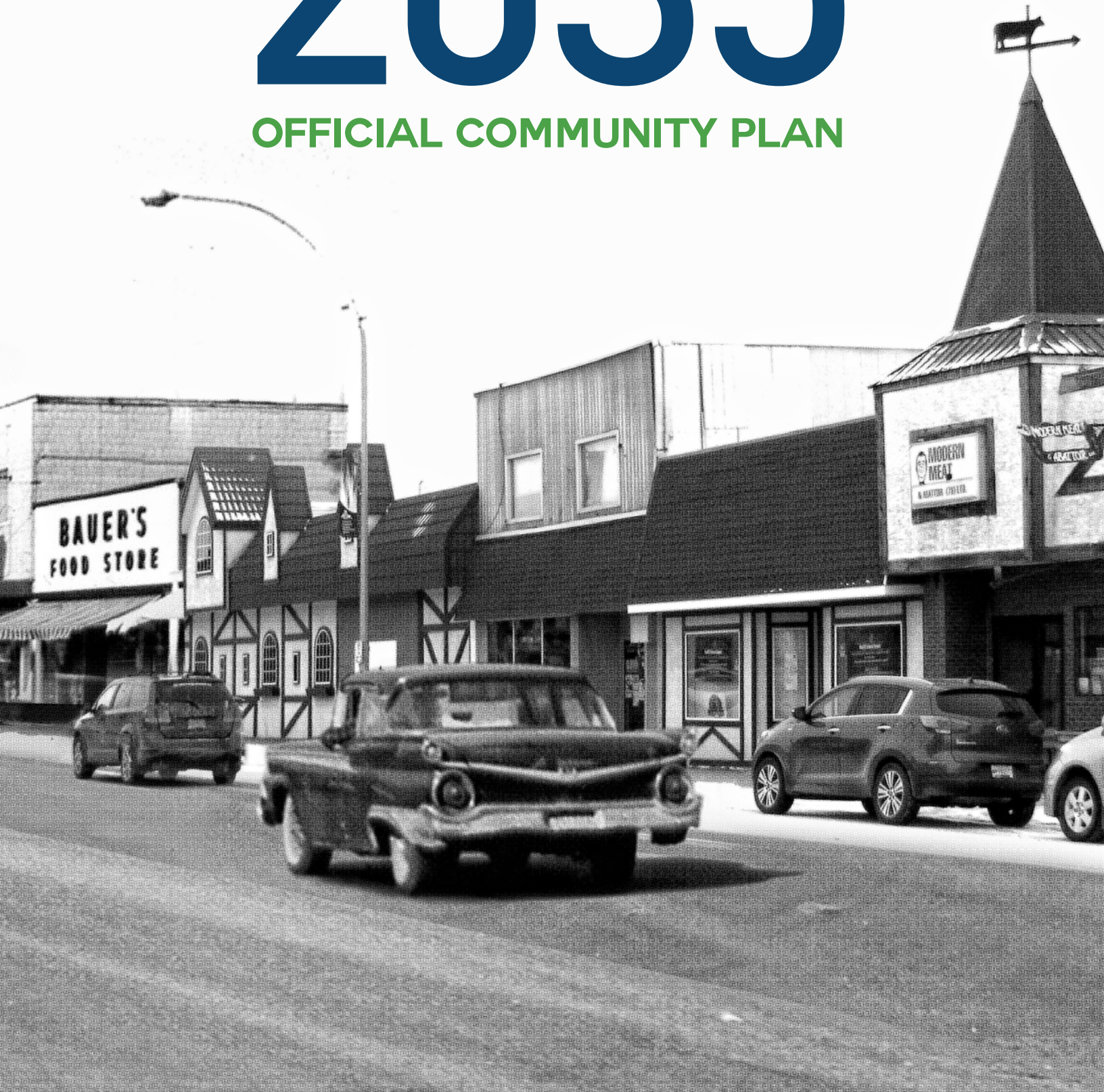


HUMBOLDT: 2035 OFFICIAL COMMUNITY PLAN





THE CITY OF HUMBOLDT

Bylaw No. 03/2016

A Bylaw of the City of Humboldt to adopt the Official Community Plan.

The Council of the City of Humboldt in the Province of Saskatchewan, in open meeting assembled enacts as follows:

- (1) Pursuant to Section 29 and 32 of The Planning and Development Act, 2007 the Council of the City of Humboldt hereby adopts the Official Community Plan, identified as Schedule "A" to this bylaw.
- (2) The Mayor and City Clerk are hereby authorized to sign and seal Schedule "A" which is attached to and forms part of this bylaw.
- (3) Bylaw No. 01/2008, the Official Community Plan, and all amendments thereto are hereby repealed.
- (4) This bylaw shall come into force on the date of final approval by the Minister of Government Relations.

Introduced and Read a First Time this 11th day of APRIL, 2016

Read a Second Time this 24th day of MAY, 2016

Read a Third and Final Time this 24th day of MAY, 2016



[Signature]
 (Mayor)

[Signature]
 (City Clerk)



Certified a true copy of a bylaw passed by the Council of the City of Humboldt, on the 24th day of MAY, 2016

CITY CLERK- [Signature]



HUMBOLDT FIRE DEPARTMENT

E12J

911

THE CITY OF HUMBOLDT OFFICIAL COMMUNITY PLAN

BEING SCHEDULE "A" TO BYLAW NO. 03/2016
OF THE CITY OF HUMBOLDT


(MAYOR)




(CITY CLERK)



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FOREWARD

Humboldt 2035 is the City of Humboldt's comprehensive plan intended to guide future development, land use, infrastructure and community development decisions in ways that sustain its citizens' values. Supporting the design and direction of Our Humboldt, the City's approved strategic plan, this Official Community Plan provides a framework for considering and managing future change.





MODERN
MEAT
& BAKERY

MODERN MEAT
& BAKERY



ACKNOWLEDGEMENTS

The City of Humboldt thanks all individuals, businesses, agencies and organizations for their insight and contributions which formed the basis of the Humboldt 2035: Official Community Plan.

Mayor and Council

Mayor Malcolm Eaton
Councillor Leon Fleischhacker
Councillor Larry Jorgenson
Councillor Linda Mattock
Councillor Rob Muench
Councillor Roger Nordick
Councillor Sandy Weyland

Steering Committee

Malcolm Eaton
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Linda Mattock
Roy Hardy, City Manager
Jennifer Brooks, Director of Community Development & Communications Services
Sandra Pauli, Director of Corporate Services / City Clerk
Anthony Andre, Planning Coordinator



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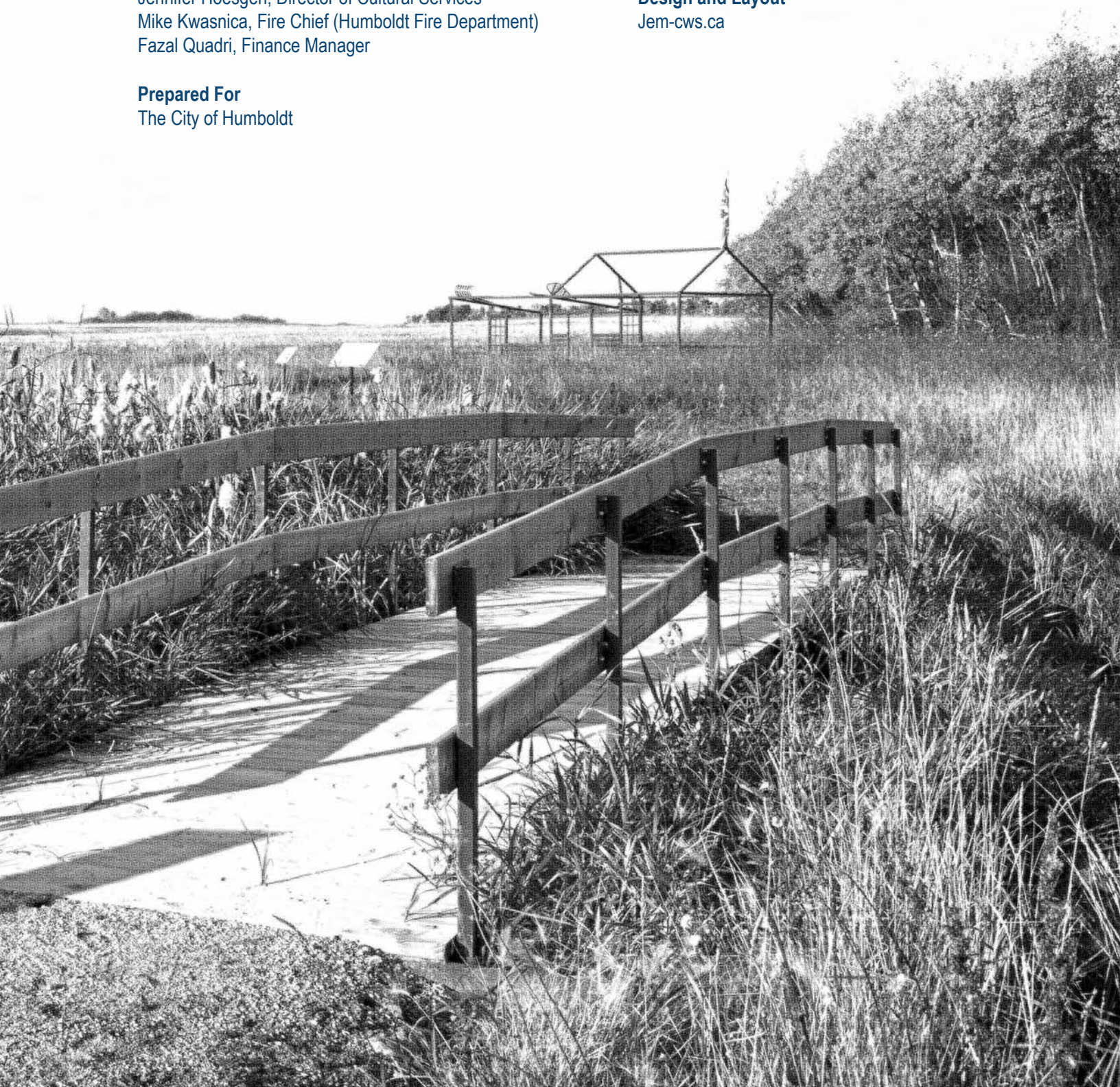
Prepared For
The City of Humboldt

Prepared By

Crosby Hanna & Associates
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1/ INTRODUCTION

Much has changed since Humboldt's establishment at the turn of the 20th century as a communication and transportation hub as the community has grown from a site along the Canadian Pacific Telegraph Line into one of Saskatchewan's rapidly growing city centres recognized for its high quality of life, heritage, amenities and attractiveness.

To support Humboldt's next century of development, in 2013, the City of Humboldt embarked on a collaborative planning and engagement initiative that created a community-designed strategic plan to guide decisions about Humboldt's future. Driving this process was the concept that, during a period of growth, understanding and preserving what matters most to citizens will be what keeps the community beautiful, vibrant and sustainable into the future. Called Our Humboldt to note the inclusiveness of the initiative, this innovative, values-led plan is the overarching framework that guided the development of the Official Community Plan.

Humboldt 2035, as the Official Community Plan, establishes direction in areas such as land use planning, growth management, infrastructure, economic development, housing, transportation, community facilities and services, and key social and cultural aspects of our city. The Official Community Plan goals are based on goals that were initially developed through the Our Humboldt process, with objectives and policies in eight topic areas providing direction for all City Departments whose activities will have an impact on present and future developments in Humboldt.

Growing forward, the City of Humboldt will develop in a way that reflects the elements needed for a complete community – one where the quality and character of the city is reflected in the development of the areas where residents live, move, thrive and play.





1.1 REGIONAL CONTEXT

The City of Humboldt is an exciting place to be. Big on amenities while delivering small-community charm, this area is one of the fastest growing regions in the province and has a diverse area population of more than 30,000. The City of Humboldt serves as the primary urban centre for commercial goods within a 60-80 km radius, delivering educational, health, and government services as well as providing high-quality regional recreation and cultural facilities.

Humboldt is strategically located in central Saskatchewan on Highway #5 and Highway #20. It is 112 km east of Saskatoon, 218 km north of Regina and 162 km south of Prince Albert and is a station point for Canadian National (CN) Railway. Long known for its regional manufacturing activities and situated in the middle of the province's largest and richest potash and agricultural fields, Humboldt has abundant natural resources, a rich heritage and increasing economic opportunities.

1.2.1 COOPERATION AND CONSULTATION

The City of Humboldt has prepared this Official Community Plan in a spirit of cooperation and consultation. Humboldt understands that the best chance of achieving future development opportunities for the region will be through the development of a planning strategy that strives to provide enhanced benefits for everyone. This Official Community Plan articulates the needs of the community through a shared vision that recognizes the interests of the community as a whole within the context of the overall growth and needs of Humboldt and the broader region.

Humboldt's citizens played a key role in shaping the Official Community Plan. Through two public information and engagement sessions, focused business and industry consultations, and a corresponding eight month public information campaign through print, radio and online channels, stakeholders were able to voice their opinions about the past, present and future of Humboldt. Detailed information about this process is contained within the 2015 Background Report for the Official Community Plan.

1.2.2 INTER-MUNICIPAL PLANNING AND REGIONAL INITIATIVES

Planning and development within the City of Humboldt has occurred against the backdrop of regional influences. The City of Humboldt has had a long standing relationship with the RM of Humboldt and going forward envisions continued cooperation on matters of land use planning, infrastructure development, recreation, cultural relations, and economic development. Cooperation amongst Humboldt's neighbours and regional partners will allow the area to reach its full potential and is based on good faith, open discussion and respect for each other's interests.

Projected land needs for future City expansion is a major factor in formulation of an appropriate land use policy framework. The city needs land for future expansion that is unencumbered, to as great an extent as possible, by sporadic and inappropriate land use, subdivision, servicing and development, while respecting the future growth aspirations of the RM of Humboldt.

1.2.3 GROWTH STRATEGIES AND PLANS

The underlying premise of this Official Community Plan is that the City of Humboldt has legitimate aspirations for growth that will benefit the entire Humboldt region, and must be recognized and addressed in Official Community Plan policy. Growth strategies and policies within this document have been addressed with guidance from the 2015 Background Report for the City of Humboldt Official Community Plan and Zoning Bylaw. The Background Report provided the information necessary for preparation of this Official Community Plan and provides direction for policy development of the physical environment, population and housing, services and infrastructure, land use and development, and existing policies and plans.

This Official Community Plan also aligns with the following existing plans that were included as important background documents:

Our Humboldt: Culture Led Strategic Plan 2014

A strategic plan initiative that provides an overall framework for decision-making in the City, includes seven key values that represent Humboldt's identity, the City's vision along with directions, strategic action areas, and indicators intended to help decision makers successfully manage growth. This document, developed through a collaborative process between Humboldt City Council, City staff, community and business groups and the public including youth, families and seniors, provides the overall direction and tone for this Official Community Plan.

Engineering and Planning for Growth Study 2014

A study intended to assess the impacts of economic growth within the region including growth forecasts and future land requirements, including a review of existing infrastructure and needed upgrades, and provides direction for this Official Community Plan in terms of the City's capacity for growth and servicing upgrades needed in order to manage infrastructure assets over the long term.

Community Foundation Assessment Report 2012

The City of Humboldt approved the Community Foundation Assessment Report 2012 as a response to the unprecedented possibilities of investment and growth in the region. Assessing the state of existing municipal infrastructure, community services, recreation infrastructure and programming as well as educational,

health care and protective services within the broader Humboldt region, this document provides a snapshot as to the state of infrastructure and other services within the City and provides invaluable insight into the community's aspirations of where Humboldt should strive to go.

1.1.4 COMMUNITY CHANGES

The previous Official Community Plan was adopted in 2008 and has been amended several times. Over the past eight years, Humboldt has also experienced significant changes such as the following:

- A population increase of 13.6% from 2006 to 2011 (Statistics Canada);
- The establishment of a new comprehensive high school and the relocation of Carlton Trail Regional College as extensions of the Humboldt Uniplex facility;
- Creation of the Quill Centre retail shopping area;
- Development of Westwood Center professional services area;
- The construction and opening of Caleb Village, a 94-unit seniors' assisted living complex;
- The construction and opening of the Humboldt District Health Complex, a state-of-the-art hospital and health facility with ambulatory, emergency and diagnostic space offering a wide variety of integrated health services for the region;
- Federal and provincial Building Canada Fund approval for expansion and upgrades to the City's water treatment plant; and
- Completion of important civic projects such as the new Humboldt & District Gallery, housed within a refurbished historic

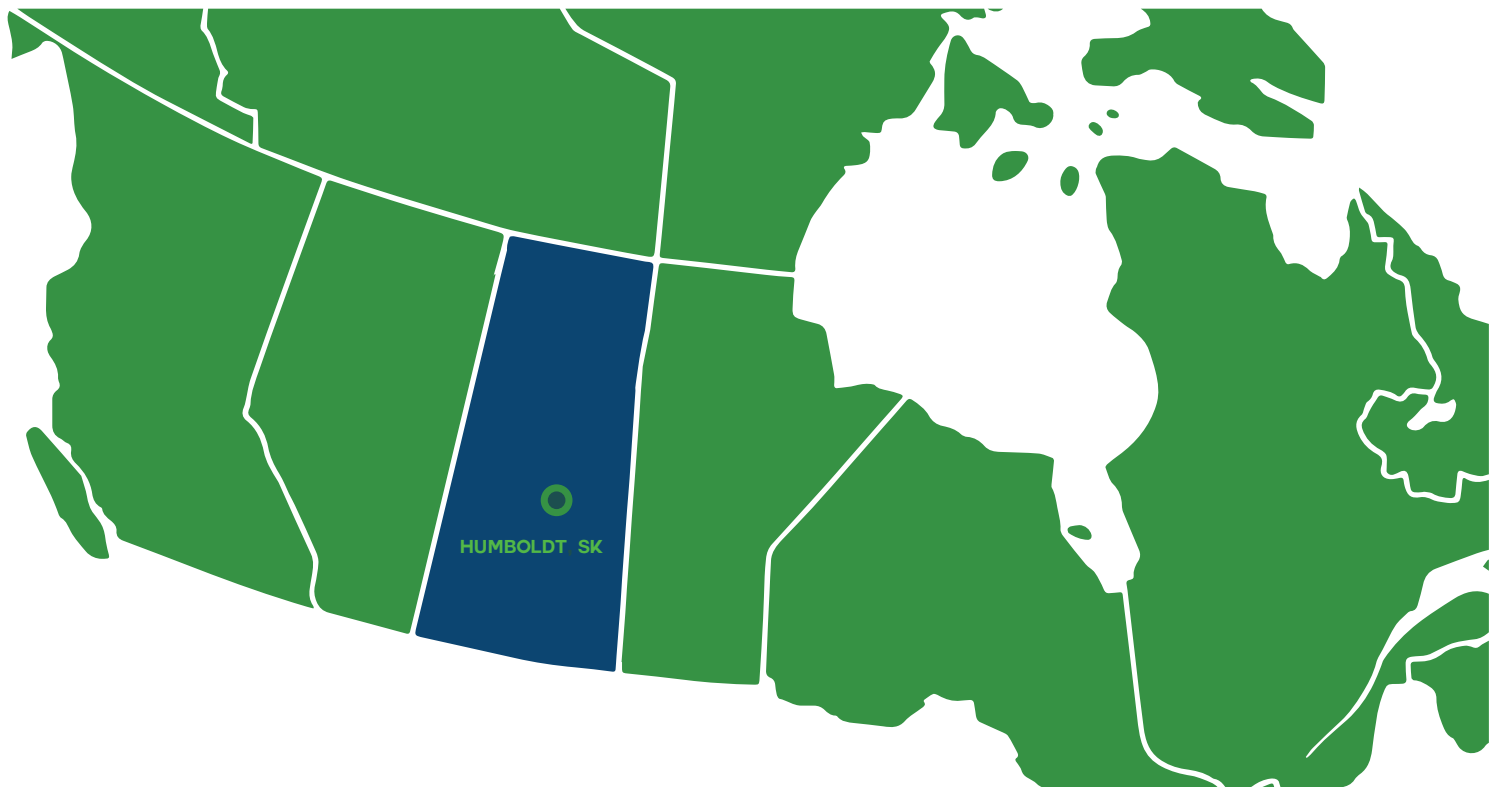
building, Reid-Thompson Public Library interior renovations to improve accessibility as well as significant enhancements to the Humboldt Uniplex's adjoined lobby area.

As a result of these changes, this Official Community Plan will continue to provide a sense of direction for the development of a balanced community that will contribute to the well-being and civic pride of Humboldt's residents and its future generations.

1.2 MANAGING GROWTH

Recognized by the Government of Saskatchewan in 2013 as a rapid growth community, the City of Humboldt has worked with a multi-ministry group to inform and guide the provincial government's response in assisting areas experiencing rapid growth. This relationship remains ongoing, with information-sharing, contacts and resources being made available by the province to assist Humboldt with its growth-related challenges and opportunities.

Yet as Humboldt continues to face issues of growth, having a clear plan for the future expansion of the City remains one of the most effective land use management tools which will lead to the enhanced delivery of services within the Humboldt region. Areas identified on the fringes on the City will eventually be incorporated through boundary extension and provided with municipal services in order to allow for long term growth opportunities in a phased and orderly manner. In this way, the City of Humboldt will encourage responsible development to accommodate growth and encourage economic prosperity.



2/ VISION AND GOALS

2.1 OUR VISION

The City of Humboldt is committed to be forward thinking in its mission to establish a positive atmosphere that will enhance the quality of life and the sustainability of our community. As a part of the Our Humboldt Strategic Plan, the City developed a vision for the community that depicts the ideal future for the City and its residents. The vision is stated as follows:

As a hub of cultural and economic life, Humboldt celebrates its values and identity and attracts people and investment from around the world.

This vision will form the basis of the planning goals, objectives and policies of this planning process.



2.2 OUR GOALS

(1) **Active** – To provide sport, recreation and active living opportunities for all our residents throughout their lives.

(2) **Welcoming** – To attract skilled workers, young adults and families from Canada and around the world while providing a safe, interesting place for an active, dignified retirement and advocating for social and health care infrastructure for our residents.

(3) **Prosperous** – To encourage businesses and services that support our role as a regional hub and leverage the potential of our downtown.

(4) **Creative** – To value our heritage and invest to foster cultural vitality.

(5) **Green** – To invest in parks, trails, and green spaces, promote natural systems and support compact development and active transportation.

(6) **Connected** – To connect our residents to services, destinations and each other, and ensure connection to the global community.

(7) **Sustainable** – To invest in infrastructure and services that are resilient and sustainable.

(8) **Cooperative** – To advocate partnering and facilitate agreements that offer mutually-beneficial opportunities for effective partnerships.





3/ WELCOMING

Humboldt is a safe, inclusive, and accessible community where residents feel a strong sense of belonging and have access to affordable housing, excellent health care and social services.

3.1 RESIDENTIAL

Humboldt has the potential to see the population grow to approximately 15,000 people over the next twenty years. This level of growth will require the construction of approximately 4,000 new dwellings over the time frame of this Official Community Plan. Population and employment growth will be accommodated through the development of not only additional residential, but also commercial and industrial development supported by expanded infrastructure systems, community services and recreation facilities. These future areas are shown on Map 1 - Future Land Use Concept.

Most of the new residential development in Humboldt will occur in developing and planned neighbourhoods on the periphery of the built up areas of the City. Growth will also occur through the redevelopment of properties in existing neighbourhoods in the form of infill development, particularly in close proximity to the downtown core.

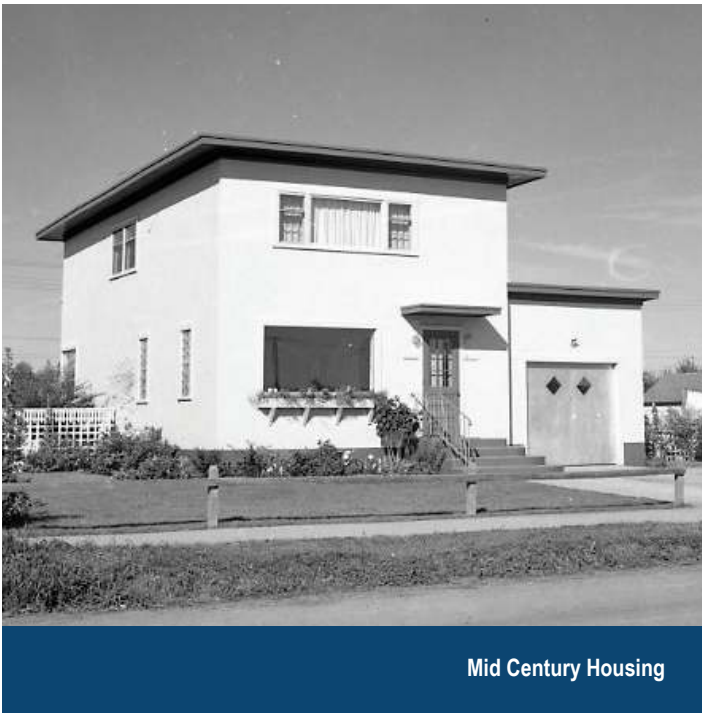
Humboldt 2035 supports a diversity of housing in order to address availability and affordability of housing as well as housing that permits “aging in place” and dignified retirement housing options. The City of Humboldt intends to accommodate residential growth primarily through the expansion of developing and planned neighbourhoods but will also encourage future development and intensification of existing neighbourhoods.

Intensification through infill development is generally supported throughout the City, with a priority on designated intensification areas, subject to consideration of appropriate use and infrastructure capacity. Intensification areas are shown on Map 1 – Future Land Use Concept and include the following areas:

- (a) City Centre
- (b) Area adjacent to the City Centre

Additional residential information is contained within the Background Report.





Mid Century Housing

3.1.1 FINDINGS

- Humboldt had a 2011 population, according to Statistics Canada, of 5,678. This represents an average annual increase of 2.55% from 2006 to 2011. The Saskatchewan Ministry of Health reports a 2014 covered population of 6,850. With a strong economic outlook (potential potash mine), the City of Humboldt could continue to increase at a higher than average annual growth rate, based on job growth and subsequent migration to the community.
- Statistics Canada reports that there were 2,450 private dwellings in Humboldt in 2011, with an average household size of 2.2. Given a range of growths, including consideration for employee ramp up at a potential new potash mine (2.5% - 4.0%), an additional 2,192 to 4,347 additional dwelling units will be needed by 2036 to accommodate the growing population. As such, it is very important for the City of Humboldt to identify areas for both short-term and long-term future residential development.
- It is important to note that although the current average household size in Humboldt remains around 2.2 persons per household, this number, due to in-migration of young families and a diversity of cultures, may increase going forward.
- Vacant land, potentially appropriate for residential development, exists in the southwest and in the south of the City as well as a small amount in the northwest (south of the gas and water lines). A total of approximately 390 acres (158 ha) of potential residential land has been identified. Over a twenty year time frame it is estimated that the City of Humboldt will need approximately 149 – 293 hectares of residential land.
- Strong housing demand presents the opportunity for multi-type housing developments that address different housing sub-markets: single family homes, townhouse condos for downsizing seniors and young couples, rental apartments and affordable units for lower-income and special needs residents.
- The *Statements of Provincial Interest Regulations* provides the

following statement concerning residential development, which is addressed through the objectives and policies that follow:

The province has an interest in citizens having access to a range of housing options to meet their needs and promote independence, security, health and dignity for individuals, enhancing the economic and social wellbeing of communities

3.1.2 RESIDENTIAL OBJECTIVES AND POLICIES

Objective 3.1.2.1: Future Residential Land Use

To identify the areas, within Humboldt and outside of the City's current boundaries that are most suitable for future residential development in order to provide an adequate supply of land going forward.

Policy (a) The City will ensure that new residential development locates in the areas noted as “**Future Residential**” on Map 1 - Future Land Use Concept Map. At the time of subdivision, these areas will be zoned, in the Zoning Bylaw, for residential uses and compatible development. Prior to such rezoning, development in these areas will be regulated to prevent development of uses which would conflict with the long term use of these areas.

Policy (b) If and when sufficient land is no longer available to accommodate additional residential development, the City will ensure that new residential development shall locate in the areas noted as “**Potential Residential**” on the Future Land Use Concept. Prior to the build-out of land identified as Potential Residential on the Future Land Use Concept, noted herein, the City shall undertake the necessary studies and analysis to identify the lands necessary to accommodate residential development for the next 15-20 years.

Policy (c) Subject to policies contained in Section 10 - Cooperation, Council will initiate required actions to bring the areas noted as “**Potential Residential**” within the corporate limits of the City through municipal boundary alteration. These areas will be zoned, in the Zoning Bylaw, for future urban development or for residential uses and compatible development when they are included within the corporate limits of the City.

“While the booming business sector is attracting people to Humboldt, it is the combination of small town friendliness with big city conveniences that makes them put down roots and stay.”

Fine Lifestyles Saskatoon Magazine



Humboldt District Health Complex

Those lands that are designated and zoned for future urban development will be rezoned for residential uses and compatible development once plans for such development have advanced to the point where the appropriate residential zoning designation has been clarified and once the provision of municipal services has advanced to the point where additional development in the area can be serviced in a cost-effective manner.

Policy (d) The City will support residential subdivision development in order to ensure a three to five year supply of serviced lots, based on the rate of serviced lot uptake in the preceding years. Where Council is of the opinion that a sufficient supply of desirable lots is unavailable, or a sufficiently wide range of lots for certain dwelling types is unavailable, this guideline may be adjusted.

Policy (e) Ensure the development of Humboldt's neighbourhoods incorporate the elements that contribute to the quality and character of a "complete community" such as living (e.g. affordable housing, integrated transportation systems, quality education), working (e.g. jobs, training and education accessible to people), moving (e.g. improving movement around the region, encouraging walking and cycling), and thriving (e.g. access to healthy foods, arts, recreation and entertainment).

Objective 3.1.2.2: Housing Diversity

To provide a variety of housing options to address the needs of residents of the community and to address housing affordability issues.

Policy (a) The Zoning Bylaw shall contain residential zoning districts which will facilitate a wide range of residential uses. These districts will provide appropriate development standards to address building forms and dwelling unit densities. Certain

community facilities will be permitted in all residential districts such as places of worship, schools, parks, daycares and community centres.

Policy (b) The City will continue to promote and support programs and opportunities to provide affordable and attainable housing for a wide spectrum of age demographics- along with government support, such as Humboldt's housing incentive programs (the Secondary Suite Incentive Program, the Rental Construction Incentive Program, and the Rental Repair Incentive Program). Council may also consider other initiatives such as garden and garage suites.

Policy (c) Supportive housing, such as care homes and day care centres, will be facilitated in all compatible areas of the City. The Zoning Bylaw will contain development standards for these uses.

Policy (d) The City will collaborate with all levels of government including the Humboldt Housing Authority in facilitating the development of non-market and near market housing within the city.

Policy (e) The City will encourage planned mixed use that includes high density housing in and within close proximity to the city centre.

Objective 3.1.2.3: Infill Development

To ensure that infill developments support and enhance Humboldt's existing residential areas.

Policy (a) In order to enhance the viability of the downtown and to optimize the use of existing infrastructure and services, consideration will be given to higher density residential and mixed use residential/commercial developments in proximity to

Humboldt's core. Proposed developments shall be compatible with nearby land uses and shall be capable of being economically serviced.

Policy (b) In order to facilitate access to commercial services by seniors or others with mobility constraints, seniors housing, community services and other essential services should be encouraged to locate in close proximity to the City's downtown.

Policy (c) In order to provide a variety of housing options and to optimize the use of existing infrastructure and services, consideration will be given to higher density residential developments in appropriate locations in existing residential areas. Proposed developments shall be compatible with nearby land uses and shall be capable of being economically serviced.

Policy (d) Insofar as practical, the City of Humboldt will encourage the use of vacant or underutilised historic buildings for residential development.

Policy (e) In order to ensure compatible and complementary infill development, consideration will be given to developing infill guidelines for the City of Humboldt.

Objective 3.1.2.4: New Residential Areas

To ensure that new residential areas are designed in a manner that provides a high quality living environment and a range of housing options.

Policy (a) Design new residential areas to be pedestrian friendly, walkable, and connected by orienting development to serve pedestrian and cycling traffic in addition to automobile traffic.



Gabriela Estates

"The purpose of growth is to secure a better quality of life for all Saskatchewan people."

Saskatchewan Plan for Growth

Policy (b) Buffer residential uses from incompatible uses, railways, and major roadways.

Policy (c) Encourage a variety of housing forms in new residential areas, including single detached dwellings, semi-detached, two unit dwellings, and townhouse and apartment-style multiple unit dwellings, to accommodate a range of users including, but not limited to: those residents who desire housing that accommodates attainable and affordable housing; seniors' housing; and, rental housing.

Policy (d) Locate multiple unit dwellings with satisfactory access to neighbourhood entrance points and site multiple unit dwellings in order to minimize potential conflicts with adjacent residential uses.

Policy (e) In the interest of ensuring a comprehensive and planned approach to residential development, the City of Humboldt may require a developer to prepare a Comprehensive Development Application (CDA) for proposed residential developments. A Comprehensive Development Application shall provide the following information:

(i) Plans showing an integrated layout for all lands intended for residential development, including internal roadways, access to external public roads, municipal and environmental reserve parcels, utility parcels and phasing of the development.

(ii) Reports, prepared by professionals certified to assess relevant factors, to assess the geotechnical suitability of the site, susceptibility to flooding, contamination or other hazards together with any required mitigation measures.

(iii) Engineering reports to address potable water supply, surface water drainage, waste water distribution and capacities of municipal treatment systems, and fire suppression.

(iv) Any other information Council deems necessary in order to appropriately evaluate an application.

Policy (f) In evaluating a Comprehensive Development Application (CDA) Council may ensure compliance with any municipal requirement or standard through the provision of a servicing agreement or condition of the approval of a development permit as appropriate.

Policy (g) Once a CDA has been approved by Council, no



Humboldt RCMP

subsequent subdivision or development that is inconsistent with the approved CDA will be permitted without the approval of a revised CDA as appropriate.

Objective 3.1.2.5: Compatible and Complementary Land Uses

To provide for complementary land uses within residential areas.

Policy (a) The predominant use of land within residential areas shall be residential. These areas may also permit a range of complementary institutional and community-oriented uses that are compatible with a residential environment. Examples may include places of worship, schools, community centres, public parks and recreation facilities, health services, other institutional uses, and neighbourhood convenience commercial activities. These activities shall be compatible with the use and scale of the residential area, shall provide a needed service, and shall appropriately address issues of transportation, parking, and land use conflicts.

3.2 COMMUNITY SERVICES

Services such as sport, recreational and arts programming help address the leisure needs of citizens; cultural spaces give Humboldt vitality and identity; and libraries help ensure equal access to information and knowledge. Ongoing recognition of special user groups also needs to help ensure that the benefits of such services are accessible to all within the community.

Safety, provided through policing, fire protection, and emergency services, is another important community service valued by residents. While not administered directly by the City, educational

institutions, places of worship, daycares and health care centres also meet vital community needs. The City of Humboldt can continue to support these kinds of activities through a wide variety of partnerships and by ensuring places exist for them within Humboldt.

3.2.1 FINDINGS

- Humboldt is a centre for health, education and other public and community services. These sectors play an important role in the City of Humboldt’s economic development.
- Major institutional uses in Humboldt include City Hall; the Court House; three elementary schools; one high school; the Humboldt District Health Complex; the Humboldt & District Gallery; the Humboldt & District Museum; the Humboldt Uniplex (including Elgar Petersen Arena, Curling Rink, Fitness Room, Aquatic Centre and Convention Centre); the Reid-Thompson Public Library; Carlton Trail Regional College; the Humboldt Fire Department; and the Humboldt Royal Canadian Mounted Police Detachment.
- Community service groups provided substantial feedback in the 2012 Community Foundation Assessment Report, which informed the basis of many of the following policies. Increased social service demands, adequate affordable housing, daycare concerns, rapidly increasing educational enrolments, and transportation matters were raised as community-wide concerns due to Humboldt’s growth, increasing population, and changing demographics.
- The Statements of Provincial Interest Regulations provides the following statements concerning biodiversity, natural ecosystems, recreation and tourism which are addressed in the objectives and policies that follow:



Carlton Trail Regional College and Humboldt Collegiate Institute

The province has an interest in supporting a high quality of life for Saskatchewan's citizens and visitors by providing and actively promoting recreation and tourism opportunities.

3.2.2 COMMUNITY SERVICE OBJECTIVES AND POLICIES

Objective 3.2.2.1: Community Service Management

To support, encourage and facilitate, where feasible, the development and enhancement of community facilities and programs for the benefit of the residents of the City and region, and to anticipate shifts in population and the demands on recreation and cultural needs.

Policy (a) The City will continue to support and collaborate with the volunteer organizations that participate in the delivery of services to the community.

Policy (b) The City will continue to work with other levels of government in the provision of social, cultural and recreation programs and opportunities.

Policy (c) The City will continue to consult with the Horizon School Division and the Greater Saskatoon Catholic School Division with respect to the provision of new schools, school capacity and school expansion issues, and opportunities for joint use facilities.

Policy (d) Neighbourhood scale community facilities, such as places of worship, schools and day care centres, may be located within residential areas.

Policy (e) The City will continue to monitor and assess the changing needs of the community, in terms of service delivery,

due to in-migration, economic opportunities occurring in the region, the aging of the population and the increase of a diversity of cultures found throughout Humboldt's residents.

Policy (f) The City will continue to monitor the feasibility of expanding the types of programs and facilities in the community in accordance with population growth, ensuring inclusion for a diversity of cultures and varied age demographics.

Policy (g) The City will pursue programs and activities to specifically engage and include the youth in the community with an interest in attracting and retaining young people in Humboldt.

Objective 3.2.2.2: Community Service Collaboration and Integration

To support public service delivery agencies in the provision of services and, where appropriate, to assist in the programming of services to the public, and to encourage the coordination and integration of facilities where appropriate, in particular emphasizing youth engagement.

Policy (a) The City will encourage extensive participation by service clubs, community and public agencies, developers, surrounding RM's, and other interested groups, in the development of recreation and other community facilities.

Policy (b) The City will facilitate cooperation and communication between service clubs and groups, community service agencies and other stakeholders in the development or redevelopment of community facilities in the City.



Curling Rink

Policy (c) The City will carry on its cooperative spirit by continuing its initiatives, as identified in its strategic planning process, to provide recreational activities year round, and promote active community based participation.

Policy (d) The City will continue to reach out to community service groups to strengthen and encourage collaboration in the areas of health, education and other public and community services that play an important role in the City of Humboldt's social and economic development.

Objective 3.2.2.3: Community Safety

To pursue partnerships and agreements with neighbouring municipalities in the delivery of emergency services.

Policy (a) The City will continue to work with regional partners in the delivery of emergency and safety management services.



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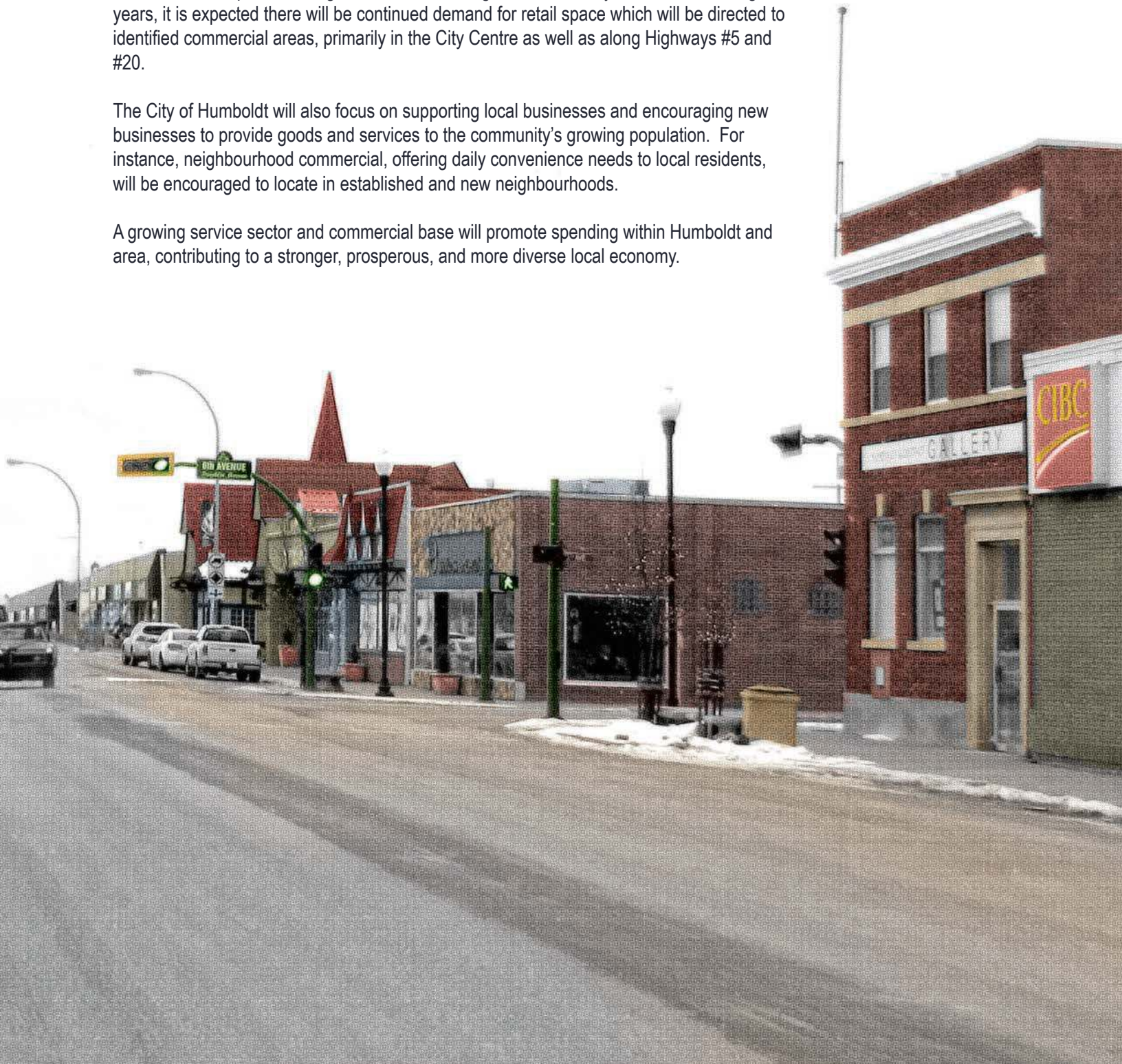
Humboldt is a diverse business, service, manufacturing, mining and agricultural community at the centre of the region's prosperity.

4.1 COMMERCIAL DEVELOPMENT

Humboldt has experienced significant commercial growth in recent years. In the coming years, it is expected there will be continued demand for retail space which will be directed to identified commercial areas, primarily in the City Centre as well as along Highways #5 and #20.

The City of Humboldt will also focus on supporting local businesses and encouraging new businesses to provide goods and services to the community's growing population. For instance, neighbourhood commercial, offering daily convenience needs to local residents, will be encouraged to locate in established and new neighbourhoods.

A growing service sector and commercial base will promote spending within Humboldt and area, contributing to a stronger, prosperous, and more diverse local economy.





Early 20th Century CN Railway Tracks

4.1.1 FINDINGS

- According to the 2013 Background Study completed by planningAlliance and Catterall & Wright Consulting Engineers, the City of Humboldt is the largest full-service centre within safe commuting distance of the proposed BHP Billiton Jansen Mine.
- Downtown commercial development is fairly concentrated within the city. Downtown development is located along Main Street, 6th and 7th Avenues between 7th Street and 10th Street and also south of the rail yards on Main Street between 9th and 7th Streets.
- In 2014, the City of Humboldt joined the Main Street Saskatchewan Program at the Affiliate Tier. In 2015, the Humboldt Downtown Business Improvement District was successful in its application for the Accredited Status of the program. Development of a five year implementation plan to identify the future of the Main Street program area is underway and will include creating Streetscape Design Guidelines for the area.
- The continued revitalization of Humboldt's downtown area will play an important role in meeting future economic and social challenges and benefit from new business opportunities and is an important consideration for the City as it grows.
- Arterial commercial development is scattered throughout the City. This type of development provides for a wide range of commercial, institutional and residential development in medium density form, on full urban services located on arterial and collector streets. On the west side of Humboldt is a well-developed highway commercial area (along Highway 5). In addition to this, there is a smaller concentration of highway commercial development along Highway #20 towards the south end of the City.

- Neighbourhood commercial is found throughout the City of Humboldt's neighbourhoods (i.e. laundromats, offices, convenience stores, etc.) and, although not noticeable to the eye, a number of home based businesses are also present throughout Humboldt's neighbourhoods. The City permits home based businesses (home occupations) in all of their residential districts and they are permitted to operate in both single detached and semi-detached dwellings.
- The current supply of commercial (not including commercial lots in the downtown) is limited to 26 lots, plus additional 9.3 ha for Quill Centre (currently un-serviced commercial lots proposed for big-box commercial development). Based on uptake of commercial land within the past ten years, this number may meet demand in the short term (5 – 8 years) but not in the long term.
- 'Elevator Alley', bordered between 5th and 6th Avenues from 11th to 17th Street was historically used as a heavy industrial district comprised of grain elevators, flour mills, fuel sales and fertilizer storage. However, all six sites, comprising 1.66 hectares (4.1 acres) have become vacant in recent years, creating a unique opportunity for future development. The area is directly adjacent to both a residential neighbourhood, and the City's central business district. In addition, the parcels are fronted by 5th Avenue, a designated heavy haul route and collector roadway providing terrific vehicular access. It is anticipated that Elevator

"Humboldt is on the verge of unprecedented growth."

Canadian Urban Institute



Commercial Construction

Alley could be redeveloped for commercial purposes.

- Confirmed and possible expansions of other potash mines in eastern Saskatchewan have already had a direct impact on Humboldt, and greater employment resulting from these projects strengthens Humboldt's trading area. Based on economic forecasts, the City of Humboldt could potentially need an additional 4.2 to 13.1 hectares (10.3– 32.4 acres) of additional commercial land over the next twenty five years. Consideration should be given to the identification of appropriate areas for both short-term and long-term future commercial development.

4.1.2 GENERAL COMMERCIAL OBJECTIVES AND POLICIES

Objective 4.1.2.1: Commercial Development Design

To facilitate the development of visually appealing commercial districts.

Policy (a) Ensure that Humboldt's commercial developments contribute positively to the aesthetics of the City, through the use of landscaping regulations and through encouragement of the use of quality urban design principles.

Policy (b) In the interests of ensuring a comprehensive and planned approach to commercial development, the City of Humboldt may require a developer to prepare a Comprehensive Development Application (CDA) for proposed commercial developments. A Comprehensive Development Application shall provide the following information:

(i) Plans showing an integrated layout for all lands intended for commercial development, including internal roadways, access

to external public roads, municipal and environmental reserve parcels, utility parcels and phasing of the development.

(ii) Reports, prepared by professionals certified to assess relevant factors, to assess the geotechnical suitability of the site, susceptibility to flooding, contamination or other hazards together with any required mitigation measures.

(iii) Engineering reports to address potable water supply, surface water drainage, waste water distribution and capacities of municipal treatment systems, and fire suppression.

(iv) Any other information Council deems necessary in order to appropriately evaluate an application.

Policy (c) In evaluating a Comprehensive Development Application (CDA) Council may ensure compliance with any municipal requirement or standard through the provision of a servicing agreement or condition of the approval of a development permit as appropriate.

Policy (d) Once a CDA has been approved by Council, no subsequent subdivision or development that is inconsistent with the approved CDA will be permitted without the approval of a revised CDA as appropriate.

Objective 4.1.2.2: Commercial Reuse

To accommodate and encourage the recycling of obsolete and underutilized commercial buildings, as well as vacant land, into viable commercial enterprises and developments.

Policy (a) Support the development of vacant and underutilized spaces in commercial areas within the City of Humboldt.

Policy (b) Work toward increasing the opportunities available to reuse vacant or underutilized buildings and sites in Humboldt by addressing the constraints that exist for potential developers.

Objective 4.1.2.3: Home Based Businesses

To facilitate economic development and foster entrepreneurship through the support of home based businesses in Humboldt.

Policy (a) Home based businesses that are clearly secondary to the principal residential use of the dwelling unit and are compatible with the residential environment shall be accommodated.

Policy (b) The amenity of the overall residential environment shall be preserved by ensuring home based businesses are compatible with nearby residential properties and that they do not generate traffic, parking, noise, electrical interference, vibration, odour or other elements that are not normally found in the residential environment.



Downtown Humboldt

Policy (c) Land use conflicts shall be minimized by specifying the types of activities to be fully permitted as home based businesses in the Zoning Bylaw and ensuring that these uses are compatible with a residential environment.

Policy (d) The Zoning Bylaw shall contain development standards pertaining to home based businesses, including standards for parking, use of accessory buildings, storage, product sales, resident and non-resident employees, number of business-related vehicle trips per day, and other relevant matters.

4.1.3 DOWNTOWN COMMERCIAL OBJECTIVES AND POLICIES

Objective 4.1.3.1: Downtown Strength

To promote and enhance the City of Humboldt's downtown, centered around Main Street, as an attractive and viable location.

Policy (a) The City's downtown shall continue to be prioritized as the primary location for retail activity, professional services, government functions and cultural activities in the community.

Policy (b) The character of the downtown shall be enhanced by:

- encouraging development with minimal or zero front yard setbacks, grade level direct entrances, clear glazing (windows) at street level, and other pedestrian-oriented elements;
- supporting residential / commercial mixed use developments to locate in the downtown through zoning and other incentives;
- considering expansion of the City of Humboldt's Infill Lot tax abatement program to include certain types of residential development;

- supporting the implementation of the Main Street Saskatchewan Program.

Policy (c) Consideration may be given to the enhancement of the city centre through:

- the construction of infrastructure;
- continued investment in public buildings;
- public realm improvements such as streetscaping, landscaping and public park development;
- the encouragement of public-private partnerships;
- implementation of the Saskatchewan Main Street program, including development of Streetscape Design Guidelines;
- tax abatement incentives (such as the City of Humboldt's Downtown Revitalization Tax Exemption Policy);
- incentives to promote the use of vacant and underutilised buildings or sites;
- planning and building permit fee rebates;
- the promotion of the City of Humboldt as a place for new business development.

Policy (d) Continue to create a unique sense of place in the city centre by preserving historic resources through use of the City of Humboldt's Downtown Revitalization Tax Exemption Policy, and support for Municipal or Provincial Heritage Designation.

Policy (e) Support the economic development initiatives of the Humboldt Downtown Business Improvement District and the Humboldt & District Chamber of Commerce in increasing the vitality and vibrancy of Humboldt's City Centre.

Objective 4.1.3.2: Downtown Commercial Land

To ensure an available supply of land for downtown commercial development.

Policy (a) The Zoning Bylaw will contain a downtown district to provide for a wide range of downtown commercial and other compatible uses.

Policy (b) Undertake, where necessary, to acquire land for additional community centre commercial development through purchase or exchange. Where improvements are proposed for existing low-density residential uses in the downtown commercial area, investigate the possibility of land exchange on a case-by-case basis.

Objective 4.1.3.3: Downtown Residential

To facilitate the development of higher density housing in areas near the downtown creating a critical mass of people enjoying and living in the city centre.

Policy (a) Identify parameters and guidelines for the redevelopment of vacant and under-utilised spaces in the city centre appropriate for the eventual development of infill guidelines for the City of Humboldt.

Policy (b) Support and encourage a land use pattern that reflects higher density residential (i.e. increased multi-unit and mixed-use residential developments) in proximity to the downtown through residential and other zoning designations.

4.1.4 HIGHWAY AND ARTERIAL COMMERCIAL OBJECTIVES AND POLICIES

Objective 4.1.4.1: Highway and Arterial Commercial Corridors

To continue to enhance the visual and functional quality of the highway commercial corridors in the City.

Policy (a) Ensure that a high standard of landscaping and screening is provided to achieve aesthetically appealing and functional gateways into Humboldt.

Policy (b) Facilitate the development of visually appealing entry points into the City along Highway #5 and Highway #20 by:

- (i) initiating the preparation of a coordinated highway entry enhancement master plan or strategy;
- (ii) providing financial support for the implementation of such a master plan or strategy; and
- (iii) establishing landscaping requirements and continue with signage standards in highway commercial areas.

Policy (c) Work with the RM of Humboldt to establish consistent and complementary landscaping and screening standards for transportation corridors leading into the City of Humboldt.

Policy (d) Ensure that the impact on traffic is a prime consideration in the development of commercial areas by potentially requiring Traffic Impact Assessments for subdivisions and other developments, as well as potentially referring applications to Ministry of Highways and Infrastructure.

Objective 4.1.4.2: Highway Commercial and Arterial Zoning Districts

To accommodate uses which, by virtue of their scale or locational requirements, are not readily suited to city centre locations.

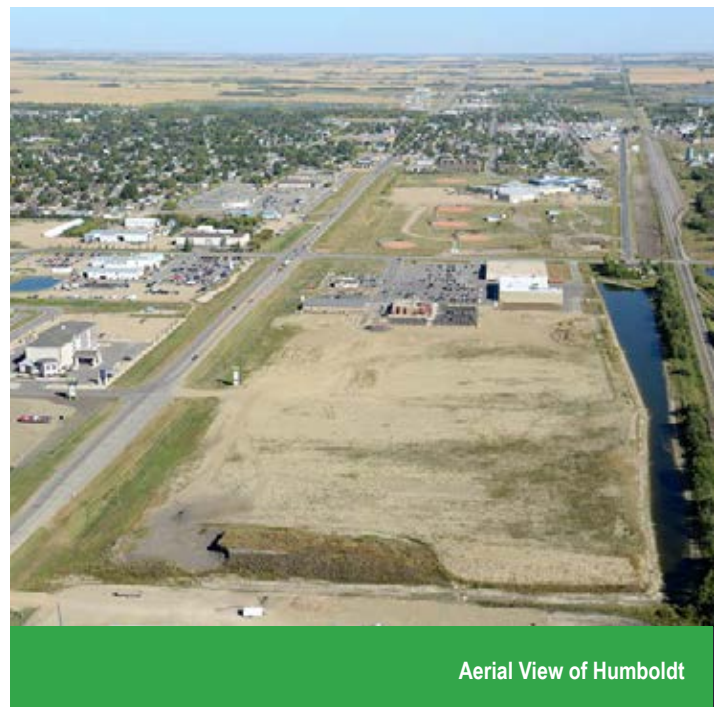
Policy (a) The Zoning Bylaw shall contain a highway commercial and an arterial commercial district that will provide for an appropriate range of uses and development standards.

Policy (b) Given the existence of residential development along 8th Avenue, Council may continue to permit intermittent single detached residential development to occur in circumstances where land use conflicts are not likely to occur.

Objective 4.1.4.3: Highway and Arterial Commercial Land Uses

To ensure that sufficient land is designated along Highway #5 and Highway #20 for the development of highway commercial uses.

Policy (a) Ensure new highway commercial and arterial commercial development locates in the areas noted as “**Future Commercial**” on Map 1 - Future Land Use Concept Map. Prior to the time of subdivision, these areas will be zoned, in the Zoning



Aerial View of Humboldt

Bylaw, for commercial use. Prior to such rezoning, development in these areas will be regulated to prevent development of uses which would conflict with the long term use of these areas.

Policy (b) When Council determines that sufficient land is no longer available to accommodate additional commercial development, new commercial development will be encouraged to locate in the areas noted as “**Potential Commercial**” on the Future Land Use Concept. Prior to the build-out of land identified as Potential Commercial on the Future Land Use Concept, noted herein, the City shall undertake the necessary studies and analysis to identify the lands necessary to accommodate commercial development which will be required over the next 15-20 years.

Policy (c) Subject to policies contained in Section 10 – Cooperation, Council will initiate required actions to bring the areas noted as “**Potential Commercial**” within the corporate limits of the City through municipal boundary alteration. These areas will be zoned, in the Zoning Bylaw, for future urban development or for highway commercial uses and compatible development when they are included within the corporate limits of the City. Those lands that are designated and zoned for future urban development will be rezoned for highway commercial uses and compatible development once the provision of municipal services has advanced to the point where additional development in the area can be serviced in a cost-effective manner.

4.1.5 RESIDENTIAL COMMERCIAL OBJECTIVES AND POLICIES

Objective 4.1.5.1: Residential Commercial Development in Residential Areas

To facilitate residential convenience commercial developments in new residential areas.

Policy (a) Residential commercial convenience developments may be provided in new residential areas. The scale of development shall be appropriate to complement the residential character and to serve the daily convenience needs of the residents of the area.

Policy (b) Residential commercial convenience developments should be strategically located in close proximity to residential entrance points or at major intersections.

4.2 INDUSTRIAL

Located within one of the most diverse industrial regions of the province, the City of Humboldt is supported by strong, diverse sectors. However, the city itself has limited serviced industrial land and has no land suitable for the development of larger and heavy industrial operations. For that reason, future industrial development will primarily occur as light industrial and will locate on the east side of the City as well as along the rail line



Gravel Aggregate (Brockman Enterprises)

in the existing industrial section of Humboldt. Industrial uses are already located in these two areas with additional vacant land adjacent to these areas appropriate for the continued development of light industrial businesses in Humboldt.

4.2.1 FINDINGS

- Industrial development in the City of Humboldt is concentrated in the eastern portion of the City, along 8th Avenue (Hwy 5) and south of the rail tracks, east of Peck Road at the west end of the City.
- Based on economic forecasts the City of Humboldt, there could potentially be a need for an additional 10.5 to 25.5 ha (25.9 – 63.0 acres) of additional land for industrial development. Consideration should be given to the identification of appropriate areas for both short-term and long-term future industrial development.
- Due to the nature of heavy industrial development which has a high potential to conflict with commercial and residential development and due to the fact that development options for industrial development within the City of Humboldt are limited, heavy industrial will be directed to areas where conflict will not exist, outside of city limits.

4.2.2 INDUSTRIAL OBJECTIVES AND POLICIES

Objective 4.2.2.1: Industrial Development Opportunities

To attract new light industrial operations to Humboldt.

Policy (a) Promote the City, and light industrial development opportunities, including the City’s commitment to supporting infrastructure (transportation networks, air and rail), that are a major attraction for new business development.

Policy (b) Ensure development opportunities are available by

maintaining a supply of readily serviceable land for appropriate industrial activities for the City of Humboldt. Industrial activities shall be directed to the east side of Humboldt, as well as to the south of the railway tracks where existing industrial is presently located as identified on Map 1 - Future Land Use Concept.

Policy (c) Promote and encourage new industrial development through the use of actions and tools including but not limited to:

- the construction of infrastructure;
- investment in public buildings and public realm improvements such as streetscaping;
- encouragement of public-private partnerships;
- tax abatement incentives;
- incentives to promote the use of vacant and underutilized buildings or sites;
- planning and development permit fee rebates;
- the promotion of the City of Humboldt as a place for new business development;
- marketing and branding.

Objective 4.2.2.2: Industrial Land Use

To ensure that sufficient land is designated within the City to accommodate light industrial development opportunities.

Policy (a) The area shown as “Industrial”, on the Future Land Use Concept Map will be zoned for light industrial uses and compatible development.

Policy (b) When Council determines that sufficient land is no longer available to accommodate additional industrial development, new industrial development will be encouraged to locate in the areas noted as “Potential Industrial” on Map 1 - Future Land Use Concept. Prior to the build-out of land identified

“Humboldt’s entrepreneurial ventures far exceed what is expected of a community this size.”

SaskBusiness Magazine

as “Potential Industrial” on the Future Land Use Concept, noted herein, the City shall undertake the necessary studies and analysis to identify the lands necessary to accommodate industrial development which will be required over the next 15-20 years.

Policy (c) Subject to policies contained in Section 10 – Cooperation, Council will initiate required actions to bring the areas noted as “Potential Industrial” within the corporate limits of the City through municipal boundary alteration. These areas will be zoned, in the Zoning Bylaw, for future urban development or for industrial uses and compatible development when they are included within the corporate limits of the City. Those lands that are designated and zoned for future urban development will be rezoned for industrial uses and compatible development once the provision of municipal services has advanced to the point where additional development in the area can be serviced in a cost-effective manner.

Policy (d) In order to accommodate a range of economic development opportunities, the Zoning Bylaw will make appropriate provisions for a range of light industrial uses.



Humboldt Co-op Gas Bar

Objective 4.2.2.3: Servicing Capacity

To ensure that the locations and types of industrial development proposed for the City of Humboldt are consistent with capacities of the City's infrastructure to support such development, given the wide range of servicing requirements for different forms of industrial development.

Policy (a) In the Zoning Bylaw, those industrial uses that have the potential to use significant volumes of water or contribute significant flows to the sanitary sewer system as a result of industrial processing operations will be listed as discretionary uses.

Policy (b) Prior to the approval of a discretionary use application in an industrial zoning district or for an industrial development, Council must be satisfied that it is feasible to service the subject development with municipal water and sanitary sewer systems. Costs, if any, associated with demonstrating such feasibility shall be borne by the applicant.

Objective 4.2.2.4: Land Use Conflicts and Development Design

To minimize the potential for land use conflicts between industrial development and other uses while encouraging visually appealing industrial areas.

Policy (a) Lands identified for industrial development shall be adequately buffered, screened and separated from incompatible land uses.

Policy (b) Industrial development shall be directed to areas

which are readily accessible to major transportation infrastructure, which are capable of being economically serviced, and which shall not have adverse impacts on the natural environment, including groundwater resources.

Policy (c) Industrial uses, which may create land use conflicts in the normal course of operations, shall be located in areas that provide appropriate separation from residential areas and from highways and other entrance ways into the City.

Policy (d) Visually appealing industrial development will be facilitated and encouraged by establishing appropriate landscaping requirements and signage standards in all industrial areas.

Policy (e) Appropriate buffers shall be provided at the time of subdivision to minimize conflict between industrial areas and other, incompatible uses.

Policy (f) In the interests of ensuring a comprehensive and planned approach to industrial development, the City of Humboldt may require a developer to prepare a Comprehensive Development Application (CDA) for proposed industrial developments. A Comprehensive Development Application shall provide the following information:

(i) Plans showing an integrated layout for all lands intended for industrial development, including internal roadways, access to external public roads, municipal and environmental reserve parcels, utility parcels and phasing of the development.

(ii) Reports, prepared by professionals certified to assess relevant factors, to assess the geotechnical suitability of the site,



Early Development Along 5th Avenue



Canalta Humboldt

susceptibility to flooding, contamination or other hazards together with any required mitigation measures.

(iii) Engineering reports to address potable water supply, surface water drainage, waste water distribution and capacities of municipal treatment systems, and fire suppression.

(iv) Any other information Council deems necessary in order to appropriately evaluate an application.

Policy (g) In evaluating a Comprehensive Development Application (CDA) Council may ensure compliance with any municipal requirement or standard through the provision of a servicing agreement or condition of the approval of a development permit as appropriate.

Policy (h) Once a CDA has been approved by Council, no subsequent subdivision or development that is inconsistent with the approved CDA will be permitted without the approval of a revised CDA as appropriate.

4.3 ECONOMIC AND TOURISM DEVELOPMENT

Humboldt and area is rich in natural resources, primarily potash, and this has given rise to the development of significant potash mining projects within the region. However, other sectors, such as agriculture and manufacturing, have further defined and diversified the Humboldt region, allowing it to weather commodity-based boom-and-bust cycles with relative stability.

Continued growth and diversification of Humboldt's economy is important to meet the objectives of the Official Community Plan,

as more employment opportunities not only attract new residents, but also allow more residents, particularly youth and young families, to stay in Humboldt and make it their home. Cultivating economic development opportunities also supports the financial health of the city, increasing its tax base and encouraging ongoing investment into business development and support services that will serve a growing population.

4.3.1 FINDINGS

- The City of Humboldt functions as the economic hub for the larger region, and has committed to focusing on maintaining and growing the hub by retaining and attracting key industries and services to support them.
- Major international agricultural companies such as Viterra, Bunge, Cargill, Richardson Pioneer and DuPont Canada have operations within Humboldt and area. Numerous businesses including farm implement dealerships, fertilizer companies and repair/maintenance shops offer support services.
- Prairie Agricultural Machinery Institute (PAMI) is located in Humboldt and conducts research and development work for advancing agricultural technology.
- Recognized as part of Saskatchewan's 'Iron Triangle' for the production of machinery, transportation and industrial equipment from companies that form a loose geographical triangle, Schulte, Bourgault and Doepker Industries, along with Koenders and Commercial Industrial Manufacturing (CIM) are just some of the international manufacturing companies located within the region.
- Events and conference tourism is a growing focus for the City of Humboldt, with strong demand for regional events driving the development of increased investment into appropriate facilities, marketing, and opportunity identification activities.



Conexus Credit Union, Humboldt Branch

• The *Statements of Provincial Interest Regulations* provides the following statement concerning recreation and tourism, which is addressed through the objectives and policies that follow:

The province has an interest in supporting a high quality of life for Saskatchewan’s citizens and visitors by providing and actively promoting recreation and tourism opportunities.

4.3.2 ECONOMIC DEVELOPMENT OBJECTIVES AND POLICIES

Objective 4.3.2.1: Relationship Building

To enhance, develop and implement strategies and tactics designed to improve and nurture the City’s relationship with the local and regional business community with a view towards attracting and retaining business and making Humboldt a welcoming place to live, work and play.

Policy (a) The City will be attentive to businesses’ needs.

Policy (b) The City will give high consideration to the impacts its policies and practices have on the prosperity of the business community.

Policy (c) The City will explore opportunities for regional collaboration in attracting key industries and services for the region.

Objective 4.3.2.2: Economic Promotion

To attract investment and foster economic and population growth by promoting the benefits of living and working in the City

of Humboldt, and through marketing the City as the destination of choice for commercial and industrial development, tourism and culture, education, health care, and community services.

Policy (a) The City, in partnership with other regional stakeholders including the Humboldt Downtown Business Improvement District and the Humboldt & District Chamber of Commerce will work to highlight and enhance Humboldt’s competitive advantage, these being the factors that distinguish Humboldt as the as the most attractive community to live, work and play within the region.

Policy (b) The City, in partnership with other regional stakeholders, will pursue opportunities to market and promote Humboldt’s investment properties, events, services, culture, heritage and the tourism industry in general.

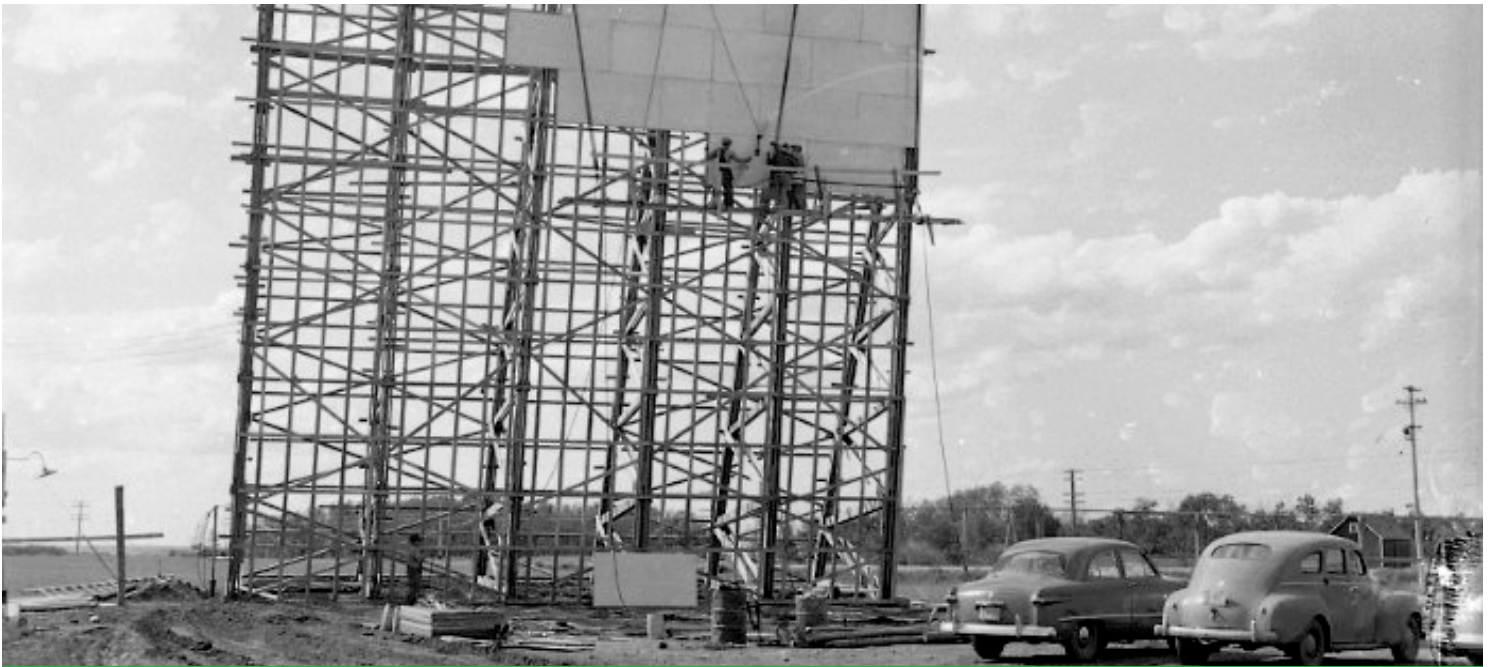
Policy (c) Where appropriate, the City will continue to support existing and pursue new city-wide special events.

Objective 4.3.2.3: Economic Development

To attract investment and foster economic and population growth within the City.

Policy (a) Capitalize on potential growth of the community through collaboration with businesses, organizations and government groups and agencies in realizing economic development initiatives in the City and region.

Policy (b) Continue to guide and influence development opportunities to ensure Humboldt’s strategic goals are met, and as an economic development initiative that will be a benefit to the City and broader region.



Drive-In Theatre Construction, Circa 1954

Policy (c) Continue to encourage the maintenance and support of existing businesses in the City of Humboldt through delivering municipal services in more cost effective ways along with continuing to build, maintain and operate City infrastructure in a manner that is sustainable.

Policy (d) Continue to support the economic development initiatives of the Humboldt Downtown Business Improvement District and the Humboldt & District Chamber of Commerce.

Policy (e) Support and recognize the importance of regional cooperation in expanding the regional economy through coordinated land use, infrastructure and long range planning.

Policy (f) In supporting expansion of the regional economy, the City of Humboldt shall continue to pursue a mutually beneficial relationship with the RM of Humboldt through the Humboldt & Area Planning District.

Policy (g) The City of Humboldt will continue to collaborate in providing tourism amenities and opportunities for the region, and seek out mutually beneficial opportunities with other organizations and authorities in the interest of promotion, preservation, and enhancement of tourism in the region.

5/ SUSTAINABLE

Humboldt is a city where it is easy to move around and infrastructure is proactively managed and built to meet the needs of the growing population.



5.1 TRANSPORTATION & INFRASTRUCTURE

Humboldt has developed as a community built primarily around a rail line, extending northward and southward into the prairie landscape. Due to this geographic setting, Humboldt has evolved as a low-density community, with mature, large lots representing an attractive lifestyle choice that is characteristic of smaller urban centres in Saskatchewan. However, like many other municipalities across Canada, Humboldt is grappling with trying to maintain aging infrastructure while ensuring new infrastructure needs are covered through private investment; because of this, the City maintains that growth should pay for growth.

It is the intent of the Official Community Plan to manage growth carefully, recognizing that such costs include not only the direct capital costs to builders/developers/future owners, but also the long-term maintenance costs for the municipality associated with water and sewer infrastructure as well as roads. Focusing growth within or adjacent to existing developed areas is the intent of the Official Community Plan, allowing Humboldt to appropriately service the growing community in an integrated and responsible manner.



5.1.1 FINDINGS

Raw Water Supply and Distribution:

- The City of Humboldt is provided with potable water by SaskWater via the Wakaw-Humboldt Regional Water Distribution Plant.
- With joint funding from the Governments of Canada and Saskatchewan through the Building Canada program, Humboldt will be constructing a new water reservoir to increase the city's drinking water capacity and will invest in important upgrades at the Water Distribution Plant. Project work will be designed to accommodate the growth to 9,000 residents, as well as provide increased water storage capacity so residents continue to have access to safe drinking water during water supply maintenance activities or unexpected water supply line breaks.

Sanitary Sewer:

- The City of Humboldt's sanitary sewer system consists of a series of 200 mm, 250 mm and 300 mm gravity sewer mains, six sewage pumping stations and a wastewater treatment lagoon system.
- The existing lagoon treatment system has capacity for 8,000 residents. A preliminary plan exists to expand the lagoon system as the population increases.
- To increase capacity of the City's sanitary sewer system, the City is reviewing where weeping tile and other stormwater drainage has been directly connected to the sanitary sewer and how this could be reduced to better manage stormwater flows. During extreme weather events, the sanitary sewer has, in locations, become overwhelmed, leading to back-ups. The installation of superpipe storage tanks, bylaws, policy and incentive programs have already been put in place by the City to address this issue.

Storm Sewer System:

- The City of Humboldt currently has two operational storm water retention ponds to buffer storm flows during major storm events (Water Ridge Park pond and Humboldt Lake). The minor storm sewer system consists of a series of piping networks that date back as early as 1967. The pipes collect runoff within the City and carry it eastward where storm water flows into drainage ditches and travels to Humboldt Lake. In their 2014 study, Catterall & Wright recommended that a storm water retention storage pond and additional storm sewer collection pipes be constructed; this work is almost complete as superpipes have been installed and the City is working on stormwater management and storage in Centennial Park.
- The installation of a stormwater trunk along 11th Avenue will also assist in directing surface water into appropriate drainage channels during rainfall and extreme weather events.

Transportation System:

- Humboldt is keen on developing its community in a way that reflects its desire to develop "complete streets" that are designed for all ages, abilities and modes of travel. On complete streets, safe and comfortable access for pedestrians, bicycles, transit users and people with disabilities is not an afterthought, but an integral planning feature.
- The Canadian National (CN) Aberdeen main line runs through the City of Humboldt. The line truncates toward the eastern boundary, where the CN St. Brieux Line runs north and the main line continues to the east. In 2013, the Federation of Canadian Municipalities and the Railway Association of Canada released the Guidelines for New Development in Proximity to Railway Operations which includes guidelines and best practices that can be applied when converting industrial / commercial property into residential use when in proximity to railway operations.
- The Catterall & Wright reports indicates that new collector roads to connect developed areas to Highway #5 in the south half of the will be needed as growth occurs.
- The City of Humboldt manages a municipal airport (registered aerodrome), located approximately two km south of Humboldt on Highway #20, within the RM of Humboldt No. 370. The airport is a base for both private and commercial aircraft operators.

Solid Waste and Recycling:

- Solid Waste Disposal and Recycling services are provided by the Regional Authority of Carlton Trail (REACT) which consists of 31 urban and 16 rural municipalities that have joined together to manage their solid waste and recycling. Humboldt is REACT's largest municipal member.
- One of the City's strategic goals is to move towards a more effective curbside collection method for garbage and recyclable materials.



Road Grader

Asset Management:

- The City of Humboldt has developed Water/Sewer and Transportation Asset Management Plans to support infrastructure investment decisions and long term financial planning.
- As the City grows and progresses, the plan will be regularly updated and improved to get the best performance out of municipal assets, realize the greatest return on infrastructure investments and provide good value for public investment.

Special Projects

- The City of Humboldt undertook the Humboldt Aquatic Centre Combined Heat and Power Demonstration Project in partnership with SaskPower. The project will help SaskPower determine if the technology can provide cost-effective savings for customers as well as reduce greenhouse gas emissions and air pollutants. The cogeneration system captures and uses waste heat that is normally released in to the atmosphere. The City realizes the benefits of these types of Special Projects and is open to supporting Special Projects in the future.

Statements of Provincial Interest

- The *Statements of Provincial Interest Regulations* provides the following statement concerning public works, transportation and flooding, which are addressed through the objectives and policies that follow:

The province has an interest in safe, healthy, reliable and cost effective public works to facilitate economic growth and community development.

The province has an interest in ensuring the safety and security of individuals, communities and property from natural and human-induced threats.

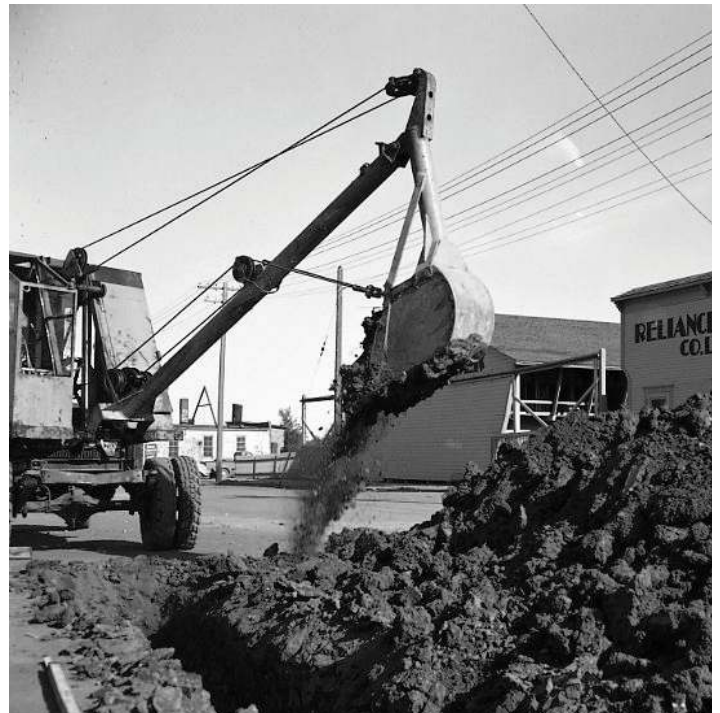
5.1.2 INTEGRATED DECISION MAKING OBJECTIVES AND POLICIES

Objective 5.1.2.1: Integrated Infrastructure Planning

To integrate planning, finance and engineering to effectively manage existing and new infrastructure in a sustainable, innovative and cost effective manner.

Policy (a) The City will continue to inform their decision making processes by preparing and coordinating strategic planning, financial planning, asset management planning and other similar initiatives.

Policy (b) The City will continue to pursue innovative opportunities to enhance municipal service delivery.



Storm Sewer Construction

Policy (c) The City shall undertake infrastructure and other studies, as necessary, to plan for changes or improvements to the City's infrastructure systems to meet current engineering standards, accommodate growth and improve operational efficiency.

Policy (d) The City will ensure that development can be adequately serviced by existing infrastructure and utility systems and services by understanding the City's infrastructure needs and the costs associated with those needs by using the most up to date information available.

OBJECTIVE 5.1.2.2 ASSET MANAGEMENT

To ensure a clear picture of the current state of the City's municipal infrastructure in order to manage it effectively over the long-term.

Policy (a) Continue to utilize and implement Asset Management Plans in order to sustainably provide an appropriate level of service to residents and visitors.

Policy (b) Ensure consistency between all long term planning documents going forward including this Official Community Plan, Asset Management Plans, Long Term Financial Plans, and others.

Policy (c) Ensure Asset Management Plans are kept up to date and improved to get the best performance out of municipal assets, realize the greatest return on infrastructure investment and to support infrastructure investment decisions.

Policy (d) Continue to implement the City's Transportation Asset Management Plan and the Water and Sewer Assent Management Plan.

5.1.3 TRANSPORTATION OBJECTIVES AND POLICIES

Objective 5.1.3.1: Humboldt's Transportation Network

To provide a safe, efficient, cost effective and convenient transportation network for all users.

Policy (a) Developments shall be located and designed in a manner that ensures safe and efficient traffic operations.

Policy (b) Subdivisions shall provide for the expansion of the transportation network and the extension of roadways beyond the area being subdivided as necessary.

Policy (c) The City shall continue to monitor and implement appropriate improvements to ensure that vehicle and pedestrian conflicts are minimized in proximity to schools.

Policy (d) Traffic impacts shall be a factor in the evaluation of development proposals. An engineering assessment may be required in order to identify potential traffic impacts in new developments. The costs associated with preparing the engineering assessment shall be borne by the developers. The costs of implementing the necessary transportation changes or improvements may be negotiated by the City and the affected developers based on the extent to which the impacts of the proposed development necessitates the need for the improvements.

Policy (e) The City shall continue to implement the 2009 Master Transportation Plan.

Policy (f) The City shall continue to monitor the population and transportation system needs of the community to evaluate the need and feasibility of developing a transit system in the future.

Objective 5.1.3.2: Transportation and Land Use

To promote land use and development patterns that encourage walking, cycling, and other alternative forms of transportation while ensuring pedestrian and traffic safety.

Policy (a) Connectivity and traffic safety for pedestrians, cyclists and private vehicles shall be considered in all land use and development decisions and in the planning and design of street improvements or new roadways.

Policy (b) Developments shall be located and designed in a manner that ensures safe and efficient traffic operations for all modes of transportation.

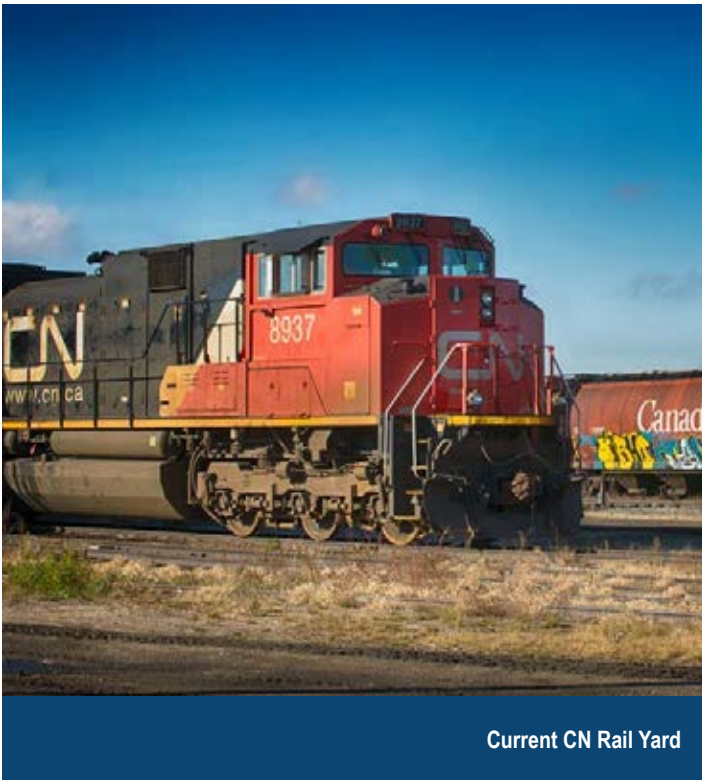
Policy (c) Opportunities should be provided for the development of walking and cycling facilities within the City by exploring and envisioning linkages and connections between commercial areas, green spaces, destination sites and residential areas. The City will continue to implement the 2013 Trails Master Plan in order to realize these opportunities.

Policy (d) Consider wheelchair and age-friendly sidewalk accessibility in all land use and development decisions and in the planning and design of street improvements or new roadways.

Policy (e) Transportation, land use and development decisions



East Highway #5 Service Road



Current CN Rail Yard

shall contribute to the development of a “complete street” design perspective.

Objective 5.1.3.3: Highways

To ensure that Highways #5 and #20 continue to function in a safe and efficient manner for the residents of Humboldt and the travelling public.

Policy (a) The City, in consultation with the Ministry of Highways and Infrastructure, affected business and property owners, and other stakeholders, shall initiate a review of the highway corridors to address issues such as traffic safety, intersection improvements, public realm and private property landscaping and signage, future development options, and funding strategies.

Policy (b) Collaborate with the Ministry of Highways and Infrastructure and the RM of Humboldt in long range highway planning,

Objective 5.1.3.4: Railway

To ensure that the railway continues to provide vital services to the community while mitigating any negative impacts resulting from ongoing railway operations.

Policy (a) The City shall provide for efficient and effective land use and transportation planning, including consultation with CN Railway in order to reduce the potential for future land use conflicts and to provide appropriate protection for rail infrastructure.

Policy (b) As Humboldt grows, the City shall continue to explore

opportunities, and advocate for, improved and additional linkages across the railway lines to enhance both vehicular and pedestrian connectivity.

Policy (c) Noise and vibration levels near rail lines shall be a factor in the evaluation of development proposals.

Policy (d) Land use conflicts may be minimized in areas adjacent to railway lines and rail yards through the application of the Federation of Canadian Municipalities and the Railway Association of Canada’s Guidelines for New Development in Proximity to Railway Operations.

Policy (e) Where a new residential development abuts a railway right-of-way, a minimum 30 metre setback shall be maintained between the railway right-of-way and the principal building.

Policy (f) All developments requiring a Development Permit for properties that are adjacent to a railway right-of-way should demonstrate how the proposed development responds to the Guidelines for New Development in Proximity to Railway Operations.

5.1.3.5 Airport

To ensure the City of Humboldt’s existing airport assets are protected and maintained while minimizing conflicts between airport activities and land use development.

Policy (a) Work with the RM of Humboldt to ensure airport operations are protected and land use activities in the vicinity are regulated.

Policy (b) Work with the RM of Humboldt in continuing to ensure land use compatibility impacts between the Municipal Airport and land use development in the vicinity are considered in development decisions.

Policy (c) Ensure land use at the airport does not impede the development of aviation related activities.

5.1.4 INFRASTRUCTURE OBJECTIVES AND POLICIES

Objective 5.1.4.1: Infrastructure Costs

To ensure that future development contributes to the cost of infrastructure services in a manner which does not create a burden for existing residents and which does not impede long term growth.

Policy (a) The City will not be responsible for costs associated with the provision of municipal services to new subdivisions, except for City-owned developments. Where a private development requires municipal services, including drainage, the proponent will be responsible for all costs associated with providing such services.



City Snow Clearing

Policy (b) Where a subdivision of land will require the installation or improvement of municipal services such as water and/or sewer lines, drainage, streets, or sidewalks within the subdivision, the developer will be required to enter into a servicing agreement with the City to cover the installation or improvements including, where necessary, charges to cover the costs of improvement or upgrading of off-site services. Council will, by resolution, establish the standards and requirements for such agreements and charges, including the posting of performance bonds or letters of credit.

Policy (c) The City will support the development of Special Projects in order to address cost savings as well support initiatives that are sustainable and environmentally responsible.

Objective 5.1.4.2: Infrastructure Capacities and Stormwater Management

To optimize use of existing City water, sewer, solid waste, and stormwater management infrastructure and capacities, ensuring that future development remains within the area serviceable by the existing system for as long as possible and minimizing municipal costs in the provision of services to areas that pose special servicing problems.

Policy (a) Ensure that development in Humboldt can be adequately serviced by infrastructure and utility systems and services by understanding the City's infrastructure needs, and the costs associated with those needs, by using the most up-to-date information available to the City.

Policy (b) Stormwater management systems shall be designed by a professional engineer in accordance with appropriate engineering standards.

“Responsibility for addressing the infrastructure deficit, managing the pressures of growth and ensuring future growth must be the business of all stakeholders in the province.”

Saskatchewan Plan for Growth

Policy (c) Continue to monitor population and business growth as it relates to water and wastewater systems.

Policy (d) Continue to work towards developing storm water management infrastructure that will buffer storm flows during a major storm event by reviewing existing storm water management systems.

Policy (e) The Zoning Bylaw will require development to provide adequate surface water drainage to maximize on site infiltration and minimize increased overland flow of water from the development to adjoining land and drainage infrastructure. The use of drainage techniques and material such as permeable pavement to facilitate on-site stormwater infiltration and storage that reduces the amount of runoff will be encouraged. Site design techniques that minimize paved areas and soil compaction and preserve natural open spaces including existing trees and natural drainage channels will be encouraged. Additionally, Council will require that new development provide an adequate degree of suitable landscaping to enhance the visual amenity of the site in keeping with the existing and preferred neighbourhood character.



Crews Addressing Storm Sewer Drainage

Policy (f) Continue to encourage property owners to undertake preventative plumbing to reduce impacts to the City's sanitary sewer system through the Storm Water Rebate Program.

Objective 5.1.2.5: Solid Waste and Recycling

To reduce human impact on the landfill and to promote and increase recycling participation.

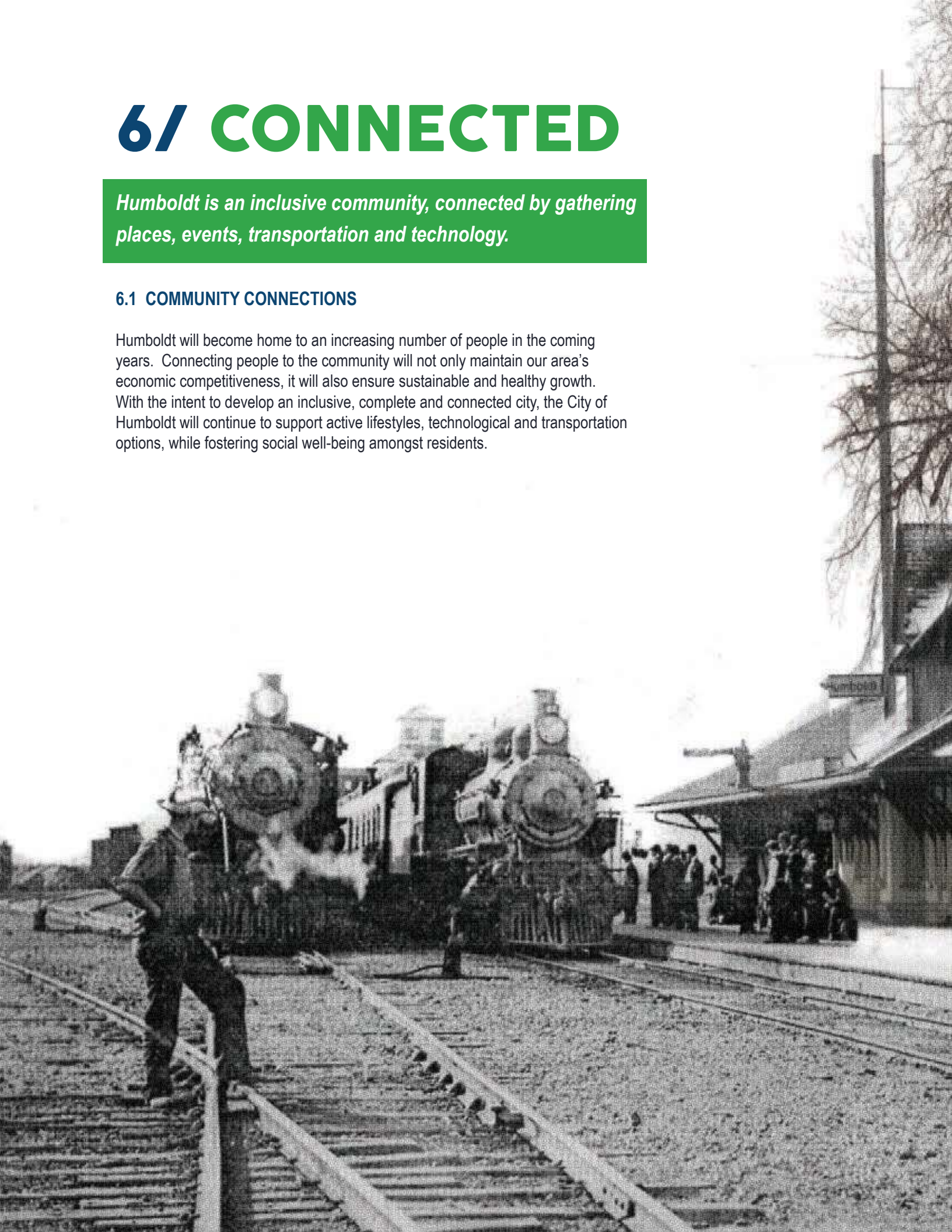
Policy (a) The City shall undertake a process to investigate moving towards curbside recycling pick-up.

6/ CONNECTED

Humboldt is an inclusive community, connected by gathering places, events, transportation and technology.

6.1 COMMUNITY CONNECTIONS

Humboldt will become home to an increasing number of people in the coming years. Connecting people to the community will not only maintain our area's economic competitiveness, it will also ensure sustainable and healthy growth. With the intent to develop an inclusive, complete and connected city, the City of Humboldt will continue to support active lifestyles, technological and transportation options, while fostering social well-being amongst residents.







Summer Sizzler Parade Float

6.1.1 FINDINGS

- 60% of Humboldt's population are between the ages of 15-64, with slightly more seniors than children rounding out the list.
- The 2012 Community Foundation Assessment Report stated that enrolments have increased within all Humboldt educational institutions; providing adequate student transportation for an increasing student population remains a concern.
- As part of the culture led strategic plan Our Humboldt, the City has committed to provide walking and biking trails, in addition to community sites and spaces such as parks and green spaces, and social, sports, culture and recreation facilities.
- The City has also identified a need for ensuring connections to the global community, through technology such as broadband.
- The *Statements of Provincial Interest Regulations* provides the following statement concerning transportation, which is addressed through the objectives and policies that follow:

The province has an interest in safe, cost effective transportation systems that meet existing and future needs for economic growth, community development and diversification

6.1.2 COMMUNITY CONNECTION OBJECTIVES AND POLICIES

Objective 6.1.2.1: Active Transportation

To accommodate multi-modal transportation options throughout the City.

Policy (a) Implement the City of Humboldt Trails Master Plan in the development of additional trails, linkages, and connections within and adjacent to the city, as recommended and as the city expands, on an as-needed basis in consultation with the City of Humboldt Community Trails Committee.

Policy (b) Ensure new neighbourhoods provide for active transportation, with connections to schools, daily convenience needs, key destination sites and Humboldt's broader parks and open space system.

Policy (c) Include the needs of all people, regardless of how they travel into the everyday transportation decision-making process by creating a deeper integration between planning and engineering of new and existing spaces.

Policy (d) Identify the challenges and opportunities associated with improving Humboldt's streets and identify priorities for moving forward in developing "complete streets".



Water Ridge Park Pathway

Policy (e) Establish partnerships with local business groups, adjacent land owners, and the community as a whole to effectively implement “complete streets” in the City of Humboldt, which considers safe access for all users, making it easy to cross the street, walk to shops and cycle to work.

Objective 6.1.2.2: Walkability

To support, encourage and facilitate connectivity and walkability throughout the City.

Policy (a) The City will pursue opportunities to link natural areas, parks, and walking and cycling facilities in a continuous open space system.

Policy (b) The City will facilitate the development of a walkable community, through consideration of the provision of adequate sidewalks, pathways in linear parks and appropriate lighting. The development of pedestrian amenities should contribute to and emphasize public safety and comfort, and should continue to include wheelchair sidewalk accessibility.

Policy (c) The City will consider the important linkages between Humboldt’s destination sites, residential areas, and pedestrian

“More than 64% of people in Saskatchewan enjoy biking, hiking and running on pathways and trails.”

Saskatchewan Parks & Recreation Association

amenities in the development of parks and open space within and surrounding the City.

Objective 6.1.2.3: Technology

To support increased connections to the global community.

Policy (a) The City of Humboldt will continue to advocate for improved and increased capacity of broadband and related technology within Humboldt in order for the City and region to remain competitive.

7/ GREEN

Humboldt is a clean and beautiful place with thriving natural systems, ample parks, trails, green spaces and healthy neighbourhoods.

7.1 AMENITIES & DEDICATED LANDS

With over a dozen active parks and green spaces, Humboldt has a wide variety of outdoor space for residents to use. As Humboldt grows, it will require a balance between the accommodation of development needs and the provision of green spaces to accommodate the need for passive and active recreation and leisure. Providing a comprehensive system of parks, pathways and trails for recreational activities, as well as protecting natural areas, is important to residents and is essential to the sense of community in Humboldt.







7.1.1 FINDINGS

- The City of Humboldt offers several parks and green spaces for leisure activities in the community. Currently, there are 13 parks and green spaces available for public use. The City's Parks and Green Space Policy, provides the requirements for the minimum standards of development guidelines to which all future parks and green spaces must be developed as well as the minimum level of parks and green space requirements for all multi-lot subdivision in the City of Humboldt.
- The City also has adopted an Urban Forestry Policy that ensures Humboldt's urban forest is properly maintained as an asset of the City and its residents.
- In 2014, the City consulted with the community to inform the development of Centennial Park, the largest park space within Humboldt, surrounding the Humboldt Uniplex, Humboldt Collegiate Institute and Carlton Trail College. The City's Master Plan for the park, is continuing to be implemented with the assistance of these consultations.
- Located outside the City of Humboldt is the Original Humboldt site (owned by the City of Humboldt), a scenic 80 acres of land located 11 km southwest of the city. The significance of the site of the original Humboldt Telegraph Station, built in 1878, plays an important role in the Canadian story of communications, transportation, the 1885 North West Resistance, relations with First Nations and Metis people, and the settlement of Saskatchewan. The Original Humboldt Committee, since 2008, has worked to secure, preserve and develop this site.
- The *Statements of Provincial Interest Regulations* provides

the following statement concerning amenities & dedicated lands, which is addressed in the objectives and policies that follow:

The province has an interest in conserving Saskatchewan's biodiversity, unique landscapes and ecosystems for present and future generations.

7.1.2 AMENITIES AND DEDICATED LANDS OBJECTIVES AND POLICIES

Objective 7.1.2.1: Public Space and Natural Areas

To safeguard and enhance Humboldt's green space, surrounding natural areas, historic sites and public open space in order to contribute to the wider objectives of sustainable community development and provide publicly accessible space suitable for all community needs.

Policy (a) Adopt appropriate policies to ensure the protection and enhancement of green space.

Policy (b) Natural and scenic areas of significant value, wherever possible, shall be placed in public ownership.

Policy (c) The integration of natural features, existing vegetation, habitat, and wetland areas in the development of the City's parks, open space and trail systems shall be encouraged.

Policy (d) The preservation of the City's urban forest through new plantings and protection and maintenance of existing trees will be encouraged through the implementation of the City's Urban Forest Policy.

Policy (e) The City will encourage extensive participation by service clubs, community and public agencies, the RM of Humboldt, and other stakeholders in the development of parks, green space, trail systems and other publicly accessible areas.

Policy (f) Encourage opportunities to incorporate food producing community gardens into parks and other public open spaces, where appropriate.

Policy (g) The City shall continue with the timely implementation of the Centennial Park Master Plan.

Objective 7.1.2.2: Municipal Reserves

To make provision for municipal reserves when land is subdivided.

Policy (a) The following factors shall be considered in making decisions on the provision of municipal reserves:

- (i) Smaller municipal reserve areas within new residential subdivisions should be provided for neighbourhood parks and playgrounds.



Civic Park

(ii) In commercial and industrial subdivisions, cash-in-lieu of municipal reserve dedication will be considered as the primary method of meeting the municipal reserve requirement, unless the requirement can be transferred to an acceptable area and dedicated.

Policy (b) Ensure that land intended for storm water or runoff management or primarily serves a utility function, is not included in the area dedicated as municipal reserve.

Policy (c) Ensure storm water ponds are identified as utility parcels on subdivision plans.

Policy (d) Ensure all future parks and green spaces are developed to the standard level of development guidelines as included in the City's Parks and Green Space Policy.

Objective 7.1.2.3: Urban Design

To ensure development within the City of Humboldt is aesthetically pleasing.

Policy (a) Require on-site landscaping for substantial residential developments (i.e. multiple units), commercial, industrial and institutional development.

Policy (b) Continue to implement streetscaping, heritage preservation, architectural and site improvement standards, and

pedestrian and vehicular movement improvements. Identify priorities for the City.

Policy (c) Establish standards for the enhancement of gateways into the city that will increase the prominence of these areas and create a positive, lasting impression.

Policy (d) Reinforce the role of the street as a public open space by creating a more pedestrian and cyclist friendly streetscape and increasing connectivity between neighbourhoods and the community.

7.2 BIOPHYSICAL CONSIDERATIONS & HAZARDS

Humboldt must meet future needs in ways that accommodate development constraints while reducing the impacts on finite resources and the natural environment. Residents have expectations that land will be developed sustainably, requiring that development practices respect the natural site conditions and any known constraints. In this way, the risks from natural disasters and hazards, such as flooding, can be mitigated and better managed through careful planning, design and development to ensure the continued safety of Humboldt's residents.

“Through water rate structures, public education, encouragement of recycling and participation in the REACT regional waste management authority, the City of Humboldt and its residents are contributing to environmental protection and preservation.”

Humboldt Communities in Bloom Committee

7.2.1 FINDINGS

- During extreme rainfall events and where homes have weeping tile connected to the City’s sanitary sewer system, storm runoff has overwhelmed the sanitary sewer system, causing localized sewer back-ups and flooding. The City is actively assessing how these connections can continue to be reduced as well as reviewing stormwater drainage in affected areas.
- Two sites have been identified within the city that may have contaminants including: ‘Elevator Alley’ along 5th Avenue between 11th Street and 17th Street and, the abandoned Shell site at 8th Avenue (Hwy #5) and 14th Street. Additional contaminated sites may exist.
- The City of Humboldt is constrained, in terms of development, due to the drainage patterns within and adjacent to the city as indicated on Map 2 - Development Constraints. In addition to this, a drainage moratorium was placed in 2007 on new drainage projects in the Fishing Lake, Waldsea Lake, Deadmoose Lake and Houghton Lake Watersheds. The moratorium is an interim measure that will remain in effect until the results of a drainage review are known. Development of the lands within the moratorium, which includes the northern part of the City of Humboldt may, however, not result in an increase in the pre-development runoff volume. The moratorium impacts Humboldt by limiting where the City can develop additional lands.



Water Ridge Park Pond

- The City is further constrained by the city’s licensed lagoon, located in the southeast corner of the City, due to the requirement of a 457 m setback for residential and commercial subdivision, as per *The Subdivision Regulations*.
- Within the City of Humboldt one confirmed high pressure pipeline (Trans Gas line) is located within the City limits, as identified on Map 2 - Development Constraints.
- The City of Humboldt has implemented an Emergency Management Program which includes an Emergency Advisory Committee made up of municipal members as well as emergency plans related to: weather events, transportation/rail related events, and water concerns.
- The City of Humboldt ensures appropriate storage and handling (as directed by WHMIS guidelines) of fleet maintenance oil and related lubricants. One aviation fuel storage tank is located at the airport.
- Road transportation of hazardous goods occurs via provincial Highways #5 and #20. Within Humboldt, 4th and 5th Avenues, as well as 2nd Street operate as heavy traffic / dangerous goods routes.
- Rail transportation of dangerous goods occurs via Humboldt’s CN Rail Station. Humboldt’s Fire Chief, as a primary emergency responder, is able to access real-time dangerous goods information to enhance first-responder capabilities in the event of an incident.
- REACT, serving Humboldt, is an approved Saskatchewan EcoCentre recycling location and accepts used oil and antifreeze. Humboldt’s Sarcen accepts used paint and offers e-waste (electronic) recycling.
- The *Statements of Provincial Interest Regulations* provides the following statement concerning public safety and source water protection, which are addressed in the objectives and policies that follow:

The province has an interest in ensuring the safety and security of individuals, communities and property from natural and human-induced threats.

The province has an interest in the protection of water sources that provide safe drinking water.

7.2.2 BIOPHYSICAL CONSIDERATIONS & HAZARDS OBJECTIVES AND POLICIES

Objective 7.2.2.1: Hazardous and Sensitive Lands

To discourage inappropriate development in areas with potentially hazardous site conditions and to ensure that environmentally sensitive or hazardous lands are dedicated, as appropriate, as environmental reserve, during the subdivision process.

Policy (a) Urban development will be directed to areas believed to be capable of supporting such development.

Policy (b) The City will ensure that the subdivision of land or



5th Street Watermain Replacement

the development of structures does not occur on hazard lands or, if applicable, occurs in accordance with specified mitigation measures. Any required hazard report shall be prepared by a qualified professional engineer at the cost of the proponent of the proposed development.

Policy (c) The Zoning Bylaw will contain standards for development on or near hazard lands.

Policy (d) Environmentally sensitive areas should be used for public open space.

Policy (e) Ensure future development is consistent with the 457 m lagoon setback, as per The Subdivision Regulations or a different setback as required by the Ministry of Environment.

Objective 7.2.2.2: Flooding and Water Resources

To protect ground and surface water resources from contamination, to ensure a safe supply of drinking water, and to protect development against the risks of flooding.

Policy (a) Ensure that development does not deplete or reduce the quality of water resources in the broader region.

Policy (b) The City will work with the Water Security Agency, the RM of Humboldt, and the rural community, as necessary, on potential flood protection issues in the municipality and the broader region.

Policy (c) Ensure that development protects and sustains important waterbodies, waterways, wetlands, groundwater and

riparian systems in the City and broader region by employing site-specific planning programs, either alone or in cooperation with other agencies, organizations or governments. This may include limiting, restricting, delaying or prohibiting development in proposed development areas until site-specific planning has been completed or until the City is satisfied that specific development projects will sustain these areas.

Policy (d) Continue to work with the Water Security Agency in implementing the Upper Qu'Appelle River and Wascana Creek Source Water Protection Plan 2007.

Policy (e) As per the Statements of Provincial Interest, insofar as is practical, the development of new buildings and additions to buildings in the floodway in the 1:500 year flood elevation of any watercourse or waterbody shall be prohibited.

Policy (f) As per the Statements of Provincial Interest, insofar as is practical, development of new buildings and additions to buildings to an elevation of 0.5 metres above the 1:500 year flood elevation of any watercourse or waterbody in the flood fringe shall be flood-proofed.

Objective 7.2.2.3: Brownfields and Contaminated Sites

To ensure safe development on brownfields and contaminated sites.

Policy (a) Facilitate brownfield development by ensuring identified contaminated sites are remediated to a level suitable for the intended use or for site suitability prior to redevelopment, to the satisfaction of the Approving Authorities.

Objective 7.2.2.4: Hazardous Material

To ensure the safe handling, storage and transportation of hazardous material in the City of Humboldt.

Policy (a) To continue to ensure appropriate storage and handling of hazardous materials.

Policy (b) To continue to ensure appropriate transportation routes are used for the movement of dangerous goods throughout the City of Humboldt.

Objective 7.2.2.5: Emergency Measures

To ensure public safety during emergency situations.

Policy (a) The City of Humboldt shall continue to work towards community preparedness for emergency situations by continuing to implement the community's Emergency Management Program.

Policy (b) The City of Humboldt shall continue to work with CN Rail in ensuring the safety of residents during rail transportation of dangerous goods.

8/ CREATIVE

Humboldt is a regional destination for heritage, arts, culture and entertainment.

8.1 CULTURE AND HERITAGE RESOURCES

Humboldt is a vibrant city with a thriving cultural scene that offers opportunities for enjoyment, participation and expression. Humboldt has a history of supporting the community's heritage and cultural development as it enhances quality of life for all, generates economic benefits, and encourages newcomers to settle within the city. Continued investment into Humboldt's cultural and heritage infrastructure can strengthen civic pride, as can integrating culture and heritage into urban design and the promotion and support of local activities. The City of Humboldt recognizes culture and heritage as an essential ingredient of a creative and dynamic community.





8th ST / HWY 20
Main Street





Our Humboldt Community Art Project

8.1.1 FINDINGS

- Within the Humboldt region, several designated Heritage Properties exist. There are currently seven Designated Municipal Heritage Properties within the City of Humboldt and surrounding area (RM of Humboldt No. 370 and Muenster) including the Merchants Bank of Canada, the Original Humboldt Site, Marysburg Assumption Church, the Provincial Court House, the Water Tower, St. Peter's Cathedral and the Humboldt Post Office. These sites have all received municipal heritage designation and are afforded special protection under the Saskatchewan Heritage Property Act.
- Within the City of Humboldt, there is also one designated provincial heritage property, the Humboldt Post Office. This site was first recognized on a municipal level prior to receiving Provincial Heritage Property status in 2010. In 1977, the Humboldt Post Office was also recognized as a National Historic Site.
- A second National Historic Site located within the City of Humboldt is The Canadian National Railways (Canadian Northern Railway) Station, recognized as a National Historic Site in 1992.
- It is possible that many more historic sites are locally known, but are not yet recorded and recognized by the Heritage Conservation Branch as Heritage Property. Therefore it is recommended that public consultations be held prior to the onset of any development should it be located adjacent or on any of these locally-known sites.
- The City of Humboldt has established a Municipal Heritage Advisory Committee whose mandate is to recognize, review, protect, conserve and promote municipal heritage in Humboldt.
- It is noted that any proposed development outside of the City in areas deemed to have moderate or high archaeological potential will require further heritage screening. It is also possible that proposed development(s) located in areas thought to have moderate or high archaeological potential may result in the recommendation that a Heritage Resource Impact Assessment (HRIA) be undertaken. Potentially heritage sensitive quarter sections have been identified on Map 2 - Development Constraints.
- The City of Humboldt Murals Committee was established in 1994, and has installed numerous beautiful historic murals in the City. The scope of the work of the Murals Committee was expanded in 2015 to include public art. In addition to supporting the City's

Strategic Plan by improving resident's quality of life through public art, the committee's purpose is to increase the livability and artistic richness of the municipality through a leadership and advocacy role to make art a permanent part of the City's environment and a legacy for future generations.

- The *Statements of Provincial Interest Regulations* provides the following statement concerning heritage and culture, which is addressed in the objectives and policies that follow:

The province has an interest in ensuring Saskatchewan's cultural and heritage resources are protected, conserved and responsibly used.

8.1.2 HERITAGE RESOURCES OBJECTIVES AND POLICIES

Objective 8.1.2.1: Heritage Protection

To protect the heritage resources within the City, and where such protection cannot be achieved, to implement appropriate mitigation measures.

Policy (a) Support the designation of provincial heritage and municipal heritage buildings and sites within the City.

Policy (b) Ensure that the subdivision of land on potentially heritage sensitive parcels occurs in accordance with the guidelines and criteria identified by the Heritage Conservation Branch of Saskatchewan. The costs of any required Heritage Impact Resource Assessment to identify if any heritage resources exist on the site, and if the developer may be required to move the proposed development to a new location or undertake mitigative measures to receive clearance from the Heritage Resource Branch of Saskatchewan, will be the responsibility of the proponent of the proposed development.

Policy (c) The City's land use and development decisions will be sensitive to the conservation and protection of culture and heritage resources.

Policy (d) The City shall consider the use of dedicated lands, such as environmental and municipal reserve, to protect and conserve culture and heritage features, where possible.

Policy (e) Insofar as practical, the City shall use the provisions set out in the *Standards and Guidelines for the Conservation of Historic Places* to guide protection and conservation efforts of heritage places.

"Leading municipalities across Canada understand the powerful role played by creativity and culture in rebuilding local economies and strengthening quality of place."

MDB Insight



All Saints Ukrainian Catholic Church

“Humboldt’s unique heritage provides an opportunity to create a context where heritage continues to be valued, promoted and conserved.”

Humboldt & District Museum & Gallery Mandate

Municipal Heritage Advisory Committee including their efforts to promote municipal heritage designation.

Objective 8.1.2.2: Cultural and Heritage Resource Promotion

To encourage the conservation of intangible cultural resources including historically and culturally significant landscapes, cultural facilities and events, heritage languages, community traditions and customs, locally important arts, crafts and trading skills.

Policy (a) The City may consider the development of a Cultural Strategy that identifies and maps local culture and heritage resources while creating an awareness of the benefits of preserving and promoting culture and heritage resources for community development purposes.

Policy (b) The City shall continue to support heritage and cultural events.

Policy (c) The City shall continue to work with community and culture groups, service clubs, sports and recreation clubs, to promote and celebrate the existing programs available to residents and visitors, alike.

Policy (d) The City shall continue to build upon its listing of heritage resources, with collaboration from the Municipal Heritage Advisory Committee and the Humboldt and District Museum and Gallery.

Policy (e) The City, in collaboration with the Humboldt Downtown Business Improvement District and the Humboldt & District Chamber of Commerce shall continue to implement an appropriate theme, reflecting the City’s diversity and multiculturalism, throughout Humboldt’s built environment.

Policy (f) The City shall continue to support the mandate of the Public Art and Murals Committee.



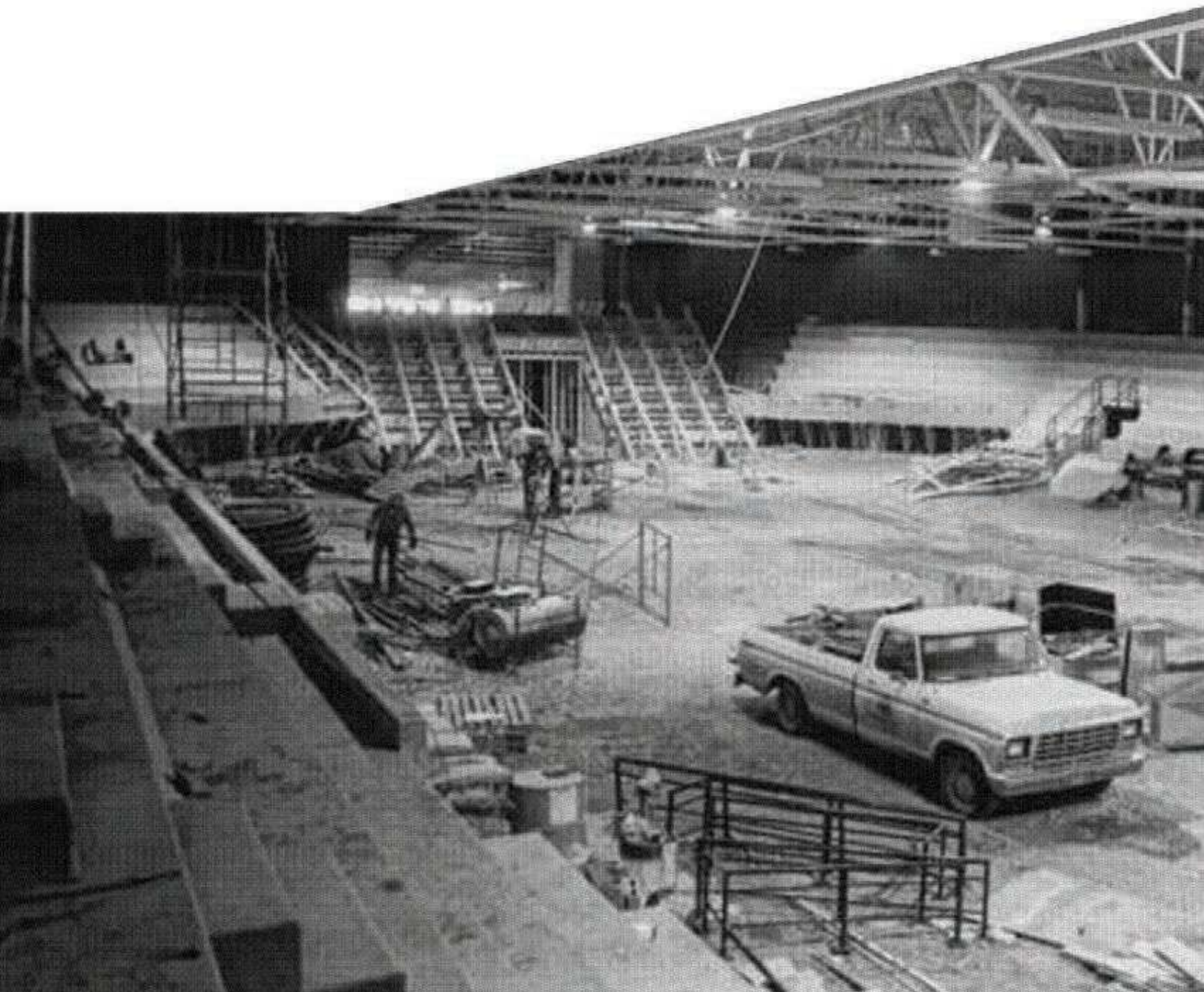
Humboldt & District Gallery

9/ ACTIVE

Humboldt is a walkable, active and healthy community.

9.1 RECREATION

Recreational activities are an important part of the fabric of Humboldt. The City is a regional leader in the provision of recreational and leisure services and understands the importance of having strategies in place to ensure that the community's places and spaces support healthy and active lifestyle choices for citizens. Connecting existing – and new – residents to recreation opportunities will foster feelings of community belonging, encourage partnerships with associated organizations and ensure a more coordinated response to community wellness needs.





CANDLE LAKE HOCKEY LEAGUE

HOME	DES	4:42	GUEST
PENALTY	NEW BRICKWORK		PENALTY
SHOTS		SHOTS	
TIME OUT	PERIOD	TIME OUT	

RONA

PFP

LOTTERIES CO-OP LOCAL BUSINESS THE FARM CANADIAN Home EAST CENTRAL TRADER CANADIAN BUNGE



Humboldt Aquatic Centre

9.1.1 FINDINGS

- The City has over 120 sports clubs, service clubs, cultural clubs, recreation clubs, and educational organizations that contribute to the community's recreation programming and opportunities.
- The City of Humboldt offers a wide variety of recreational and fitness programming, including opportunities for adult sports, skating, and swimming.
- As a part of the survey distributed for the 2012 Community Foundation Assessment Report, residents indicated that a performing arts theatre, dog park, walking trails, an additional ice surface and soccer facility were important recreational facilities that should be further enhanced.
- The City of Humboldt, along with the Horizon School Division, the Greater Saskatoon Catholic School Division and Carlton Trail College, provide shared access to facilities through Joint Usage and Joint Operating Agreements. These agreements allow for the use of civic facilities by students during school hours and the community's use of school facilities during evenings and weekends.
- The City has been undertaking research regarding enhanced recreational facilities for Humboldt and area. A 2015 study by P3Architecture Partnership outlines proposed designs and costs for potential field house / theatre additions to the Humboldt Uniplex.
- The *Statements of Provincial Interest Regulations* provides the following statement concerning recreation and tourism, which is addressed in the objectives and policies that follow:

The province has an interest in supporting a high quality of life for Saskatchewan's citizens and visitors by providing and actively promoting recreation and tourism opportunities.

9.1.2 RECREATION OBJECTIVES AND POLICIES

9.1.2.1 Objective:

To recognize the significance of natural and scenic areas within Humboldt, to promote its conservation and preservation and to realize opportunities for recreation development that are complementary to the natural environment.

Policy (a) The City of Humboldt will consider responsible recreation development that protects and conserves water resource features and landscapes and considers the integration of compatible land use activities with environmental protection measures.

Policy (b) To recognize and maintain the shared provision of recreational opportunities to residents and visitors of the region as a whole between the City of Humboldt, the RM of Humboldt, the RM of Wolverine, the Town of Muenster and other adjoining municipalities, event coordinators, and other authorities.

Policy (c) Implement the 2013 Trails Master Plan to ensure Humboldt continues to be an active community.



Humboldt Skate Park

“Physical activity plays an important role in the health, well-being and quality of life of Canadians.”

Public Health Agency of Canada

9.1.2.2 Objective:

To ensure recreation development within the City of Humboldt reflects the needs of the changing demographics of the City and region.

Policy (a) The City will continue to monitor and assess the changing needs of the community, in terms of recreation programming, due to in-migration, economic opportunities occurring in the region, the aging of the population and the increase of a diversity of cultures found throughout Humboldt’s residents.

Policy (b) The City will continue to monitor the feasibility of expanding the types of recreation programs and facilities in the community in accordance with population growth, ensuring inclusion for a diversity of cultures and varied age demographics.

9.1.2.3 Objective:

To recognize and maintain the shared provision of recreational opportunities to residents and visitors of the region as a whole between the City of Humboldt and other neighbouring municipalities, event coordinators, and other authorities.

Policy (a) The City of Humboldt will continue to collaborate in providing recreational amenities and opportunities for the region, and seek out mutually beneficial opportunities with other organizations and authorities in the interest of promotion, preservation, and enhancement of recreation in the region.

Policy (b) The City will consult with the Horizon School Division, the Greater Saskatoon Catholic School Division and the Carlton Trail Regional College to coordinate infrastructure, including the shared use of lands and facilities for recreation and community use.

Policy (c) The City will continue to manage and participate in the Joint Usage and Joint-Operating Agreements in partnership with the Horizon School Division, the Greater Saskatoon Catholic School Division and Carlton Trail College.



10/ COOPERATIVE

Humboldt is a cooperative community, where relationships with neighbouring municipalities, First Nations and regional partners are nurtured.

10.1 INTERMUNICIPAL & INTERJURISDICTIONAL COOPERATION

Humboldt's long term prosperity and ability to thrive is largely influenced by the relationships it maintains with other governments and jurisdictions: working together means providing opportunities for all of the region's stakeholders to share in mutual success. The City has a track record of successful collaborations with other agencies, organizations and jurisdictions and intends to enhance existing relationships and cultivate new ones that will be required as the community grows.





Volunteer Appreciation BBQ

10.1.1 FINDINGS

- The City of Humboldt is located in proximity to First Nation Treaty Land Entitlement areas including Kinistin Indian Reserve; Yellow Quill Indian Reserve; Poorman Indian Reserve; Beardy's and Okemasis Indian Reserve; Fishing Lake Indian Reserve; and, One Arrow Indian Reserve.
- The City and First Nations governments will need to work together in matters of land use planning, infrastructure development, cultural relations, and economic development for the Humboldt region to reach its potential.
- The City is located within the Rural Municipality of Humboldt No. 370.
- Going forward, it will be imperative for the City of Humboldt to partner with the RM of Humboldt to collaborate on land use planning and bring a regional focus to future growth given the potential for growth in the area. This may include a joint focus on infrastructure, residential development, commercial development and industrial development, while balancing the region's social and environmental matters.
- The City of Humboldt and the RM of Humboldt have established a District Planning Commission and are working towards developing a District Plan for an area approximately two kilometers around the City of Humboldt.
- The City of Humboldt is a member of the Mid Sask Municipal Alliance (MSMA) – a progressive group of small and large communities committed to working together as a regional collective for the long term betterment of the area.
- The *Statements of Provincial Interest Regulations* provides the following statement concerning intermunicipal cooperation, which is addressed in the objectives and policies that follow:

The province has an interest in promoting intermunicipal cooperation that facilitates strong partnerships, joint infrastructure and coordinated local development.

10.1.2 INTERMUNICIPAL & INTERJURISDICTIONAL COOPERATION OBJECTIVES AND POLICIES

Objective 10.1.2.1: Government Cooperation

To pursue opportunities with the federal and provincial governments to enhance services and to provide innovative opportunities for Humboldt and the region.

Policy (a) The City will pursue opportunities to take advantage of federal and provincial programs that will benefit Humboldt and the region, including continued upgrades of water and sewer systems, and sidewalks and streets.

Objective 10.1.2.2: Regional Cooperation

To facilitate intermunicipal and interjurisdictional cooperation on a regional basis.

Policy (a) The City will pursue agreements and cooperation with neighbouring municipalities, planning commissions, First Nations, and other stakeholders including the RM of Humboldt, the RM of Wolverine and the Town of Muenster, that will address joint planning, future growth, and joint delivery of services, based on common interests of the region as a whole.

Policy (b) The City will continue to participate in the Mid Sask Municipal Alliance, working together as a regional collective for the long term betterment of the area on issues dealing with housing, health care, education, infrastructure, major developments and others.

Policy (c) In supporting regional cooperation, the City of Humboldt shall continue to pursue the development of a District Plan for the Humboldt and Area Planning District.

Objective 10.1.2.3: Urban Reserves

To maintain the financial integrity of the City, its tax base and its municipal services while ensuring compatible and enforceable land use and development standards in any Urban Reserve that may be established in Humboldt.

Policy (a) Ensure an agreement is sought pursuant to part 9 of

“Our group is working together to sustain, build and grow the communities in the region.”

Mid Sask Municipal Alliance

the Treaty Land Entitlement Framework Agreement before an Urban Reserve is created with reserve status. The Agreement shall be negotiated in good faith by the City, and will be based on the objective noted above.

Objective 10.1.2.4: Annexation

To alter the City limits based on need and to provide for orderly development of land uses and services.

Policy (a) In order to provide for orderly development in accordance with the development policies contained in this Official Community Plan, Council may, from time to time, seek to alter the City boundaries in a manner that will ensure that sufficient lands are available within the City limits. Sufficient lands are deemed to exist within the City if they can accommodate future development for a period of twenty years and if they can be serviced in a practical, cost-effective manner.

Policy (b) The City will support requests for alteration of City boundaries that are consistent with sound land use planning principles and this Official Community Plan and is determined to be of benefit to the City.

Objective 10.1.2.5: Communication and Referral Process

To provide greater certainty for land use decisions where impacts cross municipal boundaries.

Policy (a) The City shall work collaboratively with the RM of Humboldt to develop plans and processes that provide greater clarity for land use decisions in such areas as the rural-urban fringe, regional transportation corridors, lands within the City that are adjacent to RM boundaries and other areas of mutual interest.



Humboldt/CN EcoConnexions Trail Project

Policy (b) Council will work with the RM of Humboldt when designating or amending future urban growth areas that are located within the RM, on the City's Future Land Use Concept.

10.2 AGRICULTURAL LAND AND FRINGE AREAS

Humboldt's long term prosperity and ability to thrive is largely influenced by the relationships it maintains with other governments and jurisdictions: working together means providing opportunities for all of the region's stakeholders to share in mutual success. The City has a track record of successful collaborations with other agencies, organizations and jurisdictions and intends to enhance existing relationships and cultivate new ones that will be required as the community grows.

10.2.1 FINDINGS

- In areas adjacent to the City it is important to ensure that developments do not cause adverse effects upon existing or proposed future urban land uses or servicing requirements. In order to ensure future growth can occur in an orderly and planned fashion, it is imperative for the City to identify future development areas outside of current City boundaries for long term growth. Creating a mutually beneficial partnership with the RM of Humboldt will be vital in ensuring complementary development occurs in future growth areas.
- There are no intensive livestock operations located in close proximity to the City of Humboldt.

10.2.2 AGRICULTURAL LAND AND FRINGE AREAS OBJECTIVES AND POLICIES

Objective 10.2.2.1: Future Urban Land Requirements

To ensure that future urban land requirements are not restricted by the development of uses, such as intensive livestock operations, near or within the corporate limits of the City.

Policy (a) The City shall continue to work with the RM of Humboldt to address and resolve issues and concerns of mutual interest.

Policy (b) Intensive livestock operations (ILOs) shall not be permitted within the City of Humboldt.

Objective 10.2.2.2: Future Urban Development

To safeguard municipal services from incompatible land uses.

Policy (a) The Zoning Bylaw will identify areas suitable for development within the corporate limits of the City not immediately required for urban development as a "Future Urban Development" district and will identify land use restrictions and development standards so as not to jeopardize or otherwise unduly restrict future development.



11/ IMPLEMENTATION

Humboldt is a cooperative community, where relationships with neighbouring municipalities, First Nations and regional partners are nurtured.

11.1 AUTHORITY

In accordance with Sections 29 and 32 of The *Planning and Development Act, 2007 (The Act)*, the Council of the City of Humboldt has prepared and adopted this Official Community Plan to provide the City with goals, objectives and policies relating to approximately 20 years of future growth and development within the community.



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

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

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

In general the Statements of Provincial Interest Regulations address:

- Agriculture and Value-Added Agribusiness
- Biodiversity and Natural Ecosystems
- First Nations and Métis Engagement

- Heritage and Culture
- Inter-municipal Cooperation
- Mineral Resource Exploration and Development
- Public Safety
- Public Works
- Recreation and Tourism
- Residential Development
- Sand and Gravel
- Shore Lands and Water Bodies
- Source Water Protection
- Transportation

The Official Community Plan is more than a set of individual policies. It is to be read in its entirety and the relevant policies and overarching statements are to be applied to each situation. When more than one policy is relevant, a decision-maker should consider all of the relevant policies to understand how they work together. The language of each policy will assist decision-makers in understanding how the policies are to be implemented. While specific policies sometimes refer to other policies for ease of use, these cross references do not take away from the need to read the Official Community Plan as a whole. There is no implied priority in the order in which the policies appear.

When applying the Official Community Plan it is important to consider the specific language of the policies. Each policy provides direction on how it is to be implemented, how it is situated within the broader Plan, and how it relates to other policies. Some policies set out positive directives; other policies set out limitations and prohibitions; and other policies use enabling or supportive language, such as “should”, “promote” and “encourage”. The choice of language is intended to distinguish between the types of policies and the nature of implementation. There is some discretion when applying a policy with enabling or supportive language in contrast to a policy with a directive, limitation or prohibition.

11.2 ZONING BYLAW

The Zoning Bylaw will be the principal method of implementing the objectives and policies contained in this Official Community Plan, and will be adopted in conjunction herewith.

11.2.1 PURPOSE

The purpose of the City's Zoning Bylaw is to control the use of land providing for the amenity of the area within Council's jurisdiction and for the health, safety, and general welfare of the inhabitants of the City of Humboldt.

11.2.2 CONTENT AND OBJECTIVES

The Zoning Bylaw will implement the land use policies contained in this Official Community Plan by prescribing and establishing zoning districts for residential uses, commercial uses, industrial





City Hall

uses, community service and institutional uses, and other municipal uses. Regulations within each district will govern the range of uses, site sizes, setbacks, building locations, off-street parking, landscaping, and so forth.

11.2.3 AMENDING THE ZONING BYLAW

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

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

11.2.4 ZONING BY AGREEMENT

(1) Where an application is made to Council to rezone land to permit the carrying out of a specified proposal, Council may, for the purpose of accommodating the request, enter into an Agreement with the Applicant pursuant to Section 69 of *The Act*.

(2) Contract Zoning permits a municipality to manage the use of a site and layout of a specific proposed development that requires rezoning. Council may use a Contract Zone to rezone a site to allow a proposed development, but may also restrict uses normally allowed in the zoning district through a contract.

(3) Section 11.3.1 of this Official Community Plan shall apply in the review of applications for rezoning by agreement.

(4) Council may enter into an agreement with the applicant setting out a description of the proposal and reasonable terms and conditions with respect to:

(a) the uses of the land and buildings and the forms of development;

(b) the site layout and external design, including parking areas, landscaping and entry and exit ways;

(c) any other development standards considered necessary to implement the proposal, provided that the development standards shall be no less stringent than those set out in the requested underlying zoning district.

(5) Council may limit the use of the land and buildings to one or more of the uses permitted in the requested zoning district.

(6) Council may consider rezoning by agreement to accommodate development or subdivision proposals when:

(a) limiting the uses within a zoning district will avoid land use conflict;

(b) it is necessary to ensure that appropriate services and infrastructure are provided.

11.2.5 USE OF THE HOLDING SYMBOL "H"

(1) Pursuant to Section 71 of *The Act*, Council may use the Holding Symbol "H" in conjunction with any zoning district designation, to specify the use to which lands or buildings may be put at any time that the holding symbol is removed by amendment to the Zoning Bylaw.

(2) Council may use the Holding Symbol "H" to accommodate multiple phase subdivisions and developments.

(3) In making a decision as to whether to remove the Holding Symbol "H" by amendment to the Zoning Bylaw, Council shall

consider whether development has progressed to a point where extension of municipal services is appropriate.

11.3 OTHER IMPLEMENTATION TOOLS

11.3.1 SUBDIVISION APPLICATION REVIEW

In reviewing any application for subdivision, Council shall indicate support for such application only when it has:

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

11.3.2 Dedicated Lands

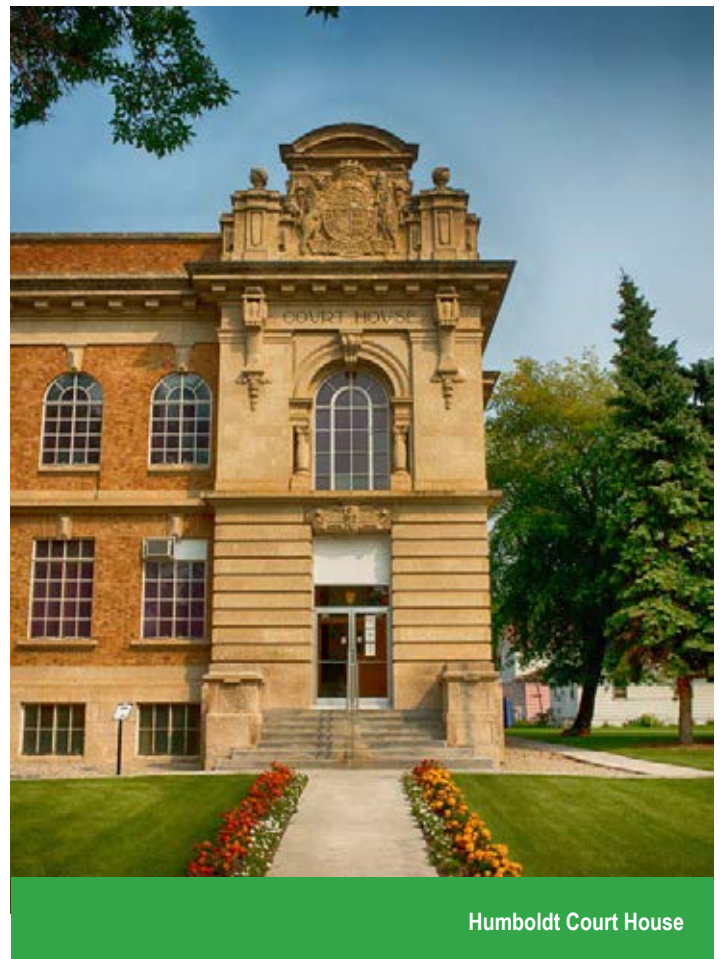
- (1) When reviewing any application for subdivision, Council may indicate to the approving authority, its desire to have unstable or flood-prone areas set aside as environmental reserve and/or municipal reserve, as a condition of subdivision approval, pursuant to Section 185 of *The Act*.
- (2) Pursuant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

11.3.3 BUILDING BYLAW

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

11.3.4 DEVELOPMENT LEVIES AND SERVICING FEES

- (1) In accordance with Section 169 of *The Act*, the Council may establish, by separate bylaw, development levies for the purpose of recovering all or a part of the capital cost of providing, altering, expanding or upgrading services and facilities associated with a proposed development within an existing subdivided area. Such bylaw must be based on studies to establish the cost of municipal servicing and recreational needs and on a consideration of



future land use and development and the anticipated phasing of associated public works.

- (2) In accordance with Section 172 of *The Act*, Council may require a servicing agreement with the proponent of a subdivision development. In order to provide overall direction and guidance in the negotiation of individual agreements with developers, Council may establish, by resolution, a schedule of development specifications and servicing fees. Such servicing specifications will provide a consistent set of development standards for provision of services and works by developers within a proposed subdivision development. Subdivision servicing fees contribute in whole or in part towards the capital costs of services within or outside the subdivision that directly or indirectly serve the proposed subdivision. The schedule of fees will be based on the identification of overall services and public works that the municipality anticipates will be needed as a result of new subdivision development for a specified term. The negotiation of service fees for individual developments will be based on a calculation of the servicing needs being created by that individual development as a part of the municipality's overall servicing needs.

- (3) Council will use its Offsite Charges and Development Fee Bylaw No. 15/2015 for the purpose of recovering all or a part of the capital cost of providing, altering, expanding or upgrading services and facilities associated with a proposed development.

11.3.5 CONCEPT PLANS

(1) Council may adopt concept plans, including those prepared in conjunction with a Comprehensive Development Application, as part of Section 13 of this Official Community Plan, pursuant to Section 44 of *The Act*.

11.4 OTHER INFORMATION

11.4.1 UPDATING THE OFFICIAL COMMUNITY PLAN

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

11.4.2 FURTHER STUDIES

As necessary, Council will undertake such studies or programs required to facilitate and encourage the growth and development of the City of Humboldt.

11.4.3 COMMUNITY ENGAGEMENT

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

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

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

11.4.4 COOPERATION AND INTER-JURISDICTIONAL CONSIDERATION

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

11.4.5 PROGRAMS

Council shall participate in senior government economic development, public utility, resource enhancement, housing,



Typical Residential Neighbourhood

social and environmental protection programs and projects, where such will help in achieving its goals and objectives.

11.4.6 PROVINCIAL LAND USE POLICIES AND INTERESTS

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

11.4.7 BINDING

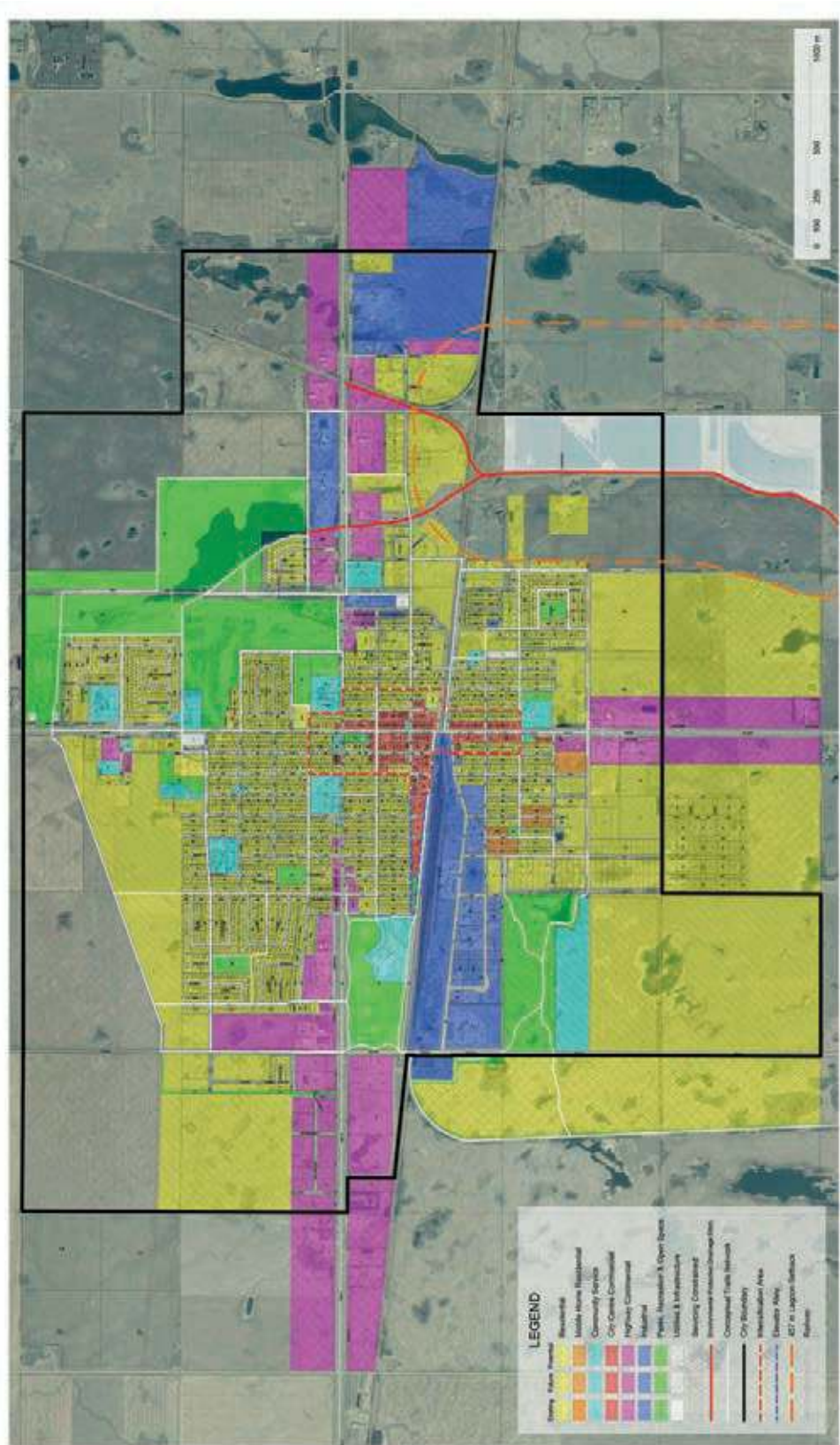
Subject to Section 40 of *The Act*, the Official Community Plan shall be binding on the City of Humboldt, the Crown, and all other persons, associations and other organizations, and no development shall be carried out that is contrary to this Official Community Plan.

11.4.8 DEFINITIONS

The Zoning Bylaw definitions shall apply to this Official Community Plan.

12/ MAPS

Map 1 - Future Land Use Concept



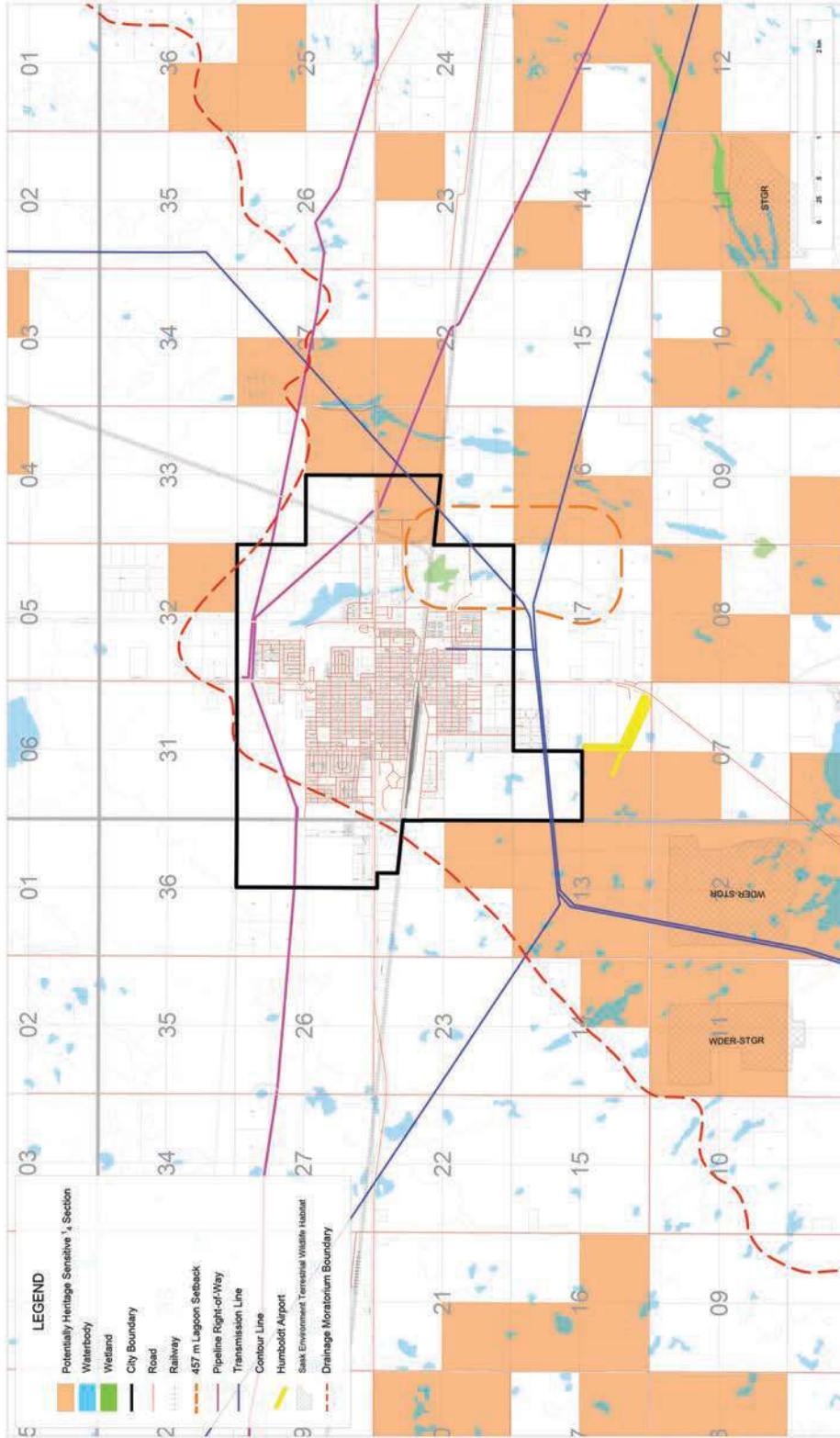
LEGEND

City Area Boundary	Residential
Medium Density Residential	Community Parks
City Center Commercial	Highway Commercial
Industrial	Park, Recreation & Open Space
Light Industrial	Utilities & Infrastructure
Medium Density Residential	Specialty Commercial
Highway Commercial	Interim Use/Change Area
Industrial	Conceptual Transit Network
Park, Recreation & Open Space	City Boundary
Utilities & Infrastructure	Interim Use/Change Area
Specialty Commercial	Interim Use/Change Area
Interim Use/Change Area	Design Key
Conceptual Transit Network	RT in Light Rail
City Boundary	Reference
Interim Use/Change Area	
Interim Use/Change Area	
Design Key	
RT in Light Rail	
Reference	

CROSBY HANNA & ASSOCIATES
 4000 1st Street, Suite 100
 Humboldt, Oregon 97301
 March 2016

City of Humboldt Official Community Plan
 Map 1 - Future Land Use Concept

Map 2 - Development Constraints



City of Humboldt Official Community Plan
Map 2 - Development Constraints

CROSBY HANNA & ASSOCIATES
LANDSCAPE ARCHITECTURE & COMMUNITY PLANNING
December 2015

13/ CONCEPT PLANS

Concept plans will form part of the City of Humboldt's Official Community Plan and must be in conformity with the OCP. They are approved through Council resolution.







Humboldt

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