

Town of Pilot Butte

Saskatchewan, Canada

Official Community Plan



APPROVED

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2014

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**The Town of Pilot Butte
Community Feedback 2012 & 2013**

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1.0 Introduction and Plan Purpose

1.1. Introduction

The Official Community Plan (OCP) is a blueprint for future development. Prepared in Accordance with the *Planning and Development Act, 2007* (The Act), the OCP is designed to guide the decisions of Council towards the future growth and development of The Town of Pilot Butte (The Town) and within its abutting area of influence.

The OCP is intended to provide a framework of principles, objectives and policies to guide the physical, environmental, economic, social and cultural development of the Town; and seek to promote and prepare for the orderly and sustainable growth of the community for the next 10 years, with a vision and direction moving forward toward a 25 year planning horizon in a city of 10, 000 in a regional context of common interests.

This document provides Council with a means of evaluating development proposals and formulating decisions concerning future public investments in community facilities and infrastructure. By forecasting the community's direction for growth and establishing parameters to accommodate this growth, this OCP represents a community roadmap that will in turn offer certainty for persons, agencies and groups interested or involved in the decision-making process as it relates to the Town of Pilot Butte.

Although the goals, objectives and policies contained within this OCP are intended to be applied within the corporate boundaries of the Town of Pilot Butte, the document also acknowledges the importance of regional collaborations as a means of coordinating growth plans and establishing mutually beneficial partnerships between communities to effectively and efficiently provide services and infrastructure.

1.2. Legislative Authority

The Act, as amended, provides the framework for planning and development within Saskatchewan. Section 32 of the Act requires that an OCP contain statements of policy with respect to:

- a) Sustainable current and future land use and development in the municipality;
- b) Current and future economic development;
- c) The general provision of public works;
- d) The management of lands that are subject to natural hazards, including flooding, slumping and slope instability;
- e) The management of environmentally sensitive lands;
- f) Source water protection;
- g) The means of implementing the Official Community Plan (OCP)

This OCP also provides the co-ordination of land use, future growth pattern and areas of future interest with the adjacent rural municipality.

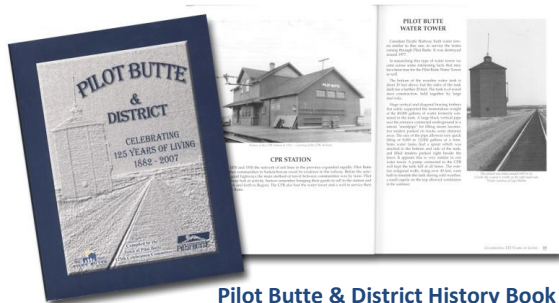


Photo courtesy of George Poutney, Carson Property 1956

2.0 Community Context

2.1. Overview

Recognized in 1882 as a railway settlement, the Town of Pilot Butte now boasts the amenities of a modern residential center, enhanced by the qualities of a quiet, rural setting.



**Pilot Butte & District History Book
Celebrating 125 Years of Living 1882-2007**

As its development peaked in the early 1900's, Pilot Butte supported various industries including railway, agricultural, manufacturing, lodging and mercantile. There are almost no physical reminders of these years however, the vision and enthusiasm of the community remains representative of those times moving forward into the future.

Pilot Butte (meaning "Lookout Point") is an isolated hill situated in the heart of the

Town that provides a spectacular view of the surrounding Plains and a natural recreational amenity.

The Town is a vibrant community that has the benefits of a small Town environment and a Big City close by. It offers quality facilities and delivers high quality services to the local community in an economically and financially responsible manner as it continually works to achieve financial independence.

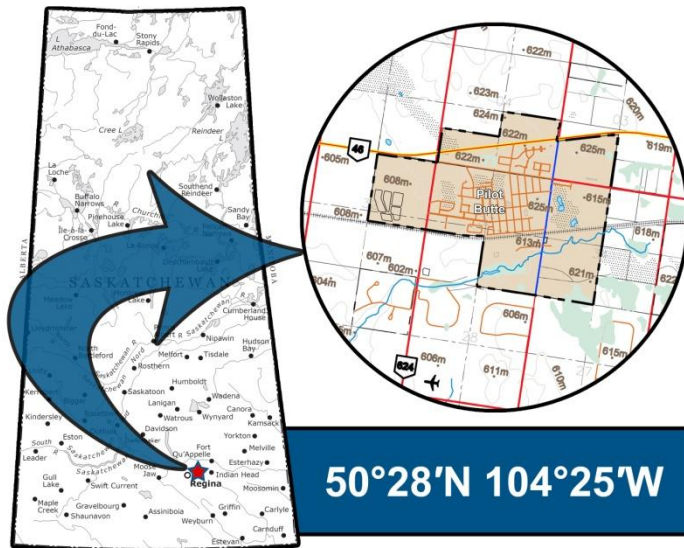
Known as the town that cares, the diversity of the people and their willingness to give back to their community represents only a small portion of the spirit and drive that sustains the foundation as a whole. Collaboratively, these factors create a desirable setting for future businesses and residents hoping to make Pilot Butte their home.

3.0 About The Town

3.1. Location

The Town of Pilot Butte is located in Southeast Saskatchewan, approximately 8km east of the provincial capital City of Regina. Pilot Butte currently occupies approximately 505 hectares (1,248 acres) of lands within its current boundaries, in two adjacent Townships (17-18-W2M & 18-18-W2M) and is bordered by the mixed and increasingly intensive land uses of the RM of Edenwold No. 158.

Like many Saskatchewan communities, The Town developed geographically along a rail mainline (CP Indian Head Branch) and two intersecting highways.



The CP mainline travels through the southern portion of the Town.

The East-West Primary Highway 46 serves as the “North Regina Access”, extending from the Junction of Hwy No. 1 at the Town of Balgonie, continuing westward through the northern portion of Pilot Butte to the City of Regina.

Secondary Highway No. 624 provides residents with direct

access to the Trans Canada Highway located approximately 2km to the south as well as other major transportation networks, urban centers and surrounding natural amenities.

These two highways are surfaced with asphalt pavement in good condition and provide excellent year-round access to the Town and surrounding areas.



Photo courtesy of Sharlene Stanley

3.2. The Natural Environment

The Town of Pilot Butte is located in the Regina Basin Glacial Lake and is part of the Nelson Glacial Drainage Basin, at elevations ranging from 608m (1995 ft) to 622m (2040 ft) above sea level, in a mixed Prairie Vegetation Zone of Class 4 Soils. This provides for a mixture of flat prairie lands and gently rolling terrain.

It is situated over the Regina and Condie Zehner aquifers. Recharge for the Condie aquifer by infiltration is received mainly from the east, around Town and possibly from the Zehner aquifer to the north. Water flow in the Condie is toward the southwest and west. It is a tributary to Wascana and Pilot Butte Creeks. The aquifers provide potable, untreated water in adequate quantity however, because the Town is located in a recharge area, it must be diligent about protecting the aquifer from contamination.

The White Butte Trails Nature Reserve is located 2km to the east. It is a recognized provincial tourist attraction that provides year-round pet-friendly hiking, cycling and nature trails.

Pilot Butte's internal natural environment provides for an interesting natural topographical landscape in, and around the Town, including flat prairie lands, a number of creeks, depressions and the single isolated hill by which the Town was named, simply known as "The Butte".

These elements are attractive urban features however, because the Town's growth has generally followed an east-west pattern, their geographic orientation will pose some planning and development challenges moving forward.

Pilot Butte Creek runs through the southern section of the Town which provides for an aesthetically pleasing natural landscape, unique to the area and appropriate for numerous development possibilities. It is also environmentally sensitive and therefore, future planning must make every effort to protect the creek and its ecosystem.

There are two main drainage areas. The east part of Town slopes in a general southerly direction, while the west part of Town has a general slope from the northeast towards the southwest, interrupted by numerous local depressions and old gravel pits. Because of the sandy soils, most of the precipitation infiltrates into the groundwater however occasionally during intense snowmelt or heavy rains when the ground can't absorb the water, some surface runoff occurs.

As the Town grows and the natural drainage system is disrupted, conversion to urban development will result in more surface flow. It will be necessary to manage increased runoff during storms.

3.3. Population

In 2011, the Town of Pilot Butte reported a gross Population of 1848 representing an average age of 36.4 years (Census 2011). The Demographic Age Characteristics are shown in Table 1, demonstrating the Town’s diverse balance of people within its community.



Table 1 - Pilot Butte Age Characteristics

Census of Canada measures **population density** in persons per square km. Table 2 compares population densities between the Town of Pilot Butte and other nearby communities during the Census 2011 reporting period.

The Census of Population Data over the last 10 years (2001-2011) has reported very little change in the population values as a whole however, Pilot Butte is expected to grow. Currently, the Town is experiencing tangible symptoms of such growth with four new major residential developments by the private sector with capacity for 4,000 new residents on 100 hectares within the existing Town limits; a direct reflection of confidence in the economy, the Town’s recent investment in its infrastructure, and subsequent interest from investors to develop new lands. Approximately 140 new building permits are anticipated for 2014 that will support a variety of single-family, multi-family Townhouse and condominium apartment housing options.

Population Density (Census 2011)	
Urban Municipality	Population Density (sq. km.)
Pilot Butte	366
White City	411
Balgonie	516

Table 2 – Comparable Population Densities

The quiet, country atmosphere, community pride, atypical natural landscapes, lower densities, housing availability and affordability are attractive amenities indicative of the Town. Because of its close proximity to other major urban centers, the Town of Pilot Butte has the potential to appeal to future residents with lifestyle amenities that may not otherwise be available or competitive in the surrounding communities.

Population projections for the Town of Pilot Butte have been developed based on three scenarios of low, medium and high growth (See Table 3).

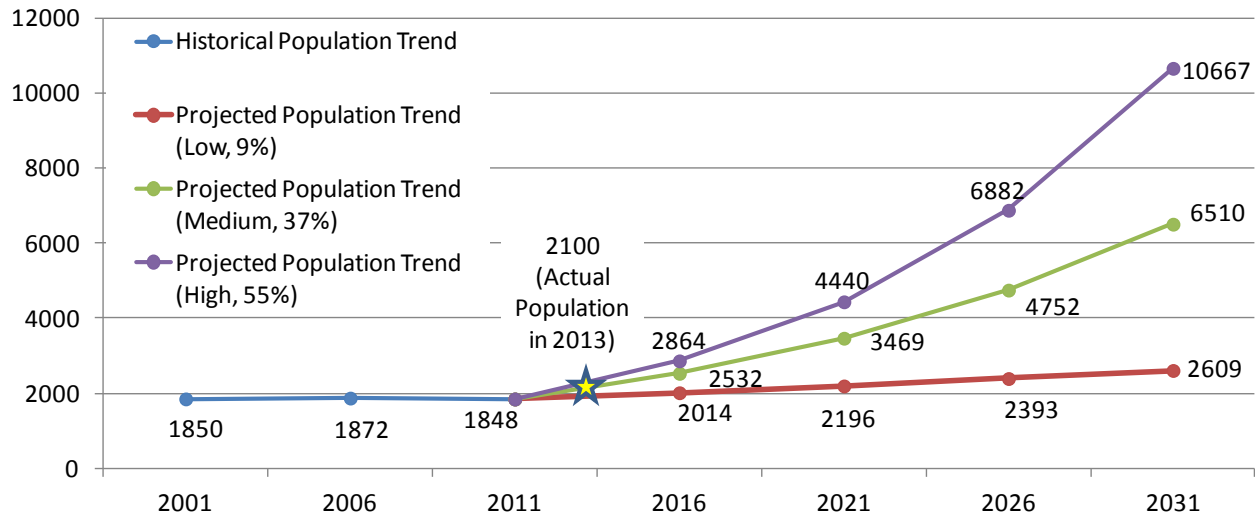


Table 3 - Projected Population Trends for the Town of Pilot Butte

At the time this Plan was written, the population had already reached approximately 2100 persons, an increase of 250 since the last census, reported less than two years prior. These values are consistent with a medium-high projected population growth trend.

Based on current development commitments (See Table 4), new residential and commercial investments in the Town of Pilot Butte provide for planned expectations that the Town’s population will reach city-status exceeding 5000 persons on existing lands within 10 years. This plan addresses that growth term and the 25 year vision to a population of 10,000 surrounded by increasing rural/urban residential development.

The Town will continue to grow. Councils will be faced with the challenges of managing that growth to ensure that the needs of the community are met; that suitable lands are both available and utilized with efficiency, orderly and phased infrastructure and land use planning.

New Development Commitments (Approved as of Dec 2013)		
	Land Area (ha)	Projected Population
Hillside Subdivision	16	550 - 650
Marathon (The Plains) Subdivision	27	950 - 1100
North Ridge (Discovery Ridge) Subdivision	32	1150 - 1250
Crescent Park Subdivision	22	750-850
Total	97	3400 - 3850

Table 4 – New Development Commitments



4.0 Development Opportunities & Constraints

4.1. The Economy

The Town of Pilot Butte has entered a renewed economic growth phase. Because of its geographic location, it has long relied heavily on outside sources to provide employment opportunities for its residents. It is estimated that approximately 50% of employed persons work outside of the community however, this is changing.

Due in large part to the Town's recent investment in new infrastructure, servicing agreements were signed with four different development investors between 2010 & 2013 offering a variety of new residential housing mixes and light commercial developments.

Large residential construction investments have provided for new jobs locally and new residential growth in turn, has led to many new commercial and industrial interests.

The Town's close proximity to the Capital City of Regina and other surrounding urban centers are enticing features that make such developments both desirable and feasible for potential investors.

The Town of Pilot Butte is supportive of planned economic growth. Through effective land use and fiscal planning, the Town is committed to building an economically viable community for its people, and for the community of the future.

4.1.1. Commercial and Industrial Investment

New Commercial and Industrial investments are encouraged. The Town recognizes that local businesses are essential in providing for the local economy and have the potential to support employment opportunities for the youth of the community and for residents with the desire to work in the Town that they

reside. Although there are numerous businesses successfully operating and thriving in Pilot Butte, including several large, low-risk industrial companies, the potential for future growth and expansion is also encouraging.

New commercial and industrial developments geared towards specific uses such as child-care facilities, medical & dental centers, pharmacy, retail, gas stations & convenience stores, grocery, financial institutions, restaurants and other similar investments are natural growth progressions that are appealing to the Town and to the Community.

The Town of Pilot Butte also has the potential and the desire to support a community that serves as a key destination point for various types of low-risk manufacturing and assembly industrial uses, service accommodations and outdoor recreation.

4.1.2. Home Based Business

Pilot Butte is receptive to the demand for home-based business. Its approach to manage and support new business opportunities present ideal scenarios for new small businesses to flourish and grow into something bigger. Councils have considered a large range of business types in developing this plan to ensure that the most reasonable guidelines are in place to accommodate the business, to maintain the primary purpose of the resident, and to respect the adjacent residents and properties.

WHITE BUTTE

REGIONAL PLANNING COMMITTEE

Working together, to grow together.



4.2. Regional Collaboration and Planning

The Town of Pilot Butte takes an active role in supporting and participating in regional collaboration, service and infrastructure provision and strategic growth planning. As members of both the Regina and Region Inter-Municipal Strategic Cooperation Initiative and White Butte Regional Planning Committee Pilot Butte shares common interests and vision with the RM of Edenwold, and Towns of White City, Balgonie and Edenwold, and in a broader regional context with the City of Regina.

These collective initiatives have recognized the changing land use, demographic, infrastructure and service needs of the area undergoing rapid and substantial land use development and investment. The stated purpose is to foster long range planning and cooperation through an inter-municipal forum to communicate and consult on regional matters of common interest. The agreed mandate is to:

- a) Identify broad regional growth priorities
- b) Identify and pursue municipal objectives and opportunities for cooperation and collaboration
- c) Encourage planned, orderly land use planning and development in relation to neighboring municipalities to support compatible growth patterns
- d) Pursue joint service delivery and share obligations
- e) Implement strategies designed to achieve a regional vision with priorities focused on regional transportation networks, fire, emergency and protective services, recreation, water, waste water and solid waste management and land use planning to achieve regionally aware community plans

This process and collective commitment acknowledges and creates a forum to understand and address the substantial change and intensification of activity occurring in the region of individual communities that see a common vision for mutual interest and opportunity. The broad objective is to achieve more effective and efficient service delivery for the growing and diverse population through collective sharing of regional land use and infrastructure planning that seeks to ensure sustainable growth for the projected 30,000 population region. These initiatives are achieving tangible results in the areas of fire protection, recreation facilities and services, emergency response, waste management and infrastructure. Pilot Butte has cooperatively entered an agreement on a water supply system for Balgonie to support its growth and water quality.



Photo courtesy of West Country Photo

4.3. Land Use

Dedicating future lands for defined planning horizons and ensuring that those appropriate lands are available in the Town and through the process of annexation are key factors in coordinating and managing the future land use in a manner that is fiscally responsible, environmentally friendly, and reflective of good design and orderly, phased planning practices. Unplanned developments within the Town’s boundaries and the surrounding area, are not encouraged and should be avoided. Future Developments should be planned to ensure maximization of services, compatible land uses and to avoid land fragmentation.

Topography, Soils and Highly Sensitive Lands are relevant planning factors in Pilot Butte and will have an impact on future land use planning. The Future Land Use Map (Appendix A), identifies the current and future land use patterns and are to be considered in collaboration with the conditions and policies of this OCP as a whole. Regular monitoring and amendments may be required to ensure effective planning of both current and future land developments.



4.3.1. Residential

The Town of Pilot Butte is primarily a single-family residential Town and currently supports approximately 710 dwelling units within the Town’s existing boundaries.

Affordable quality homes in low-density neighborhoods, supportive of home-based business and secondary-suites are attractive features for the Town of Pilot Butte. Development that continues this trend should remain a high priority however, as the demand to develop more properties increase and in order to accommodate a larger diversity of people while continuing to provide affordable housing options, it will be important to consider alternate options and maximize the available lands. Strategic planning to maintain a higher mix of lower residential densities and introduce an effective mix of housing with higher residential densities will help to achieve these goals.

Currently, all residential development is located north of the tracks; south of Hwy. No. 46; and east of Hwy. No. 624; as is most of the Town’s development (See Appendix A, Future Land Use Map).

New residential subdivision developments are and should continue to be a logical extension of the existing residential areas wherever possible, and be encouraged to locate in close proximity to complementary institutional and community services such as schools, parks, libraries and recreation facilities.

Because the proposed east residential development area can logically continue the historical growth patterns initially by continuing development in an eastward direction, the Town has the ability to accommodate growth demands in the planning period covered by this plan.

Phasing, timing of development and extension of services to these areas will help to maximize the growth potential and minimize the additional costs typically associated with otherwise unplanned or fragmented developments.

The topography and natural environment of the southeast development future study area situated south of the railway tracks and east of Butte Street, has the potential for the subdivision of lands to include a potential of lower density acreage residential and mixed use commercial/residential, recreational and natural open space and institutional uses.





4.3.2. Commercial & Industrial

The Town of Pilot Butte has a variety of Commercial and Industrial businesses that contribute to the local economy.

Future planning should identify and encourage specific types of business uses (ie: core commercial business, highway commercial business, light industrial) and define the appropriate associated land use areas. Future planning will allow for organized growth and logical expansions over the longer term (See Appendix A, Future Land Use Map). Lands with similar or related uses should be centralized or clustered and planned in a manner that is complementary to the overall function of the Town as a whole.

There is a large potential to promote significant development of Highway Commercial and Highway Industrial lands. Developments in these areas should consider the compatibility with adjacent lands, their impact on existing infrastructure and protection of sensitive lands.

Consideration for additional light industrial and commercial developments should be located south of the CPR Mainline, and extend west of Butte Street to the SE 32-17-18 W2M, west side of Hwy. No. 624 as shown on the Future Land Use Map. The Southwest Development Future Study Area could potentially provide for small-scale businesses that require larger lots and a residential component intending to provide housing for the owner and employees; while the area also encompasses the potential new collector road extension to the major grid road.



4.4. Public Facilities

The Town's Emergency Services are provided internally and extend regionally as a member of the White Butte Fire Commission. Services include, but are not limited to fire protection, rescue, and emergency response services. The service operates from a 4-bay Fire Hall Facility, constructed in 2006, primarily through volunteer efforts. The facility replaced the original fire hall/Town shop and contains an office, training/meeting room and other equipment and storage facilities supportive of the function.

When the new Fire Hall facility was constructed, the Town Maintenance Shop relocated to the old Fire Hall site.



Currently, maintenance vehicles or those requiring the services of the Town Shop must travel longer distances and through residential areas to get to and from the facility. Future considerations should be made to relocate the Town Maintenance Shop to a location near, or along a major arterial road, or perimeter highways and adjacent to the Fire Hall to achieve greater use compatibility.

Similarly, when the Town office and Council chambers took up residency in the Community Building in 1994, the space was adequate in its ability to accommodate the function. However, municipal growth has also resulted in a larger staff and the need to consider more appropriate facilities that can better provide for those functional space requirements.



4.5. The Infrastructure

4.5.1. Fiscal Planning

The Town of Pilot Butte is in a good fiscal position with sound fiscal management practices. Although the Town currently has debt related to the Central Water Project, they have also established reserve funds and a plan for repayment of debt and infrastructure improvements.

The Town has positioned themselves well in this regard to invest in the community and its people for the future. Significant infrastructure developments and improvements have occurred in recent years as a result, planning for the future growth and sustainability of the Town.

4.5.2. Servicing Agencies

Services for the Town of Pilot Butte and the surrounding area are provided by SaskTel, SaskPower, SaskEnergy & Access Communications.

4.5.3. Water Supply Systems

The lack of a central water system posed numerous challenges for the Town of Pilot Butte. Private on-site wells that once served the residents were no longer feasible or practical in either the short or the long terms.

In 2009, an application was made through the Federal-Provincial Building Canada Grant Fund to assist with the Town's infrastructure challenges. Two-thirds of the costs of the construction of a Central Water Treatment Facility was funded which included 4 km of raw water main and a portion of the water distribution lines as well as the associated upgrades to the Town's wastewater sewage system.

The new nano-filtration/RO water treatment facility was constructed in 2012-2013 on donated lands and is located on 5th Avenue near the west end of the Town. The design of the facility includes an 842,000 US gallon reservoir, two membrane trains and distribution pumps that are currently operating to accommodate a population of 4000.



The initial design includes a plan for expansion that can accommodate a population of 8000 and the ability to expand beyond those figures through additional design phases to reach the 10, 000 vision population. Projections include the need to install a third membrane train by 2016, reservoir expansion by 2020 and an additional distribution pump by 2024.

Two new source water wells were drilled in 2011. They are located 4km west of the Town and are currently in operation. Construction of the new access road and the raw water main was completed in 2012. Demand projections suggest that a third source well will be required by 2014.

In order to supply the residents with treated water, new distributions mains were installed throughout the Town and service lines provided to each residence. Construction began in 2011 and was completed in 2013. A portion of the project was funded under the Building Canada Grant Fund and the remaining addressed by means of local improvement.

4.5.4. Water Supply Systems – Special Projects – Regional Service



In 2012 an agreement was signed between the Town of Pilot Butte and the Town of Balgonie for Pilot Butte to supply Balgonie with treated water. The project involved the construction of a new water main installed by Balgonie at their cost, extending from Pilot Butte’s central water treatment plant to the Balgonie Town limits. The agreement was revised in 2013 and will be reviewed in 2020.

4.5.5. Wastewater Systems

The Town's wastewater is managed through a gravity-fed sewage system from the Town via four lift-stations and a twinned sewage force main completed in 2012 to a 310, 400 m³ open-cell facultative lagoon system located 3km north of Pilot Butte in the SE 17-18-18-W2M and constructed in 2003.

The original Lagoon was constructed in 1972 designed for a population of 650 and is located on the west side of Town in 32-17-18-W2M. This was decommissioned when the new Lagoon facility was completed however, because of its prior land use and its geographical location within the existing Town boundaries, discussion is required in terms of how best to develop and incorporate these lands into the Future Land Use Plan.

The current Lagoon design can accommodate a population of approximately 3,700. Expansion plans to address wastewater management are being pursued based on a recently implemented engineering study to accommodate a projected population in phases of 5,000, 7,500 and the 10, 000 planning horizon projected within this plan. The initial phase is expected to be required within the next 5-7 years.

Effluent from the secondary cell is released into Boggy Creek annually.

The original internal sewage distribution lines were installed in the 1970's. The lines between 5th Avenue and Railway Avenue; and Butte Street to 9th Street are made up of clay tile piping. In 2012 repairs were completed to the existing sewage distribution lines. The remainder of Town's internal sewage distribution system is made up of PVC piping.

The Railway and Main lift stations are located on the west side of Town near the original lagoon site (decommissioned). The Solar lift station is located along Solar Street. The Railway, Main and Solar lift stations service the north and south portions of Town located west of 1st Street.

The Butte lift station is located on the east side of Town within the ball diamond area. The Butte lift station services the portion of Town located north of 4th Avenue and east of Butte Street along the newest residential developments, and will also service any future development to be located directly east and south within Town limits. The Butte lift station was upgraded in 2013 and with the upgrades, can accommodate a total population of 5000. Considerations for new lift stations will be necessary in providing services for future developments that extend beyond these numbers.



4.5.6. Solid Waste Collection

The Town’s solid waste collection is provided through private contracting services. In 2013, the Town of Pilot Butte entered into a 60-month agreement with Loraas Disposal Services to provide weekly waste collection and recycling services (individual curbside roll-out carts).

4.5.7. Local Improvements

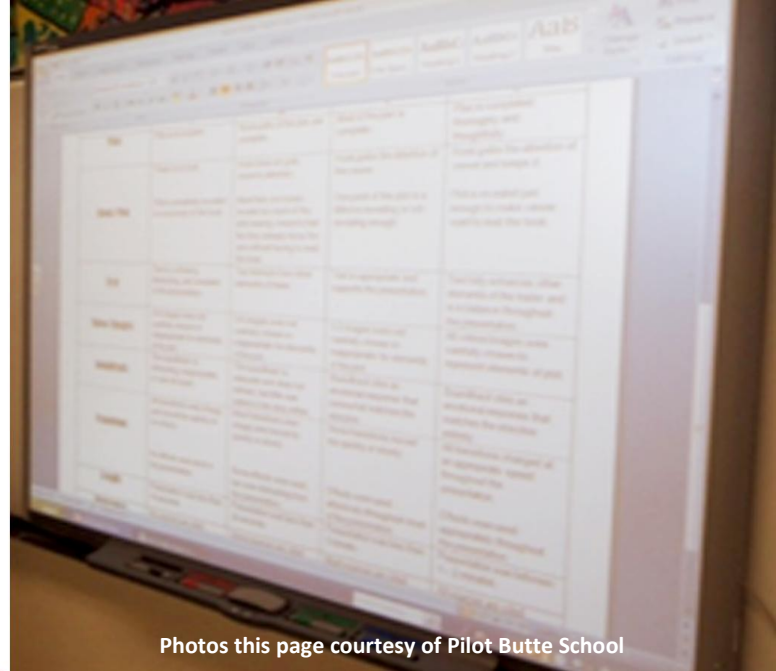
Good planning practices have been advantageous to the residents of Pilot Butte in terms of local improvements. In addition to diligent maintenance practices, through phasing, the Town has also provided for major paving and resurfacing of the Town’s internal road networks, including local roads within the private residential neighborhoods.



The installation of new underground distribution mains and service lines as part of the Central Water project warranted the repair and/or replacement of the affected road networks. Through careful planning demonstrated by Table 5 the Town maximized the opportunity to combine the works to pave/re-pave the streets throughout the Town, funded partially through the Central Water Project where applicable, and partly by way of local improvement. This resulted in a complete high quality long-term internal road network system with excellent year-round access.

<p>1988-1990 Original Street Paving</p>	<p>2007 2" Re-cap On Portion of 1st Ave from Hwy. No. 624 to 8th St. W.</p>	<p>2012-2013 Completion & Re-Paving of Town Streets</p>	<p>2013 Upgrade Gradients at Railway Crossing (North & South)</p>	<p>2013 Upgrade Paving to Heavier Wt Stds Butte Street from Rwy Crossing To 4th Ave</p>
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Table 5 - Street Paving & Maintenance Timeline



Photos this page courtesy of Pilot Butte School

4.6. Institutional

The Town of Pilot Butte currently incorporates an elementary school with a capacity to provide for approximately 400 students. The School supports a playground, an adjacent outdoor field track and numerous school-initiated clubs and organizations which contribute toward many of the Town’s cultural and heritage needs.

There are current plans being formulated to expand the existing institutional facilities. Future educational facilities will be best suited if located near major roadways and either in, or in close proximity to new residential neighborhoods.

The Town and the School Boards will maintain good communications and ensure that both the desired lands, and the infrastructure will be available at appropriate times to meet growing demand from the increased population.





Photo courtesy of Sharlene Stanley

4.7. Heritage, Cultural & Recreational

The people of Pilot Butte are passionate about their community. They take pride in their Town and are diligent about nurturing and providing for the cultural and recreational needs of the people.

The Town acknowledges the pride of the community and the many volunteer hours which contribute to that sense of connection internally. Council is committed to supporting and nurturing those efforts, whenever possible.

The Town of Pilot Butte War Memorial was constructed in 2007 to honor “Those Who Have Served”. A yearly Remembrance Day Ceremony is held in their honor.

The current recreation facility supports many functions including an indoor ice arena with official’s quarters, first aid room, a community hall, a common area, two kitchens, public washroom facilities, a senior’s center, a public library, a multi-purpose room and the Town Office and Council Chambers.

Outdoor amenities include four ball diamonds(one with lights), an outdoor rink

and skate park, tennis courts, an outdoor track and numerous parks and open spaces.

Large, organized events like the annual Pilot Butte Rodeo are realized in large part, because of the participation and union of the community through its volunteers, boards and committees.

Such events are welcomed by the People of Pilot Butte and its economy. In order to better provide for events of these sizes, it



will also be important to ensure that lands are allocated near or adjacent to the event lands and future recreation facilities to accommodate the accumulation of parking and overnight camping demands associated with such events. Lands adjacent to Pilot Butte Creek or other undeveloped, natural sites could be considered for such uses. Land planning should include the integration of the lands in a manner that will provide efficient linkages to the event sites and key areas while making every effort to protect the safety of the people as well as the natural habitat and surrounding areas.

The Town is proactive in its efforts to provide for the community while minimizing the financial impact on the Town and its residents. This has primarily been achieved by extending the life of the recreational facilities through regular maintenance and expansions; through responsible planning and phasing; and through community efforts and volunteerism. Table 6 demonstrates these efforts.

The Town is now outgrowing its recreational needs. Rapid residential growth has proportionally accelerated the need to provide for new and expanded facilities and services in the near future.

Many of the existing cultural and recreational amenities are ideally centralized in location, but the facilities are maximized to their full potential and reaching the end of their lifespan. The lands can no longer accommodate the additional design criteria needed to provide for the Town’s target populations and planning horizons. Other sites will have to be considered to accommodate the needs for the future and to address plans to maximize existing investments in this regard.



Town of Pilot Butte Recreational Construction & Maintenance History



1976

Original Rec Facility Constructed Primarily Through Volunteer Efforts

1988

Addition to Facility, Funded Through Volunteer Efforts, Grants & Donations

2002

Upgrades to Outdoor Ball Diamonds

2005-2006

Land Purchase of Rodeo Grounds

2006

New Outdoor Rink & Summer Skate Park Apparatus

2007

Replaced Ice Plant Chiller & Ice Controls

2007

Constructed Pilot Butte War Memorial

2008

Re-shingled Roof (Part East & West) & Eave Repairs

2009

Spray Foam Insulation Applied To Ceiling of Community Hall

2011

Replaced Dehumidifier in Rink

2012

Rodeo Grounds Bleachers Repaired & Certified

2012

Tennis Court Pavement & Fencing

2012

Addition of Zamboni Room

2012 & 2013

Compressors Replaced (2)



Photo courtesy of JC Graphic and Technical Services

4.8. Transportation

As Pilot Butte grows and changes, it will be important through monitoring and more study to review the Town's transportation systems and road networks, including highway patterns and access points and internal movements to plan for and provide a safe and functional transportation network, especially at key growth projections and planning horizons. Planning considerations should explore options to achieve maximum continuity, connectivity and walkability to better provide for community needs and alternate transportation modes, including future public transportation systems that could connect Pilot Butte to other adjacent major centers like the City of Regina.

Access to the existing and future core business area, highway commercial development areas and south industrial development area are circuitous however, the functions are changing. As the Town continues to grow and traffic volumes, types and intensities increase proportional to new land uses (and especially during peak periods), certain roads and intersections (internally & externally) may begin to experience higher traffic conditions. In order to continue to ensure traffic safety, street lighting, signage and other methods of control may need to be considered.

Planning considerations to address major road networks inside the growing community and interconnected to the existing and proposed highway network contemplating rerouting of Highway 46 north of the Town, requires a comprehensive traffic study to define the desired road network, preserve rights of way and support capital budget. This study should be coordinated with the planned functional review of Highway 46 with the Ministry of Highways and Infrastructure.



5.0 Community Goals

5.1. Vision

The Town of Pilot Butte is committed to planning and providing for a fiscally responsible, strategically planned, nature-friendly, safe, caring, rural-urban environment that offers opportunity and diversity with high quality infrastructure, facilities, services, and programs, sustainable for future generations.

5.2. Objectives

- a) Promoting and managing orderly and sustainable land use planning for the residential sector.
- b) To provide for affordable housing that appeals to a variety of age groups and cultural diversity
- c) A well-designed and functioning transportation network and infrastructure system efficiently planned and financed.
- d) Recreational facilities that will continue to accommodate the growing population and the needs of the community.
- e) Greenscapes that both preserve and enhance the Pilot Butte Creek lineal open space and connect it to the White Butte Nature Reserve for walking, cycling and natural environment enjoyment.
- f) Pursue a centralized commercial complex area with uses such as medical clinics, pharmacy, child care, office spaces, hotels/motels with considerations to incorporate other commercial and industrial opportunities complementary to the character of the Town as a whole.
- g) Council's governance will be based on the values of openness, caring and responsiveness committed to citizen participation in the Town's affairs through its Committees, Boards and Commissions.

- h) To protect and enhance the natural environment, natural habitats, ecosystems, aquifers, environmental reserves, Pilot Butte Creek system and its connectivity to the White Butte Nature Reserve.
- i) To position the Town to capitalize on economic opportunities through adequate allocation of development-ready land, responsive and proactive public policies, and services.
- j) To consider the needs of all age demographics in Town Planning matters.
- k) To support regional collaborations when they are economically feasible and conducive to providing benefit for the people of the Town and region.
- l) To avoid unplanned or incompatible land uses within the Town and the surrounding areas and to pursue opportunities for regional infrastructure and planning.
- m) To pursue annexation of the designated lands on the Future Land Use Map to ensure management and development are consistent with the Town's objectives.
- n) Encourage infill within the Town to reduce the number of vacant lots.



Photo courtesy of West Country Photo

6.0 Community Growth

6.1. Policy Context

Managing growth and development in an environmentally, socially and fiscally sustainable manner will benefit both the existing and future residents of Pilot Butte. In view of its vision and community objectives, the Town recognizes that orderly planning is the key to sustaining growth, protecting the environment, facilitating economic development and population for future generations and over the long term planning horizon.

The Town's existing land use pattern and proposed growth strategy is reflected on the Future Land Use Map in Appendix A, and supported by the policies and objectives defined throughout this Official Community Plan (OCP).

6.2. Policies & Objectives

6.2.1. The Town will manage community growth by:

- a) Acknowledging the Town's commitment to an open, accessible Civic Government and by inviting residents to participate in the civic affairs of the Town, whenever possible.
- b) Pursuing prudent financial management and fiscal planning for required infrastructure.
- c) Supporting growth and development in the best interests of the Town respectful of the existing community and consistent with the standards and expectations of the Town.
- d) Guiding the Town's overall growth strategy with the necessary land use controls and adherence to good planning principles when evaluating development proposals and considering the impact of new developments.
- e) Identifying and protecting the Town from incompatible land uses on the periphery.

- f) Implementing the land use pattern on the Future Land Use Map by pursuing annexation through collaboration with the RM of Edenwold to discuss land use and service delivery issues to help to mitigate possible conflicts over developments proposed for the area. The Town may initiate alteration of its boundaries to protect future urban development objectives, encourage orderly development and discourage incompatible land uses.
- g) Encouraging innovative approaches in the design and development of new and existing developments to create a mixture of densities and demonstrate efficient land uses with minimal impact on the operational and maintenance of municipal structure.
- h) Monitoring and identifying inventories of suitable lands available for development to ensure that the Town is in a good position to respond to investment and development opportunities.
- i) Ensuring that municipal services are provided in a timely, efficient and economical manner by focusing first on more efficient capacity utilization and by developing strategies and standards that apply a consistent population planning horizon in determining infrastructure investment and service delivery.
- j) Implementing the Future Land Use Map designations to preserve and plan the land use configuration for the growth horizon to 10,000 and annexation of those designated lands deemed necessary to support the orderly growth, protect the major transportation connection corridors and natural environment and ensure compatible development and efficient infrastructure planning.



7.0 Residential Policies

7.1. Policy Context

The Town of Pilot Butte supports growth of the residential sector and recognizes the need to continue to provide opportunity for a variety of affordable residential housing options. The Town will continue to promote growth in the form of low density single-family dwelling units however, also acknowledges that it is necessary to entertain a larger provision for housing opportunity that will maximize the potential in providing for future residents through a mix of housing that is both balanced and complementary to the Town.

7.2. Policies & Objectives

7.2.1. The Town will facilitate and promote a variety of residential developments appropriate for the Town by:

- a) Identifying and encouraging new developments to be located in areas defined by the Future Land Use Map.
- b) Allowing residential growth and development to occur in an orderly and continuous manner and planned to facilitate efficient servicing and community linkages.
- c) Providing for orderly and cost efficient housing developments through phasing.
- d) Actively supporting and participating in provincial housing programs where appropriate.
- e) Ensuring that all residential renovations, improvements and other developments are compliant with the Zoning Bylaw, the Town's Building Bylaw, Council's Approval and other applicable regulatory requirements and approval processes.

- f) Maximizing prior investment by identifying an existing inventory of serviceable lands ready for development and encouraging the infill of vacant and underutilized residential lands.
- g) Ensuring that there is a sufficient supply of residential lands that will support a variety of lots styles, housing styles and densities that respond to the needs of different incomes, ages, interests and development flexibility.
- h) Ensuring that the provision for infrastructure, zoning and procedures are in place to accommodate developments in a timely, economical and environmentally sustainable manner.
- i) Exploring the implementation of incentives, grants, or tax abatements to encourage residential infill development and property improvements.
- j) Giving consideration to lower density acreage and mixed use residential/commercial development in the Southeast Development Future Study Area.

7.2.2. The Town will minimize potential land use conflicts between residential, non-residential and other incompatible land uses by:

- a) Ensuring that new developments are complimentary and strive to integrate with existing development.
- b) Encouraging residential developments to locate in proximity to regional, institutional and complementary commercial and public uses.
- c) Accommodating the development of private and public special or personal care homes, child and adult day care, and other forms of supportive housing and tenure and identifying preferred development areas on the Future Land Use Map.
- d) Permitting Mobile Homes in areas designated and zoned Mobile Homes.
- e) Permitting modular and RTM homes if constructed in a manner that will resemble and allow complementary integration with neighboring built dwellings.
- f) Supporting secondary suites as a housing option, subject to development standards and defined by the Zoning Bylaw.
- g) Applying adequate buffer zones between residential areas, non-residential areas, natural habitats and natural protective areas, highways, railways and other incompatible uses.

7.2.3. The Town will improve and enhance residential development areas by:

- a) Promoting a high-quality, aesthetically pleasing built environment.
- b) Exploring options for improvements that will aesthetically enhance the natural character of the Town such as planting trees and landscaping parks, buffer strips, and along walkways and streets.
- c) Encouraging energy-efficiency and green construction practices and lifestyles, wherever feasible.
- d) Ensuring that buildings, mobile homes, modular homes, RTM's and other structures are designed, constructed and maintained to acceptable Codes, bylaws and other development and regulatory standards.

7.2.4. The Town will support home-based business as a viable lifestyle and land use option by:

- a) Ensuring that Home occupation demonstrates that the business is secondary to the principal use of the site as a residence and does not generate excessive noise, odor, traffic, operate at unusual hours or is disruptive to the neighborhood, defined by the Zoning Bylaw.
- b) The Zoning Bylaw shall contain development standards pertaining to permitted home-based businesses to ensure that they are compatible with a residential environment and will not create land use conflicts.



Photo courtesy of JC Graphic and Technical Services

8.0 Commercial Policies

8.1. Policy Context

Commercial development and investment is essential to the health and vibrancy of a community. Integrating a business-friendly environment with amenities and services that appeal to the needs of its residents will continue to enhance and provide opportunity for the Town and nourish its ability to thrive as a full-service community. Pilot Butte currently has sufficient lands to accommodate a variety of commercial developments and is identified on the Future Land Use Map.

8.2. Policies & Objectives

8.2.1. The Town will facilitate and promote a variety of commercial developments appropriate for the Town by:

- a) Promoting the Town of Pilot Butte as a welcomed place for new business.
- b) Ensuring that there is a sufficient supply of commercial lands that will provide for development flexibility including, but not limited to highway commercial and centralized commercial developments.
- c) Maximizing prior investment by identifying an inventory of serviceable lands ready for development and encouraging the infill of vacant and underutilized commercial lands.
- d) Ensuring that the provision for infrastructure, zoning and procedures are in place to accommodate commercial developments in a timely, economical and environmentally sustainable manner.
- e) Identifying and encouraging types of businesses that would complement existing business uses and goals.
- f) Improving the community's aesthetic appeal along key entryways and within the centralized commercial development, where applicable.

8.2.2. The Town will minimize potential land use conflicts between commercial, non-commercial and other incompatible land uses by:

- a) Defining specific commercial uses and identifying preferred locations on the Future Land Use Map.
- b) Providing for appropriate commercial uses and other compatible developments through the Zoning Bylaw and ensuring that appropriate development standards applicable to commercial uses are applied.
- c) Applying adequate setbacks and buffer zones between commercial areas, non-commercial areas and other incompatible uses.

8.2.3. The Town will provide for centralized commercial development by:

- a) Identifying and promoting a central commercial area as the preferred location for specific commercial uses that will support and enhance a more pedestrian-oriented commercial district providing for services like retail, professional and personal services.
- b) Allowing for other non-commercial uses in the central commercial area, provided they do not hamper or conflict with commercial development.

8.2.4. The Town will provide for Highway Commercial development by:

- a) Promoting highway commercial areas as the preferred location for commercial uses that require an entrance corridor and to serve the needs of the travelling public.
- b) Ensuring that highway commercial uses shall properly integrate with provincial highways through the use of service road systems or controlled access points approved by the Saskatchewan Ministry of Highways and Infrastructure.



9.0 Industrial Policies

9.1. Policy Context

Industrial development is an important contributor to the economy. In addition to supporting a diversified tax base and local business, industrial development and expansion also provides local employment opportunities to the community. Pilot Butte has sufficient lands to accommodate industrial development and is identified on the Future Land Use Map.

9.2. Policies & Objectives

9.2.1. The Town will facilitate and promote a variety of industrial development appropriate for the Town by:

- a) Ensuring that there is a sufficient supply of industrial lands.
- b) Encouraging the infill of vacant and underutilized industrial lands.
- c) Promoting the growth and development of industrial lands by considering the implementation of incentives, through formal policy.
- d) Considering light industrial and commercial developments in the Southwest Development Future Study Area where the uses require larger sites and could include on site residential for the owners and employees.

9.2.2. The Town will minimize potential land use conflicts between industrial, non-industrial and other incompatible land uses by:

- a) Planning industrial growth and development to occur in an orderly manner.
- b) Ensuring that appropriate development standards applicable to industrial uses are applied through the Zoning Bylaw.
- c) Applying adequate setbacks and buffer zones between industrial areas, non-industrial areas and other incompatible uses.
- d) Evaluating the potential risks, hazards and adverse effects that any given industrial development could impose on the lands, services, adjacent lands,

the natural environment, the character of the Town as a whole and the surrounding area.

9.2.3. The Town will ensure its infrastructure can support the type of proposed use and capacities by:

- a) Promoting industrial development in areas that are close to major roadways and utility services
- b) Ensuring that developments are executed in a timely, economical and environmentally sustainable manner.
- c) Identifying Industrial uses that have the potential to use significant volumes of water and/or contribute significant flows to the sanitary sewer system as discretionary uses in the Zoning Bylaw.
- d) Ensuring that investigative procedures including feasibility studies, geotechnical and environmental impact studies for any proposed development are explored as necessary to satisfy Council whether a proposed development is feasible to service through municipal water and sanitary sewer systems and the cost for such explorative measures will be borne by the applicant.



Photo courtesy of John Duncan

10.0 Recreational Policies

10.1. Policy Context

Pilot Butte is fortunate in its ability to provide for, operate and maintain a variety of quality recreational programs, facilities, parks and amenities. These are largely achieved through volunteer efforts under the guidance of the Town, and in cooperation with the school board. Continued planning, improvements and expansions will ensure that those amenities remain in place and will accommodate a growing population through the long-term planning horizon.

10.2. Policies and Objectives

10.2.1. The Town will provide for suitable recreational lands by:

- a) Ensuring that all new subdivision developments incorporate logical integration with existing lands and that they meet, or exceed the dedicated green space land requirements.
- b) Maintaining public reserve lands and open spaces to ensure the aesthetic integrity of the Town.
- c) Ensuring that the designs provide for the safety and security of its users.
- d) Providing for effective connectivity between open spaces, parks and recreation facilities through pedestrian linkages, walkways, trail corridors and bicycle paths.
- e) Considering the joint planning of public parks, open spaces, recreational programs and facilities with public, private, volunteer and other third-party agencies.

10.2.2. The Town will provide for well integrated parks and recreation opportunities by:

- a) Offering a diverse range of active and passive recreational opportunities.

- b) Ensuring that recreational facilities provide for a balance of indoor and outdoor experiences that will receive optimum usage and can be used by all residents in the region for year round recreational activities.
- c) Monitoring the programs and services to ensure that their compatibility is reflective of shifts in population demands and that it suits the best interests of the community as a whole.
- d) Encouraging third-party investment and maximizing funding opportunities from other levels of government, where available.
- e) Participating and collaborating with regional communities and rural municipalities to develop, plan, protect and finance regional open spaces and recreation facilities to maximize utilization, scale and financing.



11.0 Institutional Policies

11.1. Policy Context

Institutional services and facilities influence how residents view their community and are significant in ensuring a safe and healthy environment. Pilot Butte provides locally for quality educational, fire and and emergency response services and has the capacity to continue to serve the needs within the community.

11.2. Policies and Objectives

11.2.1. The Town will provide for suitable Institutional lands by:

- a) Maintaining good communications with members of the community, public service delivery agencies, Prairie Valley School Division and other levels of government to ensure that lands are considered, and allocated if necessary to effectively provide for the anticipated needs of the future.
- b) Ensuring that new development proposals recognize and assess the compatibility and impact of existing and future institutional developments on adjacent land uses.
- c) Encouraging institutional developments to locate in areas that are appropriate for the usage and are either beneficial or complementary to the surrounding areas.

11.2.2. The Town will facilitate and promote a variety of institutional developments appropriate for the Town by:

- a) Continually seeking to improve the provision of services locally.
- b) Supporting and maintaining good communications with public service delivery agencies in the provision of such services.
- c) Engaging the collaboration and participation of the public service delivery agencies, community, regional organizations and surrounding municipalities

to identify opportunities for efficient use of services and facilities, where applicable.

- d) Pursuing opportunities that will maximize the utilization of funding sources for the provision of institutional services.
- e) Encouraging the joint use of public facilities and maximizing investment through effective integration and community use, where reasonable.

11.2.3. The Town will continue to improve and enhance police, fire, health care and emergency response services by:

- a) Periodically reviewing development growth needs, level of protective service and overall response times to ensure the services are reflective of the changing needs within the community.
- b) Collaborating with neighboring municipalities and regional organizations to achieve more comprehensive and efficient services necessary for the growing population.



12.0 Natural Capital Management

12.1. Policy Context

The Town of Pilot Butte is unique in its natural landscape and recognizes the role that natural features play in the quality of life and sustainability of the Town. Responsible land use planning, development regulations, and public education will seek to protect and enhance the natural features within and around the Town.

12.2. Policies and Objectives

12.2.1. The Town will protect the Natural Environment by:

- a) Defining natural habitats and preservation areas.
- b) Ensuring that land uses do not unduly impact the natural environment.
- c) Supporting the safe disposal of sewage, solid and industrial wastes.
- d) Identifying and protecting the aquifers over which the Town resides.
- e) Promoting sound management of water resources through water management, programs and public education programs, where applicable.
- f) Encouraging the preservation of natural features through integration of open space, public trail systems and recreational amenities, wherever possible.
- g) Designating the Pilot Butte Creek water course as a recreational and natural environment to be preserved, enhanced and connected to the White Butte Nature Reserve.

12.2.2. Except where otherwise determined by Council, the Town will address Development in Natural Hazardous Areas by:

- a) Examining all major residential, commercial and industrial development and discretionary uses with the intent to protect the aquifers from all contaminants. Council and/or the Ministry of Environment may, where a potential for aquifer contamination exists, request an environmental impact or other related study.

- b) Ensuring that future storm retention areas and surface drainage channels are developed to a standard which meet environmentally sensitive standards.
- c) Avoiding development and activities in unstable slope areas, where the risk of erosion or slope failure exists, where there is the potential to affect, cause erosion or increase the potential for erosion or slope instability on the site, or in other areas.
- d) Avoiding development in any flood prone areas based on provincial regulation for flooding and floodway fringe areas.
- e) Taking the necessary precautions with developments in or adjacent to wildfire hazard areas to minimize the risk of damage to property caused by wildfires. Planning and assessments shall include consultations with regional fire departments and other public protection agencies.
- f) Requiring all Concept Plans to identify:
 - i. Environmentally sensitive areas;
 - ii. Cultural or archaeological significant areas;
 - iii. Areas requiring protection through buffering or other means;
 - iv. Major hazards such as flooding, high water table areas, and sloped lands.
 - v. Where necessary, mitigation measures shall be identified and made a condition of subdivision and development permit approval.



13.0 Cultural & Heritage Resources

13.1. Policy Context

The character and vitality of Pilot Butte is shaped by the cultural and heritage influences celebrated through many year-round cultural activities and events. The Town also recognizes the importance of restoration and adaptive reuse of historical buildings and their relevance within the community, where applicable. Continued growth, nurturing and awareness will sustain the value for the long term.

13.2. Policies & Objectives

13.2.1. The Town will preserve the Town's heritage resources by:

- a) Identifying the Town's buildings, sites and other unique features of historical significance. Consideration will be given to the historic significance of older structures and sites in determining the feasibility for their conservation.
- b) Formally designating significant heritage sites and architectural features where applicable, in accordance with The Heritage Properties Act.
- c) Protecting heritage resources from incompatible land uses which may threaten their integrity or operation.
- d) Supporting the reuse or renovation that preserves the historical significance of heritage elements.

13.2.2. The Town will nurture and support community cultural resources by:

- a) Promoting and supporting public awareness of its cultural, heritage and traditional accomplishments, wherever possible.
- b) Supporting a broad range of artistic cultural opportunities that are mutually beneficial to all residents.
- c) Supporting and assisting community and cultural groups in obtaining the appropriate grants to sustain and expand local activities and facilities.

- d) Offering recognition to highlight historical and cultural features and to honor significant contributions made by citizens through signage, place naming or other opportunity, at Council's discretion.
- e) Plan for future growth for facilities such as the Library, Senior Citizen's Drop in Centre, etc.



14.0 Community Infrastructure

14.1. Policy Context

The Town of Pilot Butte recognizes the need to ensure the adequate provision and maintenance of municipal services through phased, proactive infrastructure planning. The physical networks and equipment necessary to provide for and support these services are essential in meeting the basic health and safety needs of the community.

An infrastructure management plan allows for incremental phases of growth and improvement toward achieving the goals for the long term planning horizon. Managing this system is one of the Town's top priorities.

14.2. Objectives & Policies

14.2.1. The Town will provide for community infrastructure including new and existing infrastructure, equipment, facilities and services by:

- a) Taking a proactive approach in infrastructure planning and by prioritizing all capital projects and anticipated capital expenditures to direct investment and conserve financial resources.
- b) Carefully evaluating all capital projects in terms of phasing, design standards, threshold capacities, financing implications, operating costs and maintenance costs.
- c) Identifying an upgrade and replacement schedule for municipal infrastructure.
- d) Pursuing and utilizing Provincial, Federal and other available grant programs and incentives, where applicable.
- e) Utilizing existing municipal services capacity.
- f) Ensuring that the costs of providing municipal services are distributed fairly among utility agencies, consumers and the development industry.

- g) Working with provincial and private agencies in providing a high level of gas, power and communication service to the community and in establishing future routes for utility lines with regard given to community development plans and protection of the natural environment.

14.2.2. The Town will guide the growth and development of community infrastructure by:

- a) Ensuring that municipal services are provided in a planned, orderly manner and conforming to The Future Land Use Map and policies and provincial regulatory requirements.
- b) Establishing development standards for the design and construction of new infrastructure.
- c) Ensuring the capacity of the municipal service determines the density of new developments.
- d) Exploring opportunities to increase infrastructure capacities to accommodate new growth; encourage opportunities that will promote or enhance energy efficiency; conserve and sustain resources; and minimize disturbance to the natural environment.
- e) Optimizing the use of existing Town water, sewer and solid waste management infrastructure and capacities, and ensuring that existing utility services are expanded in an efficient and economical manner to accommodate projected community needs.
- f) Ensuring proper management of storm water.
- g) Requiring new subdivisions and developments to connect to the Town's central water and sewer systems and ensuring the costs associated with the installation, improvements or upgrades of off-site services including municipal services, drainage or management facilities be assumed by the developer through a servicing agreement with the Town. Council will, by resolution, establish the standards and requirements for such agreements and charges, including the posting of performance bonds or letters of credit. The Town may consider entering into a cost-sharing agreement with a developer where there is a benefit to the community as a whole.

14.2.3. The Town will provide an acceptable level of solid waste collection and disposal that is economical and environmentally safe by:

- a) Developing a comprehensive waste management plan that will continue to explore opportunities that are in the best interests of the Town, including the regionalization of Solid Waste Management and waste disposal alternatives.
- b) Developing and maintaining an equitable fee structure for waste disposal that will ensure an effective and safe means of solid waste disposal.

14.2.4. The Town will provide a safe, adequate and cost effective transportation system (roads, walkways, bike paths, etc.) by:

- a) Providing for the safe and efficient movement of vehicles and pedestrians throughout the Town and by providing direct access to properties, goods and services.
- b) Ensuring that the system will serve both the existing and future needs of the Town.

- c) Ensuring that new roads link with the existing road networks in a safe and efficient manner.
- d) Monitoring traffic developments and changes and ensure that the necessary controls and safety amenities are provided, where necessary.
- e) Undertaking an overall Master Transportation Plan to assist in planning residential, commercial, industrial and infrastructure in conjunction with the Ministry of Highways and Infrastructure to incorporate compatible plans, connections and roadway hierarchy.
- f) Development proposed abutting railway tracks will be subject to specific risk assessment review as part of the required Concept Plan or development submission to ensure safety, appropriate setbacks, land use compatibility and transition buffering.
- g) Acquiring sufficient property for road right-of-ways by means of dedication or an agreement for purchase at the time of development or redevelopment of property.
- h) Ensuring that all new commercial and industrial developments adjacent to highways or railways will have access that is consistent with highways and railway standards.
- i) Connectivity and traffic safety for pedestrians, cyclists and private vehicles shall be a consideration in all land use and development decisions.
- j) Requiring that new developments include pedestrian linkages, where appropriate or unless pre-existing conditions or special circumstances dictate otherwise, and subject to Council's approval.
- k) Developing the most reasonable direct travel routes and interconnecting road networks for large trucks and heavy vehicles.
- l) Ensuring that all new road networks and traffic controls are designed in accordance with Provincial Design Standards and:
 - i. Encourage appropriate traffic speeds and operating conditions across various elements of the Town's road network.
 - ii. Generally improve traffic safety by separating traffic flows with different operating characteristics.
 - iii. Result in the easier organization and management of the traffic system.
 - iv. Generally result in a better understanding of the road system and its function
 - v. Designed to minimize the impact on sensitive development areas.

The Town may request that all new subdivision and commercial/industrial developments undertake a traffic impact study to review the effects of any proposed development on the existing transportation system and to ensure continuity, design compliance, function and consistency with planned future road networks, subject to Council's discretion.

15.0 Regional Planning Area of Influence

15.1. Policy Context

Pilot Butte through this OCP has identified an urban growth horizon for a city of 10,000, documenting policies and land use patterns to achieve that target through an orderly plan. The Future land Use Map identifies the land required to achieve this growth within a compact urban framework that can most efficiently extend urban infrastructure and integrate community planning objectives for connectivity, integrated and diverse land uses in an orderly and sequential pattern. It recognizes the intended regional highway network and proposes the urban boundaries extend to include the area south of and within the new alignment for Highway #46 and the lands to the east that will form the new residential neighborhoods.

The abutting RM of Edenwold OCP speaks directly to compatible regional planning coordination and policies that parallel the interests and objective of the Town of Pilot Butte to encourage orderly development on urban fringes that will not compromise potential. The RM policy statements speak to pursuing partnerships to minimize land use conflicts on undeveloped lands adjacent to urban areas and ensure complementary uses. Development and land use patterns adjacent to urban areas that would hinder the expansion of those areas or may have negative effects on future urban design or densities will be discouraged. These are progressive and positive objectives but the OCP also identify possible development that may impede or be impeded by Pilot Butte plans:

- a) The Development Overlay Zone where the RM “would like to see things happen” surrounds the Town of Pilot Butte
- b) The RM OCP Future Land Use Map identifies existing Mixed Use, Residential, Commercial/Industrial and Future Study Areas all on the immediate boundaries of existing and proposed Pilot Butte limits.

This Pilot Butte OCP creates the policy and land use base for the Town to achieve its growth vision through orderly and compact land utilization that is consistent in intent with the regional planning objective of the White Butte Regional Planning Committee and the RM of Edenwold #158 OCP. However both stop short of a more formalized regional planning structure and collaboration that will facilitate dialogue and consideration of impacts on the opportunity of the abutting areas to achieve integrated planning, service and infrastructure review and implementation. The extent, rapidly changing form and intensity of new development begs for a more integrated planning and growth management process. This has been recognized and formalized most recently between the City of Regina and RM of Sherwood #59. While the scale there is greater the basic desired outcome for common consideration of development impact in both the RM and Town on the urban fringe “Area of Influence” remains the same paramount.

As shown on the map “Regional Area of Planning Influence” the area around Pilot Butte has experienced substantial growth and diversity of land use, primarily to date country

residential lands uses of increasing scale and density. Future plans allow for more and additional residential, commercial, industrial and mixed uses. This creates the potential for conflict and compromise to the plans of both jurisdictions that can be avoided or mitigated through more collaborative and formalized planning. Infrastructure planning has been promising but localized and isolated from a comprehensive plan. Some new proposed developments in the Area of Influence have requested annexation or urban servicing from Pilot Butte because of inadequate capacity. These are not immediately adjacent and would promote disjointed and out of sequence decisions and investments that are not in the best overall interests of either jurisdiction. A more formalized regional understanding and process for managing this land use pattern, opportunity and challenge is desired by Pilot Butte.

15.2. Objectives and Policies

- a) All new development within the current and proposed Town Limits shall be in accordance with the Future Land Use Map and OCP Policies.
- b) Development within the Regional Area of Planning Influence surrounding Pilot Butte will be the subject of consultation and review with the RM of Edenwold to ensure the interest and growth plans, policies and objectives of both are achieved to avoid conflict and compromise of the plans' implementation.
- c) Pilot Butte will share with the RM of Edenwold for review and consultation all development plans within the Town when they abut the RM to ensure compatibility with the RM plans and policies.
- d) Pursue a formalized planning consultation process with the RM of Edenwold to ensure full and timely communication and awareness of development plans, opportunities and potential conflicts
- e) Undertake to develop a formal Memorandum of Understanding with the RM to address the planning, infrastructure and service delivery implications and opportunities in the Area of Influence in the interest of achieving a comprehensive and compatible growth direction consistent with the White Butte vision

- f) Commit to consideration of regional infrastructure sharing and planning to provide the area with the necessary and sustainable capacity to grow
- g) Review planning structures and management approaches that will achieve more efficient, timely and collaborative decision making and sharing of resources



16.0 Plan Implementation

16.1. Overview

The Official Community Plan establishes the objectives and policies that which will direct decisions affecting future land uses, direction of growth and development, and the provision of municipal services in The Town of Pilot Butte.

The Future Land Use Map shall form part of this Plan with the intent to graphically represent the Town's strategy while the Zoning Bylaw is intended to translate the detailed objectives and policies of this Plan. As such, all forms of land development within the community must conform to this OCP.

16.2. OCP Interpretation & Amendment

- a) All land use, development and redevelopment must comply with the spirit and intent of this OCP.
- b) Any proposed subdivision or development which, in the opinion of Council, deviates from the policies established in this Plan will require an amendment to this Plan before any approval of such subdivision or development can be contemplated.
- c) The Town will consider adoption of Plan amendments as appropriate to encourage its continued relevance to the community over time.
- d) Minor deviations from the contents of this OCP may be allowed without an amendment to this Plan provided that the deviation complies with the Zoning Bylaw and preserves the general intent of this OCP.
- e) The Town will review and/or update this OCP as it monitors growth and the capital budget planning at least every five years from the date of adoption.
- f) The Town shall interpret and enforce the regulations of the Zoning Bylaw in the spirit and intent consistent with the policy direction of this OCP.

- g) If any part of this OCP is declared to be invalid for any reason, by an authority of competent jurisdiction, that decision shall not affect the validity of the bylaw as a whole, or any other part, Section or provision of this OCP.

16.3. Future Land Use Map and Annexation

The Future Land Use Map attached and forming part of this document represents a geographical interpretation of this OCP. All subdivisions and developments shall comply with, and shall be evaluated according to the direction provided by the Future Land Use Map.

Where land use designated in this OCP differs from the existing use, the existing use may continue pursuant to Sections 88-93 of *The Planning and Development Act, 2007*. Redevelopment of the lands shall comply with the direction provided within this OCP and illustrated on the Future land Use Map.

The OCP identifies land for annexation that is required for the orderly, compact and sequential growth of Pilot Butte to its planning horizon of 10, 000. Consultation and collaboration will be pursued with the RM of Edenwold and provincial officials to achieve a mutually agreeable process and timing to achieve the OCP objectives.

16.4. Concept Plans

The Council of the Town of Pilot Butte may, as part of the Official Community Plan and based upon legislative authority provided within *The Planning and Development Act 2007*, adopt a Concept Plan for the purpose of providing a framework for subsequent designation of land prior to rezoning, subdivision and development.

A Concept Plan shall be consistent with the Official Community Plan, and any part of a Concept Plan that is inconsistent with the Official Community Plan has no effect insofar as it is inconsistent.

- a) A Concept Plan may be:
 - i. prepared by Council in response to a need for more detailed planning for a specific area of the Municipality; or
 - ii. required by Council to be undertaken by a developer when it is deemed necessary and desirable to describe land use, density, servicing requirements or phasing of development for the area.
 - iii. Concept Plans shall identify proposed land use, infrastructure and facilities, transportation systems, development density, and sequencing of development for the area in question; and in relation to the abutting areas and the capital plans for the Town.
- b) The Official Community Plan may be amended by Council to show specific Concept Plan areas.

16.5. Additional Dedicated Lands

Council approval may include a condition to set aside flood prone or unstable land as environmental reserve pursuant to Section 185 of *The Planning and Development Act, 2007*.

16.6. Subdivision Approval

Council procedure during application review process:

- a) Ensure the proposed subdivision complies with the policies and guidelines in the Official Community Plan.
- b) Ensure the subdivision complies with the Zoning Bylaw.
- c) Negotiate a servicing agreement with the developer where required.
- d) Should dedication of land be required, Council will decide on the suitable method, whether it be land dedicated as Municipal Reserve, Walkways, and/or Municipal Buffers or Cash-in-lieu when public lands already exist in an area and is thought not to be necessary, as prescribed in *The Planning and Development Act, 2007*.

16.7. Urban Lands

Council may bank or acquire land through exchange and or purchase for any development or the relocation of any use:

- a) Where private development of land for urban purposes is not occurring to meet the Town's land use requirements, Council may undertake to acquire land for subdivision or development to meet such demand. Council will determine a suitable pricing system for resale of any lots developed.
- b) To facilitate the relocation of non-conforming uses, or for encouraging specific forms of development, Council may consider a program for acquiring specific sites and exchanging municipality owned land in an appropriate area of the Town for the preferred location of those uses.

16.8. Zoning Bylaw

The Zoning Bylaw will be the principal method of implementing the land use objectives and policies contained within this OCP, and will be adopted in conjunction herewith.

- a) The Zoning Bylaw must be consistent with the policies and the intent of this OCP.
- b) In considering a Zoning Bylaw or an amendment to the Zoning Bylaw, Council shall refer to the policies contained in The Official Community Plan and the Future Land Use Map attached to this Plan to ensure that the development objectives of the Municipality are met.

- c) The objectives of the Zoning Bylaw are to ensure:
 - i. that land-use conflicts are avoided;
 - ii. that future development will meet minimum development standards to maintain the amenity of Pilot Butte;
 - iii. that development will be consistent with the physical characteristics of the land and of reasonable engineering solutions; and
 - iv. Any request to rezone land to permit the carrying out of a specified proposal may be made the subject of an agreement pursuant to the contract zoning provisions of *The Planning and Development Act, 2007*.
 - v. Council may apply a holding provision on a property to restrict the timing and conditions of development in any zoning district subject to the provisions of *The Planning and Development Act, 2007*.
 - vi. The definitions contained in the Zoning Bylaw shall apply to this Official Community Plan.

16.9. Building Bylaw

Council will use its Building Bylaw 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.

16.10. Contract Zoning (CZ)

Contract Zones (CZ) are intended to provide for developments that, due to their unique characteristics, innovative ideas, environmental site constraints, historical significance or unusual site constraints, require specific regulations unavailable in other land use districts.

Contract Zoning may be used by Council on a case-by case basis to deal more effectively with the development of individual blocks or other small areas with servicing, site or access limitations, unique features or opportunities which could not be accommodated by the current Zoning Bylaw.

Subject to Section 69 of the Act, and the following Guidelines, the Council may rezone an area to a Contract Zone in order to allow a specific development which would benefit the Town but which is not currently compatible with the current zoning uses or regulations affecting the subject area.

- a) Council shall consider the nature and intensity of the surrounding uses to ensure compatibility and avoid or minimize land use conflict when investigating a rezoning proposal for a new Contract Zoning area.
- b) Prior to approving a rezoning for a new Contract Zone, Council shall consider whether any environmental, servicing, or public safety problems would result due to the intended uses anticipated in the Contract.

- c) Council shall also ensure that the land use in a proposed Contract Zone benefits the Town and is consistent with the other policies of the Official Community Plan.
- d) Council shall outline criteria for the creation of all new Contract Zones in the Zoning Bylaw. These criteria will be based on, but not limited to Council's consideration of the unique physical nature or location of the land which may be included in the Contract Zone, the possibility of developing a mix of compatible land uses in the area, and the potential for introducing new types or forms of development and services which may not be possible under the current Zoning Bylaw.
- e) Council may also limit the use of the land and Buildings to one or more of the permitted or discretionary uses outlined in the requested Zoning District.

16.11. Servicing Agreements

In accordance with *The Planning and Development Act, 2007*, if there is a proposed subdivision of land, Council may require a developer to enter into a servicing agreement to provide services and facilities that directly or indirectly serve the subdivision.

Servicing Agreements shall provide:

- a) specifications for the installation and/or construction of all services within the proposed subdivision as required by Council;
- b) for the payment by the applicant of fees that Council may establish as payment in whole or in part for the capital cost of providing, altering, expanding or upgrading sewage, water, drainage and other utility services, municipal roadway facilities, or park and recreation space facilities, located within or outside the proposed subdivision, and that directly or indirectly serve the proposed subdivision;
- c) time limits for the completion of any work or the payment of any fees specified in the agreement, which may be extended by agreement of the applicant and Pilot Butte;
- d) provisions for the applicant and Pilot Butte to share the costs of any work specified in the agreement; and
- e) any assurances as to performance that Council may consider necessary.

16.12. Development Levy Agreements

In accordance with Section 169 of *The Planning and Development Act, 2007*, Council may establish, by separate bylaw, development levies for the purpose of recovering all or a part of the capital costs of providing, altering, expanding or upgrading services and facilities associated with a proposed development. The intent is not to have existing taxpayers subsidize new development.

16.13. Statements of Provincial Interest

This OCP shall be administered and implemented in conformity with applicable provincial land use policies or statements of provincial interest, statutes and regulations and in cooperation with provincial agencies.

- a) Council will review this OCP and the Zoning Bylaw for consistency with new provincial land use policies or the Statements of Provincial Interest adopted pursuant to *The Planning and Development Act, 2007*.
- b) Wherever feasible and in the municipal interest, Council will avoid duplication of regulation of activity and development governed by provincial agency controls.

16.14. Regional Planning

The Town of Pilot Butte will pursue active consultation towards a regional planning management strategy with the RM of Edenwold to achieve the regional planning objectives for the Area of Planning Influence where there is stated mutual interest in the OCP documents of the Town and RM to achieve their complementary stated planning objectives. The first objective will be to seek Memorandum of Understanding to establish a process and format for active and timely consideration of commonly stated objectives that can lead to a common land use plan, policies, growth parameters and infrastructure planning through a formalized planning management structure. Pilot Butte aspires to see this achieved as an "Area Plan" within the broader proposed White Butte Regional Planning District mirroring the framework of recent provincial legislation but achieved through cooperative commitment.

16.15. Continuing Implementation Studies

In order to implement this Official Community Plan the Town recognizes additional studies and consultations are required. These include primarily:

- a) the Transportation Study with the Ministry of Highways and Infrastructure to determine future roadway needs and changes;
- b) capital plans for the infrastructure to guide the growth plan, fiscal policies and development levies;
- c) regional planning with the RM of Edenwold and White Butte communities;
- d) preparing a new Zoning Bylaw and;
- e) consultation with Prairie Valley School Division to plan and locate new facilities to meet the growth plan.

16.16. Effective Date of Bylaw

BYLAW NO. 11 – 2014

The Official Community Plan Bylaw

The Council of the Town of Pilot Butte enacts:

Short Title

1. This Bylaw may be cited as The Official Community Plan Bylaw.

Purpose

2. The purpose of this Bylaw is to adopt an Official Community Plan for The Town of Pilot Butte.

Official Community Plan Adopted

3. The Town of Pilot Butte adopts Schedule “A” to this Bylaw as The Town of Pilot Butte Official Community Plan.

Bylaw No. 9-2007 Repealed

4. Bylaw No. 9-2007, The Official Community Plan, is repealed.

Coming into Force

5. This Bylaw shall come into force upon receiving the approval of the Minister of Government Relations.

Read a first time this 9th day of June, 2014.

Read a second time this 28th day of July, 2014.


Read a third time and passed this 28th day of July, 2014.

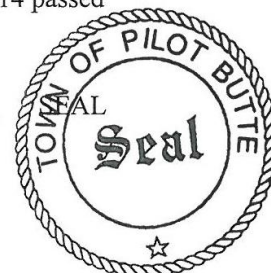

MAYOR


ADMINISTRATOR



Certified a true copy of Bylaw No. 11-2014 passed
By Council on July 28, 2014 A.D.


Administrator



17.0 Appendix A – Future Land Use Map & Regional Area of Planning Influence

The following Maps represent existing and future land uses, future annexation areas and regional area of planning influence where Council would like to direct growth and proposes to engage in joint regional planning with the Rural Municipality of Edenwold, No. 158. These maps will be adopted as part of this Official Community Plan and shall be used to guide future growth and development for the Town of Pilot Butte.