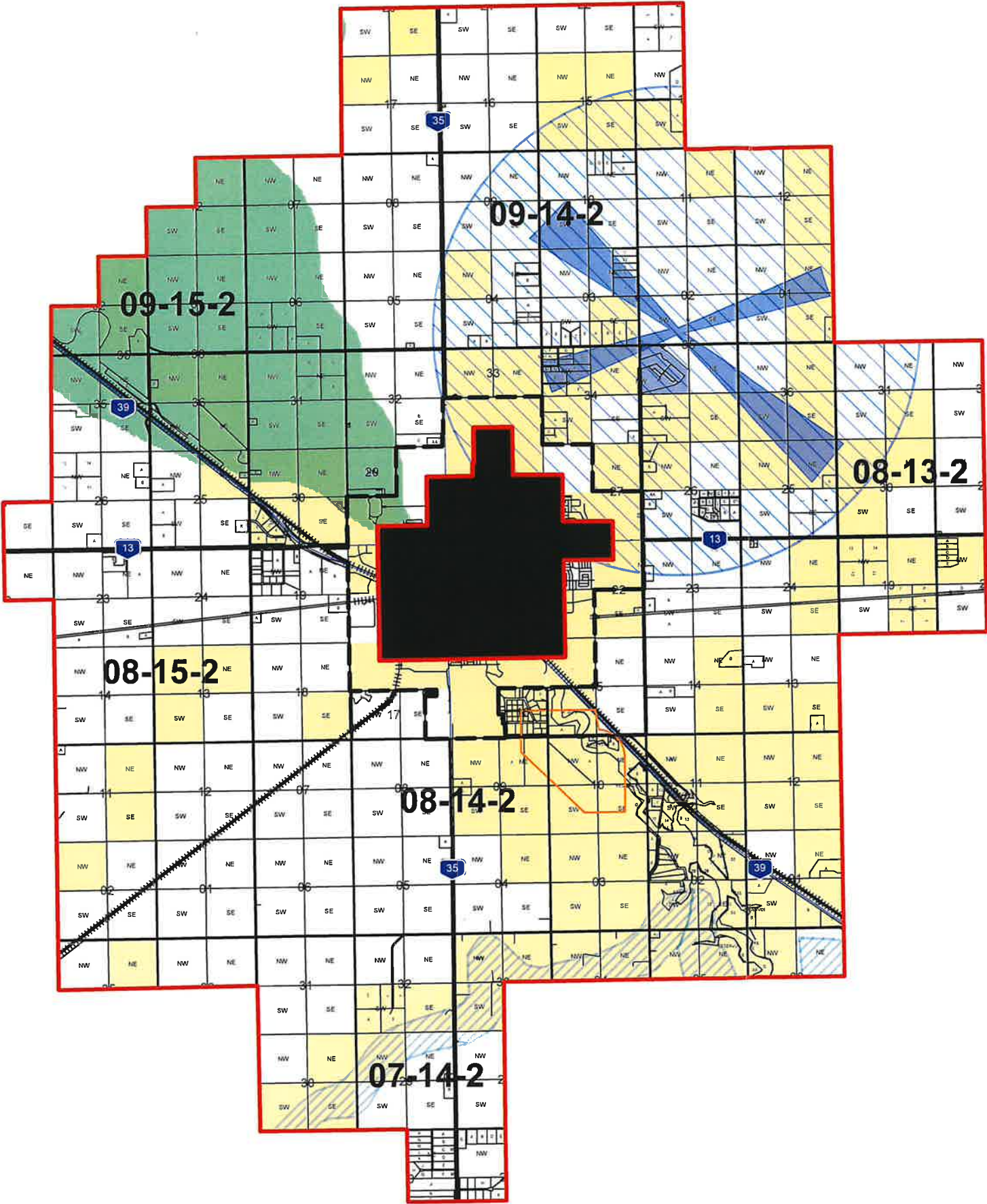
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Map 3 - Development Constraints

Legend

-  Planning District Boundary
-  Railway
-  City of Weyburn Boundary
-  Weyburn Airport Flight Path
-  Lagoon Setback (457m)
-  Heritage Sensitive Land
-  Terrestrial Wildlife Habitat
-  Prime Agricultural Land



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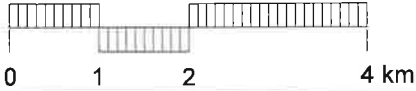
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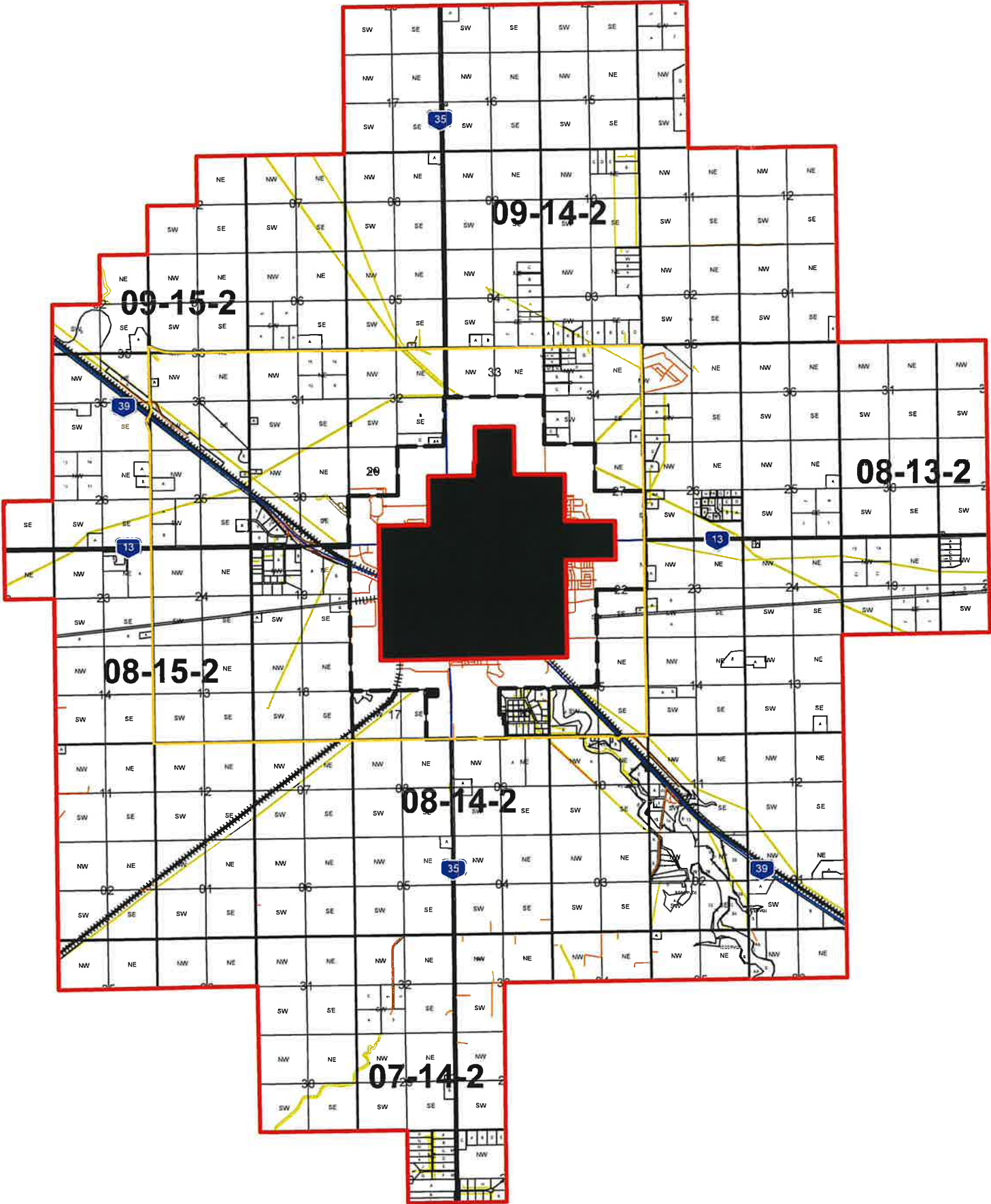
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Map 4 - Development Considerations

Legend

-  Planning District Boundary
-  Railway
-  City of Weyburn Boundary
-  Provincial Highway
-  Heavy Haul Rout
-  Right of Way
-  Municipal Road



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