

R.M. OF LUMSDEN No. 189
MINUTES OF THE CROFTS REZONING PUBLIC HEARING
HELD ON SEPTEMBER 11th, 2008

The Lumsden Rural Municipal Council convened the Crofts Rezoning Public Hearing in the Council Chambers of the R.M. Office, on the afternoon of Thursday, September 11th, 2008 at 3:00 p.m. with Reeve Jim Hipkin presiding.

Present: Reeve: Jim Hipkin
Councillor: Jim Atcheson, Herman Wagner,
Tom Harrison, Kent Farago
Administrator: Wayne Zerff
Asst. Administrator: Darcie Cooper

Manager of Public Works: Don Barnett

Absent: Councillor: Al Szeles, Bill Marquardt

Public Hearing Attendees: Garry & Michelle Howland
Doug & Barb Mader
Dave & Lorna Tyler
Barry Mitschke
Paul Andre
Jack Mitchell
Colleen Wolf
Wendy Joorisity
Dan Crofts
Steve Crofts

Reeve Hipkin read the public notice

Reeve, Jim Hipkin:

We are here to hear the pros and cons or what have you, regarding this proposed development. If anyone wishes to speak they may address Council and give us your name and address.

Gary Howland provided his written submission to council

Reeve, Jim Hipkin:

We thank you for your written brief and it will be considered and if you wish to make a verbal one, go ahead.

Gary Howland:

This will be reasonably brief. I apologize that our submission couldn't arrive earlier but we didn't get rolling on this till last week. I am here representing the Lumsden Valley Community Association and we have had a membership meeting to discuss this proposal, and we have had a meeting with Wayne Tuesday morning to clarify a few details that we need to obtain further information on and we have circulated this to our members and have received feedback. I would call it a majority consensus position of the organization. In brief, we look on the proposed subdivision as being very soon an intricate part of the Town of Lumsden's urban development. Everyone is aware that on the east it borders Schandre Estates Phase 4 which is approved in principle and then there is Phase 3 as well which is slightly to the north, so it will be immediately adjacent on the east to Schandre Estates and on the north there are no definite proposals yet but certainly rumours and possibilities of further residential development proposals there.

The way we see it we have a very "hot area", if you like, on the west side of Lumsden for future residential development and how fast it proceeds obviously depends on a lot of things and this development is immediately adjacent to this possible higher density urban development area. Given that, and reading the Town's Basic Planning Statement and the RM's plan, they both complement each other as far as ----- in this kind of situation the way we read both of these plans is that in order to allow the expansion of the Town they obviously need control and their policies need to apply. The Town plan is very clear on the need for this sort of thing - I can quote page 6, and this is part of the official Basic Planning Statement, "The Town will expand its boundaries in anticipation of this growth by working with the Rural Municipality of Lumsden No. 189 to incorporate land adjacent to existing Town boundaries" and this is supplemented further in the Plan by "to work with the RM to discourage new residential subdivision and development within one kilometre of the Town or to ensure that such development, if it does occur, is a density, utility and service levels as developments within Lumsden" which is obviously the idea that they don't want to prejudice the opportunity to do cohesive, comprehensive planning for the expansion of the Town. So given the location of this subdivision and the development pressures that seem to

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be there in the immediate vicinity, we feel that this area definitely should be annexed to the Town before any development proceeds.

The third part of our submission is simply a call for the Town to do a serious, what is called in the city context, a concept plan for the western portion of the town of Lumsden and this would be a more detailed plan going beyond the existing Basic Planning Statement for the whole town which would deal with and try to realize some of the very environmentally oriented and the sustainability principles. The Town plans very strong public access corridors; pedestrian and cycling corridors are mentioned in a number of places in the Town Plan. Also, the other issue that needs to be resolved before development proceeds, is the whole question of infrastructure on the west side of the Town and that includes obviously, sewer and water, the road issue, as I am sure that everyone is aware that there is a coming decision at some point here presumably after Phase 2 of Schandre Estates, as I understand it, to have a new link from the top of the valley down to Qu'Appelle West and Grid 641, and in our opinion that should be resolved before there is any further development in that area. Also, the whole question, if you are serious about pedestrian corridors, they have to be built into the plans; you can't very easily tack them on after and expect it to work. So we see that there is quite a large area there immediately west of Lumsden that could be a real showpiece of sustainable, good urban development with who knows what kind of densities or special arrangements you would want to think about but there are a lot of possibilities there, I think, for a very exciting development and that might or might not include the existing proposed 17 lots but that -----remains to be the outcome of this process.

So given those 3 things we simply have 3 very specific recommendations:

1. that the bylaw amendment not be adopted
2. and the discussions between and Town and the RM regarding annexation of all or most of Section 29 which is currently in the RM proceed
3. and that the Town undertake a ----- of planning exercise for the west side of town and in particular a detailed infrastructure plan would come out of that to set the framework for individual development processes in that area

We feel this development is premature given the situation and the development is likely to occur in the next 5 to 10 years. That's the long and the short of our opinion on the matter.

Councillor Harrison:

Gary, if I understand what you are saying here is that your concern is not with Crofts' development itself or the proposed layout but with the future expansion

Gary Howland:

I think it premature. There are a couple of things in the proposal, that from our viewpoint are very encouraging – the municipal reserve allocation is one of the things we talk about all the time, and that is, and Wayne explained it's actually a linear along the north side of the subdivision now and not the one that is shown in the paper. We are not here to say that this is necessarily a bad subdivision; it may end up that if the overall planning process is gone through that it would proceed much as it is but we feel that to allow it to go ahead at the relative low density is out at this point given all the surrounding development that will likely have a quite a higher density is a little like the tail wagging the dog instead of the other way around. You may end up with a lot higher density up there ultimately I don't know.

Reeve, Jim Hipkin:

OK, is there anyone else who wishes to speak to it. How many of the people here are part of this organization?

OK just curious

Gary Howland:

Yeah there is about 7 of us.

Reeve, Jim Hipkin:

How many of these people are residents of the municipality?

You're part of the Town or the Rural Municipality?

Barb Mader:

Both, I am both

Reeve, Jim Hipkin:

Ok Ok

Gary Howland:

Barb and Doug are landowners

Reeve, Jim Hipkin:

Yeah Yeah OK. Alright, does anyone else wish to speak?

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Dan Crofts:

As far as the road, that was kind of one of the issues touched on – I know we're planning on putting a road right through to the old highway so it won't go down into Lumsden and as far as it becoming whether the Town moves out that way or the Town moves that way, how do you know that and this is a nice acreage development; it is not going to be just a bunch of farms out there. I don't understand your real issue with it. If you know what I mean?

Reeve, Jim Hipkin:

I will let this gentleman finish; then I'll take you; you'll be the next one.

Jack Mitchell:

Just a comment from the proposal copies, I don't know who has seen it yet but I just want to draw attention to a couple of comments on the need for some sort of comprehensive conceptual plan for the RM and the valley itself and the Town. The Plan of the Town says that fundamental values should be considered -- "the patterns and pace of life should be determined primarily by the people's needs for peace, quiet, health and enjoyable social interaction", "increased pedestrian and cycling community with a high priority on outdoor activity", looking at material consumption, recycling our materials and recycling wastes. Conceptual planning exercise in this area should look at preparation of infrastructure, frameworks on sewer and water, major roads, north/south links to Grid 41, relieving pressure on James St South, pedestrian access to key components, attention to natural corridors and areas reserved for municipal reserve designation....

So we're saying that this proposal is only a piece of the puzzle; we are not against this proposal saying "No, you shouldn't have this development or acreages, and people shouldn't have an opportunity move into the valley and have their own piece of land". We're saying running a road east to the old highway from this is going to take care of 17 lots but we are also saying what is the overall plan beyond that access to James Street South, further development on top of the valley, and the west side of Lumsden, and what's the bigger picture of where this is going to go because there are other proposals pending, and we're saying there needs to be a wider --- of land between the RM and the Town proper for this kind of development or we are going to have acreage proposals willy-nilly all over the place with road access to different arteries without saying "OK, what is the overall scenario we're dealing with here? What are we going to look like in 5 years? Are we going to have a whole potpourri of acreage developments all over the place? (couldn't hear)

Councillor Kent Farago:

That's part of the Town bylaws? Sorry, I can hardly hear you in here. That's part of the Town bylaws you were reading out?

Jack Mitchell:

Yeah. And there has been illusion to collaboration between the Town and the RM but all these developments are adjacent to the Town proper so we are all dancing in the same parade, if you get my drift, both the RM and the Town, it's not piecemeal development on a proposal by proposal basis from now on. We have to start working at a much bigger picture here or what this is going to look like in 5 years or 10 years down the road in terms of services, access, traffic flow and everything else that's going on, so whether we like it or not, we're all at the same party doing the same dance, and we're just raising some questions saying this particular proposal is just the tip of the iceberg or an issue to start raising some questions about the whole scenario for the valley and what it looks like. Does that make sense? I hope I answered a few questions; we're not saying "No, don't build acreages and don't approve development" but what's the blueprint for this whole collaboration?

Councillor Kent Farago:

I hear what you're saying and it makes a lot of sense. We're the RM here; Town is a separate Council; we don't sit jointly. We can run a suggestion that in the future maybe there can be some kind of joint committee to investigate this with the Town but that would be in the future, I guess

Councillor Harrison:

There already is a joint.

Councillor Farago:

There is a joint?

Reeve, Jim Hipkin:

There is a joint but we have never devoted a meeting to discussion of just this topic; we have talked about, when the Andre thing was being developed, it was at that same time that the Johns' thing had started to happen up here and they had sort of started, one started in the RM and they decided to go with the Town and they were a fit for the Town. The Andre situation started and he also sort of looked at the RM a little bit but due to what he wanted to do, it fit better with the

Town and so therefore his began with Phase 1 with the Town and there was that part that was annexed into the Town. Then as time went on, the water treatment plant came along and it was in about the same timing, and at that time the water treatment plant was built and the road was built to the water treatment plant and it was annexed in, and the Johns' were then allowed to build there. Then we allowed a member of the Johns' family to have that acreage on the west end and they have developed a residence there but that is sort of how that all evolved and then when the Wong property was sold and it has been sold and resold and so forth, we have had one very serious proposal from Dan that has come forth and he has done some work on and it fits in with what our bylaws say we may do and since he doesn't want to request to be on Town sewer and so forth, it fits; so he's got this proposal to this point and that's how it was. As far as the RM and the Town, we have never really done any serious, really total together planning because we are two individual jurisdictions.

Barb Mader:

So is it a possibility that you could do that now, given that the climate for development is quite a bit different than it's been in the past?

Reeve, Jim Hipkin:

What will happen is if we were both working on our Plan together, there might be, but there has to be a desire on behalf of both parties to do this together and to this point I haven't felt that the Town was ready to have us interfere in their business, and I'm not sure that the RM was ready to have the Town interfere in the RM's business, and that is sort of how all over the years its come, and when you are closer to the Town of course it makes sense to have smaller parcels.

Barb Mader:

I can see that.

Reeve, Jim Hipkin:

That's how we've evolved.

Barb Mader:

I understand that and I can understand the history of it because you have to divide the governance up somehow but what we're recommending is that given the changes that are happening and are happening so quickly, we're recommending that this is the time for the two parties to have some discussion about what the impact would be for this new development and future development on both the Town and the RM, and I am speaking as someone who lives on James St, and who has watched, and for anyone who hasn't been up our little dirt road lately to the top, I mean it's just phenomenal what has happened up there and that road is a dirt beer road – they call it a beer road, that's how it was created, it wasn't planned, it was never suppose to take as much. We are so concerned that there is going to be a serious accident there; there are gravel trucks that are a mile long coming down there and we want to say "please help us; help us by doing some planning so that we don't have so many serious consequences because the two groups could not meet through their history". We are encouraging you to make a change in that and to say to the Town we need to put all of the good heads together around the table and come up with a plan. That's my piece.

Reeve, Jim Hipkin:

Have you been to the Town regarding this matter?

Barb Mader:

Yes, I have been to the Town; that's how I know it's a beer road because I've been to the Town.

Reeve, Jim Hipkin:

I've had a few names for that road, but I've never called it a beer road, but I have to farm at the top of that hill and we will not bring loaded trucks down that hill because of the fact that if the brake ever gave out there are probably two or three houses that would end up being taken out! The sight lines at some corners are less than desirable and it is a hazard; I agree 100% and I guess that is a problem. I guess that is one reason that the developer up there is suggesting that, and they are willing to, build a road so that it comes down the old highway

Councillor Farago:

I was going to say something, Wendy; sorry, I've been waiting.

The road and the plan that Dan has proposed here, the way he has it, should, from his area, will alleviate traffic not only from his area but it should take pressure off ... from Schandre, from you; you know now I guess you consider driving through Lumsden, going down that road you just mentioned, you could take this new road that Dan is proposing to build and it will alleviate traffic down.

Barb Mader:

Could someone tell us what the proposal is for this road because right now it is a road through a grain field.

Councillor Kent Farago:

Dan was trying to, I think, comment on that earlier.

Dan Crofts:

What we are planning on doing is from the subdivision here to straight across to the old highway there which will take all the pressure from the subdivision to the old highway, and 90% they're going to Regina anyway, and the rest of the time they come down the old highway, down by the damp. This will also take some pressure from the top, from the new subdivision, when they're going to Regina will probably go that way as well. So I mean, it's not only going to take pressure from my subdivision off of that road, it's actually going to take pressure from the other ones as well.

Colleen Wolf:

... only access to the subdivision or is there another road

Dan Crofts:

No, this is the only road we are building.

Colleen Wolf:

Ok yeah so there is no other access to it they ... (couldn't hear)

Dan Crofts:

This road, we all know this road is here – it's a dirt trail; it's out there right now, so I mean that's how these people, and that's up to the Town to maybe finish this road, and like I said it will take this pressure from these people off that can go down can now go to the city. Cause I mean 90% of the people that live here and that are going to be living here are going to be commuters to Regina for most of the time.

Barb Mader:

Are they not going to have children?

Reeve Hipkin:

There will be time to ask questions. Please

Dan Crofts:

There will be time that they will be going into town but I mean 90% of the time, when they come and go everyday, it will be to Regina.

Barb Mader:

On what are your statistics based? What is the 90%?

Dan Crofts:

Well ...

Barb Mader:

I'm serious.

Dan Crofts:

It's a guess, but I mean these people will not be working in Lumsden, right? I doubt it.

Barb Mader:

What's your study? I want to know where you get your facts.

Dan Crofts:

Well, cause there's not 50 new jobs opening Lumsden.

Wendy Joorisity:

I can go through my records on what we have sold this last year, even for acreage life and I mean, I'm gonna just come up with a number but I can certainly put statistics together for what we sold, and I mean realistically we are looking at, at least one professional in the family, probably two, that would afford a house like that and a piece of land. I mean unfortunately, there are not a lot of jobs in Lumsden that pay like that.

Gary Howland:

Yeah but we shouldn't be talking just work trips, there is also well good data that on a typical acreage total trips are 3 or 4 times the work trips are and these are trips into Lumsden for commercial shopping and school related trips for any household that has kids, people if they're over 16. We all know how many trips a day are generated....

Dan Crofts:

Yes but what I'm saying, we're going to take...

Gary Howland:

Admittedly this deals with the work trip situation

Dan Crofts:

Yes but it also deals with the Town come back in on the highway here

Gary Howland:

How long do you think cause the thing you haven't explained is that the ½ mile between James Street South in Town and the new road, at least currently there is no plan to upgrade that.

Dan Crofts:

Right

Gary Howland:

It's going to remain a dirt trail, which means in any kind of inclement weather or depending on the RM Grader in the winter it's not passable. So do you think your 17 new residents are going to put up with that for very long when 80% of their trips are to Lumsden.

Councillor Farago:

What do you base your numbers on?

Gary Howland:

Well I can come up with some studies. It's certainly anybody

Dan Crofts:

What I'm saying though

Reeve Hipkin:

We're not here to argue gentlemen, we're each here to put forth our position and we're not here to get into an argument whether this position or that position is the position. We want to hear all of the positions and council will then decide which position that the municipality will take and it may be none of the two positions.

Dan Crofts:

OK I guess my feeling is that the extra pressure the 17 lots may put on either James Street or the old highway will be equalled out by the pressure that's been taken off of what's already going down James Street. I think if anything it'll go the other way a little bit. And that's in my opinion

Gary Howland:

I guess what we're arguing for here is let's not rely on your opinion and my opinion, let's look at these questions like I would be concerned if I was Mr. Andre as to how the traffic situation is going to evolve out of that subdivision. I mean it, the way the current plan is, phase 4 of Schandre is up against the back of the lots on the East boundary so there is no kind of access and maybe all things considered that's the way it should be but..... **end of Side 1**
Somebody get access through Schandre

Councillor Farago:

Your speaking for him, he's sitting here. What's your opinion on that?

Paul Andre:

I have no opinion

Councillor Farago:

So, Gary you're speaking for

Paul Andre:

..... of bullshit

Councillor Farago:

Kay so you're not speaking for him Gary you're

Gary Howland:

No I'm just saying, if I think down the road here, people like to get where they want to go quickly and efficiently is all I'm saying

Reeve Hipkin:

I'm going to recognize Doug Mader

Doug Mader:

.... and I also have property in the RM so But with this development, if there was a roadway, a good quality road way down the Valley Slope onto Qu'Appelle Drive for people when they wanted to go into town right I think that would solve problems with that, cause right now in my

opinion what will happen, is the same thing that will happen with Deer Valley in that in the summer when the road is open there is just traffic galore coming back and forth coming from Deer Valley and it's all going down James Street on top of all the construction traffic It's just a circus so that's that (couldn't hear) If they ever get the second road in for Phase 2 for the Schandre thing that will take some of the pressure off of James Street South too and that would be really helpful if there is only one road out to the highway then when vehicles in the acreages want to go to Lumsden they're going down James Street they're going to go that 1/2 mile cause they'll keep that open, just the traffic will keep it open. When they have to go the full distance to Deer Valley in the winter and it's not plowed then they don't except for the odd one that likes driving their 4 x 4 so I think we can take a lot of the pressure off of this by doing that kind of planning, but that's part of what this proposals about right is that if somehow or other the RM and the Town get together I think we could develop roadways that make a lot more sense in terms of , and be way safer, it is frankly just not safe when they put those big trucks down James Street. There are two right angle down at the bottom of the hill on that road and anything we can do to get traffic off of there would be really appreciated.

Councillor Farago:

I don't really understand what big traffic would be coming up and down that road. The construction vehicles, for the most part, would be coming across the back wouldn't they?

Reeve Hipkin:

Well for the most part, but a large semi coming down, just before it got to the thing and where you have roads and where you have vehicles it doesn't matter whether that's what the plan or not they sometimes go where it's not planned and what Mr. Mader's said I've encountered.

Doug Mader:

See I'd love to see that road going out to the highway like you're proposing, I'd love to see that happen because then the big trucks have a place to go and they don't have to go up and down the valley wall, which would suit them fine to I'm sure.

Reeve Hipkin:

No that is a plus in the thing. I see Barry Mitschke would stand up

Barry Mitschke:

Earlier this year, I heard council talking about the septic truck traffic out at Regina Beach. I haven't heard anyone talk about septic trucks. I understand this subdivision would have to be serviced by septic trucks and I'm not sure ... Schandre ... into the Town. But where are the septic trucks going to go? Which route will they go to the lagoon.

Dan Crofts:

It's going to be tanks and fields so the truck would be like once a year

Barry Mitschke:

So that's the question I have.

Reeve Hipkin:

So that answers that question

Dan Crofts:

Yeah we've been working with GE Ground on percolation tests and stuff like that to make sure that it's everything right now looks like that's the way the sewer system is going to be so far as the septic trucks for 17 lots, once or twice a year.

???

Our understanding was that it would be total pump outs

Dan Crofts:

No not total pump outs

Gary Howland:

Could I just make one more general point?

(couldn't hear)

Dan Crofts:

No it'd be like once a year for the solid, that's it for each lot I guess. Maybe twice, I don't know it depends on the house obviously, it's not an every two weeks or every month kind of thing.

Barb Mader:

And where do they dump it?

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Dan Crofts:

Where do they dump it now? I really don't know.

Barb Mader:

There's another good question then

Dan Crofts:

But I mean it's a common practice already

David Tyler:

It is a bit of an issue, we have an acreage in the RM and as far as the sewer guy last time he said that he the Town for dumping and said that he may have to in the future haul to Regina.

Reeve Hipkin:

Who have I got that's speaking? I'm going to ask you to come around here and identify yourself before you comment.

David Tyler:

You want me to reiterate.

Reeve Hipkin:

Yes because I couldn't hear and I want to know who you are.

David Tyler:

My name is David Tyler and we have an acreage down 641. The comment I was just making is relative to the sewer pump out, last year our sewer services person said that he was getting some push back from the Town from dumping, using their facilities and that in the future he might have to haul to Regina, which would put the cost up considerably.

Reeve Hipkin:

Yeah see these sewer operators they can only dump in accepted places, like Regina Beach and Buena Vista they have the location where they dump, if someone comes to pump your septic out they are suppose to take it and dump it at a place that is set up to accept such material. They're not suppose to just dump it willy nilly wherever.

Barb Mader:

So where will that be for this

Dan Crofts:

Well for here, it would probably be, like I don't know what Lumsden, but Regina dump isn't that far from there either. Regina dump's out on pinkie road East. This isn't an issue, this is whether it costs me \$30 to pump out my sewer or \$100. That's not an issue here

Wendy Joorisity:

I don't see how this can be an issue because I mean, the person who is hiring the septic truck, the septic truck driver has to obviously follow rules I mean you can't just dump in a field.

Barb Mader:

But they do dump in the field up on our hill.

Wendy Joorisity:

Well then he should be brought up on charges I guess.

Barb Mader:

Yeah exactly

Wendy Joorisity:

That's got nothing to do with this subdivision

Reeve Hipkin:

Has he been reported?

Barb Mader:

That's a concern we have for where we live?

Reeve Hipkin:

Has the septic operator been reported?

Barb Mader:

Yes

Reeve Hipkin:
Because you know these people

Barb Mader:
Yes that's not ever going to happen again (couldn't hear)

Dan Crofts:
As far as septic trucks, that's not part of this

Like I said, if I hire a septic guy and he dumps in a field, well obviously that's an issue with the septic driver not with us

Barb Mader:
Let's leave septic I think we got it well covered.

Reeve Hipkin:
So next person to speak.

Gary Howland:
I just wanted to make one more general point whenever but I've had my turn so if anybody else wants to .

Reeve Hipkin:
No one else, you done (to Dan Crofts)

Dan Crofts:
I'm just answering questions really.

Reeve Hipkin:
Okay so I'll take Steve

Steve Crofts:
(Couldn't hear)

Reeve Hipkin:
It's all out there.

Barb Mader:
I still don't know what this road is it gravel?

Reeve Hipkin:
It'll be a road that's called a Farm access or a main access road. It'll be a road that will be built on a 66' road allowance, it'll be similar to most built up municipal roads. Gravelled and the developer, under our agreements is responsible for the gravelling of the road, I believe it's for the first 3 years.

Dan Crofts:
We're supplying gravel

Reeve Hipkin:
You supply the material and the municipality applies it then charges it back to that developer, for the first 3 years, until there's you know to get a base up. So that would be the quality of the road. It's going to be light years beyond the road that goes from the top of the hill to Deer Valley.

Wendy Joorisity:
May I just bring up one point actually? I just wanted to mention that it was brought up earlier that subdivisions are going to be kind of put willy nilly all over the place. I just want to bring up the point that would a subdivision like this not be less hard on the environment or whatever the right word is exactly then 17 - 10 acre parcels on every 1/4 section where you've got you know all sorts of problems with the farming next door and you've got problems with weeds coming up in the 10 acres and you know I realize it looks like a big thing but the fact is people want to live out here and people are going to do everything they can to come out here and right now they can leave 10 acres on a 1/4 section so if we can give them something like this, all on one 1/4 using up less land and we're providing what the public is calling for. I feel that it's a better situation. You have one good road, you know buses that sort of thing it would be safer for them to go on that. I just think it's a good situation and I realize it looks big, but you have to realize that people are moving out here.

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Jack Mitchell:

I guess in response to that point, we're very aware that people want to come out and live in a country pace in the Lumsden valley and there's going to be more and more development proposals and more and more real estate developed in the valley and what we're saying is what is the management blueprint for this? What does it look like in 5 or 10 years? Is there a cap on population? Is the Town proper and the walls of the valley adjacent to the Lumsden town going to support 5,000 people, 10,000 people? What are the comprehensive visions and guidelines for the RM in collaboration with the Town? And our proposal is saying there needs to be some homework done here on this. We know people want to move out to the country, everybody wants their little piece of heaven. We're saying what is the measuring stick for comprehensive development or do we just plot projects all over the place, one after the other. That's the point.

Dan Crofts:

Okay, I guess I know what you're saying and I think you're kind of agreeing with Wendy. I mean Wendy was basically saying do you want to plop little - cause in every ¼ section you can cut out a 21 acre section, do you want people to do that? Or here's a way, we have a whole kind of like a close density acreage population. One RM grid, it fits within the RM Development agreement, it's not just going to be just a bunch of little cut ups all over the place where we're spreading out infrastructure throughout the RM. You know we're taking and centralizing it into one spot.

Jack Mitchell:

Yeah and maybe I love it. Maybe I want to buy one of your acreages. That's not the issue because you're development plan is kosher. We're saying we have a much bigger picture concern than this project.

Reeve Hipkin:

Yeah, you're wanting to see a comprehensive plan that would be between the RM, the Town of Lumsden, probably the Villages of Regina Beach, Buena Vista and the area within, you know, our jurisdiction. A major comprehensive plan and I guess you know there are, there has to be desires on behalf of all parties, in order to get that. And doing a, doing such a plan is a somewhat an expensive adventure and all our jurisdictions have rather tight budgets and so therefore, the Town has just gone through there thing about 2 years ago I believe.

Administrator Wayne Zerff:

A little bit more than that.

Reeve Hipkin:

Within the last 5 years, so you know they're probably not eager to unwrap that and we're doing ours right now and I guess the brief chats we've had about these projects that are close to the Town well this one seemed to fit with us better than Paul's plan and what Paul wanted was Andre wanted was he wanted sewer and water that was supplied by the Town and he didn't want to go the route of having these pump outs or fields and fields probably aren't acceptable on his size parcels and his location to the Town. So that's where he went and that's some of the reasoning that has taken place so you know.

Wendy Joorisity:

But it isn't, I mean the RM is doing it's job as far as trying to, I mean they put together the planning advisory committee, they're coming to the table with hopefully some good ideas very shortly, right Gary, it's not going to take us long at all. So it's not like the RM isn't trying to prepare for the future. They certainly do want to have an overview of what's going on and hopefully they will take that committee's suggestions quite seriously and you know hopefully draw up a maybe better suited plans for the future.

Reeve Hipkin:

And the other thing you have to bare in mind is that out there we've got a lot of individuals and we've got a lot of individual ideas and not everybody thinks the same way and sometimes, you know to try and bring all of these things together and have something when you're done is not the easiest thing in the world because as long as there's individuals there will be individual thoughts and desires.

Councillor Atcheson:

I guess, it's a pretty conceptual question, but it just sort of dawned on me as hopefully relevant. Let's assume that 2 - 3 years down the road, in an ideal world, we would put together this conceptual plan, this blueprint, jointly with the Town of Lumsden and whoever for an area of say including this development and we now have to use our imagination as to what that might look like. I guess my question is, is there anything about this particular plan that would, clearly in anybody's mind, seriously violate what that conceptual plan might look like? I know that's a really hypothetical question but is there anything about this plan that say, assuming we have the kind of blueprint that, I guess in an ideal world, we ... all like to have, by 3, 4, 5 years down the road, would it clearly, is it obvious that it would clearly say holy cow what a mistake this was?

TRW
W.3.

Gary Howland:

Well I think, my answer to that is you can't know until you do the ... (couldn't hear)

Councillor Atcheson:

Well I know

Gary Howland:

And but first of all I think you're .. this, we're not talking a grand scheme for the whole RM here, (couldn't hear)

We're in the corporate limits of the Town of Lumsden which we feel should be extended to include most of Section 29 because of all the things we talked about. Within that very defined area, cause that's a fairly specific planning problem, this is not talking about the future of the Qu'Appelle Valley (couldn't hear) This is just saying, we've got a lot of residential development pressure on the immediate west side of Lumsden and we've got an existing town, we've got some infrastructure problems at the moment. Would it make sense to try and look at these ahead of time, before individual, Dan's is the first, we've got 3 and 4 of Paul's subdivision to come and there's obviously details to be resolved at approval stage for those. We've now got Dan's on the table, which we're considering today. There are rumours of others, that are perhaps coming forward, who knows when, in this immediate area. To me from the public interest point of view the basic kind of form and structure of that area is a perfect exercise from a planning perspective and And before, not once a few of the pieces are filled in because then the valley's ... you then can no longer.

Councillor Atcheson:

But, I guess Gary, you know how long it would take to do that. And I guess ... implicit in what you're proposing is essentially a freeze on development for what could be 2, 3 years.

(too many people talking??)

Gary Howland:

Dan might end up with 3 times the development that he's contemplating now if you did this exercise who knows.

Councillor Atcheson:

But that is a reality around your proposal, that in fact we basically be obliged to freeze for some considerable time.

Gary Howland:

Yeah until this was completed.

Councillor Atcheson:

Yeah right.

Gary Howland:

But my general point, which I'd like to make and then certain answers Jim, and I realize the RM kind of looks after its business and the Town looks after its. But in both your official plans and in particularly the Town's and that's why I'm surprised that the Town's not a little more interested in pursuing this annexation idea. I mean there are very specific statements that, to me, if you apply them in this situation, argue clearly that, and this is official policy, this is not the wishlist of I'm talking about here and the RM, it's more general than the RM's plan, but there's complimentary Page 56 that when the Urban communities in the RM as expansion needs arise, basically the RM will negotiate a fair deal and basically give way so that these urban areas can plan their future properly with jurisdiction, that's all we're saying in this situation, Dan's subdivision is close enough to what's coming down the pipe to pretend that he's sort of out in this other world called the RM is just unrealistic. It's just going to lead to, I mean the world won't end, life will go on, people will be happy living in Dan's subdivision, nobody's arguing that. And I mean this is infinitely better, Wendy, than much of what goes on in the RM from so many points of view. All we're saying is instead of stopping at the 50 mark why don't we go to the 80 mark on the list of what can, and I realize that the whole thing has to be held up for some period of time.

Wendy Joorisity:

But is there not, it's not rules or regulations, what is it that actually says yes, no you can do it. What is the term?

Councillor Harrison:

We have the bylaws in place, we have the community plan in place as it stands right now but we're working on the new one. I guess, I agree a joint meeting or plan with the Town – a good thing. But the question, that Jim posed I think to everybody here is that in your conceptual mind of what you think would be a good thing, do you see problems with this proposal as it stated right

W3-
JRA

now? Or what kind of things would you add to this or take away from it to make a good proposal.

Councillor Atcheson:

That's a much better question.

Councillor Harrison:

I think that's what you were getting at though.

Councillor Atcheson:

Absolutely.

Gary Howland:

The one thing I hear from everybody that we eventually will have a major road arterial from the top of the valley to 641 West of Lumsden somewhere.

Councillor Harrison:

641 that's the valley road right?

Gary Howland:

The West grid

Councillor Harrison:

Okay

Gary Howland:

If that's true, then if I was sitting on either Town or RM council, I'd want to have a better idea than everybody has now where that is likely to be before I'd approve something like this.

Reeve Hipkin:

Well, the only road allowance that goes up there goes up on the West side of this piece of property and it comes out at the bottom of the valley on the grid. And you know that would be a very desirable, desirable thing to have. And the town has talked about having a road that goes from the Schandre development down to Qu'Appelle Drive West but in order to accomplish that they have got to go through private property and it's not always a simple matter to go through private property and so there has to be a lot of desire and there has to be a lot of willingness amongst the municipality, which in this case would be the Town and the individuals. And if there isn't that desire on behalf of all the individuals involved, it becomes a very costly thing if the Town should decide that we're going to force this because then you've got to deal with the courts, you've got to deal with all sorts of hurdles in order to make this come true. So that's the thing. So in this situation there is a road allowance on the west side.

Dan Crofts:

Yeah can I just talk about that for two seconds. There's a road allowance on the West side that runs straight down to that 641 which is unbuildable, it's just ravines all the way around but if you ever wanted to do a grid, the best place to do would be to go straight down the 7 bridges road. Down this grid allowance.

Reeve Hipkin:

That would probably be the more logical Dan. There is a road allowance.

Dan Crofts:

It's a road allowance and it could tie in to 7 bridges road, this is buildable, it's straight down a hill

Gary Howland:

We don't have to just talk existing road allowances. If we're talking about the possibly one mile running West from the existing built up here in Lumsden, I mean this could be a service arterial. I'm not a traffic planner but to assume it has to be on an existing road allowance is, I mean it could be, that's why if you look at that area as a whole and try and design it as a unit, that arterial might be halfway through there and Jim, it's going to be you guys are holding, or the Town in our argument, would be holding the hammer. If people want to develop there it won't be that hard to get access for a road allowance, because the conditions of approval will be this road allowance.

Reeve Hipkin:

That's correct. But there has to be a desire on all things. Right now there's possibly a situation where a developer could develop down to the edge of his property but there's other owners, and he's probably got his hands tied and he can't go any further if the other owners aren't willing to go there right now and so there are lots of, lots of issues.

W3
IRH

Doug Mader:

Just an observation, I'm agreeing with what you're saying and the reason we're here, because the mess on James Street South that has happened and there is no question about that. That's just a bloody mess and the reason it's not a roadway allowance already that would take care of Schandre Estates, this has nothing to do with the RM, it has to do with the lack of the kind of planning we're encouraging, that never took place when it should have. And if we do that ahead of time, we wouldn't have all of this happen

Reeve Hipkin:

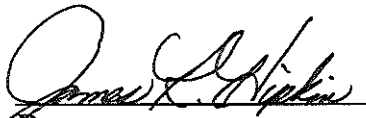
Like all of these things are nice wishes, we have this sort of situation throughout the RM whereby we've got less than adequate roads that service now areas where there is a lot of development has occurred over the years and it's a very difficult problem to address, we tried to address them with our as we have new developments coming on board (end of Tape Side 2)

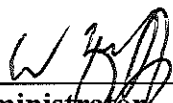
Reeve Hipkin declared that time was up for that hearing as another hearing was to commence

Adjournment:

Farago: "That we adjourn this meeting at 3:57 p.m."

CARRIED


Reeve


Administrator