

R.M. OF LUMSDEN No. 189
MINUTES OF THE ZONING BYLAW AMENDMENT
WEBER REZONING PUBLIC HEARING
HELD ON NOVEMBER 26th, 2009

The Lumsden Rural Municipal Council convened the Weber Rezoning Public Hearing in the Council Chambers of the R.M. Office, on the evening of Thursday, November 26th, 2009 at 8:00 p.m. with Reeve Jim Hipkin presiding.

Present:	Reeve:	Jim Hipkin
	Councillor:	Kent Farago, Al Szeles, Jim Atcheson, Bill Marquardt, Dale Srochenski, Tom Harrison
	Administrator:	Wayne Zerff
	Asst. Administrator:	Darcie Cooper

Public Hearing Attendees:

Roly Thibault, Ryan Fitzsimmons, Don McKinnon, Kathryn Pollack, Lee Weber,
Jill Rhead, Dave Weber

Reeve Hipkin read the public notice for the proposed zoning bylaw amendment to rezone approximately 50.05 hectares (123.67 Acres) in size, on part of the N ½ 18-19-20-W2 from "A" Agriculture to "M1-C" Contract Industrial.

There was one written submission received.

Reeve Hipkin opened the meeting for submissions.

Kathryn Pollack:

My name's Kathryn Pollack and I live SE 18-19-20 so just South of that location on the other side of the highway and I have a couple of major concerns, mostly about safety, access issues. Our house is quite close to Exit B and my children get on the bus, the bus stop is about 2 meters from the approach that comes off the highway on that side so my children are getting off and on the bus there daily and will be for the next 12 years. So I'd like to hear if there's any proposals on how that site is going to be accessed if there's going to be new access built because the way that Exit is right now, it's a level crossing and if there's big trucks going across there, there's not enough room for them to stop half way across the highway. So my biggest concern is the access issue.

As a resident of course I have concerns of course for noise pollution and light pollution because, with Hard Shack structures across the road it doesn't really bother us, it's one building I can imagine times 38, there's going to be a tremendous amount of light possibly a lot of noise. So I would be interested to hear, what kind of restrictions would be around wattage on the outside of buildings, hours of operation. Those are my biggest concerns.

Reeve Hipkin:

Okay thank you very much. Any further presentations?

Don McKinnon:

I'm Don McKinnon, the owner of the SE quarter and as, a couple years ago we made application to subdivide the 22 acre triangle, I called the nuisance patch of ground and Roly accessed it and he made a pretty nice development and I thought that would be the end of it, but wholly mackerel, now we've got a whole quarter that's going to be developed, that doesn't say much for the environmental use of property and maintaining the farmland, highly productive farmland, it's 100% productive. What is going to be done with the topsoil? You can imagine, at least I was quite concerned in Regina, with the development the last couple of years, the only dirt work you could see was trucks hauling clay out and dumping it on the topsoil. They say it takes 1,000 years to build up an inch of topsoil and what are we doing with our world? I don't think there's, the access is really an important issue, the traffic doesn't seem to be getting any lighter and as it develops, it'll be probably problems there. It's a crossing only, no turns crossing and they'd be just getting away with it all along the highway. I don't know what the Highway's position on this is, because when they built the Highway, Exit B wasn't on their radar screen at all and they have to, Cliff Thurston, the MLA at that time he put a fight up to have that access, Exit B, built, because there was a lot of people hauled grain to Tregarva then and of course it's well used now. So I just think that council should really take a hard look at what we're doing here. I noticed that it's out of the scope of the developmental zones along the valley's that you had lined out. There's kind of a yellow zone on one of the RM Maps.

Reeve Hipkin:

Valley District.

Don McKinnon:

Yes and I believe that that was to accommodate Residential type of development, I don't know for sure.

Reeve Hipkin:

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There was Residential Development, was possible in the Valley District. The Ag District, or the rest of the municipality, residential development, unless it fell in the Valley District, was not to be done. In the original plan that goes back a number of years, there was really nothing for Industrial in the Zoning Bylaw and Development Plan. It was left up to the discretion of council as to where such developments would take place and that was because when an industrial developer comes along, you really don't know where he wants to go or where he needs to go but it was seen that such development should take place along the major highways, rather than in areas where you would have to develop miles and miles of road to carry the traffic that would go to such a development. And this being the major highway, it was seen that this could possibly happen along there, but the property needs to be rezoned. And this is part of the process.

Don McKinnon:

Yeah I do have a concern about the use of farmland and the responsibility we have for our time here. You know if this is done, once you make a development, you can't really turn it back, you know that's it, games over. We gotta maybe tread lightly, so I wish you well.

Dave Weber:

I'm Dave Weber, my son Lee and I are doing the development on this area. Certainly it's a big project that we're going into. What Kathy has brought up is a big concern and before we came here tonight my son and I talked about it. Roly and I have also talked about it. We are going to approach Highways for another escape route, if you will, farther towards Lumsden so you can come off Exit B and sneek on past, down the development somewhat farther. Those are things that are all coming, but I think we all know regarding traffic at Exit B I don't think we can get much traffic at Exit B, than we have right now. We have two golf courses that could exit there, we have the Dallas Valley Camp that comes off of there. Those of us still in the farming occupation, are hesitant to put a header on that road anymore for fear of hitting someone. I sympathize with Kathy I, there's something, you know an overpass will not happen on that highway until there's some deaths, what will happen first is that they'll put up some lights because there will be a couple accidents, then you know it'll go on for a long time, because Exit A just has lights right now.

Don makes the comment about farmland I agree with him. Farmland is precious but as we go along here with our progress in the world and what we see happening. We have a huge container plant that's going to be built on Pinkie Road, the access is going to come out somewhere along, I call it ??, but right in boggy creek there. There's going to be a lot of traffic coming off of the highway and coming off there. It's going to be a great area, I believe, to take some of that traffic and create Industry for the RM of Lumsden. When this subdivision was brought forth, last year with Roly and Don, I was against it. I didn't find any support for me with the neighbours, and I felt, well they felt Industry was good, employment was good. So I'm next in line on the highway there. I have a lot of property. I think it's no different than a small business. You build a small business however you want and you accumulate, and you accumulate, and you accumulate and soon it's time to get rid of that some way and the way I'm thinking of doing it is to put it into Industrial lots and start selling some of my land off and this would be the first shot we've had on it. We have no idea how this is going to go. We will provide what we have to provide which will be utilities and water and then we'll see what happens. We will go into this slowly, we're not going to do 40 some lots at once. We'll start with six lots if we see a demand for something like that then we will be opening them up more. But it's a trying period and it's you know I say, if it's taxation, is it good for the RM? Is it good for employment? It's out there, that's why this is in front of you and we're going to see what happens with it. Any questions?

Don McKinnon:

I just wondered Dave, where is the access towards Lumsden?

Dave Weber:

You know where you used to cut off to Bob Mickleborough's. We'd come on, there's a dead road there, where we cross now to go over from Lee's property over to my daughter's property there's just a plain crossing there. That would be where we would try to get them to swing back on with an access road. An access road will continue from Roly's property all the way down, there's a frontage road, all the way down along the highway. So you'll have an access road there, a frontage road, it would be all the way down the highway there. Right now, that won't come into effect until Highway's lets us come on there. Right now they'll come right back from our end and swing back onto the old 66' dirt road and then come back to Exit B.

Don McKinnon:

That's really a problem because you going to have to have crossing access to Regina and the only way to do that is to cross the highway and that could be a problem.

Dave Weber:

No doubt there'll be a problem.

Roly Thibault:

I'm Roly Thibault, part owner of the 22 acres of property adjacent to Dave's. Well as you're well aware, you've seen Hardshack structures has gone up there, what we've been encountering since we put that building up there is I'm getting at least 1 to 2 phone calls a week with people trying to buy other pieces of our property in that

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subdivision, our 22 acres. We've been holding off, we make no bones about it, I've talked with Dave at length, Dave owns that piece immediately to the North of us, I guess it would be, and I have vested interest now in the piece to the North of him, on the other one, so that we would like to continue that frontage road moving as long term. Lutzer Latrace has a piece there that's 60 acres frontage along to that same highway. So the goal that we would like to see, this is a big time, we're talking millions of dollars of investment on his part and my part to run services into there and get the water into there. So this isn't a small potatoes, I'd like to put up a taller fence than my neighbours kind of thing, we're talking millions of dollars of investment in infrastructure to get this to fly.

That being said, it's exactly as he alluded to, neither of us are going to cut a cheque tomorrow to get this to happen. It's a very major undertaking, so what we'd like to do is ease into it as slowly as we can and with as much forethought as we can in view of what's happening with the super highway that they're talking. The truck industry, I've had several different trucking companies call me and they know full well, that with the super highway is their access to the super highway is going to be limited and therefore, is what they would like to do is have that kind of stuff prior to the super highway. The road the way it is right now, we're going to see in excess of 2000 trucks, is what they're predictions are. 2,000 trucks a day rolling through there so we can moan and groan and complain about the traffic we see there right now, I'm here to tell you it's only going to get worse and we have no control over that, that's just the way it's going to be by the time that they do the off loading and the forks and that sort of thing. So call it progress, call it what you want but that's what's coming down the pipe. So in view of what's coming down, our goal is to try to get a development going along there and make it accessible to all facets of industry.

We, Ryan and I, have had several people call right now, we've been holding off, holding off, holding off and right now we're to the point now, we're going to be approaching the RM with a couple of other businesses that are going to be setting up, are looking to set up out there now immediately to our side. Employment wise, I'd like to consider, think that as a result of the entrepreneurship that we've established and developed here, we make a lot of house payments. I know that we're accountable for in excess of 45 house payments and I don't know how many kids we have in University, etc. etc. as a result of the little bit we have established now. So I would really like to think that if this goes forward that it's going to be an obvious boom to the RM of Lumsden, Town of Lumsden. Progress is coming, we all know it you just gotta drive between Calgary and Edmonton to see what's happening. It's everywhere. I'd like to think that we're progressive enough to start moving forward with some development along the busiest, part of the busiest highway in the Province, which is Highway 11. So that's our game plan, that's what we're looking for and we're hoping and asking for the support of our neighbours and our peers, you being on the RM, to have the vision and the foresight with us to move forward into a productive and desirable venture.

Reeve Hipkin:

Any further presentations? I guess if there's no other presenters I'll declare the presentations complete. Thank you very much everybody for coming in and making your views known.

Adjournment:

Farago: "That we adjourn this public hearing at 8:18 pm."

CARRIED


Reeve


Administrator