P4G DISTRICT OFFICIAL COMMUNITY PLAN

Consolidated October 23, 2024

Table of Contents

SCHEDULES

PART 1 – PARTNERSHIP FOR GROWTH

1.0 Introduction

1.1 The Saskatoon North Partnership for Growth

The Saskatoon North Partnership for Growth ("P4G") is a regional collaboration of five partnering municipalities: the Rural Municipality of Corman Park No. 344 ("Corman Park"), the Cities of Martensville, Saskatoon and Warman, and the Town of Osler.

Given the rapid growth of the region, the P4G municipalities recognized that a comprehensive approach to regional planning and servicing was needed to sustain economic prosperity, support a high quality of life, and protect the region's natural beauty, ecology and heritage. *The Planning and Development Act, 2007* (the "Act") provides that municipalities may agree to establish a planning district which must adopt an official community plan. The P4G municipalities have agreed to form a planning district and to adopt an official community plan to address future land use development and servicing within the District and to provide a coordinated approach among all P4G municipalities.

This document is the Official Community Plan for the Saskatoon North Partnership for Growth Planning District (the "Plan").

1.2 Planning District Area

The area comprising the P4G Planning District is shown on Schedule A – District Plan Area and is referred to as "the District" throughout this Plan. The Plan is intended to guide future growth through a coordinated approach to land use, development and servicing by the P4G municipalities as the population of the region increases to one million residents. References to "the District" are references to the Planning District as shown on Schedule A – District Plan Area.

1.3 Plan Contents

The Plan is divided into five parts:

Part 1 – Partnership for Growth provides the statement of intent for the Plan and outlines the Vision, Principles and Strategic Directions used to develop and manage the Plan;

Part 2 – General Policies outlines policies in areas such as economic development and natural resource management;

Part 3 – Land Use outlines major land use and development policies related to land use designations on Schedule B – District Land Use Map;

Part 4 – Servicing outlines policies related to the construction and management of infrastructure and delivery of services throughout the District and region; and

Part 5 – Implementation describes the processes for administering and carrying out this Plan.

2.0 Vision, Principles and Strategic Directions

2.1 Introduction

The Vision, Principles and Strategic Directions that guide this Plan are set out in this Section.

2.2 Vision

The vision for the future of the P4G municipalities is for a vibrant, prosperous and internationally competitive region. The municipalities are known for a high quality of life, a thriving and diverse economy, healthy and connected ecosystems and efficient infrastructure supporting sustainable growth and development.

The P4G municipalities provide a rich range of opportunities and lifestyle choices for residents and newcomers. The aesthetic beauty and ecological values of the South Saskatchewan River and prairie landscapes are key components of the quality of life in the region. The P4G municipalities work in partnership on issues of common interest through integrated, coordinated efforts that support success while respecting the individual aspirations of all partners.

2.3 Principles

2.3.1 Partnership

Developing and carrying out the Plan is not simply the work of one organization. Achieving the vision for the future will be based on ongoing collaboration and partnerships between the P4G municipalities, as well as the Province, First Nations and Métis communities, other organizations in the community, and the broader public. Respecting diversity and inclusion, integrated, coordinated approaches to managing regional opportunities and challenges will be adopted.

2.3.2 Efficiency

A primary aim of the P4G municipalities is to increase efficiencies in the provision of regional infrastructure and services, both for current development and new growth. Regional initiatives will work to reduce costs as well as increase the quality of services through coordination between partners, alignment of land use and infrastructure strategies, planning to common goals and standards, and reduction of service overlaps.

2.3.3 Sustainability

The P4G municipalities will undertake a sustainable approach to planning which will consider economic, social and environmental implications in an integrated manner. Actions will support economic vitality and complete communities and ensure the needs of the present are met while preserving the welfare of future generations. Natural resources and environmental processes essential to the regional ecological health and productivity will be maintained and conserved.

2.3.4 Opportunity

The provisions of this Plan are intended to assist in providing a diverse, vibrant regional economy and a high quality of life that provides opportunities for all. Regional investments will be fairly and strategically distributed recognizing the different needs of municipalities. Planning will provide direction, consistency, and stability to attract and support strategic investment and economic development in the region.

2.3.5 Equity and Inclusiveness

The provisions of this Plan are intended to ensure that costs and benefits will be equitably distributed amongst the P4G municipalities. Regional planning and cooperation will be transparent and consistent, and must work to build consensus-based solutions to incorporate the varying needs and perspectives of all stakeholders. The P4G municipalities will have an equal voice and opportunity to be involved in the process.

2.3.6 Flexibility and Resilience

Long-term success will depend on the ability of the P4G municipalities to evolve when faced with a changing environment. The P4G municipalities will ensure that this Plan will accommodate change through adaptive, flexible approaches and incorporate innovation and creativity.

2.4 Strategic Directions

2.4.1 Introduction

This Plan is based on seven primary Strategic Directions, which shape the focus and content of the policies and strategies included for regional action.

2.4.2 Regional Infrastructure and Services

The P4G municipalities will undertake regional coordination to develop world-class infrastructure, facilities, and services will be pursued, with the aim to realize cost-effectiveness and improvements in quality through shared systems. Regional planning for public investment will consider life-cycle costs and future development in decision-making, and ensure that costs and benefits are shared in a fair and equitable way through a consistent financial model. Systems of particular interest will include a regional transportation network; water and wastewater infrastructure; and stormwater and drainage. Coordination on recreation facilities, emergency services, and other investment will also be considered.

2.4.3 Settlement Patterns and Complete Communities

The P4G municipalities will meet the needs for future growth through efficient and well organized development. Existing and planned infrastructure, as well as life-cycle impacts, will be considered in development which will also meet the diverse needs and growth requirements for all communities as defined by consistent growth projections. Where possible, development will be clustered in contiguous areas, corridors, and

nodes. Interim uses may also be permitted where they will not impact future urban growth needs or development potential.

2.4.4 Regional Economy and Economic Development

The economy of the region must be flexible, diversified, and globally competitive. The strengths of the region as a whole will be considered in efforts to support economic growth. Planning will provide the direction and guidance to encourage coordinated development and investment that builds upon the joint strengths of the region, as well as opportunities within individual jurisdictions.

2.4.5 Quality of Life

Providing a high quality of life for all residents is critical to the future of the region. This Plan is intended to provide for diversity in lifestyles and recognize the unique character of individual communities. It is intended to conserve and enhance the environmental, social, and economic resources that are key to well-being.

2.4.6 Governance and Funding

Regional action must be coordinated between the P4G municipalities in a fair and equitable manner, with a focus on transparency and public accountability. Costs and benefits from joint actions must be shared equitably. Regional initiatives will respect the individual aspirations of the P4G municipalities while providing responsive, consensus-based approaches for collaboration and governance.

2.4.7 Natural Environment and Drainage

This Plan recognizes sensitive ecological systems in the region as important amenities and resources to be preserved for future generations. Key ecological areas will be conserved, enhanced, and connected to promote the health and sustainability of the regional landscape. Flooding and drainage issues will be linked with an understanding of natural systems and considered at local and regional levels, with a focus on reducing risks through integrated approaches.

2.4.8 Agriculture and Natural Resources

Agricultural and natural resource industries are an important part of the history of the region, and are recognized as key drivers of the regional economy and its future. Land uses will be managed to ensure a balance between needs for growth and the sustainability of these economic sectors. Lands will be identified for these uses, and economic development activities will be integrated with these sectors to promote spin-off industries and economic clusters.

PART 2 – GENERAL POLICIES

3.0 Interpretation

3.1 References to “region”

The use of the word *region* in the Plan is intended to include the affiliated urban municipalities comprising the P4G. Policies which include a reference to the region are to be considered policies which apply in the District. To the extent that these policies affect lands, land use and servicing within the P4G municipalities, the P4G municipalities shall ensure that their Official Community Plans align with the provisions of this Plan as required pursuant to the Act.

3.2 Exercise of Discretion

Where this Plan provides that a matter or development may be undertaken at the discretion of Corman Park, that discretion shall be exercised by Council where so required by the Act or may be exercised administratively or delegated to the Corman Park administration by Council where enabled by the Act.

3.3 Subdivision Criteria

The policies in this Plan that apply to subdivision of land set out the criteria that will be used by Corman Park in making a recommendation to the Province where a subdivision application has been submitted.

3.4 Definitions

The definitions contained in the District Zoning Bylaw or relevant statutes shall apply to this Plan.

4.0 Economic Development

4.1 Introduction

The strong and vibrant economy of the region has been a key driver of economic prosperity in Saskatchewan and the area is a centre for much of the economic activity in the broader region. A regional approach to economic development, focusing on coordination among the P4G municipalities, rather than competition, will ensure the region supports current activities and can respond to future economic opportunities and trends. This is not intended to replace local economic development work. Instead, the policies reinforce that land use and development are linked to economic development and that regional cooperation across jurisdictions is necessary to achieve economic success.

4.2 Objectives

a) Support and encourage regional economic prosperity and entrepreneurship;

b) Support initiatives to strengthen and diversify the regional economic base;

c) Support efforts by the P4G municipalities, First Nations and Métis communities and economic development organizations in increasing economic opportunities in the region; and

d) Enhance regional competitiveness.

4.3 Policies

4.3.1 Regional Coordination of Economic Development

The P4G municipalities will work to coordinate economic development planning with one another, First Nations and Métis communities, and economic development organizations as the opportunities arise.

4.3.2 Business Retention, Expansion and Attraction

The P4G municipalities will work to coordinate land use and development policies to attract, retain and promote the growth of businesses beneficial for the region.

4.3.3 Distribution of Employment

The P4G municipalities will support an equitable distribution of employment that reflects local community infrastructure and resources and encourages job growth in the P4G municipalities.

4.3.4 Agriculture in the Region

The P4G municipalities will support the farming and agricultural industry as an important component of the regional economy.

4.3.5 Value-Added Agricultural Development

The P4G municipalities will encourage the development of value-added businesses in rural areas to support economic growth, including Agri-Food Nodes.

4.3.6 Regional Tourism

Commercial tourism and related development will be supported throughout the region. This shall include opportunities for agritourism and regional recreation as well as working with First Nations and Métis communities.

5.0 Indigenous Inclusion

5.1 Introduction

The P4G municipalities are committed to responding to the Truth and Reconciliation Commission of Canada Calls to Action. They will continue to support reconciliation and healing efforts to build strong relationships with Indigenous people, and the inclusion of First Nations and Métis communities and Indigenous organizations in planning. The general intent of these policies is to encourage partnerships with rightsholders, and support the provincial and federal governments in meeting Treaty obligations that would impact the District. This is important not only to provide for ongoing dialogue on issues of mutual concern, but also to work together on projects that can provide regional benefits to all participants.

5.2 Objectives

a) Collaborate with First Nations and Métis communities and Indigenous organizations to achieve effective, efficient, and coordinated land use and development;

b) Develop partnerships with First Nations and Métis communities and Indigenous organizations based on respect for each other's jurisdiction and a common understanding of mutual interests;

c) Support federal and provincial governments in meeting their obligations within the Treaty Land Entitlement Framework Agreement and other relevant land claim agreements; and

d) Support the Crown's duty to consult First Nations and Métis communities.

5.3 Policies

5.3.1 Dialogue with First Nation and Métis Communities and Indigenous Organizations

The P4G municipalities will engage in ongoing dialogue with First Nations and Métis communities and Indigenous organizations to understand issues of joint interest, cooperate on strategic planning, and support regional development.

5.3.2 Compatible Land Use Agreements

Where land has been selected as Treaty Land Entitlement or other relevant land claim within the boundaries of the District, Corman Park and any adjacent urban municipality will engage in discussions with the relevant parties to enter into a land use compatibility agreement.

5.3.3 Dialogue with First Nations and Métis Communities during Review

Where a development review is required under this Plan and the proposed development is adjacent to a reserve or adjacent to land that has been selected as Treaty Land

Entitlement or other relevant land claim, adjacent municipalities will engage with the First Nation or Métis community regarding the proposal.

5.3.4 Integration of Land Uses

New subdivision or development adjacent to existing reserve development shall complement and, where possible, integrate with, reserve development that is compatible with the Plan.

5.3.5 Collaboration on Infrastructure

The P4G municipalities will work with First Nations and Métis communities and Indigenous organizations in the construction and upgrade of infrastructure and facilities.

5.3.6 Land Use Compatibility with the Plan

Development on reserve lands that is compatible with the provisions of this Plan will be encouraged.

6.0 Natural and Heritage Resources

6.1 Introduction

The region includes significant natural and heritage resources that are valued and enjoyed by both residents and visitors. These resources include elements of the natural environment, such as significant species and habitats, as well as human-created features, such as heritage buildings and cultural sites. Natural and heritage resources create a sense of place and tell the story of the area's history and its people. Strategies are needed to identify, protect, and enhance these resources so they can be enjoyed today and by future generations.

6.2 Objectives

a) Conserve and enhance natural systems and biodiversity;

b) Encourage the protection and conservation of heritage properties, including sensitive buildings, structures, and lands; and

c) Promote awareness of the natural and heritage resources and visual amenities to both residents and visitors.

6.3 Policies

6.3.1 Identification of Significant Natural and Heritage Resources

Where a natural or heritage resource is deemed significant to Corman Park or any provincial or federal government department or agency, Corman Park will encourage the designation of such resources for conservation and management through an evaluation process that reflects criteria identified by provincial and federal departments and agencies and *The Standards and Guidelines for the Conservation of Historic Places in Canada*.

6.3.2 Natural and Heritage Resource Inventories

An inventory for natural and heritage resources in the District should be developed.

6.3.3 Natural Areas Strategy

The P4G municipalities will work toward developing a Regional Natural Areas Strategy to help maintain and enhance natural features of the District. The Strategy should include coordination with public and private agencies and First Nations and Métis communities regarding the identification, protection, and rehabilitation of natural areas, and the development of natural and naturalized corridors for species movement.

6.3.4 Habitat Conservation

The conservation, enhancement, and restoration of habitats for wild species at risk under *The Wildlife Act, 1998* will be encouraged through development reviews, conservation initiatives, and cooperation with landowners.

6.3.5 Impacts to Natural and Heritage Resources

Subdivisions and development must be designed and constructed to ensure that alterations to the landscape or other natural conditions avoid or mitigate on and offsite impacts to natural and heritage resources.

6.3.6 Integration of Natural Features

Development should integrate and complement natural features and landscapes including the incorporation of natural vegetation and conserved wetlands.

6.3.7 Reuse of Municipal Heritage Properties

The adaptive re-use of designated Municipal Heritage Properties will be encouraged where appropriate.

6.3.8 Coordination with the Province

Efforts in protecting, conserving, and restoring natural and heritage resources will be coordinated with the Province.

6.3.9 Designating Environmental Reserve

Where a subdivision is proposed on lands containing significant wildlife habitat, other natural or heritage resources, hazard lands or land that is subject to flooding or is unstable, Corman Park will explore the designation of the lands and an associated buffer as Environmental Reserve to protect sensitive areas and preserve the potential for public access to the lands where appropriate.

7.0 Natural Hazards

7.1.1 Introduction

Natural hazards include risks such as flooding, slope instability, erosion, or subsidence. Development should be appropriately designed or limited where natural hazards exist to avoid risks to people, property, infrastructure, and the environment. Preventing risk is more effective than responding after an event or damage has occurred.

7.2 Objectives

a) Prevent injury and loss of life, and minimize the potential for property damage within areas with potential for flooding;

b) Avoid or minimize potential impacts of slope instability and subsidence on development, services, and infrastructure; and

c) Avoid development where there is the potential to cause erosion or increase the potential for erosion or slope instability.

7.3 Policies

General

7.3.1 Identification of Hazard Lands

The P4G municipalities will work toward identifying and mapping hazard lands within the region.

7.3.2 Subdivision and Development on Hazard Lands

Subdivision and development will not be permitted on hazard lands unless mitigation of the hazard is proven to the satisfaction of Corman Park.

Unstable Areas

7.3.3 Identification of Subsidence Risks

Development applications in areas subject to mining leases will require consultation with the mining company as well as with the appropriate provincial agencies to identify potential subsidence risks.

7.3.4 Development on Unstable Lands

When considering a proposal for rezoning, subdivision, development or redevelopment on lands that may be prone to slumping, subsidence, landslides, erosion or any other instability, the proponent may be required to submit further information on the condition of the land as well as possible measures to avoid or mitigate the hazard.

Flood Plains

7.3.5 Development in Flood Plains

Development will be restricted and regulated in flood plains to protect against loss of life and to minimize property damage associated with flooding events. Regulations governing development in flood plains are contained in the District Zoning Bylaw.

7.3.6 Coordination of Flood Plain Mapping

Corman Park will coordinate with the Province to provide mapping of the 1:500 flood or other standard as provided in provincial legislation or regulation for the District.

7.3.7 Flood Plain Maps

Maps identifying the flood plains are contained in the District Zoning Bylaw. Flood plain policies may not be limited to the areas identified in the maps but may also be applied to areas determined to be susceptible to regular flooding based upon historical data, high water marks, photographs of past flooding and in consultation with the Water Security Agency.

7.3.8 Flood Proofing for Existing Buildings and Structures

Buildings and structures existing at the time of adoption of this Plan that do not conform to flood proofing requirements may continue to be used. Structural repairs, alterations and additions to existing buildings shall conform to flood proofing requirements.

8.0 Water Resources and Wetlands

8.1 Introduction

Water resources are one of the most valuable features of the regional landscape, providing services such as drinking water, recreation opportunities, and habitat. These resources include the South Saskatchewan River and Opimihaw Creek that weave through the region, as well as other surface waters and groundwater. The prairie pothole landscape gives rise to wetlands that provide a place for water to settle after snowmelt and storm events, add to the beauty of the landscape, and support flora and fauna.

8.2 Objectives

a) Protect and enhance the South Saskatchewan River Valley, other watercourses and water bodies and wetlands to support ecological and human health and the enjoyment of these resources;

b) Protect groundwater resources from contamination and depletion to ensure a safe drinking water supply; and

c) Achieve responsible stewardship of wetland resources that balances the need for conservation with other considerations such as development, transportation, economic impacts, and quality of life.

8.3 Policies

8.3.1 Source Water Protection

Development shall not restrict the use of groundwater or surface water, or alter the flow of surface water in a way that detrimentally affects other property or the ecology of the drainage system.

8.3.2 Runoff from Site Development

Untreated stormwater runoff from a multi-parcel development should be directed to a retention pond or similar feature to reduce sediment and pollutants inputs into surface water and wetlands.

8.3.3 Regional Wetlands Inventory

The P4G municipalities will work toward developing an inventory of wetlands. Wetlands located within the Green Network Study Area will be a priority.

8.3.4 Regional Wetlands Policy

A Wetlands Policy for the District should be developed in coordination between the P4G municipalities to guide the protection and restoration of wetlands identified in the regional wetlands inventory.

8.3.5 Wetlands Protection and Development

Development in the District should:

a) Avoid impacts to wetlands where reasonably possible;

b) Address impacts to wetlands where avoidance cannot be fully achieved; and

c) Undertake compensatory mitigation for any negative impacts to significant wetlands from development.

8.3.6 Least Disturbance to Wetlands

Development and subdivision designs that ensure the least possible disturbance and alteration of retained wetlands will be encouraged.

8.3.7 Grazing

Best practices should be used to manage impacts of commercial grazing animals on wetlands and buffers.

8.3.8 Wetland and Riparian Buffers

Buffers around wetlands and water courses are required to maintain and improve water quality, minimize disturbance to native vegetation, and provide habitat for wildlife. A 30m buffer is required unless environmental and technical plans acceptable to Corman Park support a reduced buffer. Development within the buffer is prohibited and native vegetation within the buffer should be preserved.

8.3.9 Coordination of Regional Initiatives

The P4G municipalities will, in coordination with the Province, investigate initiatives to promote District and regional source water protection and wetlands conservation.

9.0 Mineral and Aggregate Resources

9.1 Introduction

Mineral and aggregate resource industries provide significant economic benefits to the region. The sustainable management of these industries must include long-term planning that considers how mineral and aggregate resource industries interact with other types of development. The benefit provided by these industries should be balanced with the need to minimize impacts to communities and the environment.

9.2 Objectives

a) Promote the sustainable development of mineral and aggregate resource industries to support the local economy; and

b) Minimize land use conflicts and community disruption that may be caused by mineral and aggregate resource industries.

9.3 Policies

9.3.1 Extraction Prior to Land Development

The extraction of significant commercial mineral and aggregate resources must be undertaken prior to planned development where such development would preclude or constrain future extraction of the resource.

9.3.2 Criteria for Mineral and Aggregate Resource Industries

In reviewing applications for mineral and aggregate resource industries, the following matters should be considered:

a) The effect on adjacent land uses due to conflicts with noise, vibration, smoke, dust, odour, or potential environmental contamination;

b) Minimizing the effect of the use on infrastructure and services, including municipal roads;

c) The manner in which the pit, quarry or storage site is to be operated;

d) Potential impacts to surface water, groundwater, drainage patterns, slope stability, wildlife habitat, heritage resources and rare or endangered species;

e) The environmental implications of the operation including storage of fuel tanks or chemicals, and/or measures for the release of contaminants;

f) Plans for reclamation of the land for an approved end use; and

g) In Future Urban Growth Areas, the adjacent urban municipality has confirmed that the proposal is compatible with the location and timing of urban development.

9.3.3 Aesthetic and Environmental Impacts

Mineral and aggregate resource industries should not be located where they would adversely impact aesthetic or environmental quality.

PART 3 – LAND USE

10.0 General

10.1 Introduction

These general policies are intended to apply to all considerations of land use management in the District, to guide current and future development to 1 million residents.

10.2 Objectives

a) Provide for development that minimizes land use conflicts and ensures orderly, cost-efficient, and context-appropriate development;

b) Encourage development that supports complete, innovative and context-appropriate communities with diverse opportunities for living and working through a compatible mix of land uses;

c) Ensure that land uses and development patterns are clearly defined to provide certainty for investment and development;

d) Provide for effective interjurisdictional coordination and management in land use and development policy and planning; and

e) Provide for consistent standards for development in the District.

10.3 Policies

General

10.3.1 Land Use Compatibility

Development shall be compatible with surrounding uses.

10.3.2 District Land Uses

The general land use designations for the District are identified on Schedule B – District Land Use Map. These land uses are intended to guide refinement through more detailed planning.

10.3.3 Future Urban Growth Areas

Areas identified for future urban growth are identified in Schedule C – Future Urban Growth Areas Map. This map includes:

a) Future Urban Growth Areas required to accommodate a regional population of 700,000; and

b) Future Urban Growth Areas required to accommodate a regional population of 1 million.

Land Use Designations

10.3.4 Intent of the Land Use Designations

The major land use designations included in Schedule B – District Land Use Map are identified as follows:

a) *Agriculture* accommodates agriculture and pasture uses as well as agricultural residential uses;

b) *Country Residential* accommodates multi-parcel Country Residential subdivisions at rural densities;

c) *Rural Commercial/Industrial* accommodates general commercial and industrial uses, including lightly-serviced industrial, storage, and commercial areas that require a large land base. These areas shall be further designated as Rural Commercial or Rural Industrial areas through more detailed planning;

d) *Urban Residential Neighbourhood* accommodates future urban residential and supporting commercial and institutional uses, all with urban servicing;

e) *Urban Commercial/Industrial* accommodates future general commercial and industrial uses including office, retail, and industrial areas that are connected to urban servicing. These areas shall be further designated as Urban Commercial and Urban Industrial areas through more detailed planning;

f) *Green Network Study Area* includes connected areas of wetlands, swales, natural areas, the South Saskatchewan River corridor, and other areas providing stormwater storage and conveyance, groundwater recharge, viewshed protection, wildlife habitat, and, where appropriate, multifunctional green spaces that deliver environmental, cultural and recreational benefits. The area accommodates compatible agricultural, outdoor recreation, and sensitively integrated stormwater management infrastructure; and

g) *Recreation, Parks and Culture* includes areas of valued recreational, open space, and cultural resources that contribute to the high quality of life in the region.

10.3.5 Special Policy Areas, Locations and Nodes

In addition to major land use designations listed under Section 10.3.4, Schedule B – District Land Use Map includes Special Policy Areas with location-specific policies:

a) *Wanuskewin Heritage Park* is a National Historic Site of Canada that includes significant natural and archaeological resources and is an important cultural centre;

b) *Agricultural Research* areas identify high-quality agricultural lands that have been used for agriculture research plots and facilities;

c) *Regional Infrastructure* areas include lands required to support regional infrastructure systems and services, including waste management, utility, public works and other infrastructure;

d) *Regional Institutional Facilities* areas include lands required to support major regional institutional facilities that are critical to growth and development, such as community service, government, health care and other institutional uses;

e) *Corman Park-Osler Agri-Food Node* is a development node that is intended to provide opportunities for rural and urban development that supports agricultural producers of value-added products and related services;

f) *Regional Retail* areas are lands designated for regional retail developments consisting of comprehensively designed and developed groupings of retail stores and complementary commercial businesses greater than 10,000 m^2 (107,000 $ft.^2$) operated in a cluster, strip or mall type pattern and intended to serve the regional market; and

g) *Urban Mixed-Use Nodes* are locations that are intended to accommodate a compatible mix of future commercial (retail and office), institutional, and residential uses, such as mixed-use suburban centres.

11.0 Agriculture

11.1 Introduction

The Agriculture designation enables agriculture and pasture uses as well as agricultural residential uses while preserving important ecosystem services such as local food production, production for cultural purposes, habitat protection, and maintenance of the land's natural drainage characteristics.

11.2 Objectives

a) Minimize land use conflict between agricultural and non-agricultural uses;

b) Accommodate suitably located agricultural and agriculturally related commercial and industrial developments;

c) Promote agricultural innovation, conservation, and value-added industries related to agriculture including agricultural, tourism; and

d) Encourage innovative agricultural residential subdivisions in appropriate locations that are sustainable, provide for rural housing and rural convenience commercial needs, and integrate with existing rural development.

11.3 Policies

General

11.3.1 Fragmentation of Agricultural Land

Fragmentation of agricultural land for uses other than intensive agricultural operations is discouraged.

11.3.2 Subdivision of a Quarter Section

Quarter sections designated as Agriculture on Schedule B – District Land Use Map may be subdivided to permit:

a) Two equal agricultural holdings;

b) A maximum of five discretionary uses per quarter section (64.8 hectares, or 160 acres) or three discretionary uses per 32.4 hectare (80 acre) parcel;

c) A maximum of five agricultural residential building sites per quarter section (64.8 hectares, or 160 acres) or three agricultural residential building sites per 32.4 hectare (80 acre) parcel; or

d) A combination of the sites permitted under clauses b) and c) to a maximum of five building sites per quarter section (64.8 hectares, or 160 acres) or three building sites per 32.4 hectare (80 acre) parcel.

11.3.3 Subdivision for Intensive Agriculture

Intensive agricultural operations may be allowed on parcels less than 32.4 hectares (80 acres) if such a parcel can accommodate the proposed use.

Agricultural Residential

The following policies are intended to apply to subdivision for agricultural residential purposes on lands with any land use designation, where provided for in accordance with this Plan.

11.3.4 Location Requirements for Agricultural Residential Development

Agricultural residential development shall not be located:

a) On significant wildlife habitat lands;

b) In locations where it may cause or contribute to the degradation of ecological and hydrological systems; and

c) On hazard lands, unless mitigation measures have been approved.

11.3.5 Disruption of Agriculture Minimized

Agricultural residential subdivisions must be designed and sited to minimize the disruption of agricultural activities on an agricultural holding through buffering, setbacks, and screening. Compact designs should be encouraged that do not inhibit cultivation.

11.3.6 Minimize Fragmentation of Agricultural Lands

Agricultural residential subdivisions should be located on sites that are appropriate and contiguous to existing building sites to minimize the fragmentation of agricultural lands.

11.3.7 Site Area Relaxation

Where a proposed subdivision involves a yard site that existed prior to the adoption of the initial Corman Park Official Community Plan (June 30, 1982), the site size may exceed the maximum site area permitted in the District Zoning Bylaw to include all essential yard site features such as shelterbelts and dugouts.

11.3.8 Agricultural Residential Development on Fragmented Parcels

Parcels fragmented by a natural or manmade feature, such as a river or highway, may be considered for agricultural residential development subject to the criteria set out in the District Zoning Bylaw and the following:

a) The parcel is located in an area where only two residential building sites per quarter section are allowed; and

b) Development does not exceed a total of four residential building sites per quarter section.

12.0 Country Residential

12.1 Introduction

Land within the Country Residential designation will accommodate multi-parcel residential subdivisions that have rural densities. These subdivisions have relatively large lots but are designed according to cluster or conservation subdivision principles to preserve open space and farmland.

12.2 Objectives

a) Provide for planned Country Residential development and subdivision that is economical, safe and sustainable;

b) Encourage innovative Country Residential development in appropriate locations that are sustainable, provide for a range of rural housing options and considers integration of rural convenience commercial and recreational needs;

c) Provide for planned Country Residential development that optimizes the use of existing and planned infrastructure; and

d) Provide well designed developments that minimize land use conflicts and integrate with existing rural development.

12.3 Policies

12.3.1 Designation on District Map

Country Residential development must be located in areas designated as Country Residential on Schedule B — District Land Use Map.

12.3.2 Location Requirements for Country Residential Development

Country Residential development shall not be located:

a) On significant wildlife habitat lands;

b) In locations where they may cause or contribute to the degradation of ecological and hydrological systems; and

c) On hazard lands, unless mitigation measures have been approved.

12.3.3 Country Residential Development

A range and variety of housing choices in a Country Residential development will be considered. Country Residential development proposals should:

a) Minimize the pressure to develop, expand or upgrade services and infrastructure inconsistent with Concept Plans and servicing plans;

b) Minimize the length of roads constructed within the development;

c) Include significant natural or built amenities or other features that provide for a high-quality living environment;

d) Include a design of residential areas that provide open space and incorporates natural areas, natural vegetation buffers, habitat corridors for wildlife movement and cultural and heritage resources while minimizing fragmentation;

e) Safeguard the environmental sustainability of the area such as important ecological areas, topographic features, and environmentally sensitive lands such as wetlands, drainage systems and groundwater recharge areas;

f) Incorporate innovative features to promote environmental and social benefits to the community; and

g) Consider the capacity of existing school and bus facilities and the feasibility of expanding this capacity to accommodate the proposed development.

12.3.4 Country Residential Subdivision Design

The following criteria apply to subdivision of land designated as Country Residential:

a) The carrying capacity of the lands proposed for development and the surrounding area based on site conditions, environmental considerations and potential impacts, and other factors that may warrant consideration in the design of the proposal;

b) Minimized impacts on regional drainage patterns and other regional ecological systems;

c) The suitability and availability of municipal and other services and infrastructure necessary to support the proposal; and

d) The compatibility of the proposed subdivision design with that of the surrounding area.

12.3.5 Adjacent Development

Where a Country Residential subdivision is proposed on lands abutting an existing Country Residential development, the proposed development must be designed to complement the existing development. This may include measures such as visual buffering, building site separation, complementary lot sizing or any other measures necessary to achieve compatible land use and development.

12.3.6 Country Residential Development Adjacent to Urban Areas

Country Residential subdivisions shall not be located adjacent to the boundary of an urban municipality unless the proposal:

a) Is compatible with current and planned urban land uses within the adjacent urban municipality;

b) Will not place pressure on the adjacent urban municipality to develop, expand or upgrade services and infrastructure without an agreement for servicing and infrastructure costs between the urban municipality and Corman Park; and

c) Is referred to the adjacent urban municipality for review.

12.3.7 Country Residential Development Adjacent to Future Urban Growth Areas

Country Residential development located adjacent to Future Urban Growth Areas shall be referred to the adjacent municipality for review.

12.3.8 Integrated Development in Country Residential Areas

Convenience commercial, community service and recreational developments may be located within a Country Residential development to provide retail and service-oriented convenience to residents. Locations should be identified as part of a proposal for new Country Residential developments and may be considered for existing Country Residential developments subject to public consultation and additional review to ensure land use integration. The following factors will be considered in all cases:

a) Market need for the proposal;

b) The suitability and availability of municipal and other services and infrastructure necessary to support the proposal;

c) Land use integration where land use conflict is minimized and the development complements existing communities; and

d) Convenience and accessibility to the proposed location.

12.3.9 Comprehensive Re-Subdivision for Existing Hamlets and Multi-Parcel Country Residential Subdivisions

An organized hamlet or multi-parcel country residential subdivision may undertake a Comprehensive Development Review (CDR) to investigate the feasibility of further re-subdivision of lots within the community, where the effect will be an increase in density throughout the community. Re-subdivision pursuant to this section shall comply with all applicable Country Residential policies of this Plan and the following:

a) The CDR must assess the capacity of municipal and provincial infrastructure to support an overall density increase and identify any required upgrades to support the additional density;

b) The CDR scope of investigation must include all of the parcels within the hamlet, original subdivision plan, and/or the entire quarter section in which the development lies; and

c) All resulting parcels must be connected to a centralized potable waterline and meet the minimum, maximum and average lot sizes of the applicable zoning district.

13.0 Rural Commercial

13.1 Introduction

Lands within the Rural Commercial designation are suitable for small-scale retail and service-oriented convenience uses to serve local rural residents, as well medium and large-scale commercial uses, not including Regional Retail, where location adjacent to and exposure from major roadways is essential. Rural Commercial lands have rural servicing, and are not expected to be required for urban growth as the P4G municipalities grow to 1 million residents. The designation is represented on Schedule B – District Land Use Map as Rural Commercial/Industrial; Rural Commercial areas will be identified through more detailed planning.

13.2 Objectives

a) Promote well-planned and managed commercial growth through a range of land use options;

b) Promote economic development based on market demand, servicing availability and locational factors;

c) Provide for the convenience and commercial service needs of the suburban population; and

d) Encourage rural commercial developments to cluster so they provide for the efficient development of rural infrastructure and community services.

13.3 Policies

13.3.1 Designation on Schedule B – District Land Use Map

Areas designated as Rural Commercial/Industrial on Schedule B – District Land Use Map shall be further designated as Rural Industrial areas or Rural Commercial areas through more detailed planning. Concept Plans and other detailed planning shall identify the type(s) of Rural Commercial land use(s) being proposed.

13.3.2 Rural Commercial Development

Rural Commercial development shall be located in areas designated as Rural Commercial/Industrial on Schedule B – District Land Use Map and in areas that have been identified as suitable for Rural Commercial development through the detailed planning referenced in section 13.3.1.

13.3.3 Location Criteria

Rural Commercial developments should be located where:

a) The carrying capacity of the lands proposed for development and the surrounding area based on site conditions, environmental considerations,

potential impacts, and other factors that may warrant consideration in the design of the proposal are addressed;

b) Impacts on regional drainage patterns and other regional ecological systems are minimized;

c) The suitability and availability of municipal and other services and infrastructure necessary to support the proposal are considered;

d) The design is compatible with that of the surrounding area;

e) Existing roads and infrastructure are sufficient to support the development while impacts to existing roadways and additional costs of maintenance are minimized;

f) Nodal development is planned where key intersections of provincial highways, municipal roadways, and the Saskatoon Freeway can support access;

g) Lands are not prone to natural hazards;

h) Lands do not have unique historical or archaeological features;

i) Lands do not have significant wildlife habitat;

j) Lands do not have high quality recreational resources;

k) Surface and groundwater resources will not be impacted; and

l) Any other costs to Corman Park associated with the development are minimized.

13.3.4 Urban Servicing in Rural Commercial Areas

Uses requiring urban servicing in Rural Commercial areas shall enter into an appropriate agreement with any relevant urban municipality.

13.3.5 Agricultural Subdivisions in Rural Commercial Areas

Lands designated as Rural Commercial on Schedule B – District Land Use Map may be subdivided to permit:

a) A maximum of two discretionary uses per quarter section (64.8 hectares, or 160 acres) or one discretionary use per 32.4 hectare (80 acre) parcel;

b) A maximum of two agricultural residential building sites per quarter section (64.8 hectares, or 160 acres) or one agricultural residential building site per 32.4 hectare (80 acre) parcel; or

c) A combination of the sites referred to in clauses a) and b) to a maximum of two building sites per quarter section (64.8 hectares, or 160 acres) or one building site per 32.4 hectare (80 acre) parcel.

14.0 Rural Industrial

14.1 Introduction

Lands within the Rural Industrial designation are suitable for a variety of business, light industrial and heavy industrial uses that typically require larger parcels of land and access to roadway and rail infrastructure, and have varying potential for conflicts with adjacent land uses. Rural Industrial lands have rural servicing, and are not expected to be required for urban growth as the P4G municipalities grow to 1 million residents. The designation is represented on Schedule B – District Land Use Map as Rural Commercial/Industrial; Rural Industrial areas will be identified through more detailed planning.

14.2 Objectives

a) Promote well-planned and managed industrial growth through a range of land use options;

b) Promote economic development for Rural Industrial development based on industry needs, servicing availability and locational factors;

c) Encourage Rural Industrial development to cluster in industrial parks to provide for the efficient development of rural infrastructure and community services; and

d) Minimize conflicts between Rural Industrial development and other regional land uses.

14.3 Policies

14.3.1 Designation on Schedule B – District Land Use Map

Areas designated as Rural Commercial/Industrial on Schedule B – District Land Use Map shall be further designated as Rural Industrial areas or Rural Commercial areas through more detailed planning. Concept Plans and other detailed planning shall identify the type(s) of Rural Industrial land use(s) being proposed.

14.3.2 Rural Industrial Development

Rural Industrial development shall be located in areas designated as Rural Commercial/Industrial on Schedule B – District Land Use Map, and in areas that have been identified as suitable for Rural Industrial development through the detailed planning referenced in section 14.3.1.

14.3.3 Location Criteria

Rural Industrial developments must be located where:

a) The carrying capacity of the lands proposed for development and the surrounding area based on site conditions, environmental considerations,

potential impacts, and other factors that may warrant consideration in the design of the proposal are addressed;

b) Impacts on regional drainage patterns and other regional ecological systems are minimized;

c) The suitability and availability of municipal and other services and infrastructure necessary to support the proposal are considered;

d) The design is compatible with that of the surrounding area;

e) Existing roads and infrastructure are sufficient to support the development while impacts to existing roadways and additional costs of maintenance are minimized;

f) Nodal development is planned where key intersections of provincial highways, municipal roadways, and the Saskatoon Freeway can support access;

g) Lands are not prone to natural hazards;

h) Lands do not have unique historical or archaeological features;

i) Lands do not have significant wildlife habitat;

j) Lands do not have high quality recreational resources;

k) Surface and groundwater resources will not be impacted; and

l) Any other costs to Corman Park associated with the development are minimized.

14.3.4 Industrial Parks

Industrial uses shall be restricted to industrial parks unless it can be clearly demonstrated that an industrial use has specific location requirements that limit its location to a specific alternate site.

14.3.5 Industrial Development Adjacent to Urban Areas

Industrial development may not be located adjacent to the boundary of an urban municipality unless the proposal:

a) Is compatible with current and planned urban land uses within the adjacent urban municipality;

b) Will not place pressure on the adjacent urban municipality to develop, expand or upgrade services and infrastructure without an agreement for servicing and infrastructure costs between the urban municipality and Corman Park; and

c) Is referred to the adjacent urban municipality for review.

14.3.6 Buffered Uses in Industrial Parks

Industrial parks with a high potential for land use conflicts must include buffering from non-industrial uses of land, including locating uses with fewer impacts near roadways, and other criteria as set out in in this Plan and the District Zoning Bylaw.

14.3.7 Hazardous Industries

Industries using hazardous materials or producing waste dangerous goods as defined by *The Environmental Management and Protection Act, 2010* may be considered subject to providing evidence of compliance with the *National Fire Code of Canada*, *The Hazardous Substances and Waste Dangerous Goods Regulations*, and any other applicable codes, standards and provincial and federal approvals.

14.3.8 Urban Servicing in Rural Industrial Areas

Uses requiring urban servicing in Rural Industrial areas shall enter into an appropriate agreement with any relevant urban municipality.

14.3.9 Agricultural Subdivisions in Rural Industrial Areas

Lands designated as Rural Industrial on Schedule B – District Land Use Map may be subdivided to permit:

a) A maximum of two discretionary uses per quarter section (64.8 hectares, or 160 acres) or one discretionary use per 32.4 hectare (80 acre) parcel;

b) A maximum of two agricultural residential building sites per quarter section (64.8 hectares, or 160 acres) or one agricultural residential building site per 32.4 hectare (80 acre) parcel; or

c) A combination of the sites referred to in clauses a) and b) to a maximum of two building sites per quarter section (64.8 hectares, or 160 acres) or one building sites per 32.4 hectare (80 acre) parcel.

15.0 Future Urban Growth Areas

15.1 Introduction

The Future Urban Growth Areas on Schedule B – District Land Use Map identify the expected urban footprint as the P4G municipalities grow to a population of 1 million. These areas include areas for future residential neighbourhoods, commercial and industrial development, and conceptual nodes for mixed-use centres.

15.2 Objectives

a) Provide for planned urban residential development and subdivision that is sustainable, supports a high quality of life, and encourages the development of complete communities;

b) Support commercial and industrial development in Future Urban Growth Areas where it can be integrated into urban municipalities;

c) Optimize the use of existing and planned infrastructure consistent with municipal and regional servicing plans;

d) Coordinate urban expansion and staged boundary alterations in future urban growth planning; and

e) Support standards for interim uses that allow for redevelopment and future integration into urban municipalities.

15.3 Policies

General

15.3.1 Urban Intensification

The P4G municipalities will promote the intensification of developed urban areas to help accommodate long-term growth.

15.3.2 Concept Plans for Future Urban Growth Areas

Concept Plans shall be prioritized for the Future Urban Growth Areas required to accommodate a regional population of 700,000 as identified on Schedule C – Future Urban Growth Areas Map. Concept Plans will rely on existing detailed planning where possible, and Corman Park and the adjacent urban municipality will determine:

a) The priority of a Concept Plan and a timely schedule for completion; and

b) Any additional requirements for the development of a Concept Plan that are necessary to consider the local context.

15.3.3 Intended Uses in Future Urban Growth Areas

Intended uses on lands within Future Urban Growth Areas are those uses and development that reflect the planned long-term use for an area as designated on Schedule B – District Land Use Map.

15.3.4 Concept Plans for Intended Uses in Future Urban Growth Areas

Concept Plans for intended uses in the Future Urban Growth Areas are required for subdivision and development approval and shall conform as closely as possible with the requirements of Concept Plans developed in any adjacent municipality.

15.3.5 Development Standards for Intended Uses

Development standards for intended uses in the Future Urban Growth Areas shall be consistent with the development standards in any adjacent urban municipality to allow for integration with the urban municipality in the future with consideration for the type of use proposed.

15.3.6 Environmental Impacts

Environmental impacts as a result of development must be minimized and may require mitigation and remediation plans.

15.3.7 Interim Uses in Future Urban Growth Areas

Interim uses on lands identified as Future Urban Growth Areas may be allowed prior to urban development, subject to consideration of:

a) Whether the interim use has the potential to become permanent;

b) Whether the interim use is for single parcel development or multi parcel development;

c) Whether the interim use is inside or outside the 700,000 growth area;

d) Whether the interim use has rural or urban densities, form, and servicing;

e) The recovery of the cost of current and future infrastructure;

f) The compatibility of current and future land uses; and

g) Traffic effects on existing and future road networks.

15.3.8 Single Parcel Interim Land Use in Future Urban Growth Areas

Single parcel interim uses may be permitted in Future Urban Growth Areas provided that:

a) The proposal is consistent with more detailed planning for the area;

b) A site design that limits fragmentation of the parcel is provided; and

c) A subdivision design that allows for re-subdivision to urban-sized parcels is provided.

15.3.9 Multi Parcel Interim Land Use in Future Urban Growth Areas

A multi parcel interim use may be permitted in Future Urban Growth Areas provided that:

a) The proposal is consistent with more detailed planning for the area;

b) Where detailed planning has not been completed for the area, the proposal aligns with the projected future urban land use identified by the adjacent urban municipality;

c) It is designed to transition to future urban servicing;

d) A site design that limits fragmentation of the parcel is provided; and

e) A subdivision design that allows for re-subdivision to urban-sized parcels is provided.

15.3.10 Development Standards for Interim Uses

Development standards for interim uses in the Future Urban Growth Areas shall conform as closely as possible to the development standards used in the adjacent urban municipality to allow for integration with the urban municipality in the future with consideration for the type of use proposed.

15.3.11 Subdivision in Future Urban Growth Areas

Lands in Future Urban Growth Areas may be subdivided to permit:

a) Up to two discretionary uses per quarter section (64.8 hectares, or 160 acres) or one discretionary use per 32.4 hectare (80 acre) parcel; or

b) Up to two agricultural residential building sites per quarter section (64.8 hectares, or 160 acres) or one agricultural residential building site per 32.4 hectare (80 acre) parcel; or

c) A combination of sites referred to in clauses a) and b) to a maximum of two building sites per quarter section (64.8 hectares, or 160 acres) or one building sites per 32.4 hectare (80 acre) parcel.

15.3.12 Subdivision in Urban Residential Neighbourhood Areas

Notwithstanding section 15.3.11, lands in Urban Residential Neighbourhood areas that are outside the Future Urban Growth Areas required to accommodate a regional population of 700,000, may be subdivided to permit:

a) Up to four discretionary uses per quarter section (64.8 hectares, or 160 acres) or two discretionary uses per 32.4 hectare (80 acre) parcel; or

b) Up to four agricultural residential building sites per quarter section (64.8 hectares, or 160 acres) or two agricultural residential building sites per 32.4 hectare (80 acre) parcel; or

c) A combination of the sites referred to in clauses a) and b) to a maximum of four building sites per quarter section (64.8 hectares, or 160 acres) or two building sites per 32.4 hectare (80 acre) parcel.

15.3.13 Country Residential Development Prohibited

Country Residential development is prohibited in Future Urban Growth Areas.

15.3.14 Intensive Livestock Operations

Intensive Livestock Operations may not be established in Future Urban Growth Areas after adoption of this Plan.

15.3.15 Limitations for Intensive Livestock Operations

Intensive Livestock Operations must comply with applicable separation distances as set out in the District Zoning Bylaw and shall be limited by the maximum number of animal units permitted for that Intensive Livestock Operation at the time of the adoption of this Plan. Any change to the maximum number of animal units shall require a discretionary use approval and is subject to consultation with the adjacent urban municipality.

15.3.16 Dedication of Reserves in Future Urban Growth Areas

In determining the recommended dedication of municipal reserve land or cash-in-lieu for subdivisions for interim uses in Future Urban Growth Areas, Corman Park shall consider:

a) Current and future land use planning and development standards for the area;

b) The potential for significant public amenities, including open space recreational opportunities, integrated trail systems, and continuous pedestrian linkages; and

c) The costs to Corman Park and the adjacent urban municipality.

The adjacent urban municipality shall be consulted regarding dedication of municipal reserve and any necessary transfer of dedicated land or cash-in-lieu.

Urban Residential Neighbourhoods in Future Urban Growth Areas

15.3.17 Designation on Schedule B – District Land Use Map

Urban residential neighbourhoods in Future Urban Growth Areas shall be located in areas designated as Urban Residential Neighbourhood on Schedule B – District Land Use Map.

15.3.18 Urban Residential Neighbourhood Area Density

Urban Residential Neighbourhoods must have a minimum density of:

a) 17.3 housing units per gross developable hectare (7 units per gross developable acre); or

b) 50 residents and jobs combined per gross developable hectare (20.2 residents and jobs combined per gross developable acre).

15.3.19 Subdivision on Concept Plan Approval

Upon approval of a Concept Plan, the subdivision restrictions contained in sections 15.3.11 and 15.3.12 will no longer apply.

15.3.20 Temporary Development for Interim Uses

Interim uses in Urban Residential Neighbourhood areas required to accommodate a regional population of 700,000 as identified on Schedule C – Future Urban Growth Areas Map should be temporary in nature, with uses, structures, and equipment that can be easily relocated off-site.

15.3.21 Interim Commercial Uses

Interim commercial uses may be considered in the Urban Residential Neighbourhood areas. Low capital intensities are encouraged for interim commercial uses in Urban Residential Neighbourhood areas.

Urban Commercial/Industrial Areas

15.3.22 Designation on Schedule B – District Land Use Map

Areas designated as Urban Commercial/Industrial on Schedule B – District Land Use Map shall be further designated as Urban Commercial areas or Urban Industrial areas through Concept Plans or other detailed planning acceptable to the adjacent urban municipality. Urban Commercial development and Urban Industrial development must be located in the areas designated as such on Schedule B – District Land Use Map.

15.3.23 Interim Commercial Uses

Interim commercial uses may be considered in the Urban Commercial/Industrial areas. Low capital intensities are encouraged for interim commercial uses in Urban Commercial/Industrial areas.

15.3.24 Detailed Planning for Single Parcel Interim Commercial and Industrial Development

Detailed planning for single parcel interim uses in Urban Commercial/Industrial areas shall be required and developed to the satisfaction of Corman Park and the adjacent urban municipality, and may include:

a) Site design that facilitates a transition to urban development;

b) Roadway and other infrastructure planning that facilitates a transition to urban development;

c) Consideration of the location, type and timing of future urban development; and

d) A transportation impact assessment where the use may result in a significant impact on existing and future road networks.

15.3.25 Detailed Planning for Multi Parcel Interim Commercial and Industrial Development

Detailed planning for multi parcel interim uses in Urban Commercial/Industrial areas shall be required and developed to the satisfaction of Corman Park and the adjacent urban municipality, and may include:

a) Subdivision and site design that facilitates a transition to urban development;

b) Roadway and other infrastructure planning that facilitates a transition to urban development;

c) The proposed water, wastewater and stormwater management systems, and the alignment with existing and future systems;

d) Consideration of the location, type and timing of future urban development;

e) A transportation impact assessment where the use may result in a significant impact on existing and future road networks;

f) A phasing plan;

g) Analysis of infrastructure costs; and

h) Area grading plan that enables a transition to future urban development.

Urban Mixed-Use Nodes

15.3.26 Identification of Mixed-Use Nodes

Mixed-Use Nodes may be permitted in the conceptual locations identified on Schedule B – District Land Use Map through Concept Plans. These mixed-use neighbourhoods or suburban centres may include residential, commercial, institutional and recreational uses but shall not include industrial uses.

15.3.27 Mixed-Use Node Density

Mixed-Use Nodes must have a minimum density of 75 residents and jobs combined per gross developable hectare (30.4 residents and jobs combined per gross developable acre).

16.0 Regional Retail

16.1 Introduction

Lands within the Regional Retail designation are suitable for comprehensively designed and developed groupings of retail stores and complementary commercial businesses greater than 10,000 m² (107,000 ft.²) operated in a cluster, strip or mall type pattern and intended to serve the regional market.

16.2 Objectives

a) Promote well-planned and managed Regional Retail development; and

b) Provide for retail commercial development based on market demand and servicing availability to serve the needs of the region's population.

16.3 Policies

16.3.1 Designation on Schedule B – District Land Use Map

Regional Retail developments must be located in areas designated as Regional Retail on Schedule B – District Land Use Map. Designation of lands for Regional Retail shall be through detailed planning.

16.3.2 Regional Retail Locations

Regional Retail is encouraged to locate in Future Urban Growth Areas; however, alternate locations may be considered. In reviewing a proposal for an alternate location, consideration will be given to the location, existing detailed planning for the area, adjacent land uses, servicing needs and the long-term impacts.

16.3.3 Detailed Planning for Regional Retail

Concept Plans are required for development approval of Regional Retail. In addition to the Concept Plan requirements of this Plan, Concept Plans for Regional Retail development shall:

a) Conform as closely as possible with the requirements for Concept Plans in the adjacent urban municipalities;

b) Include a regional retail market impact analysis that indicates the proposed development, including each phase of development, would not have a major detrimental impact on the trade of existing or committed retail developments in the P4G municipalities;

c) Provide for urban servicing and be consistent with the servicing standards of the adjacent urban municipality; and

d) Include a regional infrastructure impact assessment that outlines and addresses any effects of the proposed development on municipal and

regional infrastructure and services, including costs and methods of cost recovery for new and upgraded infrastructure and services, to the satisfaction of the relevant service providers and municipalities.

17.0 Green Network Study Area

17.1 Introduction

The Green Network Study Area includes connected areas of wetlands, swales, natural areas, the South Saskatchewan River corridor, and other areas providing stormwater storage and conveyance, and recharge of groundwater supplies. This area helps address regional stormwater issues and, where appropriate, supports multifunctional green spaces that deliver environmental, cultural and recreational benefits. The area accommodates compatible agriculture, outdoor recreation, and sensitively integrated stormwater management infrastructure.

17.2 Objectives

a) Maintain and enhance a connected natural infrastructure system to manage storage and drainage and address regional stormwater issues;

b) Reduce the impacts of pollutants on wetlands, creeks, streams, and rivers to increase surface water quality, including the health of the South Saskatchewan River;

c) Minimize the impacts of development on native vegetation to protect the habitat necessary for wildlife to thrive and move throughout the area;

d) Maintain important natural views, such as views from Wanuskewin Heritage Park; and

e) Encourage a connected open space system with opportunities for hiking, cycling, birdwatching, cultural activities and other passive recreation activities.

17.3 Policies

17.3.1 Refinement

The P4G municipalities will work collaboratively to refine the boundaries of the Green Network Study Area.

17.3.2 Refinement Criteria

Refinement of the boundaries of the Green Network Study Area will be conducted according to a standard, consistent methodology that considers:

a) Wetlands;

b) Drainage areas;

c) Conveyance areas, such as streams, rivers, and swales;

d) Habitat corridors for wildlife movement;

e) Important viewsheds, such as the viewshed of Wanuskewin Heritage Park; and

f) Important ecological areas.

17.3.3 Refinement Through Concept Plans

Prior to the development of a region-wide study, the Green Network Study Area may be refined by a Concept Plan or other detailed assessment.

17.3.4 Subdivision in the Green Network Study Area

Lands inside the areas identified on Schedule C - Future Urban Growth Areas Map as accommodating a regional population of 700,000 in the Green Network Study Area may be subdivided to permit:

a) A maximum of two agricultural residential building sites per quarter section (64.8 hectares, or 160 acres) or one agricultural building site per 32.4 hectare (80 acre) parcel;

b) A maximum of two discretionary uses per quarter section (64.8 hectares, or 160 acres) or one discretionary use per 32.4 hectare (80 acre) parcel; or

c) A combination of sites referred to in clauses a) and b) to a maximum of two building sites per quarter section (64.8 hectares, or 160 acres) or one building site per 32.4 hectare (80 acre) parcel.

Lands outside of areas identified on Schedule C – Future Urban Growth Areas Map as accommodating a regional population of 700,000 in the Green Network Study Area may be subdivided to permit:

d) A maximum of five agricultural residential building sites per quarter section (64.8 hectares, or 160 acres) or three agricultural building sites per 32.4 hectare (80 acre) parcel;

e) A maximum of five discretionary uses per quarter section (64.8 hectares, or 160 acres) or three discretionary uses per 32.4 hectare (80 acre) parcel;

f) A combination of sites referred to in clauses d) and e) to a maximum of five building sites per quarter section (64.8 hectares, or 160 acres) or three building sites per 32.4 hectare (80 acre) parcel;

g) Notwithstanding d), e), and f) above, where a quarter section is designated Green Network Study Area and another Land Use(s), the Land Use with the lower maximum of residential building sites per quarter section or per 32.4 hectare (80 acre) parcel shall prevail.

17.3.5 Siting of Development

Development located within the Green Network Study Area shall:

a) Be sited and developed to ensure that impacts are avoided or mitigated; and

b) Demonstrate to the satisfaction of Corman Park through supporting environmental and technical plans, that any potential negative impacts have been avoided or mitigated.

17.3.6 Natural Vegetation and Native Habitat

Impacts to natural vegetation and native habitat from development must be minimized.

17.3.7 Integration with Stormwater Management

The Green Network Study Area should be integrated with the regional stormwater management system where feasible. Integration should consider the sensitivity and ecological functions of wetlands and watercourses and their associated riparian areas to ensure sustainability within their context.

17.3.8 Habitat Corridors

Habitat corridors should be preserved in the Green Network Study Area to maintain connections for wildlife movement throughout the region.

17.3.9 Passive Recreation Opportunities

Development of passive recreation and cultural opportunities will be encouraged in the Green Network Study Area where appropriate.

18.0 Wanuskewin Heritage Park

18.1 Introduction

The Wanuskewin Heritage Park, designated a National Historic Site of Canada in 1986, contains archaeological features that represent most of the known elements that characterize Northern Plains prehistory. According to its mission and vision, the park and its facilities are intended to advance the understanding and appreciation of the evolving cultures of the Northern Plains Indigenous peoples, and be a living reminder of the peoples' sacred relationship with the land.

18.2 Objectives

a) In cooperation with the Wanuskewin Heritage Park Authority, protect the natural, historic, and cultural resources of Wanuskewin Heritage Park;

b) Maintain the quality of the viewshed from Wanuskewin Heritage Park; and

c) Ensure that municipal and District Plans and policies consider and complement planning for Wanuskewin Heritage Park.

18.3 Policies

18.3.1 Dialogue with Wanuskewin Heritage Park

The P4G municipalities will conduct and encourage dialogue with the Wanuskewin Heritage Park Authority regarding applications, plans, and policies that may impact the Park.

18.3.2 Viewshed Protection

The P4G municipalities will coordinate with the Wanuskewin Heritage Park Authority to identify and protect important viewsheds from the Park. Development that can be seen from Wanuskewin Heritage Park must be screened or designed to minimize impacts to the view, in consultation with the Wanuskewin Heritage Park Authority.

18.3.3 Support for Park Planning

The P4G municipalities will make every effort to coordinate with the Wanuskewin Heritage Park Authority in their ongoing efforts to develop plans for site management and facility improvements, natural resource management, and cultural and heritage conservation and revitalization through joint planning and technical support.

19.0 Agricultural Research

19.1 Introduction

Land within the Agricultural Research designation includes some of the best soils in the region and the area is the site of a number of agriculture research plots and facilities. These lands are important to the region's economy and identity, and research activities on these sites should be supported by mitigating potential land use conflicts.

19.2 Objectives

a) Support regional agriculture and farming through special use areas that provide opportunities for research; and

b) Prevent conflicts between long-term Agricultural Research areas and surrounding urban and rural land uses.

19.3 Policies

19.3.1 Intended Uses of Agricultural Research Lands

Intended uses on lands designated as Agricultural Research include farming and associated research, as well as other related agricultural uses.

19.3.2 Restricted Development

Designated Agricultural Research areas will be protected from uses and development incompatible with long-term agricultural activities.

19.3.3 Redesignation of Agricultural Research Lands

The redesignation of Agricultural Research areas will require a Concept Plan outlining the proposed changes to land uses. Rationale must be provided for converting these areas from long-term Agricultural Research use, and compatibility with adjacent urban areas.

19.3.4 Adjacent Development

Proposed development in locations adjacent to Agricultural Research should be reviewed in consultation with the relevant research agency or business to ensure that impacts are sufficiently mitigated through separation, buffers, or site design.

20.0 Regional Infrastructure and Regional Institutional Uses

20.1 Introduction

Regional infrastructure and regional institutional uses are often large scale and land intensive. They may have specific location requirements, conflict with other land uses, or need to be located close to the populations they serve. Regional coordination and appropriate planning for these uses is integral to supporting regional growth.

20.2 Objectives

a) Accommodate major regional infrastructure and regional institutional uses that are critical to regional growth and development;

b) Appropriately locate regional infrastructure and regional institutional uses to minimize potential land use, environmental and servicing impacts;

c) Locate regional infrastructure and regional institutional uses close to the populations they serve, as appropriate; and

d) Coordinate land use demands for regional infrastructure and regional institutional uses with regional and local plans.

20.3 Policies

20.3.1 Identification of Regional Infrastructure and Regional Institutional Lands

The P4G municipalities will identify and coordinate the designation of lands within the District required for regional infrastructure and regional institutional uses in cooperation with regional service providers.

20.3.2 Development Adjacent to Urban Municipalities

Regional infrastructure and regional institutional uses will not be permitted adjacent to the boundary of an urban municipality or within a Future Urban Growth Area unless Corman Park and the adjacent urban municipality agree that the proposal:

a) Is compatible with adjacent land uses;

b) Will not place pressure on the urban municipality to develop, expand, or upgrade services and infrastructure without an approved Concept Plan and agreement for servicing and infrastructure costs between the urban municipality and Corman Park; and

c) Is compatible with the location and timing of urban development.

Regional Infrastructure

20.3.3 Regional Infrastructure Locations

Regional Infrastructure uses must be located in areas identified as “Regional Infrastructure” on Schedule B – District Land Use Map.

20.3.4 Regional Infrastructure Definition

Regional Infrastructure uses include waste management, utility, public works and other infrastructure that has regional or inter-municipal implications given its land use conflict potential, environmental implications, land base, permanency, intensity, scale, population served, or servicing requirements.

20.3.5 Identifying Regional Infrastructure in Concept Plans

Locations for future Regional Infrastructure uses, including the potential for clustering these uses, should be considered and, where appropriate, designated on Schedule B – District Land Use Map during the Concept Plan process.

20.3.6 Coordination of Regional Infrastructure

Where possible, the P4G municipalities will consider interjurisdictional coordination of their infrastructure and servicing.

20.3.7 Criteria for Regional Infrastructure

Regional Infrastructure uses must:

a) Minimize the effect on adjacent land uses due to conflicts with noise, vibration, smoke, dust, odour, or potential environmental contamination;

b) Ensure suitable municipal and other services and infrastructure are available to support the proposal, and any additional cost of maintenance is addressed;

c) Ensure the manner in which the use will be operated will be compatible with planned land uses in the area;

d) Prevent or mitigate any potential impacts to surface water, groundwater, drainage patterns, slope stability, significant wildlife habitat, heritage resources, and rare or endangered species;

e) Address the environmental implications of the use such as the storage of fuel tanks or chemicals and measures for the release of contaminants;

f) Address the carrying capacity of the land and the surrounding area based on site conditions, environmental considerations and potential impacts, and other factors that may warrant consideration in siting;

g) Provide plans for reclamation of the land; and

h) Where feasible, incorporate innovative features to promote environmental and social benefits to the community.

Regional Institutional

20.3.8 Regional Institutional Locations

Regional Institutional uses must be located in areas identified as “Regional Institutional” on Schedule B – District Land Use Map.

20.3.9 Regional Institutional Definition

Regional Institutional uses include community service, government, health care and other institutional uses that have regional or inter-municipal implications given its land base, permanency, intensity, scale, population served, or servicing requirements.

20.3.10 Identifying Regional Institutional in Concept Plans

Locations for future Regional Institutional uses, including the potential for clustering these uses, should be considered and, where appropriate, designated on Schedule B – District Land Use Map during the Concept Plan process.

20.3.11 Criteria for Regional Institutional

Regional Institutional uses must:

a) Ensure the use is compatible with existing and planned land uses in the area;

b) Ensure suitable municipal and other services and infrastructure are available to support the proposal, and any additional cost of maintenance is addressed;

c) Prevent or mitigate any potential impacts to surface water, groundwater, drainage patterns, slope stability, significant wildlife habitat, heritage resources, and rare or endangered species;

d) Address the carrying capacity of the lands and the surrounding area based on site conditions, environmental considerations and potential impacts, and other factors that may warrant consideration in siting;

e) Include significant natural or built amenities or other features that provide for a high-quality environment; and

f) Where feasible, incorporate innovative features to promote environmental and social benefits to the community.

21.0 Corman Park–Osler Agri-Food Node

21.1 Introduction

The Corman Park-Osler Agri-Food Node is envisioned as a joint policy area between Corman Park and Osler. Portions of these lands are intended to transition into a future town centre with complementary amenities. The initial vision is to support small scale, basic food/artisan production, sales and living, which would evolve into more intensified facilities. There is also a concentration of other producers and artisans in the rural areas that could be part of the Node and would contribute to local and regional economies. Increasing the amount of food produced, marketed, and consumed locally is an important goal for Osler into the future.

Corman Park and Osler want to explore the coordination of land uses and servicing in this area to promote diversification of land use activity while maintaining positive intermunicipal relationships and shared environmental values, resource capabilities, and community goals.

21.2 Objectives

a) Support local food production and value-added agricultural activities to provide opportunities for economic development;

b) Provide for joint planning between Osler and Corman Park to encourage development compatible with food and agricultural activities; and

c) Coordinate extensions of urban infrastructure to support value-added food and agriculture industries.

21.3 Policies

21.3.1 Intermunicipal Support for Value-Added Agriculture

The Agri-Food Node may be established by agreements between Corman Park and Osler in the general area specified on Schedule B – District Land Use Map, where urban servicing can support local food production and value-added agricultural industries in a rural setting. The focus of the Node will initially be on supporting small-scale artisanal production and sales with compatible residential uses that may intensify over time.

21.3.2 Support for Food Systems

Corman Park and Osler will encourage value-added production and delivery activities in the Corman Park-Osler Agri-Food Node that support local agricultural producers while minimizing land use conflicts.

21.3.3 Joint Concept Plan

A Concept Plan may be developed for the Corman Park-Osler Agri-Food Node by Osler and Corman Park. If developed, the Concept Plan will include:

a) Shared economic development policies;

b) Defined recreation/amenity areas;

c) Intermunicipal servicing requirements;

d) Special land use policies;

e) Compatibility with urban development; and

f) Shared development standards to support transitional, small-scale rural residential and value added agricultural uses.

21.3.4 Future Urban Growth

The Corman Park-Osler Agri-Food Node should be planned to allow for interim agricultural, commercial, and residential uses compatible with the surrounding rural-urban areas. These uses should be coordinated to allow future redevelopment and intensification of the area.

21.3.5 Distinctive Development Style

The District Zoning Bylaw may contain development standards that promote an attractive visual and aesthetic style for the Corman Park-Osler Agri-Food Node, including architectural detail, visual enhancement, consistent design themes, and signage that supports place-making and distinctive branding for the area.

21.3.6 Promotion of Economic Development and Tourism

Corman Park and Osler will collaborate with each other and with other agencies to promote awareness of the cultural, historical, and tourism resources located in the Corman Park-Osler Agri-Food Node, and coordinate economic development planning to support activities within the Node.

22.0 Recreation, Parks and Culture

22.1 Introduction

Recreation, parks and cultural opportunities are essential for a high quality of life in the region. The region includes many valued recreational resources, including the South Saskatchewan River Valley and important natural areas. Coordinating the development of regional and local recreational and cultural opportunities can help to build a connected system that provides a range of high-quality experiences for residents and visitors while complementing communities and natural areas.

22.2 Objectives

a) Accommodate passive and active recreational and cultural opportunities;

b) Encourage the development of a connected open space system that links parks, corridors, and facilities;

c) Acknowledge the potential for recreational development in the South Saskatchewan River Valley;

d) Ensure recreational development is located and designed to conserve and complement natural areas and contributes to a high quality built and natural environment; and

e) Provide recreational and cultural opportunities for the enjoyment, health, and well-being of the residents of the region.

22.3 Policies

22.3.1 Trail Systems and Pedestrian Linkages

Municipal reserve dedication should consider areas that support regional open space recreational opportunities, the development of integrated regional trail systems, including connections to the Trans Canada Trail, and continuous pedestrian linkages.

22.3.2 Partnership Agreements for Recreation

Partnership agreements may be considered with municipalities and other groups including First Nations, Métis communities, Indigenous organizations, Wanuskewin Heritage Park, the Meewasin Valley Authority, and local community organizations to jointly develop and support recreational amenities.

22.3.3 Recreation along South Saskatchewan River

Development of recreational open space along the South Saskatchewan River will be undertaken in a manner that enhances and complements the natural and heritage features of the river valley, coordinating with the Meewasin Valley Authority where appropriate.

22.3.4 Compliance with Commercial Policies

Commercial recreational developments must also comply with the commercial objectives and policies contained in this Plan.

22.3.5 Emergency Services

Recreational development must be located and designed in a manner which allows for adequate provision of emergency services.

PART 4 – SERVICING

23.0 General

23.1 Introduction

A coordinated approach to servicing and infrastructure can provide for more efficient delivery of high-quality services in the P4G region. Long-term planning provides greater certainty to support the expansion of regional infrastructure servicing, which can result in economies of scale for these communities.

This Plan sets out policies regarding services and infrastructure including potable water, wastewater, transportation, and stormwater and drainage systems. It is expected that over the long term, the P4G municipalities will explore the coordination of additional regional services and infrastructure.

23.2 Objectives

a) Ensure infrastructure systems and servicing are consistent with Sector Plans, Concept Plans, and other detailed planning;

b) Guide growth and development to areas that support and facilitate efficient infrastructure that is economical and environmentally sustainable;

c) Plan and manage transportation and utilities systems in cooperation with provincial government departments, First Nations, Métis communities, neighbouring municipalities, and other stakeholders; and

d) Encourage innovative, safe, and efficient strategies for providing regional infrastructure and services that meet regulatory requirements, including roadways, sanitary sewage treatment, storm water management, water supply, and other systems.

23.3 Policies

23.3.1 Regional Servicing Plans

Regional servicing plans should be maintained to identify the level of services required to accommodate land development as indicated on Schedule B – District Land Use Map. Extensions of urban infrastructure into Future Urban Growth Areas should be generally accommodated and phased according to these plans.

23.3.2 Coordination of Development and Infrastructure Planning

Subdivisions and developments must be designed and constructed to respect the planned extensions of infrastructure as detailed in Concept Plans and regional servicing plans.

23.3.3 Services Provided at Developer Expense

The proponent will be responsible for all costs associated with providing the infrastructure and services required for a development. Servicing agreements may be required to address these costs.

23.3.4 Municipal Infrastructure Coordination

Municipal infrastructure plans will be coordinated to align with the Regional Servicing Strategy and regional servicing plans where possible.

24.0 Potable Water

24.1 Introduction

Available supplies of potable water are an important component in supporting regional growth. The City of Saskatoon provides potable water supplies, and SaskWater and other third-party providers manage delivery to other municipalities and rural customers. Regional coordination is necessary to ensure that regional potable water treatment capacity and the potable water distribution system are developed in an efficient way and support overall development goals, and that sources of potable water are protected from risks to water quality and availability.

24.2 Objectives

a) Provide safe, clean drinking water for residents and businesses in the region;

b) Coordinate the orderly development of potable water infrastructure to support regional and local land use policies;

c) Minimize potable water infrastructure costs through coordination between municipalities;

d) Support water providers in securing emergency water supplies for the region; and

e) Promote the efficient use of potable water across the region.

24.3 Policies

24.3.1 Regional Potable Water Servicing Plan

The P4G municipalities will work toward developing a regional potable water servicing plan. This plan should be supported by ongoing consultation with regional potable water providers and distributors.

24.3.2 Coordination with Regional Providers

The P4G municipalities will engage with regional potable water providers to coordinate future infrastructure planning and promote capital investments in potable water infrastructure that align with the goals of this Plan.

24.3.3 Centralized Potable Water Lines for Country Residential Subdivisions

All Country Residential subdivisions shall be serviced by a centralized potable water line administrated in a legal form acceptable to Corman Park.

24.3.4 Connections to Municipal Potable Water Lines

Connections to municipal potable water lines must be in accordance with all applicable policies, bylaws, and agreements.

24.3.5 Innovation in Water Conservation

The P4G municipalities will support efforts to promote innovative water conservation strategies to reduce per capita demands for water.

24.3.6 Development of Emergency Water Supplies

The P4G municipalities will support regional water providers in securing options for emergency supplies in the case of contamination or severe shortages.

25.0 Wastewater

25.1 Introduction

Wastewater collection and treatment in the P4G municipalities are managed either by centralized systems or on-site treatment options. Safe and effective wastewater infrastructure development and service provision are essential not only to support growth, but also to address potential impacts to human and environmental health.

25.2 Objectives

a) Provide approaches to wastewater collection and treatment that protect human health and the natural environment;

b) Coordinate the planning of wastewater infrastructure to support efficient patterns of development;

c) Minimize wastewater infrastructure costs through coordination between municipalities;

d) Support the planning and development of a second wastewater treatment plant; and

e) Promote measures to reduce wastewater production rates per capita across the region and extend the capacity of infrastructure.

25.3 Policies

25.3.1 Regional Wastewater Servicing Plan

The P4G municipalities will work toward developing a regional wastewater servicing plan regarding wastewater systems. This plan should be supported by ongoing efforts to define required infrastructure and facilities, potential alternatives, and costing implications.

25.3.2 Connection of Drains Prohibited

The P4G municipalities will prohibit the connection of new storm and foundation drains into the wastewater collection system, to reduce wet-weather flows and minimize required capacity.

25.3.3 Reduce Groundwater Infiltration

The P4G municipalities should work to inspect sewer systems and conduct repairs to mitigate infiltration and inflow, and reduce wet-weather flows.

25.3.4 Rural On-Site Wastewater Disposal

Development in the District shall meet or exceed the on-site sewage treatment requirements established by the Saskatchewan Health Authority as contained in the

Review Process for Onsite Wastewater Disposal Systems for Developments and Subdivisions.

25.3.5 Septic Utilities

As a condition of approval of a multi-parcel country residential, commercial, or industrial subdivision, Council may in accordance with a septic utility bylaw adopted pursuant to *The Municipalities Act*, require the developer to create and administer a private on-site septic utility to monitor the ongoing operation and maintenance of an on-site wastewater system.

25.3.6 Wastewater Flow Management

The P4G municipalities will support water conservation initiatives to reduce average and peak wastewater flows, and extend wastewater system capacities.

25.3.7 Innovation in Septic Treatment Encouraged

The use of innovative and safe sewage treatment technologies for on-site and municipal treatment that meet regulatory requirements should be encouraged.

26.0 Stormwater and Drainage

26.1 Introduction

Stormwater and drainage infrastructure in the P4G municipalities is typically managed at the scale of a development or neighbourhood. However, regional actions can provide common standards for development and coordinate projects of interest, including those in partnership with other organizations.

26.2 Objectives

a) Reduce the risks from surface ponding, flooding, and erosion to people and property;

b) Minimize the environmental impacts of stormwater quantity and quality on groundwater, surface water, wetlands, and habitat, and encourage the use of stormwater as a resource to improve environmental performance;

c) Support the P4G municipalities in improving stormwater management to minimize local flooding issues and enhance system performance; and

d) Promote innovative solutions to stormwater management that integrate cost-effective natural and engineering solutions.

26.3 Policies

26.3.1 Integration of Green Network Study Area

Planning for and refinement of the Green Network Study Area will include consideration of stormwater management and drainage.

26.3.2 Drainage Plans

Development must be designed and constructed to avoid or mitigate on and off-site impacts from alteration to drainage.

26.3.3 Existing Watercourses and Wetlands

Existing water courses and wetlands must be retained in their natural state as much as possible. Inflows should be managed to reduce peak flows and minimize pollutant and sediment loading.

26.3.4 Pollution Source Control

The P4G municipalities will work toward reducing the pollutants entering surface waters through the stormwater drainage system.

26.3.5 Emerging Stormwater Management Technologies

Developers and landowners will be encouraged to adopt new, innovative approaches, such as low-impact development (LID) techniques to stormwater management, to

address water quality, quantity, and storage in a more efficient, cost-effective, and sustainable way. As part of these efforts, the P4G municipalities will encourage the sharing of information between municipalities about these technologies, including performance data and life-cycle costing.

26.3.6 Alignment of Hydrologic Modeling

The P4G municipalities will use common hydrological models, assumptions, and standards when developing assessments of local runoff and stormwater management facilities.

26.3.7 Inventory of Culverts and Drainage Infrastructure

A comprehensive inventory of culverts and other drainage infrastructure should be maintained to allow for accurate hydrological modeling.

26.3.8 Master Drainage Plans in Concept Plans

Concept Plans must incorporate a master drainage plan that reviews existing area conditions and provides a preferred strategy for managing stormwater. These plans must be developed with a sufficient level of detail to support stormwater management plans at the site level, and should identify long-term needs for land dedications and easements to support drainage infrastructure.

26.3.9 Stormwater Management Plans in Future Urban Growth Areas

Stormwater management plans will be required as part of Concept Plans or Comprehensive Development Reviews, or at the site development stage, whichever comes first, that detail stormwater control facilities and related improvements, and demonstrate that water quality and quantity impacts from development have been minimized.

26.3.10 “No Net Impact” Standard

On-site stormwater management controls for site development will be encouraged to meet a “no net impact” standard, incorporating sufficient capacity to accommodate surface water runoff for a 1:100-year storm event with no incremental increase in offsite flows in excess of what would have been generated from the property prior to the new development.

27.0 Transportation

27.1 Introduction

Coordination of transportation infrastructure in the region is an essential component to accessibility and mobility. Although the Province manages the development and maintenance of highways and related infrastructure, municipalities have an important role to play with coordinating local transportation improvements, including potential interjurisdictional projects. Additionally, other transportation systems, such as rail, airports, and transit should be considered as the P4G municipalities grow and develop.

27.2 Objectives

a) Support accessibility, connectivity, and mobility in the regional transportation system;

b) Integrate transportation planning with land use planning and development policies to provide more effective responses to future development and mobility needs;

c) Support efforts by the P4G municipalities to improve local circulation and build fiscally sustainable transportation infrastructure;

d) Coordinate regional transportation planning with the Province to support efficient, integrated solutions to mobility requirements; and

e) Explore future opportunities to expand mobility options and improve accessibility.

27.3 Policies

Roadways

27.3.1 Regional Transportation Plan

A Regional Transportation Plan should be developed to coordinate regional actions for transportation systems. This plan should be supported by ongoing studies to define transportation systems, potential alternatives, and costing implications.

27.3.2 Future Roadway Planning

Roadways will be established within the context of the Regional Transportation Plan, Concept Plans, and Comprehensive Development Reviews, as appropriate.

27.3.3 Roadway Access

Development must meet all municipal and provincial regulations respecting access to and from provincial highways and municipal roads.

27.3.4 Minimize New Roadway Construction

To make the most efficient use of existing roadway facilities, residential, commercial, and industrial subdivisions and developments will be encouraged to locate adjacent to existing roads that have been designed and constructed to accommodate them.

27.3.5 Access Requirements for Developments

Residential, commercial, industrial, recreational, and regional infrastructure and institutional developments shall have year-round, legal, all weather physical access to a municipally maintained roadway.

27.3.6 Safe Access and Egress

Developments must include safe access and egress from adjacent roadways without disruption of the roadway function. The type and number of access points provided onto municipal roadways may be limited through shared points of access along shared driveways or service roads where applicable.

27.3.7 Access to Uses Provided at Developer Expense

Where subdivision or development requires year-round, all weather access, the expansion or upgrade of the roadway to such a standard will be provided at the developer's expense.

27.3.8 Road Maintenance Agreements

Where a development is expected to result in the accelerated deterioration of municipal roadways, Corman Park may require the applicant, as a condition of approval, to enter into a road maintenance agreement to recover the costs of maintaining all affected roadways.

27.3.9 Road Widening

Subdivisions must include allocations as necessary for the expansion of roads to standards as prescribed by Corman Park and, in the case of subdivision in Future Urban Growth Areas, the adjacent municipality.

Airports

27.3.10 Saskatoon John G. Diefenbaker International Airport

Nothing in this Plan is intended to interfere with the continued safe operation of the Saskatoon John G. Diefenbaker International Airport.

27.3.11 Land Use Near the Airport

Land use near the Saskatoon John G. Diefenbaker International Airport must be of such type, height, and density as to be compatible with airport operations.

27.3.12 Assessment and Consultation Required for Development

Development applications for lands around the Saskatoon John G. Diefenbaker International Airport will require detailed study and impact assessments that comply with Federal standards, and consultation with the Saskatoon Airport Authority prior to designation for other uses.

27.3.13 Airport Expansion Areas

Areas adjacent to the Saskatoon John G. Diefenbaker International Airport that are identified as expansion lands will be preserved for expansion of airport facilities and associated development that will benefit from proximity to the airport and be compatible with airport operations. Planning will be coordinated with the Saskatoon Airport Authority.

27.3.14 Richter Field Aerodrome

Development in proximity to the Richter Field Aerodrome, located to the west of Martensville, must be of such type, height, and density as to be compatible with current Aerodrome operations.

27.3.15 New Airports

No new airports, aerodromes, or airstrips may be located within 1.6 km (1 mile) of an urban municipality.

Railways

27.3.16 Setbacks from Railways and Rail Facilities

Development in proximity to rail yards or rail lines must be located to be consistent with the Guidelines for New Development in Proximity to Railway Operations prepared for the Federation of Canadian Municipalities and the Railway Association of Canada.

Other Transportation Modes

27.3.17 Future Review of Regional Transit and Active Transportation

The P4G municipalities will regularly evaluate the need to incorporate coordinated policies for regional transit and active transportation modes into this Plan.

28.0 Infrastructure Corridors

28.1 Introduction

Infrastructure corridors can be a critical component for coordinating regional-scale services. By co-locating multiple types of public and private utilities within the same linear alignment, the costs of land acquisition and the potential conflicts with surrounding land uses can be minimized. This effort requires coordination with multiple stakeholders, including the Province and regional service providers, and involves long-term planning at larger scales.

28.2 Objectives

a) Plan for the use of rights-of-way by multiple linear infrastructure systems to reduce costs of planning, land acquisition, and construction;

b) Coordinate with the Province to utilize highways as major infrastructure corridors where feasible; and

c) Coordinate with regional service providers to identify and use corridors for linear infrastructure.

28.3 Policies

28.3.1 Consideration of Regional Corridors in Planning

The P4G municipalities should support opportunities for regional corridors and support the use of corridors for locating infrastructure where feasible.

28.3.2 Co-Location of Infrastructure in the Green Network Study Area

Linear infrastructure within the Green Network Study Area will be co-located with other linear infrastructure where such locations are feasible and will reduce disturbance.

29.0 Servicing Agreements

29.1 Introduction

Servicing agreements provide municipalities with a clear understanding of how certain infrastructure will be provided to support new development. There may be a need for the intermunicipal or interjurisdictional provision of services, typically from an urban municipality. Coordination of these agreements can allow for consistency and predictability in the availability of urban services to support development.

29.2 Objectives

a) Support servicing agreements between municipalities and other jurisdictions to allow for efficient local coordination of infrastructure; and

b) Support funding and development solutions that provide for required intermunicipal or interjurisdictional infrastructure extensions and servicing.

29.3 Policies

29.3.1 Servicing Agreements Required

Corman Park may require an applicant for subdivision to enter into a servicing agreement in accordance with the Act to provide services, infrastructure and facilities that directly or indirectly serve the subdivision.

29.3.2 Intermunicipal Agreements

Intermunicipal servicing agreements and/or intermunicipal development agreements will be required in situations where urban servicing is being provided to lands in the District. These agreements will be administered between Corman Park and the providing municipality in accordance with the requirements of the Act.

29.3.3 Intermunicipal Agreements for Interim Development in Future Urban Growth Areas

Intermunicipal agreements addressing interim development in Urban Commercial/ Industrial areas will include consideration for future cost recovery for urban infrastructure. The level of detail provided in the agreement will take into consideration:

a) Current land uses and/or current allowable parcel sizes;

b) Future land uses and/or future allowable parcel sizes;

c) Expected timing of boundary alteration and urban development; and

d) Relevant infrastructure and servicing planning.

29.3.4 Intermunicipal Agreements and Boundary Alterations

Intermunicipal agreements addressing interim development in Urban Commercial/ Industrial areas shall address the timing and conditions for future boundary alterations, including general provisions for tax loss compensation.

30.0 Development Levies and Servicing Agreement Fees

30.1 Introduction

Development levies and servicing agreement fees generate funding for capital projects to service new development. For the region, there is a need both to coordinate how levies and fees are managed by municipalities to support future growth identified in this Plan, and to provide options for a future regional levy/fee structure to fund regional infrastructure projects.

30.2 Objectives

a) Provide for consistent and predictable development levies and servicing agreement fees across the region; and

b) Support funding and development solutions that provide for required intermunicipal infrastructure extensions and servicing.

30.3 Policies

30.3.1 Calculation of Fees and Levies

The P4G municipalities will work toward a standardized approach to calculating development levies and servicing agreement fees, and sharing information on levy and fee calculations.

30.3.2 Regional Fees and Levies

The P4G municipalities should work toward establishing regional development levies and servicing agreement fees for the purpose of recovering all or a part of the capital costs of providing, altering, expanding or upgrading regional services and facilities associated with a proposed subdivision or development. This must be done in accordance with the requirements of the Act.

PART 5 – IMPLEMENTATION

31.0 Implementation

31.1 Introduction

This section contains provisions guiding the implementation of this Plan and for future review and updating of the Plan

31.2 Objectives

a) Ensure that the Vision, Principles and Strategic Directions, and the intent of the policies and objectives of the Plan are adhered to in the decision-making process;

b) Provide opportunities for stakeholders and rightsholders to be engaged in regional decision-making; and

c) Ensure that the Plan is updated and amended as necessary to adapt to changes in regional needs and contexts.

31.3 Policies

Amendments to the Plan

31.3.1 Rationale

Amendments to this Plan may be considered to ensure the region remains flexible, diversified and globally competitive, and evolves with a changing environment, based on rationale including new information not considered during the development of the Plan or a change in the planning context

31.3.2 Detailed Planning Required

No amendments to Schedule B – District Land Use Map shall be considered unless a Concept Plan or other detailed planning for the area has been completed, unless otherwise provided for in the P4G District Planning Agreement or the policies of this Plan.

31.3.3 Consideration of Impacts

When considering an amendment to this Plan, the impact of the proposed change on the rest of the Plan, the total amount of land in each land use designation on Schedule B – District Land Use Map, and the future development of the District should be examined.

31.3.4 Implementation of District Plan Policies in the District Zoning Bylaw

The Act requires the adoption of a District Zoning Bylaw in conjunction with the Plan. The District Zoning Bylaw will be used to achieve the objectives and implement the policies of this Plan by prescribing the uses of land and the buildings or other improvements that will be allowed in the District. In addition, the District Zoning Bylaw regulates how these uses may be carried out and the standards that developments must meet.

31.3.5 Objectives of the District Zoning Bylaw

The objectives of the District Zoning Bylaw are to ensure that:

a) Land use conflicts are avoided or minimized;

b) Future development will meet minimum standards to maintain the amenity of the District;

c) Development will be consistent with the physical characteristics of the land and of reasonable engineering solutions;

d) Development does not place undue demand for services; and

e) Future land use and development are consistent with the goals and objectives of this Plan.

31.3.6 Consistent with the District Plan

The District Zoning Bylaw must be consistent with the policies and the intent of this Plan. In considering a District Zoning Bylaw or an amendment to the District Zoning Bylaw, Corman Park Council shall refer to the sections contained in this Plan to ensure that development objectives are addressed.

31.3.7 Amending or Relaxing Separation Distances

There shall be no text amendment to a separation distance, or relaxation of a separation distance within or adjacent to a Future Urban Growth Area, in the District Zoning Bylaw unless agreed to by the adjacent P4G municipalities or the P4G municipalities impacted by the proposal.

31.3.8 Contract Zoning

Any request to rezone land under the District Zoning Bylaw to permit the carrying out of a specified proposal may require that an agreement be entered into pursuant to the provisions of the Act.

31.3.9 Holding Provision

Council may use the Holding Symbol “H” in conjunction with any other use designated in the District Zoning Bylaw, to specify the use to which lands may be put at some time in the future, but which are now considered premature or inappropriate for immediate development.

31.3.10 Direct Control Districts

Where it is considered desirable to exercise particular control over the use and development of land and buildings within a specific area, Council may, in this Plan and District Zoning Bylaw, designate an area as a Direct Control District.

31.3.11 Architectural Control Districts

Where it is considered desirable to preserve the physical character of an area or to promote a selected design theme for an area, Council may designate the area as an Architectural Control District in the District Zoning Bylaw, using the symbol “AC” in conjunction with any zoning district.

Concept Plans

31.3.12 Purpose of a Concept Plan

A Concept Plan, as provided for in the Act, must be adopted by bylaw and appended to this Plan, for the purpose of providing a framework for subsequent subdivision and development of a portion of the District that exhibits common future development opportunities and challenges.

31.3.12.1 Approved Concept Plans

The following Concept Plans are adopted by bylaw and are appended to this Plan. The specifics of each Concept Plan should be referenced for implementation in addition to the policies of this Plan.

a. North Concept Plan – see Schedule D

31.3.13 Preparation of a Concept Plan

A Concept Plan may be:

a) Prepared by Corman Park or Corman Park in consultation with an adjacent municipality in response to a need for more detailed planning for a specific area of the District as described herein; or

b) Required by Corman Park to be undertaken by a developer.

31.3.14 Components of a Concept Plan

In addition to any other requirements of this Plan, Concept Plans shall identify:

a) Proposed land uses;

b) Servicing strategies and proposed alignment and locations for infrastructure and facilities;

c) Transportation systems;

d) Natural and heritage resources;

e) Development densities; and

f) Sequencing of development.

31.3.15 Cost-Benefit Considerations for a Concept Plan

Concept Plans shall consider the costs and benefits of subdivision and development on present and future social, economic, and environmental considerations in the area and District.

Comprehensive Development Review

31.3.16 Comprehensive Development Review Required

Unless a Concept Plan is required, a Comprehensive Development Review must be completed by any person proposing to rezone or subdivide land in Corman Park prior to consideration of the application for the following proposals:

a) Industrial development;

b) The establishment of more than one agriculturally-related commercial or industrial activity on a quarter section within an agricultural zoning district in a Future Urban Growth Area, unless otherwise agreed to by the adjacent urban municipality;

c) Country residential development;

d) Recreational development;

e) Commercial development;

f) Regional infrastructure or regional institutional development; or

g) Comprehensive re-subdivision of existing hamlets or multi-parcel country residential subdivisions.

31.3.17 Standards for the Comprehensive Development Review

Comprehensive Development Reviews must be undertaken according to standards provided in this Plan and the District Zoning Bylaw and shall address all matters of land use integration, potential conflict mitigation and the provision of services to the development.

31.3.18 Scope of Investigation

The geographic area and the extent of analysis considered within the review will be determined by the complexity and the potential offsite effects of the development application, but at a minimum shall encompass all adjacent properties including all properties contained within existing adjacent multi-parcel subdivisions.

31.3.19 Consultation with Public Utilities

The applicant must consult with public utility companies and provide the findings within the Comprehensive Development Review to protect existing and provide for future utility easements and to ensure new development is located in a way that will not compromise the long-term operation or future expansion of the utility.

Public Engagement

31.3.20 Provisions for Public Engagement

Special provisions for public engagement may be required that are appropriate to the nature and scope of the planning matter being addressed, to ensure that the public is engaged in a timely manner regarding planning and development processes.

31.3.21 Engagement for Significant Development

Proponents of significant development proposals that entail amendments to this Plan, rezoning, or the subdivision or re-subdivision of multiple lots may be required to undertake significant public engagement as part of the application process.

31.3.22 Additional Public Engagement

Where Corman Park or, where applicable, Corman Park in consultation with an adjacent urban municipality determines that the public engagement undertaken for a Concept Plan or Comprehensive Development Review was inadequate, additional engagement by the proponent may be required.

Boundary Alterations

31.3.23 Incremental Boundary Alteration

The incremental alteration of urban municipal boundaries under *The Cities Act* and *The Municipalities Act* is preferred.

31.3.24 Timing of Boundary Alteration

The timing of boundary alteration shall take into account the lead times necessary to have lands planned, serviced, and available for development.

31.3.25 Criteria Supporting Boundary Alteration

In deciding whether a specific boundary alteration proposal will be supported, the following shall be considered:

a) Whether the proposed boundary alteration is within a Future Urban Growth Area identified as accommodating a future regional population of 700,000 in Schedule C – Future Urban Growth Areas Map;

b) The rationale for requesting the boundary alteration;

c) Whether it is evident that the policies of this Plan have proven to be unable to adequately safeguard the subject area from development that would potentially conflict with future urban growth;

d) Whether the installation of and investment in significant urban infrastructure has been planned for the subject area;

e) Whether public consultation has been completed with assessed owners of land located adjacent to and within the subject area, to gain understanding of the issues of the assessed owners regarding boundary alteration; and

f) The proposed financial compensation.

Regional Cooperation

31.3.26 Continued Regional Cooperation

The P4G municipalities will continue to consult with other jurisdictions and organizations in the region, including the Meewasin Valley Authority, Wanuskewin Heritage Park, the Saskatoon Airport Authority, as well as senior government departments and agencies, economic development organizations and First Nations and Métis communities to coordinate planning, development and operating strategies, and to encourage complementary growth.

Policy Alignment

31.3.27 Alignment Statements

To the extent that these policies affect lands, land use and servicing within the P4G municipalities, the P4G municipalities shall ensure that their Official Community Plans align with the provisions of this Plan as required pursuant to the Act.

Review of the Plan

31.3.28 Regular District Plan Review

This Plan shall be reviewed regularly to determine whether:

a) The stated objectives are still relevant;

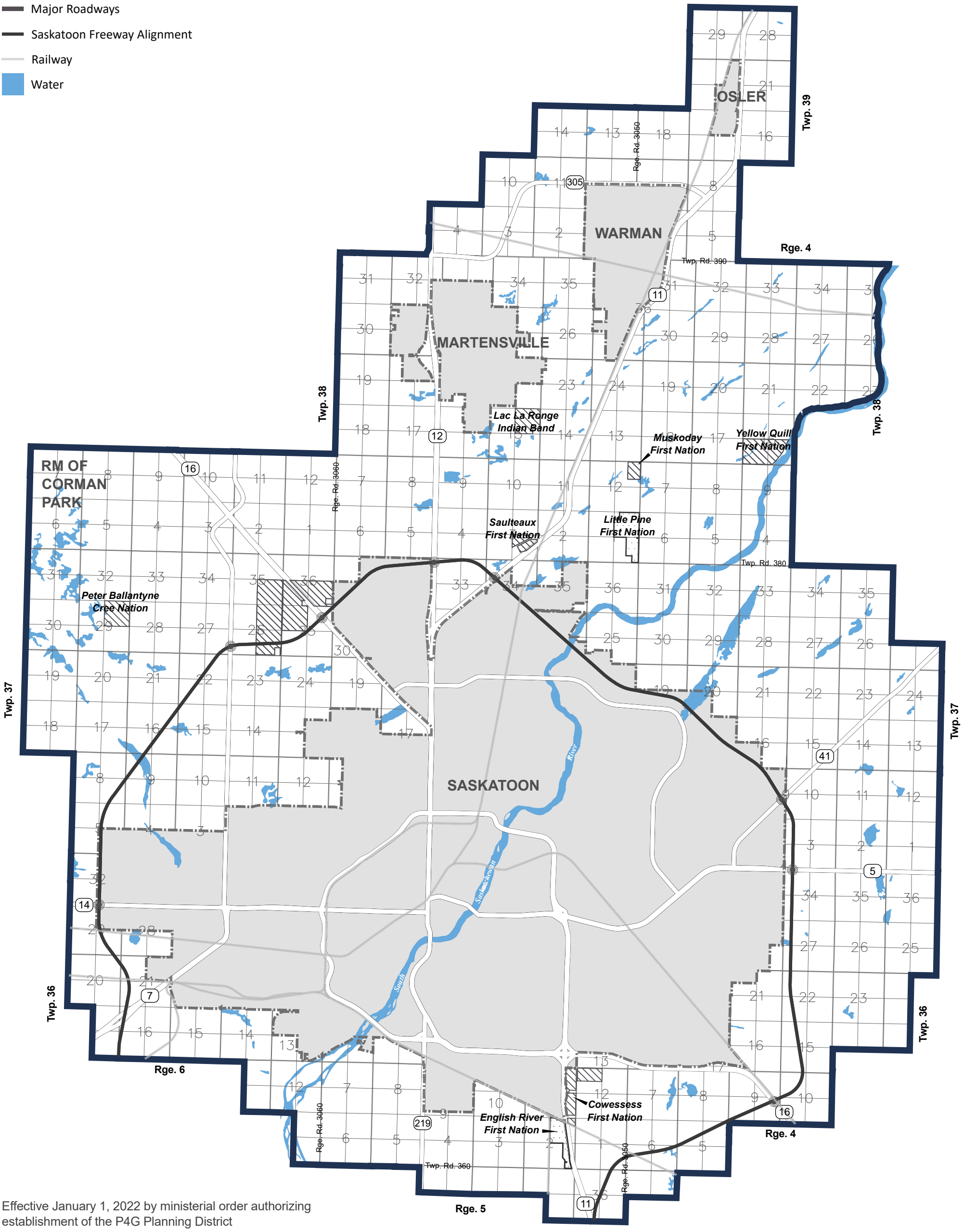
b) The policies as set out are being effective in achieving those objectives; and

c) The policies remain consistent with the Act.

SASKATOON NORTH PARTNERSHIP FOR GROWTH

SCHEDULE A: DISTRICT PLAN AREA

- P4G District Boundary
- Existing Urban Municipality
- First Nations Land Holdings
- First Nations Reserves
- Major Roadways
- Saskatoon Freeway Alignment
- Railway
- Water



Effective January 1, 2022 by ministerial order authorizing establishment of the P4G Planning District

District Official Community Plan
- RM of Corman Park No. 344 Bylaw 57/20
- Town of Osler Bylaw 2020-08
- City of Martensville Bylaw 12/2020
- City of Saskatoon Bylaw 9720
- City of Warman Bylaw 2020-09

LAST AMENDMENT APPROVED
April 22, 2024

DRAWING NOT TO BE SCALED
10/18/2024

C:\Users\lsmith\Documents\ArcGIS\Projects\ArcGIS- Planning\P4G_Mapping\(11x17)

SASKATOON NORTH PARTNERSHIP FOR GROWTH

SCHEDULE B: DISTRICT LAND USE

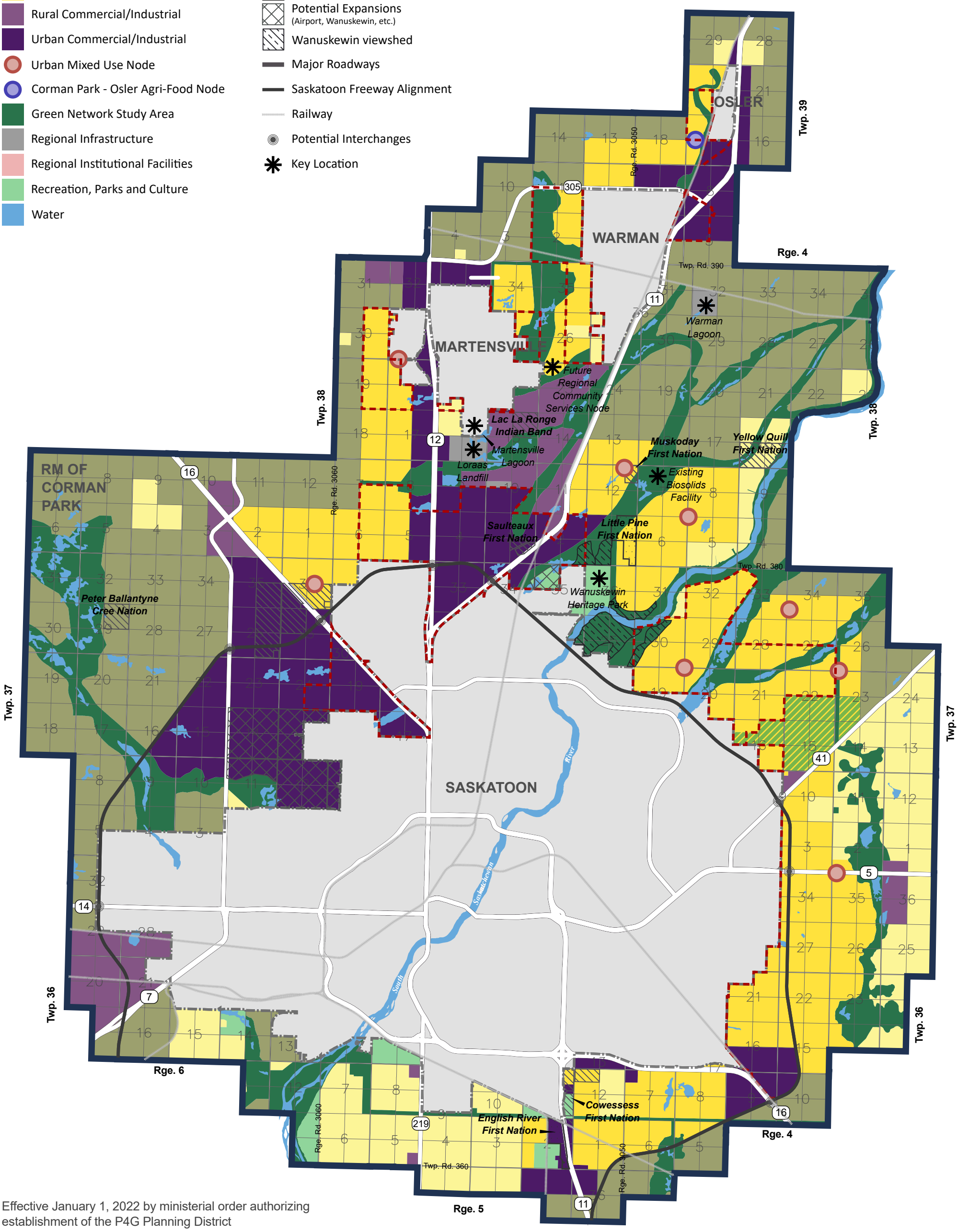
LAND USE

- Agriculture
- Agricultural Research
- Country Residential
- Urban Residential Neighbourhood
- Rural Commercial/Industrial
- Urban Commercial/Industrial
- Urban Mixed Use Node
- Corman Park - Osler Agri-Food Node
- Green Network Study Area
- Regional Infrastructure
- Regional Institutional Facilities
- Recreation, Parks and Culture
- Water

- P4G District Boundary
- Existing Urban Municipality
- First Nations Land Holdings
- First Nations Reserves
- Potential Expansions (Airport, Wanuskewin, etc.)
- Wanuskewin viewshed
- Major Roadways
- Saskatoon Freeway Alignment
- Railway
- Potential Interchanges
- Key Location

FUTURE URBAN GROWTH AREAS

- Growth to 700,000



Effective January 1, 2022 by ministerial order authorizing establishment of the P4G Planning District

District Official Community Plan
RM of Corman Park No. 344 Bylaw 57/20
Town of Osler Bylaw 2020-08
City of Martensville Bylaw 12/2020
City of Saskatoon Bylaw 9720
City of Warman Bylaw 2020-09

LAST AMENDMENT APPROVED
April 22, 2024

DRAWING NOT TO BE SCALED
10/18/2024

C:\Users\lsmith\Documents\ArcGIS\Projects\ArcGIS- Planning\P4G_Mapping\(11x17)

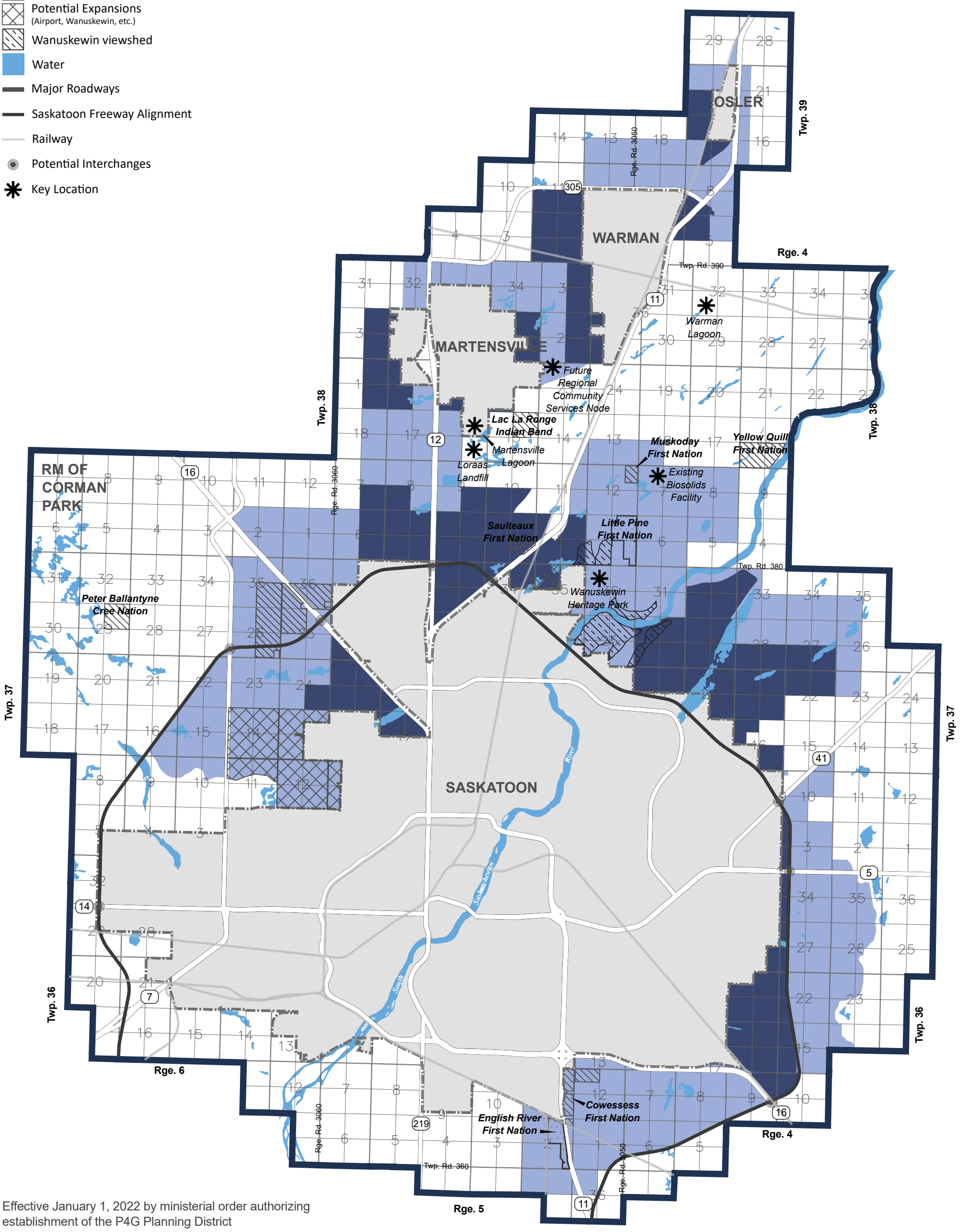
SASKATOON NORTH PARTNERSHIP FOR GROWTH

SCHEDULE C: FUTURE URBAN GROWTH AREAS

- P4G District Boundary
- Existing Urban Municipality
- First Nations Land Holdings
- First Nations Reserves
- Potential Expansions (Airport, Wanuskewin, etc.)
- Wanuskewin viewshed
- Water
- Major Roadways
- Saskatoon Freeway Alignment
- Railway
- Potential Interchanges
- Key Location

FUTURE URBAN GROWTH AREAS

- Growth to 700,000
- Growth to 1,000,000



Effective January 1, 2022 by ministerial order authorizing establishment of the P4G Planning District

District Official Community Plan
- RM of Corman Park No. 344 Bylaw 57/20
- Town of Osler Bylaw 2020-08
- City of Martensville Bylaw 12/2020
- City of Saskatoon Bylaw 9720
- City of Warman Bylaw 2020-09

LAST AMENDMENT APPROVED
April 22, 2024

DRAWING NOT TO BE SCALED
10/18/2024

C:\Users\lsmith\Documents\ArcGIS\Projects\ArcGIS- Planning\P4G_Mapping\(11x17)

Saskatoon North Partnership for Growth
P4G North Concept Plan

September 28, 2022

Prepared by:
City of Saskatoon:

Planning and Development
Saskatoon Water
Transportation

Table of Contents

List of Tables:

List of Figures:

List of Maps:

1. Introduction

The North Concept Plan (the Plan, NCP) is a long-term planning document that provides a land use, transportation, and servicing plan to guide the development of 6,920 hectares of land situated within the Rural Municipality of Corman Park No. 344 (Corman Park, the R.M.) along the northern boundary of the city of Saskatoon (COS) and the southern boundaries of the cities of Martensville and Warman. The Plan Area falls within what will become the Saskatoon North Partnership for Growth (P4G) Planning District and therefore this Plan has been created in accordance with the P4G Planning District Official Community Plan Bylaw[1] (P4G DOCP).

The P4G Planning District is being formally created in 2021 from a voluntary regional collaborative involving political and administrative representatives from the five partnering municipalities: Corman Park; the Cities of Martensville, Saskatoon, and Warman, and the Town of Osler.

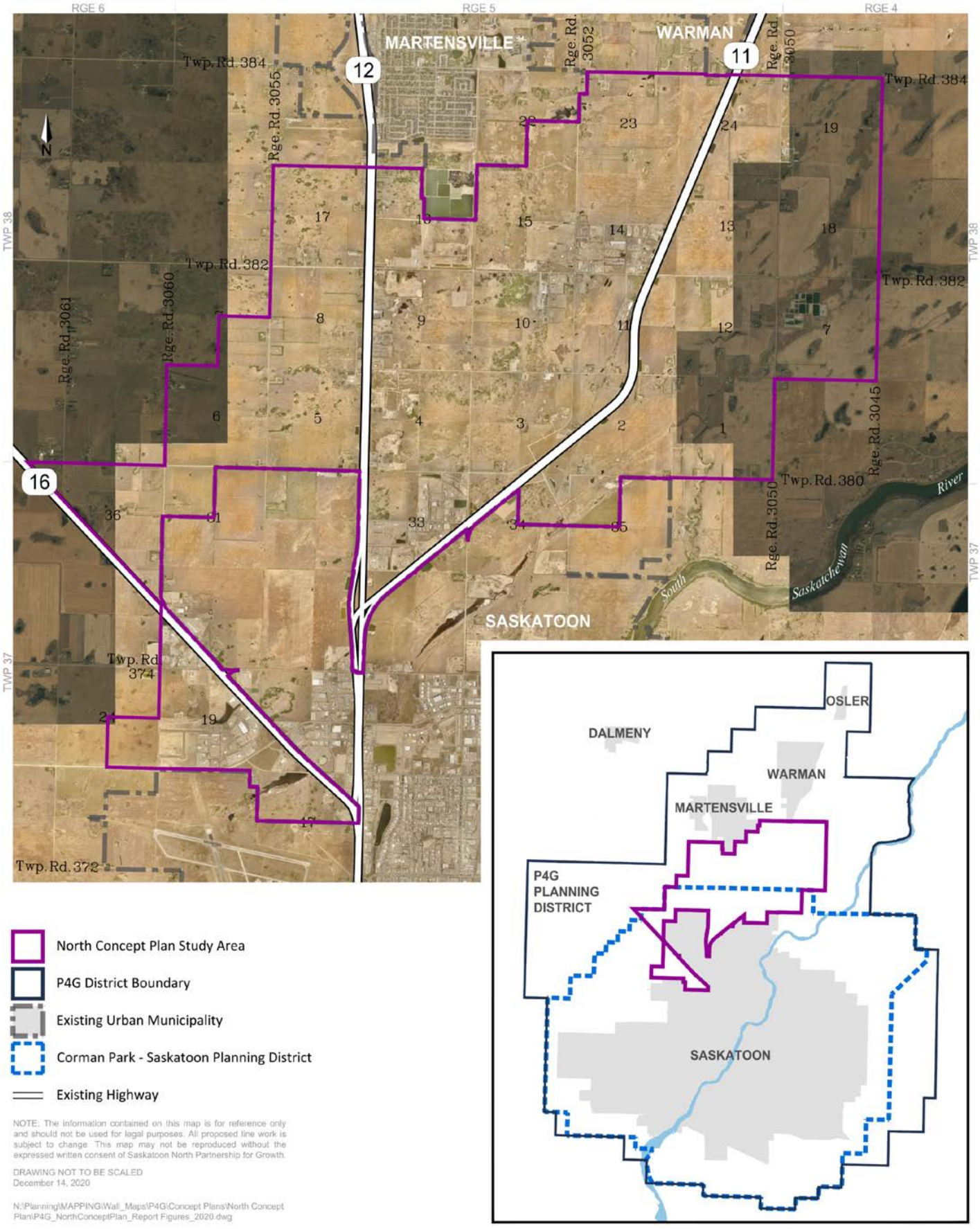
Over half of the Plan Area has been identified for future urban growth through the P4G DOCP (see Map 6). Much of the area is characterized as having little topographic relief and lacking well-defined surface drainage, meaning flooding is a persistent issue. The Plan Area is also traversed by three major highways collectively handling approximately 45,000 vehicles per day[2], with Canadian National Railway (CN) operating a line running parallel and west of Highway 11. Given the strategic location of the Plan Area, Corman Park is experiencing significant development pressures in this area. It is anticipated that development pressures will endure and intensify in the future, so the need for more detailed planning was identified to proactively guide development.

A common challenge throughout the Plan Area is how to facilitate current growth in a way that does not jeopardize the cost-effective expansion of future urban growth, all while avoiding flooding, erosion, and disturbances to natural areas. Therefore, one component of this Plan is to identify natural drainage courses and flood-prone areas so that as development occurs in the region, individual or regional storm water management plans are able to be used to maintain accurate and consistent flood zones, minimize environmental impacts, and reduce the risks from flooding and erosion.

[1] RM of Corman Park Bylaw No. 57/20
City of Martensville Bylaw No. 12/2020
City of Saskatoon Bylaw No. 9720
City of Warman Bylaw No. 2020-09

[2] Saskatchewan 2018 Traffic Volume Map, Average Annual Daily Traffic. Retrieved from: https://publications.saskatchewan.ca/api/v1/products/86557/formats/100199/download

MAP 1 – STUDY AREA



NOTE: The information contained on this map is for reference only and should not be used for legal purposes. All proposed line work is subject to change. This map may not be reproduced without the expressed written consent of Saskatoon North Partnership for Growth.

DRAWING NOT TO BE SCALED
December 14, 2020

N:\Planning\MAPPING\Wall_Maps\P4G\Concept Plans\North Concept Plan\P4G_NorthConceptPlan_Report Figures_2020.dwg

1.1. Purpose

The Plan has three main purposes:

a) Assist in the implementation of P4G's vision as outlined in the P4G DOCP to provide a high quality of life, a thriving and diverse economy, healthy and connected ecosystems, and efficient infrastructure to support sustainable growth and development.

b) Provide a framework for the preparation of subsequent subdivision and development plans to ensure growth proceeds in a balanced and rational manner, including efficient and cost-effective transition to urban development in designated Future Urban Growth Areas, and captures future development opportunities that benefit the region.

c) Identify the future land uses, servicing components, and major road networks required to support proposed development, taking into consideration where public investment in future infrastructure and services should be focused to maximize development potential.

1.2. Legislative Authority

The Plan has been prepared per the requirements of Section 44 of The Planning and Development Act, 2007 (the Act), which allows municipalities to adopt Concept Plans to provide a framework for the subsequent development and subdivision of land in the Plan Area.

The P4G Planning District is enabled through Sections 97-99 of the Act, whereby the councils of two or more municipalities may, by bylaw, enter into an agreement respecting the establishment of a planning district.

The NCP will be a statutory planning document, approved as a Concept Plan per the requirements of the Act. Since a Concept Plan is an amendment to the DOCP, it must be consistent with the DOCP. Further, it must be adopted by bylaw after a Public Hearing by all affiliated municipalities.

1.3. Engagement Summary

In preparing the NCP, a series of pre-plan engagement meetings and information sessions were held between various municipal departments, agencies, ministries, First Nations, and stakeholders to identify opportunities, constraints, and facilitate establishing the overall planning approach. This included Councillors and representatives from each of the partner municipalities (Martensville, Corman Park, Saskatoon, and Warman), utility providers and crown corporations, and local businesses and landowners.

- 1:1 Meetings: During the last half of 2019, a series of meetings was held with rights holders and stakeholders with interests in the Plan Area. They were informal one-on-one sessions, at which the team introduced the project, asked what was envisioned for the future of their land,

and answered any questions posed by the groups. Attendees included First Nations, emergency services, relevant Crown Corporations, telecommunications service providers, major and minor utilities, local business owners, and representatives from the Saskatoon Airport Authority and Wanuskewin Heritage Park (WHP). Detailed interviews were carried out with major landowners in the Plan Area to gain an understanding of the following:

- Specific information relating to individual parcels that could impact the NCP.
- Individual owner's development aspirations and timing.
- Landowner concerns with other existing and proposed developments in the Plan Area; and
- Landowner desires for the NCP.

In addition to these meetings, discussions with rights holders, affected landowners, developers, and stakeholders also took place throughout 2020 to ensure open dialogue continued throughout the NCP planning process.

- Online Project Page: Since the inception of the NCP, a project page has been maintained on the P4G website – partnershipforgrowth.ca.
- Presentation to Corman Park-Saskatoon District Planning Commission (October 2, 2019): During the October DPC meeting, the Project Manager for the NCP made a presentation and provided an overview of the project scope and timeline, and fielded questions from the Commission.
- Public Presentation @ Corman Park Annual General Meeting (October 9, 2019): During the annual event, the Project Manager was present and accompanied by several presentation boards outlining the scope and schedule of the NCP. There was also an opportunity for ratepayers to sign-up to be included in the project stakeholder registry and be notified of future engagement events.
- Public Information Session (February 12, 2020): An event was held for rights holders, stakeholders, and property owners within the Plan Area. Owners were invited to the meeting through direct mailings, and approximately 90 people were in attendance. The Project Team displayed presentation boards that outlined the general themes of the proposed Plan and the

schedule for the project. An opportunity was given for the attendees to ask questions and give feedback with regards to the NCP.

- Virtual Public Open House (August 3 – 21, 2020): An online consultation process was held between August 3rd and August 21st of 2020. An online engagement package was created which explained the major components of the draft Plan, along with an online questionnaire which allowed participants to provide feedback. An invitation to participate in the consultation was mailed to 288 landowners within the study area, along with an email invitation sent to 77 individuals, groups, and organizations including rights holders, developers, utility companies, crown corporations, professional associations, relevant provincial Ministries, and other parties who have expressed interest throughout the project.

1.4. Plan Contents

This document contains seven sections:

- Section 1 & 2 provide administrative information and orientation of the Plan.
- Section 3 provides an overview of the existing features and conditions within and around the Plan Area.
- Section 4 provides an outline of the future land use concept.
- Section 5 provides the future arterial transportation network.
- Section 6 provides the conceptual design of the water, storm water, and wastewater systems, as well as the conceptual area grading of designated Future Urban Growth Areas within the Plan Area.
- Section 7 provides a discussion and recommendations for Plan implementation and monitoring.

The three core sections of the Plan (Land Use, Transportation, and Servicing) are accompanied by a set of recommendations. These will provide direction and help guide environmental, transportation, land use, and servicing considerations of future planning and development initiatives undertaken by private developers, landowners, and municipalities.

The recommendations have also been included to provide more specific planning direction to these parties when undertaking detailed planning work for their lands. These recommendations form the foundation used to develop the final land use concept outlined in Section 4.

2. Background

The five P4G partner municipalities are encompassed within the Saskatoon Census Metropolitan Area (CMA) which has experienced a surge in population and economic growth over the past decade. The Saskatoon CMA was one of the fastest-growing parts of Canada between 2011 and 2016. Population growth in the cities of Warman and Martensville during this period was among the highest in the country at 55% and 25% respectively. Between 2016 and 2021, the metropolitan area of Saskatoon grew by 7.6% to a population of 317,480[3]. The projected population for the Saskatoon CMA is 448,985 in the next 20 years, with net migration forecast to account for between 69% and 74% of this population increase[4]. Population and employment growth are likely to continue to increase but at a more moderate pace.

The current and expected levels of in-migration continue to create significant economic development opportunities for Saskatoon, Warman, Martensville, and Corman Park. However, years of rapid growth have brought increasing development pressure in areas where infrastructure and the level of services may be insufficient to respond to the needs of new development. This can lead to delays for developers in obtaining approvals, or development being approved in areas that lack adequate supportive infrastructure. This situation requires a coordinated approach to land use planning in areas deemed to have high growth potential.

2.1. Location

The Plan Area, identified in Map 1, is approximately 6,920 hectares (17,100 acres) in size, entirely located in Corman Park, and includes land adjacent to Saskatoon's northern boundary extending to the southern boundaries of the cities of Warman and Martensville, east to Range Road 3045, and west to Highway 16 including the Biz-Hub Industrial Park. The Plan Area also incorporates Highways No. 11, No. 12, No. 16, and a portion of the proposed Saskatoon Freeway.

2.2. Background Studies and Plans

Several studies and plans pertain to the Plan Area and inform this Plan.

- P4G District Official Community Plan (2020): The P4G DOCP provides the overarching vision, principles, and strategic directions that guide land use planning throughout the P4G Planning District. It also contains policies that guide development in a coordinated manner regarding land use, servicing, and natural/heritage resource protection.
- P4G Green Network Refinement Stage 1: Natural Areas Screening (2020): P4G commissioned a natural area screening for a large area within its northern boundaries, which was recognized

[3] Statistics Canada, 2021 Census of Population. Released February 9, 2022.
[4] City of Saskatoon. City of Saskatoon and Saskatoon Census Metropolitan Area Population Projection 2015 to 2035.

to contain significant natural and heritage resources. Knowledge of where natural areas and heritage sites reside in the landscape will help avoid or minimize impacts, and so the need to identify, protect and enhance these resources was recognized as development is anticipated to intensify.

- P4G Green Network Pilot Project: Report (2019): The Green Network Study Area (GNSA) has been identified by P4G as a key feature in the region's drainage. To map the flooding levels a 2D hydraulic model was built for the study area with its extents based on watersheds delineated from LiDAR data. The results from the model were mapped within the GNSA boundaries for the 1:100-year flood levels. This delineation provided a general representation of the drainage system within the P4G study area.
- Saskatoon Airport Master Plan 2040 (2018): The Saskatoon Airport Master Plan 2040 (2018) provides a long-term infrastructure plan and strategy for the development of the airport for the next 22 years. Increases in passenger and aircraft traffic over this timeframe are expected to continue, therefore the Master Plan serves as a long-term guidance document that contemplates conceptual development that may or may not materialize into actual projects. The Master Plan also assesses the capacity limitation of key pieces of infrastructure and identifies a timeline for improvements such as runway surface rehabilitation, and expansion of taxiways and the passenger terminal.

  While the airport and its potential expansion areas are not located within the Plan Area, they are adjacent to one another. This means the airport has a significant influence over the land uses surrounding it. For example, the noise exposure forecast (NEF) areas which extend past the airport boundaries are intended to restrict residential or other incompatible development from locating where noise would be an issue. Also, airport approach and transitional surfaces that extend from each runway will influence the form of development (i.e. building heights) that occurs in those areas.
- City of Martensville Future Growth Plan (2016): The City of Martensville's Future Growth Plan (FGP) provides direction for managing growth over 25 years by reviewing the city's municipal infrastructure needs and long-range growth directions. The FGP provides a preferred growth option, particularly relevant to the NCP in areas where the study boundaries intersect.
- City of Martensville South East Sector Plan (underway): The City of Martensville South East Sector Plan will provide a land use and servicing plan that will help accommodate anticipated future growth in Martensville.
- Saskatoon NW Access Management Study (2009): The Saskatchewan Ministry of Highways and Infrastructure (MHI), the City of Saskatoon (COS), and Corman Park commissioned a Highway Access Management Plan north of Saskatoon. The study provides an assessment of the existing and future roadway classification and land uses to establish an access management plan compatible with the adjacent road network and distribution of land uses.

The study provides a recommended access plan, with particular relevance to the NCP indicated through a preferred arterial access route through the East Cory Industrial Park.

- North Saskatoon Network Planning Study: The COS is undertaking a study that will help plan the major roads around the city's northern boundaries. The study focuses on how intersections will connect to the provincial highway system, taking into consideration the future Saskatoon Freeway. The study will review whether road connections should be interchanges, or at-grade intersections, and will result in a preferred scenario for the future transportation network in this area.
- Highway 11/12 Planning Study (2013): The Saskatchewan MHI, Corman Park, City of Martensville, and the City of Warman jointly commissioned a study to assess the corridors along Highway 11 and 12 between the future interchange locations at the Saskatoon Freeway and north to Highway 305.
- City of Saskatoon Official Community Plan (2020): The COS Official Community Plan (OCP) provides a comprehensive policy framework to guide growth and development. It acts as the primary strategic land use planning document, providing high-level land use, development, economic development, social and servicing policy direction.
- City of Saskatoon Riel Sector Plan (2015): The COS approved the Riel Industrial Sector Plan in 2015 to initiate a new growth sector to expand the city's north employment area. The Riel Sector Plan stretches across the entire boundary between the COS and the NCP (with the future Saskatoon Freeway acting as the primary physical buffer). Due to the anticipated scale of employment and development that is expected for these areas, the interface between them is of significant regional interest, especially regarding transportation connections between the two areas and how to cost-effectively extend servicing.

  The majority of the Riel Sector Plan Area is planned to accommodate fully-serviced light and heavy industrial land uses with an incorporated wetland complex (the Hudson Bay Swale). Initial servicing is scheduled to be provided by extending utilities from the Marquis Industrial Area into the Riel Industrial Sector, as development commences from south to north/northwest.
- City of Saskatoon Employment Area Study (2016): As one component of the COS *Growth Plan to Half a Million*, the Employment Area Study provides recommended policy directions to guide growth in new and existing employment areas to a population of 500,000.
- City of Saskatoon Transportation Master Plan (2021): This Plan unites all existing COS transportation policies and plans and aligns them with the direction included in the OCP, Growth Plan, and Strategic Plan.

3. Plan Area Context

The NCP encompasses approximately 6,920 ha entirely within Corman Park, adjacent to the municipal boundaries of the Cities of Saskatoon, Martensville, and Warman. The Plan Area is also traversed by three major highways (#11, #12, & #16), rail (CN), four established industrial parks, and several major commercial and industrial developments. Major neighbouring land uses include the Saskatoon John G. Diefenbaker International Airport and WHP, which is currently on the tentative list to become a UNESCO World Heritage Site[5].

In total, the P4G Planning District is being planned to accommodate 1,000,000 people. The corridor between the cities of Saskatoon, Martensville, and Warman is an area with very high growth potential and is expected to accommodate a large portion of the employment and population growth needed to reach the regional target[6]. Of the total 6,920 ha within the Plan Area, 3,854 ha is intended to accommodate future urban growth. According to the land requirement assumptions used by P4G to attain future population and employment targets, approximately 76,044 people and 101,914 jobs would need to be accommodated within the NCP area. These figures are detailed in Table 1 below.

Table 1. Forecasted Land Use Statistics

Land Use	Total Area (Hectares)	Total Population	Total Jobs	People / Hectare (assumption)	Jobs / Hectare (assumption)
Urban Commercial / Industrial	2,163	0	82,194	0	38
Rural Commercial / Industrial	865	0	11,245	0	13
Country Residential	61	129	0	2.11	0
Urban Residential Neighbourhood	1,687	75,915	8,435	45	5
Agriculture	545	0	11	0	.02
Conservation/Drainage (GNSA)	1,314	0	26	0	.02
Regional Infrastructure	97	0	2	0	.02
Recreation, Parks & Culture	55	0	1	0	.02
TOTAL	6,787	76,044	101,914		

Table notes:

- Calculation of *total area* does not include existing highways and interchanges.

Most of the urban growth areas (Map 6) are not expected to be serviced and become *urban* (i.e., annexed by an adjacent urban municipality) in the short or medium term. It is intended that these areas would continue to accommodate rural development, either of a temporary nature or in a

[5] United Nations Educational, Scientific and Cultural Organization (UNESCO), World Heritage Convention. https://whc.unesco.org/en/tentativelists/6342/

[6] A 1,000,000 regional population target minus the estimated total populations accommodated within existing urban municipalities, which at the time of this report is approximately 542,025.

manner that could be made compatible with future urban development patterns. The common challenge when trying to accommodate rural development has been poor surface drainage due to the area having little topographic relief. This leads to inconsistency in storm water management plans on an area-wide basis, making it a challenge to minimize or mitigate the effects of flooding. Adherence to this Plan is intended to improve the consistency of storm water management plans and the overall drainage within and extending from the Plan Area (i.e. Opimihaw Creek through WHP).

Map 2 shows the general land uses present within the Plan Area at the time of drafting this Plan.

3.1. Natural Features

Opimihaw Creek continues through the Plan Area to WHP, where it flows to the South Saskatchewan River. The creek itself typically resembles a series of wetlands (permanent and temporary), while some areas have been diverted into drainage ditches. Opimihaw Creek is critical for the conveyance of floodwaters to the river, and the sensitive ecological and heritage features along its banks and riparian areas. The creek, which also has critical cultural/historical significance for Indigenous people, is also connected to the Hudson Bay Swale, an important wetland complex and an environmentally significant area that lies along the southern tip of the Plan Area. In particular, the Opimihaw Creek valley where the creek meets the river contains a significant collection of archaeological sites dating back to pre-contact First Nations peoples.

In 2020, the COS's Sustainability Division was retained by P4G to complete a desktop natural area screening (NAS) for over 40,000 hectares in its northern boundaries, which captured the entire Plan Area. The purpose of the project was to identify potentially significant and/or sensitive ecological features, wetlands, water bodies, soil capability, species at risk (wildlife and plants), and important heritage resources, and to recommend potential management actions conserve or protect these features.

The research was conducted through literature reviews, aerial photo interpretation, and various geospatial databases to develop a series of maps that classified the area by ecological parameters such as soil capability, heritage sensitivity, class of wetland (vegetation zones), and presence of both wildlife and vascular plant species of concern.

3.2. Ownership

As shown on Map 2, there are approximately 103 residences within the Plan Area. Out of the total 6,920 hectares within the Plan Area, 58 hectares is provincial Crown land. The remaining balance of land is made up of private interests and businesses.

3.3. First Nations

In recognition of the P4G municipalities' commitment, 'to support reconciliation and healing efforts to build strong relationships with Indigenous people, and the inclusion of First Nations and Métis communities and Indigenous organizations in planning' (Section 5- P4G Official Community Plan), work was done to encourage dialogue and participation in the NCP with the First Nations with land interests in and near the Plan Area and with WHP Administration.

As shown on Map 2, there are five First Nations with land holdings in the Plan Area: Lac La Ronge Indian Band, Moosomin First Nation, Muskoday First Nation, Saulteaux First Nation, and Little Pine First Nation. Little Pine First Nation, whose land is in the southeast corner of the Plan Area along Penner Road, has acquired reserve status.

First Nations with lands in the Plan Area were engaged throughout the development of the NCP to identify existing or future development plans for their land. This information was then used to inform the NCP Future Land Use (Map 5). The P4G partner municipalities are committed to ongoing dialogue with First Nations to enhance relationships and facilitate compatible development.

Various types of communication were utilized and included in person meetings, phone discussions and email correspondence at the beginning of the project during the spring of 2019. Invitations were also provided to participate in engagement activities such as the virtual 'open house' event held in August 2020. It is acknowledged that factors including the serious impacts of the pandemic on many First Nation communities made engagement challenging.

The P4G municipalities will continue to have meaningful dialogue and seek input to ensure First Nation and WHP interests are appropriately reflected in the NCP and future plans.

Wanuskewin Heritage Park: WHP, a National Historic Site of Canada, includes significant natural and archaeological resources representing nearly 6000 years of history of the Northern Plains people and is an important cultural center. In 2016 it was announced that WHP would be pursuing UNESCO World Heritage designation, which would make it the first World Heritage Site in Saskatchewan. Opimihaw Creek – a tributary of the South Saskatchewan River – runs through WHP, of which the banks and surrounding areas are known to contain significant archeological resources.

While WHP lies outside the Plan Area, it is immediately adjacent to its southern boundary. The natural, cultural and historic resources found at the site are identified in the P4G DOCP as being inherently valuable to the region and shall be protected. The P4G DOCP identifies a viewshed around WHP as part of the GNSA; the viewshed comprises important natural views from key WHP features. A similar buffer is applied inside Saskatoon. Through the development of the P4G DOCP,

the P4G municipalities committed to work with WHP to ensure plans and policies are complementary, and that development in the viewshed protects important natural views.

3.4. Existing Land Uses

The majority of the Plan Area is undeveloped agricultural land that is currently being cultivated, while industrial activities comprise the second-largest use in terms of land area. A small number of tree stands, wetlands, and drainage courses are distributed across the land, which also includes approximately 103 farmstead dwellings.

The Plan Area also contains four existing industrial parks (Yellowhead Industrial, BizHub Industrial, East Cory Industrial, and Corman Industrial). In addition to these larger more comprehensive developments, several individual commercial, industrial and agricultural support service businesses have located in clusters along major transportation corridors, the majority of these situated adjacent to Highway 12.

The NCP also contains (or is adjacent to) some notable land uses that will have an impact on current and future growth in the area. The most significant influencers surrounding the Plan Area are the cities of Martensville, Saskatoon, and Warman, each of which share a border with the NCP. Rapid population and employment growth in each will continue to influence development within the Plan Area and put pressure on existing infrastructure in the area.

An overview of these key land uses follows:

Saskatoon John G. Diefenbaker International Airport: The Saskatoon John G. Diefenbaker International Airport (Saskatoon Airport), operated by the Saskatoon Airport Authority, is an international airport located at the southwest boundary of the Plan Area and along the northwest boundary of Saskatoon. In 2017 the airport saw a total of 1.46 million passengers.

The Saskatoon Airport includes an area of influence stretching beyond its legal boundaries, where things like building heights and storm ponds are restricted on regulated land through Airport Zoning Regulations (AZR). The purpose of these regulations is to protect aircraft from hazards like birds or electronic signal interference and protect existing and future airport operations[7]. At the time of drafting this Plan, the Saskatoon Airport is undergoing an update to their AZR's which, upon approval from Transport Canada, will create a new set of regulations that would apply to certain off-airport land.

[7] Lands within the airport boundary are under the control of the airport operator and do not require AZR. Since Transport Canada certification requirements normally extend beyond airport boundaries, AZR apply to surrounding off-airport land. (https://tc.canada.ca/en/aviation/operating-airports-aerodromes/airport-zoning-regulations)

The long-term nature of the NCP calls for these future AZR's to be considered and included. Therefore, the buffers and approach surfaces shown on Map 2 - Existing Features depict the regulations in place during the drafting of this Plan; the buffers and approach surfaces shown on Map 5 - Future Land Use Concept depict the proposed future AZR's.

A four-kilometre buffer around the airport encompasses a portion of the Plan Area. This buffer applies to all open water facilities which require review prior to development due to their potential to cause concentrations of migratory birds which may introduce hazards to aircraft. A larger 8-kilometre buffer also exists for waste/garbage facilities which can also serve to attract concentrations of migratory birds. In addition to these areas, a portion of one of the runway Approach Surfaces extends into the Plan Area which may impose limitations such as the height of structures.

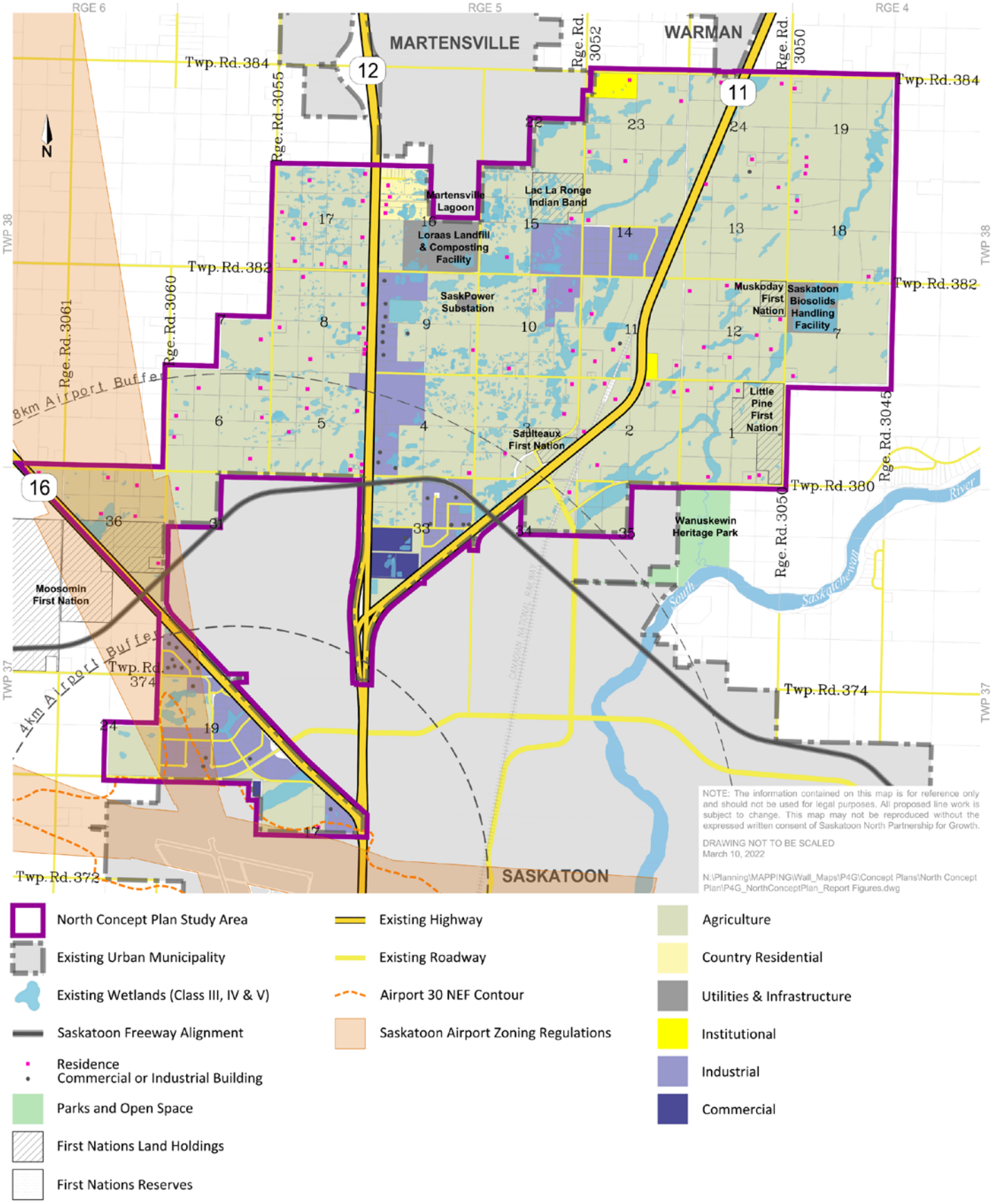
City of Saskatoon Biosolids Handling Facility: The COS operates a Biosolids Handling Facility in the eastern portion of the Plan Area (NW ¼ Sec.7 Twp.38 Rge.4 W3M). After treatment at Saskatoon's Wastewater Treatment Plant (WWTP), any remaining solids are sent via force main to this facility to be handled and applied to neighbouring agricultural land as fertilizer using a wet injection program. The facility itself is projected to be viable for another 30 years before expansion or an alternative would be needed.

Martensville Wastewater Lagoon: The City of Martensville operates its primary wastewater treatment system with an aerated lagoon located just outside the northern boundaries of the Plan Area, north of the Loraas Landfill. Future lagoon expansions are not anticipated once a planned pipeline to Saskatoon has been installed. The lagoon may also be partially decommissioned in the future, depending on future holding capacity required.

Loraas Disposal Landfill and Composting Facility: Loraas Disposal Services Ltd. (Loraas) located on Twp. Road 382 adjacent to the southern boundary of Martensville provides solid waste collection and disposal services for Martensville, Warman, and Osler, and many other municipalities in the region. Loraas also provides solid waste collection and disposal services to commercial and industrial businesses in Saskatoon. Residents of Corman Park utilize the landfill to dispose of their solid waste directly. The currently estimated lifespan of the landfill is 37 years, at which time the landfill would need to be decommissioned and reclaimed. Changes in technology, market cycles, and other factors play a large role in determining the lifespan of a facility. As such, these figures are subject to change.

Until such time that the landfill is decommissioned, the area immediately adjacent to it is not recommended for urban-style mixed-use or residential development given the potential for land use incompatibilities.

MAP 2 – EXISTING FEATURES



3.5. Existing Utilities

The Plan Area is serviced with major utilities (Map 3) by their respective service providers. The area is crisscrossed by utility corridors and easements, the locations of which may impact development on a site-by-site basis. Some of the key facilities include the following:

- Shaw, Access Communications, and SaskTel telecommunications and fiber-optic cable (buried and aerial).
- SaskPower overhead transmission lines, and underground/overhead distribution lines.
- SaskPower Martensville Switching Station and Substation
- Natural gas lines (SaskEnergy/Trans Gas).

Power, gas, and telephone services are readily available within the Plan Area and will be extended contiguous with the advancement of development.

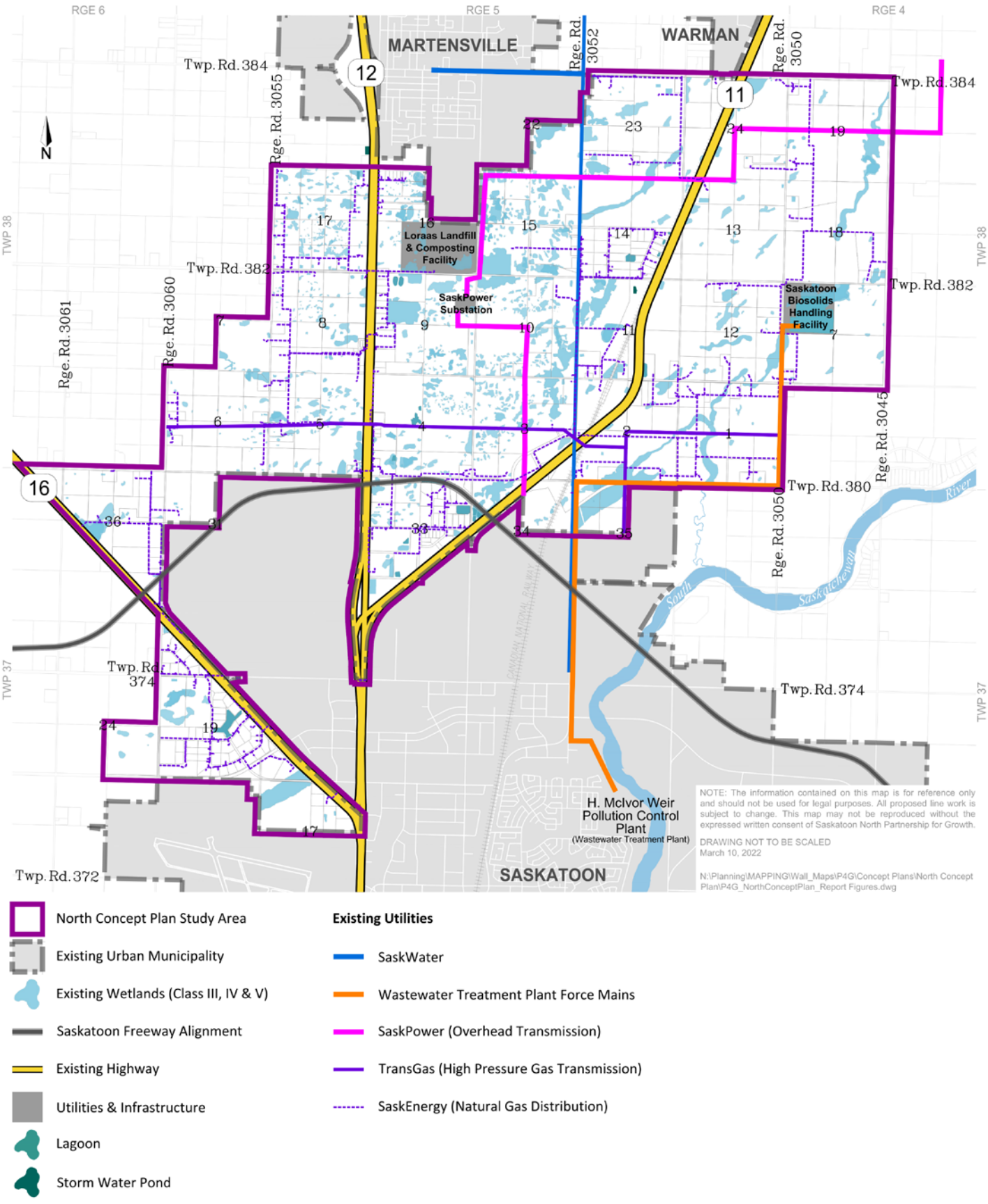
Natural Gas: SaskEnergy operates a system of gas distribution lines throughout the Plan Area providing service to homes, businesses, and institutions. There also exists natural gas transmission lines running east to west through the Plan Area. As development in the area progresses over time, distribution lines can readily be relocated or abandoned as needed, whereas the higher-pressure transmission lines are generally more permanent components of the system and would be costly to move.

Electrical Utility: Electrical service is available through a mixture of overhead and underground distribution lines dispersed throughout the Plan Area. There are existing overhead 230 kV transmission lines with a 30 m right-of-way (ROW) beginning at the SaskPower substation south of Martensville running northeast to Aberdeen, and south to Saskatoon as shown on Map 3. Relocation of this substation is not anticipated as SaskPower has expressed interest in future upgrades, including a potential new 138kV transmission line from the Martensville station to a new station near Dalmeny[8].

Communications: Traditional telephone and cable servicing within the NCP area will be facilitated by extensions to the existing system (Shaw, SaskTel, and Access Communications) and will largely take place by trench installation. Other communication facilities, such as telecommunication towers will typically be planned for in later stages of development as increased coverage becomes required. This would be done in conjunction with telecommunication service providers, at which time things like size, design and height are established based on the need in the area.

[8] At the time of drafting the NCP, these plans remained conceptual in nature, so no detailed line routing or environmental assessments had been conducted.

MAP 3 – EXISTING UTILITIES



3.6. Existing Transportation System

The Plan Area is served by major transportation infrastructure including Provincial and National highways and railway (Map 4). The Plan Area also contains an established rural road network that typically follows the existing section and quarter section boundaries. The rural road network has been upgraded in certain areas in response to industrial, commercial, and intensive agricultural developments.

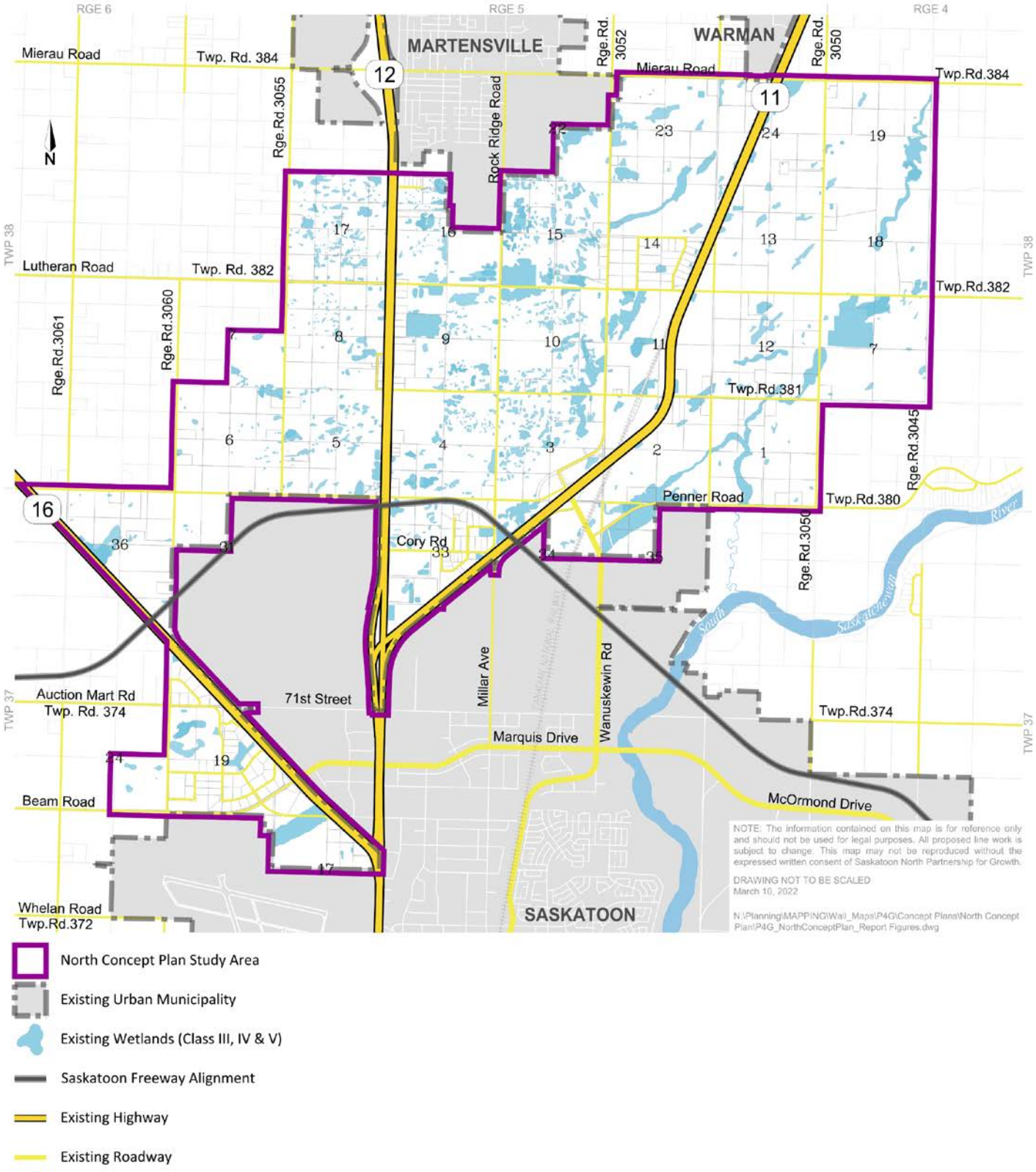
Provincial Highway Network: The Plan Area contains three major provincial highways, Highways 11, 12, and 16. Three proposed interchanges along the Saskatoon Freeway are currently being planned within the Plan Area. Highway 16 is the Yellowhead Highway and provides access to northern Canada. It is part of the National Highway System (NHS) and carries a high level of commuter traffic. Highway 11 is also part of the NHS, providing access to northern Saskatchewan communities and carrying a high level of commuter traffic. Highway 12 is a collector highway servicing mainly regional, local, and commuter traffic. The future Saskatoon Freeway will provide an NHS corridor around Saskatoon and is expected to serve a large volume of commuter and long-haul commercial vehicle traffic.

Provincial Highways 16, 11, and 12 run north to south through the Plan Area. The MHI retains a degree of influence over lands within 90 m of the ROW. MHI also restricts access and egress to the Highways from adjacent lands, controls arterial roadway access points near highway interchanges, and controls directional and commercial signage adjacent to highways.

Planned Saskatoon Freeway: The future Saskatoon Freeway is expected to be a 4-lane, 55-kilometre stretch of divided highway that will circle and bypass Saskatoon and provide connections to 8 provincial highways. At the time of drafting this Plan, the Government of Saskatchewan, through the MHI, has engaged in a Functional Planning Study for the segment of the Saskatoon Freeway that is located in the Plan Area. The functional study, which builds on the work of the Saskatoon Freeway General Location Study completed in 2018, will determine where the centerline of the road will be and define the type of interchanges, service roads, and access on/off of the freeway. Once complete, the Functional Planning Study will identify the ROW requirements for construction and removal of some land restrictions that were temporarily put in place for land along the freeway corridor following the general location study.

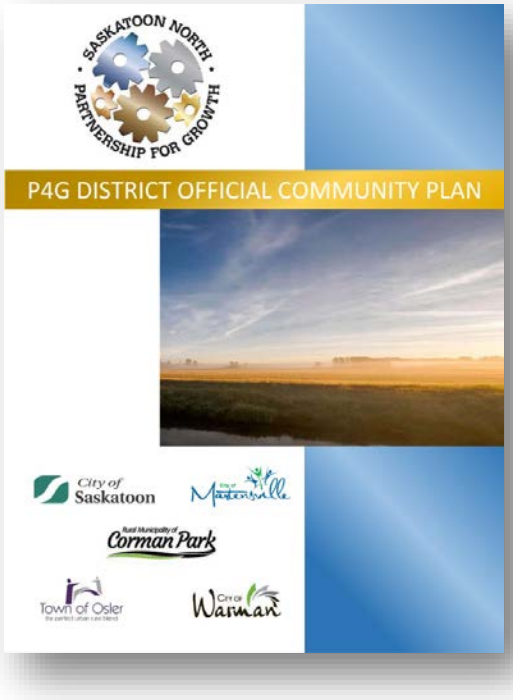
Canadian National Railway (CN): CN operates one rail line which bisects the Plan Area, running north-south from Saskatoon to Warman adjacent to Highway 11. Given the anticipated allocation of commercial and industrial land uses within the Highway 11 corridor, implementation of rail-serviced industrial may be accommodated in this area. As part of the subdivision process affecting lands within the Highway 11 corridor, developers must consult with CN to determine specific requirements for potential rail access.

MAP 4 – EXISTING TRANSPORTATION NETWORK



4. Land Use Concept

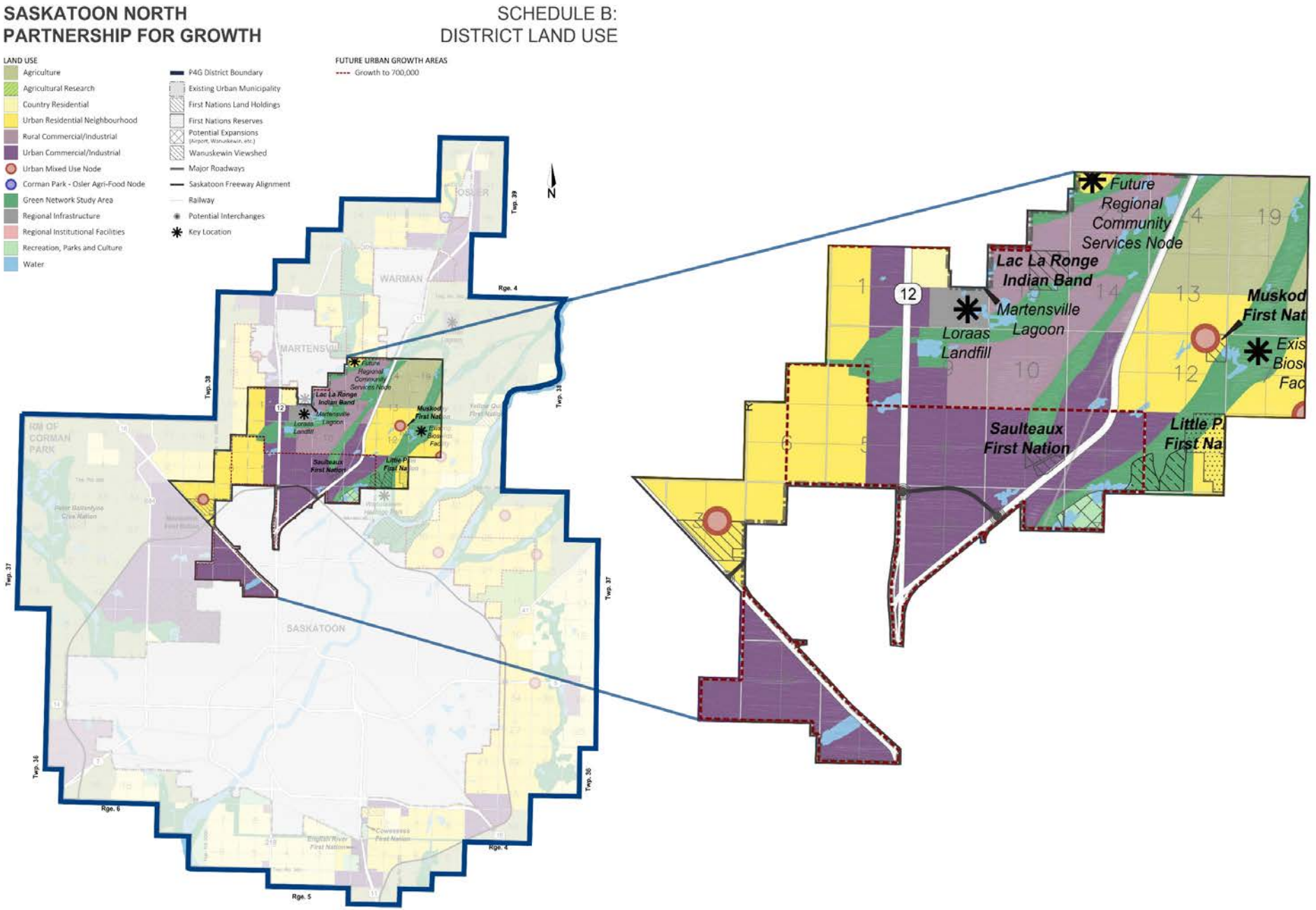
The Land Use Concept shown in Map 5 is based upon an analysis of the Plan Area's opportunities and constraints and represents P4G's vision for this portion of the region. The P4G DOCP (Schedule B: District Land Use Map) guides the physical organization of land uses in the Plan Area by identifying the general land use areas and the approximate boundaries of the land use areas (see Figure 1). The P4G DOCP also contains the policies that guide development in each area. The NCP future land use concept will form part of the P4G DOCP and provide a refinement of those established land uses – and in some areas a reorganization of them – based on further planning, engineering, and consultation undertaken during the creation of this Plan.



Major components of the Land Use Concept include:

- A range of urban, rural, and regional land uses as shown in Table 2.
- A land use pattern and arterial road network that separates incompatible uses utilizing buffers, the location of roadways, and natural features.
- The proposed alignment of Phase 1 of the future Saskatoon Freeway and interchange configurations for Highway 16, 12, and 11-Wanuskewin Road-Penner Road.
- Integration of the GNSA, including the channel, banks, and surrounding riparian areas of Opimihaw Creek, with the future land uses, servicing and transportation systems.
- Organization of the Plan Area into distinct planning cells.

FIGURE 1 – P4G District Approved Land Uses



4.1. Future Land Use Designations

The Future Land Use Concept (Map 5) provides for a future land use pattern comprised of the following land use designations:

Rural Commercial

This accommodates a range of local and service commercial uses compatibly situated within the industrial areas and with rural servicing. Commercial uses here serve the local population and are generally located at the intersection of two existing or future major roads to create a node of activity.

Rural Light Industrial

This accommodates a wide variety of general industrial and agriculture-related industrial uses, both as standalone developments and within the context of a rural industrial park. Development in this area is intended to support the agriculture industry through value-added activities, with the exception of intensive livestock operations. Developments in this area would maintain rural servicing and a typical rural roadways cross-section and would be compatible with and provide a transition from any adjacent heavy industrial uses.

Rural Heavy Industrial

This accommodates lightly serviced industrial developments that may influence the safety, use, amenity, or enjoyment of adjacent or nearby sites due to appearance, noise, odour, emissions, fire or explosive hazards, or dangerous goods. Locations that have been designated Rural Heavy Industrial on the Future Land Use Concept (Map 5) have been clustered to concentrate these activities in one area. Developments under this designation may differ in operation and appearance from those in the *Urban* Heavy Industrial category in that servicing will be offered at a rural standard, typically through on-site storm water and septic systems.

Urban Mixed-Use Nodes

These are intended to accommodate higher density development within urban residential neighbourhoods and are comprised of a mix of uses including residential, commercial, institutional, and recreational uses typically found in suburban centres. Currently, the nodes (three within the Plan Area) are situated at the intersection of major arterial roads. It is anticipated that the size and boundaries of these areas would be refined at a later stage of planning such as when a Neighbourhood Concept Plan is being drafted.

Urban Commercial

This accommodates a broad range of commercial activities including office and retail, institutional, and recreation uses. In the future, these areas will contain full urban servicing. It should be recognized that there is a trend towards a component of residential development in urban commercial areas because of the proximity to services and amenities. Subject to further analysis

or concept plans, these areas have the potential to include multi-unit residential and/or mixed-use development.

Urban Light Industrial

This accommodates industrial uses with full urban servicing that have minimal to no impacts on adjacent landowners in terms of operational nuisance. Light industrial developments and activities are primarily carried out within an enclosed building and no significant nuisance is apparent to adjacent developments. Appropriate uses may include manufacturing, processing, warehousing, storage, and distribution of goods or materials that do not create conditions that have a significant adverse impact or create a nuisance beyond the boundaries of the site by way of noise, odours, airborne emissions, lighting, or vibration.

Urban Heavy Industrial

This accommodates full-serviced industrial developments that may affect the safety, use, amenity, or enjoyment of adjacent or nearby sites due to appearance, noise, odour, emissions, fire or explosive hazards, or dangerous goods. Locations that have been designated Urban Heavy Industrial are buffered from incompatible land uses and are well-connected to major transportation corridors.

Green Network Study Area

The GNSA includes connected areas of wetlands, swales, natural areas, the South Saskatchewan River corridor, the WHP viewshed, and other areas providing storm water storage and conveyance, groundwater recharge, wildlife habitat, and, where appropriate, multifunctional green spaces that deliver environmental, cultural, and recreational benefits. The area accommodates compatible agricultural, outdoor recreation, and sensitively integrated storm water management infrastructure.

Urban Residential

This accommodates future urban residential and supporting commercial and institutional uses, all with urban servicing. Locations with this designation are intended to develop into complete urban neighbourhoods which will be critical for accommodating the expected increase in regional population in the coming decades.

Country Residential

This accommodates multi-parcel Country Residential subdivisions at rural densities, typically containing rural servicing through on-site systems.

Agricultural

This accommodates agriculture and pasture uses including complimentary or compatible uses, as well as agricultural residential uses.

Recreation, Parks & Culture

This includes areas of valued recreational, open space, and cultural resources that contribute to the high quality of life in the region.

Regional Infrastructure

The Plan Area is strategically located between cities of Saskatoon, Martensville and Warman, and is destined to become one of the more densely developed areas of Corman Park as the region grows. To support future levels of development, future regional infrastructure uses such as water and wastewater facilities, solid waste management sites, fire services, utility infrastructure corridors, etc. will need to be located in the Plan Area.

4.2. Land Use Statistics

The land requirement assumptions within this Plan regarding population and employment remain consistent with the P4G District OCP and the COS's *Growth Plan to Half a Million*. In addition to Table 2, the following assumptions were used in the creation of the NCP to estimate growth potential and determine the ratio of employment land (industrial, commercial, mixed-use) to residential land:

- Population to employment ratio: .55 jobs/person
- Average household size: 2.88 people/dwelling unit
- Urban Residential neighbourhood density: min. 17.3 units per gross developable hectare (50 people/ha) or 50 residents and jobs combined per gross developable hectare[9]
- Mixed-Use Nodes density: 75 residents and jobs combined per gross developable hectare
- Country Residential density: 2.11 people/ha[10]
- Rural Industrial & Commercial density: 13 jobs/ha[11]
- Urban Industrial & Commercial density: 38 jobs/ha[12]

[9] Based on P4G DOCP, Sec. 15.3.18.
[10] Based on RM of Corman Park Zoning Bylaw provision of 2.5 acre lots.
[11] Based on precedents of similar scaled developments, and representative of lower density rural development with on-site servicing.
[12] Based on the City of Saskatoon's ratio of employment space stated in the 2011 *City of Saskatoon Commercial and Industrial Development Study* and intended to reflect a general mix of employment-focused land uses.

The following Land Use Statistics are based on the Land Use Concept (Map 5):

Table 2. Future Land Use Statistics

Land Use	Gross Area (ha)	Net Developable Area (ha)	Total Population	Total Jobs	People / Hectare (assumption)	Jobs / Hectare (assumption)
Rural Light Industrial	604	585	0	7,605	0	13
Rural Heavy Industrial	96	96	0	1,248	0	13
Rural Commercial	116	116	0	1,508	0	13
Urban Light Industrial	1,187	1,106	0	42,028	0	38
Urban Heavy Industrial	433	433	0	16,454	0	38
Urban Commercial	389	372	0	14,136	0	38
Urban Mixed-Use Node	51	51	2,805	1,020	55	20
Urban Residential[13]	1,644	1,610	72,450	8,050	45	5
Country Residential	62	62	131	0	2.11	0
Regional Infrastructure[14]	130	130	0	3	0	0.02
GNSA	1,314	1,314	0	26	0	0.02
Recreation, Parks & Culture	54	51	0	1	0	0.02
Agriculture	549	545	0	11	0	0.02
TOTAL	**6,629**	**6,471**	**75,386**	**92,090**		

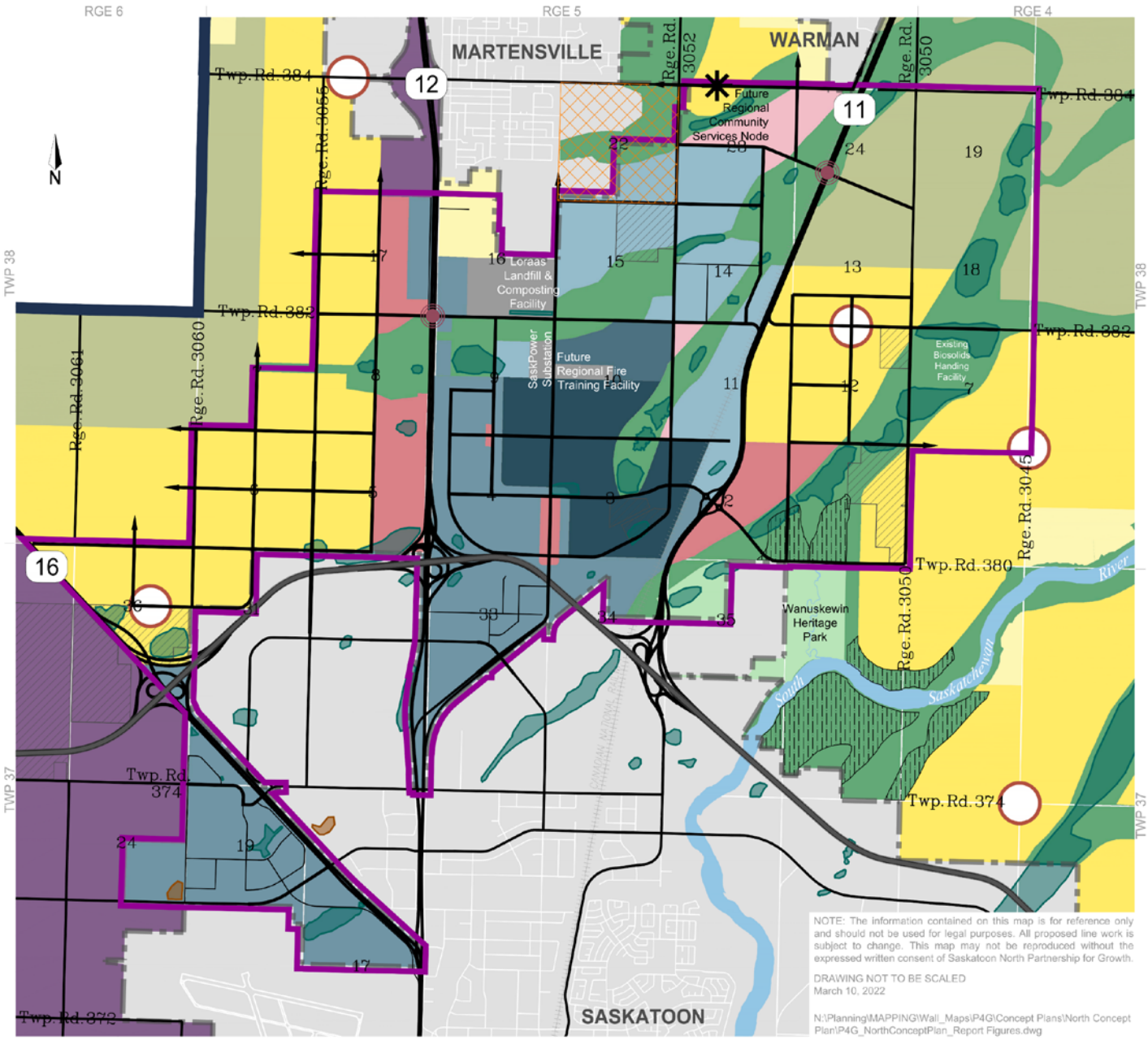
Table notes:

- All areas are approximate and should be considered as "more or less".
- The total may not sum to 100% due to rounding of figures.
- A Mixed-Use Node covers approximately 23 ha. Population estimates for these areas do not include the underlying land use (i.e., the Urban Residential areas under each node were not included in the calculation)
- Calculation of *net (developable) area* does not include lands that are expected to be covered by the Saskatoon Freeway alignment but does include lands where existing highways are anticipated to change configuration as the Saskatoon Freeway is constructed (i.e., the future Penner Road/HW 11 interchange). *Net* figures were used as a basis to calculate the future jobs and population estimates.
- Calculation of *gross area* includes all land use areas as depicted on Map 5 – Future Land Use Concept minus the existing Highways 11, 12, & 16 alignments that are not anticipated to change.

[13] 45 people and 5 jobs per hectare split were used (50 people + jobs). Jobs account for small-scale local neighbourhood commercial and institutional that is not detailed at the scale of this Plan.

[14] Regional Infrastructure increased due to the SaskPower Station and SFD regional fire training facility being added; this caused the cumulative total for the rural commercial and industrial land uses to decrease by the same amount.

MAP 5 – FUTURE LAND USE CONCEPT



North Concept Plan Study Area
Existing Urban Municipality
P4G District Boundary
Saskatoon Freeway & Highway Alignments
Arterial Road
Proposed Potential Interchange
Wanuskewin Viewshed
First Nations Reserves/Land Holdings
Storm Pond
Dry Pond

Existing Land Use

Agriculture
Country Residential
Urban Residential Neighbourhood
Urban Commercial/Industrial
Green Network Study Area
Regional Infrastructure
Recreation, Parks and Culture
Urban Mixed Use Node

Proposed Land Use

Rural Commercial
Urban Commercial
Rural Light Industrial
Urban Light Industrial
Rural Heavy Industrial
Urban Heavy Industrial

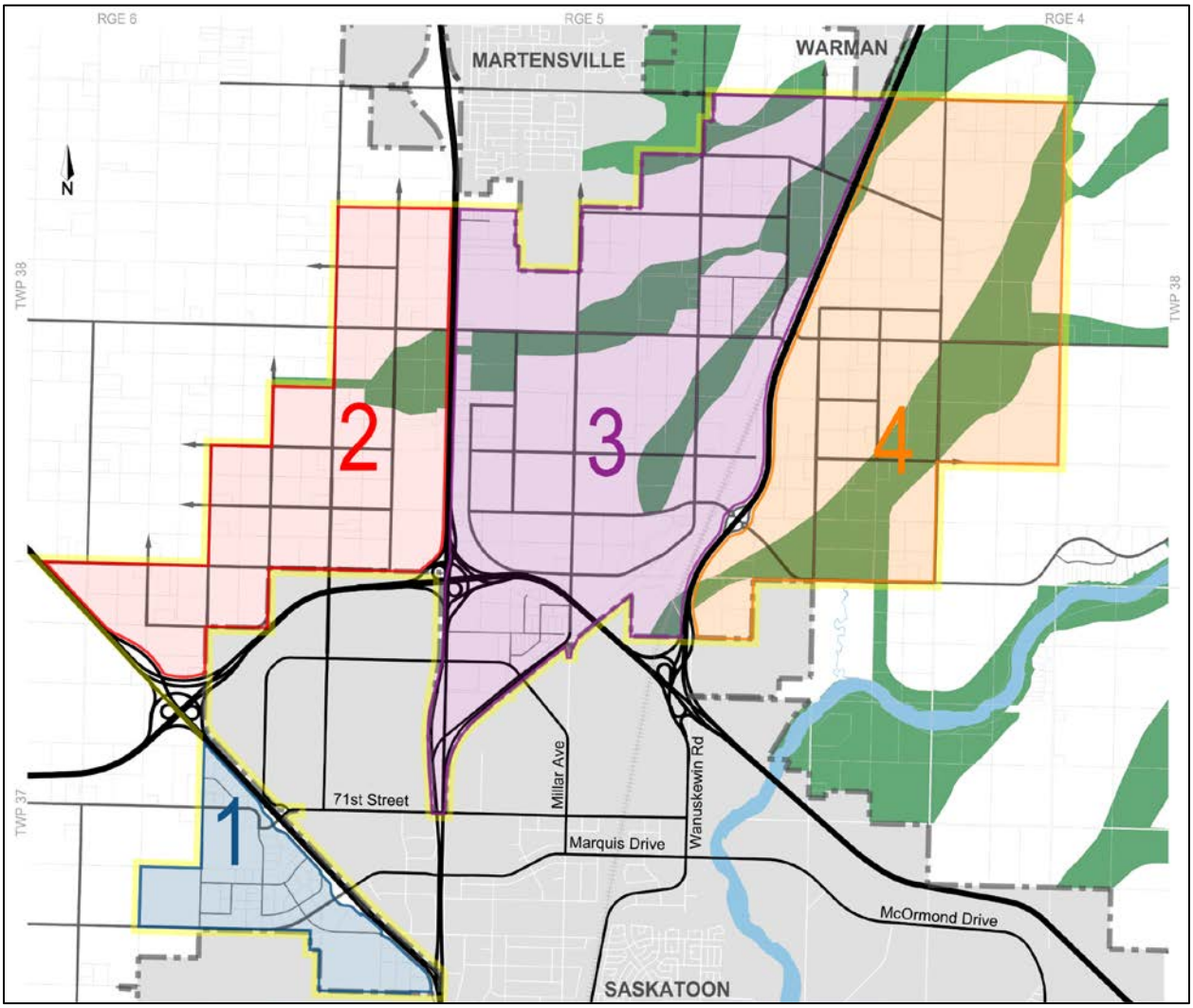
Other Plans

Martensville South East Sector Plan

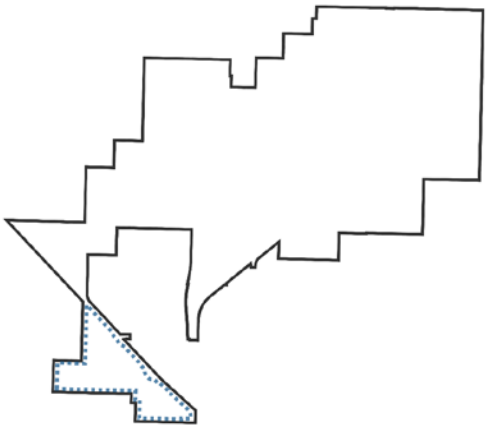
4.3. Planning Cells

The Plan Area has been divided into four distinct Planning Cells (Figure 2) which are defined by major transportation routes. While concept plans are typically designed as one contiguous planning unit, the NCP Area – at almost 7,000 hectares and encompassing three major highways with up to six future interchanges and bordering three cities – needed an approach that considered these distinct areas in their own context. It is noted that the Cell numbers assigned are for planning purposes only and are not intended to imply development phasing. The Cells are outlined generally in this sub-section.

FIGURE 2 - Planning Cells



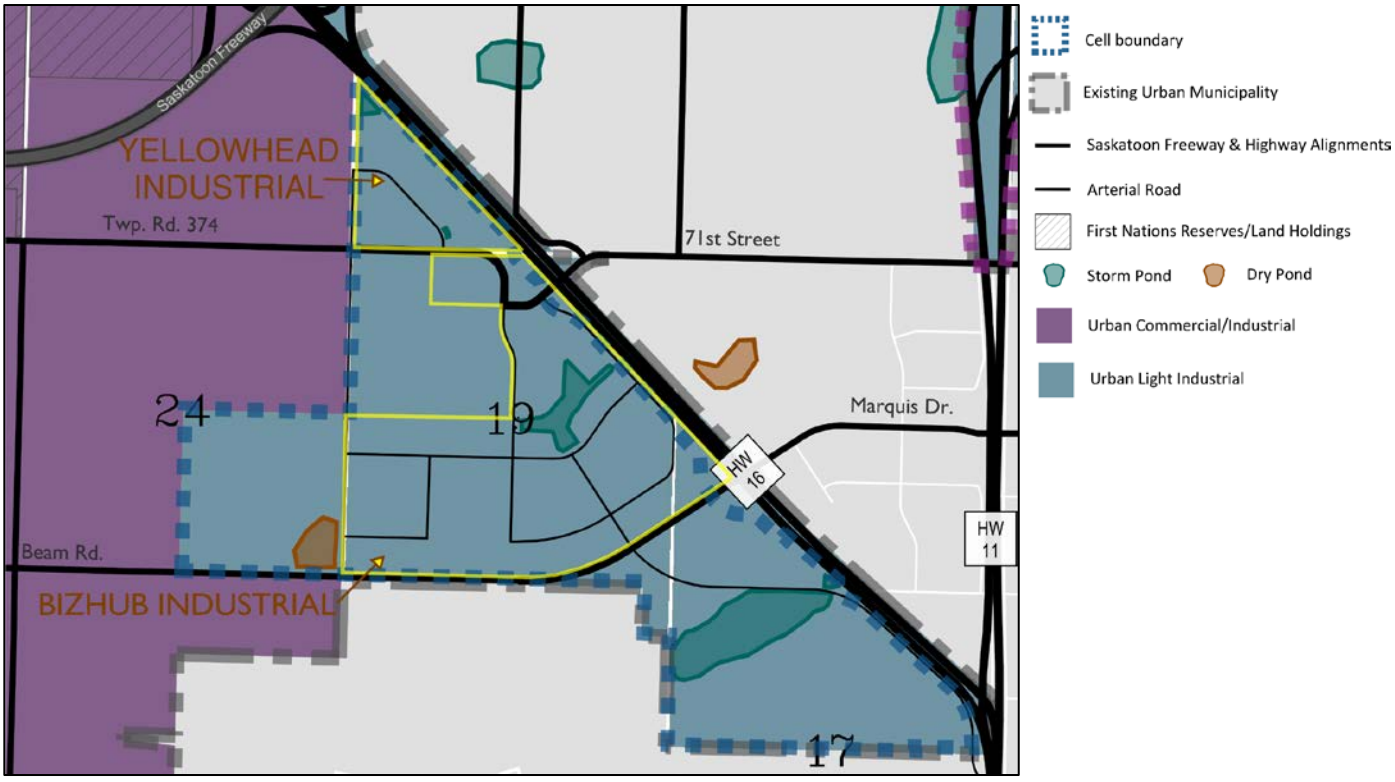
Cell 1: This Cell (Figure 3) is in the southwest portion of the Plan Area, west of Highway 16, and is comprised of the Yellowhead and BizHub industrial parks. It is somewhat distinct from the other Cells in that a large portion of the Cell is comprised of established land uses developed to a rural standard.



Directly to the south of this Cell is the Saskatoon Airport. Portions of this Cell fall under the airport's 30 NEF contour, meaning residential development is restricted. The Cell is further restricted by 4-kilometre and 8-kilometre buffer zones regulating open water storage (storm ponds and sewage lagoons) and developments that attract wildlife, such as landfills, to ensure aviation operations are not interfered with.

Development in this Cell must pay particular attention to the interface between the existing Highway 16 corridor to the northeast, and the airport to the south.

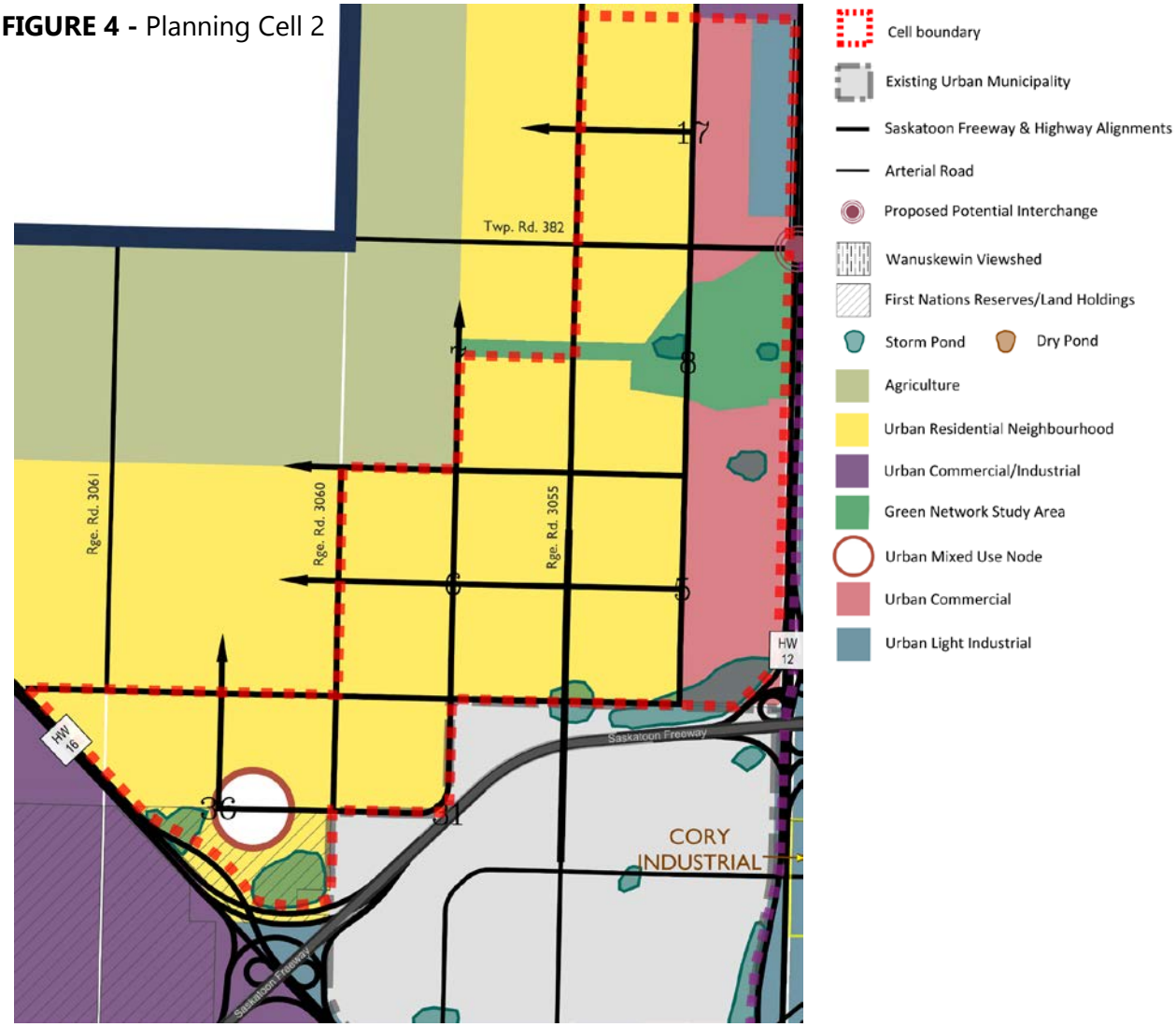
FIGURE 3 - Planning Cell 1



Cell 2: This Cell (Figure 4) is bounded between Highway 16 to the west and 12 to the east and consists entirely of areas dedicated to future urban growth. The majority of Cell 2 will be developed as multiple complete Urban Residential Neighbourhoods. The remainder of the Cell situated adjacent to Highway 12 is identified for future Urban Commercial and Light Industrial.

The MHI has identified a potential interchange location at Lutheran Road and Highway 12, which is currently a very heavily utilized intersection and will provide key access to Martensville and Corman Park developments in the future. Development in proximity to the interchange will be governed by the MHI by a control circle (427.5 m radius) until a functional plan is completed by the MHI, at which time restrictions adjacent to the interchange could be reduced.

FIGURE 4 - Planning Cell 2



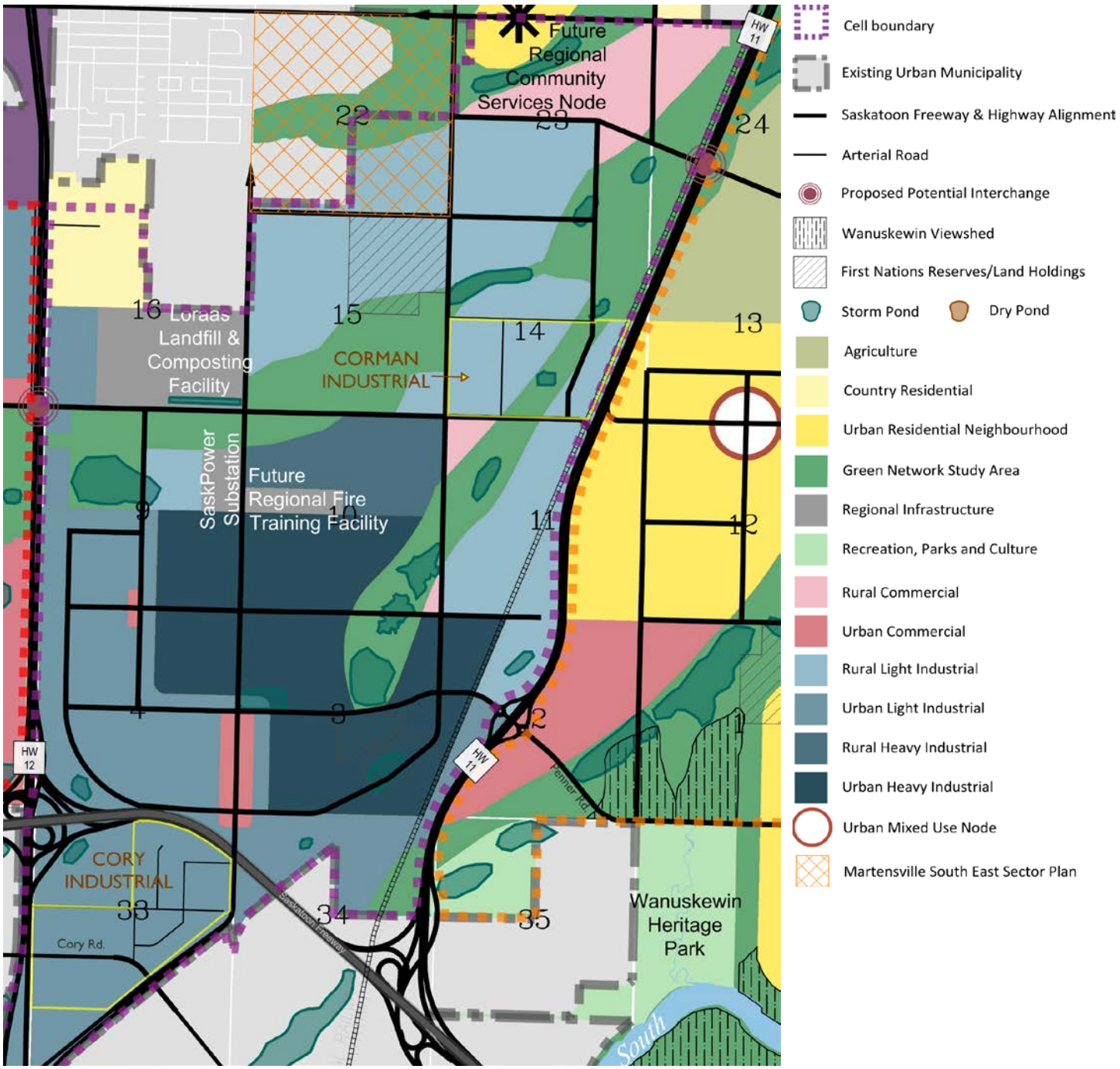
Cell 3: This Cell (Figure 5) is bounded by Highway 12 to the west and Highway 11 to the east, and by the municipal boundaries of Martensville and Warman to the north and Saskatoon to the south. It includes a central Urban and Rural Heavy Industrial area, which allows for a range of manufacturing and processing facilities. The design of this area supports heavy industrial development by providing access to rail, highways, and services, compatibility with adjacent land uses, and a location with surrounding transition buffers to minimize nuisance and risk. Lands identified as Regional Infrastructure are concentrated in the north-central parts of the Cell and primarily are intended to align with existing land uses. A portion of the NE ¼ of Sec.9 Twp.38 Rge.5 W3M contains a SaskPower substation and the SE ¼ and a portion of the SW ¼ of Sec.16 Twp.38 Rge.5 W3M contains the existing Loraas landfill and composting facility. The SFD is also proposing to locate a regional fire training facility on 40 acres in the SW¼ Sec.10 Twp.38 Rge.5 W3M and the land has been identified as Regional Infrastructure to align with that use.

A significant portion of lands within Cell 3 are identified as Urban Light Industrial. These lands provide a transition between heavy industrial activities within the center of Cell 3 and other non-industrial activities in Cells 2 and 4. This area will provide for light industrial uses that support adjacent heavy industrial development. While exposure from Highways 11 and 12 will be high for adjacent lands, basic highway design considerations and existing constraints will ultimately affect access on to and off of Highways 11 and 12. It is anticipated that most existing accesses on to Highways 11 and 12 will be removed and access will be limited to a system of interchanges once construction of the Saskatoon Freeway commences. The design and planning of these adjacent lands relative to the provincial highways will be critical and must be sensitive to this interface.

This Cell includes Rural Industrial uses at scales ranging from Light to Heavy. With the proximity to existing and planned rural industrial developments in the vicinity, an extension of similar uses is appropriate to capitalize on future investments in infrastructure. Clustering these types of land uses also plays a role in capturing economic synergies between competitive and collaborative firms, cooperative suppliers, and service providers who each share a common need for talent, technology, and infrastructure. A gradient of land uses will transition from heavy industrial to light industrial uses that surround the Cell boundary.

Commercial areas (Rural and Urban) have been dispersed in small clusters throughout Cell 3 to provide service and local commercial and retail amenities to support the large employment base that will eventually be expected in this area. Overall, the locations identified as future Urban Commercial were selected based on their location along or at the intersection of a major arterial road. The exception to this is the connection between Martensville and Warman along Township Road 384, where a future Regional Community Services Node is located, and a large Rural Commercial area.

FIGURE 5 - Planning Cell 3



Commercial uses located in this area are intended to provide a greater diversity of employment with lower land requirements, and to preserve and strengthen the connection between the two cities.

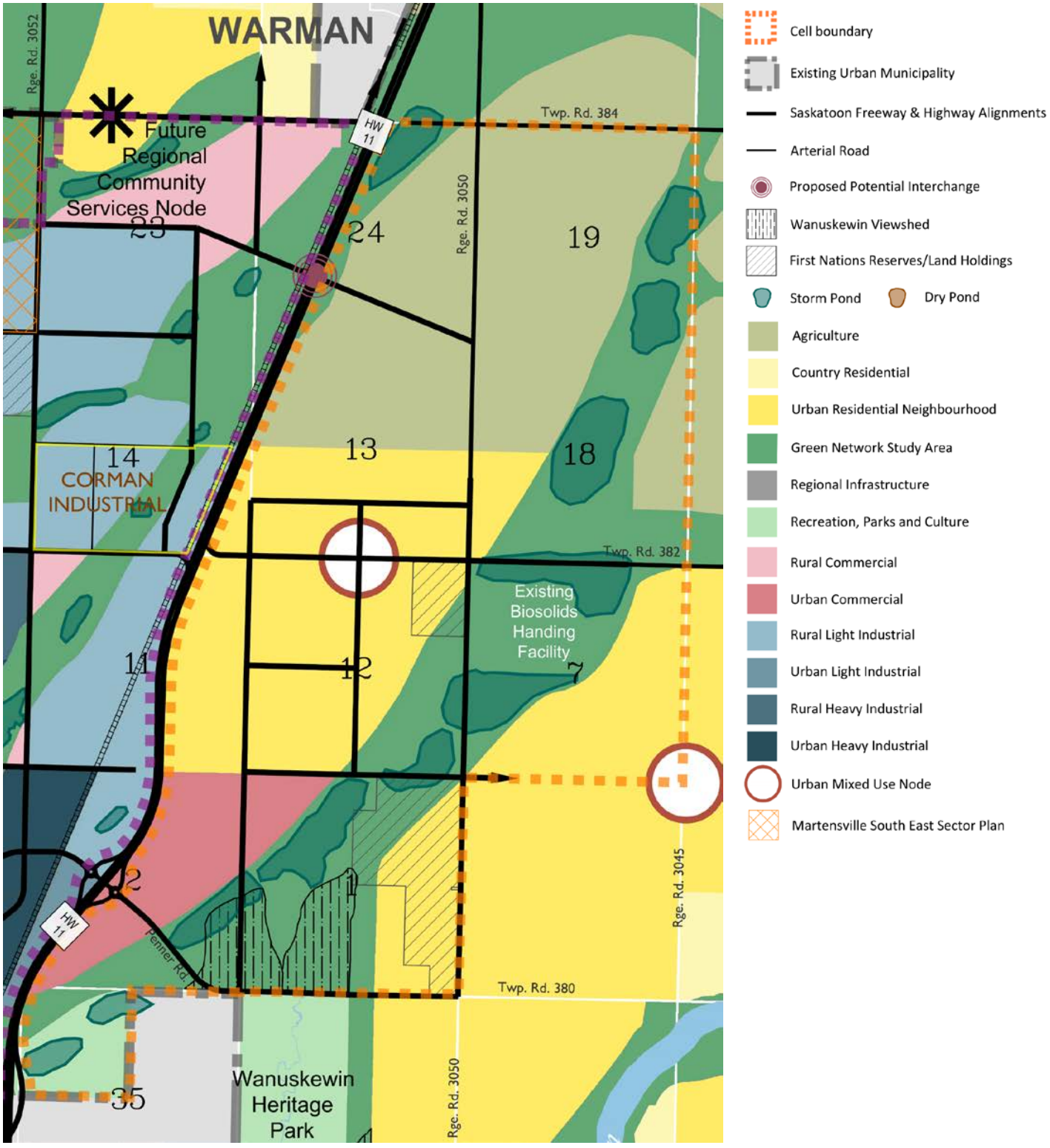
A CN line, officially known as the "Carlton Trail Railway", crosses the Plan Area within Cell 3 from north to south parallel to Highway 11 and services many agricultural and industrial operations within and beyond the NCP boundaries. The rail line provides both development opportunities and constraints. For instance, the potential exists to develop spur lines in proximity to the main rail line to assist industrial or agricultural development. Adequate setbacks will need to be maintained from the line as per CN regulations and P4G Planning District bylaws.

Cell 4: This Cell (Figure 6) is in the eastern portion of the Plan Area. There are existing agricultural operations in the northern portion of the Cell, and these are expected to endure throughout the build-out of the Plan Area.

The remaining portion of the Cell will consist of several complete Urban Residential Neighbourhoods anchored by an Urban Mixed-Use Node and complemented to the south by a large Urban Commercial area. The location of the future Urban Mixed-Use Node – which was originally located approximately 400m to the east – is now centrally located within the future Urban Residential Neighbourhood. A wide range of uses that would benefit from the adjacent road network and future urban services are considered appropriate for this area, including a mix of medium density residential, commercial, institutional, and community uses.

The Cell is adjacent to Opimihaw Creek, the GNSA, and WHP, and must continue to be planned in a manner that is sensitive to these features.

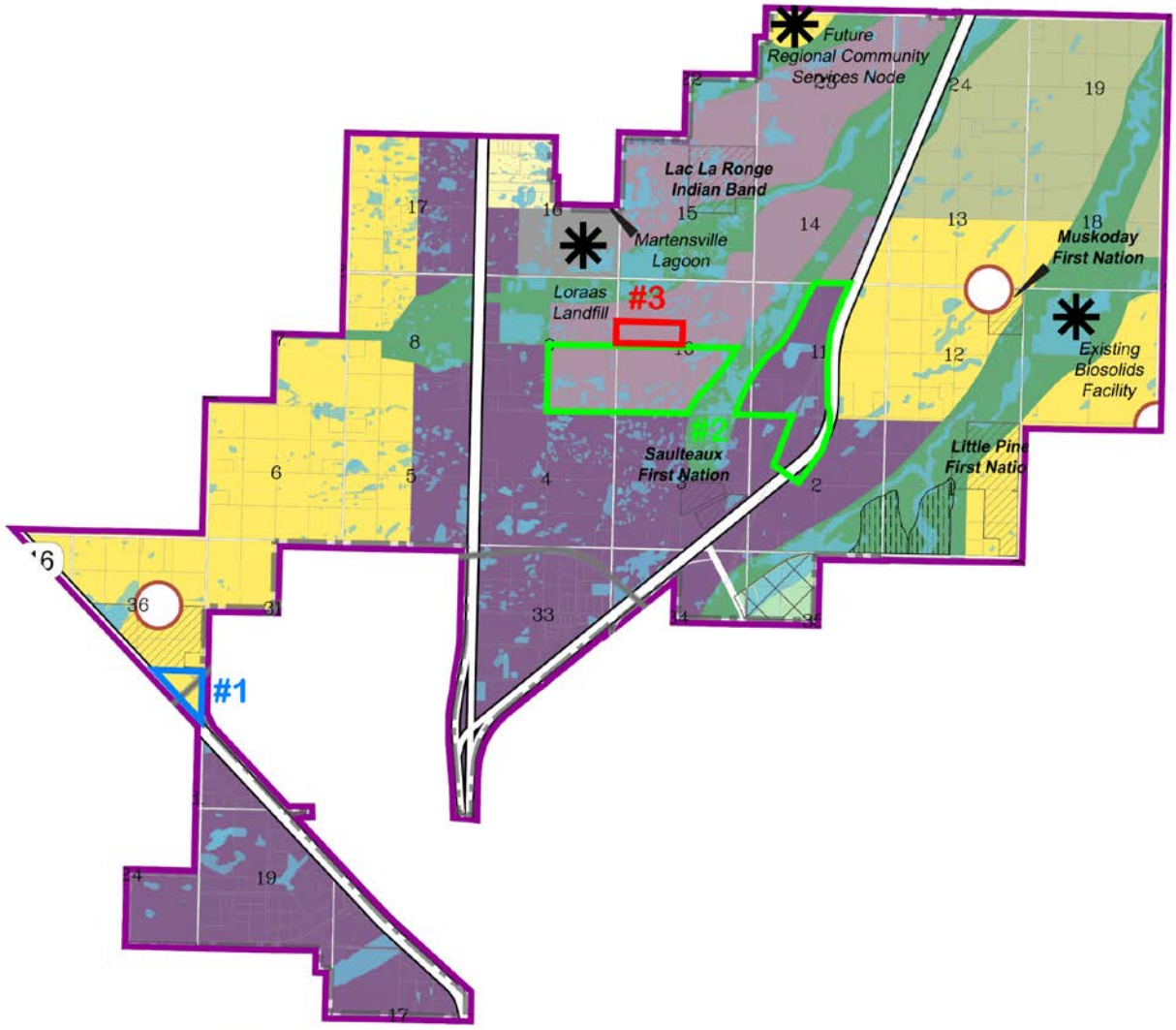
FIGURE 6 – Planning Cell 4



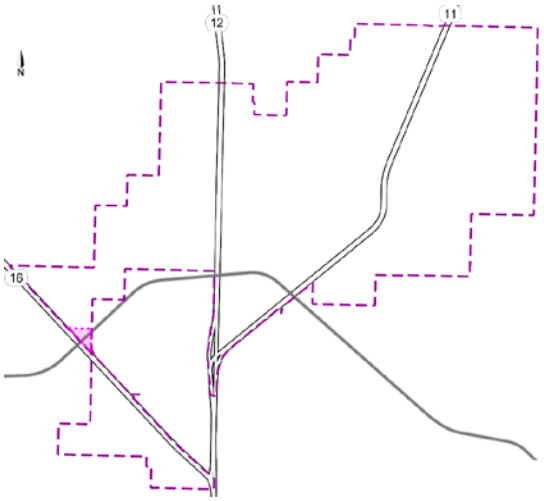
4.4. Proposed Category Changes to P4G DOCP Maps

Based on the Future Land Use Concept, three land use category changes are proposed to the maps in the P4G DOCP. Unlike many of the changes outlined above that would be considered refinements of the land use, each of these includes a change to the land use category (i.e., changes between Urban and Rural or between Residential and Commercial/Industrial). Figure 7 shows the locations of the proposed changes to Schedule B – District Land Use Map and Map 6 shows the proposed change to Schedule C - Future Urban Growth Areas Map. Additional details on each category change are included below.

FIGURE 7 – Location of changes to P4G DOCP

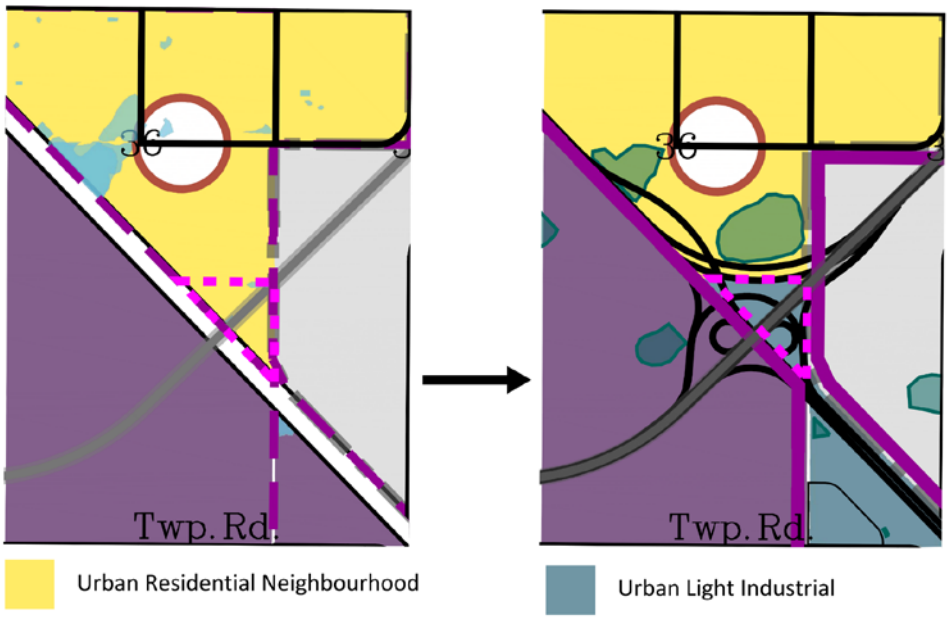


Change #1:

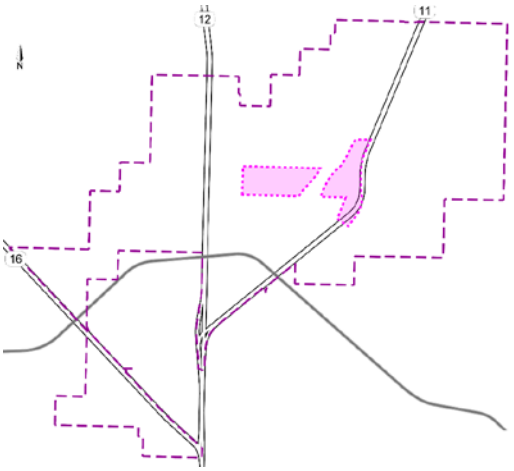


The first proposal is to change the future land use situated under the future Saskatoon Freeway interchange at Highway 16. The P4G DOCP designates this land as Urban Residential, whereas the NCP proposes to change this designation to Urban Light Industrial (Figure 8). The area was planned to accommodate a major interchange which would physically sever the land from the rest of the neighbourhood. Temporary or interim development would be the only suitable use for the land until such time that the interchange is constructed. Therefore, this land use change is primarily to accommodate more flexible interim developments. This change does not have any effect on the current configuration of rural and urban growth areas – it will remain in the urban growth to 1,000,000 population area.

FIGURE 8 – Change #1: Urban Residential to Urban Light Industrial



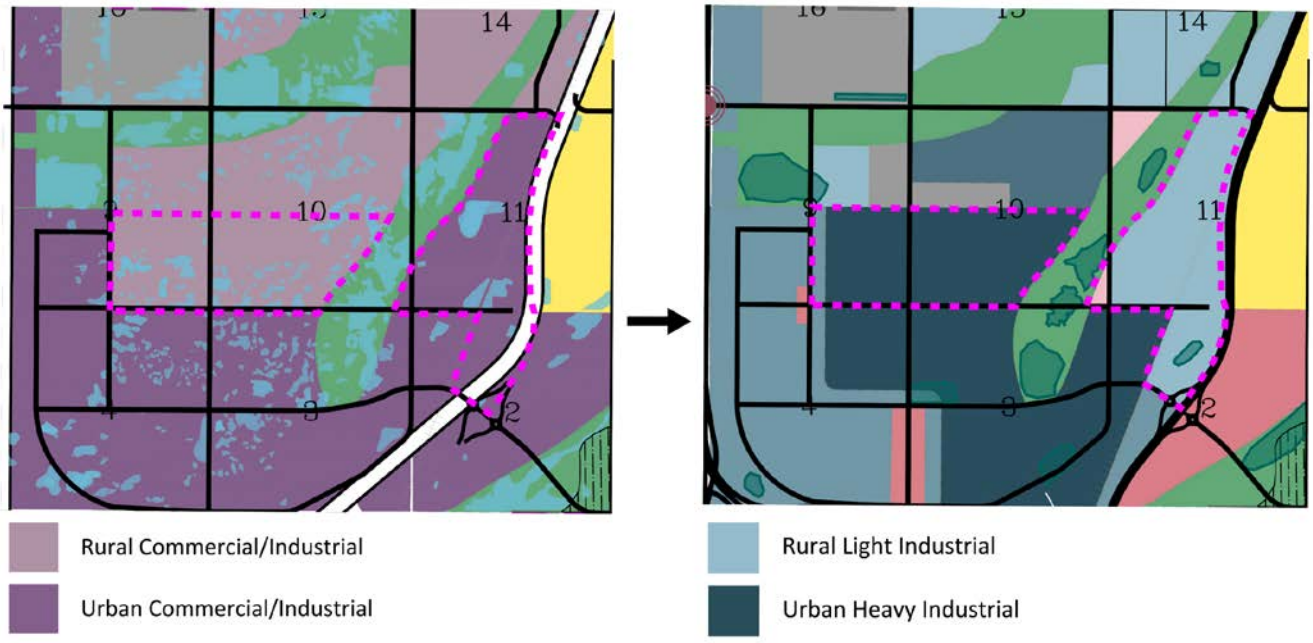
Change #2:



The second proposal consists of swapping the future land use designations (rural growth vs. urban growth) of two areas (Figure 9) which contain approximately the same land area – 160 hectares (396 acres). This proposed change is based on the following growth management rationale:

- The newly proposed urban growth area is largely undeveloped and forms a more contiguous extent of future urban industrial development.
- The newly proposed rural growth area contains existing agricultural uses and forms a more contiguous extent to other existing rural industrial developments (i.e., Corman Industrial Park to the north).
- The newly proposed rural growth area abuts the CN rail line which provides a vital transport link for existing and future rural/agricultural land uses.

FIGURE 9 – Change #2: Rural area becomes Urban Heavy Industrial urban area becomes Rural Light Industrial



Change #3:

The third proposal consists of re-designating 40 acres (16 hectares) of land located in the southern portion of the NW ¼ of Sec.10 Twp.38 Rge.5 W3M from Rural Commercial/Industrial to Regional Infrastructure. The decision for this change was based on the COS and the Saskatoon Fire Department's (SFD) need for a fire training facility. The SFD has identified this as a strategic location for such a facility, which offers sufficient vehicle access, space for phased development and proximity to other partners in the region that may have an interest in using the facility in the future.

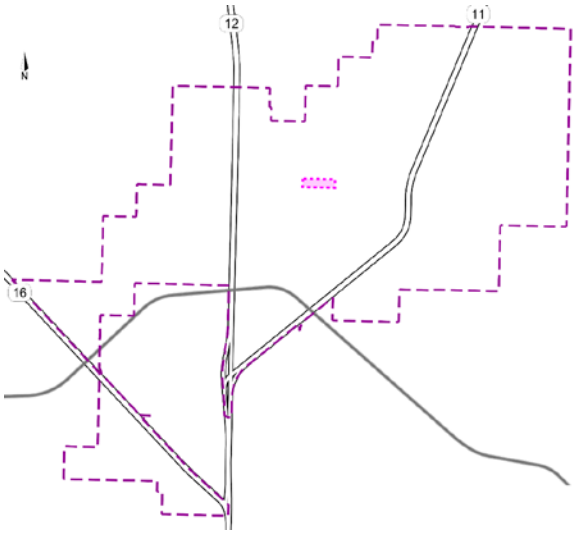
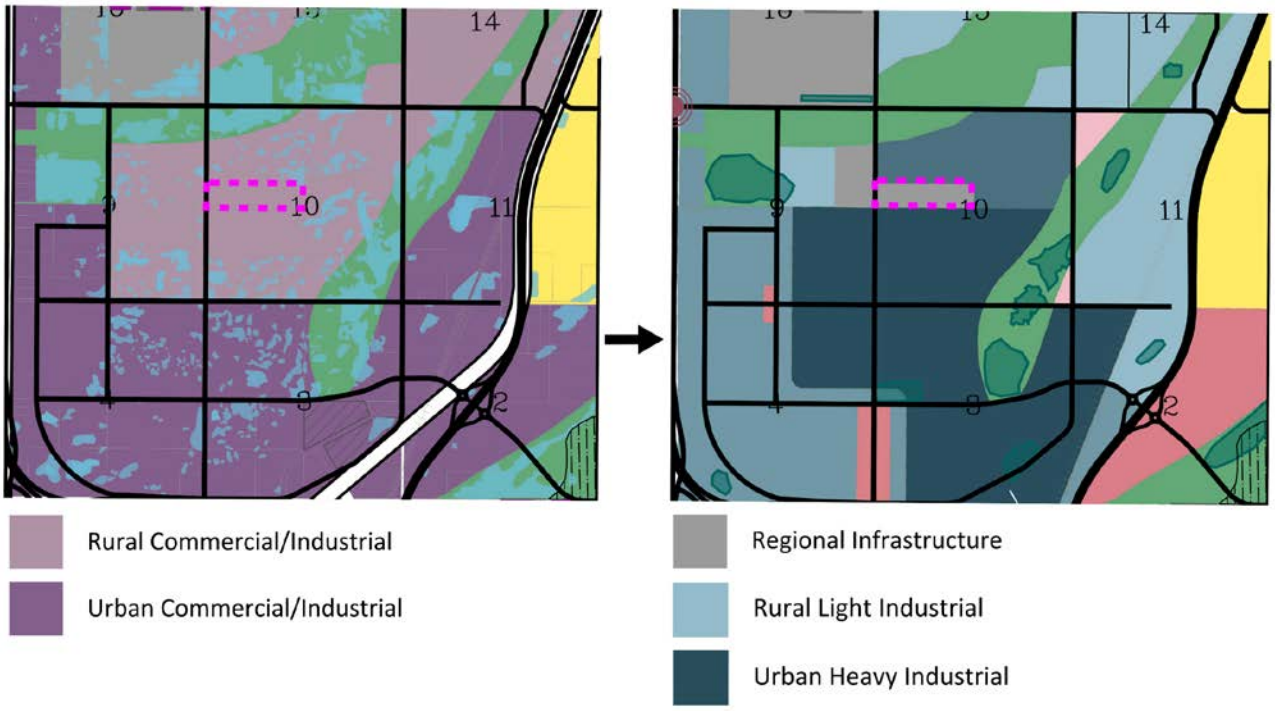
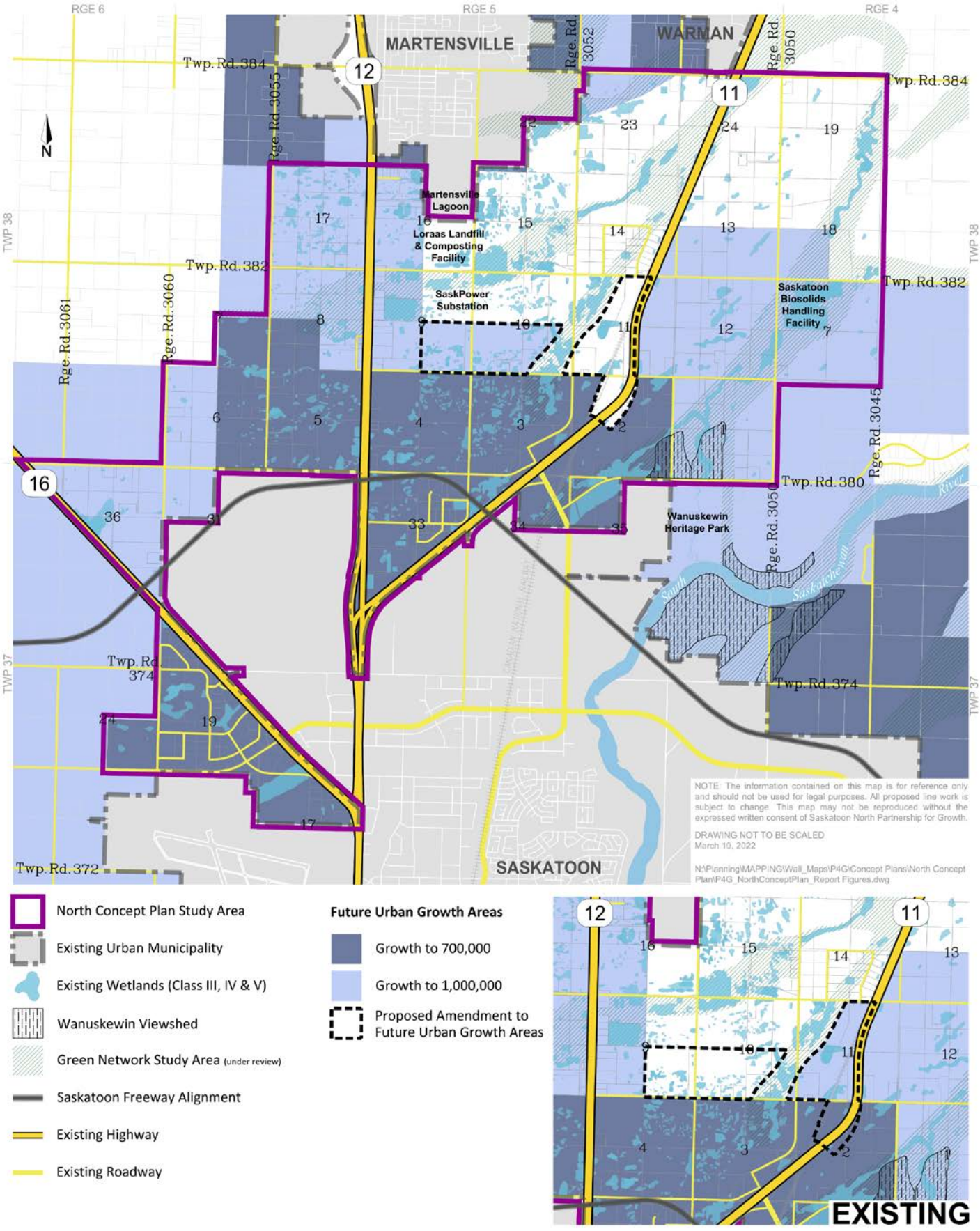


FIGURE 10 – Change #3: Rural Heavy Industrial to Regional Infrastructure



MAP 6 – FUTURE URBAN GROWTH AREAS



4.5. Split Land Use Designations

There are instances where the legal boundaries of a parcel include more than one future land use. This has potential to create challenges when trying to interpret which set of regulations apply to a proposal for interim development. In cases where interim development is proposed on land with multiple future land uses, the land use category with the more restrictive interim development criteria or restrictions will prescribe the interim development requirements.

4.6. Recommendations

The following is a summary of the overall findings and recommendations identified throughout the NCP planning process:

- As subdivisions occur, Opimihaw Creek, including its banks and riparian areas, should be considered for dedication as Environmental Reserve pursuant to the Act to ensure its protection.
- Existing agricultural operations in designated Future Urban Growth Areas should be protected until the land is re-designated and serviced for development. This would include ensuring that grading limits associated with adjacent development do not negatively impact operations and maintaining access to agricultural lands for farm machinery.
- Highways 11 and 12 are major gateways to Martensville, Saskatoon, and Warman. A zoning framework should be applied and comprehensive design guidelines should be created to ensure that developments near these gateways are lower intensity and present a high standard of design and landscaping.
- Existing high voltage transmission line infrastructure must be considered in consultation with the provider (SaskPower) as part of any Comprehensive Development Review, Development Permit application, or at any other detailed planning stage. If a proposed development results in the need to move this infrastructure, the developer would be required to finance the required front-end costs.
- Protection of the privately operated Loraas landfill and compost site from the encroachment of incompatible uses should be maintained until the facility nears the end of its lifespan, and a suitable regional alternative to waste management is available, as the landfill acts as the sole waste management facility to a large and growing regional land base.
- Due to the space requirements and the potentially noxious nature of operations in the urban and rural industrial areas, regional or large-scale retail uses should be directed to the areas designated rural or urban commercial to avoid incompatible development.
- Some urban municipalities may have stronger interests regarding land use in future urban growth areas than others, depending on the proximity to their current municipal boundaries. Interim development in these areas must be compatible. The future boundaries of each urban

municipality's Future Urban Growth Areas should be confirmed so that the relevant standards and expectations can be determined. A clear outline of split jurisdictional responsibilities and shared goals should also be developed.

- Subject to the results of future analysis or concept plans, land designated Urban Commercial has the potential to include multi-unit residential or mixed-use development. When reviewing interim development proposals, compatibility with potential future urban residential or mixed-used development in these areas should be considered.
- The major flow path running through Sections 9 & 10 (see Map 10, south of Township Road 382, near the Martensville SaskPower substation), while not captured in the current GNSA boundary, is an important conveyance of surface and floodwater, and its impact should be considered in any future development plans as part of a storm water management plan.
- Urban residential development in the Plan Area will be further articulated as part of either a Sector Plan or Neighbourhood Concept Plan. At that time, the size, boundaries, and more detailed development concepts would be established. While overall residential form will vary in these areas, they would be required to meet the minimum density requirements established in the P4G DOCP.
- Subdivision and development, including redevelopment, of lands within the GNSA must be in conformance with the policies in the P4G DOCP including Natural and Heritage Resources, Natural Hazards, Water Resources and Wetlands, and the GNSA.

5. Transportation

The proposed transportation network for the NCP includes major transportation corridors and a hierarchy of arterial roadways that will support existing uses and future development. Map 4 illustrates the existing major transportation network components within the Plan Area.

The Plan Area is based on the framework of Township and Range Road ROWs, with a north/south road every mile and an east/west road every two miles. Not all these roads have been constructed.

Intersections between future major and minor arterial roads will be provided every 800 – 1600 m (.5 to 1 mile) where possible. The grid-based development approach can accommodate a wide range of uses and flexibility in parcel size. Should smaller lots and/or greater access be required, additional collector and local roads may be designed to further subdivide the area. While the NCP only includes a future arterial road network, the Plan Area contains areas where potential exists to develop internal roads and linkages to accommodate infill or interim development.

5.1. Trip Generation

The proposed arterial network was developed based on the trips generated from the proposed land uses shown on Map 5 – Future Land Use. Trips generated by the proposed land uses were developed in accordance with the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition.

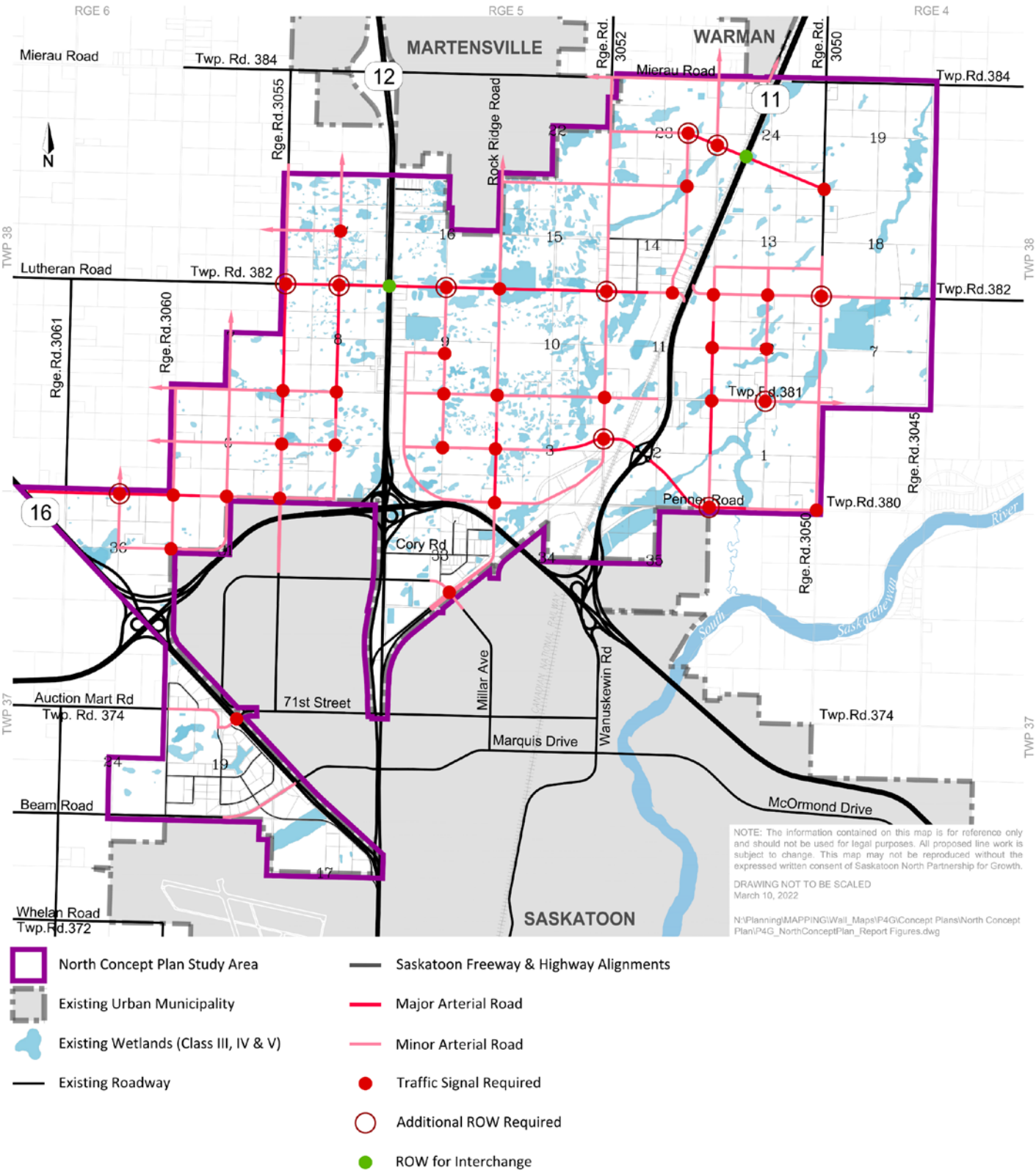
The following land use targets were used to determine and calculate the trips generated per hectare. These are based on the assumptions provided in Section 4.2 - Land Use Statistics.

- Urban Residential neighbourhood density: minimum 17.3 units per gross developable hectare (50 people/ha) and 5 jobs per gross developable hectare
- Rural Industrial & Commercial density: 13 jobs/ha.
- Urban Industrial & Commercial density: 38 jobs/ha.
- Urban Mixed-Use density: minimum 20.76[15] units per gross developable hectare (60 people/ha) and 15 jobs per gross developable hectare.
- Mixed-Use nodes density: minimum 17.3 units per gross developable hectare (50 people/ha) and 25 jobs per gross developable hectare[16].

[15] 20.76 dwellings per unit was calculated based on 17.3 dwelling units equaling 50 people.

[16] This calculation was based on the P4G OCP (Sec. 15.3.27) minimum requirement of 75 residents and jobs combined for Urban Mixed-Use Nodes

MAP 7 – FUTURE TRANSPORTATION NETWORK



5.2. Arterial Network

Based on the trip generation, distribution and assignment, an arterial network was developed that comprises of four-lane (minor) and six-lane (major) arterial streets. The arterial network is shown in Map 7 above. The six-lane arterial streets primarily connect to the provincial highway network. As the network moves further away from the highway network, the demand decreases, allowing the arterial street to narrow to four-lanes. The network resulted in approximately 80,000 meters of four-lane arterial streets and 20,600 meters of six-lane arterial streets.

5.3. Intersection Controls

Typically, all arterial-to-arterial intersections will be signalized. The locations requiring traffic signals are shown above in Map 7. Traffic control has not yet been determined at all other locations – roundabouts and other forms of traffic control may be considered. The intersection control was determined based on the Level of Service (LOS) the intersection operates at and connectivity of the roadway. LOS categorizes traffic flow and assigns quality levels based on measures like speed, density, and congestion.

Map 7 identifies at least 39 traffic signals in the future arterial network that would be required to accommodate full build-out of the Plan Area. Additional traffic signals will likely be required on arterial streets where they intersect with collector and local streets. These locations were not analyzed as a part of this study. Eleven signalized intersections are anticipated to experience a LOS "F", meaning the intersections do not have the capacity to handle the traffic demand. Additional ROW should be set aside at these locations as shown on Map 7 to accommodate future intersection designs.

5.4. Interchange Locations

In addition to the approved interchange locations along the Saskatoon Freeway, two additional service interchanges are identified within the Plan Area:

- Highway 12 & Township Road 382
- Highway 11 & ¾ mile south (approx.) of Township Road 384

The location of these interchanges is informed by the MHI's current recommended access management plan[17], and will ultimately be informed through the preparation of a functional plan (undertaken by the MHI). Until such time, development may be restricted near these locations.

The proposed interchange location along Highway 11 will be impacted by the proximity to the CN Railway located to the west that runs parallel to the corridor. This rail line will influence the design and location of the future Highway 11 interchange. A functional plan will be necessary to determine the location and layouts for interchanges along Highway 11 and Highway 12 that will

[17] See *Highway 11 / 12 Planning Study. Figure 9: Recommended Access Management Plan*. (2013). MMM Group Ltd.

account for the CN railway alignment. Ultimately the final design and configuration of interchanges will impact land uses and the arterial network in the immediate vicinity. Once the final location of the future Highway 11 south of Township Road 384 interchange is determined, the arterial network design should include a strong connection from this interchange to both Warman and Martensville via Township Road 384.

5.5. Right-of-Way Requirements & Cross-Sections

The arterial cross-sections will need to be constructed according to the Indicative Cross Section[18] shown in Figure 11.

FIGURE 11 – Indicative Cross Section

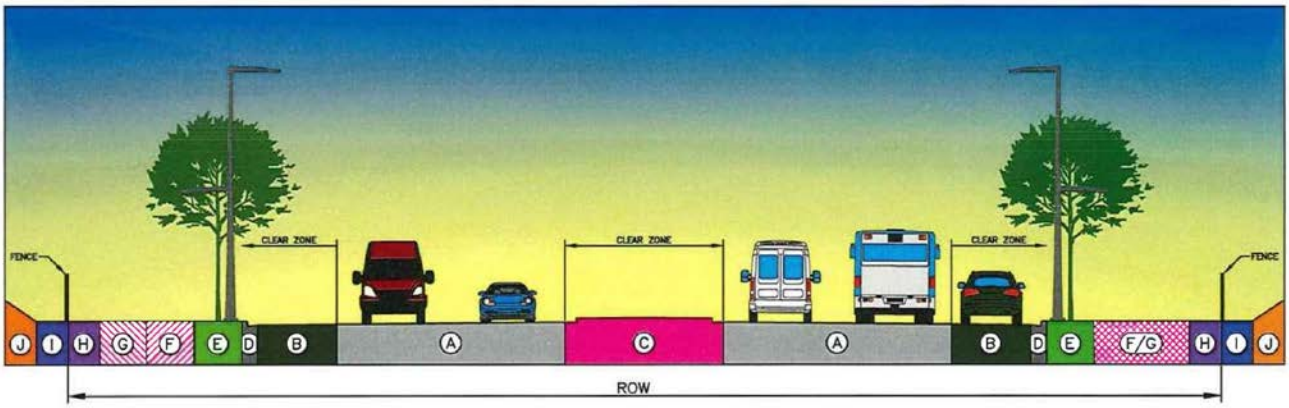


Table 3 contains the required minimum widths for each section on the four-lane arterials and the six-lane arterials including the total ROW width. These represent the expected widths of ROWs. At the time of subdivision, the maximum width listed below for each category must be dedicated, unless a detailed transportation analysis for the site and surrounding development area showing otherwise has been submitted and approved.

Table 3. Required Minimum Widths for Arterial Cross Section

	4- Lanes (minor)	6-Lanes (major)
A: Driving Lanes	4 @ 3.6m	6 @ 3.6m
B: Parking Lanes	2 @ 2.5m (parking may be considered for minor arterials)	parking not permitted on 6-lane arterials
C: Median	5.0 m *	5.0 m*
D: Curb & Gutter	2 @ 0.3m	2 @ 0.3m
E: Amenity Strip	2 @ 1.5m (increase to 2.0m if trees are desired)	2 @ 1.5m (increase to 2.0m if trees are desired)
F/G: Multi-Use Pathway	2 @ 3.0m	2 @ 3.0m
H: Boulevard	2 @ 1.0m (this dimension may increase for utility installations etc.)	2 @ 1.0m (this dimension may increase for utility installations etc.)
Total ROW	36 m – 41 m	38 m – 43 m

[18] Indicative Cross Section Arterial can be found in City of Saskatoon Standard Construction Drawing No. 102-0029-061.

*Minimum width. Additional width required if intersection is noted as requiring additional ROW.

5.6. Cost Estimate

A high-level transportation cost for the arterial network is $1,120,480,000. A breakdown of the cost estimate can be found in the table below.

Table 4. Future Arterial Network Cost Estimate

Item	Unit Price	Quantity	Total Cost
Traffic Signals	$300,000/signal	39 signals	$11,700,000
4-lane Arterial	$9,450/m	80,000 m	$756,000,000
6-lane Arterial	$12,300/m	20,600 m	$253,380,000
Interchange	$50,000,000/interchange	2 interchanges	$100,000,000
		SubTotal	$1,121,080,000

This is a high-level cost based on 2020 construction costs. This does not include the price of land that may need to be purchased to accommodate the infrastructure. Unit prices for the arterial streets include a 20% contingency built into the price. The interchange assumes that one loop and three ramps will be required. Additional loops will require an additional ~$5,000,000 per loop.

5.7. Recommendations

- Proposed amendments to land use designations should be assessed against the arterial network as part of the review process to ensure that any impacts to the overall network are addressed.
- ROW required for the arterial streets should be set aside as soon as possible to ensure that development does not prevent the construction of the future arterial network.
- Additional ROW at intersections that have been flagged as LOS F as shown on Map 7 should be reserved to ensure that future intersection improvements will not be hindered by development. Additional functional transportation design should be undertaken to determine ROW size.
- The ROW for arterial streets should provide for multi-use paths (that is, Active Transportation facilities) on both sides of arterial streets to provide accessible pedestrian facilities and All Ages and Abilities (AAA) cycling facilities.
- The final configuration of the arterial network should include a strong connection between both Warman and Martensville and the future Highway 11 interchange as currently shown south of Township Road 384.
- P4G must work with the MHI to regularly monitor the intersections with the highways to ensure that they have an acceptable LOS and traffic safety. As development increases the traffic control may need to change to ensure an acceptable LOS.
- P4G must work with the MHI to reserve ROW at the highway intersections to ensure that future development will not hinder the construction of planned interchanges.
- P4G must explore strategies to finance and construct the infrastructure required for development, to provide certainty and encourage growth.
- An access plan should be developed to discourage uncontrolled development of driveways along the future arterial street network and establish appropriate spacing future intersections and

access points to ensure proper traffic operations within the functional areas of future intersections.

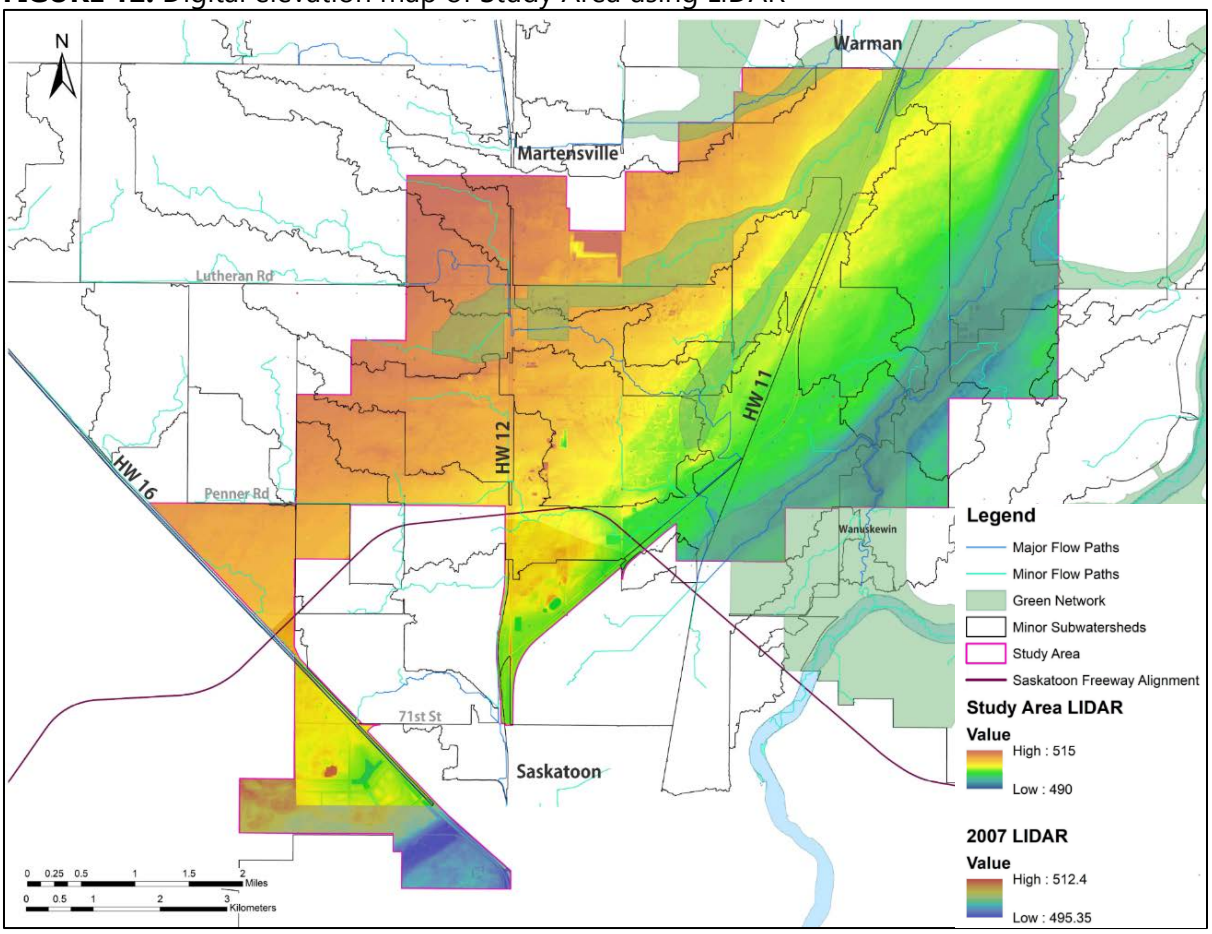
6. Servicing

The following sections contain servicing plans and recommendations for potable water, sanitary sewer, and storm water drainage across the entire Plan Area (both rural and urban growth areas). These plans are based on existing natural topography while considering some existing features (highways, current industrial parks, GNSA boundary) and planned future projects (the Saskatoon Freeway). It is anticipated that the current rural servicing for the Plan Area will remain until urban services are available. The serviced area will expand slowly over time, as market demand and investment allow.

Servicing recommendations are categorized as **Regional**, **Urban**, and **Rural**.

REGIONAL	Regional recommendations are intended to be applied across the entire Plan Area as they implicate all areas, regardless of whether the land is intended to be urban or rural.
URBAN	Urban Recommendations are intended to be applied to the Future Urban Growth Areas.
RURAL	Rural recommendations, while still regionally oriented, are intended to account for areas that are not identified for future urban growth (the rural areas).

FIGURE 12. Digital elevation map of Study Area using LiDAR



The servicing plans were designed to follow the natural slope of the land, which provides the lowest cost, easiest-to-construct system by minimizing pipe depths and earth moving required during area grading. When a subdivision proposal includes land required for infrastructure as shown on Map 9, dedication of ROW will be required. Where possible, servicing was designed to be co-located in existing ROWs and follow quarter section lines in straight segments in order to increase the cost-effectiveness of the system. Reserving space for pipes and ponds will ensure an efficient, lower cost system in the future with the largest possible serviceable area. Knowledge of where the trunks will be installed allows developers to consider future service connection points. It also allows development throughout the area to be planned and constructed in a way that will minimize costs and fit together when urban servicing is provided.

Plans at this scale may be updated as more detailed information becomes available and as other decisions are made that influence servicing. For example, the Saskatoon Freeway and associated interchanges have been accommodated as they are currently planned. If the footprint of this project changes, then servicing maps will also have changes. Still, this Plan gives a skeleton that ensures that more detailed work will fit into the overall big picture.

6.1. Potable Water System

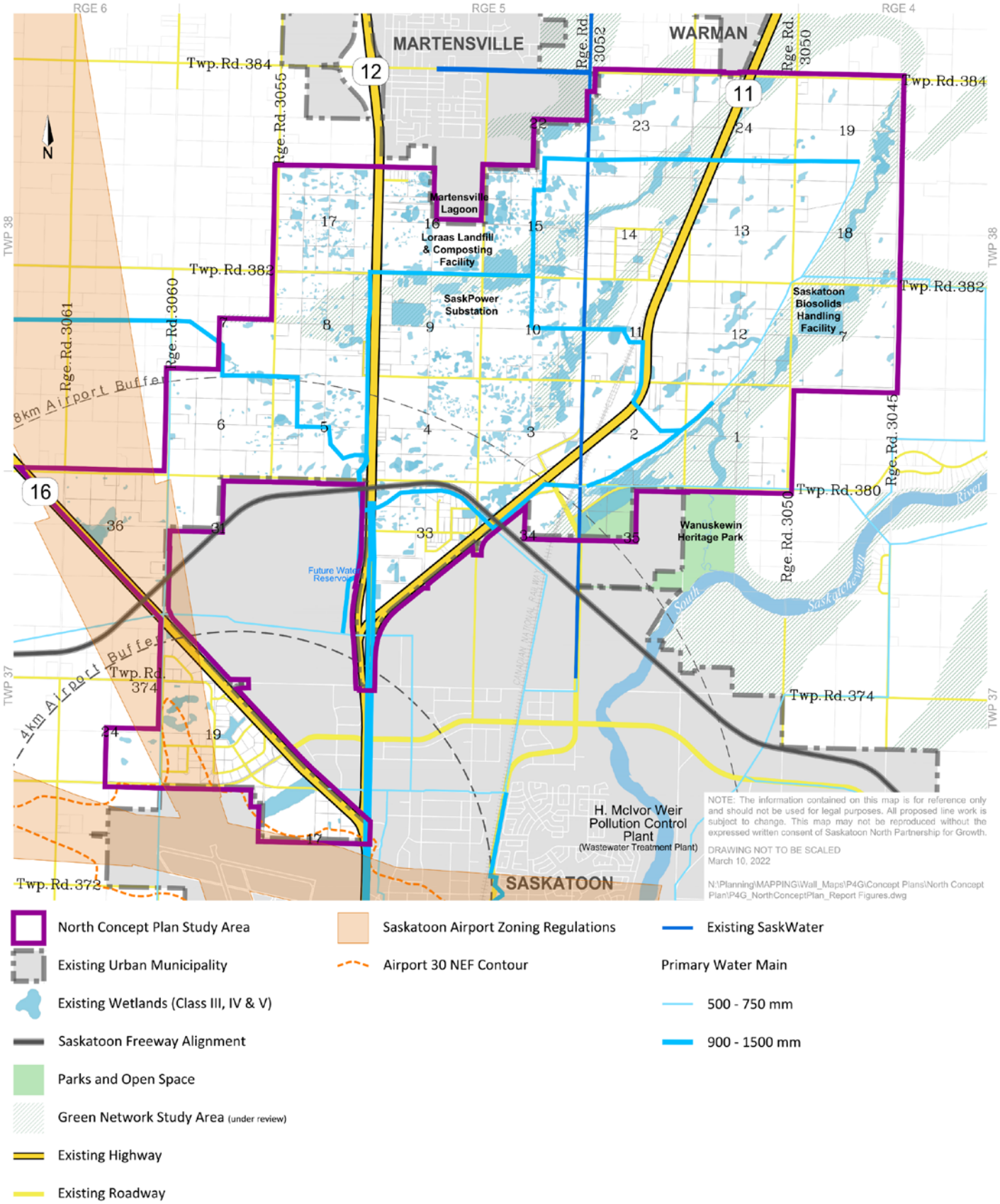
The Plan Area will be serviced by primary water mains extending from Saskatoon City limits at Highway 16, Highway 11, 60th Street, and at the railway tracks near Wanuskewin Road as depicted on Map 8 – Water Distribution. The primary water mains form large loops to ensure that potable water with adequate pressure is provided at all points in the system[19]. Extending water service into this area to accommodate urban growth will require additional fill mains, reservoir, and water treatment plant capacity from a second water treatment plant identified by the COS. The current COS water treatment plant cannot supply enough water to fully service the Plan Area. Overall, the water system will require major infrastructure improvements to reach and service the Plan Area, including fill mains extending from the water treatment plant and new reservoirs.

[19] The potable water system operates under pressure and is not dependent on topography.

6.1.1. Potable Water Recommendations:

APPLICATION	RECOMMENDATION
REGIONAL	• P4G must explore strategies to finance and construct the infrastructure required for development, to provide certainty and encourage growth. • Collaboration with First Nations to explore the potential for efficiencies in planning, construction and maintenance of potable water infrastructure should be encouraged. • If a development proposal may affect the alignment of water distribution infrastructure shown on Map 8, the proposal will be reviewed with the relevant service provider to determine if any changes to the alignment may be considered. If the service provider cannot accommodate changes to the alignment, the development proposal must be revised to be consistent with Map 8. • When a subdivision proposal includes land required for water distribution infrastructure as shown on Map 8, dedication of a minimum of 10 metres of ROW will be required. • Extensions of the water system must have connection points to the current system and rely on an available supply of treated water.
URBAN	• Interim developments should be designed and constructed with a connection to future urban servicing in mind. • Interim developments should be built to the standards of the urban municipality in proximity until such time as regional design standards are developed and adopted to ensure that different projects fit together.
RURAL	• Rural developments should be designed and constructed with a connection to rural servicing in mind.

MAP 8 – WATER DISTRIBUTION



6.2. Sanitary Sewer System[20]

The entire Plan Area will be served by one, continuous sanitary sewer system that must begin at the lowest elevation at the connection point to a new wastewater treatment plant in the south-east corner of the Plan Area. Upstream parts of the system rely on downstream parts to handle the flow. There is no downstream capacity within the COS, so sanitary servicing for this area cannot progress until there is a connection point to a trunk that goes around the current COS limits.

Areas designated for future urban growth within the Plan Area will be serviced by a network of gravity sanitary sewer trunk pipes as depicted on Map 9 – Sanitary System. These trunks are expected to be in Rights of Way (ROW) and should be planned for as part of any development applications or proposed improvements to the area. The typical minimum width to accommodate a trunk is 20 metres. The main trunk follows the alignment of the Saskatoon Freeway, flowing east from the Highway 16 future interchange to the Highway 11 future interchange. It then moves to follow the GNSA boundary to the north along the Opimihaw Creek valley. It crosses the GNSA just north of the COS Biosolids Handling Facility and then connects to a proposed wastewater treatment plant before releasing flow to the river. The BizHub area requires two lift stations at the low points. Overall, servicing the Plan Area to accommodate future urban growth will require a second wastewater treatment plant.

It was assumed that land inside the GNSA will not be developed and so trunks were located at its boundary across the Plan Area. If the GNSA boundaries are refined or if sanitary sewer service is desired in these areas, the sanitary sewer system plan will require adjustment. At this scale, the same flow assumptions were applied to the full serviced area regardless of zoning. This provides flexibility to the sanitary system, where adjustments to planned future land uses can still be accommodated by the planned trunks. Reducing the ultimate serviced area would make trunks smaller, but not change their location as they follow the low points in the landscape.

[20] **Assumptions**:

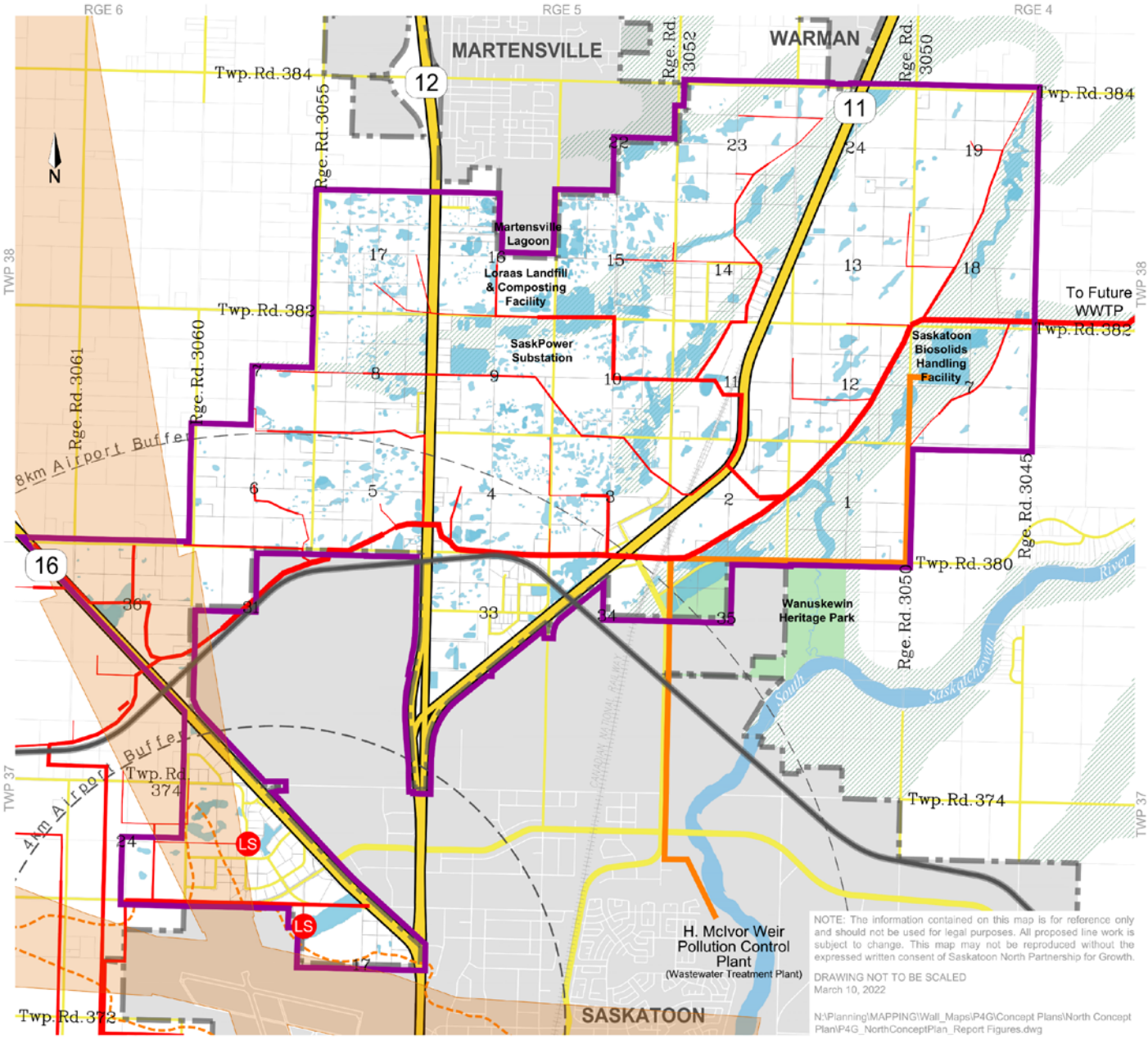
- GNSA does not require service.
- Parameters set as follows for flow calculations:
  - Manning's Roughness Coefficient n = 0.013
  - Population of 50 persons/ha
  - Average dry weather flow = 290 L/person/day
  - Infiltration and Inflow = 0.08 L/s/ha
  - Weeping tile flow = 0.05 L/s/house
  - 12 houses/ha

Note: Inconsistency between the assumptions used for servicing and those used for population density targets are attributed to the inclusion of the GNSA in the flow calculations, but not the density calculations.

6.2.1. Sanitary Sewer Recommendations:

APPLICATION	RECOMMENDATION
REGIONAL	• P4G must explore strategies to finance and construct the infrastructure required for development, to provide certainty and encourage growth. This includes the studies needed to determine the location of a second wastewater treatment plant, secure the required land, and create a strategy to finance and construct the facility. • Collaboration with First Nations to explore the potential for efficiencies in planning, construction and maintenance of sanitary sewer infrastructure should be encouraged. • If a development proposal may affect the alignment of sanitary sewer infrastructure shown on Map 9, the proposal will be reviewed with the relevant service provider to determine if any changes to the alignment may be considered. If the service provider cannot accommodate changes to the alignment, the development proposal must be revised to be consistent with Map 9. • When a subdivision proposal includes land required for sanitary sewer infrastructure as shown on Map 9, dedication of a minimum of 20 metres of ROW will be required.
URBAN	• Interim developments should be designed and constructed with a connection to future urban servicing in mind. • Interim developments should be built to the standards of the urban municipality in proximity until such time as regional design standards are developed and adopted to ensure that different projects fit together.
RURAL	• Urban infrastructure may be required to pass through some rural areas to connect urban developments to the treatment plant. If urban infrastructure runs through rural areas, connection is potentially feasible subject to the location, design and capacity of the infrastructure, and conditions such as full cost recovery, as the area was included in flow calculations.

MAP 9 – SANITARY SYSTEM



6.3. Storm Water System[21]

The storm water management plan (Map 10 – Storm Water System) extends throughout the entire Plan Area and is intended to operate together as a whole, regardless of whether it is urban or rural. The storm water system has many wet ponds or wetlands that are connected by a conventional underground pipe system in combination with overland drainage. Within the GNSA, drainage channels are preferred for conveyance as they are lower cost than large pipes and provide storage in addition to a conveyance. The storm water system is designed to minimize impacts to the natural areas and retain major wetlands. Keeping wetlands in the natural low locations minimizes construction costs and maintains natural flow paths. Considerations should be made to limit or avoid reshaping wetlands based on their assessed ecological value.

The storm water management system aligns with the GNSA through much of the area and, where possible, storage ponds and wetlands are planned within the GNSA. The GNSA is not planned for development as it is a high flood risk and provides valuable natural habitat and ecosystem services. The storm water drainage plan does not consider other regulatory or policy requirements related to wetlands. This Plan addresses only the technical requirements for runoff storage and conveyance.

The storm water system connects to the COS limits in three places and directly to the river in two places. Each branch of the storm water system must progress from the south east connections points (the downstream outlets) to the upstream portions of the system. Where topography forces the system to connect to the COS, large ponds are required to buffer the flow. This allows the downstream City system time to drain before it drains the Plan Area. These border ponds were sized to accommodate a 1:100-year rainy season (May – November), rather than a 24-hour 1:100-year storm. The entire watershed area was considered, including that outside the Plan Area, to allow drainage potential for all areas.

[21] **Assumptions**:

- The GNSA will not be developed and is the preferred location for storm water infrastructure.
- Ponds and ditches are designed for a 1:100 storm. Pipes are designed for a 1:2 storm, with larger storms also moving across the surface to the nearest pond.
- Ponds are shown with a 20 m buffer around them meant to show the distance between normal water level and high-water level (+1.8m depth) and freeboard (+1m depth) at 5:1 slope.
- Ponds at the border between the Plan Area and the COS storm sewer system are designed to contain the runoff from a 1:100-year rain season and to drain by November 1 of the year.
- Modelling was completed using XPSWMM with:
    - 50% impervious surface
    - 2% slope on catchment area to the nearest pipe

The central and east watersheds connect to the river via Opimihaw Creek through the WHP. The Opimihaw Creek ravine that runs through WHP has been identified as at risk from erosion if flows increase, and upstream storage is critical to managing the flow rates through this area.

Ponds are mapped at their required sizes, but the shape and/or precise location is intended be adjusted when a detailed design is completed prior to development. There is an opportunity to adjust pond locations within the system or to reshape a large pond into several smaller ponds, but the overall capacity must be maintained to protect downstream neighbours and ensure the system operates together as a whole. Ponds and wetlands constructed or adapted to the storm water system will provide or maintain habitat and ecosystem services to the area and are preferred to dry ponds for this reason. Storm ponds are discouraged within 4km of the airport reference point due to the attraction of migratory birds they create. Map 11 identifies two dry ponds which are located within the 4km airport buffer.

Where a future storm water pond is identified on a parcel of land, the developer must develop a full-size pond or identify an acceptable financing and/or land swap strategy to develop a portion of the pond to manage current development with a provision to expand when required to accommodate other development in that pond's catchment area.

FIGURE 13 – Example storm water pond

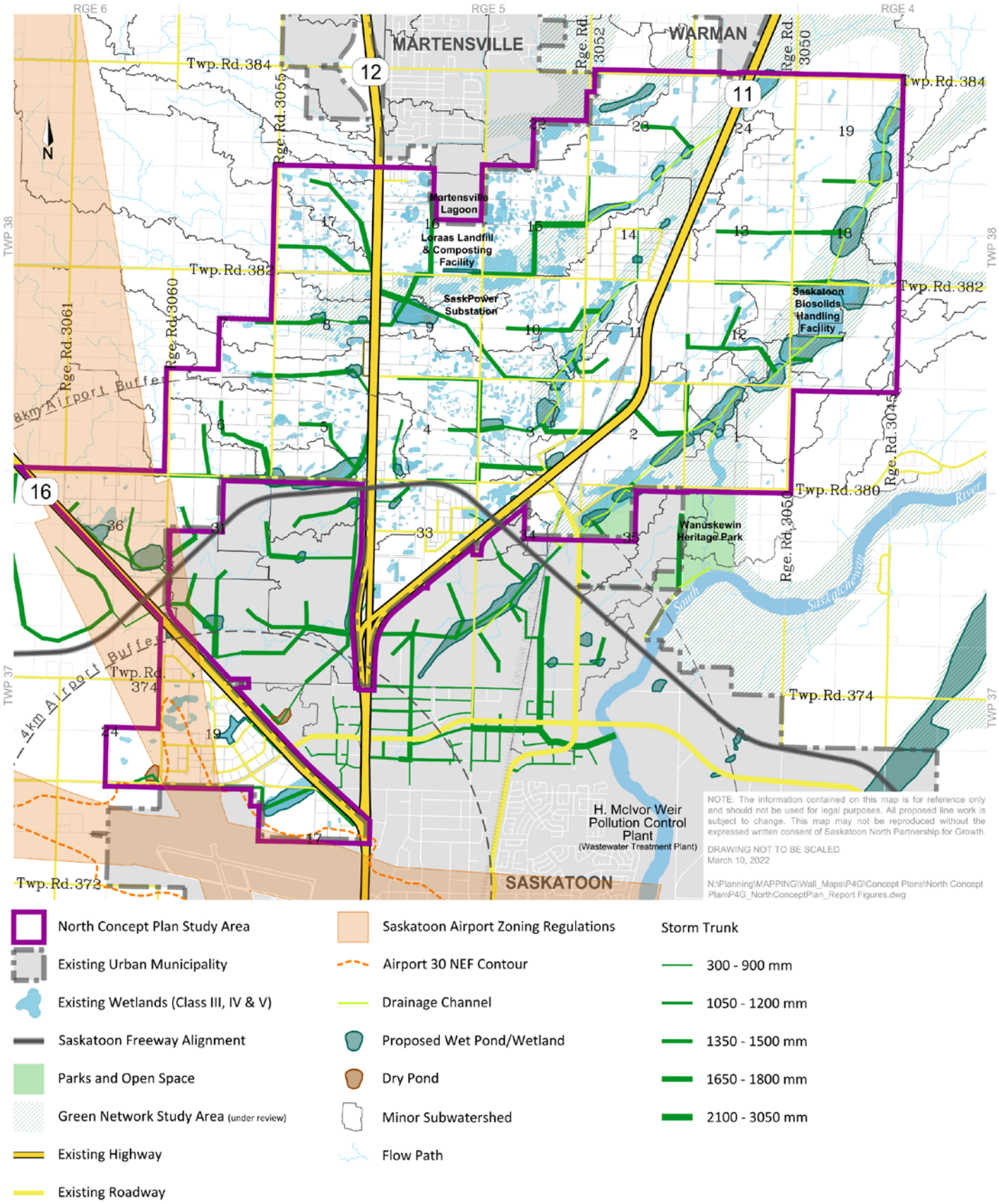
Runoff storage requirements must be incorporated into development plans. The failure to build storage ponds in advance of or in tandem with new developments increases flooding risk throughout the system. The Plan Area already experiences significant drainage challenges and improving both drainage and storage must be a priority as the landscape changes. When a developer creates a development plan, they should work with a qualified environmental specialist and a storm water engineer to create a plan that is appropriate to both the existing natural wetlands and the storage required to manage the change in land use.

6.3.1. Storm Water Recommendations:

APPLICATION	RECOMMENDATION
REGIONAL	• P4G must explore strategies to finance and construct the infrastructure required for development, to provide certainty and encourage growth. • Collaboration with First Nations to explore the potential for efficiencies in planning, construction and maintenance of storm water infrastructure should be encouraged. • Prior to development, an on site storm water model and plan must be completed to assess and establish the storage volume, pipe sizes, and overland flow paths. This model/plan must demonstrate how the development will be tied into the rest of the system to ensure each part of the storm water management system works harmoniously to serve the entire Plan area. • If a development proposal may affect the alignment of storm water infrastructure including sub-catchment areas, wet ponds/wetlands, dry ponds, drainage channels or storm trunks as shown on Map 10, the proposal will be reviewed with the relevant service provider to determine if any changes to the alignment may be considered. If the service provider cannot accommodate changes to the affected infrastructure, the development proposal must be revised to be consistent with Map 10. • When a subdivision proposal includes land required for storm water infrastructure including sub-catchment areas, wet ponds/wetlands, dry ponds, drainage channels or storm trunks as shown on Map 10, dedication of land will be required. For storm trunks, dedication of a minimum of 20 metres of ROW will be required. • In addition to the technical requirements of this Plan, future planning must consider any other relevant regulatory requirements regarding wetlands and natural areas. • Any development that may result in flow changes in Opimihaw Creek must be shared with WHP and any relevant watershed association and their feedback considered in the review of any development proposals. • During the development review process, proposed changes to the storm water system must be reviewed against the original models to ensure that any significant impacts are mitigated.
URBAN	• Interim developments should be designed and constructed with a connection to future servicing in mind. • Interim developments should be built to the standards of the urban municipality in proximity until such time as regional design standards are developed and adopted to ensure that different projects fit together.

RURAL	• Rural development that proposes more than 10% rooftop or paved area is required submit a storm water plan for approval.

MAP 10 – STORM WATER SYSTEM



6.4. Plan Area Grading

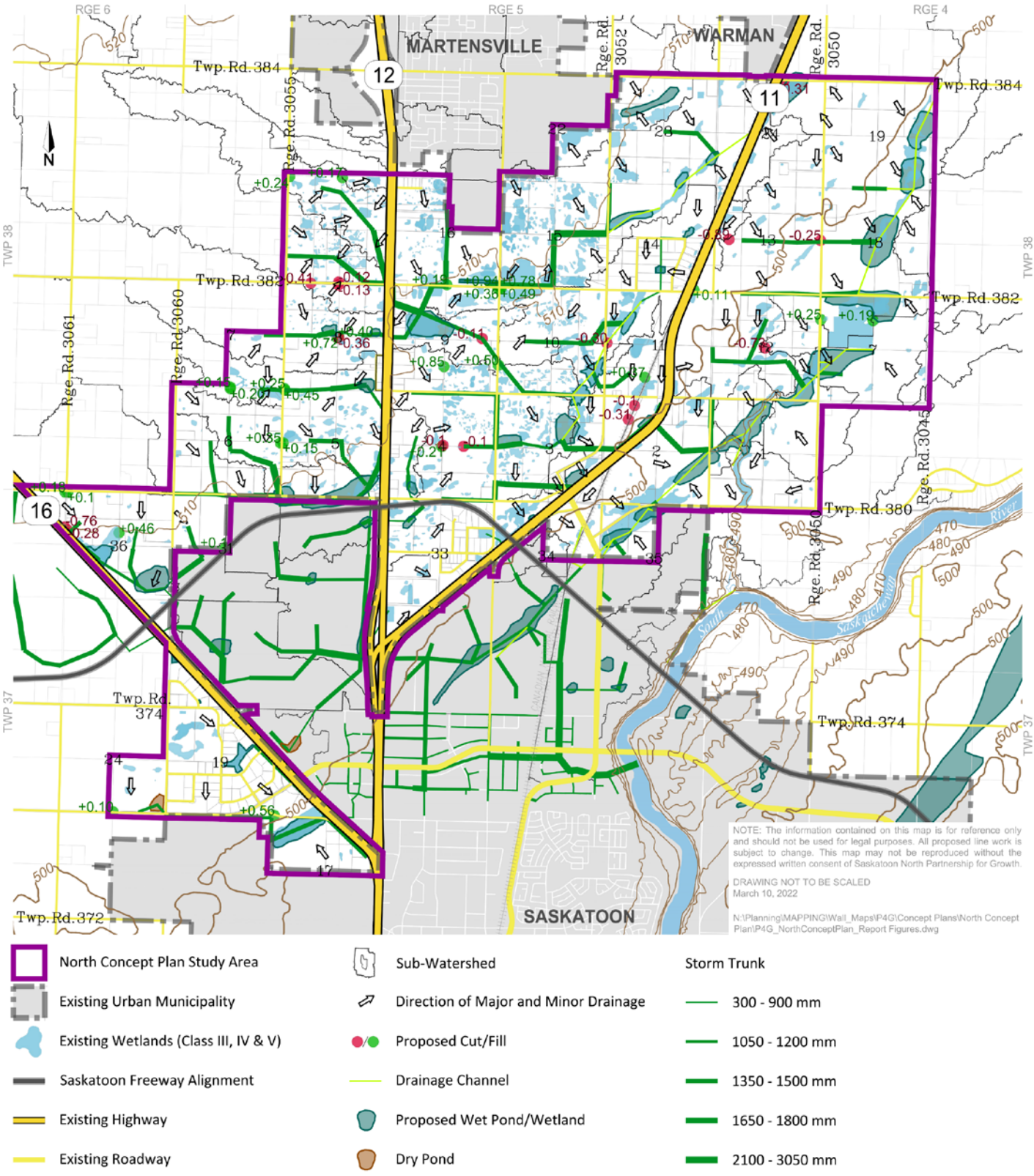
Area grading is provided at a high level that shows the sub-catchments, flow paths, and drainage direction as depicted on Map 11 – Plan Area Grading. It is critical for development to maintain the existing natural sub-catchment areas and drainage paths. This will ensure that there are no adverse effects on upstream or downstream neighbours and that the locations planned for future trunks, channels, and ponds do not get developed. Interim ponds should be located as close to the natural drainage path as possible and connected to the existing overland drainage system, with a release rate equal to the pre-development runoff flow. Any changes to a part of the overland drainage system should be evaluated to see what impact it will have on upstream and downstream neighbours.

Lands near railways, highways, and existing grid roads are locations of concern as these transportation corridors create barriers to natural drainage and lands adjacent to the upstream side are flood prone. This can potentially be remedied by raising the grade, improving the connectivity by adding culverts, or both. Modelling of improvements is required prior to development to anticipate whether these improvements will negatively impact other properties. Early engagement with relevant agencies will be important to ensure solutions will be acceptable.

6.4.1. Plan Area Grading Recommendations:

APPLICATION	RECOMMENDATION
REGIONAL	• A detailed area grading plan must be submitted prior to development. The area grading plan must include a cut/fill and elevation points across the area and demonstrate that the development drains internally to the desired low points while at the same time tying into the surrounding lands in such a way as to not impact the land outside the development area. • If a detailed area grading plan affects the Plan area grading shown on Map 11, the proposal will be reviewed with the relevant municipalities to determine if any changes may be considered. If changes cannot be accommodated, the detailed area grading plan must be revised to be consistent with Map 11. • Collaboration with First Nations in the preparation of detailed area grading plans should be encouraged.

MAP 11 – PLAN AREA GRADING



6.5. Infrastructure & Utility Corridors

Given the nature of anticipated uses and population in the study area, there will be a need for reliable utilities, including power, water, telecommunications, and gas. These utilities must be provided in a highly efficient, cost-effective, and sustainable manner to optimize existing and future capital investment.

The study area contains existing major utilities (high pressure gas transmission and overhead electrical transmission lines), which are not anticipated to be moved in the foreseeable future and may be subject to improvements and expansions. As such, subsequent planning within the study area must consider these and aim to maximize the utility of parcels located along existing and future utility and infrastructure corridors.

Focusing investment on strategic improvements and locations will help to provide cost-effective development and orderly long-term expansion or urban areas. This will also help to maximize the study area's developable area, protect the GNSA and other sensitive areas, and ensure efficient delivery. While the final utility system and infrastructure alignment will be determined as part of subsequent planning stages, the section below contains recommendations intended to guide development in the interim.

6.5.1. Infrastructure & Utility Corridor Recommendations:

APPLICATION	RECOMMENDATION
REGIONAL	• Future infrastructure and utilities should locate into existing infrastructure or utility corridors where they exist. Such corridors must be protected from incompatible development. • Where a new corridor is required, the proponent must avoid areas of incompatible land uses and sensitive features. • Future shallow utility infrastructure should aim to co-locate in common locations to maximize the developability of lands and reduce any off-site impacts (such as within existing or future road ROW). • Future utility alignment must avoid lands designated GNSA; however, where it is unavoidable, impacts shall be mitigated, and new infrastructure must co-locate with other linear infrastructure where feasible to reduce disturbance. • The location of any required easements must be determined in consultation with utility service providers.

6.6. Phasing of Servicing

The DOCP identifies the locations of urban growth at a regional population of 700,000 and a regional population of 1 million. This urban growth phasing was initially considered when preparing the servicing plans for the NCP. Through the review and analysis conducted as part of the NCP, a more efficient servicing strategy has been proposed that does not align directly with the phasing outlined in the DOCP. Further studies to determine and plan for the required regional infrastructure relative to the phasing of urban growth may need to be completed or updated. Full realization of the NCP relies on major new infrastructure, such as a water treatment plant and a wastewater treatment plant, somewhere in the system. The current plants will be at capacity servicing land within the current COS limits. The completion of regional servicing strategies should be prioritized to determine whether there are alternative solutions (e.g., plant locations, capacity shifting, lift station/force mains) that could provide for alternative approaches. A review of the locations of the 700,000 and 1 million growth areas in the DOCP may then be necessary depending on the results of studies completed.

6.7. Sequence of Development

The Land Use Concept is future-oriented and depicts how the Plan Area is to be developed over an extended period through a series of public and private sector initiatives. An inherent objective of the NCP is to ensure that development of the Plan Area proceeds in a coordinated and cost-effective manner.

It is assumed that the sequence of *urban* development will typically be guided by the logical extension of urban services as generally outlined in Section 6 - Servicing. The sequence of urban growth will have to consider the locations of additional water and wastewater treatment plant(s) which at the time of writing this report have not been determined. For *rural* development inside areas identified for future urban growth, the need for collaboration between municipalities will be critical moving forward. This will help ensure that the future growth and land use decisions made today will reflect the needs and aspirations of the local business and industrial community, without jeopardizing a cost-effective and efficient transition to urban development sometime in the future.

The time frame and phasing of urban development will ultimately be determined by the criteria for prioritization and growth sequencing as determined by each respective municipality, in coordination with the region, in addition to many other factors beyond the scope of this Plan.

6.8. Cost Estimate for Urban Servicing

The table below reflects high-level estimates of the current cost of supply and installation of urban servicing infrastructure. This does not include the price of land that may need to be purchased to accommodate the infrastructure.

Table 5. Servicing Cost Estimate

TOTAL	**$845,020,000**
WATER	$107,377,000
SANITARY	$285,227,000
STORM[22]	$301,406,000
PONDS	$151,010,000

[22] Estimated at $1M/ha cost of storm ponds; assumed 20% of storage size for forebays as constructions costs in GNSA.

7. Framework for Transition to Future Urban Infrastructure

7.1. Planning for Transition to Urban Infrastructure

The P4G DOCP provides a framework for the growth of the Region that supports a balance of future rural and urban development. Within the DOCP are objectives and policies that guide development on lands planned for urban growth. A plan or mechanism for the full cost recovery of urban services, while not included in the scope of this Plan, will be needed to ensure that water, sanitary sewer, storm water and transportation systems are adequately financed for sustainability over the long term. Development that occurs before urban growth reaches these areas must be designed in a way that enables well-planned, cohesive future urban growth, integrates with future urban land uses and infrastructure, and ensures the costs of urban growth can be recovered. Proposals for developments in designated Future Urban Growth Areas must adequately demonstrate capability of transitioning from a rural to urban form. At minimum, applications for development must demonstrate:

- The servicing for the site considers the future land requirements and standards of the relevant urban municipality (typically demonstrated through a conceptual servicing plan identifying the general location of future connections).
- Future resubdivision can be accommodated in accordance with the requirements of an urban zoning in the future (typically demonstrated through a shadow plan where the rural lot size and depth, building locations and on-site services are shown to support the future redevelopment as urban lots).
- All interim and future internal roadways are dedicated, securing a basis for future resubdivision and site servicing.

7.2. Servicing Agreements

A significant portion of the NCP is within the designated Future Urban Growth Areas in the P4G DOCP. Over time, these lands will be incorporated into the adjacent urban fabric. Regional coordination is required to ensure future urban infrastructure – transportation networks, water and wastewater systems, and storm water – is planned, developed, and paid for in the most cost efficient, fair, and equitable manner.

The P4G will be developing regional transportation, servicing and cost recovery plans that will include strategies and detailed mechanisms to address the planning and recovery of costs to upgrade the servicing within the Plan Area as urban infrastructure is phased into existing rural serviced developments. To guide land use and development decisions before these plans are completed, an interim NCP framework is proposed.

The interim framework is guided by the principles, strategic directions, and policies within the P4G DOCP including the efficient provision of infrastructure for both existing and new growth, reduce

costs, increase quality of services, facilitate coordination between P4G partners, plan to common standards and reduce service overlaps. To achieve the above, plans for interim infrastructure must consider the extension and integration of urban infrastructure in the future, and ensure costs and benefits are shared in a fair and equitable way through a transparent and consistent financial model.

Detailed costing and funding are not available due to the very large scale of the NCP and its long-term and conceptual nature. Further, there are numerous uncertainties regarding timing of development and specific thresholds that need to be met prior to urban services being extended and constructed. However, the NCP supports future infrastructure planning that ensures the costs of new growth areas are funded in a fiscally sustainable manner, and by acknowledging that growth should be paid for by those who benefit from it.

Until the above-mentioned regional transportation, servicing and cost recovery plans have been completed, the following framework will guide servicing agreements for new development within designated Future Urban Growth Areas:

- Proponents of subdivision and development shall be responsible for all costs associated with the development.
- All services and facilities constructed to a rural standard in support of a subdivision or development within designated Future Urban Growth Areas shall be considered interim until urban services extend to the site.
- All proposed subdivisions within designated Future Urban Growth Areas will require the applicant to enter into a servicing agreement with Corman Park that addresses the provision of services and facilities that directly or indirectly serve the subdivision, and the future transition of the subdivision to an urban standard.
- Proponents will be responsible for designing future urban services and facilities in accordance with the engineering standards of the relevant urban municipality in proximity to the site. The proponent must contact Corman Park to confirm the relevant urban municipality prior to undertaking the design.
- Future urban services and facilities shall be designed to the relevant urban municipality's standard; however, with the support of the relevant urban municipality, they may be constructed to a rural standard with a plan to transition to the urban standard in the future. The design shall include the projected costs for the transition to the urban standard and a mechanism to recover the costs that is acceptable to the relevant urban municipality. The servicing agreement shall be registered on each parcel created by the subdivision.
- Corman Park will enter into an intermunicipal agreement with the relevant urban municipality regarding planning future urban services and facilities, and recovering the costs for providing, altering, expanding or upgrading services and facilities that will be required when the subject lands transition to urban servicing.

8. Implementation

The NCP will be part of the DOCP. It will be used to guide land use and development decisions including proposals to amend the DOCP, rezone land or amend the text of the P4G District Zoning Bylaw, subdivide land, and establish discretionary uses. It will guide the partner municipalities' capital project priorities including regional transportation, servicing, and cost recovery plans.

8.1. Monitoring, Review, and Evaluation

The NCP is a long-term planning document that promotes a vision for coordinated, compatible, and consistent development within the Plan Area in the short- and long-term and provides guidance and recommendations that work towards achieving that vision over time. The NCP should be periodically reviewed and updated to reflect current priorities and circumstances until the build-out of the Plan Area is achieved.

8.2. Amending the Concept Plan

Where an amendment to the NCP is proposed, supporting information necessary to evaluate and justify the amendment must be submitted to Corman Park. The amendment will be referred to the P4G partner municipalities for review and comment and to the P4G District Planning Commission, who in turn will make a recommendation to the partner Councils. Since the NCP is adopted as part of the P4G DOCP, all the partner Councils must adopt by bylaw any amendment to the NCP. Approval of the amending bylaws rests with the Minister of Government Relations.

8.3. Plan Interpretation

To assist with the accurate interpretation of this Plan, the guidelines below are intended to provide further clarification.

- Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only and should be interpreted as such. They are not intended to define exact locations except where they coincide with clearly identifiable physical features or fixed boundaries such as road or utility ROWs.
- Exact measurements of distances or areas should not be taken from the maps in this Plan.
- The land uses identified on the Land Use Concept are not to be interpreted as an approval for a use on a specific site. No representation is made within this Plan that any specific site is suitable for a particular purpose as detailed site conditions or constraints must be assessed on a case-by-case basis as part of any development proposal.
- Where the boundaries of a land use do not follow a recognizable physical feature or fixed boundary, their precise location should be determined by Corman Park, in consultation with the relevant urban municipality if the site is in a designated Future Urban Growth Area, at the time of application.