

Appended to OCP Bylaw 2-2020
Consolidated Version August 3, 2021

MARTENSVILLE WEST LANDS

SECTOR PLAN AUGUST 2020



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SECTION 1.0

Introduction

1.1 PURPOSE & OBJECTIVES

The Martensville West Sector Plan is a statutory planning document that provides a land use, transportation and servicing framework to guide the development of approximately 271.71 hectares (671.39 acres) situated on the west side of the City of Martensville.

The purpose of the Martensville West Sector Plan is as follows:

- ➔ **Inform and direct land use and policy revisions to the Martensville Official Community Plan (OCP), and in doing so, provide the link between the OCP and the future development of the Plan area.**
- ➔ **Provide direction for the preparation and approval of more detailed planning stages including concept plans, land use amendment, and subdivision applications within the Plan area.**

To accomplish this purpose, the Sector Plan contains a development vision, a land use, transportation, and servicing framework and accompanying policy to ensure the vision and direction for Martensville West is achieved over time.

The development of the Sector Plan has been undertaken concurrently with the recent annexation of the majority of the Plan area from the R.M. of Corman Park to the City of Martensville. The Government of Saskatchewan issued an order in Council approving the annexation of the Plan area and other lands adjacent to the City effective April 03, 2018.



1.2 LOCATION

The Plan area is situated north of the City of Saskatoon and located west of Highway No. 12 on the western boundary of Martensville city limits, as illustrated on [Figure 1: Regional Context](#) and [Figure 2: Municipal Context](#). The Plan area is defined by:



Agricultural Land to the north - cultivated lands located within the R.M of Corman Park that are currently used for agricultural purposes.



Highway No. 12 to the east - Highway No. 12 is a Provincial Highway that connects Martensville to the

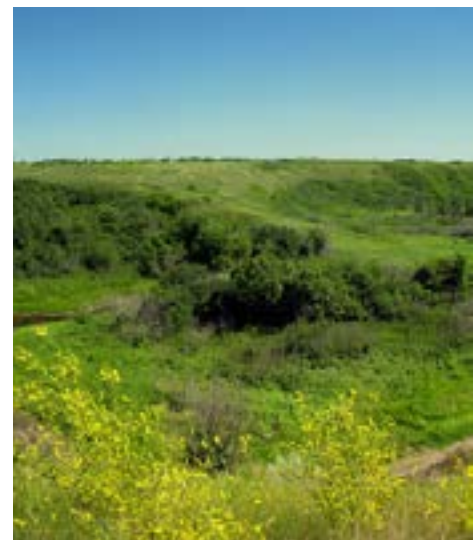
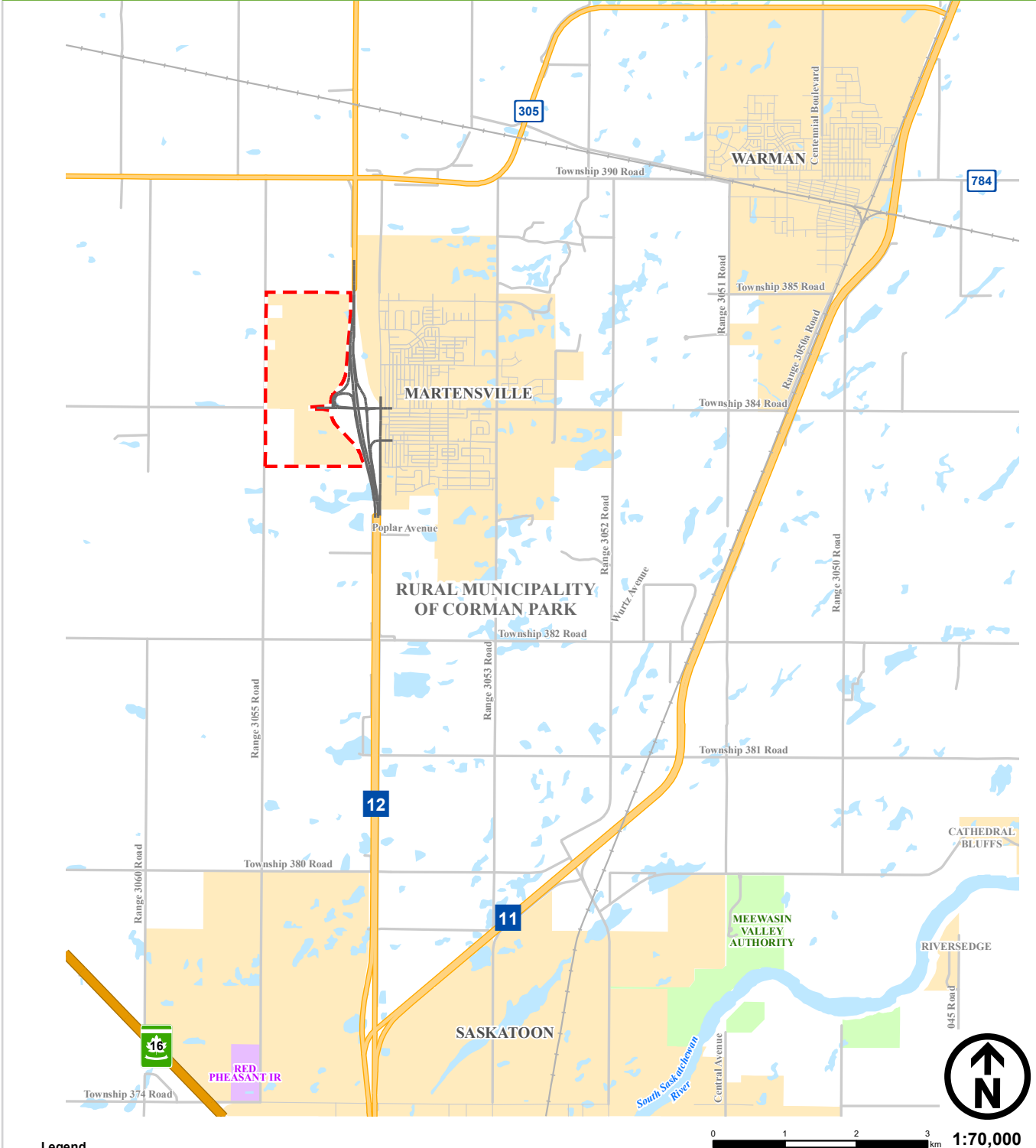




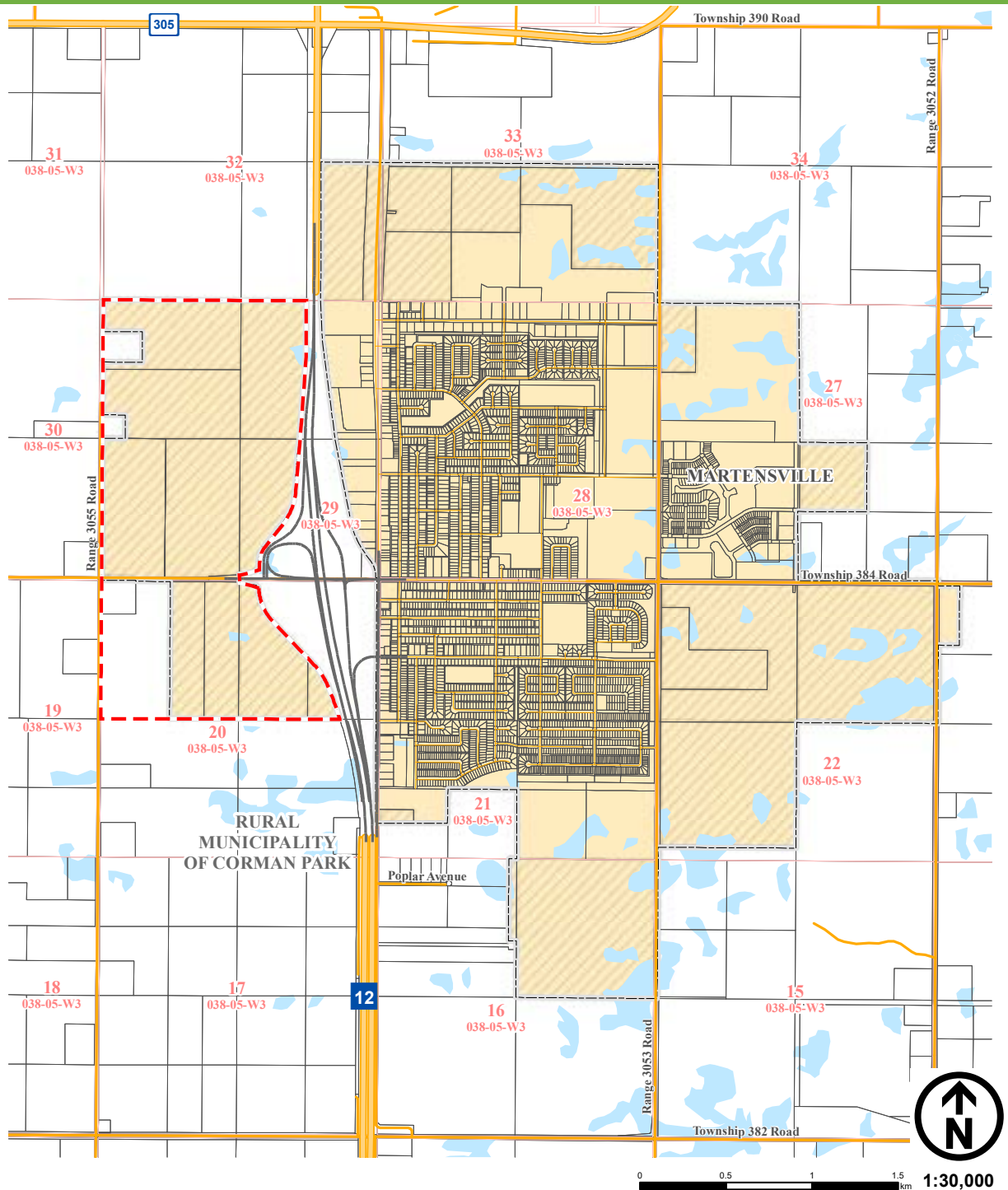
Figure 1: Regional Context



- Legend**
- West Sector Plan Area
 - National Highway
 - Provincial Highway
 - Existing Highway 12 Improvement
 - Major Road
 - Minor Road
 - Park
 - Reserve
 - Urban Municipality
 - Waterbody



Figure 2: Municipal Context



Legend

- | | | |
|-----------------------|------------|---------------------------------|
| Urban Municipality | Section | Provincial Highway |
| West Sector Plan Area | Waterbody | Existing Highway 12 Improvement |
| Recently Annexed Land | Major Road | Minor Road |
| Parcel Boundary | | |



R.M of Corman Park and the City of Saskatoon. Significant improvements to Highway 12 have been recently completed including lane reassignment and construction of an interchange.

- ➔ **Range Road 3055 to the west**- Range Road 3055 is a rural gravel road that forms the boundary between the City of Martensville and the R.M of Corman Park.
- ➔ **Saskatoon/Richter Field Aerodrome, (TC LID: CRF5)**, is situated to the south of the subject property. Beyond and adjacent to this airfield are cultivated agricultural lands within the R.M of Corman Park.

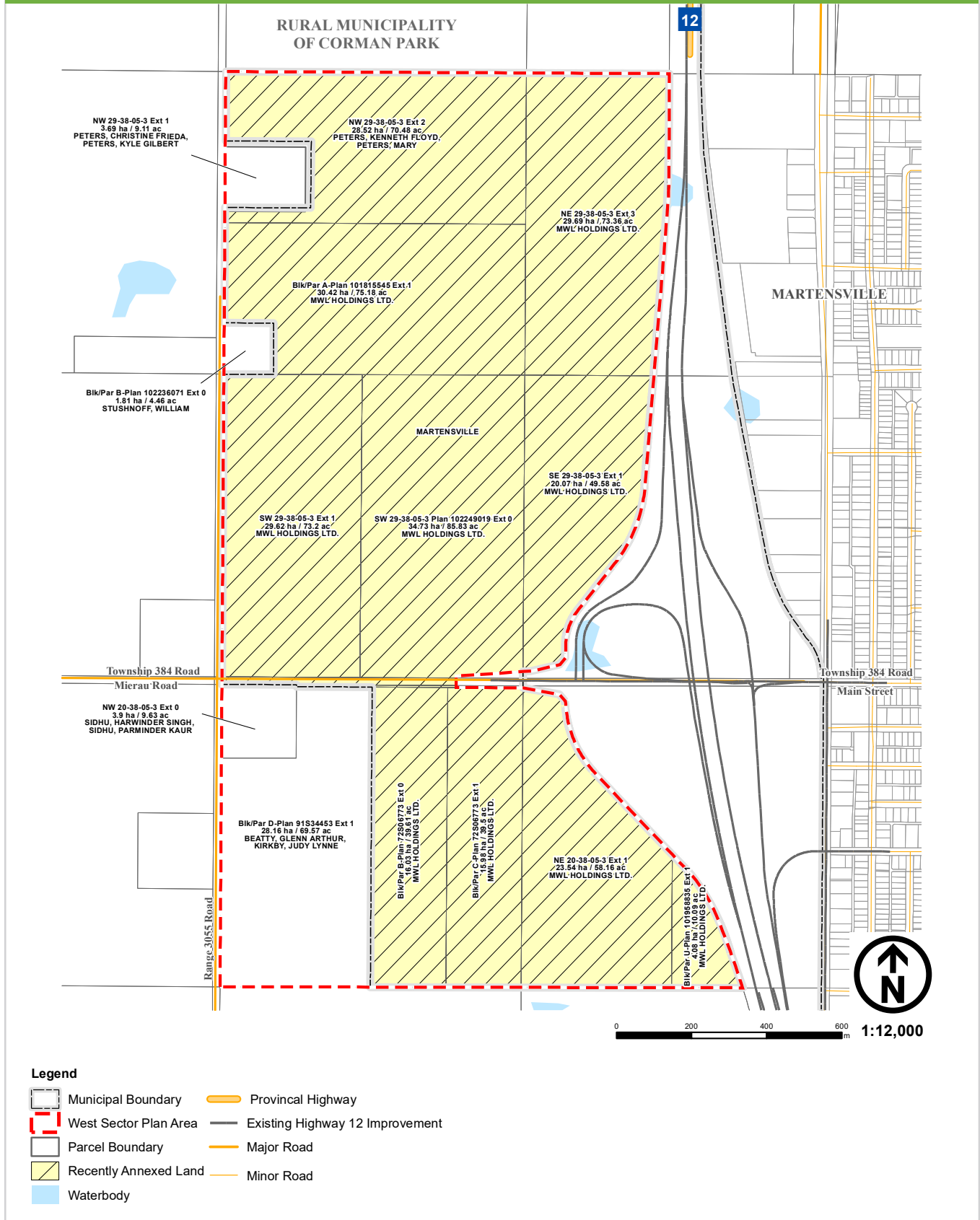
1.3 LEGAL DESCRIPTION & OWNERSHIP

The Plan area is comprised of fifteen (15) parcels owned by seven (7) different landowners. Most of the lands within the Plan area owned MWL Holdings Ltd who has served as the project sponsor for the Martensville West Sector Plan. Land ownership within the Sector Plan area is illustrated on [Figure 3: Plan Area Ownership](#) and detailed in [Table 1: Legal Description & Ownership](#)

Land Owner	Legal Description	Situated within City of Martensville Limits	Area (ha)	Area (ac)	% of Plan Area
MWL Holdings Ltd.	Blk/Par U-Plan 101958835 Ext 1; NE 20-38-05-3 Ext 1; Blk/Par C-Plan 72S06773 Ext 1; Blk/Par B-Plan 72S06773 Ext 0; SW 29-38-05-3 Plan 102249019 Ext 0; SE 29-38-05-3 Ext 1; NE 29-38-05-3 Ext 3; Blk/Par A-Plan 101815545 Ext 1	Yes	204.16	504.46	75.14%
Peters, Christine Frieda; Peters Kyle Gilber	NW 29-38-05-3 Ext 2	Yes	28.52	70.48	10.50
Peters, Kenneth Floyd; Peters, Mary	NW 20-38-05-3 Ext 0	No	3.69	9.11	1.36%
Stushnoff, William	Blk/Par B-Plan 102236071 Ext 0	No	1.81	4.46	0.66%
Beatty, Glen Arthur; Kirkby, Judy Lynee	Blk/Par D-Plan 91s34453 Ext 1	No	28.16	69.57	10.36%
Sidhu, Harwinder Singh; Sidhu Parminder Kaur	NW 20-38-05-3 Ext -0	No	3.9	9.65	1.44%
Her Majesty the Queen (Existing Road Allowances)	St/L 12-Plan 72S06773 Ext 13; ORA 51-38 05 3 Ext 52	Yes	1.47	3.63	0.54%
Total Area			271.71	671.39	100%



Figure 3: Plan Area Ownership





1.4 INTERPRETATION

1.4.1 Timeframe of the Plan

This Sector Plan is future-oriented and establishes the overall pattern for how the Martensville West lands are to be developed over an extended period of time. The exact timing of the build out of the Sector Plan remains subject to market demand and other factors.

1.4.2 Policy Interpretation

The following interpretations shall be used when interpreting the policies within this Plan:

- ➡ 'Shall or will' policies outline mandatory compliance with a given statement.
- ➡ 'Should' policy statements demonstrate that compliance is encouraged and recommended. However, 'should' statements may not always be practical and flexibility is provided in such circumstances. Should statements will apply unless it can be clearly identified to the satisfaction of the Approving Authority that the policy is not reasonable, practical, or feasible in a given situation.
- ➡ 'May' statements indicate no obligation to undertake what is proposed, but implies that the Approving Authority shall give due consideration to the policy and has some discretion on decision-making.
- ➡ Policy numbering within this Plan coincides with the section or subsection numbering that immediately proceeds the policy.

1.4.3 Map Interpretation

The following interpretations shall be used when interpreting maps within this Plan:

- ➡ Unless otherwise specified within the Plan, the boundaries or locations of any symbols or land use areas shown on a map are approximate only, not absolute, and will be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads or existing utility rights-of-way.



- ➔ No measurements of distances or area shall be taken from the maps or figures in the Sector Plan.
- ➔ The precise location of land use boundaries will be evaluated and at the time of Concept Plan, rezoning and subdivision applications. Where adjustments are made as a result of further delineation through the Concept Plan process, an amendment to the maps within this Sector Plan shall not be required, as long as the intent of the applicable policies are maintained.
- ➔ The Sector Plan provides broad policy direction relative to the intended uses and development of the area. The ultimate definition and approval of land uses shall be further delineated at the Concept Plan and Land Use Amendment stage.

1.5 REGULATORY FRAMEWORK

The Martensville West Sector Plan should be read in conjunction with other relevant statutory and non-statutory plans that apply to the City of Martensville. The following plans provide overarching policy direction and objectives that have helped guide the preparation of the Martensville West Sector Plan and will continue to provide guidance as the Plan area develops over time:

1.5.1 P4G Regional Plan

In 2014, the cities of Saskatoon, Martensville and Warman, the Town of Osler and the RM of Corman Park joined together to form the Saskatoon North Partnership for Growth (P4G). The purpose of the P4G is to develop a Regional Plan to ensure each municipality benefits from growth opportunities, increase efficiencies, and reduce costs by working together. The Regional Plan encompasses the City of Martensville, and the proposed Sector Plan area. The DRAFT Regional Plan is now under refinement and the P4G partners are in the process of forming a Planning District and a District OCP which aligns with the Regional Plan. Concurrent with this, the City of Martensville has recently commenced a review and update to the City of Martensville's Official Community Plan. The City OCP will be developed in consultation with District partners and amended to include complimentary policies which support the District OCP vision and goals. Subsequent statutory plans, such as the Martensville West Sector Plan, will be required to align with the higher order statutory planning framework consisting of the P4G Regional Plan, District OCP and City OCP.

In May 2017, the Regional Oversight Committee (ROC) endorsed the DRAFT P4G Regional Plan, and then in September 2017, endorsed the Regional Plan in principle as well as the servicing strategy and governance framework. Since that time, in May 2019 and June 2020 the Regional Oversight Committee has approved amendments to the Regional Land Use Concept.



The preparation of the Martensville West Sector Plan has been completed in consideration of both the land use, transportation and servicing directions contained in the P4G Regional Plan Land Use Concept as approved in 2017, subsequent amendments to the P4G Regional Plan Land Use Concept as approved in May 2019 and June 2020, as well as an independent and comprehensive market assessment completed in support of the project as further detailed in Section 2.3.

The P4G Regional Plan Land Use Concept as initially approved in 2017 and shown in Figure 4A identifies the Martensville West Sector Plan area accommodating Urban Commercial/Industrial uses along Highway 12, Urban Residential Neighbourhood uses along the western portion of the plan, and an Urban Mixed Use Node central along Main Street.

The Martensville West sector plan land use concept has been developed in careful consideration of these regional plan directions and informed by a comprehensive market assessment. The sector plan land use concept accommodates urban commercial land uses for the southeast portion of the plan along Highway 12, urban residential neighbourhood land uses for the remainder of the plan and identifies three neighbourhood hubs intended to accommodate local commercial, higher density residential, open space and potential mixed use development. The Martensville West Sector land use concept, informed by a comprehensive market evaluation presents a balance of both commercial and residential uses responsive to site conditions and the proposed transportation network.

Figure 4A: P4G Regional Plan Land Use Concept (Initially Approved by ROC, September 2017)





1.5.2 Martensville Official Community Plan (2016)

The Official Community Plan (OCP) serves as a statement of the goals, objectives and policies of the City of Martensville relating to the future growth and development of the community. The policies are intended to provide Council with direction in establishing other bylaws and programs to guide the future growth and establish guidelines for formulating decisions on future land use and development proposals. The Martensville West Sector Plan takes its direction from the OCP and helps define and reflect the broader goals of the City within the Sector Plan area. The relationship of the Martensville West Sector Plan area to the Martensville OCP Future Land Use Concept is outlined below. The City of Martensville has recently commenced a review and update to the City OCP.

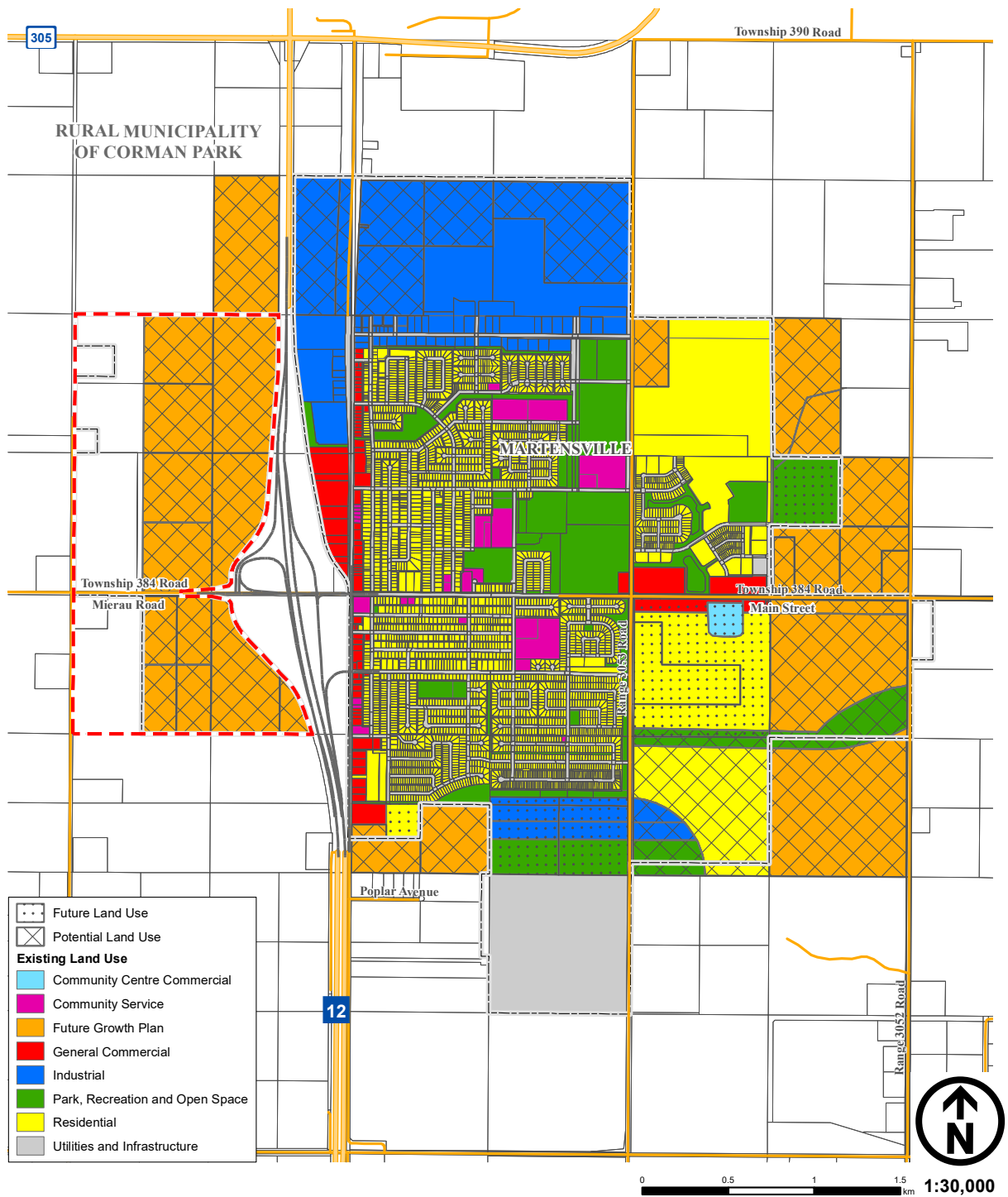
POLICIES

- 1.5.2 (a) An amendment to the Martensville OCP Future Land Use Concept may be required to ensure alignment and consistency with the land use, transportation and servicing direction of the Martensville West Sector Plan.





Figure 5: Martensville OCP Future Land Use Concept





1.5.3 Non-Statutory Plans

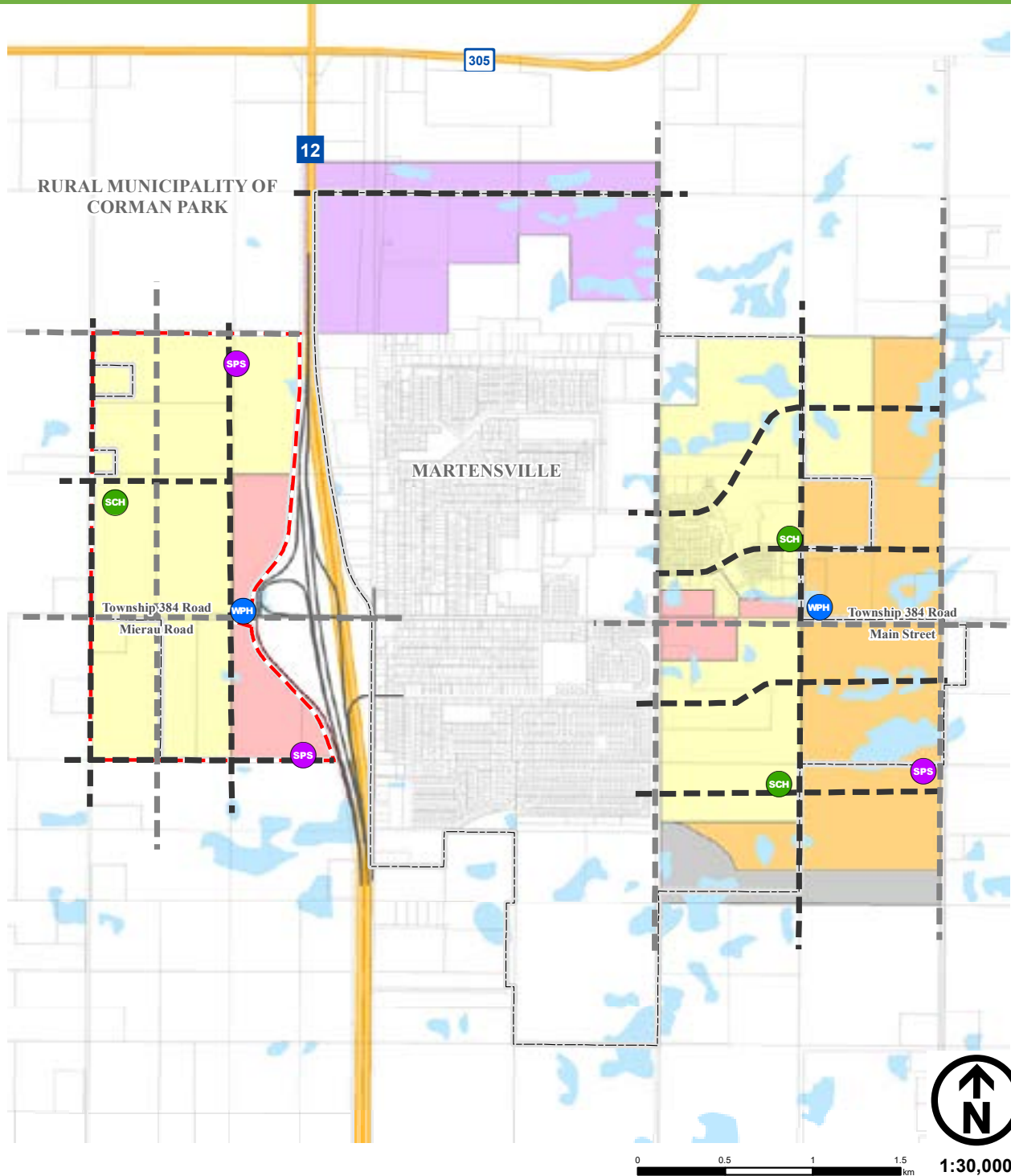
Future Growth Strategy 2040 (2016)

The Future Growth Plan (FGP) is a non-statutory planning document that provides direction for managing growth. The FGP addresses the municipal infrastructure needs for a growing population, a long range land use map, and a long range capital investment estimate to provide the required infrastructure to support the growing community over the next twenty five years. The relationship of the Martensville West Sector Plan to the FGP Preferred Growth Option is outlined in [Figure 6: Martensville FGP Preferred Growth Option](#).





Figure 6: Martensville FGP Preferred Growth Option

**Future Facility**

Potential SPS Location

Potential School Location

Potential WPH Location

Road Hierarchy

Arterial

Collector

Parcel Boundary

West Sector Plan

Future Growth Area

Commercial

Industrial

Residential

Residential (Wetland Overlay Zone)

Transitional Zone

Provincial Highway

Existing Highway 12 Improvement

Future Highway 12 Improvement

Urban Municipality

Waterbody



Municipal Sustainability Plan (2017)

The City of Martinsville Municipal Sustainability Plan was initially created in 2014 and Administration and Council have been updating and using the Plan since then to guide departmental plans and budgets so that the City can continue to deliver the programs and services residents need and want. The new Municipal Sustainability Plan was developed in 2017 and continues to set the priorities and strategic direction for the City of Martinsville.

The Plan is based on five pillars of sustainability – Governance, Culture, Social, Environment and Economy. The Plan sets out goals for each pillar, and strategies to achieve them.

Transportation Master Plan

The Transportation Master Plan (TMP) identifies long-term infrastructure needs based on existing and projected future travel demands for all transportation modes. The TMP focuses on key collector roads, arterial roads and highways within the city, including examining potential new links to facilitate future growth and improve the overall network. The relationship of the Martinsville West Sector Plan area to the Martinsville TMP Recommended Road Network Plan is outlined below.

POLICIES

- 1.5.3 (a) The regional and internal road network to support the development of Martinsville West Plan area should be consistent with the City of Martinsville Transportation Master Plan and shall be informed and guided by a comprehensive traffic impact assessment. Future traffic impact assessments completed at the time of subsequent Concept Plan and Land Use Amendment applications may be required by the City of Martinsville to inform staged transportation system improvements.

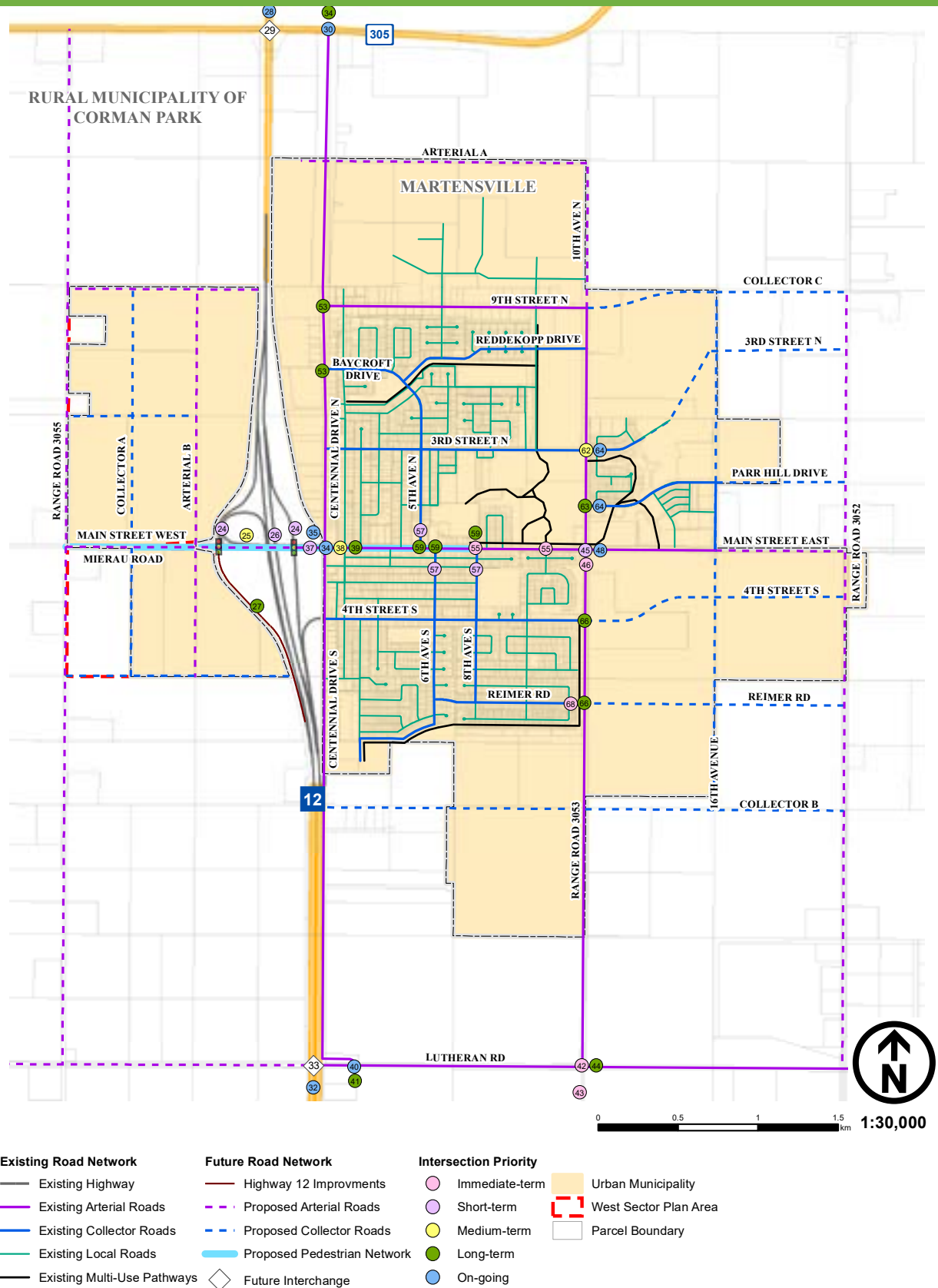
Recreation and Parks Master Plan

The City of Martinsville Recreation and Parks Master Plan will be used to help guide the City in its decision-making and policy-setting regarding existing and future recreation infrastructure, parks, trails, programs and services.





Figure 7: Martensville TMP Recommended Road Network Plan





SECTION 2.0

Plan Area Attributes & Constraints

2.1 EXISTING SITE CONDITIONS

2.1.1 Existing & Adjacent Land Use

The Martensville West lands are comprised predominantly of agricultural lands for crop production and six rural residential acreage lots. Since a portion of the Plan area has recently been annexed from the RM of Corman Park to the City of Martensville, the existing zoning of the Plan area consists of zoning under the City of Martensville and RM of Corman Park zoning bylaw. Portions of the Plan area contained within the City of Martensville are in the process of being rezoned to Future Urban Development (FUD). Those portions of the Plan area situated within the RM of Corman Park are zoned Agricultural (AG), Agricultural Residential 1 (AR-1) and Agriculture Residential 2 (AR-2). The existing zoning of the Plan area and the surrounding area is denoted on [Figure 8: Existing and Adjacent Land Use](#).

Adjacent land uses to the east of the Plan area, within the City of Martensville, consist of commercial uses that border Highway 12, including Highway Commercial (C2) and Arterial Commercial (C2A), as well as Community Service (CS) uses to accommodate City Hall and Civic Centre. Land uses to the north, south, and west of the Plan area, within the RM of Corman Park, consist of agricultural land and rural residential lands zoned AG/AR1.

2.1.2 Topography

Terrain within the Plan area is relatively flat with little topographic relief. The overall elevation change across the site is 3.0 metres, with the highest points located in the northwest portion of the Plan and the lowest point located in the southeast corner, illustrated on [Figure 9: Topography](#).

The Plan area generally has a slight slope from north-west to south-east where it crosses under Highway 12 through a culvert to the south drainage channel of Martensville, before entering the Opimihaw Creek on the east side of Martensville.



Figure 8: Existing and Adjacent Land Use

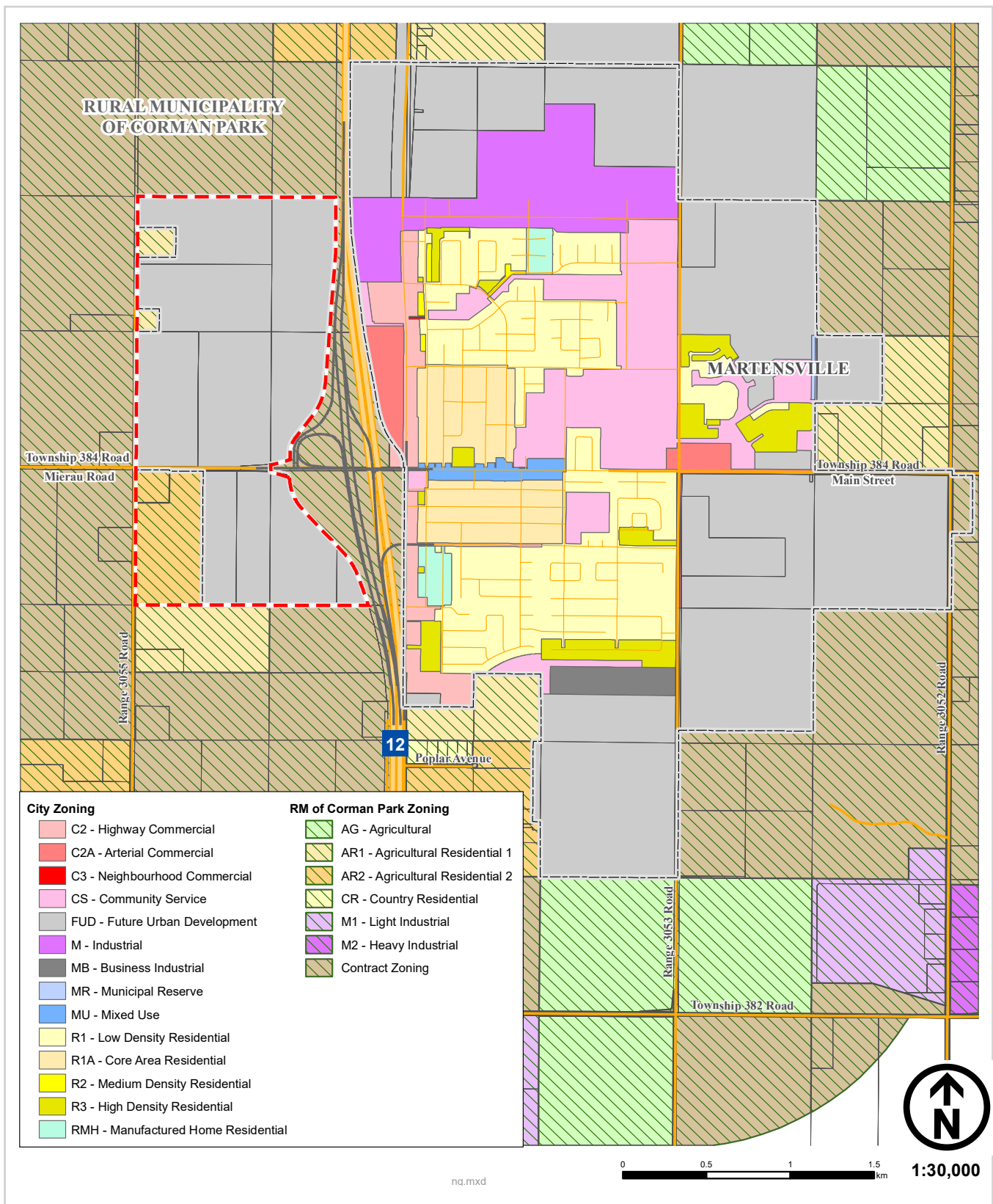
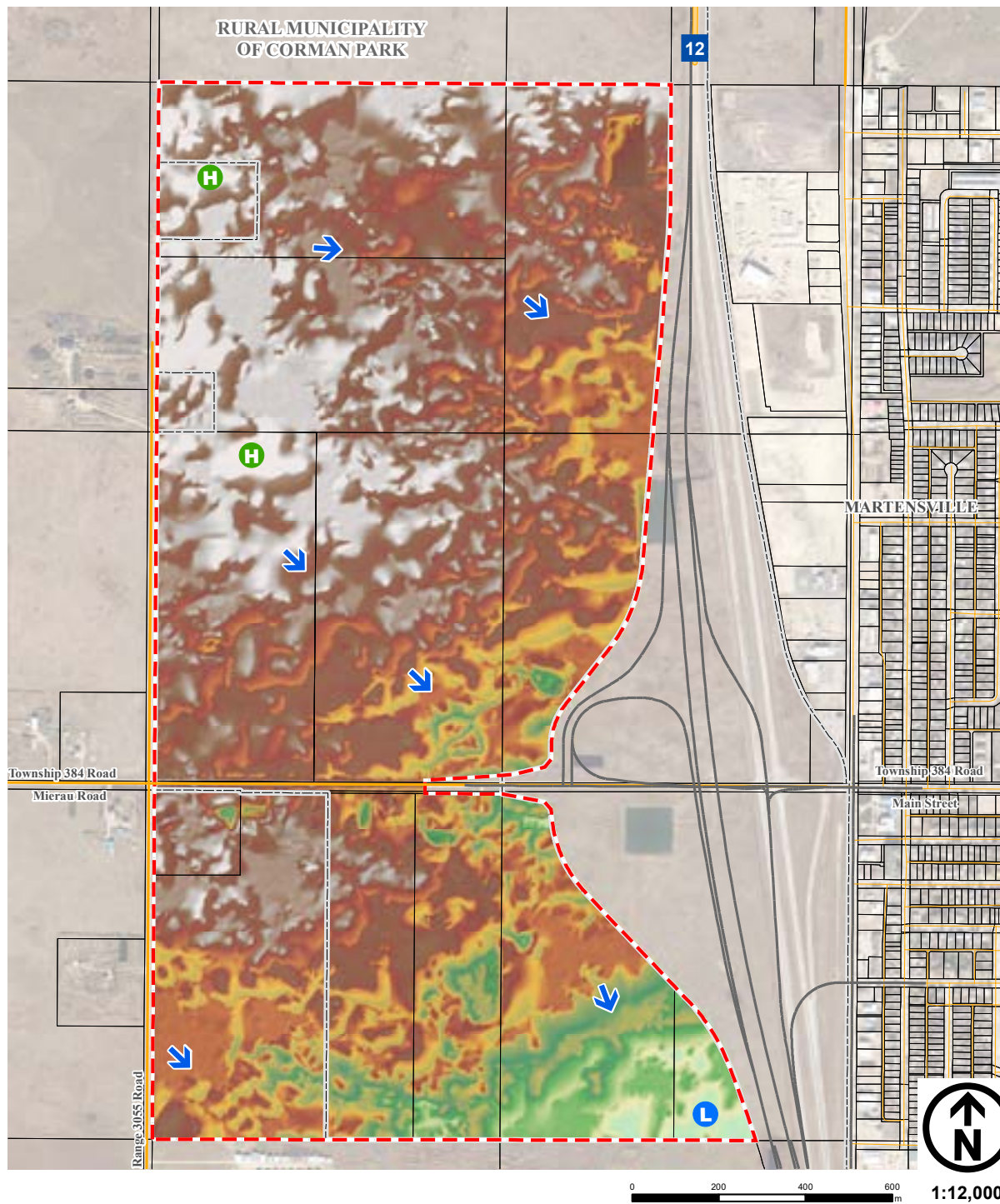




Figure 9: Topography



Legend

H High Point

L Low Point

→ Flow Direction

Elevation (m)

High : 518

Low : 516

Municipal Boundary

West Sector Plan Area

Parcel Boundary

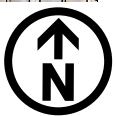
Provincial Highway

Existing Highway 12 Improvement

Major Road

Minor Road

0 200 400 600 m



1:12,000



2.1.3 Wetlands

A Wetland Classification Study was completed by Johnson and Weichel Resource Management Consultants in March 2018. The study identified and mapped the wetlands within the Plan area and provides general recommendations for mitigation measures related to the potential impacts to wetlands from proposed land uses.

As illustrated in [Figure 10: Wetlands](#), the Martensville West lands contain several wetland depressions that occupy a total extent of 21.8 hectares / 53.86 acres of the Plan area. The large number of relatively small wetlands reflects the very low topographic relief in this terrain. The majority of the wetlands within the Plan area are classified as Class 1 or Class 2 wetlands. Class 1 wetlands are temporary, limited to the shallowest depressions, and characterized by the presence of only the Low Prairie vegetation zone. Class 2 wetlands are less temporary and are characterized by the presence of some vegetation in the Wet Meadow zone. There were seven Class 3 wetlands comprising a total of 3.07 hectares / 7.58 acres identified within the Plan area. Class 3 wetlands are generally deeper depressions with the presence of Shallow Marsh vegetation.

The P4G Regional Plan includes objectives on protection and responsible stewardship of wetland resources, including recommendations that the region should strive to avoid impacts to wetlands where reasonably possible, address impacts to wetlands where avoidance cannot be achieved, and undertake compensatory mitigation for any negative impacts to significant wetlands from development. Recently, a number of municipalities have adopted wetland conservation strategies that use the Stewart and Kantrud (1971) classification system and the recognition that Class 3, 4, and 5 wetlands are the most significant wetlands for protection and compensatory mitigation to achieve the objective of “no net loss” of wetland values and functions.

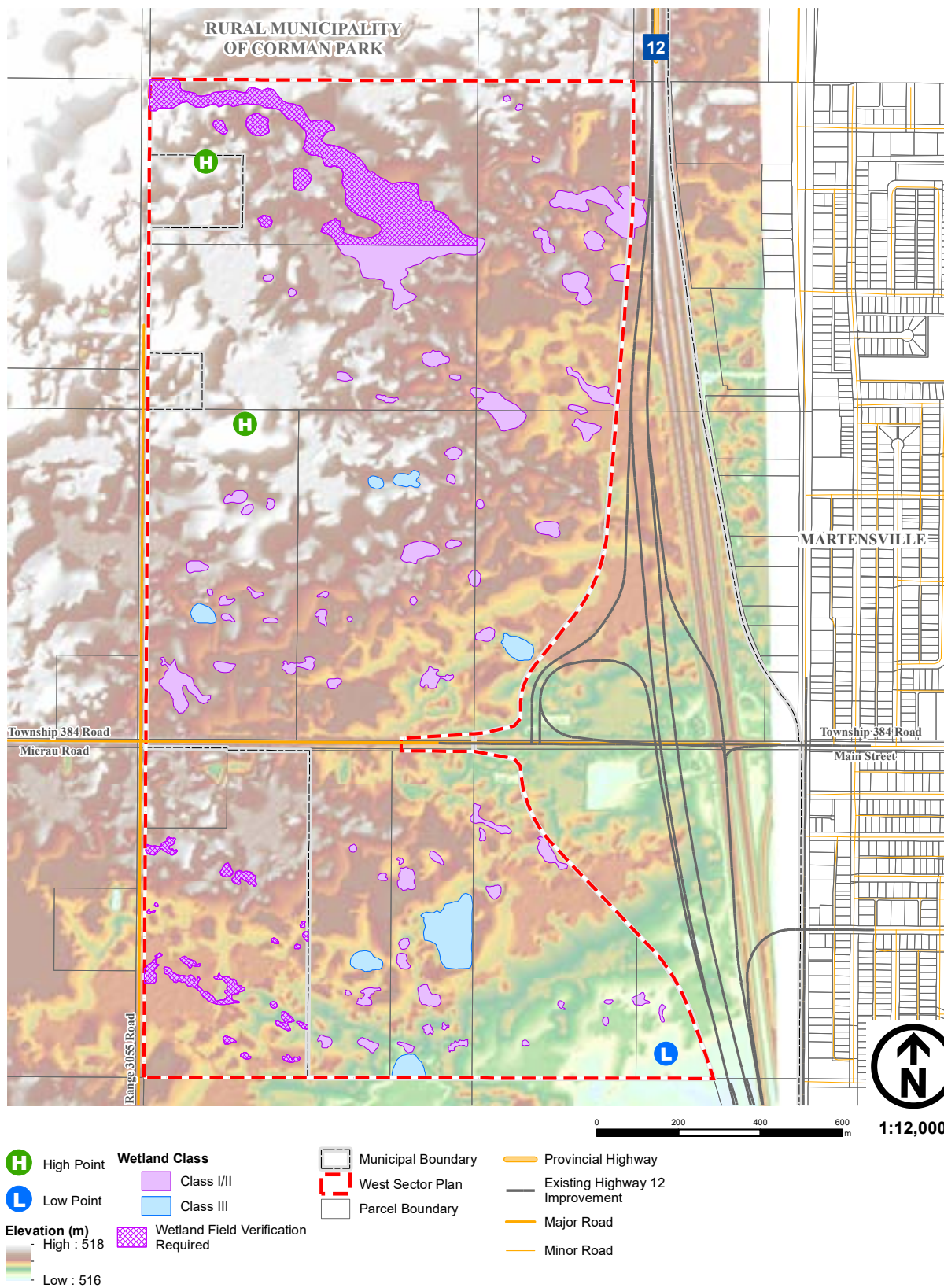
The City of Martensville has endorsed a “no net loss” compensatory mitigation approach in order to mitigate the loss of existing Class 3 wetlands within the Plan area. The mitigation approach will be based primarily on the creation of engineered wetlands on a 1:1 ratio integrated within proposed stormwater retention areas and the proposed network of public open spaces. The construction of engineered wetlands within the Plan area will provide reasonable potential to offset development impacts while meeting applicable regional and municipal planning objectives.

POLICIES

- 2.1.3(a) The avoidance and preservation of Class 3, 4, and 5 wetlands should be undertaken where possible and considered for integration within the urban development form.
- 2.1.3(b) Where avoidance is not possible, disturbance to Class 3, 4 and 5 wetlands shall be undertaken on a 1:1 compensatory ratio whereby wetlands disturbed are replaced with engineered wetlands integrated within proposed stormwater retention / detention facilities and / or proposed public open space.



Figure 10: Wetlands





2.1.4 Historical Resources

A Heritage Resources Overview (HRO) for the Plan area was initiated by Crosby, Hanna & Associates in December 2017, completed by Western Heritage in March 2018, and submitted for review to the Government of Saskatchewan Heritage Conservation Branch (HCB). Based on the heritage screening process completed by the HCB, a Heritage Resource Impact Assessment (HRIA) was requested to complete the heritage screening process for portions of the Plan area. A HRIA was completed by Western Heritage in October 2018, and in January 2019 the HCB granted heritage clearance to all lands contained within the Sector Plan area. All regulatory requirements have been satisfactorily completed and no further heritage review or fieldwork is required .

2.1.5 Environmental Assessment

A Phase 1 Environmental Site Assessment (ESA) was completed by P.Machibroda Engineering Ltd. in February 2018. The subject lands consist primarily of cultivated farmland with the exception of a few residential homes. Based on the observations made and the findings of the report, the subject property is considered to have a low environmental hazard potential and no further investigation is required at this time.

2.1.6 Geotechnical Conditions

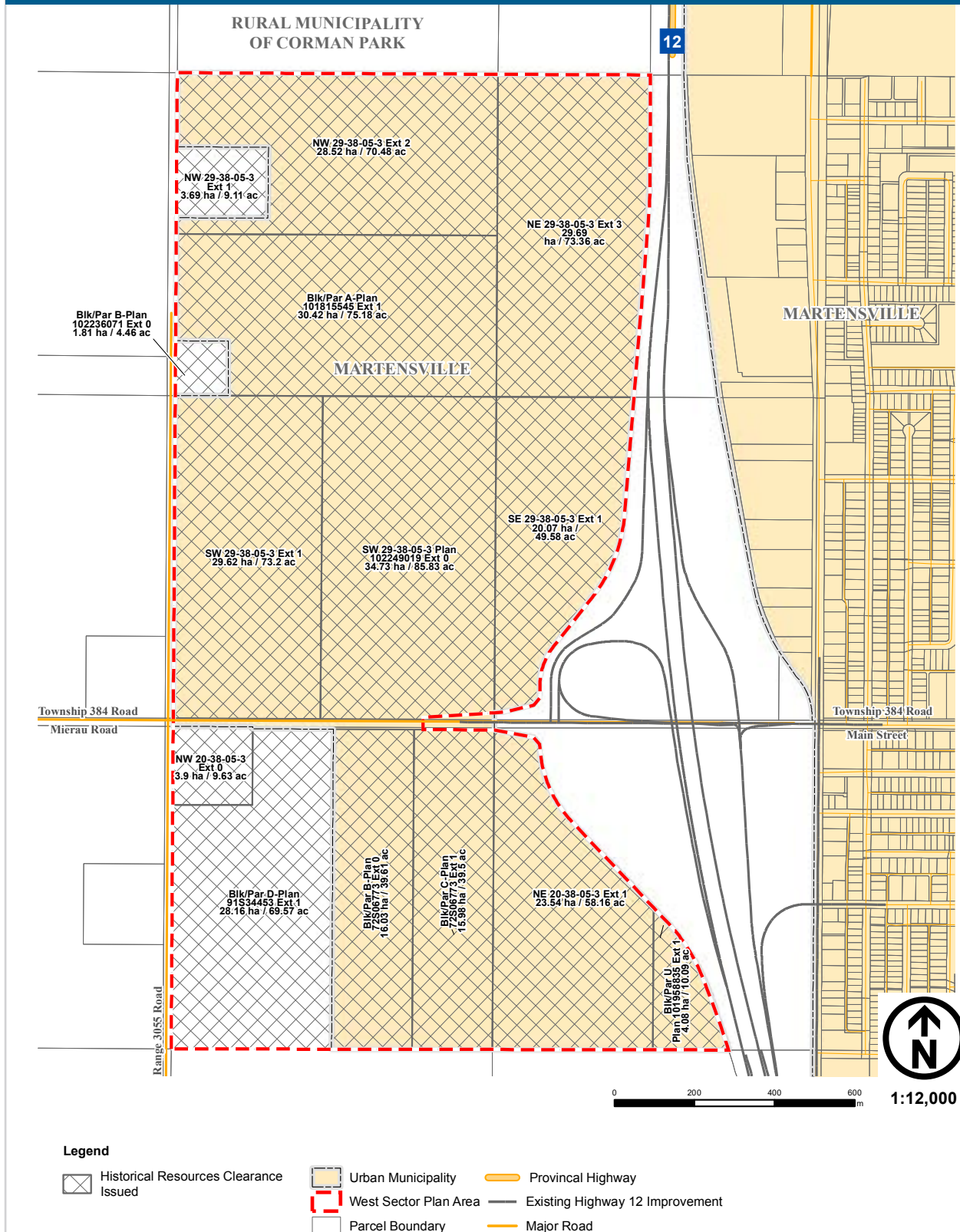
A desktop geotechnical review of the Plan area was completed by P. Machibroda Engineering Ltd. in November 2017 and followed by an intrusive geotechnical investigation completed in November 2018. The purpose of the geotechnical studies was to provide information on subsurface soil and groundwater conditions that may be encountered during the development of the Plan area. The geotechnical reviews provide recommendations and requirements for construction of structures in the Plan area. Further intrusive geotechnical evaluations and detailed test drilling may be completed for each Concept Plan area within Martensville West.

POLICIES

- 2.1.6(a) Additional intrusive Geotechnical Evaluations may be completed by the developer and submitted concurrently with each Concept Plan submission within the Martensville West Sector Plan area.
- 2.1.6(b) Recommendations from the desktop and intrusive geotechnical evaluations completed shall be considered and addressed as part of the detailed design process and preparation of engineering drawings and specifications.



Figure 11: Heritage Resources Overview / Clearance Status





2.1.7 Adjacent Aerodrome (Richter Air Field)

An existing registered aerodrome (Richter Air Field) is located directly south of the Plan area, within the RM of Corman Park. The aerodrome consists of one grass/field runway with a number of small supporting hangers for aircraft storage. Existing operations on the site are limited to small aircraft landing and take offs parallel to the southern boundary of the Plan area. Based on a review of available information no evidence of identified and registered noise exposure forecast contours or height limitations restrictions could be located.

POLICIES

- 2.1.7(a) To support land use compatibility and separation between the proposed neighbourhood and-community commercial land uses proposed within the Plan area and Richter Air Field, a portion of the major parks and open space system shall be dedicated adjacent to the southerly Plan area boundary in accordance with **Figure 14: Land Use Concept**.

2.2 SURROUNDING AREA CONDITIONS

2.2.1 Adjacent Community Infrastructure & Amenities

Situated on the west side of Highway 12, the Martensville West Sector Plan offers the opportunity to provide additional community amenities and services to the residents of the city and surrounding area.

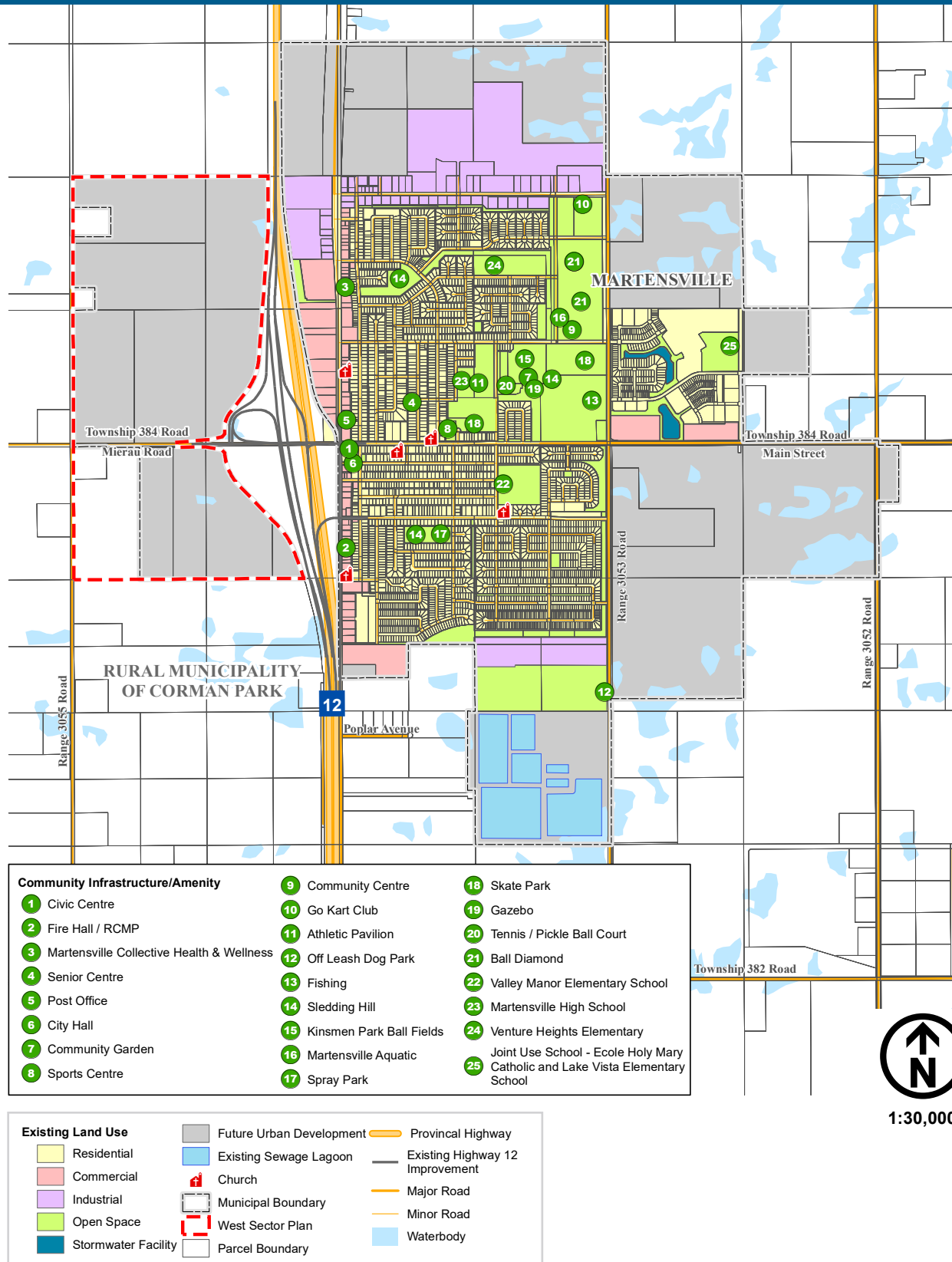
As illustrated on **Figure 12: Adjacent Community Infrastructure & Amenities**, the Martensville West Sector Plan is near several existing amenities and services. Regional retail, hospitality, and other commercial uses are located to the east of Highway 12, within Black Iron Crossing and along Centennial Drive South. These existing commercial areas offer a variety of services to both the city and surrounding region. Future commercial development within Martensville West will be complementary to these uses and will enhance the variety of services and products offered within Martensville.

Nearby civic and community uses include the Martensville City Hall and Civic Centre, the Martensville Sports Centre and Curling Club, the Athletic Pavilion, the Speedway, Disc Golf Course, and Kinsmen Park. The public High School is located just north of Main Street along 6th Ave North. Existing public elementary schools within Martensville consist of Valley Manor, Venture Heights, and Lake Vista School. Ecole Holy Mary Catholic School is located in conjunction with Lake Vista School within the community of Lake Vista.

Martensville West will provide several additional and community amenities, recreation opportunities, school sites, and comprehensive and integrated parks and open spaces that help provide a greater diversity of services and facilities that serve the recreational, social, and educational needs of Martensville residents.



Figure 12: Adjacent Community Infrastructure & Amenities





2.2.2 Existing Road Network

As shown on [Figure 13: Existing Road Network](#), the existing road network within and adjacent to the Sector Plan area consists of the following:

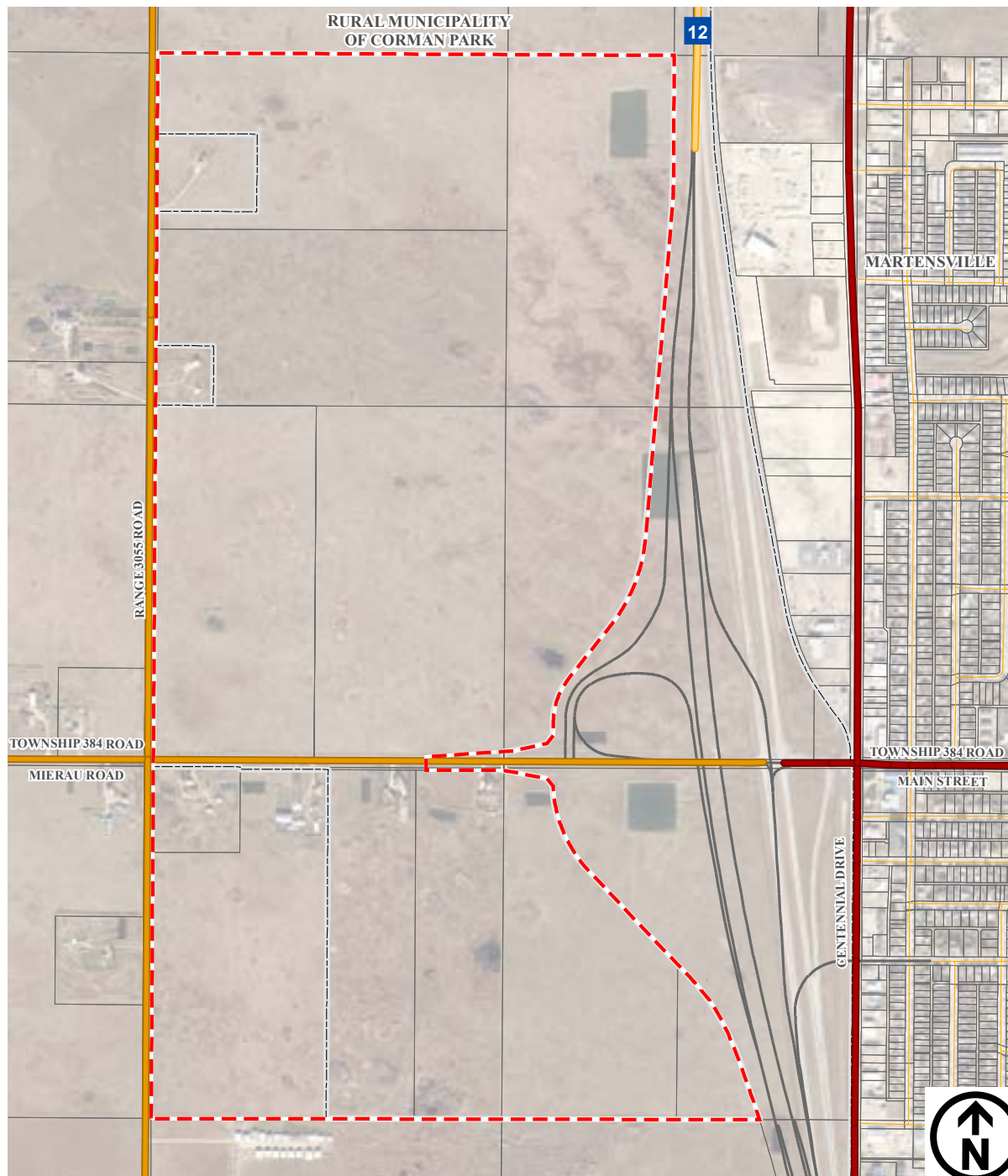
- ➔ **Highway 12 and New Interchange** – forms the eastern boundary of the Sector Plan area. Highway 12 is a Provincial Highway that connects Martensville to the RM of Corman Park and the City of Saskatoon. The Province has recently constructed a new interchange at the intersection of Highway 12 and Township Road 384. The interchange provides the primary access to and from Highway 12 to the Plan area. The interchange also serves as the primary road network connecting Highway 12 from the Plan area to the rest of the city of Martensville.
- ➔ **Township Road 384** – traverses east-west across the central portion of the Plan area. It is also known as “Main Street” East of Centennial Drive in Martensville, and “Mierau Road” West of Centennial Drive in the Plan area. This road is currently a rural gravel road but will be developed as the main access into the Martensville West community and will continue east across Highway 12 to connect with existing city road infrastructure. At the time of the West Sector Plan build-out, the City may rename the portion of Township Road 384 located within the urban corporate boundaries to reflect the urban nature of street.
- ➔ **Range Road 3055** – forms the western boundary of the Sector Plan area; currently a rural gravel road that provides the boundary between the City of Martensville and the RM of Corman Park.

The internal road network within the Martensville West Sector Plan will connect to these boundary roads and provide the area with direct access to the regional road network, supporting efficient movement of residents to and from the Plan area. Additional access into the Plan area from surrounding development is limited, with the primary access located along Township Road 384.





Figure 13: Existing Road Network

**Legend**

- | | |
|---------------------------------|-----------------------|
| Existing Arterial Road | Municipal Boundary |
| Existing Highway | West Sector Plan Area |
| Existing Rural Road | Parcel Boundary |
| Existing Highway 12 Improvement | |
| Existing Minor Road | |



2.3 MARKET CONDITIONS

2.3.1 Regulatory Framework

Preparation of Martensville West Sector Plan was guided by relevant statutory and non-statutory plans that apply to the City of Martensville, and will continue to provide guidance as the Plan area develops over time. Relevant plans include the statutory Saskatoon North Partnership for Growth (P4G) Regional Plan (September 2017 & May 2019), the Martensville Official Community Plan (OCP) and the non-statutory Future Growth Strategy 2040. The details of each plan can be reviewed in [Section 1.5: Regulatory Framework](#), [Figure 4A/4B: P4G Regional Plan Land Use Concept\(s\)](#), [Figure 5: Martensville OCP Land Use Concept](#) and [Figure 6: Martensville FGP Preferred Growth Option](#). Each of these higher order plans were developed at a different scale and / or time frame than the Martensville West Sector Plan. The Martensville West Sector Plan has been developed under careful consideration of the direction and intent of these higher order plans along with a detailed evaluation of plan area conditions and market analysis to inform the proposed land use, transportation and servicing strategy.

2.3.2 Commercial Development Strategy

In preparation of this Sector Plan, a comprehensive market assessment was completed by Global Retail Strategies Inc, to identify an appropriate allocation and mix of non - residential land uses. Factors such as the pace of residential growth, the current and future growth in demand for commercial development and amenities, as well as the proximity of Martensville to other urban areas were analyzed. The study endeavored to determine and rationalize the required commercial floorspace demand and format for the West Sector lands. The location and amount of dedicated commercial lands in the Martensville West Sector Plan were based on the results and recommendations of this study.

2.3.3 Land Use Composition

The land use composition specified in the Martensville West Sector Plan was developed in consideration of existing policies, plans and studies, as well as on a series of baseline and technical studies completed specifically for the Plan area, as listed in [Appendix A](#). Collectively, these assessments have formed the basis of the land use plan proposed for Martensville West and in particular, the amount, location and type of non-residential development. Based on the market assessment, a community commercial area was included to serve Martensville West, the City of Martensville and the surrounding region, while smaller local commercial development opportunities are available within the identified neighbourhood hubs. In addition, due to consideration of locational characteristics, access to/from the plan area, forecast market demand and compatibility of adjacent uses, no industrial development has been proposed for the West Sector Lands. Industrial development is better suited to other nearby areas such as vacant lands and lands recently annexed within the City situated to the north of 9th Street North, lands in proximity to the junction of Highway 12 / 306, and lands encumbered by current wastewater lagoon setbacks situated in the Southeast sector of the City. Additional details regarding the proposed land use, population and employment distribution can be seen in [Table 3: Sector Plan Land Use Statistics](#) and [Table 4: Population & Job projections](#).

SECTION 3.0

Vision & Guiding Principles

3.1 VISION

Martensville West will be a vibrant and dynamic mixed-use community that shall cater to all demographics of Martensville residents. With a land use mix guided by a comprehensive market assessment, the Plan area will develop as a complete community woven together via an integrated parks and open space systems, containing a diverse range of housing options, local and-community commercial services, institutional uses, and recreational and social opportunities.

Neighbourhood areas within Martensville West will contain residential development of varying densities and housing forms that offers choice to residents and allows people to remain in the community through all stages of life. Neighbourhood areas shall be complemented by an interconnected, parks and open space system that provides both stormwater retention / detention utility functions and supports both active and passive recreational opportunities for a variety of users. Pathway connections within the open space system will allow residents to safely walk or cycle through their community and provide connections to key neighbourhood amenities.

Martensville West includes several facilities and amenities that promote an exciting and healthy community, including attractive open spaces, a potential regional Community Recreation Centre, school site, a Resident's Centre Site, and commercial and entertainment areas. A variety of commercial services within Martensville West will serve the retail and service needs of community residents. The-community commercial site will provide an exciting focal point for the community, and may contain commercial uses such as office, retail, personal and consumer services and amenities. Neighbourhood Hubs situated throughout the community will create vibrant hubs that support higher residential densities, potential mixed- uses, and local and personal services to residents, creating a focal point for surrounding neighborhoods.

Martensville West will develop as a distinct and inclusive community that provides new opportunities, amenities, and services to the city and region.



3.2 GUIDING PRINCIPLES

By respecting and incorporating the Martinsville OCP community goals and the Municipal Sustainability Plan objectives, the Martinsville West Sector Plan provides the framework for a diverse and innovative complete community. Key design principles that have been embodied in this Sector Plan include:



Complete Community

Martinsville West will develop as a complete community, providing a mix of land uses that ensures variation in the urban landscape and promotes a community that is livable and healthy. To ensure vibrancy and marketability of the subject lands, a comprehensive market assessment was completed to guide the Land Use Concept.



Enhanced Quality of Life

Convenient access to daily services, employment and recreational opportunities, a joint use school site and mix of housing catering to all demographics shall support the creation of inclusive community which affords an enhanced quality of life within the community.



Diverse Housing Options

A range of housing form and density will be offered throughout the Sector Plan area to support a diverse population, offer choice to Martinsville residents, and allow people to remain in the community through various life stages.



Open Space & Recreation

Martensville West will offer a range of recreation opportunities and community gathering places through a comprehensive park and pathway system and recreation buildings that foster sport and community participation. A potential Community Recreation Centre will provide areas for both competitive and recreation activities for the entire city, while a Resident's Centre Site and adjacent park space will offer an enhanced space for leisure and socialization for community residents.



Connectivity

The road network will ensure efficient movement of residents throughout the community, connecting main focal points within the community and ensuring convenient connections to the regional transportation network and existing city development. A comprehensive system of open spaces, pathways, and sidewalks will encourage multi-modal forms of transportation and active lifestyles within Martensville West.





Neighbourhood Area

Will contain a diversity of residential housing types, neighbourhood parks, and local roads that will provide housing opportunities and amenities for a variety of Martensville residents.



Neighbourhood Hub

A focal point of a neighbourhood that contains areas of higher activity; uses could include a combination of medium-high density residential uses, local commercial uses, mixed-use, open space and recreational uses



Community Commercial

A community commercial area that provides a wide variety of commercial and retail uses that cater to city residents. .



Potential Resident's Centre

A community focal point that provides enhanced open space, services and facilities that cater to Martensville West residents and fosters community interaction. The resident centre may contain a dedicated resident centre building providing community gathering places and programming opportunities and enhanced open space and recreational area adjacent to the resident centre.



School Site

Joint use site for to accommodate the student population within Martensville West. The school site would support a public K-8 school, a separate K-8 school, community uses and associated open space and play fields.



Major Open Space

A central open space system within the Martensville West community that provides for an interconnected parks, pathways, and open space system.



Municipal Buffer

Proposed municipal buffer that would support land use separation between Highway 12 right of way and proposed neighbourhood areas. The municipal buffer would be bermed, landscaped and fenced to provide a high-quality interface treatment and to attenuate potential impacts from Highway 12.



Stormwater Retention / Detention facilities

Potential locations for stormwater detention/ retention within the Plan area.



Potential Community Recreation Centre

A potential community and regional focal point that supports a new Community Recreation Centre for the City of Martensville. The centre may contain indoor ice surfaces and field house facilities that support a range of active recreational opportunities and programming. The Community Recreation Centre may be complemented by recreational programming of lands adjacent to the facility.

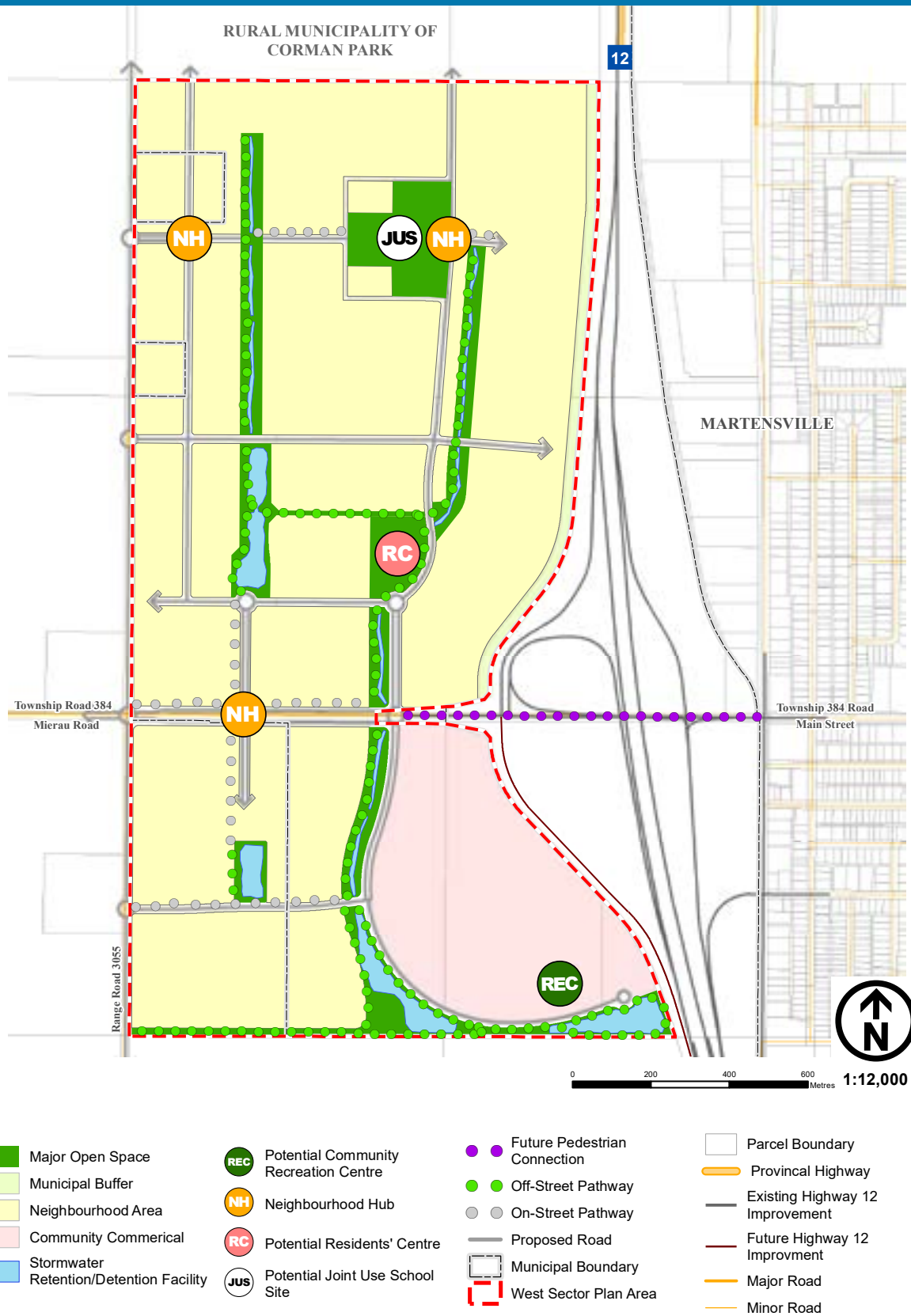


Pathway Network

A proposed pathway network contributing to pedestrian connectivity throughout the Plan area. The pathway network will contain a mix of off-street paths through parks and open space, and on-street paths situated within road rights of way where appropriate.



Figure 14: Land Use Concept















3.4 SECTOR PLAN STATISTICS

3.4.1 Land Use Statistics

Table 3: Sector Plan Land Use Statistics provides an overview of land use statistics for the Martensville West lands. The statistics have been calculated based on the land uses illustrated on **Figure 14: Land Use Concept**. The statistics are intended to provide a high-level understanding of approximate land use yields for the Plan area.

Table 3: Sector Plan Land Use Statistics








Total Plan Area (TPA)		Hectares	Acres	% of TPA
		271.71	671.39	100%
	Neighbourhood Area	177.70	439.09	65.4%
	Community Commercial	32.95	81.41	12.1%
	Major Open Space (MR)	18.53	45.78	6.8%
	Highway 12 Municipal Buffer (MB)	5.22	12.90	1.9%
	Joint Use School Site (MR)	4.88	12.06	1.8%
	Stormwater Retention/Detention Facilities (MUP)	7.10	17.54	2.6%
	Existing Mierau Road Area ROW	1.47	3.63	0.5%
	Road Widening, Range Road 2055 & Mierau Road	3.34	8.26	1.2%
	Arterial Roads	2.33	5.76	0.9%
	Collector Road	18.20	44.96	6.7%

3.4.2 Population & Job Projections

Table 4: Population & Job Projections provides an overview of the estimated min. population based on P4G residential density targets. In addition, this table also outlines preliminary job projections based on identified non-residential areas and home-based employment assumptions. Job projections for estimated commercial buildable area is based on an assumed average employment density assumption. Job projections for the proposed residential areas (home based occupations) are based on the City of Martensville 2016 Census Profile and the place of work status compared to total population. A summary of estimated population and jobs is presented next.



Table 4: Population & Job Projections

	Hectares	Acres
Total Plan Area (TPA)	271.71	671.39
 Less Community Commercial	32.95	81.41
 Less Highway 12 Municipal Buffer (MB)	5.22	12.90
 Less Stormwater Retention/Detention Facilities (MUP)	7.10	17.54
 Less Existing Mierau Road ROW	1.47	3.63
 Less Road Widening, Range Road 2055 & Mierau Road	3.34	8.26
 Less Arterial Roads	2.33	5.76
 Less Joint Use School Site (MR)	4.88	12.06
Gross Developable Residential Area (GDRA)	214.42	529.83
P4G Density Target	7 upa/17.3 uph	3,709 units
Estimated Population	3 people/unit	11,126 people
Estimated Commercial Jobs*	1 job/50m ² of 96,156 m ² of retail buildable area	1,923 jobs
Estimated Residential / Home Based Jobs	2.4 % of estimated population of 11,126 people.	267 jobs
Estimated Total Jobs		2,190 jobs
Total People and Jobs	13,316	
People and Jobs/gross developable hectare**	50.3	

***Assumptions used in determining retail buildable area:**

- Total Estimated Commercial Area in Sector Plan is approximately 88 acres (81.41 Community Commercial and 6.5 acres of commercial in Neighbourhood Hubs).
- Assuming the commercial sites are built at a FAR of 0.27, this equals 23.76 acres (96,156 m²) of building area

****Gross Developable Hectare calculation:**

- Total Plan Area of 271.71 hectares minus undevelopable area of 7.14 hectares (Existing Mierau Road ROW, Road Widening for Range Road 2055 & Mierau Road, and Arterial Roads) equals 264.57 hectares of gross developable area.

POLICIES

3.4.1 (a) The Martensville West Sector Plan area shall achieve a minimum density of 17.3 units per gross developable residential hectare (7 units per gross developable residential acre) or 50 residents and jobs per gross developable hectare.

SECTION 4.0

Community & Neighbourhood Framework

4.1 COMPLETE COMMUNITY

The Martensville West Sector Plan will be developed comprehensively as one community comprised of three (3) neighbourhoods and one (1) community commercial area, each with distinct characteristics and functional requirements.

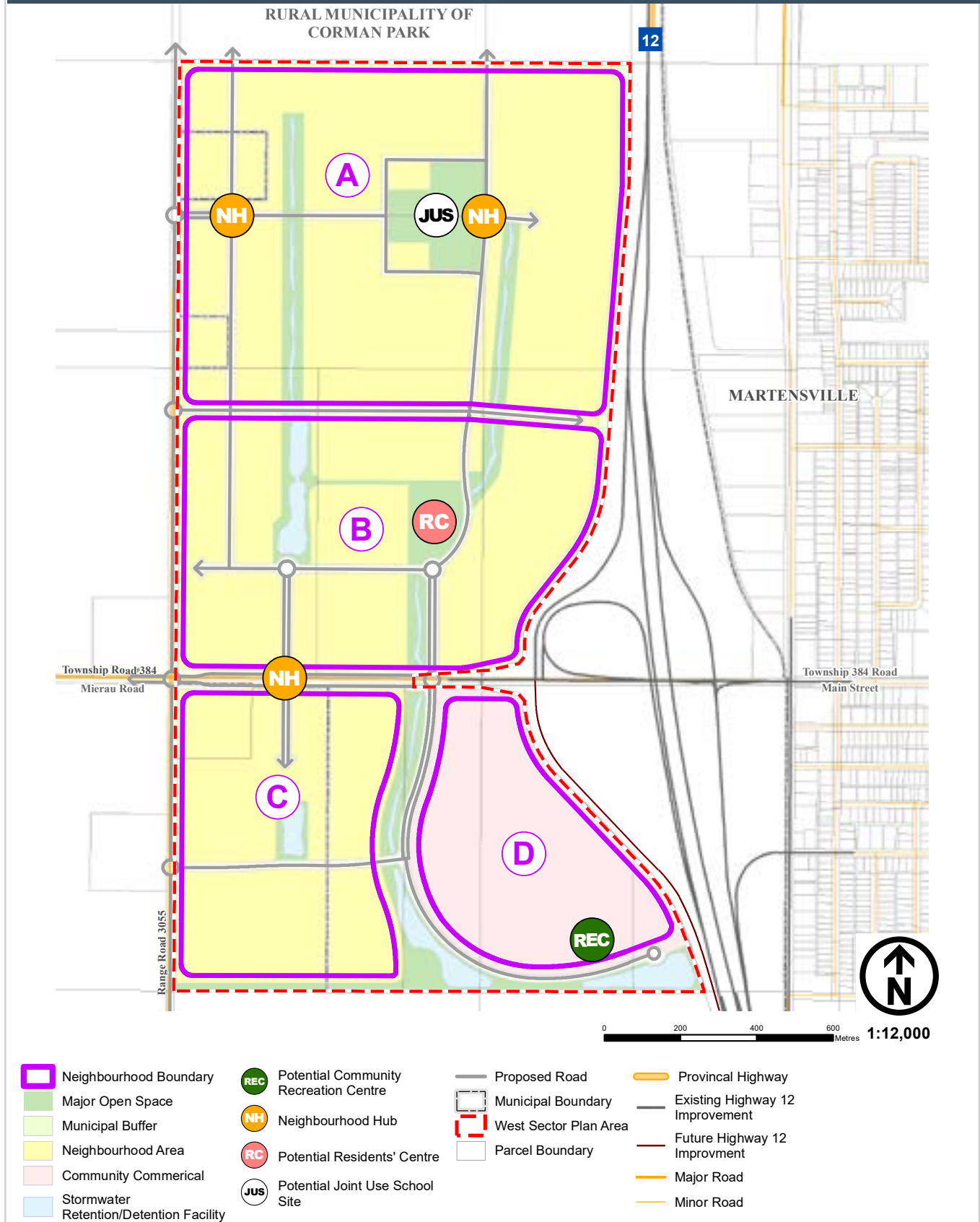
The spatial arrangement of these neighbourhoods, the design of their connecting public systems, the provision of housing choices, local and regional services and employment will ensure that the community as a whole is a sustainable and attractive place to work, live and play.

POLICIES

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|--|--|
| <p>4.1(a) The Martensville West Sector Plan area shall develop as one complete community comprised of three (3) distinct neighbourhoods and one (1) community commercial area as outlined on Figure 15: Neighbourhood Boundaries.</p> <p>4.1(b) The Martensville West Sector Plan community identity shall be informed and guided by the following:</p> <ul style="list-style-type: none">i. A community commercial centre that provides opportunities for local and community employment and access to services and shopping.ii. A series of linear stormwater retention and detention features that support stormwater management needs and provide a significant amenity to the parks and open space network.iii. Constructed wetlands integrated with proposed stormwater management facilities that support the natural ecosystem and provide aesthetic value.iv. Sites designed to accommodate recreation and social needs including a Resident's Centre Site and Joint Use Site.v. Identified neighbourhood hubs which will serve as key focal points within identified neighbourhoods and provide opportunities for higher intensity development, | <p>employment and parks and recreational uses.</p> <p>4.1(c) The Martensville West Sector Plan should provide for the following:</p> <ul style="list-style-type: none">i. A range of housing forms and density that caters to a broad spectrum of buyersii. Community and local commercial uses that provide employment opportunities and goods and services for residents.iii. A range of recreational opportunities and community gathering places such places of worship, cultural spaces and community facilities.iv. An efficient and safe street network to accommodate motorists, integrated with a system of sidewalks and multi-use pathways designed to accommodate pedestrians and cyclists alike.v. Strategic access points in and out of the community to ensure connectivity with surrounding development and the Provincial transportation system.vi. Attractive neighbourhoods with a sense of place. |
|--|--|



Figure 15: Neighbourhood Boundaries





4.2 NEIGHBOURHOOD BOUNDARIES

Neighbourhoods are the individual planning units that make up a complete community. Neighbourhoods are generally based on a major land use(s), a Neighbourhood Hub or other key focal point.

As illustrated on **Figure 15: Neighbourhood Boundaries**, Martensville West contains three (3) neighbourhoods and one (1) community commercial area that makes up the community. The delineation of these boundaries considers the Plan area, the regional road network, major land uses, functional and market requirements.

Proposed focal points are identified on **Figure 14: Land Use Concept** as 'Neighbourhood Hub.' These hubs of activity should serve as a destination for the neighbourhood or surrounding community and may include a combination of open space, medium-high density residential uses, local commercial, recreational, cultural and institutional uses. Neighbourhood boundaries, land use composition and neighbourhood hubs are approximate and may be refined at the time of a Concept Plan. The size, land use composition, and architectural style may vary between neighbourhoods.

POLICIES

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| <p>4.2(a) The Martensville West Sector Plan area should include three (3) distinct neighbourhoods and one (1) regional commercial area as illustrated on Figure 15: Neighbourhood Boundaries. The exact boundaries of proposed neighbourhoods may be refined at the time of a Concept Plan without an amendment to this Plan.</p> | <p>4.2(c) Neighbourhoods should provide a distinct identity through the use of urban design approaches such as sight-lines, open space access, landscaping of the public and private realms, distinct architecture and public art.</p> |
| <p>4.2(b) Neighbourhood areas shall be designed around neighbourhood focal points or proposed Neighbourhood Hubs as identified on Figure 14: Land Use Concept. Neighbourhood focal points should include public open space and may contain a combination of medium-high density residential uses, and commercial uses, recreational, cultural and institutional uses.</p> | <p>4.2(d) Neighbourhood design should be supplemented with design guidelines and developer architectural controls to ensure a cohesive theme and ensure high quality residential and non-residential development.</p> |
| | <p>4.2(e) Final neighbourhood boundaries, land use composition and neighbourhood focal points shall be addressed and finalized as part of a Concept Plan submission.</p> |



4.3 NEIGHBOURHOOD AREA

Proposed Neighbourhood Areas shall be designed around neighbourhood focal points and accommodate open space, a range of residential uses, limited non-residential uses, recreational, cultural and institutional uses, streets and pathways to create an accessible and quality environment.

The Neighbourhood Area will provide a wide range of housing options consisting of low, medium and potentially high density housing. The distribution of low, medium and potentially high density housing shall be confirmed at the time of concept plan approval and an accompanying rezoning of the lands in accordance with the City of Martensville Zoning Bylaw. The Martensville West Sector Plan shall achieve the minimum density target identified in the P4G Regional Plan of 7 units per gross developable residential acre.

POLICIES

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|---|---|
| <p>4.3(a) Neighbourhood Areas shall be generally located as shown on Figure 14: Land Use Concept and planned to achieve a minimum density of 17.3 housing units per gross developable residential hectare (7 units per gross developable residential acre) in accordance with the P4G Regional Plan.</p> | <p>4.3(e) Multi-family development within the Plan area should be:</p> <ul style="list-style-type: none"> i. located in proximity to collector or arterial roadways, future transit service, the pathway system, entrances to a neighbourhood and/or a key focal point. ii. located with an appropriate transition (type and/or density) with adjacent land uses and neighbours. |
| <p>4.3(b) Neighbourhood Areas shall be designed around key neighbourhood focal points including but not limited to a Neighbourhood Hub, neighbourhood park, corridors, or community facility such as the potential residents' centre.</p> | <p>4.3(f) Alternative and special needs housing (such as secondary suites, live-work units, laneway housing and mixed-use housing) should be supported within Neighbourhood Areas to support an inclusive and diverse community. The location of alternative and special needs housing, if proposed, shall be detailed at the time of Concept Plan submission. The inclusion of some alternative housing forms are subject to future City of Martensville land use bylaw zoning amendments.</p> |
| <p>4.3(c) Neighbourhood Areas shall consist of predominantly residential uses with limited and compatible non-residential uses.</p> | |
| <p>4.3(d) Neighbourhood Areas shall accommodate a choice of housing types for a variety of residents; diverse housing types should be dispersed throughout the Plan area.</p> | |



4.4 COMMUNITY COMMERCIAL AREA

Neighbourhood 'D' accommodates a mix of commercial uses that benefit from convenient vehicular access from the proposed arterial road network and high visibility from Highway No. 12. The-Community Commercial Area will provide employment opportunities and serve the neighbourhoods in Martensville West, and support community demand for a unique and compelling retail experience.

The Community Commercial Area will be comprehensively designed to provide goods and services oriented to Martensville West and the surrounding region. As the Community Commercial Area will benefit from good accessibility and exposure and proximity to residents and the traveling public along the highway, high design standards for landscaping and architecture will ensure an attractive environment consistent with the design and qualitative objectives for Martensville West.

The form and layout of the Community Commercial Area will be based on a set of architectural controls developed and administered by the developer which will result in each building having a series of highly developed architectural elements. To ensure high aesthetic and design standards, the architectural controls will include design and qualitative objectives evaluated at the time of the development/building permit application.

Guided by the findings of a comprehensive market assessment, the Community Commercial Area area will accommodate a range of commercial uses in a mix of large format and community scale retail. The-Community Commercial Area is anticipated to accommodate commercial uses such as office, retail, personal and consumer services and amenities. At the southern end, potential for a Community Recreation Centre complimented by accommodation and entertainment uses has been identified. Supplementary opportunities for office development in the-Community Commercial Area may also exist.

POLICIES

- 4.4(a) The Community Commercial Area, or Neighbourhood 'D,' shall be generally located as shown on **Figure 14: Land Use Concept**.
- 4.4(b) The Community Commercial Area shall consist of a mix of large format retail and some community retail with compatible commercial services and amenities.
- 4.4(c) The design of the Community Commercial Area shall be based on a master site development Plan (MSDP). The MSDP shall be prepared in advance or concurrent with proposed development permit applications within the commercial area. The MSDP shall incorporate all forms of mobility including pedestrian, vehicular and the potential for transit services within the site.
- 4.4(d) Architectural controls shall be prepared and applied to all design elements of the project by the developer.
- 4.4(e) The-Community Commercial Area should provide:
 - i. conveniently located, safe and accessible pedestrian linkages that connect commercial entrances with internal and public pedestrian networks and transit stops;
 - ii. enhanced public realm pedestrian linkages and gathering spaces on site; and
 - iii. reduced visual and environmental impact of large parking lots.



POLICIES

- 4.4(f) The Community Commercial Area should provide for provide for a compatible interface treatment with adjacent development and natural features.
- 4.4(g) Drive-thru businesses and service stations must minimize disruption to the pedestrian-oriented street environment and internal pedestrian movement through appropriate design solutions. These solutions may include, but are not limited to, landscaping, berming, and raised pedestrian walkways.
- 4.4(h) A MSDP shall be provided at the development permit stage that illustrates access, internal circulation including pedestrian crossings and linkages, building placement with respect to parking and roads/lanes, parking layout, landscaping and location of sanitary, water and stormwater utilities and connections, and any other matter deemed necessary by the development authority.

4.5 MUNICIPAL BUFFER

A municipal buffer has been identified within the Martensville West Sector Plan to address the interface area situated between Highway No. 12 and proposed neighbourhood areas. The proposed municipal buffer is intended to be bermed and landscaped. These treatments will provide a visual amenity while also supporting noise attenuation from Highway No. 12.

POLICIES

- 4.5(a) Municipal buffer shall be located as generally shown on **Figure 14: Land Use Concept** adjacent to Highway 12 along the eastern boundary of the identified neighbourhood area in the Martensville West Sector Plan.
- 4.5(b) The exact location, size and use of municipal buffer shall be determined at the Concept Plan stage and finalized at the subdivision stage.



4.6 NEIGHBOURHOOD HUBS

The Neighbourhood Hubs within the Martensville West Sector Plan as identified on **Figure 14: Land Use Concept**, are neighbourhood destinations that may include open spaces, medium-high density residential uses, local commercial, recreational, cultural and institutional uses. Neighbourhood Hubs provide an opportunity for a fine grain mix of local retail and personal service businesses to meet the convenience and day-to-day needs of the neighbourhood. The Neighbourhood Hub is the focal point where residents can shop, meet and entertain and should be pedestrian oriented, require high quality urban design and formed by cohesive site planning and development. The composition of the Neighbourhood Hubs will be determined at the Concept Plan/Land Use stage.

POLICIES

- 4.6(a) Neighbourhood Hubs should be generally located as shown on **Figure 14: Land Use Concept**. The exact boundary and location of these Hubs will be refined further at the Concept Plan and Land Use Amendment Stage.
- 4.6(b) Neighbourhood Hubs should be located at the intersection of two collector streets to allow for convenient access and accommodate potential future transit service.
- 4.6(c) Neighbourhood Hubs shall provide for a mix of uses, which may include:
 - i. street-oriented retail and service commercial uses;
 - ii. medium and high density residential uses; and
 - iii. open space and recreational uses; and
 - iv. other compatible uses.
- 4.6(e) Neighbourhood-oriented retail and service uses may include small to medium scale commercial uses such as a bank, pharmacy, grocery store, restaurants, and personal services such as hair salons.
- 4.6(f) Each Neighbourhood Hub may contain approximately 20,000-25,000 square feet (1.5 – 2.0 acres) of local commercial uses.
- 4.6(g) Each Neighbourhood Hub shall provide well-defined pedestrian connections that accommodate access through the site to the pathway system.
- 4.6(h) Buildings should be designed to encourage visual connections between the public and private realms.
- 4.6(i) Buildings should have multiple defined entrances on the ground level facing the public street.
- 4.6(j) The conceptual layout and the mix of land uses within each Neighbourhood Hub shall be defined at the Concept Plan and Land Use Amendment Stage.

SECTION 5.0

Community Amenities

5.1 MUNICIPAL RESERVE

The parks and open space system within Martensville West will consist of a combination of constructed wetlands, parks and pathways, programmed open space, recreational facilities and school sites.

The Open Space system illustrated on [Figure 16: Parks and Open Space Concept](#) shows the area that has been identified at the Sector Plan level, comprised of Municipal Reserve (MR) lands. School sites including a Joint Use Site and a Potential Residents' Centre have been identified within the Sector Plan and will be included within MR dedicated lands.

MUNICIPAL RESERVE REQUIREMENTS

Municipal Reserve (MR) requirements for the Plan area are outlined in **Table 5: Municipal Reserve Requirements**. The Planning and Development Act requires 10 % MR dedication for gross developable residential areas and 5% MR dedication for gross developable non-residential areas. Specific MR requirements and distribution within the Plan area will be determined at the time of a Concept Plan. The land use areas and MR requirements outlined in Table 5: Municipal Reserve Requirements are approximate and subject to refinement at the Concept Plan and Land Use Amendment stage.

Table 5: Municipal Reserve Requirements

	Hectares	Acres
Total Plan Area	271.71	671.39
Less Stormwater Infrastructure (MUP)	7.10	17.54
Less Highway 12 Municipal Buffer (MB)	5.22	12.90
Gross Developable Area for MR Analysis	252.39	640.95
Gross Non-Residential Areas (for MR Analysis)	39.42	97.40
Non-Residential Area MR Requirement (5%)	1.97	4.87
Gross Residential Area (for MR Analysis)	218.96	541.08
Residential Area MR Requirement (10%)	21.90	54.11
Total MR Requirement (Non-Residential + Residential)	23.87	58.98
Total MR Proposed	23.87	58.98



Figure 16: Parks and Open Space Concept





5.2 SCHOOL SITES

School site requirements within the Martensville Sector Plan area were determined in consultation with local school divisions and based on an evaluation of total population and student population projections for the Martensville Sector Plan. Based on these projections, one joint use school site accommodating two (2) Kindergarten – Grade 8 schools is proposed) as illustrated on **Figure 16: Parks and Open Space Concept**.

All school sites within the Sector Plan should be developed in a way to maximize municipal reserve (MR) efficiency and ensure adequate MR remains to support the development of other neighbourhood parks, pathways and amenities. The number of sites and the size of the school sites will be reviewed and confirmed at the Concept Plan stage.

The joint use school site proposed will be a focal point in Martensville West, easily accessible for all transportation modes and situated in proximity to other major open space features and areas of activity. The school site has been located to the northern portion of the Plan area based on anticipated phasing of development and projections of when the school site may be required. The school site is adjacent to multiple collector roads and will be connected to the pathway system to ensure a high level of accessibility from surrounding neighbourhoods.

POLICIES

- | | |
|---|---|
| <p>5.2(a) The school site should be located as generally shown on Figure 16: Parks and Open Space Concept. The exact location and size of the sites may be refined further at the Concept Plan/Land Use Amendment stage.</p> | <p>5.2(d) The school site shall be located with frontage adjacent to two collector streets and should be integrated into the active transportation network in a manner that provides safe and efficient transportation options to and from the school site.</p> |
| <p>5.2(b) The school site should be a shared joint use site, accommodating two (2) K-8 schools, a community use and shared play fields. Through the Concept Plan process, the City shall work with the school authorities to confirm the need, timing and specific location for the joint use site.</p> | <p>5.2(e) At the Concept Plan and Land Use Amendment stage, the design of a school site shall be prepared to show the building and parking location, play fields layout, access and drop-off areas, bus loading areas, and active modes connections to the surrounding community.</p> |
| <p>5.2(c) The predominant use of land within the school site shall be for educational and recreational uses, including, but not limited to, public/separate/francophone schools, sports fields, parks and playgrounds.</p> | |



5.3 POTENTIAL RESIDENT'S CENTRE

The provision of community amenities is important for the health and wellness of residents in a community. The Martensville Sector Plan identifies municipal reserve area that could accommodate a potential Residents' Centre to offer space for leisure and socialization for community residents. The potential Residents' Centre is identified on **Figure 14: Land Use Concept**. This facility is intended to be a community focal point providing services and facilities catering to Martensville West Sector Plan residents and fostering community interaction. It is contemplated that the Resident's Centre Site would be initially developed and managed by the developer and serve as the neighbourhood sales centre. Over time the ownership and management may transition to an alternative ownership / management structure and may include programming such as a community centre, recreation areas, a spray park, playground, play fields, bbq pits, etc. The final size, location, programming and ownership / management structure for the potential Resident's Centre Site will be determined at the Concept Plan/Land Use Amendment Stage.

In addition to the centre itself, the outdoor space is contemplated to serve the joint function of a programmed recreational space that will also support stormwater detention. The joint recreational area / stormwater detention facility shall be finalized at time of detailed design in collaboration with the City of Martensville.

POLICIES

- 5.3(a) Subject to a specific evaluation of the proposal at the Concept Plan/Land Use Amendment stage, where determined to be feasible and appropriate, a residents' centre may be located as generally shown on **Figure 14: Land Use Concept**.
- 5.3(b) Prior to the Concept Plan/Land Use Amendment approval, the developer shall submit a site plan and planning report for the proposed residents' centre describing:
 - i. the nature and type of facilities;
 - ii. the landscaping, pedestrian and vehicle access to the proposed facility;
 - iii. proposed stormwater management functionality and design; and
 - iv. the intended architectural design of the proposed building(s).
- 5.3(c) The transition of ownership and management of the resident's centre from the developer to an alternative ownership/ management structure for the potential residents centre shall be determined at the Concept Plan/Land Use Amendment stage.





5.4 POTENTIAL COMMUNITY RECREATION CENTRE

The Martensville West Sector Plan has been identified as a potential location for a City of Martensville Community Recreation Centre facility. This Community Recreation Centre would provide areas for both competitive and recreational activities for the city and region. Preliminary ideas for the facility include ice arenas and potentially an indoor soccer centre. A location would still have to be negotiated with the developer at the Concept Plan/Land Use Amendment stage. The size, location and programming and legal land dedication for the potential Community Recreation Centre will be determined at the Concept Plan/Land Use Amendment stage.

POLICIES

- 5.4(a) Subject to a specific evaluation of the proposal at the Concept Plan/Land Use Amendment stage, where determined to be feasible and appropriate, a Community Recreation Centre may be accommodated within the community commercial area as shown on **Figure 14: Land Use Concept**.
- 5.4(b) The Community Recreation Centre will support a range of active recreational opportunities.
- 5.4(c) The Community Recreation Centre may be complemented by recreational programming of lands adjacent to the facility.
- 5.4(b) Subject to the inclusion of the Community Recreation Centre within the community commercial area in the Concept Plan/Land Use Amendment stage, the City and landowner shall work closely to ascertain and evaluate the most appropriate form of land acquisition and/or dedication to support the regional Community Recreation Centre. Land acquisition and/or dedication discussions between the City and landowner should be undertaken in consideration of **Table 5: Municipal Reserve Requirements** and **Figure 16: Parks and Open Space Concept**.



5.5 NEIGHBOURHOOD PARKS & OPEN SPACE SYSTEM

The open space system within the Martensville West Sector Plan is designed to accommodate an interconnected system of parks, pathways, and open spaces. The major open space system may consist of a combination of municipal reserve, municipal buffer and municipal utility parcels. The Plan identifies the major open space system to meet the recreational needs of each neighbourhood and the community. The major open space system will accommodate a variety of uses including, but not limited to:

- ➔ the potential residents' centre;
- ➔ the potential joint use school site;
- ➔ built park spaces (including playgrounds, spray parks, multi-purpose recreational fields, etc);
- ➔ linear parks and pathway system;
- ➔ public utility areas (including stormwater retention/detention facilities and constructed wetlands).

POLICIES

- | | |
|---|--|
| <p>5.5(a) The open space system should be located as generally shown on Figure 16: Parks and Open Space Concept. The exact location, size, and legal dedication of the open space system may be further refined at the Concept Plan/Land Use Amendment stage and finalized at the time of subdivision in accordance with the City of Martensville's Parks & Green Space Policy (72-07).</p> <p>5.5(b) Parks within the Plan Area shall be designed to provide a range of passive and active recreation opportunities for a wide variety of users at various times.</p> <p>5.5(c) Internal pathways and open spaces shall be illustrated in each Concept Plan and shall provide links to the overall Martensville West Sector Plan pathway system identified in Figure 16: Parks and Open Space Concept.</p> <p>5.5(d) The sizing, use, allocation, development and landscaping of parks and recreation open space shall</p> | <p>conform to the City of Martensville's Parks and Green Space Policy (72-07).</p> <p>5.5(e) Park spaces should:</p> <ul style="list-style-type: none">i. Be centralized to support neighbourhood activitiesii. Be highly visible to address CPTED issues and concernsiii. Be accessible and strategically locatediv. Serve as a terminus or place making function where appropriatev. Support linkages between the neighbourhoods and the pathway systemvi. Be designed for year round use where possiblevii. Be designed to be accessible to the physically disabled |
|---|--|

SECTION 6.0

Mobility

6.1 PATHWAYS & ACTIVE MODES NETWORK

Pathways provide safe and convenient connections to potential transit, recreational sites, educational and community facilities, neighbourhoods and connections throughout the Plan area.

The Martensville West Sector Plan will combine off-street and on-street pathways. Off-street pathways will be integrated within MR areas including the linear parks and along the perimeter of the Residents' Centre. The pathway along the linear parks will be adjacent to the Public utility areas containing the dry and wet ponds and the constructed wetlands, which can be considered visual amenities for pedestrians.

Off-Street pathways in the Martensville West Sector Plan are located in the following areas:

- ➡ **West Linear Park:** The off-street pathway system within the north-south linear park allow residents to connect from areas in the north to the central area of the Plan Area including the potential residents centre.
- ➡ **East Linear Park:** The proposed north-south pathway follows the drainage system connecting the area around the Joint Use site all the way to the south portion of the Sector Plan including the commercial area and the wet pond and constructed wetland areas. The pathway will establish links to new areas to the south and potentially to the west beyond the Plan area.
- ➡ **East-West Connector:** The west and east linear parks are connected by this pathway providing an additional link to the Potential Residents' Centre.

The provision of an on-street pathway system is typically integrated within the road right of way and supplementary to pedestrian sidewalks and walkways. On street pathways are intended to connect strong linkages and circulation throughout each neighbourhood area and intended to connect to the off-street pathway system. In addition to the proposed internal network, a future pedestrian connection via Mierau Road over Highway 12 is contemplated for implementation at the time of Highway 12 interchange improvements. The proposed pathway network and future pedestrian connection is demonstrated on [Figure 14: Land Use Concept](#) and [Figure 16: Parks and Open Space Concept](#).



POLICIES

- 6.1(a) The location of pathways shall be generally in accordance with **Figure 16: Parks and Open Space Concept**. Alignment of the pathways may be refined at the Concept Plan/Land Use Amendment stage.
- 6.1(b) Pathways and the active transportation network shall connect people to parks, commercial areas, school sites, and future transit sites.
- 6.1(c) Additional connections, if required, to the off-street pathway system, such as on street pathways and pedestrian sidewalks should be identified at the time of Concept Plan submission.
- 6.1(d) Pathway improvements to facilitate access to / from the plan area across Highway No. 12 to existing development in the City should be undertaken at the time improvements to the Highway No. 12 interchange are required.

6.2 TRANSIT SERVICE

Neighbourhoods within the Martensville West Sector Plan are planned to accommodate future transit services when and if available. The community may be served by feeder routes that will extend and circulate throughout the Plan area should transit services be provided.

POLICIES

- 6.2(a) The collector and arterial road network within the Plan Area should be designed to accommodate potential future transit service.
- 6.2(b) Future transit routes, transit stop locations and ancillary transit improvements (i.e. signage, benches, shelters) should be identified if and when transit service is provided.
- 6.2(c) The planning of transit service, routing and improvements should be undertaken through collaboration between the City, developer and / or transit service provider.

6.3 FUTURE HIGHWAY 12 IMPROVEMENTS

A “Future Highway 12 Improvement” has been included on all the figures of the proposed Plan area. This feature demonstrates southbound ramp improvements required to support the full build out of the plan area. Discussions between the project proponent and the Ministry of Highway's and Infrastructure are ongoing regarding potential additional improvements to the southbound ramp to facilitate ingress / egress to commercial area.

POLICIES

- 6.3(a) Detailed designs for future Highway 12 improvements shall be subject to approval by the Saskatchewan Ministry of Highways and Infrastructure.
- 6.3(b) Detailed designs for future Highway 12 improvements may be subject to an additional transportation impact assessment at the Concept Plan / Land Use Amendment stage.



6.4 INTERNAL ROAD NETWORK

The internal road network within the Martensville West Sector Plan should accommodate vehicles, pedestrians and cyclists in a safe and efficient manner. The internal road network should accommodate potential future transit use, pedestrian circulation and connectivity within the community.

A well-connected transportation system includes roads and pathways that create the most efficient and direct route for people. The Sector Plan illustrates the alignment of arterial and collector roads within the community. Final alignment of the road network including local roads will be determined through the Concept Plan/ Land Use Amendment process.

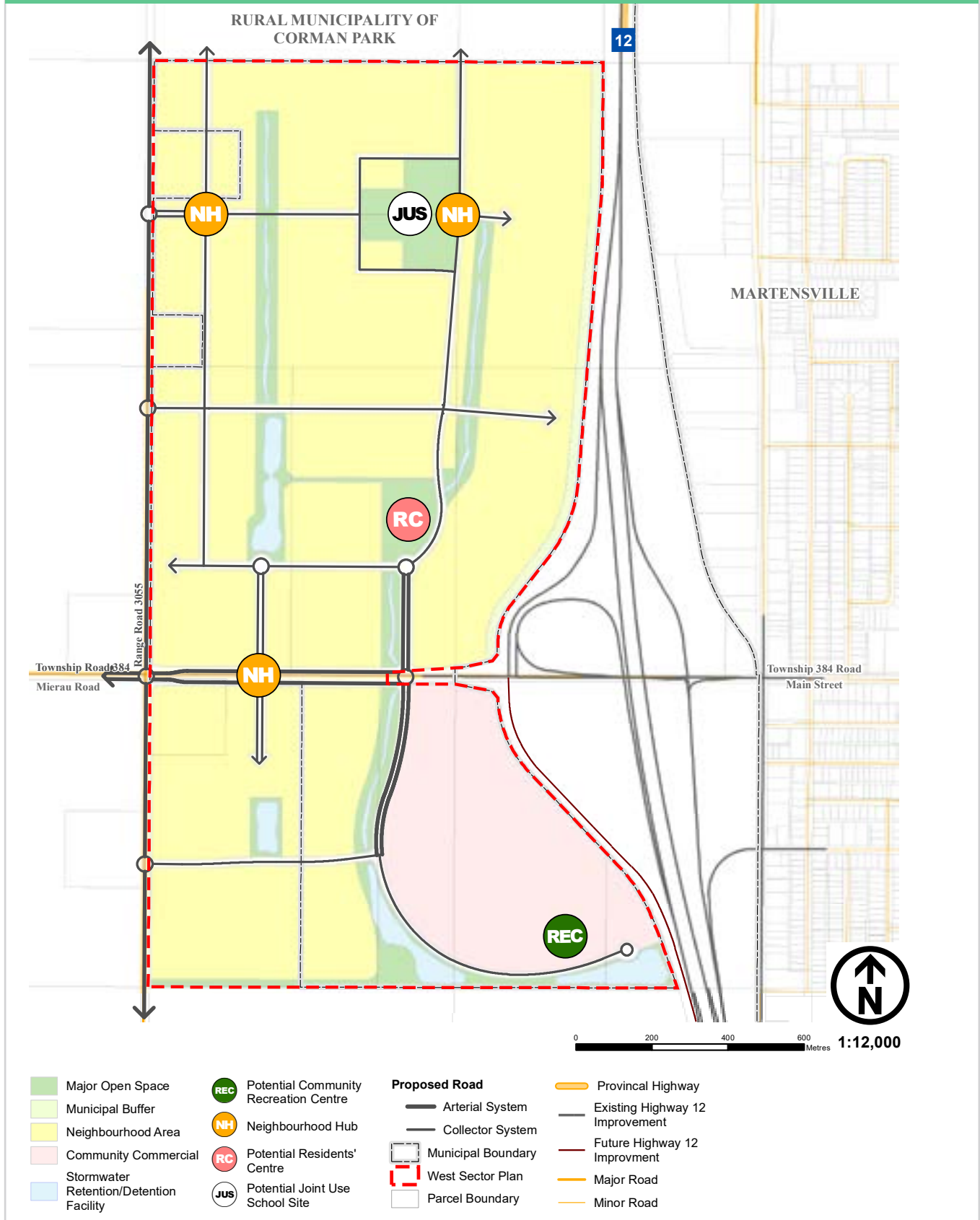
The Plan area will be served by three (3) arterial roadways which provide east – west access and north – south access to / from Highway No. 12 and to the existing City of Martensville. The arterial road network will intersect with a series of collector roadways that have been identified throughout the Plan area to collect and advance traffic from identified neighbourhood areas to the arterial road network. Roundabouts have been located strategically throughout the Plan area to serve as entrance amenities where appropriate, support the free flow of traffic and support future ease of transit turning movements.

POLICIES

- | | |
|---|--|
| <p>6.4(a) Collector streets within the proposed internal network shall be generally in accordance with Figure 17: Road Network. The final alignment and design of collector roads may be subject to amendments at the Concept Plan/Land Use Amendment stage.</p> | <p>6.4(c) A Traffic Impact Assessment shall be required at the Concept Plan stage to confirm internal road network requirements and appropriate intersection treatments with the external road system.</p> |
| <p>6.4(b) The local road network shall be determined at the Concept Plan/Land Use Amendment stage and should provide direct connections and multiple route choices to origin/destination points and connectivity between parts of the community.</p> | <p>6.4(d) All road right-of-way requirements shall be reviewed at the Concept Plan stage. Streets shall be constructed to the City's design standards.</p> |
| | <p>6.4(e) Housing product with front-drive garages and direct road access should not be located on arterial roads.</p> |



Figure 17: Road Network





6.5 REGIONAL ROAD NETWORK

The regional road network shall support the full build out the Martensville Sector Plan and must be functional, safe and efficient. The regional road network serving the Plan Area has been proposed as per the recommendations of the City of Martensville Transportation Master Plan (TMP) and a Transportation Impact Assessment prepared in support of this Sector Plan. The regional road network consists of a series of arterial roads that carry traffic to and from Highway No. 12 and the City of Martensville. Direct access to the Plan area from Highway 12 and from the City of Martensville is proposed via upgrades to Mierau Road and Range Road 3055 to bring these to an urban arterial standard. Access from these urban arterial roadways to proposed neighbourhood and commercial areas will be via improved intersections.

Supplementary additional access-to and from the community commercial area to assist with reducing traffic volumes and demands on the arterial and collector network will be explored further with the Ministry of Highways and Infrastructure. As noted in Section 6.1, as future Highway 12 interchange improvements are triggered with the phased growth and development of the Plan area, pedestrian improvements to the existing / future bridge structure to enhance and improve connectivity with the existing urban area of the City are proposed. Timing and funding mechanisms for interim connection improvements, prior to the future Highway 12 interchange improvements, will be explored further with the City of Martensville at the Concept Plan/Land Use Amendment stage.

The general alignment of the regional road network, proposed external intersection locations and internal roundabout locations is shown in **Figure 17: Road Network**.

POLICIES

- | | |
|--|--|
| <p>6.5(a) The location of proposed arterial roadways, number and general location of intersections and accesses should be provided is illustrated on Figure 17: Road Network. The specific location of these intersections is subject to further refinement through an update to the Transportation Impact Assessment (TIA) at the Concept Plan/Land Use Amendment Stage.</p> | <p>6.5(c) Access to / from Highway 12 interchange improvements to the proposed community commercial area should be permitted, subject to necessary approvals being obtained from the Ministry of Highways and Infrastructure and City of Martensville.</p> |
| <p>6.5(b) Highway 12 interchange improvements, or interim connection improvements deemed necessary, shall be constructed and/or staged in accordance with Transportation Impact Assessment (TIA) updates at the Concept Plan/Land Use Amendment Stage.</p> | <p>6.5(d) Pedestrian improvements enhancing connectivity from the Plan area to the existing urban area within the City of Martensville should occur at the time when Highway 12 interchange improvements are required by the phased growth and development of the Plan area.</p> |

SECTION 7.0

Servicing

The development of Martensville shall include water, sanitary and stormwater servicing to standards acceptable to the City of Martensville. This section of the Sector Plan will provide guidance for the servicing of the lands.

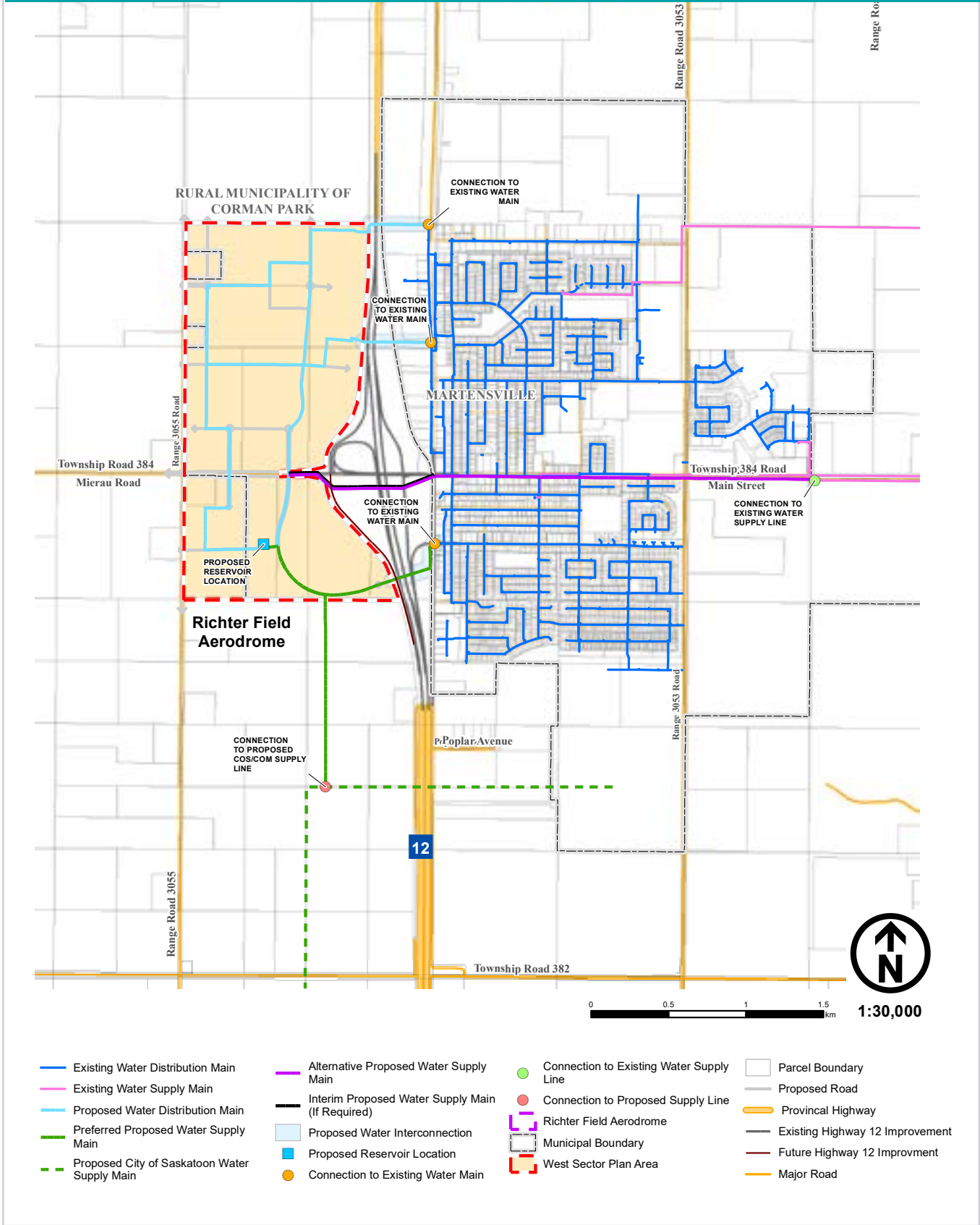
7.1 WATER

Water servicing for Martensville West may be provided by SaskWater or the City of Saskatoon. The development may require a pumphouse and reservoir to provide sufficient water storage and distribution control within the development. Three to four interconnections to the existing water distribution network should be constructed to provide redundancy and looping within the City's water system. **Figure 18: Water Network** shows the locations of the proposed water main distribution lines and interconnection to the existing distribution network. Final locations of these interconnections will be determined at the detailed design stage. **Figure 18: Water Network** also details the two options for water supply connections to the Plan area. A preferred water supply connection shall be determined at the time of detailed design for initial phases of development.

POLICIES

- 7.1(a) The main sizes and the number and location of connections to the existing network will be determined at the Concept Plan/Land Use Amendment stage. The conceptual water network and potential tie in points are shown in **Figure 18: Water Network**.
- 7.1(b) A new reservoir and pumphouse is required within Martensville West unless the City of Saskatoon can supply full water pressure to the development. This option is subject to approval of the City of Martensville's desire to operate the water system in this way. The exact location and parcel size for the water reservoir will be determined at the Concept Plan/Land Use Amendment stage.
- 7.1(c) The water distribution mains servicing Martensville West must be located within public roads or utility rights-of-ways and must create a looped system to service the Plan area, as per typical City practice.
- 7.1(d) Alternative or interim water servicing for an initial phase of development prior to the implementation of a regional water solution may be explored until a final servicing plan is determined in conjunction with regional partners. Any interim water servicing plan, remains subject to approval of the City of Martensville.
- 7.1(e) Municipal Utility Parcels should be dedicated as needed to support water servicing to Martensville West. The final dedication and location of Municipal Utility Parcels shall be:
 - i. Based on the finalized servicing strategy to support services to the Plan area;
 - ii. Identified through collaboration between the City, the developer and relevant utility companies and / or agencies;
 - iii. Sited and developed to support utility functions and provide aesthetic value to the community;
 - iv. Operated in such manner so as not have undue impact on surrounding development; and
 - v. Maintained by the City to provide ongoing aesthetic value.

Figure 18: Water Network





7.2 SANITARY

Sanitary servicing for Martensville West may be provided by three options as outlined on **Figure 19: Sanitary Servicing Options**. Options One and Two include a sewage pumping station (SPS) with force mains to service the entire development. The SPS would be in the southern portion of the development area to take advantage of the natural gradient of the land to help minimize the depth of the sanitary infrastructure. The SPS would then pump wastewater either to the existing wastewater lagoon facility to the southeast or to the future Joint Water & Waste Water (JWWW) project between the City of Martensville and the City of Saskatoon. The JWWW sanitary trunk is under preliminary exploration and may be routed south of the West Sector Plan area. Option Two includes a gravity connection to the JWWW sanitary trunk, as a preliminary review indicates this is a possibility. **Figure 19: Sanitary Servicing Options** shows the two options for a SPS with force mains to the wastewater lagoon or JWWW and a third option for a gravity sewer connection to the JWWW for the development.

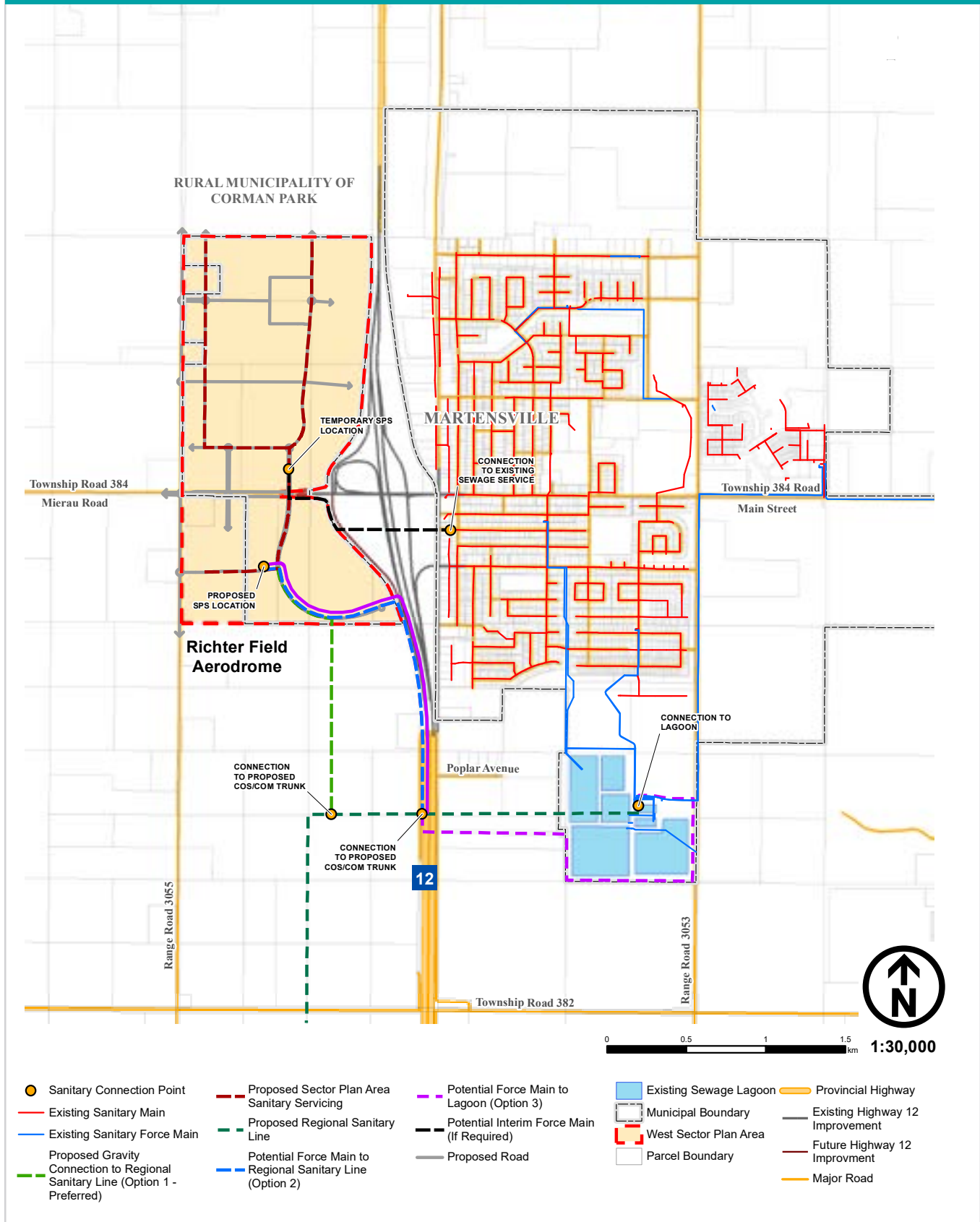
POLICIES

- 7.2(a) The sanitary system for the West Sector Plan area should coordinate with the JWWW project to ensure the most efficient method is utilized for servicing. Subdivision approval and permits to construct from the Water Security Agency may depend on an the JWWW project being constructed.
- 7.2(b) Alternative or interim sanitary servicing for an initial phase of development may be explored subject to available capacity and approval by City of Martensville and the Water Security Agency.
- 7.2(c) Municipal Utility Parcels should be dedicated as needed to support sanitary servicing to Martensville West. The final dedication and location of Municipal Utility Parcels shall be:
 - i. Based on the finalized servicing strategy to support services to the Plan area;
 - ii. Identified through collaboration between the City, the developer and relevant utility companies and / or agencies;
 - iii. Sited and developed to support utility functions and provide aesthetic value to the community;
 - iv. Operated in such manner so as not have undue impact on surrounding development; and
 - v. Maintained by the City to provide ongoing aesthetic value.





Figure 19: Sanitary Servicing Options





7.3 STORMWATER

The stormwater management system will utilize a combination of wet retention ponds, linear wet/dry detention ponds, and a dry pond as shown on [Figure 20: Stormwater Management](#). The Plan area will be divided into catchment areas with stormwater directed into the pond network via storm sewers or surface drainage. Based on the technical studies prepared for this Sector Plan, the major ponds will be sized to accommodate a 1:100-year storm event. The pond system will control and buffer peak flows from the development and discharge at a controlled rate to minimize downstream impacts.

This Plan recognizes that wetlands are valuable and should be protected when possible, and especially when determined to be an environmental asset. The design of the stormwater system will incorporate natural wetlands currently on the site where possible, focusing primarily on the avoidance and preservation of Class 3, 4, and 5 wetlands. Where avoidance is not possible, disturbance to Class 3, 4 and 5 wetlands shall be undertaken on a 1:1 compensatory ratio whereby wetlands disturbed are replaced with engineered wetlands and integrated into the stormwater system (see **Policy 2.1.3(a)** and **2.1.3(b)**).

The undeveloped drainage pattern is from the northwest to the southeast of the Sector Plan, where it crosses Highway 12 and flows to the east through Martensville, eventually entering the Opimihaw creek. The benefits and constraints of stormwater pumping as opposed to gravity storm sewer or overland connected water amenities has been reviewed, and methods will be further explored and detailed at the Concept Plan stage.



POLICIES

- 7.3(a) The stormwater management system for the West Sector Plan should be sized to accommodate a 1:100-year storm event and to buffer the discharge to the pre-development rate.
- 7.3(b) Stormwater infrastructure in the West Sector Plan area must accommodate and/or incorporate runoff from beyond the Sector Plan boundary and not block or impede any neighbouring area runoff flow patterns.
- 7.3(c) Where possible, natural wetlands should be preserved and incorporated into the stormwater management pond network.
- 7.3(d) Where natural wetlands cannot be preserved and disturbance is unavoidable, Class 3, 4, and 5 wetlands shall be undertaken on a 1:1 compensatory ratio whereby wetlands disturbed are replaced with engineered wetlands and integrated into the stormwater system, in accordance with the Wetland Study completed by Johnson and Wiechel Resource Management Consultants.
- 7.3(d) Municipal Utility Parcels should be dedicated as needed to support stormwater management in Martensville West. The final dedication and location of Municipal Utility Parcels shall be:
 - i. Based on the finalized servicing strategy to support services to the Plan area;
 - ii. Identified through collaboration between the City, the developer and relevant utility companies and / or agencies;
 - iii. Sited and developed to support utility functions and provide aesthetic value to the community;
 - iv. Operated in such manner so as not have undue impact on surrounding development; and
 - v. Maintained by the City to provide ongoing aesthetic value.
- 7.3(e) The proposed joint stormwater detention facility and recreational area within the potential resident's centre shall remain subject to detailed engineering design and approval by the City of Martensville.



Figure 20: Stormwater Management





7.4 SHALLOW UTILITIES

Shallow utilities include telephone, natural gas, electrical, Internet and cable services. A Shallow Utility Serviceability Study has been conducted for the Sector Plan area, reviewing the current utility infrastructure surrounding the area and future requirements to support the development of the West Sector Plan area. The study has concluded that there are few shallow utility limitations to support the development of the Plan area with exception of existing limited utility infrastructure due to the limited growth to date along the western edge of the City.

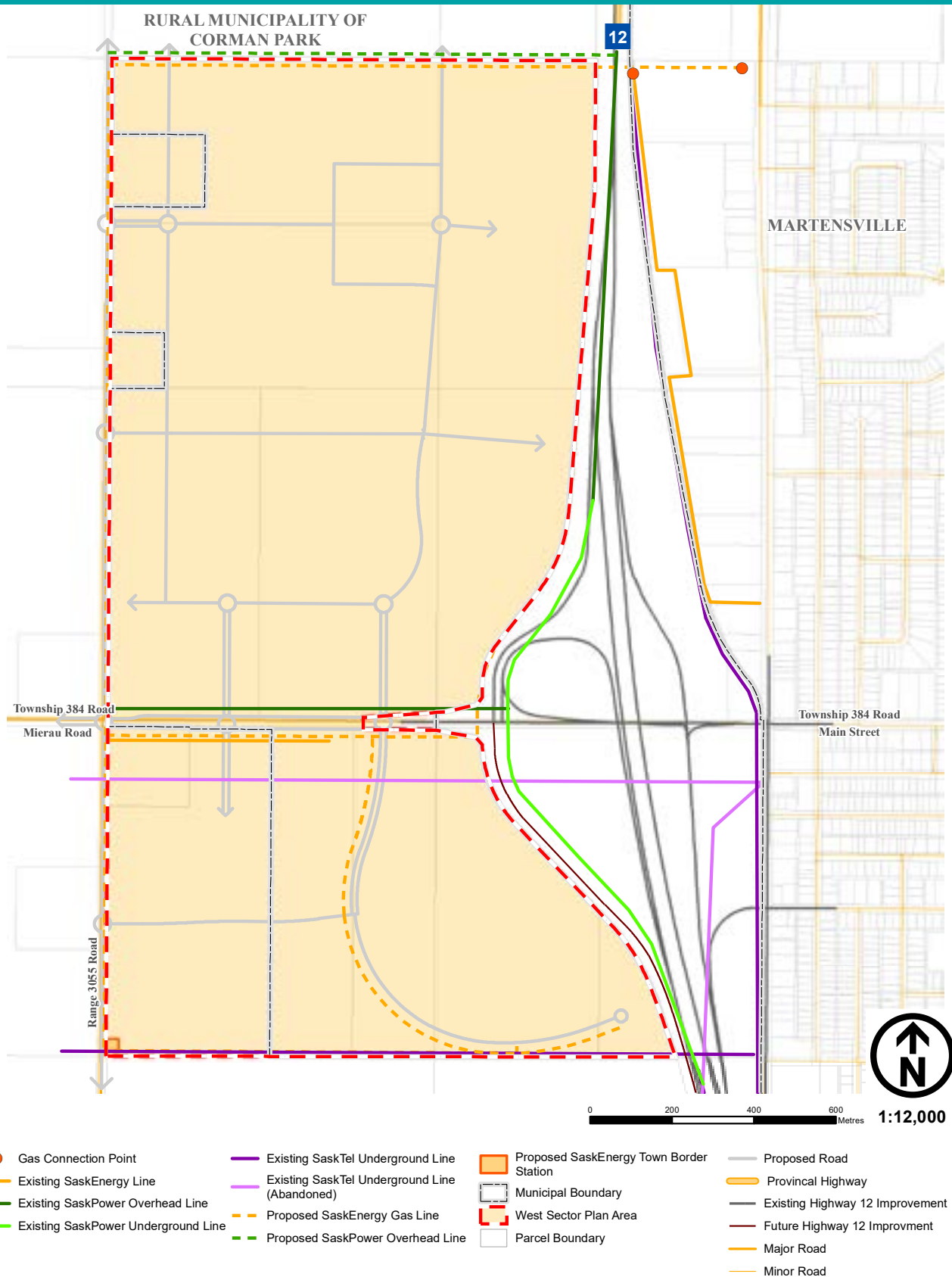
Existing and recommended utility infrastructure expansions are shown in [Figure 21: Shallow Utilities](#). Existing utilities are primarily located overhead near the Sector Plan area and throughout the City. The goal for the Sector Plan area is to strive for buried utilities for the care and aesthetic of the community. The necessary easements and utility rights-of-way for these services shall be provided to the specifications of the utility companies as development of the Plan area advances. Shallow utility design (including streetlighting) shall be determined at the time of detailed design for initial phases of development.

POLICIES

- 7.4(a) At a minimum, phone, electrical, cable, and gas servicing is required for all lots within the Plan Area.
- 7.4(b) The location of proposed utility rights-of-way shall be identified at the Concept Plan/Land Use Amendment stage and addressed as part of detailed design.
- 7.4(c) Utility parcels should be dedicated as needed to accommodate shallow utilities within the plan area. The final land dedication and location of municipal utilities shall be:
 - i. Based on the finalized servicing strategy to support services to the Plan area;
 - ii. Identified through collaboration between the City, the developer and relevant utility companies and / or agencies;
 - iii. Sited and developed to support utility functions and provide aesthetic value to the community;
 - iv. Operated in such manner so as not have undue impact on surrounding development; and
 - v. Maintained by the Crown and / or City to provide ongoing aesthetic value.



Figure 21: Shallow Utilities



SECTION 8.0

Implementation

8.1 DEVELOPMENT PHASING

General phasing boundaries have been defined on [Figure 22: Development Phasing](#). Phasing boundaries delineate the anticipated sequence of development and are based on efficient servicing and planning considerations. The general direction of phasing for the Martensville West Sector Plan is from south to north. Phases may be developed concurrently or in a different order based on the market and provision of adequate servicing infrastructure.

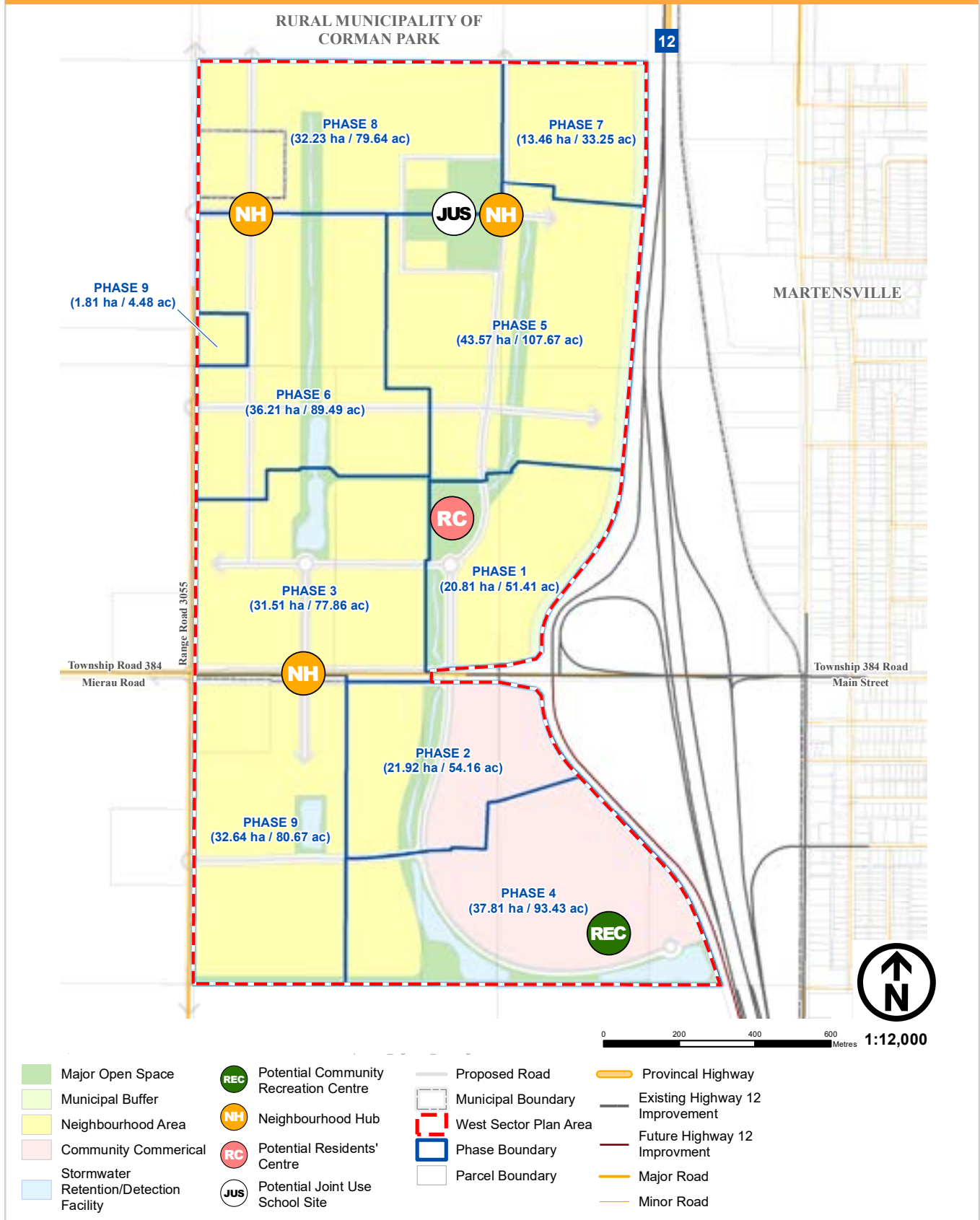
POLICIES

- 8.1(a) Phasing within the Martensville West Sector Plan should generally follow the direction and boundaries shown in **Figure 22: Development Phasing**.
- 8.1(b) Phases may be developed concurrently or in a different order based on the market and provision of adequate servicing infrastructure.
- 8.1(c) Modifications to **Figure 22: Development Phasing** shall be addressed at the Concept Plan/Land Use Amendment stage and should not constitute an amendment to the Martensville West Sector Plan.





Figure 22: Development Phasing





8.2 CONCEPT PLAN

To advance development on the subject lands, a Concept Plan must first be prepared in accordance with the City's requirements to bridge the gap between the planning and servicing considerations for the full build out of the Plan area and the more detailed level of planning and servicing for each phase. Concept Plans generally follow the phasing boundaries referenced in [Figure 22: Development Phasing](#).

POLICIES

- 8.2(a) As a prerequisite for a Land Use Amendment, a Concept Plan shall be prepared and approved for the applicable areas as generally outlined in **Figure 22: Development Phasing**.
- 8.2(b) Where the location and type of land use, open space, or transportation and servicing networks illustrated in a proposed Concept Plan varies from the Martensville West Sector Plan, the City may approve the Concept Plan, with the provision that:
 - i. The variation is deemed by the City to be minor in nature. A minor variation is considered a small change to the land use boundaries and road configuration;
 - ii. The variation does not directly conflict with a particular policy statement; and
 - iii. The proposed Concept Plan substantially conforms with the Martensville West Sector Plan.

8.3 INTERMUNICIPAL COORDINATION

The Martensville West Sector Plan is directly bordered by the RM of Corman Park to the north, west and south. With direction from the Saskatoon North Partnership for Growth Regional Plan, collaboration between the two municipalities should be ensured to meet mutual goals and avoid land use conflict.

POLICIES

- 8.3(a) The City of Martensville shall consult with the RM of Corman Park on inter-municipal planning, transportation and servicing matters that may arise during the planning and approvals process in Martensville West Sector Plan.
- 8.3(b) All proposed amendment applications to this Sector Plan shall be submitted to the City of Martensville for review and the proposed amendment shall be classified by the City as a minor amendment or major amendment.
 - i. Minor amendment applications to the Sector Plan shall be subject to the City of Martensville review, evaluation and approval process. Minor amendments include proposed small adjustments to land use boundaries and small configuration of the proposed internal road network.
 - ii. Major amendment applications to the Sector Plan may, at the discretion of the City in collaboration with the applicant, be circulated in accordance with requirements of the Saskatoon North Partnership for Growth Regional Plan, prior to or concurrent with the City review and approval processes. Major amendments include proposed policy amendments, major land use changes and / or significant reconfiguration of the proposed internal road network.



8.4 PLAN ADOPTION

The Martensville West Sector Plan shall be adopted by bylaw and appended to the Official Community Plan. Concept Plans shall be appended to this Sector Plan by a bylaw amendment to the OCP, and binding upon applicable rezoning and subdivision applications. Concept plans may be adopted by bylaw as part of an Official Community Plan, in accordance with section 44 of the Planning and Development Act, 2007.

POLICIES

- 8.4(a) The Martensville West Sector Plan shall be appended to the Official Community Plan via a bylaw amendment.
- 8.4(b) Concepts plans prepared pursuant to the Martensville West Sector plan shall be appended to this Sector Plan via a bylaw amendment to the Official Community Plan.
- 8.4(b) Concept plan submissions shall be prepared and administered in accordance with Section 8.2 of the Martensville West Sector Plan.
- 8.4(c) Concept plans which form part of the Martensville West Sector Plan, shall contain, for each applicable phase, a detailed land use plan (land uses, density and the general location of services) and a detailed circulation plan (road and street networks, transit routes, and active transportation routes, where applicable).

8.5 PLAN AMENDMENT

Any changes to the text or maps within the Martensville West Sector Plan may require an amendment unless otherwise stated or deemed necessary by the Approving Authority. Applicants shall submit all necessary supporting information to evaluate and justify the potential amendment.

8.6 MONITORING OF THE PLAN

The policies within the Sector Plan will be monitored in relation to development activity. Where necessary, the policies will be amended either generally or in response to a specific issue.





SECTION 9.0

APPENDIX A

Supportive Baseline Investigations, Non-Binding Demonstration Plan and Technical Studies





9.1 BASELINE INVESTIGATIONS, NON-BINDING DEMONSTRATION PLAN AND TECHNICAL STUDIES

The Martensville West Sector Plan has been informed and guided by baseline investigations, a non-binding demonstration plan and range of technical studies prepared in support of the project. The following is comprehensive list of these studies, the date of completion and the corresponding sub consultant responsible. Copies of these reports and memorandums have been submitted under separate cover in electronic and hard cover form in support of the Martensville West Sector Plan.

- 1. Pre-Development Drainage Study**
Catterall & Wright, February 2016 (Revised April 2019)
- 2. Commercial Development Strategy**
Global Retail Strategies Inc, March 2017 (Revised April 2019)
- 3. Desktop Geotechnical Investigation**
P Machibroda Engineering Ltd, November 2017
- 4. Phase 1 Environmental Site Assessment**
P Machibroda Engineering Ltd, February 2018 (Revised April 2019)
- 5. Wetland Classification Study**
Megan Horachek, Richard Belchamber, Bert Weichel Johnson, & Weichel Resource Management Consultants, March 2018
- 6. Heritage Resource Overview**
Western Heritage, March 2018
- 7. Heritage Resource Impact Assessment**
Western Heritage, October 2018
- 8. Preliminary Geotechnical Investigation**
P Machibroda Engineering Ltd, Jan 2019
- 9. Transportation Impact Assessment**
WSP Engineering - January 2019 (Revised April 2019)
- 10. Shallow Utilities Servicing Study**
Premier Engineering, January 2019
- 11. Servicing Study**
Catterall & Wright, January 2019 (Revised April 2019)
- 12. Non-Binding Demonstration Plan**
B&A Planning Group, December 2019

