
TWIN LAKES DISTRICT PLAN

Bylaw No. 2021/09

TWIN LAKES DISTRICT PLANNING COMMISSION

DISTRICT PLAN BYLAW NO. 2021/09

Amendments to District Plan No. 2013/07

Bylaw Number	Amendment
Bylaw No. 2021/09	Adoption of New District Plan – March 15, 2022 Bylaw 2013/07 District Official Community Plan repealed. Town of Carrot River

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1.0 INTRODUCTION AND DISTRICT VISION

1.1 AREA COVERED BY THE DISTRICT PLAN

This District Plan (DP) applies to the Twin Lakes Planning District as illustrated on Map 1 which comprises the Rural Municipalities (RM) of Moose Range No. 486, Nipawin No. 487, and Torch River No. 488, the Towns of Nipawin, Carrot River and Choiceland, the Villages of White Fox and Codette, and the Resort Village (RV) of Tobin Lake.

1.2 INTRODUCTION, PURPOSE AND LEGISLATIVE AUTHORITY

This DP, prepared in accordance with Section 102 of The Planning and Development Act, 2007, is intended to guide decisions concerning the future growth and development within the Twin Lakes Planning District (the District) by establishing an overarching framework of goals, objectives and policies which seek to promote the orderly and sustainable growth of the District over the next 20 years.

The Twin Lakes District Planning Commission is an advisory body that is responsible for facilitating the discussion of matters of mutual interest to the affiliate municipalities while encouraging regional coordination of infrastructure and services, where possible and appropriate, to efficiently respond to the needs of the region. The DP provides the affiliate municipalities with a means of evaluating development proposals and formulating decisions concerning future public investments in community facilities and infrastructure within the District. This community roadmap in turn will provide certainty for persons, agencies, and groups interested or involved in decisions relating to the future growth and development of the communities by forecasting the direction for growth and establishing parameters for accommodating this growth.

1.3 REGIONAL CONTEXT

The District is located in the northeast area of the province along the border of the northern parkland and the southern prairie region, encompasses approximately 6900 square km and includes large tracts of fertile agricultural lands, vast areas of provincial forest, and two hydro-electric dams along the Saskatchewan River which have created Codette and Tobin Lake.

The Twin Lakes Community Planning Association was initially formed in 2009 in recognition that regional planning for the area was necessary to ensure the long term growth of the region. This organization has since evolved into a formal Planning District created pursuant to The Planning and Development Act, 2007. A formal Planning Commission has been established comprising membership from each of the nine affiliate communities. The broader mandate of this Commission is to provide a forum for the affiliate communities to discuss economic, land use and other matters of mutual interest within the District and to provide advice and recommendations to the respective affiliate municipal council regarding these matters based upon a more regional perspective.

1.3.1 THE ECONOMY

The District hosts some of the best farmland in the province and although agriculture remains the predominate economic driver in the area, communities within the District are realizing economic growth opportunities within

other economic sectors including diamond exploration, coal, oil and gas production, forestry, and an ever expanding market for tourism which will help to diversify the local economy.

Lands devoted to agricultural production are of high quality, and have allowed enterprising farmers and investors to develop successful spin-off industries in addition to crop production. Soils in the farming zones of the Twin Lakes area are among the most productive in Saskatchewan, and encourage the production of a wide range of forage crops, feed grains, cereal crops, and oilseeds. Major crops in the region include spring wheat, oats, barley, flax, canola, and peas.

Producers have responded to market conditions and have significantly increased their production of oats, canola, peas, and canary seed. Also, the Twin Lakes area is distinguished for the number and quality of cereal and oil seed growers. Forage seed growers produce high-quality seed of a variety of types needed by farmers in other areas, depending on soil and weather conditions where they are located. Some seed businesses benefit from their position as important certified seed suppliers to wide markets.

It is estimated that approximately 2,000 farms are located within the trading area surrounding Nipawin, which covers the Twin Lakes area and a wider region. Many businesses, some specializing in the agri-food sector, are located in the Twin Lakes area to serve farm and related customers over a wide region. Crops grown in the District have stimulated the evolution of one of Canada's premier honey producing zones around Nipawin. More than 35 honey producers account for more than five million pounds of honey production in a good year.

Although agriculture is expected to remain the principle economic driver within the District, outdoor recreation related tourism, and potential growth in other resource based industries in the region are expected to help diversify the economy and stabilize the District population.

The District is centrally located within several provincial forests providing a variety of outdoor activities and recreational opportunities. The Twin Lakes Planning District will actively promote its natural landscape as an asset for outdoor recreation enthusiasts. Promoting tourism in the region will not only provide a stronger economic base for the rural municipalities hosting the activity, but it will also help to strengthen the roles of the urban centres as service centres by providing off- park use including hotels, restaurants, and gift shops which leads to local employment opportunities. Promoting the tourism sector is a priority for the District and will help to encourage a diverse, sustainable and growing community.

Existing and proposed mining projects include Premier Horticulture, the Fort a la Corne diamond project as well as the exploration of coal, iron ore, and shale oil deposits in the District, which are important and potentially significant economic generators. Future mineral industry developments in and around the Twin Lakes area entail future issues of regional collaboration with respect to building/upgrading of access roads, and possibly the need for serviced industrial land required in the future by new or expanding businesses that will serve the mineral sector.

Small business is very important to the area's economic base. Some provide products and services to the population of the area and much wider region, and many businesses are focused on providing products, equipment and services such as maintenance and repair, to the agri-food sector, resource industries, and other business customers.

The importance of the small business sector is demonstrated by the estimate that as many as 60% of the businesses in the Twin Lakes area and surrounding region are family-owned and operated (and do not have any 'employees'), and a further 27% have four or fewer workers.

Much of the retail activity in the District is focused within the Towns of Nipawin and Carrot River which is estimated to serve a market area of approximately 18,300 people. Retail businesses in smaller more isolated communities are facing several specific challenges that will be difficult to overcome. Also, as a community ages; its residents may shop less resulting in reduced local consumerism. Technological advancements and the growth of online shopping have also reduced barriers for consumers to remotely access distant markets for retail goods that may have an impact on the local market. The District's focus in this respect should be to maintain the current retail and service commercial base and to encourage the growth of businesses related to and in support of the local primary economic growth sectors including agriculture, forestry and mining along with outdoor recreation related tourism.

1.3.2 THE NATURAL LANDSCAPE

The District is located along the fringe of the boreal forest region and topography within the area is characterized locally as level and gently undulating to gentle and moderately hummocky terrain with strong to steep slopes present along major river and creek drainage valleys. The study area is primarily located within the Saskatchewan River watershed which is dominated by the Saskatchewan River and its connected tributaries. A portion of the District extending south is located within the Carrot River Watershed including part of the Carrot River and its tributaries.

A large proportion of the land within the study area is administered by the Crown. There are numerous tracks of Wildlife Habitat Protection Act (WHPA) land and agricultural Crown land located in the study area. Other designated lands in the study area include Fish and Wildlife Development Fund (FWDF) land, Provincial Forest, Representative Area Network (RAN), and private conservation land. A number of Forest Management Agreements, Forest Management Plans, or Integrated Resource plans are in place across the study area. These agreements allow forestry activities, including selective harvesting, silviculture, and agroforestry to occur. The forest management plans and integrated land use plans outline the various forest management areas and integrate the needs of other users (e.g., trappers, hunters, grazers, mining, recreational users, and traditional users), and incorporate conservation and environmental protection plans.

1.3.3 THE PEOPLE

The 2016 census of Statistics Canada estimates the District population to be approximately 9,850 people. It is estimated that the population within the planning area increases by as much as 20% during the summer months due to resort developments in the District including the Resort Village of Tobin Lake. The Town of Nipawin is estimated to comprise approximately 41% of the total District population. Local urban and rural populations have generally been stable in the last five years with a modest decline of 1.01% in the District since the 2011 census numbers.

Generally speaking, the census data indicates that the District population in comparison to the province as a whole is older in composition (median age of approximately 46 years compared to 39 years for the province), has median incomes at or below the provincial average, and a level of education which closely corresponds to provincial averages. There are some significant divergences between the affiliate communities with respect to median age, median income, employment population and especially the percentage of local populations who

will comprise the future workforce. The relative aging of the District population over the past decade in comparison to the province as a whole is indicative of the region's residents continuing to remain in their communities.

There is a large indigenous population within the extended Nipawin region and trading area comprised of individuals who identify as either First Nation or Metis. Nipawin Metis Local #134 head office is situated within the central business district of the Town, with portions of three Indian Reserves (IR) located within the District. Red Earth (IR 29), Carrot River (IR 29A) and James Smith (IR 100) First Nations are located on the east edge and southwest corner of the study area. Treaty Land Entitlement areas are also present including the One Arrow First Nation claim around Birchbark Lake on the west edge of the District and the Muskowekwan First Nation claim encompassing several sections in Township 51 Range 8 W2M.

A low, average, and high rate of growth were determined based on historic census values. In determining the appropriate growth rate for the District going forward, previous growth projections were explored and compared against actual population growth in the region. This determined the average planning horizon as the most consistent measurement to forecast future population in the District. Assuming average growth rates between 2016 and 2036, the total population of the District is projected to decline to 8,830 (a decrease of 10%) from 2016 to 2036 as illustrated in Figure 1-1. The average projection takes into consideration the current local, regional and provincial economy, along with existing planning and regional collaboration efforts. To attain the high growth scenario additional investment into marketing and regional collaboration would need to occur to attract new businesses and industries to the District and strengthen the local and regional economic position in the provincial, federal, and international markets. The goal of the District is to reach a high population growth, which will require strategic investment into partnerships that add value to existing economic influencers and are catalysts for job creation and population growth. It is important for the District to consider the high population growth rates shown in Figure 1-2 when determining investments in infrastructure and community amenities in the District to accommodate the demands of growth.

Figure 1-1 District Population Change 2016-2036 (Average Growth Rate)

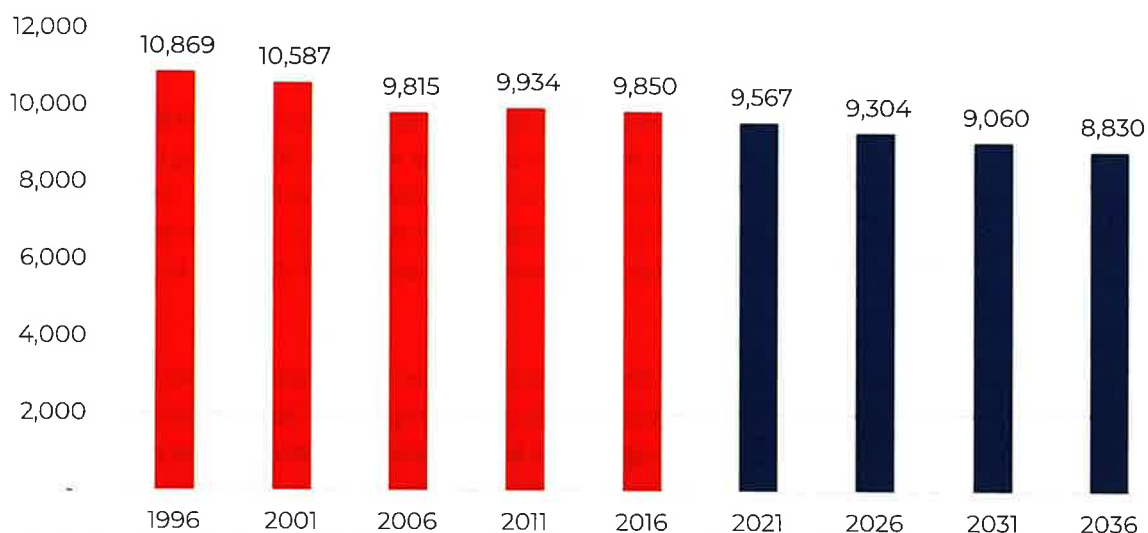
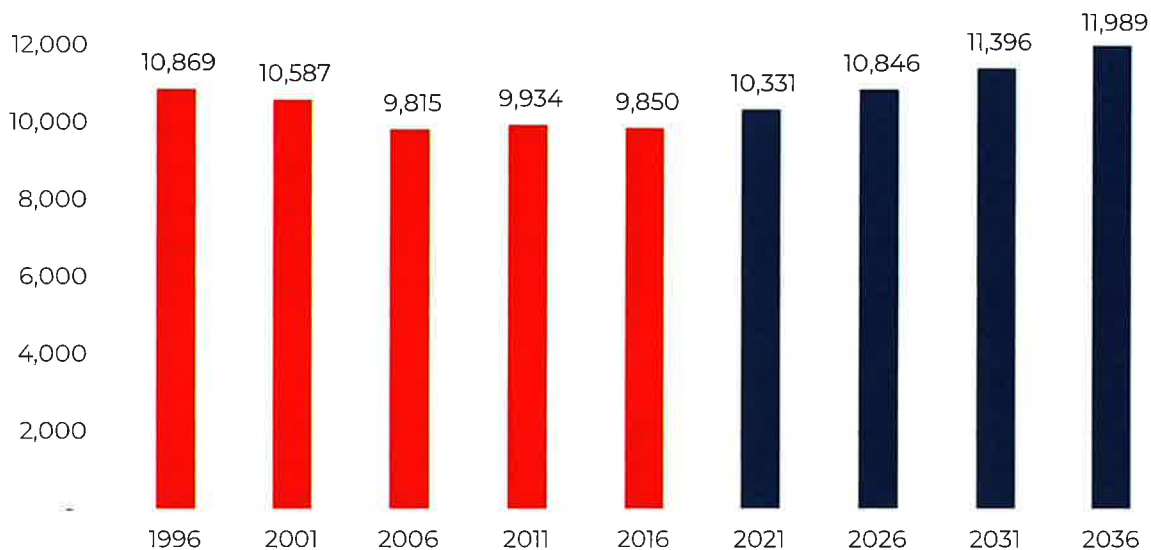


Figure 1-2 District Population Change 2016-2036 (High Growth Rate)



1.3.4 THE INFRASTRUCTURE

The District is served by a number of major provincial transportation networks. Provincial Highway Nos. 6 and 35 are part of the CanAm Highway network, which extends from the Twin Lakes area south to the U.S. border. Both highways are paved and undivided. Highway No. 35 is a primary weight highway south of the Town of Nipawin whereas Gross Vehicle Weight restrictions apply along Highway No. 6.

Highway No. 55 is part of the interprovincial “Northern Woods and Water Route” and is a primary weight, paved and undivided highway extending east to its junction with Highway No. 9 and extending west to the Alberta border. A number of secondary highways including Highway Nos. 23, 123, and 255, also serve the District.

The Towns of Nipawin and Carrot River are served by CP and CN Main Lines respectively, providing support for economic growth within the District. The Torch River Rail is also located within the District providing short line rail service between the Towns of Choiceland and Nipawin.

Air transportation in the District is supported through the operation of a municipal airport south of the Town of Nipawin.

The District is served by three landfills. The Boreal Area Regional Waste Authority (BARWA) serves the Town of Nipawin, Village of Codette, RM of Nipawin and Resort Village of Tobin Lake. The Tisdale landfill serves the Town of Carrot River and RM of Moose Range. The landfill north of Garrick serves the Town of Choiceland, Village of White Fox and RM of Torch River.

Potable water is managed in a variety of ways throughout the District. The Towns of Nipawin, Carrot River, and Choiceland and the Village of White Fox operate municipal treatment facilities. The Village of Codette and surrounding rural developments rely on private wells as a source of potable water.

The Towns of Nipawin, Carrot River, Choiceland, and the Village of White Fox use lagoons for wastewater. Other developments in the District rely on private onsite systems and access to a SaskWater operated regional lagoon.

The capacity of the local municipal infrastructure in general is considered sufficient to meet the needs of existing and projected population demand. The Twin Lakes region recognizes the importance of developing and maintaining high quality, core infrastructure to support community and economic development. Investing in efficient infrastructure on both the local and regional levels, with specific attention to transportation and leading edge telecommunication technology, would provide a competitive advantage and opportunity for the region to thrive. Major infrastructure upgrades identified for the region including waste management facilities and airport expansion will require regional cooperation and long term financial investment planning.

1.4 DISTRICT VISION

Twin Lakes is a proactive and cooperative region that preserves and builds upon its community values and natural resources in its provision of economic opportunities, educational advantages, and lifestyle options for residents and tourists in the region while accessing the world through technology and participation in the global market.

1.5 STRATEGIC PLANNING GOALS

1. Position the District to be able to capitalize on various economic opportunities, improving economic competitiveness through availability of training and educational resources, responsive public policies and services, and connectivity through efficient infrastructure and technology.
2. To encourage and support the tourism industry by providing a welcoming arrival and departure environment and a variety of unique, memorable, and enriching experiences for visitors.
3. Promote and capitalize on the District's prosperity derived from natural features and resources while preserving these assets and their environmental integrity, for the enjoyment and economic benefits of future generations.
4. Encourage regional coordination of infrastructure and services, where possible and appropriate, to efficiently respond to needs of the region.
5. Act collectively and effectively to support appropriate and sustainable health care services that are accessible to residents throughout the District.
6. Facilitate the provision of a range of housing options across the housing continuum to address community needs, recognizing the contribution of quality housing to economic and social wellbeing.
7. Encourage and support inclusive social infrastructure that incorporates and builds upon the cultural history within the District.
8. Encourage and support regional cooperation and the ability to look beyond local interests while maintaining an awareness of the opportunities and challenges of each jurisdiction.

2.0 GENERAL OBJECTIVES AND POLICIES

2.1 ECONOMIC DEVELOPMENT AND TOURISM

The District enjoys a diverse economic base with potential for future growth. Geographical attributes play an important role in the region's economic strengths with established and emerging primary and value added economic activities occurring throughout the region. There is a strong foundation in agricultural based industry and renewed development in the forestry sector. Existing and proposed mining projects in the area related to oil, coal, peat moss, and diamonds are important and potentially significant economic generators. Major road and rail transportation networks render most of the region accessible, supporting the Twin Lakes region as an important trucking hub and service area.

Opportunities for the expansion of existing operations and the development of new industrial development will likely require regional collaboration and the identification and planning of suitable locations for serviced industrial land. The history of entrepreneurship and effective regional cooperation and initiatives in the area should continue to be fostered and supported.

Small business is important to the region's economic base as well, providing products and services to the immediate population, the larger trading area and tourists. The sustainability of the retail sector in general and of other communities suggests that realism and creativity will be required to maintain and strengthen the region's retail sector in the future.



2.1.1 STRATEGIES/OBJECTIVES

1. Identify suitable locations for industrial parks and the physical infrastructure required in preparation of future regional demands.
2. Facilitate the development of lands for commercial and industrial uses through enhanced development review processes and financial incentive programs.
3. Support opportunities for employment by developing and promoting an economic development strategy as a joint venture among the municipalities.
4. Develop a regional replacement and retention strategy to address aging business professionals.
5. Identify businesses and services for the growing population of the region.
6. Develop strategies for commercial revitalization in existing centres and to attract needed retailers to the area, including big-box stores, clothing stores, and chain retailers.
7. Identify and support agriculture, mining/industry, forestry, tourism, transportation, health and education, and business retention and expansion.

8. Celebrate success stories in the District as part of a communication strategy.
9. Support and build on tourism and developing a strategy specific to the Twin Lakes region.
10. Identify demand for and further develop a variety of tourism accommodations including campsites, cabins, RV parks, bed and breakfasts, and hotels.
11. Develop a local and provincial tourism and recreational promotional strategy in the region recognizing the opportunity to promote the region as a destination.
12. Develop a website to provide an informative database for the region.

2.1.2 GENERAL ECONOMIC POLICIES

1. The Planning Commission and the affiliate municipal council will encourage and explore initiatives that strengthen the business sector and contribute to economic growth and increase local employment opportunities within the District.
2. The Planning Commission and the affiliate municipal council will seek to provide a broad range of development opportunities within the District at various service levels enabling the region to react promptly to new development opportunities that will benefit the entire region.

2.1.3 MUNICIPAL RESERVE POLICIES

1. Where it is desirable, the Planning Commission and the affiliate municipal council shall recommend as a condition of support for a subdivision near existing public recreation areas and along provincial water bodies and watercourses, the dedication of municipal reserve to accommodate the expansion of existing recreation areas and where desired, establish linkages between established public recreation areas providing barrier free public access.
2. Where it is not desirable to dedicate land for municipal reserve, the Planning Commission and the affiliate municipal council shall recommend as a condition of support for a subdivision, the provision of cash in lieu dedication.
3. The affiliate municipal council shall seek to establish a capital reserve fund from cash in lieu dedications to be invested for the creation of new recreational developments and improvements to existing recreational developments within the District.
4. In order to accommodate changing recreational needs throughout the community the Planning Commission and the affiliate municipal council, will continue to engage in a process to create and implement a community-wide Master Recreational Plan. The Master Recreational Plan may include, but is not limited to, addressing recreational facilities, recreation for all ages, or passive recreation opportunities (e.g. recreational trails).

2.2 HAZARD LANDS, FLOODING AND EROSION POLICIES

1. Development will generally be directed away from hazard areas. Hazard Lands include the following:
 - a. Lands subject to flooding – all lands which would be flooded by a 1:100 year rain event or are located in the flood way of the 1:500 year flood elevation of any watercourse or water body
 - b. Lands subject to water erosion – all lands which would, within a 50 year period, be eroded or become unstable due to the action of water contained in an adjacent waterway or water body
 - c. Lands subject to other hazards such as landslides or subsidence, e.g. those lands where actual effects of such hazards have occurred or have been predicted; and
 - d. Lands which exhibit a high risk of wildfire.
2. Low intensity uses such as cropping, grazing, forestry, or open space recreational activities are generally acceptable within hazard areas.
3. The Planning Commission and the affiliate municipal council shall recommend as a condition of support for a subdivision that all or part of land proposed for subdivision located in the 1:500 flood way or flood fringe shall be dedicated as environmental reserve.
4. New developments or the expansion of existing developments within the floodway of the 1:500 year flood elevation of any watercourse or water body shall be prohibited.
5. New buildings or additions to existing buildings within the flood fringe of the 1:500 year flood elevation shall be flood-proofed to an elevation 0.5 metres above the 1:500 year flood elevation.
6. The following uses shall be strictly prohibited within areas which are prone to flooding:
 - a. Residential institutions, such as hospitals, senior citizen homes, homes for special care and similar facilities, where flooding could pose a significant threat to the safety of residents, if evacuation became necessary
 - b. Agricultural operations where flooding could pose a significant threat to the safety of animals or contamination of water courses, if evacuation became necessary; and
 - c. Any use associated with the warehousing or the production of hazardous materials.
7. Applications for development in areas exhibiting flood hazard potential shall be accompanied by a report prepared by a professional hydrological engineer duly licensed to practice in the Province of Saskatchewan assessing the potential onsite and offsite risks associated with the development and identifying how these potential risks to person and property may be mitigated to the satisfaction of the affiliate municipal council and the Water Security Agency.
8. Applications for development in areas exhibiting potential for slumping, accelerated erosion, or subsidence shall be accompanied by a report prepared by a professional geotechnical engineer duly licensed to practice in the Province of Saskatchewan assessing the potential risks associated with the

development and identifying how these potential risks to person and property may be mitigated to the satisfaction of the affiliate municipal council.

9. New subdivision and development applications deemed to be located in high fire risk areas and/or lands within 1.0 km (0.6 miles) of a provincial forest, shall consult with Wildfire Management Branch of the Ministry of Environment and Saskatchewan Public Safety Agency and follow their recommendations.
10. The preparation of a Wildfire Risk Assessment will be the landowner's responsibility and will include an evaluation of current and proposed Fire Smart hazard and recommended Fire Smart mitigative measures to be completed by the developer in conjunction with subdivision or development.
11. **Councils may require applications for development in areas with high ground water and/or weak compressible soils to demonstrate that:**
 - a. The proposed use will be viable in the absence of conventional central water and sanitary sewer services;
 - b. Groundwater quality will not be jeopardized by the proposed use; and
 - c. Proposed foundations for intended structures are appropriate to the soil conditions

2.3 HAZARDOUS USES POLICIES

1. Developments, exclusive of railways and highways, which manufacture, handle, store, or distribute hazardous materials should not be located closer to dwellings or provincial highways than permitted or recommended by the appropriate provincial approving authority.
2. Where development of a potentially hazardous use is proposed, information may be required of the applicant relating to the nature of any potential discharges into the air, soil, or water; the nature of outside storage requirements; the compatibility of surrounding land uses; and plans for buffering such activities from adjacent uses.

2.4 Preservation Policy Areas

The district places a high value on recreation, culture, sport, and natural areas. Municipal lands within the district are host to many of these services. The preservation policy areas are intended to safeguard large municipal reserve parcels so they are available for future generations to utilize as recreational, cultural, sporting, and natural areas, and to house the facilities that allow these uses to occur. The individual municipalities recognize certain lands within their boundaries serve the entire District and it is critical to maintain these lands for applicable future development without risking fragmentation or unintended development, especially where larger regional facilities are considered.

2.4.1 Objectives

1. To prevent fragmentation of specific municipal lands suitable and/or intended for future recreational, cultural, sporting, or nature activities.
2. To protect district park space from development such as residential, commercial, or industrial.

2.4.2 Preservation Policies

1. Municipalities may designate municipal or donated lands as Existing or Future Preservation on the Future Land Use Maps.
2. Lands designated as Existing Preservation on the Future Land Use Maps will be zoned in a manner that reduces the possibility of enticing fragmentation and residential, commercial, or industrial uses.
3. Lands designated Future Preservation on the Future Land Use Maps will require an amendment to this District Plan before rezoning could occur.
4. Proposed developments on preserved lands shall be for public use and enjoyment that encourages active or passive recreation, culture, or sport in an outdoor or indoor setting
5. Should any lands designated as Existing Preservation within the region no longer be required, consultation with members of the community will be required prior to considering other uses for the site.

2.5 BIODIVERSITY, NATURAL ECOSYSTEMS, AND HERITAGE RESOURCES

The natural environment plays a vital role in the quality of life available to residents, tourism development, and economic advantages in the region. The protection and enhancement of the natural environment should be a key planning consideration for the region. Opportunities to expand economic recreational and tourism



activities should be identified while respecting the natural systems and environmental limitations. A large proportion of land within the Twin Lakes region is administered by the Crown. These lands and other designated lands should be well documented along with the opportunities and constraints they provide for sustainable land development. Lands that have been protected through conservation easements and provincial designation are indicated on the Constraints mapping.

2.5.1 STRATEGIES/OBJECTIVES

1. Encourage the retention, enhancement, and incorporation of natural features, heritage resources, tracts of significant vegetative growth, and critical wildlife habitat as public open space and recreational amenities where appropriate.
2. Manage the impacts of development on natural and heritage resources.
3. Ensure that tourism development is environmentally friendly.
4. Encourage a study of the impact of fluctuating water levels on fisheries, shorelines, and development.
5. Identify cultural and heritage resources by establishing and maintaining a register or inventory of properties that are of cultural heritage value or interest.

2.5.2 GENERAL POLICIES

1. Development shall be managed in such a way as so as not to affect water quality, degrade the aquatic ecosystem, or remove/alter riparian area habitat.
2. Proposed developments located near waterways and water bodies that have the potential to alter, disrupt or destroy aquatic habitat; including wetlands and riparian areas, shall be referred to the appropriate provincial or federal agency authority for review prior to consideration.
3. The Planning Commission and the affiliate municipal council shall encourage the protection of flora, fauna, natural areas and habitats from incompatible or potentially incompatible land use activity where:
 - a. Rare or endangered flora or fauna have received provincial designation and protection;
 - b. Lands have been designated or are directly adjacent to lands designated as wildlife management areas, ecological reserve, or wildlife refuge;
 - c. Sensitive wildlife or aquatic habitat, or ecologically significant areas have been identified; or
 - d. Private lands have been voluntarily protected by landowners through conservation easements and shall be respected when new development occurs in the area.
4. The Planning Commission and the affiliate municipal council shall consider the dedication of critical or threatened habitat and environmentally sensitive areas as environmental reserve.
5. Existing tree cover and woodland lots should be retained in order to maintain the natural appeal and character of the area and be developed in a manner consistent with their wildlife potential; particularly in the areas adjacent to wildlife habitat protection areas or any other sensitive ecological areas. Minor land clearing may be permitted in order to allow for the development of a building site. In addition, the minor culling of trees may be permitted where it is deemed necessary to maintain the health of a forest or large tree stock. Commercial forestry industries on Crown lands are excluded from this policy.
6. Where undeveloped areas in the District are being developed, the affiliate municipal council shall require the preparation and submission of a drainage study and conceptual storm drainage plan prepared by a professional hydrological engineer duly licensed to practice in the Province of Saskatchewan, showing the expected impact of a 1:100 year storm event on existing drainage systems and surrounding properties and the proposed method of addressing future drainage so as to mitigate downstream impacts. The provision of on-site drainage and water retention systems will be required, unless alternatives acceptable to the relevant provincial approving authorities are put forth.

2.5.3 HERITAGE AND CULTURAL RESOURCE POLICIES

1. The identification and protection of heritage and cultural resources within the District shall be a priority.
2. Heritage and cultural resources should be protected from incompatible or potentially incompatible land uses which may threaten their integrity.
3. The development, designation and conservation of heritage resources should be coordinated with other planning and development activities in the region, existing and proposed to maximize interpretive and economic development potential.
4. Council will encourage the adaptive re-use and restoration of designated Municipal Heritage Properties, and provide for their development as a public amenity or incorporation in other development.
5. All applications for subdivision or developments such as, but not limited to gravel extraction, oil and gas projects, forestry, mineral exploration/extraction, recreational facilities, road construction, and installation or upgrades of water or sewer lines in the District may be referred to the appropriate provincial agency for review to determine whether a Heritage Resource Impact Assessment is required prior to initiating the development.
6. The developer shall be solely responsible for submitting information to facilitate a Heritage Resource Review and obtaining a Heritage Resource Impact Assessment, prepared by a heritage professional where required, providing written evidence of approval from the appropriate provincial agency prior to receiving approval for a development or a recommendation for approval for a subdivision.
7. The Heritage Sensitivity Map shall be used to determine whether a development will need to be reviewed for potential impacts to heritage resources. Lands that are shown as conditionally sensitive will only require a review if the development will impact undisturbed land. Plans must be provided where it can be clearly shown that development is on previously disturbed land.
8. The Planning Commission and the affiliate municipal council will collaborate with a heritage professional and the Heritage Conservation Branch on the development of a comprehensive Heritage Resource Plan for the District.
9. The use of zoning tools to conserve and promote the reuse of historic buildings in traditional commercial areas or other districts will be considered where applicable.



2.5.4 SOURCE WATER PROTECTION

1. Development shall not deplete or pollute groundwater resources within the District. Investigations to assess the impact of development on groundwater resources, including drainage, may be required to protect aquifers and their supply. The Saskatchewan Water Security Agency will be utilized as a source for technical advice.
2. Applications for subdivision or development which have the potential to negatively impact groundwater resources shall be accompanied by a report prepared by a licensed professional geotechnical engineer duly licensed to practice in the Province of Saskatchewan assessing the potential risks associated with the development on groundwater resources.
3. The report will include an assessment of the risk of groundwater quality impacts occurring from the proposed development and, if the risks should prove significant, the operational or engineering measures that will be employed to minimize this risk or respond to a contamination incident should it occur.
4. The Planning Commission and the affiliate municipal council shall not allow activities in the area upstream of major waterways which may pollute the water, and shall require the developer to manage potential contaminants to the greatest extent possible by implementing management plans to address runoff of sediments and contaminants into local surface water and groundwater resources.
5. Environmental reserves should be maintained adjacent to watercourses and water bodies to allow for shoreline protection measures against erosion and flood hazards. Wetlands shall be preserved, wherever possible, for the benefit they serve as catchment basins for drainage.
6. All development within 457 metres of the high water mark of a water body must have an individual holding tank or be hooked up to a communal system.
7. Residents and other owners of onsite water supply and wastewater disposal systems shall be encouraged to properly construct, maintain, and abandon/decommission these systems to minimize the potential for contamination of local surface water and groundwater resources.
8. Residential developments shall be encouraged to employ innovative water recapture systems to minimize water use.
9. New developments shall be required to provide evidence of access to an adequate supply of potable water, and to provide holding tanks or other sewage management technologies that will not pollute the ground water and that do not pose a detrimental threat to the environment.
10. New multiple lot developments in rural unserved areas may be allowed to use individual water supply and sewage disposal systems, provided that the density of development is conducive to the use of such systems, that onsite wastewater disposal systems are approved by the appropriate provincial agency, and that no unacceptable problems for groundwater will be created.

2.6 MINERAL AND AGGREGATE RESOURCE EXPLORATION AND DEVELOPMENT

1. In areas with known aggregate or mineral resources, or areas having high discovery potential for these resources, uses should be limited to non-intensive agriculture (e.g. grazing, cropping, forestry), temporary uses, or other uses that will permit access and development of the resource.
2. Mineral resource exploration and extraction shall be accommodated according to *The Statement of Provincial Interest Regulations* as permitted uses in rural municipal zoning bylaws; while sand and gravel development shall be accommodated as discretionary uses within the rural zoning bylaws. Development standards for mineral and aggregate extraction uses including setback controls and conditions for operation including provision for visual buffering, noise and dust control, public safety, and the rehabilitation of the site upon completion of excavation shall be established within the zoning bylaw.
3. Lands disturbed by mineral and aggregate extraction activities should be rehabilitated to a condition that is environmentally safe, stable and compatible with adjoining lands. Future reclamation of aggregate development shall be addressed during the development approval stage.
4. Aggregate development shall be operated with minimal disturbance to the environment and aquifers.

2.7 PUBLIC WORKS

Major road and rail transportation networks serve the Twin Lakes region. The capacity of local municipal infrastructure is expanding to meet the needs of existing and projected population demand. The Twin Lakes region recognizes the importance of developing and maintaining high quality, core infrastructure to support community and economic development. Investing in efficient infrastructure on both the local and regional levels, with specific attention to transportation and leading edge telecommunication technology, ensures a competitive advantage and opportunity for the region to thrive. Major infrastructure upgrades identified for the region including waste management facilities and development of a regional airport will require regional cooperation and long term financial investment planning.

2.7.1 STRATEGIES/OBJECTIVES

1. Encourage cooperative regional intermodal transportation strategies including airports, bodies of water, rail, and roadways.
2. Collaborate to develop a compatible regional waste management plan and perform a cost analysis of implementing a recycling and household compost program.
3. Develop a regional approach as required to finance, build, and maintain roads leading to future resource and industrial development in the region.
4. Develop and maintain asset management plans and fiscal policies related to infrastructure funding.
5. Prioritize regional infrastructure investment.

6. Encourage bus service to municipal centres in the region.
7. Encourage cooperative relationships with SaskPower, SaskEnergy, SaskTel and other similar utilities to ensure the provision of their services in the most economical and efficient manner possible.
8. Develop technology and telecommunications strategy for the region that identifies where and what technology and telecommunications require investment and improvement.
9. When planning and locating public works and infrastructure the impacts of climate change and extreme weather events shall be considered.

2.7.2 General Policies

1. New development shall be directed to areas where sufficient municipal infrastructure exists or can be economically provided.
2. Where a private development or subdivision requires municipal services, including drainage, the proponent will be responsible for all costs associated with providing the services.
3. Servicing agreements shall be employed for private subdivisions to ensure that the subdivisions are developed and serviced to the appropriate municipal standards. The proponent shall be responsible for all of the costs of extending existing or constructing new infrastructure within the proposed subdivision.

2.7.3 Transportation Strategies/Objectives:

1. Improve and maintain a transportation system that reinforces neighbourhood and civic quality of life; reduces the pollution of air, noise, and water; supports community and individual health; increasingly relies on sustainable sources of energy; and reduces reliance on the automobile.
2. Enhance and maintain the transportation system to provide equitable access to opportunities for all demographics to move about the region to meet their needs and to provide all community members a choice among a variety of sustainable, convenient, and affordable modes of transportation.
3. At council's discretion, and in conformance with Section 2.1.3, land dedication as municipal reserve, may be directed to areas that provide open space recreational opportunities and the development of integrated trail systems and continuous pedestrian linkages.
4. Improve and maintain a transportation system that supports a strong and diverse economy and enhances the competitiveness of the region in world markets by providing efficient multimodal access to employment areas, educational institutions, and enhanced freight access to industrial areas.
5. Enhance the overall safety of the transportation system by using engineering, education and enforcement strategies to move toward zero traffic related fatalities.

2.7.4 Transportation Policies:

1. New development should have legal access to an all-weather road of sufficient standard and capacity, unless the proponent makes an agreement with a member municipality to upgrade an existing road or develop new road access to a standard agreed upon by the municipality. The proponent may be responsible for part or all of the costs of this roadway construction.
2. Land uses which generate significant amounts of regional vehicle traffic or significant truck traffic should be encouraged to locate in proximity to major municipal roadways or provincial highways, if appropriate. Access and egress should be provided via the municipal road system to the provincial system.
3. Proposed developments with the potential to generate traffic in an amount or of a type that would unduly impair the present and potential capability of the adjoining highway or municipal roadway system may require the preparation and submission of a traffic impact study prepared by a professional engineer duly licensed to practice in the Province of Saskatchewan identifying issues and solutions based on guidelines as set out by Saskatchewan Ministry of Highways and Infrastructure (MHI). Where a development is adjacent to, or ultimately impacts, the provincial highway the study shall also be referred to the MHI for review and comment prior to approval.
4. New development which has the potential to generate significant vehicle traffic should be directed away from those areas and land uses where such levels of traffic could endanger public safety.
5. In considering development proposals which have the potential to generate significant vehicle traffic, preference will be given to designs that incorporate internal road systems, as opposed to frontage roads.
6. Commercial uses which primarily serve the travelling public should be encouraged to locate where there is access available from major roadways, and where the efficiency and safety of the adjoining roadway are not jeopardized.
7. Where an area of development is bordered on one side by a major transportation corridor, a proposed right-of-way, or a facility such as a highway or rail line, new development should be directed to the same side to avoid the need for local traffic to cross the corridor or facility.
8. Development that may have a detrimental impact on the safe operation of the provincial highway system shall not be allowed unless mitigation measures acceptable to the MHI are incorporated into the development.



2.8 INDIGENOUS COMMUNITIES AND ORGANIZATIONS

The Twin Lakes District acknowledges the Treaty 6 Territory and the homelands of the Metis. The District pays respect to the indigenous ancestors of this place and wish to reaffirm their relationship with one another and the land. The First Nations of Red Earth, Shoal Lake, Cumberland House, and James Smith, along with Nipawin Metis Local #134 play an important role in the region with a portion of three First Nation communities being located within the District boundaries. Additional interest from indigenous communities and organizations are present in the region including Treaty Land Entitlement claims by One Arrow First Nation, Sturgeon Lake First Nation, and Muskowekwan First Nation. The Twin Lakes Commission and their affiliate Councils recognize and respect Reserves and Treaty Land Entitlement claims fall outside of municipal legislative authority. There is a desire to ensure a cooperative and collaborative relationship with indigenous communities where communications are improved, concerns are addressed as they arise, and there is an awareness and understanding of First Nations and Métis in the region where their rights are respected.

2.8.1 Strategies/Objectives

1. Continue relationship building with indigenous communities and organizations, including in the wider region around the Twin Lakes region.
2. Collaborate with participating indigenous communities to achieve effective, efficient and coordinated land use and development.
3. Develop partnerships with indigenous communities based upon respect for each other's jurisdiction and a common understanding of mutual interests.
4. Recognize the legal duty to consult indigenous communities when actions or decisions could affect Treaty or Aboriginal rights.
5. Twin Lakes acknowledges the Truth And Reconciliation Document and the policies of Section 2.8.2 are intended to align with the Calls to Action.

2.8.2 Policies

1. New subdivision or development adjacent to existing reserve development shall endeavor to complement and, where possible, integrate with the reserve development.
2. The Planning Commission and its affiliate municipal council shall seek to collaborate with indigenous communities to partner in the construction and upgrading of municipal infrastructure.
3. Development on reserve lands that is compatible with the provisions of this plan shall be encouraged.
4. When municipal actions or decisions in the District could impact Treaty or Aboriginal rights, the Planning Commission and the affiliate municipal council will consult with relevant indigenous communities.
5. Pertinent to The Constitution Act 1930 – Natural Resources Transfer Agreement, the Twin Lakes District Planning Commission and affiliate municipalities will respect all indigenous hunting, trapping

fishing, and gathering rights on all unoccupied Saskatchewan crown land and any traditional and treaty lands to which indigenous people have a right to access. Treaty and aboriginal rights relating to hunting, fishing, trapping and gathering are also recognized as part of *The Constitution Act, 1982*, Section 35.

2.9 PROVINCIAL FOREST DISTRICTS

The Twin Lakes Planning Commission recognizes the role of the Ministry of Environment as the agency with the statutory responsibility for the management and disposition of crown forest and park lands within the provincial forests districts. The Twin Lakes Planning Commission seeks coordination with Ministry of Environment to ensure that the interests of residents are considered in any resource management policies

2.9.1 Strategies and Objectives

1. To encourage resource management practices and integrate the interests of all resource users.
2. To participate in the forest management planning process.
3. To identify areas of special consideration for development and leasing of crown land by the Ministry of Environment.
4. To identify, in consultation with the Ministry of Environment, development opportunity areas and the municipalities' servicing strategy within the Northern Provincial Forest, the Torch River Provincial Forest and the Fort a La Corne Provincial Forest.
5. To encourage resource management practices that respect and integrate the interests of all resource uses including, but not limited to:
 - tourism and recreation;
 - forest management;
 - fisheries and aquaculture;
 - watershed management;
 - gravel and sand extraction; and
 - forest products harvesting and processing.

2.9.2 General Policies

1. Subject to all other provisions of this District Plan, on any site in any district defined in this Plan as a Provincial Forest District only the natural resource, game resource, botanical, and recreational uses as outlined in the applicable municipal zoning bylaw shall be permitted.
2. The approval of additional development will be considered provided full attention is given to the provision of services including roads, fire smart principles, liquid and solid waste disposal and the impact on existing services.

3. To approve development on lease sites for remote cabins and outfitter base camps with provision for minimal services with municipal responsibility. The limited provision of services must be understood by the purchases of lessees.
4. To notify the Ministry of Environment respecting the need to exclude existing resort developments along the north shores of the Resort Village of Tobin Lake from the inclusion in any future Forest Management Lease Agreement that may be negotiated for this area.

2.10 GENERAL DEVELOPMENT POLICIES

1. Prior to consideration of any application to rezone or subdivide land for development, the proponent shall prepare and submit a report to the affiliate municipal council in support of the proposed development which confirms the suitability of the development in its proposed location. The report shall, at a minimum, include a general summary of the development.

The summary shall include:

- a. a general description of the development area including its topography, natural amenities, and a summary of surrounding development;
 - b. the number of lots proposed along with a lot phasing plan where intended; and
 - c. a development concept plan illustrating how the proposal accommodates issues of open space, roadways, densities, and land use compatibility.
2. The following studies and reports may also be required as deemed necessary by the affiliate municipal council:
 - a. written confirmation from the appropriate provincial regulatory body regarding the existence and potential management of local heritage resources as prescribed in Section 2.5.3 of this Plan;
 - b. a written assessment of the potential impact of the proposed development on local ecologically significant and sensitive wildlife or aquatic habitat as prescribed in Section 2.5.2 Clause 3 of this Plan;
 - c. a drainage study and conceptual storm drainage plan prepared by a professional engineer duly licenced to practice in the Province of Saskatchewan as prescribed in Section 2.5.2 Clause 6 of this Plan;
 - d. evidence of public consultation including documentation of interactions and issues identified along with identification of how the development will seek to respond to these issues;
 - e. a written report identifying specifically how the proposed development complies with the intent of this Plan and the applicable development policies contained herein;
 - f. where the proposed development may impact existing municipal roadways, a municipal roadway assessment may be prepared by a professional engineer duly licensed to practise in the Province of Saskatchewan providing an evaluation and confirmation of the physical and functional capacity of municipal access roads serving the property as well providing recommendations regarding any

necessary improvements to the roadway infrastructure required to support the proposed subdivision or development;

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

2.11 Design Policies

2.11.1 Architectural Control

1. Where it is considered desirable to preserve the physical character of an area or to promote a selected design theme for an area, Councils may designate the area as an Architectural Control District in their Zoning Bylaw, using the symbol "AC" in conjunction with any Zoning District, in accordance with Section 73 of *The Planning and Development Act, 2007*. This will serve to develop and protect a sense of integrity of an area, or to aid in the maintenance of property values and neighbourhood aesthetics.
2. In general, Architectural Controls may be applied only in areas where there is a clear public interest, which may include establishing and funding a design review process, consistent with the terms and conditions of *The Planning and Development Act, 2007*. A design review process may be applied to areas containing heritage properties, sensitive infill development sites, new development areas, and any other areas that are designated accordingly within the Zoning Bylaws
3. The design review process for an Architectural Control District shall be specifically outlined in the Zoning Bylaw, including the requirements for submitting an application, the review of the proposal for conformance with area design guidelines, and the procedure for approving Development Permits, including the imposition of terms and conditions that may be attached to such an approval.
4. Councils may appoint Architectural Design Review Committees as necessary, to assist with the design review process in architectural Control Districts.

2.11.2 Urban Design Principles

1. Within the provisions of The Planning and Development Act, 2007, the following urban design principles shall be considered in the preparation and review of Local Area Design Plans, Concept Plans, subdivision applications, amendments to the District Plan and standards contained within the Zoning Bylaws:
 - a. Design With Nature: Developments shall incorporate, preserve and complement all significant natural features, shall respect the physical capacity of land to accommodate development, and shall preserve and promote the urban forest;
 - b. Human Scale: Developments shall respect human dimensions, mobility and perceptions, and shall facilitate user comfort through appropriate location and design of outdoor furniture, walkways, open spaces, lighting and other related features;
 - c. Safety: Publicly accessible spaces shall be designed for increased safety, provide for improved surveillance at all times of the day, and include appropriate lighting;
 - d. Art in Public Places: Art shall be promoted in publicly accessible places, in order to enhance the enjoyment of the built environment and contribute to the cultural and historical well-being of the community.

3.0 RURAL POLICY AREAS

3.1 AGRICULTURAL POLICY AREAS

Lands devoted to agricultural production in the Twin Lakes region are of high quality and have allowed enterprising farmers and investors to develop successful spin off industries in addition to crop production. Soils in the farming zones of the Twin Lakes region are among the most productive in Saskatchewan, and encourage the production of a wide range of forage crops, feed grains, cereal crops, oilseeds, and hemp. The Twin Lakes region is distinguished for the number and quality of cereal and oil seed growers producing and supplying high-quality seed of a variety of types to a wide market both in North America and overseas.



Crops grown in the region have also stimulated the evolution of one of Canada's premier honey producing zones. Many farmers are also actively involved in raising beef and dairy cattle, hogs, and other high-value animals.

3.1.1 Agricultural Objectives:

1. Promote the conservation of agricultural land for long-term use, recognizing the value, nature, and role of agriculture.
2. Prevent fragmentation of agricultural land, encroachment of conflicting uses, and allow for efficient utilization and retention of sufficient size of land holdings to facilitate the continuation of farming.
3. Support agricultural innovation, intensification, and value added diversification through the suitable accommodation of various forms of agriculture.
4. Develop policies to guide the location of residential development on agricultural parcels to preserve the agricultural capacity.
5. Recognize and support the continued production of forage crops, feed grains, cereal crops, oil seeds, and hemp in the District.

3.1.2 General Policies:

1. The primary consideration within agricultural zones shall be the retention of food production capacity and agricultural enterprises.
2. Lands currently under cultivation or active production, should not be supported for the development of non-agricultural uses unless all other options have been pursued.

3. 64.8 hectares (a quarter section) shall generally be the minimum site size for an agricultural site excepting parcels that have been reduced due to severance by a natural or manmade feature (i.e. water body, highway, or railway); or approved for subdivision by the approving authority. A more specific site area may be stipulated within the applicable zoning bylaw and will generally reflect the agricultural characteristics and capabilities of the area.
4. Existing agricultural operations that operate within generally accepted practices and in conformance with *The Agricultural Operations Act* should be protected from new development, which might unduly interfere with their continued operation.

3.1.3 Agricultural Diversification Policies:

1. Diversified on-farm income, including non-agricultural uses, shall be supported subject to:
 - a. the use being environmentally sustainable;
 - b. the use being clearly secondary to the agricultural use;
 - c. the use not interfering with adjacent agricultural use; and
 - d. the use having no detrimental effect on existing roadways or other municipal infrastructure.
2. Minor commercial and industrially related agricultural developments which directly serve agricultural operations including storage, processing, sales, and distribution of agricultural produce or inputs may be considered in agricultural areas as a discretionary use in accordance with the following:
 - a. appropriate municipal infrastructure and existing servicing is available or can be efficiently and sustainably extended to the lands;
 - b. the use is directly related to agriculture;
 - c. the use is compatible with other nearby rural and urban developments;
 - d. uses shall be encouraged to locate adjacent to existing commercial and industrial developments wherever possible and utilize a common highway access point; and
 - e. uses shall not be located in close proximity of residential development unless it can be demonstrated that such development will not create a nuisance or hazard for the residential development.
3. Major commercial and industrially related agricultural development shall be encouraged to locate within existing or planned industrial and highway commercial areas.
4. Home-based businesses may be considered in agricultural areas where they are clearly secondary to a primary farmstead or country residential use and are modest in scale and investment and should not generate significant levels of traffic or otherwise have adverse effects on neighbouring land uses. For certain types of businesses, a home-based setting may be appropriate when first starting up; however,

as the business grows and level of commercial activity increases, it may be more appropriate to relocate to a designated commercial area. Home-based businesses are required to comply with the discretionary use standards prescribed in the applicable zoning bylaw.

3.1.4 Agricultural Subdivision Policies:

1. Fragmentation of prime and viable marginal agricultural land should be discouraged. Prime agricultural land shall be defined as any quarter section in which the majority of agricultural land is Class 1 to 3 based on the Canada Land Inventory (CLI) land capability for agriculture as shown in the Land Classification map.
2. The subdivision of land into parcels smaller than a quarter section may be considered at the discretion of the affiliate municipal council where:
 - a. the subdivided parcel has been physically fragmented from the balance of the quarter section by either natural or man-made features and the fragmented parcel cannot reasonably be consolidated with adjacent holdings or be practically used for agricultural purposes;
 - b. the subdivided parcel is intended to be developed for intensive agriculture use provided that the proposed use is compatible with existing agricultural uses in the vicinity and the size of the parcel is appropriate for the intended use;
 - c. the subdivided parcel is intended to be consolidated under one title with adjacent land to create a more viable agricultural unit;
 - d. the subdivision will accommodate the purchase or lease of Crown Land; or
 - e. the subdivided parcel is intended to be developed as a non-farm residential site pursuant to the residential policies contained herein.



3.1.5 Intensive Livestock Policies:

1. Approval of an Intensive Livestock Operation shall be at the discretion of the affiliate municipal council and shall require the applicant to satisfy the provisions for discretionary uses contained within the applicable zoning bylaw.
2. Intensive livestock operations shall comply with the separation distances prescribed within the respective zoning bylaws.
3. In determining proximity to a vacant non-agricultural parcel, separation distances shall be measured from the closest area of animal confinement to the property boundary of the closest developable parcel.

4. In determining proximity to a single family dwelling located on agricultural property or within a residential subdivision not owned by the Intensive Agricultural Operator, separation distances shall be measured from the closest area of animal confinement to the dwelling.
5. Rural Zoning Bylaws shall contain policies outlining procedures authorizing Council to approve lesser separation distances based on the following factors which are not intended as requirements for an approval but rather to frame Council's deliberation:
 - a. written comments from any landowners within the required separation distance;
 - b. proposed mitigation measures to minimize impacts;
 - c. landforms that may affect or be affected by the impacts from the Intensive Livestock Operation;
 - d. physical severances, including roadways, rail lines, or waterbodies within the separation distance;
 - e. watershed and drainage patterns, and how runoff from the Intensive Livestock Operation is to be managed;
 - f. the method of manure storage management and any mitigation proposed to minimize odours;
 - g. whether the livestock will be housed fully indoors, fully outdoors, or partially indoors and outdoors;
 - h. the land use designation and future land use of the lands within the separation distance; and
 - i. other factors that Council deems relevant.

Where properties are within the recommended separation distances as required in the applicable Zoning Bylaws, an interest pursuant to The Planning and Development Act, 2007 (Saskatchewan) shall be registered against the titles of the affected properties.

3.2 RURAL RESIDENTIAL POLICY AREAS

Rural residential land use should contribute to an orderly settlement pattern, be compatible with the natural environment, and provide a variety of options to accommodate a range of lifestyle opportunities for residents. Development that is complementary to the rural character of the area and does not severely affect agricultural operations or create a land use conflict will be supported.



For clarification purposes, Agricultural Residential Development shall be defined as residential development in the absence of subdivision on agricultural holdings where agricultural operations are the principal use and residential uses remain ancillary and directly related to the agricultural principal use.

Rural residential development shall be defined as Country Residential Development or non-farm residential development on a parcel of land legally subdivided from an agricultural holding where the purpose of the

subdivision is to provide for the legal separation of the residential use from an agricultural holding creating a residential building site, rather than a site where productive agricultural operations are the principal use.

Rural residential development within the District may take one of two forms including single parcel country residential subdivisions, which will be accommodated on a case-by-case basis to a maximum density of four parcels on a quarter section in Agricultural Policy Areas. More intensive multi-lot country residential developments, hamlets and resort developments will be strategically located to make the most efficient use of municipal services and take to advantage of areas which are unsuitable for agriculture and maintain a high level of amenity for this use.

3.2.1 Objectives:

1. To provide for a variety of residential subdivision and development options that strive to achieve a stable population base and support steady population growth in rural areas.
2. To provide limited country residential subdivision and development within productive agricultural areas.
3. To promote orderly and controlled country residential subdivision and development outside of productive agricultural areas.
4. To ensure that country residential subdivisions and developments do not place undue strain on municipal service delivery.

3.2.2 General Residential Policies:

1. Appropriate development standards for country residential development such as site area, frontage, boundary and roadway setbacks, and all other relevant standards are prescribed within the respective community zoning bylaws.
2. Residential subdivision and development shall be directed to areas where agriculture is less dominant due to a combination of a diversity of landscape features, a predominance of lower class land, a high degree of land fragmentation, and the existence of a mixture of land uses.
3. Residential subdivisions and developments shall be sufficiently separated from existing livestock operations in accordance with the general intensive livestock policies contained within this Plan and shall comply with the regulations specifically outlined in the respective zoning bylaws.
4. Residential subdivisions and development will be directed away from the periphery of the existing urban areas where such development might impede the orderly growth of these centres.
5. No residential dwelling shall be located within:
 - a. 305 metres of a non-refrigerated anhydrous ammonia facility licensed by the Province of Saskatchewan;

- b. 600 metres of a refrigerated anhydrous ammonia facility licensed by the Province of Saskatchewan; and
 - c. 100 metres of a building or structure containing more than 200 kilograms of waste dangerous goods other than used oil or waste antifreeze solutions as prescribed by *The Hazardous Substances and Waste Dangerous Goods Regulations*.
- 6. Residential subdivision or development shall locate where there is evidence of a long-term supply of potable water.
- 7. Residential developments shall meet or exceed the onsite sewage treatment requirements as provided by the Saskatchewan Health Authority.
- 8. Residential subdivision or development shall have legal and all-weather physical access to a municipally maintained roadway. Where this minimum standard of access is not provided, the developer shall be solely responsible for upgrading the municipal road to the appropriate standard unless alternate arrangements are made with the affiliate municipal council within the servicing agreement.
- 9. Home-based businesses may be considered in Residential Policy Areas (R) where they are clearly secondary to a primary residential use and are modest in scale and investment and should not generate significant levels of traffic or otherwise have adverse effects on neighbouring land uses. For certain types of businesses, a home-based setting may be appropriate when first starting up; however, as the business grows and level of commercial activity increases, it may be more appropriate to relocate to a designated commercial area. Home-based businesses are required to comply with the discretionary use standards prescribed in the applicable zoning bylaw.

3.2.3 Residential Subdivision Policies in Agricultural Areas

In addition to compliance with the General Residential Policies contained herein, single parcel country residential subdivision and development proposals in agricultural zones will be considered pursuant to the following policies:

- 1. A maximum of four country residential subdivisions may be considered on a quarter section subject to compliance with the following:
 - a. the subdivision results in the creation of no more than four country residential building sites on the quarter section; and
 - b. subsequent subdivisions shall be encouraged to locate contiguously with existing country residences in order to minimize the impact of the subdivisions on the continued agricultural use of the agricultural site.
- 2. A more restrictive parcel density may be required within the applicable zoning bylaw generally reflecting the agricultural characteristics and capabilities of the area.
- 3. The subdivision of an existing farmstead as a non-farm residence should:

- a. include all lands within an existing shelterbelt;
 - b. not include cultivated lands;
 - c. be effectively serviced to a rural standard;
 - d. be capable of accommodating a private onsite wastewater disposal system.
3. Abandoned residential sites are encouraged to be re-established where economically feasible.

3.2.4 Multi-lot Residential Policies

In addition to compliance with the General Residential Policies contained herein, multi-lot residential subdivisions and development proposals in residential zones will be considered pursuant to the following policies:

1. Multi-lot country and resort residential subdivisions exceeding a parcel density of four country residential sites on a quarter section or as more restrictively defined within the applicable zoning bylaw shall be located in Rural Settlement Areas or Recreation Areas as identified on the Future Land Use Maps attached to this plan as Appendix A unless otherwise provided in this Plan. Where such a subdivision is proposed outside of a designated area, an amendment to the Future Land Use Maps shall be required prior to consideration of the subdivision.
2. Multi-lot residential development shall generally be discouraged on land which exceeds Canada Land Inventory Class 3 according to the Soil Capability Map to encourage the retention of higher-class agricultural lands. Council may support multi-lot subdivision and development of these lands and will evaluate proposals based on the following:
 - a. the amount of agricultural land to be taken out of production.
 - b. the location of the residential subdivision and any impediment it may cause to the normal operation of adjacent agricultural holdings.
 - c. the introduction of higher density residential development and potential incompatibility with adjacent agricultural land uses.
 - d. the clustering and location of new development in proximity to established residential areas, hamlets, resort villages, or recreation communities, to benefit from efficient use of municipal infrastructure and services.
 - e. The proximity to a lake where land is ideally suited for recreational residential development.
3. Where this Plan contemplates future multi-lot residential development, an affiliate municipal council may rezone that land for residential uses at its discretion.
4. The determination of the maximum number and arrangement of lots in a specific subdivision shall be prescribed within the applicable zoning bylaw and will have consideration for:

- a. the carrying capacity of the lands proposed for development and the surrounding area based on site conditions, environmental considerations, and potential impacts, and other factors that may warrant consideration in the design of the proposal;
 - b. the suitability and availability of municipal and other services and infrastructure necessary to support the proposed development including potable water supply, sewage disposal, and storm water management systems; and
 - c. the compatibility of the proposed subdivision design with that of the surrounding area.
- 5. Where a multi-lot residential subdivision is proposed on lands abutting an existing multi-lot country residential development, an affiliate municipal council shall require the proposed development to be designed to complement the existing development employing measures such as visual buffering, building site separation, complementary lot sizing, or any other measures necessary to achieve compatible land use and development.
- 6. New multi-lot residential subdivision proposals shall incorporate environmentally sustainable subdivision design principles including but not limited to:
 - a. the subdivision design and the placement of lots shall respond to and incorporate existing natural conditions including wildlife corridors and habitat, topographic features, and environmentally sensitive lands, with particular attention to surface water and groundwater systems; and
 - b. the subdivision design shall minimize the length of internal roads constructed within the subdivision.
- 7. Multi-lot residential subdivisions shall be encouraged to locate in the direct vicinity of provincial highways or along existing municipal grid roads of sufficient capacity to accommodate the new development.
- 8. Where possible, multi-lot residential lots shall access internal subdivision roads constructed as part of the development. Direct access from individual sites onto primary or grid roads should be minimized and double frontage is prohibited.
- 9. Where the Planning Commission or affiliate member Council feel that the increase in traffic created by a proposed development will have a negative impact on local traffic, a Traffic Impact Assessment study (TIA) will be required.

3.3 RURAL COMMERCIAL AND INDUSTRIAL POLICY AREAS

Opportunities for the growth of a variety of rural commercial and industrial land uses should be provided for in strategic locations to make efficient use of the provincial transportation networks and to minimize the loss of productive farmland. New rural commercial and industrial development should be of a scale and character that complements the existing land use pattern and transportation corridors while at the same time considers and is responsive to the sustainability of the District.

3.3.1 Objectives:

1. To encourage a variety of supplemental agricultural and residential business income opportunities.
2. To encourage and support the diversification of agri-business and value added processing.
3. To direct new business development to suitable locations.
4. To support research and development of natural resources such as minerals, oil, gas, sand and gravel and to provide for the responsible extraction of these natural resources.
5. To encourage and support the development of renewable resources that support the District in adapting to and protect the District from the effects of climate change.

3.3.2 Rural Commercial and Industrial Policies

1. Rural commercial and industrial subdivisions shall be located in Employment Areas as identified on the Future Land Use Maps attached to this plan as Appendix A. Where such a subdivision is proposed outside of a designated area, an amendment to the Future Land Use Maps shall be required prior to consideration of the subdivision.
2. Where this Plan contemplates future rural commercial or industrial development, an affiliate municipal council may rezone that land at its discretion.
3. Commercial or industrial development should only be considered in rural areas where no suitable sites exist within the urban centres, or where such developments:
 - a. are deemed hazardous or incompatible in an urban setting; or
 - b. require larger site areas which are not available or appropriate in the urban centre.
4. Appropriate development standards for rural commercial and industrial development such as site area, frontage, boundary, and roadway setbacks, and all other relevant standards are prescribed within the respective zoning bylaws.
5. Rural commercial and industrial developments should be encouraged to locate at appropriate locations with safe and efficient access to major roadways and provincial highways. Direct access to the provincial highway system should be discouraged. Access should be via the municipal road system to the provincial system.
6. Rural commercial and industrial developments should be encouraged to provide enough land for potential expansion, while not wasting land.



7. New rural commercial and industrial developments will be encouraged to locate where there is an adequate supply of potable water.
8. A residence may be permitted in conjunction with a rural commercial or industrial use for the owner or custodian and may be part of the principal building or a separate detached building, as regulated in the applicable zoning bylaw.

3.4 RECREATIONAL POLICY AREAS

The Twin Lakes region is situated within a vast landscape of natural beauty that makes it an exceptional place to live and visit. The area is blessed with the presence of Tobin and Codette Lakes, the Saskatchewan River



Valley, several smaller water bodies, and is situated on the edge of the expansive northern boreal forest. The natural attributes of the Twin Lakes region have been taken advantage of by lake development resulting from the development of hydroelectric dams in the area. The natural environment supports nature based tourism and a variety of special adventure and outdoor recreational activities throughout all seasons. The region attracts avid fishermen, hunters, snowmobilers and outdoor enthusiasts on a regional, national and international scale.

The intent of the policies contained in this section is to establish development policies to guide development of the areas along the Saskatchewan River Valley. Land uses in these areas may include such activities as seasonal/permanent cottages or residences, lodges, motels, campgrounds, golf courses, sports grounds, and other recreational uses.

3.4.1 Objectives

1. To expand local and regional access and appropriate recreational opportunities surrounding Tobin and Codette Lake and along areas of the Saskatchewan River Valley.
2. To ensure that recreational opportunities do not conflict with adjacent agricultural uses or negatively impact the environment, heritage resources and wildlife habitat.
3. To ensure that new resort and recreation developments are located in a manner that takes full advantage of existing municipal infrastructure.

3.4.2 General Recreation Policies:

1. The member communities are encouraged to continue to support and build upon tourism initiatives.
2. Work with private sector developers and provincial agencies to encourage and facilitate the development of new, or the intensification of existing recreational facilities and parks to broaden the recreational activities available for residents and visitors.

3. All new development applications may be required to include evidence of demonstrated demand for such development.
4. Where the proposed development includes residential development, the General and Multi-lot Residential Policies shall apply.
5. Development applications should be accompanied by conceptual plans illustrating how the proposal accommodates issues of open space, roadways, densities, land use compatibility, and such other matters as the affiliate municipal council may deem appropriate within the context of the overall policies of this Plan.

3.5 THE CODETTE LAKE DEVELOPMENT AREA

The Codette Lake Development Area consists of land in the Rural Municipalities of Nipawin and Torch River adjacent to Codette Lake. Codette Lake was created through the creation of the Nipawin Hydroelectric Station and the area should be developed with the understanding that the primary purpose of Codette Lake is power generation.

Appendix B contains background information on the initial concept for a corridor recreational system and the concept for Codette Lake. This information is to provide context to be used in reviewing development applications within the Codette Lake Development Area.

The following objectives and policies apply to the Codette Lake Development Area along with the overall objectives and policies of the Rural Policy Area.

3.5.1 Objectives:

1. To ensure that power generation remains the primary use of the reservoir.

3.5.2 Policies:

1. Power generation will be the dominant use of Codette Lake. All development proposals adjacent to the reservoir will be referred to Saskatchewan Power Corporation for comments. Council shall not approve any development, zoning amendment, or land use change which will have a detrimental effect on the use of Codette Lake for power generation.
2. No country residential developments will be allowed within Saskatchewan Power Corporation's buffer area and/or on land owned by Saskatchewan Power Corporation.
3. No physical landscape alteration will be permitted within Saskatchewan Power Corporation's buffer zone as designated on the Preferred Land Use Map without the approval of Council and the Saskatchewan Power Corporation and approval, where necessary by the Water Security Agency(Aquatic Habitat Protection Permit).
4. No permanent structures will be permitted within the Saskatchewan Power Corporation's buffer area except at locations where the land purchased by Saskatchewan Power Corporation exceeds that necessary to ensure environmental protection. Permanent structures are those structures with permanent foundations or those privately owned structures that have been set up or moved in with the intention of remaining on the site for an extended length of time. At locations

designated in this plan, non-permanent structures or facilities will be allowed within the buffer zone with the approval of Council and Saskatchewan Power Corporation. Non-permanent structures or facilities are those that can be easily disassembled or moved and those that are not potentially subject to destruction or personal loss should floods or environmental hazards arise. Such structures and facilities include but are not limited to roads, boat ramps, boat docks, beach change-houses, washrooms, picnic tables and shelters.

5. To ensure that each municipality works in concert with the Saskatchewan Power Corporation, as decisions respecting development permit applications are rendered.

4.0 URBAN POLICY AREAS

The urban areas in the District include six urban municipalities with a combined population of approximately 6,375 according to the 2016 census data. The urban municipalities include: the Towns of Nipawin, Carrot River, and Choiceland; the Villages of White Fox and Codette and the Resort Village of Tobin Lake.

In the District there are three additional urban municipalities - the Villages of Love, Smeaton, and Aylsham; however, they are not members of the Twin Lakes Planning District at this time and are not included in the District Plan.

The urban communities offer a quality of life that compliments the diverse economic base of the region. Agriculture, mining, forestry and tourism are the major industries of the region. Although Nipawin and Carrot River offer a wide range of services for the residents of the region, all five of the communities service the region and are also dependent upon the economic strength and growth of the region. The District is planning for sustained economic growth and the urban communities will work with their rural municipal partners to direct development with targeted investment strategies in their individual communities that respond to the region's needs and collectively benefit the entire area.

4.1 URBAN RESIDENTIAL POLICY AREAS

The towns and villages make up 65% of the Twin Lakes area's population with Nipawin estimated to make up 44% of the region's population. Over the past several years, the area has experienced a relatively stable population base and in some instances a decline in population. The median age of the area's residents is slightly above the provincial median. Median family income and employment participation are in line with the provincial average.

With the area's diverse economic base and the strength of the Saskatchewan economy, there is the potential for future growth in the agricultural, mining, forestry and tourism sectors. Also, there are spin-off value added economic activities associated with growth in these primary sectors.

The urban communities want to be proactive and plan for additional residential growth in their communities. Residential growth would be focused within the current corporate boundaries of the municipalities through the redevelopment of lots with existing older housing stock, the development of infill housing on vacant lots, the intensification of underutilized sites, and the orderly development of new residential subdivisions. In addition, the full range of housing demands from government subsidized housing to non-market housing, entry level and market level housing needs to be adequately provided for throughout the region.

4.1.1 Objectives

1. To ensure an adequate long-term supply of land for future residential development.
2. To ensure that residential development occurs in a manner that allows for the orderly and economic provision of municipal services.
3. To support the diversification of the various types of housing stock to meet the needs of all ages, income, and social groups.
4. To promote high quality housing design layout, site amenities and development for all new residential developments.

5. To develop policies including a tax abatement or tax incentive policy, grants or other incentive programs for the various types of residential development to be applied on a targeted basis in all urban municipalities in the District.
6. Continue to support home based business, both home occupations, residential offices, and care homes as a viable lifestyle to facilitate economic development and foster entrepreneurship, recognizing that it must remain secondary to the residential use of the property and compatible with the neighbouring residential properties.

4.1.2 Urban Residential Policies

1. New residential subdivisions are encouraged to locate on lands designated for current and future residential use on the Future Land Use Maps.
2. The supply and demand for residential land will continue to be monitored by each municipality so the needs of the area residents are met. Where demand warrants, private developers will be encouraged to assemble land for housing demands.
3. For new subdivisions, the proponent may be required to enter into a servicing agreement with the municipality to cover the costs of municipal service installation or improvements including applicable costs of improvements or upgrading of off-site services through development levies.
4. A series of residential districts in the Town of Nipawin's Zoning Bylaw and a residential district with both permitted and discretionary uses in the other urban communities will provide for the full range of residential uses. Higher density residential uses will be allowed at an affiliate municipal council's discretion along with other community service uses that are compatible with residential development.
5. The density of new residential development will be determined by the individual municipality's service capacity and shall be designed to complement development in the neighbourhood.
6. The principles of *The Nipawin Housing Action Plan*, particularly as they relate to government subsidized social housing and non-market housing will guide the development of this type of housing throughout the urban municipalities.
7. Active participation by the communities and their residents in all provincial and federal housing programs will be encouraged.
8. Although most of the residential development in the urban communities will be single detached dwelling units, the zoning bylaws will provide for a variety of housing types including but not limited to, modular homes, ready to move homes, mobile homes, secondary suites, garden suites, duplexes, multi-family, and tiny homes, with development standards for each housing option.
9. The renovation and replacement of older and dilapidated housing will be encouraged as a means of promoting a high quality built environment.
10. Residential development will occur where municipal services are present or where services can be economically provided. Rezoning of land to residential will be considered where servicing can be economically supplied to a standard that is equal to the servicing in the remainder of the individual municipality.

11. Residential areas will be oriented to serve both pedestrians and cyclists, to promote walkability and the use of alternative transportation modes, in addition to the use of private automobiles.
12. The development of a continuous open space pedestrian system will be considered through new and old residential areas with linkages to schools, parks, recreations facilities, shopping, and business opportunities.
13. Tree planting and landscaping of parks along buffer strips, walkways, and streets will be promoted. Ensure compatability of tree spices and below ground and at grade infrastructure.
14. The development of energy and water efficient housing will be encouraged to address climate change adaptation and mitigation in the District.
15. The zoning bylaws shall contain development standards pertaining to permitted and discretionary use home based businesses including standards for off-street parking, storage, resident and non-resident employees and other relevant matters.

4.2 URBAN COMMERCIAL POLICY AREAS

Local businesses within the Twin Lakes Planning District area serve an immediate trade area of approximately 16,000 and a greater trading area of 75,000. There are a variety of commercial businesses operating providing a wide range of services to area residents and tourists. The larger scale commercial businesses are located in the towns of Nipawin and Carrot River; however, every urban municipality has a commercial sector.

The overall goal for the area is to encourage the expansion of complementary business activity and to retain the current level of retail services within the various communities. The potential for future growth in the agricultural, mining, forestry, and associated industrial sectors within the surrounding Rural Municipalities will drive the population growth of the local communities and reinforce the overall commercial sector of the area.

With the major recreational areas of Tobin Lake, Codette Lake, and the Nipawin and Wapiti Regional Parks in close proximity, serving tourists and the travelling public is a targeted priority. Improving and enhancing existing accommodations and the potential for new accommodations will not only support the development of tourism but in turn encourage other commercial spin-off opportunities.



4.2.1 Objectives:

1. To support commercial development and a climate for economic investment.
2. To maintain and enhance cohesive, viable, and dynamic central business commercial areas.

3. To promote the expansion of existing highway commercial operations and encourage the development of new uses in the existing highway commercial areas.
4. To minimize potential conflicts between commercial and non-commercial land uses.

4.2.2 Urban Commercial Policies

1. An inventory of serviceable commercial lands ready for development shall be identified to support investment and development in each municipality.
2. The zoning bylaws will provide flexibility in development and land use which is compatible with commercial areas adjacent to residential and non-commercial areas. New commercial subdivisions will be directed to lands designated for current and future commercial use on the District's Future Land Use Maps.
3. Zoning tools will be used to conserve and promote the reuse of historic buildings in traditional commercial areas or other districts within the community that the municipal council deems appropriate.
4. Infill commercial development may be encouraged as a means of concentrating development and effectively utilizing existing infrastructure.
5. Consideration and adoption of policies that provide business tax incentives to new businesses or expanding businesses should be targeted to the priorities of each local community; however, the overall Business Tax Incentive Program should provide for consistency and equality throughout the District.
6. Monitor the local and regional economy to identify opportunities for future development and promote the local communities as a one combined regional retail and commercial centre.
7. Support the development of additional tourist accommodation and services as a means of expanding the district's tax base and providing employment.
8. Promote the Twin Lakes area as a place for new businesses, in conjunction with local organizations such as the local Chambers of Commerce and Boards of Trade.
9. Ensure that the provision of infrastructure, zoning, and procedures are in place to accommodate business developments in a timely, economical and environmentally sustainable manner.
10. The central business areas of each community will be zoned in the zoning bylaw for appropriate commercial uses and other compatible development.
11. The commercial areas will be promoted as the preferred location for retail activities, personal service establishments, professional services, institutional facilities, financial services, and office facilities.
12. Non-commercial uses in the central business areas will only be allowed if they do not hamper or conflict with commercial development.
13. The local municipalities will work with the business community to create and maintain attractive streetscapes and be proactive in promoting well-maintained properties.

14. Appropriate measures will be taken by each municipality to ensure proper upkeep of vacant commercial properties.
15. Areas shown as Existing Highway Commercial will be zoned in the respective zoning bylaws for highway commercial uses and other compatible development. Areas shown as Future Highway Commercial on the FLUM's may be zoned in the respective zoning bylaws for commercial uses and compatible development.
16. Highway commercial will generally be comprised of uses serving the travelling public, requiring good vehicular access, highway exposure, and larger sites.
17. Highway commercial uses shall properly integrate with provincial highways by using service road systems or controlled access points approved by the MHI.
18. Municipalities will promote and maintain aesthetically pleasing highway commercial districts controlled by development guidelines and regulations provided in the Zoning bylaw.
19. Highway commercial areas shall provide high-profile vehicle and transportation related goods and services which complement and support the commercial viability of the central business commercial areas.
20. Commercial development with adjacent land uses shall be carried out in a way to minimize potential land use conflicts.
21. All commercial developments will be properly buffered or screened from any abutting residential uses or areas designated for future residential development
22. Industrial uses such as storage, warehousing, or freight and cartage operations may be allowed in highway commercial areas as discretionary uses.
23. For new commercial subdivisions, the proponent may be required to enter into a servicing agreement with the municipality to cover the costs of municipal service installation or improvements including applicable costs of improvements or upgrading of off-site services through development levies.

4.3 URBAN INDUSTRIAL POLICY AREAS

Agriculture is the predominant economic driver in the District and has resulted in spin-off agri-business. Among these value-added operations are cereal, oil and forage seed producers, storage and cleaning facilities, honey production, canola processing, and turf seed production. The agri-food sector has created the demand for agriculture related service industries that have resulted in business and employment opportunities for the area residents.

Economic growth opportunities are in the resource and mining sectors, including horticultural peat moss harvesting and production, diamond exploration, coal, and oil and gas production.



Many of the businesses that support industries are located in urban municipalities. The District wants to facilitate a variety of private sector industrial development uses, both within the urban areas where industrial uses are compatible with other neighbouring areas and in the rural areas where access and servicing are feasible and cost efficient.

The supply of serviced industrial land may be monitored so that market demands can be met throughout the District. All new industrial development will be located

and serviced in conformity with the existing industrial zoned lands, and proposed industrial lands outlined in the Future Land Use Maps for the District.

4.3.1 Objectives

1. To facilitate and promote a variety of appropriate industrial development uses.
2. To minimize potential land use conflicts between industrial and non-industrial lands.
3. To ensure the capacities of a municipality's infrastructure can support identified locations and types of industrial development.

4.3.2 Urban Industrial Policies

1. The areas shown as Existing and Proposed Industrial on the Future Land Use Maps may be zoned for industrial uses and compatible development.
2. The supply of serviced industrial land will be monitored to meet the market demands for new industrial development in the various urban communities. When sufficient land is no longer available to accommodate additional industrial development, the necessary steps to acquire, subdivide and service additional land to meet this demand will be undertaken in consultation with the Planning Commission.
3. Encourage the development of privately built and marketed industrial parks provided that such developments are properly located and serviced.
4. Priority will be given to infilling vacant and underutilized industrial land for appropriate development within the designated industrial areas prior to the development of new areas.
5. Industrial development shall occur in an orderly and continuous manner.
6. Where industrial development occurs or exists adjacent to non-industrial land uses, the appropriate development standards shall be applied through the Zoning bylaw providing for sufficient screening and buffering to minimize potential impacts on the non-industrial areas, including the provision of landscaping, fences, and berms.
7. Use-specific industries that exhibit a potential level of hazard or environmental impact, which can only be mitigated through special separation, shall be located according to the separation distances outlined by the appropriate provincial agencies.

8. Maintenance of all developed and undeveloped industrial sites shall be required and enforced.
9. Promote industrial development in areas that are close to major roadways and utility services.
10. Industrial areas shall be provided with adequate infrastructure by the proponent to accommodate industrial development in a timely, economical and environmentally sustainable manner.
11. For new industrial subdivisions, the proponent may be required to enter into a servicing agreement with the municipality to cover the costs of municipal service installation or improvements including applicable costs of improvements or upgrading of off-site services through development levies.

4.4 URBAN INFRASTRUCTURE

The Twin Lakes area has both major road and rail transportation networks that provide good accessibility for most of the area. Highway networks run north/south and east/west with both CN and CP branch and spur lines. The District has air transportation from the municipal Nipawin airport south of the town.

Potable water is managed several ways in the District. Municipal water treatment facilities are located in the Towns of Nipawin, Carrot River, Choiceland, the Village of White Fox, and the Resort Village of Tobin Lake. The Hamlets of Snowden and Garrick operate provincially monitored water treatment facilities. The Village of Codette and the rural areas rely on wells as a source of private water. Water supply capacity is not an issue with the municipalities; however, drinking water standards are ever changing and need to be updated from time to time.



The area is served by three landfills. The Boreal Area Regional Waste Authority (BARWA) serves the Town of Nipawin, Village of Codette, RM of Nipawin and Resort Village of Tobin Lake. The Tisdale landfill serves the Town of Carrot River and RM of Moose Range. The landfill north of Garrick serves the Town of Choiceland, Village of White Fox and RM of Torch River.. Most of the communities in the region have recycling programs. A number of centres have begun household composting programs as well.

Each municipality within the District has access to a waste water lagoon with Carrot River, White Fox, Choiceland, and the Resort Village of Tobin Lake operating their own lagoons. Other developments in the Twin Lakes area rely on private onsite systems and access to the SaskWater operated regional lagoon.

The capacity of the municipal infrastructure is generally considered sufficient to meet the demands of the existing and projected population demand. In order to maintain high quality, core infrastructure the investment in the infrastructure services and facilities needs to be fiscally managed through sound asset management planning that has strategic investments made when required to support community and economic development. In some communities, the ongoing issue of surface drainage and infiltration into the sanitary sewer systems will need to be addressed.

Investments in the highway transportation networks need to be prioritized and discussed with the provincial government. Upgrading the waste management facilities for the region and an airport expansion will require regional cooperation and long term financial investment planning.

4.4.1 Objectives

1. To ensure prudent decision-making and fiscal management of community resources with respect to the provision of new and expanded municipal infrastructure services and facilities.
2. To optimize use of existing water, sewer, and solid waste management infrastructure and capacities.
3. To provide for the orderly and efficient development of municipal and provincial utility infrastructure conforming with land use policies and environmental regulations.
4. To promote the development of an integrated transportation system for the safe and efficient movement of vehicles and pedestrians within municipalities and throughout the region.
5. To provide an acceptable level of solid waste collection and disposal that is economical and environmentally safe.

4.4.2 Urban Infrastructure Policies

1. Take a proactive approach in infrastructure planning in order to direct investment and conserve financial resources.
2. Examine opportunities to reduce any infiltration into sanitary sewer systems to increase capacity.
3. Examine opportunities to improve surface drainage in developed areas where drainage is poor and water pools to improve existing conditions and to facilitate infill in these areas.
4. Carefully evaluate all capital projects in terms of phasing, design standards, threshold capacities, financing implications, operating costs, and maintenance costs.
5. Ensure that all capital projects are prioritized in terms of a community's growth and anticipated capital expenditures by conducting fiscal impact analyses.
6. Utilize all available Provincial, Federal and other grant programs to their maximum.
7. Preference will be given to reinforce existing services, however, for new subdivisions the proponent may be required to enter into a servicing agreement with a municipality to cover the costs of municipal service installation or improvements including applicable costs of improvements or upgrading of off-site services through development levies.
8. A standard servicing agreement format may be developed for the District to promote consistency and outline requirements for such agreements and charges, including the posting of performance bonds or letters of credit.
9. Promote and facilitate infill development and land use intensification to maximize use of existing infrastructure and previous investment in municipal services.
10. The building of facilities and activities that encourage or enhance energy efficiency, waste reduction, re-use, or recycling of wastes should be encouraged.

11. Work towards increasing public awareness of conservation, recycling, and waste reduction through communication with all residents and commercial operators.
12. All developments shall be serviced in agreement with the host municipality's Servicing Bylaw and/or Zoning Bylaw, as applicable.
13. Emphasis on solid waste management shall include waste minimization and/or diversion principles.
14. Ensure that existing utility services are expanded in an efficient and economical manner to accommodate projected needs.
15. Require proper management of storm water and surface drainage in all new developed areas.
16. Adopt sewer construction specifications and procedures to ensure that new and renovated sewer systems remove or prevent infiltration.
17. Continue to cooperate with provincial and private agencies in providing a high level of gas, power, internet, and communication service to the various communities.
18. Any roads in proposed developments will be required to link with the existing road network in a safe and efficient manner.
19. Require all new commercial and industrial development adjacent to highways to have access consistent with highway standards.
20. Traffic safety for pedestrians, cyclists, and private vehicles shall be a consideration in all land use and development decisions.
21. Require that new residential developments include pedestrian linkages, where appropriate, to ensure pedestrian continuity and safety within neighbourhoods and to facilities and destination points.
22. Municipalities may enact Development Levy Bylaws in order to recover all or a part of the municipality's capital costs of providing, altering, expanding or upgrading services and facilities associated, directly or indirectly, with a proposed development as set out in Section 169 of *The Planning and Development Act, 2007*.

4.5 URBAN COMMUNITY SERVICE, PARKS, AND OPEN SPACE POLICY AREAS

UrbanCommunity Service policies apply to both recreational and institutional uses in the District. The Twin Lakes area has natural attributes that make it an exceptional outdoor recreation and tourist destination. The region attracts anglers, hunters, snowmobilers, and outdoor enthusiasts. The urban communities support this nature-based recreation by providing amenities and accommodations for tourists throughout related services.

Within the urban communities, there are a variety of indoor and outdoor recreational facilities . The District recognizes the value parks and open spaces have on the health and well being of the residents and visitors of the region. The five urban municipalities offer a full range of outdoor sports fields, golf courses, curling rinks, skating rinks, swimming pool, community halls, service clubs, and arenas serving both residents and visitors alike . The joint use of facilities and collaboration with the surrounding municipalities is encouraged to ensure investment and community benefit are maximized.



The provision of quality police, fire, educational, and health services is essential in serving existing residents and attracting new residents to the area. Police protection for the Twin Lakes area is provided by two RCMP detachments, one in Nipawin and the other in Carrot River. Nipawin, Carrot River and Choiceland also have volunteer fire departments providing fire protection and first response service to the District through service and mutual aid agreements with the rural municipalities.

The North East School Division serves the Twin Lakes area and has a full range of educational services from pre-school through high schools available in the urban communities. The existing school facilities have the capacity to respond to additional growth. Cumberland College has a campus located in Nipawin and offers courses in adult upgrading and university and technical institute classes. There is an opportunity for local industries to collaborate with the College in offering specialized technical courses to respond to economic and market priorities and fulfill the need for trained local personnel. The Nipawin Bible College immediately south of Nipawin hosts several courses including a 4 year Bachelor of Arts in Biblical Studies.

4.5.1 Objectives

1. To provide and manage community facilities and services to meet the current and future needs of residents.
2. To encourage the coordination and integration of community facilities throughout the District.
3. To provide a diverse range of well-maintained active and passive recreational opportunities.
4. To provide for appropriate sport and recreational facilities that are accessible and available for all ages and lifestyles.
5. To provide adequate police, fire and rescue, education, health care, and emergency response services.
6. To provide in each affiliate municipality for the enforcement of bylaws to ensure the regulations of the municipality are being adhered to in an equitable manner.
7. To support public service delivery agencies in the provision of services.
8. Support the need to train local personnel to meet local industry training requirements.
9. Promote high quality park space through design and maintenance.

10. To plan for and provide an appropriate land base for the construction of new schools through communication with applicable school boards.

4.5.2 Community Service, Parks, and Open Space Policies

1. The Zoning bylaws will contain a Community Service zone or have community service uses included in other zones to provide for a wide range of community services and other compatible uses.
2. Participation by service clubs, community, public agencies, and other interested groups and businesses, in the identification of community needs and the development of community facilities and parks will be encouraged. This includes but is not limited to play equipment, sports fields and courts, outdoor BBQ's, dog equipment, trails, frisbee golf, and crokicurl.
3. Parks will be provided throughout District municipalities and developed:
 - a. recognizing various park categories.
 - b. according to environmentally sustainable and sound practices.
 - c. in consideration of nearby parks and the amenities they offer.
4. Should any existing parks or public recreational facilities within the region no longer be required, consultation with the public will be required prior to considering non-park/community service uses for the site.
5. Encourage municipalities to participate in community beautification programs such as Communities in Bloom.
6. Maximize the utilization of legislative tools and funding sources to support the provision of community services and facilities.
7. Support the joint use of facilities to maximize community use in meeting the educational, cultural, social, and recreation needs of the communities.
8. Encourage public uses such as places of worship, to participate in an expanded role in providing meeting spaces, daycares, and other community needs.
9. Collaborate with all affiliate municipalities to identify opportunities for regional recreational facilities avoiding duplication, minimizing public costs and maximizing the scope and efficiency of services.
10. A balance of indoor and outdoor experiences shall be provided to ensure recreational facilities and services receive optimum usage and can be used by all residents in the region for year round recreational pursuits.
11. Provide continuous maintenance of public reserve lands and open spaces to ensure they are safe for public use and aesthetically pleasing.
12. New developments shall meet provincial dedicated land requirements.
13. Policies contained herein and development standards from the zoning bylaws will be applied to new recreational development to protect environmentally sensitive areas.

14. Parks and open spaces will be provided at a level that aids in the attraction and retention of young families in the region.
15. Monitor recreation demands with shifts in population demographics and adjust recreation program delivery and facility provision will be adjusted based on changing demands.
16. Continue to support and work with the appropriate public agencies to provide adequate fire and rescue, police, healthcare, education and emergency response services.
17. Address the need for maintaining and enhancing bylaw enforcement in each municipality.
18. Review the impact development and growth needs have on the overall response times and level of protective services provided to new development areas.
19. Continue to support and work with all levels of government, the North East School Division, Cumberland College, and industry to expand post-secondary level course offerings and to provide high quality training..
20. Support the efforts of the Saskatchewan Health Authority for the development and investment in health care facilities and programs in the region.
21. Provide information to area residents on availability of community services and resources and, where appropriate, assist in programming of services to the public.
22. Facilitate a partnership between local industry and Cumberland College to determine the type of training requirements necessary to develop specialized training courses for local personnel.
23. Facilitate collaborative working relationships with school boards and organizations to understand existing challenges and needs related to education infrastructure and land base.
24. Cooperate with school boards and organizations to identify and service suitable areas for new education infrastructure within respective municipalities, providing adequate land base under agreement complying with *The Planning and Development Act* and *Designated Lands Regulations*.

5.0 RURAL AND URBAN FRINGE POLICY AREAS

One of the strategic planning goals is to encourage and support regional cooperation, looking beyond local interests, but recognizing the needs and challenges of each individual municipality. The District model provides the opportunity to plan for the whole area with a special emphasis on the interdependence of the municipalities in the rural-urban fringe areas.

The residential areas are primarily within the urban communities along with the accompanying local commercial, highway commercial, and some industrial development. The rural municipalities have the agricultural, forestry, and resource based lands with the natural environment providing recreational and park lands, including the Tobin Lake and Codette Lake recreational sites. The member municipalities recognize planning and development shall be cooperative and respectful of each member to capitalize on the potential of the area as a whole.

Given this mutual dependence, the rural-urban fringe areas must be planned together and developed in conformity with the adopted Future Land Use Maps. The larger industrial sites are located in this fringe area and the required infrastructure to serve them must be achieved in the most cost-effective manner, which will involve a public/private sector cooperative approach. Larger acreage residential lots also require inter-municipal cooperation in order to ensure new subdivisions are compatible with the future growth and infrastructure strategies for the region.

The District is home to one municipal airport which is located within the rural and urban fringe area south of the Town of Nipawin. The future of these services will rely on coordinated land use planning to guarantee and enhance this air service to the area.

5.1 Objectives

1. To ensure to the greatest extent that land use policies and new development for the fringe areas both within the urban municipality and adjacent to the urban municipality are compatible and mutually beneficial to both urban and rural municipalities.
2. To facilitate inter-municipal cooperation in the delivery of efficient, cost-effective, and safe services.
3. To support and cooperate on regional action areas such as transportation, regional district services and facilities, and economic development.
4. For urban municipalities and their neighbouring rural municipalities to conduct joint planning exercises, specifically within the rural-urban fringe.
5. To set clear standards and policies for annexation should it be necessary.

5.2 Rural and Urban Fringe Policies

1. New development within each urban municipality boundary shall be in conformity with the Future Land Use Maps.
2. Rural land within 5 km adjacent to the corporate limits of each urban municipality shall be considered the rural-urban fringe area.

3. When the extension of urban utility services, such as water and sewage, is required to service residential lands outside the boundaries of an urban municipality, boundary alteration of the urban municipality or agreements between municipalities should be considered.
4. The Planning Commission and the affiliate municipal council shall review and make recommendations on all new subdivisions within the urban-rural fringe area to ensure compatible site areas, development uses and patterns, and service levels exist between the rural and urban fringe area.
5. Inter-municipal cooperation and public/private sector initiatives that focus on a cooperative approach to providing and sharing cost efficient and effective services that optimize use of the District's financial and infrastructure resources shall be encouraged.
7. The physical and economic ability to extend urban services to specific areas within the surrounding rural municipalities should be logical, reasonable, cost effective, and not jeopardize the urban municipality's ability to provide services within the community.
8. All urban and rural municipalities in the District will work together to inform one another of infrastructure and service requirements within the District in order to coordinate and protect the implementation of future infrastructure requirements.
9. Build and maintain effective channels of communication on inter-municipal issues through the District structure.
10. Work with provincial highway jurisdictions to ensure that the functional integrity of highways is compatible with development policies in the rural-urban fringe areas.
11. Undertake an airport needs study for the Twin Lakes Planning District and determine if the airport should be relocated, protecting the existing and future location with an airport overlay zone.
12. Identify and pursue economic development opportunities in cooperation with all municipalities.
13. Urban and rural municipalities sharing boundaries will be encouraged to hold joint planning sessions discussing the rural urban fringe and future development

5.3 Boundary Alteration Policies

1. The periodic need for urban expansion through boundary alteration should be logical and consistent with the policies of this Plan. Boundary alterations shall be undertaken in a positive, orderly, timely and agreed-upon process where there is a clear and present need and development is expected to occur within a five (5) year period. Municipalities should avoid a large and complex restructuring in favour of boundary alterations involving smaller amounts of land occurring on an as-needed basis.
2. Where it is necessary to expand the boundaries of an existing Urban Municipality, community expansion should occur on a logical basis and should be well-integrated with the existing community structure and directed away from large areas of prime farmland and livestock operations. Where the growth warrants the expansion onto adjacent agricultural lands, the land requirement of these communities will take precedence over any existing agricultural use of these lands.
3. The need for community expansion should be demonstrated, to the satisfaction of the Planning Commission, to address the timely conversion of rural land for urban expansion in areas adjacent to Urban Municipalities and to protect existing rural land uses from premature conversion to urban forms of development where the timing of urban expansion is uncertain. Boundary alteration shall follow

legal boundaries or natural features to avoid creating a fragmented pattern of land ownership and should take into account the location of existing farmsteads, and as much as possible, have the support of the current landowners involved.

4. A neighbouring Urban Municipality and Rural Municipality will develop a coordinated approach for future boundary expansions when conducting joint planning sessions in order to ensure consistent planning, cost effective and efficient service delivery and good governance for residents on the municipal fringe. Development and land use patterns which are adjacent or in proximity to urban areas that would hinder the expansion of these areas, or which may have negative effects on future urban design and/ or densities, will be discouraged. This does not apply to such effects that arise in the course of normal, nonintensive farm operations.
5. In the event of boundary alteration where land is not currently serviced, the Town, Village, or Resort Village may enter into an agreement to compensate the Rural Municipality for the existing municipal portion of property taxes on a descending scale. The boundary alteration should not dramatically alter the taxes collected from agricultural lands in the area simply because of the alteration. The two Municipalities may look at harmonizing their agricultural mill rates.

6.0 COMMUNITY GROWTH

6.1 Growth Strategy

Communities within the District view stimulation of economic investment, population retention, and growth as the major goals of this Plan and the foremost challenges facing the District. The focus of the planning framework is to stimulate investment and attract new development to strategically designated lands. The foundation of the District's economic and growth management strategy is to continue establishing and supporting the creation of a network of development centres within the District.

6.1.1 General Strategies/Objectives

1. Promote a rational and predictable land development environment to create trust and stimulate investment in land development projects.
2. Provide clear and accessible information to the public and private sector by providing sound direction for investment.
3. Identify priority areas for investment and opportunities for strategic partnerships and synergies.
4. Identify adequate inventories of suitable land for future development.
5. Apply a consistent population planning horizon to determine infrastructure investment and the delivery of public services and programs.
6. Maintain a long-term asset management plan to ensure growth and developments do not place undue strain on municipal infrastructure or public service facilities.
7. The District Plan identifies five principle types of growth areas with the District including:
 - a) Urban Settlement Areas which are intended to support fully serviced residential, institutional, and commercial development serving the entire District. Urban Settlement Areas are either currently serviced with municipal water and sewer or represent a priority development area where respective municipalities long term goals include the transition from private to municipal water and sewer infrastructure services. Designated Urban Settlement Areas will be encouraged to provide a mixture of local and regional serving business development opportunities and local community services including key school and health care facilities.
 - b) Rural Settlement Areas are characterized as providing limited service residential and seasonal residential land uses principally relying on private wastewater and potable water services. The District contains several Rural Settlement Areas including but not limited to the Hamlets of Garrick, Snowden, and Shipman along with a number of other smaller rural country residential developments.
 - c) Economic Development Corridors are development areas that are strategically located along regional transportation systems intended to support the growth and development of land uses which are intended to serve the travelling public and industries which primarily require larger land bases and good access to the provincial highway system. The key economic development corridors within the District are situated between the Town of Nipawin and the Village of Codette as well as along the periphery of the Town of Carrot River.
 - d) Agricultural Policy Areas represent the largest percentage of land holdings within the District and are intended to provide a variety of rural development opportunities focused on the continuation of

agriculture as the principal land use and economic driver in the region. Land uses within these areas include resource-based industries where a location in close proximity to raw inputs is necessary. Residential development in these areas is generally limited to single parcel country residential subdivisions and farmstead residences utilizing wells and private onsite wastewater disposal systems.

e) Recreation Areas represent resort based developments that may include seasonal or four-season cabins, campgrounds, and associated amenities including beach and picnic areas, boat storage, etc. Small scale commercial amenities exist in Recreation Areas to provide services to short and long term visitors such as a gas station, convenience store, laundromat, etc.

6.1.2 Urban Settlement Area Policies:

1. In general, retail and service commercial; fully serviced industrial; indoor recreational; intensive outdoor recreational; institutional; public; and small lot fully serviced residential uses should be directed to the Urban Settlement Areas.
2. The Towns of Nipawin and Carrot River are designated as the two principle Urban Settlement Areas intended to accommodate much of the new retail and service commercial, fully serviced industrial, indoor recreational, intensive outdoor recreational, and institutional development.
3. Fully serviced small lot residential development shall be encouraged and supported within the Towns of Nipawin, Carrot River, and Choiceland as well as in the Village of White Fox and the Resort Village of Tobin Lake.
4. Infill and revitalization of existing built-up areas should be encouraged as a means to accommodate new development.
5. Expansion of Urban Settlement Areas shall generally be discouraged on land which exceeds Canada Land Inventory Class 3 according to the Soil Capability Map to encourage the retention of higher-class agricultural lands. Council may support multi-lot subdivision and development of these lands and will evaluate proposals based on the following:
 - a. the amount of agricultural land to be taken out of production.
 - b. the location of the residential subdivision and any impediment it may cause to the normal operation of adjacent agricultural holdings.
 - c. the introduction of higher density residential development and potential incompatibility with adjacent agricultural land uses.
 - d. the clustering and location of new development in proximity to established Urban Settlement Areas, hamlets, resort villages, or recreation communities, to benefit from efficient use of municipal infrastructure and services.
 - e. The proximity to a lake where land is ideally suited for recreational residential development.
6. Where suitable vacant land is not available, new development should be encouraged to locate adjacent to built-up areas where municipal services, including roads, water, sewer services, power lines, and other services can be efficiently and economically expanded.

6.1.3 Rural Settlement Area Policies:

1. Small scale non-agricultural developments including multi-lot developments or hamlets which may be adequately serviced by either private water and wastewater systems shall be directed to designated Rural Settlement Areas.
2. New and the expansion of existing Rural Settlement Areas are strongly encouraged to employ centralized water and wastewater systems.
3. New and the expansion of existing Rural Settlement Areas are encouraged to cluster around existing established areas to:
 - a. provide an opportunity to focus public investment into expanding and improving public services; and
 - b. provide a strategic basis for encouraging additional provincial investment along key transportation routes including Highway Nos. 255, 55 and 35.
4. Commercial development within Rural Settlement Areas will generally be limited to enterprises intended to serve the convenience retail needs of local populations.

6.1.4 Employment Centre Policies:

1. Two principle growth corridors for employment-based development have been identified between the Town of Nipawin and the Village of Codette along Highway No. 35 and along grid 789 on the periphery of the Town of Carrot River.
2. Additional corridors maybe considered along Highway No. 55 south of the Town of Choiceland and potentially at the intersection of Highway Nos. 55 and 35 near the Village of White Fox.
3. Employment centres shall adjoin or be located in close proximity and with good access to the provincial transportation network including road, rail, and air. Property access to the provincial transportation network shall be coordinated and designed in cooperation with the Ministry of Highways to ensure access is provided in an economical and planned manner.
4. The affiliate councils may consider entering into tax sharing agreements and making joint economic investments to stimulate development and attract new business into designated employment centres.
5. The Planning Commission and affiliate councils will encourage the creation of competitive, attractive and highly functional employment centres by:
 - a. encouraging private development initiatives to locate within the District to diversify the rural economy;
 - b. planning for and preserving lands well suited for employment centres and directing commercial activity to these areas
 - c. encouraging the establishment of key clusters of business activity with significant value-added employment and assessment;
 - d. mitigating the offsite effects of noise, vibration, dust, odours, or dust that will be detrimental to other businesses or the amenity of neighbouring lands; and

- e. using the development approval process to encourage new developments to include landscaping on yards adjacent to any public roads or adjoining properties, including screening of loading, parking, storage, or service areas to minimize nuisance and visual impacts.

6.1.5 Recreation Area Policies:

1. Recreation Areas will include key outdoor recreational sites along the Saskatchewan River Valley, providing improved access and corridor related linkages between facilities and where appropriate the introduction of new seasonal or permanent residential opportunities.
2. Ensure environmental management and protection is considered in development and land use practices through correlation with current provincial environmental legislation.
3. Resort residential developments, as well as less intensive outdoor related recreational developments which may be adequately served by either private water and wastewater systems shall be directed to designated Recreation Areas.
4. New and the expansion of existing Recreation Areas are strongly encouraged to employ centralized water and wastewater systems.
5. New and the expansion of existing Recreation Areas are encouraged to cluster around existing established areas to provide an opportunity to focus public investment into expanding and improving public services.
6. Commercial development within Recreation Areas will generally be limited to enterprises intended to serve the convenience retail needs of local populations and to complement the area's recreational and tourist users.

6.2 COMMUNITY GROWTH PLANS

6.2.1 Rural Municipality of Torch River No. 488

The RM of Torch River No. 488 (RM) will continue to host a variety of rural developments relying on private water and waste water treatment facilities in strategic areas currently hosting a similar form of development, away from areas of productive agricultural land, where the impact on natural and heritage resources may be effectively minimized, and where municipal services exist or can be efficiently provided.

The RM may consider to expand an existing employment centre located along Highway No. 35 and the CPR rail line near the Old Nipawin Bridge which currently hosts a seed cleaning plant, trucking company, sawmill, and an abandoned SaskPower construction camp. There may also be potential to expand on existing commercial development located south of the Town of Choiceland at the intersection of grid 691, and Highway Nos. 6 and 55.

The Codette Lake Development Plan and its overall objectives of encouraging the expansion of development within two intensive recreational nodes, supporting the development of linkages along the Saskatchewan River and increasing the overall accessibility to the lake remains appropriate as a long-term goal.

The expansion of multi-lot country residential and resort development is encouraged to cluster in areas along Highway No. 35 to encourage increased provincial investment in this highway corridor, to make efficient use of municipal infrastructure, to focus investment into improving existing infrastructure in these areas, and to

minimize the impact of these forms of development on surrounding forested, cultivated and sensitive riverbank lands.

The primary land use within the RM will remain agriculture. One of the prime goals of this plan is to retain contiguous parcels of productive farmland for the continuation of traditional and diversified forms of agriculture. Forestry and the exploration of natural resources including coal, oil, gas, aggregate and mineral resources will also remain an important activity in the District. The RM will continue to maintain and improve transportation infrastructure to provide equitable access opportunities not only for Ag commodities but for other compatible developments to enhance the continuing growth and diversity of the region.

6.2.2 Rural Municipality of Nipawin No. 487

Future development within the RM of Nipawin No. 487 (RM) will continue to represent a rural servicing profile relying on private water and onsite waste water disposal systems. The density of development within rural developments will ultimately depend on the ability of local soil conditions and municipal infrastructure capacity to support the development. The RM is actively planning and developing comprehensive multi-lot subdivisions in order to accommodate the increased need for residential rural properties within the area. Aesthetically appealing, orderly and comfortable subdivisions containing the needed amenities will generate opportunities for continued development. The RM will also consider ecological and environmental influence of the proposals in an effort to limit the impact on the environment.

The RM will continue to collaborate with the Town of Nipawin to coordinate the ongoing expansion of an existing employment area located south of the Town along Highway No. 35 within the vicinity of the municipal airport. New development in this area will be designed and located to acknowledge and respect the continued operation of the airport. This employment corridor is expected to host a combination of rural and urban commercial and industrial development providing users with a variety of servicing levels and property sizes to respond to a diversity of demands for development property. The need for urban services in the area to support development will determine whether land will be developed as an extension of the Town or remain within the RM.

The RM will continue to encourage appropriately sited recreational development within the Codette Lake Development Area, relying on the direction provided within the DP and the previously adopted development plan for this area to guide its location and design to minimize impacts on sensitive natural and heritage resources and on the continuation of productive agriculture within the rural municipality.

The primary land use within the RM will remain agriculture. One of the prime goals of this plan is to retain contiguous parcels of productive farmland for the continuation of traditional and diversified forms of agriculture. Forestry and the exploration of natural resources including oil, gas and coal will also remain an important activity in the RM.

6.2.3 Rural Municipality of Moose Range No. 486

Agriculture remains the primary land use within the RM. The principal goal is to maintain the productive farm land for the continuation of traditional and diversified forms of agriculture. The logging and peat moss industry is strong to maintain a sustainable commercial future for this industry within the municipality.

The majority of development for commercial and country residential is expected to grow around the Resort Village of Tobin Lake and the Town of Carrot River. The R.M. of Moose Range No. 486 is encouraging continued development in the northern portion of the municipality, specifically in the Resort District Zones. Developers can have access to the Town of Carrot River's lagoon for liquid waste, as the RM has formed an agreement

with the Town for the use of their lagoon. RM ratepayers and developers shall have private water and waste water disposal systems.

6.2.4 Town of Nipawin

The Town of Nipawin has 44.7% of the region's population, which according to the 2016 census was approximately 4,401. According to census estimates, the Town experienced continued growth in population of 3.18% from 2011 to 2016. This is a continuation of population growth that began in 2006.

The Town's economic base relies on primary industry, agriculture, forestry and tourism. This is followed by retail, health, business services, educational services, and construction with wholesale trade, manufacturing, finance, and real estate making up the remainder of the economic base.

Nipawin is the major service area for the region's trading area offering a total range of services encompassing all sectors. The RCMP detachment serves the Town and surrounding area and the fire department provides fire protection, first response, and emergency rescue services to Nipawin, Codette, the RM of Nipawin, and portions of the RM of Torch River. The Town also has a wide range of housing choices which provide a continuum of housing ranging from affordable housing to private market sector housing for seniors, students, and the general public.

Nipawin encourages a vibrant community and offers both residential and business tax incentives for new development, renovations, and infill initiatives. The policies are being evaluated and will be modified if required to meet the priorities of the community. Nipawin has also been working on revitalizing the Downtown area.

The community has pre-school, elementary, high school, and regional college facilities, medical facilities including medical offices, a hospital, and long-term care facility. Recreational facilities are exceptional as Nipawin serves the community residents, the surrounding area residents, and tourists. The Nipawin Regional Park, the Evergreen Centre, and the nearby recreational areas make Nipawin a tourist destination for both summer and winter recreational activities.



Nipawin airport is located south on Highway No. 35. This facility is comprised of a 2,933' runway which services air traffic throughout the entire region.

The Town has water, solid waste, and storm drainage systems. The potable water is supplied from wells and conveyed to a water treatment plant. To meet future projected water demand, three new wells were recently completed along with upgrades to the four existing wells. Two new one million imperial gallon water storage tanks have also been completed which means water delivery is available for up to 10,000 residents. Water quality is very good with the new plant filtering to one step below reverse osmosis: nano filtration.

Nipawin's sanitary sewage is collected and pumped to the 72-hectare (180 acre) SaskWater Regional Lagoon and discharged twice a year into the Saskatchewan River. Storm water collection is in place and functions well.

Solid waste is transported to the Boreal Area Regional Waste Authority Waste Diversion Centre which is located approximately 4 km south of Town. This facility is jointly owned by the RM of Nipawin, Town of Nipawin, Village of Codette, Resort Village of Tobin Lake, and the Village of Aylsham.

Nipawin has a number of private and public lots available for residential, business, and industrial development. Infill development of the existing vacant lots is a priority and with tax incentives targeted at the infill and the redevelopment of underutilized sites, the Town can accommodate growth. There is opportunity for future commercial and industrial development west of highway 35 and residential development east of highway 35 in the Future Urban Development zoned lands south of town. In the eastern part of Town, a residential subdivision has been developed with lots now available for development.

In the long-term future growth plans for Nipawin, should more residential and industrial lands be required, involve expanding south and east. Boundary alteration may be necessary when urban water distribution and sewage collection systems are servicing areas outside the present boundaries.

6.2.5 Town of Carrot River

The Town of Carrot River's population has been stable over the long term, hovering around 1,000 residents. There has been growth since 2000, but the 2016 census puts the Town at 983. Carrot River is the second largest urban municipality in the Twin Lakes Planning District and continues to offer a full range of community based services to its residents including police protection with a local RCMP detachment and full complement of staff with responsibility for a large geographic region, fire and rescue services protection with a salaried Chief and 20 paid/on-call members that is shared with the Rural Municipality of Moose Range, first responders program, local ambulance, assisted living facilities, long term care facility, medical clinic with physicians and nurse practitioners, lab and xray services, CN rail service, regional library, primary and secondary schools, community hall, curling rink, skating rink, outdoor arena, outdoor archery range, outdoor events area (community square), visitor information services (summer only), high speed internet services, solid waste recycling and garbage services, RV sewer dump and a full hook up RV park.

A mix of residential choices are available with both public and private housing rentals, multi-residential apartments, semi-detached housing, modular homes, bungalows, assisted living facilities, and low maintenance condominium living.

Many retail and services businesses are located in Town with storefronts on and around Main Street that capably serve the community and surrounding area. A developing trend in Carrot River is the tourism sector and new small businesses, many operating as at-home businesses are found in this community. Short term accommodations are available in the Town with one hotel, one motel, and rental suites available in converted Main Street buildings. The Town, along with the RM of Moose Range, is known as SASKATCHEWAN'S OUTBACK, a nod to the plethora of outdoor adventures that are awaiting visitors and residents in the community. With Carrot River's proximity to field, forest and water; local economic strengths lay in agriculture, industrial, forestry, tourism and service-related business.

Town provided utilities include water, sewer, and residential solid waste disposal. The Town has a separate storm water system that feeds into the drainage ditch on the outskirts of Town. The Town is upgrading its water treatment plant in order to continue to meet safe drinking water standard as those standard become more and more rigorous. Current water is treated with aeration and a chemical feed system. The Town's lagoon is operating below capacity and, the Town has an agreement with the Rural Municipality of Moose Range for their use of the lagoon as well. Solid waste disposal is contracted out and recycling is sent to the City of Saskatoon while garbage is disposed of at the Tisdale Landfill.

Residential infill opportunities exist with a few vacant or underdeveloped lots within the Town limits. A residential subdivision exists to the east of Town in the Rural Municipality of Moose Range for private development. The Town has its own subdivision on the northwest part of Town near the community hall which

requires further development prior to lots being sold. In addition there is private property on the southwest corner of Town which is undeveloped and currently used for agriculture purposes.

Prime commercial infill opportunities are available on Main Street with a few vacant lots and underdeveloped lots in that location. In addition, there are a number of properties for sale which would make excellent locations for business small business start-ups. The local economic development research has shown a large local demand and opportunities for the following businesses: computer/device sales and service, communication device sales and service, fast food sales and service, stationery and office supplies retail, clothing retail, recreational vehicle sales and repair, private family housing rentals.

Industrial lots are not as easy to come by however lots are available in the Rural Municipality of Moose Range adjacent to the Industrial area in the Town of Carrot River.



6.2.6 Town of Choiceland

The Town of Choiceland has experienced a small decline in its overall populace in the last five years and in 2016 had a population of 359 according to the last census. The Town provides a wide range of services to its residents including a fire hall and community ambulance, a library, museum, a skating rink, curling rink and a number of community halls, as well as a full K-12 school. Police service is provided by the Nipawin/Smeaton Community RCMP Detachment. Choiceland provides a basic level of retail and service businesses and the Torch River Railway remains an important asset to the community and surrounding agricultural producers.



The Town's water and sewer services were originally constructed in 1964 and have been updated and improved over the years. Potable water is provided from two ground wells which draw water into two holding tanks and is distributed throughout the Town by a single pump station. It is estimated that the treatment and distribution system is currently operating well below capacity. Waste water is managed within a single back-up powered lift station and existing facultative lagoon capable of accommodating a population of approximately 600 people. Choiceland also has a well maintained and upgraded storm water drainage system.

The Town operates a private waste transfer station, but solid waste is predominantly directed to the RM of Torch River regional landfill located northeast of Town.

Choiceland generally has more than sufficient land set aside as urban holding combined with infill development opportunities to meet the community's needs for growth. The Town has some un-serviced land at the north end that is capable of accommodating industrial or future residential development.



Additional highway commercial development could be accommodated in the RM of Torch River directly south of the Town at the intersection of Highway Nos. 6 and 55 near the existing Co-op Gas Bar.

6.2.7 Village of Codette

The Village of Codette has a 2016 estimated population of 198 persons and has experienced a modest rate of growth and stabilization over the past ten years. Business development within the Village is constrained given its close proximity to the

Town of Nipawin. Residents of the Village rely on private wells as a source of potable water and wastewater is collected by the Village and pumped via a recently upgraded lift station to a regional lagoon operated by Water Security Agency.

It is expected that the Village will continue to provide an alternative form of residential lifestyle in the vicinity of the Town of Nipawin as a Rural Settlement Area. The Village appears to have sufficient undeveloped land within its corporate boundaries to accommodate anticipated growth resulting from the potential expansion of the existing economic development corridor located between the Village and the Town of Nipawin along Highway No. 35.

6.2.8 Village of White Fox

The Village of White Fox is located along Highway No. 55, just west of its junction with Highway No. 35. The population of White Fox has remained relative stable, 2016 census estimated a population of 355.

The Village is served by a municipal water treatment and distribution system capable of sustaining an estimated population of 730 residents. The Village has recently upgraded the water treatment system to a reverse osmosis filtration pre-treatment system along with a back up generator for emergency situations. Waste water in the community is collected and transported by a single lift station to a municipal lagoon.

The Village provides a variety of services to its residents, including a satellite division of the fire department with the Town of Nipawin as the first responder. Police services are provided by the Nipawin Detachment. A community hall, library, senior's hall, skating and curling rinks as well as a k-9 school can be found within the Village.

The Village hosts a general store equipped with fuel services as well as other retail and service businesses.

6.2.9 Resort Village of Tobin Lake

The Resort Village (RV) of Tobin Lake consists of a combination of permanent and seasonal residences. The 2011 census data estimates a local permanent population of 90 people which represents a 3.4% increase from the 2006 population census. It is estimated that during the summer months, the local population doubles.

Potable water is provided by a centralized treatment facility and distribution network with a designed capacity for supporting a population of 230 people. The RV is currently pursuing upgrades to the treatment facility which presently has sufficient capacity to service permanent and seasonal population fluctuations and will be capable of accommodating growth.



Properties within the RV rely on private onsite holding tanks to manage waste water and the landfill is used to hold household waste picked up and transported to the Boreal Area Regional Waste Diversion Centre.

Development within the RV includes residential, recreational, and employment-based land uses including a variety of lake related amenities including a marina, boat launch, boat rental, and gas bar along with a variety of commercial accommodations. The RV is well positioned to accommodate additional growth as developed land within the village corporate limits accounts for approximately half of the available land base.

The RV is considered a local service centre for the area. Support for growth in the rural area surrounding the RV should be conditioned on undertaking an evaluation of the impacts of this additional development on local infrastructure and wherever appropriate, rural subdivisions should be accompanied by the execution of a servicing agreement providing contributions to improvements to existing facilities and the construction of new facilities. Clustered development in this area will improve the likelihood of the community attracting provincial investment into improvements to Highway No. 255, providing access to the area.

7. PLAN IMPLEMENTATION

7.1 POLICY CONTEXT

This District Plan (DP) consists of numerous objectives and policy statements, which will influence decisions that affect future land uses, direction of growth and development, and the provision of municipal services in the Twin Lakes Planning District. The Future Land Use Maps appended to and forming part of this DP are meant to graphically represent the District's strategy for accommodating growth and development while the individual member community Zoning bylaws are intended translate and implement the objectives and policies of this Plan.

Each affiliate municipality has the ability to retain an existing or adopt and administer a more specific Official Community Plan assuming that it is consistent with the overall direction provided in this DP. Affiliate municipalities may also retain existing or adopt and administer other bylaws concerning the use, development, and maintenance of land. This would include measures such as the adoption of a building bylaw or retention of any adopted sector or concept plans within the District.

7.2 DISTRICT PLAN INTERPRETATION AND AMENDMENT

1. All land use, development, and redevelopment must comply with the spirit and intent of this DP.
2. Pursuant to Section 102 of *The Planning and Development Act, 2007*, affiliate municipalities may retain an existing or adopt a new Official Community Plan for all or any part of the affiliate municipality only where it is consistent with the overall direction provided in this DP and the Statements of Provincial Interest.
3. Upon adoption of this DP, each affiliate municipality shall make reasonable efforts to repeal or prepare appropriate amendments to existing affiliate Official Community Plans to bring them into compliance with the DP in a timely manner.
4. Any proposed subdivision or development, which, in the opinion of the Planning Commission or affiliate municipal council, deviates from the policies established in this District Plan (DP), will require an amendment to this DP before any approval of such subdivision or development can be approved.
5. Where the relevant policies contained in this DP and any existing affiliate municipal OCP are different, the more stringent policy requirement shall apply.
6. The Planning Commission and the affiliate municipal councils will consider the adoption of DP amendments as appropriate to encourage its continued relevance within the District over time.
7. All figures, distances, and quantities in the DP are guidelines only, and any deviations are subject to the provisions of the Zoning bylaw.
8. Minor deviations from the contents of this DP may be allowed without an amendment to this Plan if the deviation complies with the Zoning bylaw and preserves the general intent of this DP.
9. The Planning Commission and the affiliate municipal councils recognize that this DP is a living document and will seek to review and update this DP annually from the date of adoption to ensure it remains relevant.

10. The Planning Commission and the affiliate municipal councils shall interpret and enforce the regulations of the Zoning bylaw in the spirit and intent consistent with the policy direction of this DP.
11. If any part of this DP 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 DP.
12. The affiliate municipal councils agree to refer the following planning and development matters to the Planning Commission for comment:
 - a. All applications for rezoning;
 - b. All applications for amendments to the District Plan and local zoning bylaws;
 - a. All applications for subdivision proposing more than four (4) residential lots or a new lot for industrial, commercial , or recreational uses;
 - b. Any other planning or development related matter that an affiliate municipality determines may require consideration by the Planning Commission;
13. The affiliate municipalities agree to withhold a decision on District Plan and local zoning bylaw amendments and subdivision applications of more than four (4) residential lots or a new lot for industrial, commercial, or recreational uses until comments from the Planning Commission have been received for consideration.
14. The Planning Commission will provide a written recommendation to the affected affiliate municipality within ten (10) business days after the Planning Commission's regular meeting if no further information or investigation is required to make a recommendation. If further information or investigation is required, the Planning Commission will provide a written notice to the affected affiliate municipality.
15. For statistical information, the affiliate municipality will provide a written copy of all decisions related to planning and development matters to the Planning Commission once a decision has been made.

7.3 FUTURE LAND USE MAPS

1. The Future Land Use Maps attached to and forming part of this document represent a geographical interpretation of this DP. All subdivisions and developments shall comply with and will be evaluated according to the direction provided by the Future Land Use Maps.
2. Redevelopment of the lands shall comply with the direction provided within this DP as illustrated on the Future Land Use Maps.
3. Every four (4) years, at minimum, a review and update, if necessary, of the FLUM's will occur to keep them relevant.

7.4 CONCEPT PLANS

1. The Planning Commission may recommend, and the affiliate municipal councils may, as part of the DP, 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.

2. A Concept Plan shall be consistent with the DP, and any part of a Concept Plan that is inconsistent with the DP has no effect insofar as it is inconsistent.
3. A Concept Plan may be:
 - a. prepared by an affiliate municipal council in response to a need for more detailed planning for a specific area of the District; or
 - b. required by an affiliate municipal council to be undertaken by a developer when the social, economic, and/or physical effects of a specific development proposal extend into a broad region.
4. Concept Plans shall:
 - a. identify proposed land use, essential services and facilities, transportation systems, development density, and sequencing of development for the area in question; and
 - b. consider the costs and benefits of various actions upon the present and future social, economic, and environmental fabric of the area in question and the District as a whole.

7.6 ZONING BYLAWS

1. The zoning bylaws will be the principal method of implementing the land use objectives and policies contained within this DP, and will be adopted in conjunction herewith.
2. The zoning bylaws must be consistent with the policies and the intent of this DP. In considering a Zoning Bylaw or an amendment to a Zoning Bylaw, the affiliate municipal council shall refer to the policies contained in DP and the Future Land Use Maps attached to this Plan to ensure that the development objectives of the District are met.
3. The objectives of the zoning bylaws are to ensure:
 - a. that land-use conflicts are avoided;
 - b. that future development will meet development standards to maintain the amenity of the District;
 - c. that development will be consistent with the physical characteristics of the land and of reasonable engineering solutions; and
 - d. that development does not place undue demand on the affiliate municipalities to provide services.
4. An affiliate municipal council may consider contract zoning to permit the carrying out of a specified proposal subject to executing an agreement pursuant to Section 69 of *The Planning and Development Act, 2007*.
5. An agreement executed pursuant to Section 69 of *The Planning and Development Act, 2007* shall set 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.
- 6. Council may limit the use of the land and buildings to one or more of the uses permitted in the requested zoning district.
- 7. An affiliate municipal council may apply a holding provision on a property to restrict the timing and conditions of development in any zoning district subject to Section 71 of *The Planning and Development Act, 2007*.
- 8. The definitions contained in the zoning bylaws shall apply to this DP.

7.7 SERVICING AGREEMENTS

- 1. In accordance with Section 172 of *The Planning and Development Act, 2007*, if there is a proposed subdivision of land, the affiliate municipal council may require a developer to enter into a servicing agreement to provide services and facilities that directly or indirectly serve the subdivision.
- 2. Servicing Agreements shall provide:
 - a. specifications for the installation and construction of all services within the proposed subdivision as required by the council;
 - b. for the payment by the applicant of fees that the 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, street lighting, 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 the affiliate municipality;
 - d. provisions for the applicant and the affiliate municipality to share the costs of any work specified in the agreement; and
 - e. any assurances as to performance that the council may consider necessary.
- 3. Where a new subdivision or development requires the installation of new or upgrading of existing services such as roads, sewer and/or waterlines, etc. development permits may not be issued until those services have been completed to the satisfaction of Council.

7.8 DEVELOPMENT LEVY AGREEMENTS

- 1. In accordance with Section 169 of *The Planning and Development Act, 2007*, an affiliate council may establish, by separate bylaw, development levies for recovering all, or a part of the capital costs of providing, altering, expanding or upgrading services and facilities associated with a proposed development.

7.9 THE TWIN LAKES DISTRICT PLANNING COMMISSION

- 1. The Twin Lakes District Planning Commission is an advisory body that will be responsible for facilitating the discussion of matters of mutual interest to the affiliate municipalities in a capacity defined within the District Agreement.

7.10 PUBLIC PARTICIPATION

1. In accordance with *The Planning and Development Act, 2007*, special provisions for public participation may be required by an affiliate council which are appropriate to the nature and scope of the planning matter being addressed, to ensure that the public is informed and consulted in a timely manner regarding planning and development processes, including applications for rezoning, discretionary uses, and other appropriate matters.
2. To identify and address public concerns and prevent conflict, an affiliate council may require the proponents of significant development proposals that entail amendments to the Future Land Use Maps attached to this plan, rezoning, or the subdivision or re-subdivision of multiple lots, to undertake significant public consultation as part of the application process. Where Council deems public consultation to have been less than thorough or effective, additional consultation by the proponent may be required.

7.11 STATEMENTS OF PROVINCIAL INTEREST

1. This DP 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.
2. Wherever feasible, and in the municipal interest, the affiliate council will avoid duplication of regulation of activity and development governed by provincial agency controls.

Appendix A – Future Land Use Maps

Appendix B– Codette Lake Development Area Background Information

The Twin Lakes District Plan was prepared in partnership between the affiliated communities forming the Twin Lakes District Planning Commission, which includes:

- Rural Municipality of Moose Range No. 486
- Rural Municipality Nipawin No. 487
- Rural Municipality Torch River No. 488
- Town of Carrot River
- Town of Choceland
- Town of Nipawin
- Village of White Fox
- Village of Codette
- Resort Village (RV) of Tobin Lake

Pursuant to Section 102 of *The Planning and Development Act*, 2007, The District Plan was prepared in consultation with the undersigned Professional Community Planner and his associates, having contracted the professional support of Urban Systems Ltd. to guide the planning process and prepare the resulting planning policy.



Daniel R. Gray, RPP, MCIP

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The Twin Lakes Planning District acknowledge and appreciate the support Urban Systems Ltd. provided through the planning process and are proud to present the Twin Lakes District Plan to the citizens of the affiliated communities.

APPROVED
REGINA, SASK.
AUG 24 2022

Minister of Government Relations

