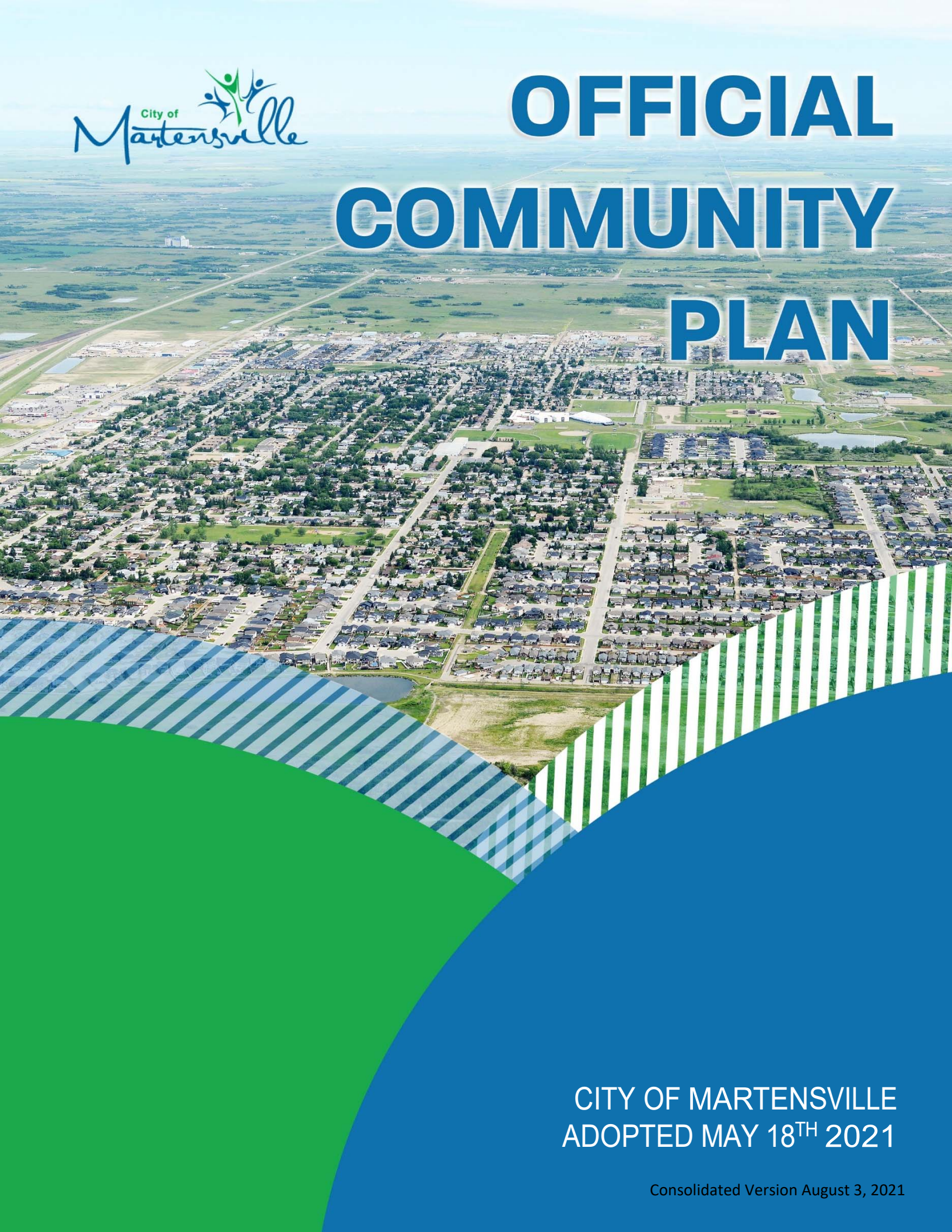




OFFICIAL COMMUNITY PLAN



CITY OF MARTENSVILLE
ADOPTED MAY 18TH 2021

Consolidated Version August 3, 2021

Left Blank Intentionally

**THE CITY OF MARTENSVILLE
BYLAW NO. 2-2020**

A bylaw of the City of Martensville to adopt an Official Community Plan.

The Council of the City of Martensville, in the Province of Saskatchewan, in open meeting assemble enacts as follows:


1. Pursuant to Section 29 of The Planning and Development Act, 2007 the Council of the City of Martensville hereby adopts the City of Martensville Official Community Plan, identified as Schedule "A" to this bylaw.
2. The Mayor and City Administrator are hereby authorized to sign and seal Schedule "A" which is attached to and forms part of this bylaw.
3. That Bylaw No. 17-2008, known as the Martensville Official Community Plan, and all amendments thereto, are hereby repealed.
4. This bylaw shall come into force on the date of final approval by the Minister of Municipal Government Relations.

Read a first time this 6th day of April, 2021

Read a second time this 18th day of May, 2021

Read a third time this 18th day of May, 2021

Adoption of bylaw this 18th day of May, 2021


Mayor


City Clerk



Certified a true copy of the Bylaw adopted by Resolution of Council on the 18th day of May, 2021.

A Commissioner for Oaths in the Province of Saskatchewan.


Leah Bloomquist

My appointment expires November 30th, 2025.

Signature Page

PREPARED BY:



Alan Wallace, RPP, MCIP, LEED-GA



Bonnie Gorelitz, RPP, MCIP



Territorial Acknowledgment

The City of Martensville honours and acknowledges that we are situated on Treaty 6 territory, the traditional meeting grounds, gathering place, and travelling route to the Cree, Saulteaux, Blackfoot, Métis, Dene and Nakota Sioux. We also honour and acknowledge our presence on the homelands of the Métis Nation of Saskatchewan Western Region.

Table of Contents

SECTION 1 | INTRODUCTION

1.1	Title	02
1.2	Purpose	02
1.3	OCP Plan Boundary & Context	02

SECTION 2 | COMMUNITY VISION, MISSION AND GOALS

2.1	Vision & Mission	05
2.2	Goals	06
2.3	Future Land Use Map	07

A Place To Call Home

SECTION 3 | RESIDENTIAL

3.1	Creating Complete Communities	09
3.2	The Housing Continuum	10
3.3	Home-based Businesses	12

A Thriving Economy

SECTION 4 | COMMERCIAL

4.1	Attracting Businesses	15
4.2	Commercial Centres	17
4.3	Arterial Commercial	18
4.4	Mixed-Use Transitional Corridor	19
4.5	Local Commercial	20

Martensville Works

SECTION 5 | INDUSTRIAL

5.1	Industrial Development	22
5.2	General Industrial	24
5.3	Business Industrial	25

A Healthy, Attractive City

SECTION 6 | PARKS, RECREATION & AMENITY SPACE

6.1	Dedicated Lands, Parks & Amenity Space	27
6.2	Culture and Heritage	29

Choices To Get Around

SECTION 7 | TRANSPORTATION

7.1	General Transportation	31
7.2	Accessibility & Connectivity	34
7.3	Alternative Transportation: Active	35
7.4	Alternative Transportation: Future Transit	37
7.5	Road Network (Transportation Infrastructure)	38

*Quality, Efficient Service***SECTION 8 | COMMUNITY SERVICES + UTILITIES**

8.1	Community Services	40
8.2	Utilities	41
8.3	Construction & Maintenance Standards	43

*Managing Your Taxes***SECTION 9 | FINANCIAL**

9.1	Fiscal Management	45
9.2	Balancing Commercial & Residential Growth	46
9.3	Long Term Financial Viability	48
9.4	Development Charges (Paying for Growth)	49

*Growing With Vision***SECTION 10 | SECTOR & CONCEPT PLANNING**

10.1	Future Growth	51
10.2	Sector Plans	53
10.3	Concept Plans	55
10.4	Phased Growth	57
10.5	Boundary Alteration	58

*An Environment For Future Generations***SECTION 11 | ENVIRONMENT**

11.1	Adapting to Climate Change	60
11.2	Environmental Regulations	62
11.3	Economic Sustainability	63
11.4	Natural Systems	64
11.5	Physical Infrastructure	65
11.6	Community Preparedness and Resilience - Extreme Events	66

*Aligning With Others***SECTION 12 | COOPERATION**

12.1	A Co-Operative Spirit	68
12.2	Statements of Provincial Interest	69
12.3	Saskatoon North Partnership for Growth (P4G)	69
12.4	Reconciliation and Working Together with First Nations	70
12.5	Urban Reserves	71

*Communicating With You***SECTION 13 | ENGAGEMENT**

13.1	Your Opinions and views matter	74
------	--------------------------------	----

*Using the OCP***SECTION 14 | IMPLEMENTATION**

14.1	Zoning Bylaw	76
14.2	Purpose	76
14.3	Amendment of the Zoning Bylaw	76
14.4	Zoning by Agreement	76
14.5	Use of the Holding Symbol (H)	77
14.7	Subdivision Application Review	77
14.8	Dedicated Lands	78
14.9	Land Exchange and Purchase	78
14.10	Building Bylaw	78
14.11	Development Levies	78
14.12	Heritage Designation	78
14.13	Update of Official Community Plan	78
14.14	Further Studies	78

For a Glossary of Terms used in this OCP,
please refer to the Zoning Bylaw.

The background of the entire page is a photograph of the Martenville Athletic Pavilion. It is a large, modern building with a curved, metallic roof and large glass windows. The name "MARTENSVILLE ATHLETIC PAVILION" is visible on the building's facade. In the foreground, there is a green lawn with a yellow fire hydrant and some small trees. The sky is clear and blue.

1.0

introduction

Look After Today,
Prepare for Tomorrow

There are two principal roles that local governments play. First, to look after today – provide excellent services and address present conditions and needs within the community. Second, to prepare for the future – to guide change and meet upcoming challenges. This Official Community Plan should provide development and growth policies which help to achieve the best possible outcomes for w



SECTION 1 | INTRODUCTION

1.1 TITLE

The title of this Bylaw shall be the City of Martensville Official Community Plan (OCP).

1.2 PURPOSE

The purpose of **this** Bylaw is to adopt an updated OCP to allow the City of Martensville (City) to establish a renewed framework that guides future planning and development, manages growth, facilitates environmental initiatives, and supports collaboration around municipal infrastructure and vital community services. It is also consistent with the updated Statements of Provincial Interest (January 2021), and addresses the requirements of The Planning and Development Act, 2007.

This OCP has been prepared for a 30-year time horizon (2020 – 2050) by which the City of Martensville is projected to have a population of approximately 28,000 residents (Martensville Future Growth Plan).

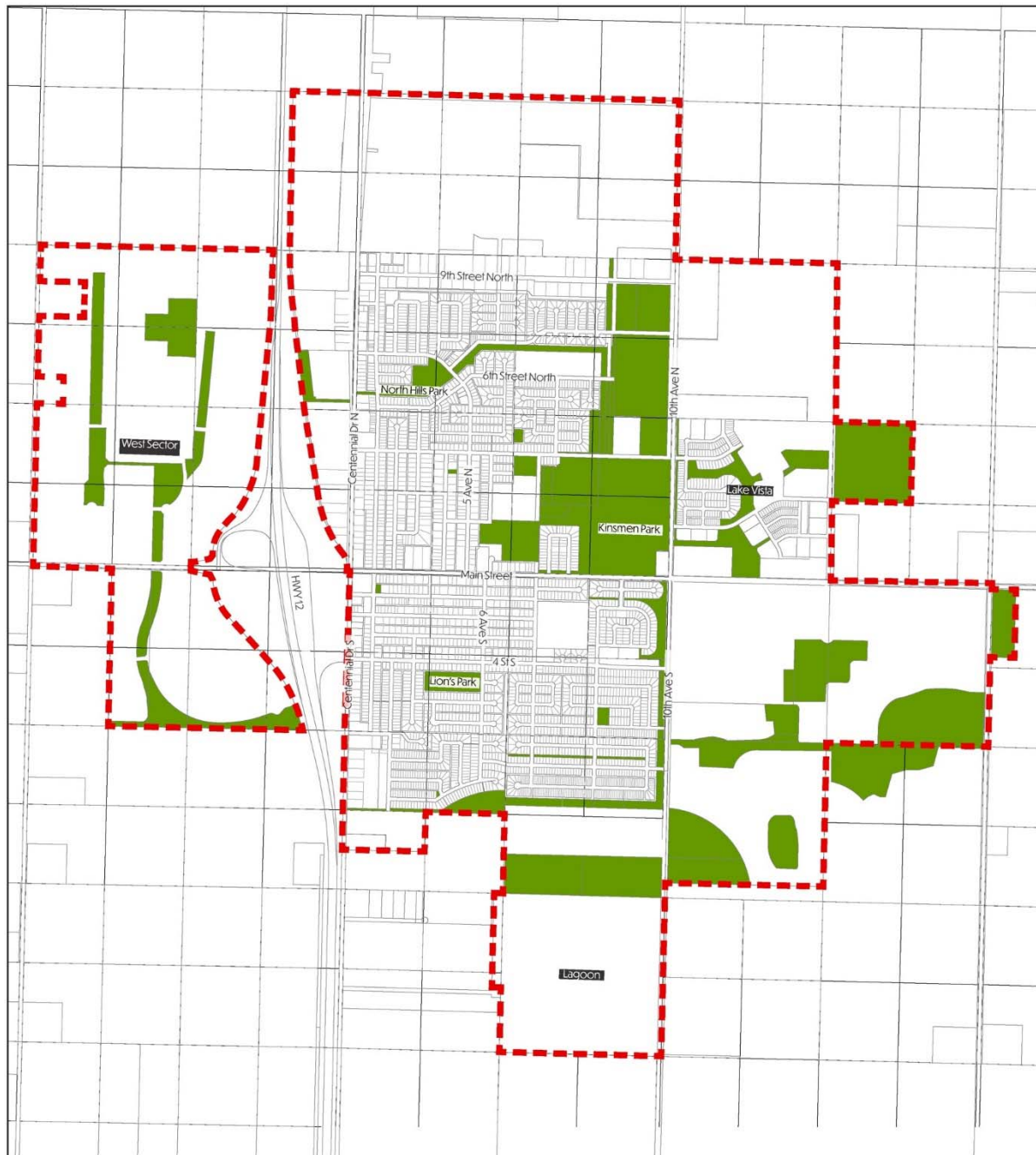
This OCP is intended to serve as a statement of the goals, objectives and policies of the City relating to the future growth and development of the community. The policies are intended to provide Council with direction in establishing other bylaws and programs to guide the future growth and establish policies to guide development decisions. The policies of this OCP shall apply to the incorporated area of the city. All development shall conform to the objectives and policies contained in this OCP.

1.3 OCP PLAN BOUNDARY & CONTEXT

The City is located within the R.M. of Corman Park No. 344 in central Saskatchewan, 5 kilometers north of Saskatoon (between corporate limits).

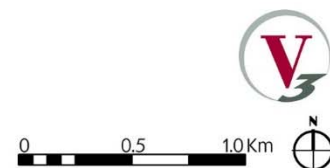
“If anything is certain, it is that change is certain. The world we are planning today will not exist in this form tomorrow.”

- Philip Crosby



 City Boundary

 Municipal Reserve, Parks & Open Space



▲ FIGURE 1: MARTENSVILLE OFFICIAL COMMUNITY PLAN BOUNDARY



2

**COMMUNITY
VISION, MISSION,
AND GOALS**



SECTION 2 | COMMUNITY VISION, MISSION AND GOALS

2.1 VISION & MISSION

VISION

Martensville is a community of families, friends, and neighbours where we work, play and grow together in a safe, active, and healthy environment. - Martensville is a great place to call home.

MISSION

Martensville is a growing community where we believe in encouraging and developing a healthy, safe and active lifestyle through people, partnerships and opportunities, making the city a great place to call home.

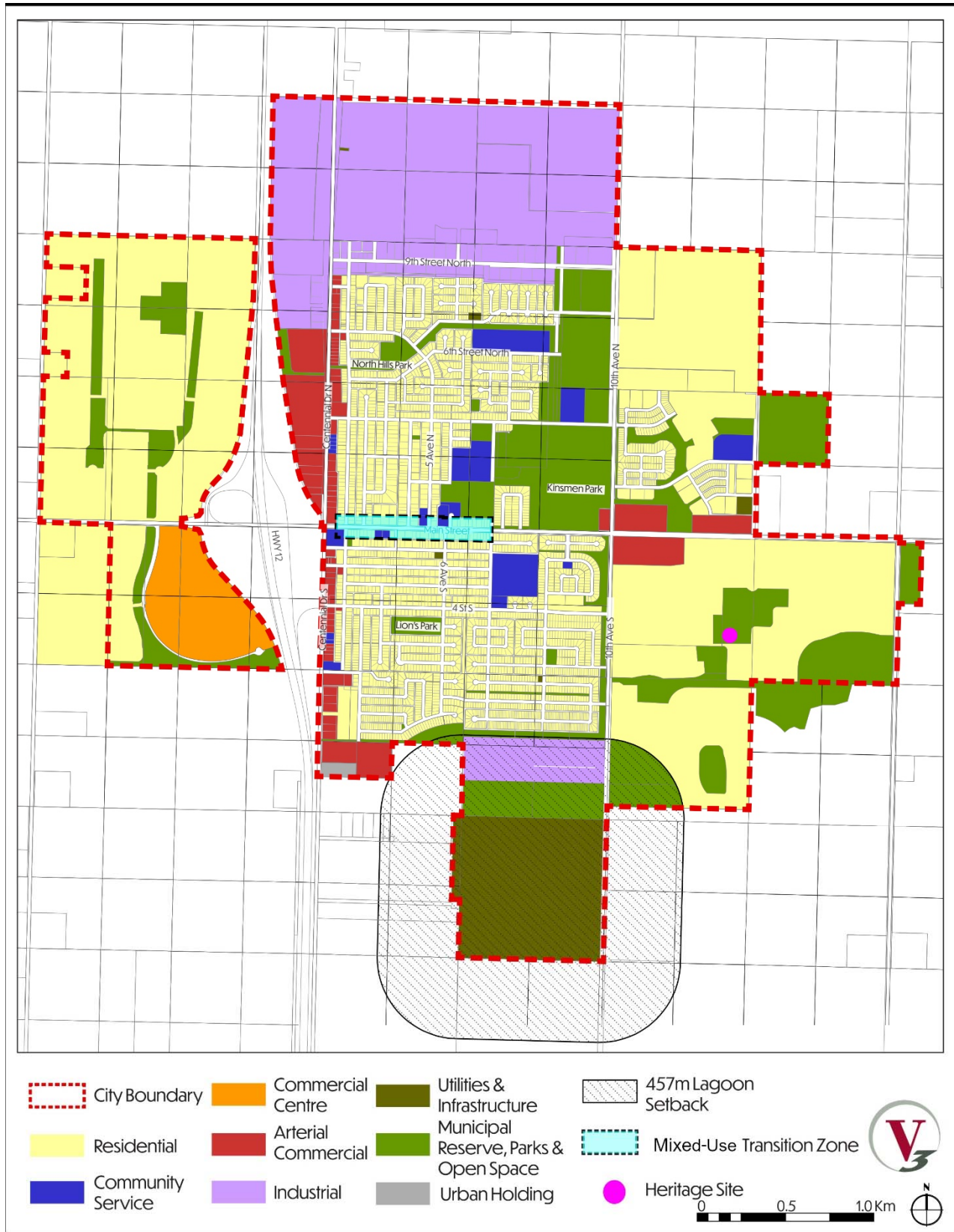
“Long-range planning does not deal with future decisions, but with the future of present decisions.”

- Peter Drucker

2.2 GOALS

The planning and development goals for the City of Martensville are as follows:

- 1 To direct development and growth of Martensville towards a diversification of land use activity in a manner that will maintain a positive relationship between environmental values, resource capabilities, community strengths, the Rural Municipality of Corman Park, P4G Planning Commission, regional partners and communities beyond.
- 2 To support and enhance business initiatives in the City of Martensville.
- 3 To ensure orderly, cost-efficient and appropriate development of the land is consistent with the values of the community and within the financial capability of the community.
- 4 To promote and encourage creative and innovative growth and development within the City, with the intent of enhancing resident's quality of life and Martensville's overall sustainability as a community.
- 5 To ensure that green spaces, parks, cultural and significant heritage assets are fully integrated into the fabric of the City and serve to connect and tie the community together in an equitable manner.
- 6 To maintain Martensville as a safe and secure place to live.
- 7 To support the Statements of Provincial Interest.
- 8 To enhance and strengthen the identity of Martensville as a growing and sustainable community while maintain the unique character of Martensville.



▲ FIGURE 2: FUTURE LAND USE MAP



3

residential

A PLACE TO
CALL HOME



A Place To Call Home

SECTION 3 | RESIDENTIAL

3.1 CREATING COMPLETE COMMUNITIES

DISCUSSION

Martensville is more than just a bedroom community. It wants to attract residents to live and work in the city. Martensville will provide opportunities to accommodate a complete range of housing options in all sectors. It will work towards building a strong employment sector and further increase demand for residential growth. Above all, Martensville neighbourhoods will be excellent places to call home.

THINGS TO KNOW

Martensville is one of Canada's fastest growing municipalities over 5,000 people, and one of the fastest growing municipalities in Saskatchewan. The population of Martensville grew by 55% between 2009 and 2014. The City of Martensville's Future Growth Plan projects population to 2040 and 2065. The medium-growth scenarios project Martensville to grow to 20,750 by 2040 and 32,000 by 2065. The 2016 Future Growth Plan noted that while high growth rates (up to 8.8% annual) have been apparent in the past decade, it is not reasonable to assume Martensville will continue to grow at this rapid pace over a twenty to forty-five-year horizon.

Housing development is frequently according to a 'spectrum' or 'continuum'. The continuum is used to relate housing form and purpose to income levels within a community. A typical continuum would contain Shelter housing at one end, and Market Ownership housing at the other. Transitional, Supportive and Rental housing would make up the balance of the housing continuum.

RESIDENTIAL OBJECTIVES

- » Develop comprehensively planned neighbourhoods which are complete, safe and sustainable.
- » Provide a full range of housing options in all sectors of the city.
- » Include public amenities which are conveniently located, accessible and within walking distance of most homes.
- » Increase the residential density of development over time to support commercial areas, entertainment and employment nodes.
- » Maintain a 3 to 5-year supply of readily available serviced residential lots.

GUIDING POLICY

3.1.1 Infill of existing residential lots will be encouraged within the limitations of existing infrastructure.

.2 Small-scale infill projects should be encouraged and supported in established neighbourhoods. Small scale residential intensification proposals should consider:

- .a sufficiency of infrastructure capacity;
- .b compatibility in height, scale and design of other buildings in the neighbourhood;
- .c respectful continuity with the streetscape;

.d compatibility with surrounding land uses;

.e appropriate landscaping and preserving existing established trees where possible;

.f adequate provisions for parking, lighting, and fencing; and

.g a variety of housing types and ownership options.

.3 Redevelopment and consolidation of existing low density residential lots should be encouraged to accommodate construction of multiple unit dwellings such as fourplexes and row housing within the Core Area. Desirable architectural features include:

.a front doors facing the street;

.b stacked designs to decrease site coverage and to accommodate yard space and off-street parking; and

.c private yard space available to each dwelling.

.4 Densities will rise over time. Approvals of new projects will support the P4G Planning district requirement to attain a minimum average as defined in the District Official Community Plan.

.5 Neighbourhoods should include a variety of housing types and designs that support

.a shifting demographics and family structures;

.b all ages and abilities, specifically with adequate provision for accessible and aging in place; and

.c a variety of income levels and ownership structures.

.6 The City will encourage high-density housing as either entirely residential or a mixed-use development provided that it:

.a is in proximity to employment centres, shopping and other community amenities

.b is adjacent or near park space or linear open spaces;

.c addresses the impact of additional traffic on the surrounding neighbourhood and does not route vehicles through lower density areas to access major roadways; and

.d is supported by the existing infrastructure capacity.

.7 New residential subdivision and development will conform to adopted Sector and Concept Plans. Prior to subdivision, these areas will be zoned, in the Zoning Bylaw, for residential uses and compatible non-residential development.

.8 Uses such as daycares, local commercial, home-based businesses and other compatible non-residential uses will be encouraged within neighbourhoods.

.9 All sectors and concept plans shall be designed to encourage walking and other alternative forms of transportation in future residential development.

.10 Future forms of residential development will be with existing development and maintain the dominant character of residential areas.

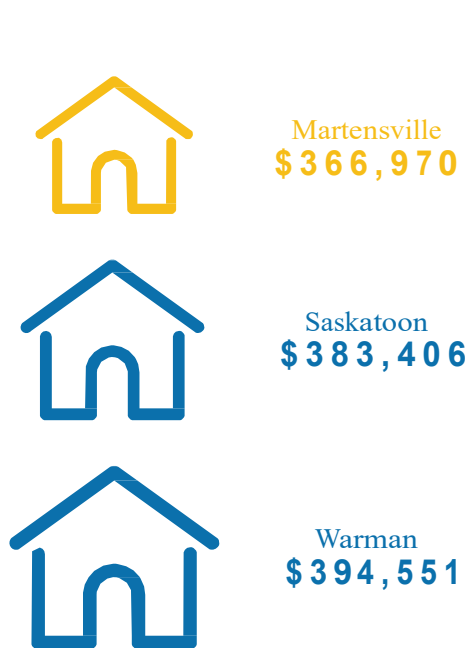
3.2 THE HOUSING CONTINUUM

DISCUSSION

Martensville is a welcoming city. Housing for all ages and all incomes will be provided in Martensville. Affordable housing will be provided in locations which make sense and contribute to quality of life for all residents. Housing variety and inclusion is one way to encourage more affordable housing.

THINGS TO KNOW

A growing number of young professionals and families are moving to Martensville due to the relative housing affordability that the City boasts compared to municipalities in the surrounding area. The figure below highlights average house prices for nearby municipalities (source: 2019 Multiple Listing Service Data - Saskatoon).



▲ FIGURE 3: HOUSING BREAKDOWN (2018)

Single-detached homes are expected to have the largest influence on the local housing market.

As Martensville continues to attract new residents it will become increasingly important to accommodate the growing population through a variety of housing types. Martensville is an affordable place to live, but it also needs to be a place that attracts all types and people and families, from young professionals and students to large families.

Population projections from the Saskatoon Health Region forecast the 65-74-year age cohort to see the largest increase (105%) by 2028. For the City to be able to continue to serve their community as they age policies need to be in place to encourage and facilitate accessible and affordable seniors housing.

Martensville's current housing breakdown shows a heavy reliance on single-detached housing stock (source: Statistics Canada):



NOTE: Figures do not add up to 100%. 3.3% of Martensville housing stock does not fit into one of the above categories (e.g. secondary suites, live-in units, etc.).

OBJECTIVES FOR AFFORDABLE HOUSING

- » More affordable housing in all areas of Martensville.
- » The development of a full range of residential housing types throughout each neighbourhood in Martensville.
- » A compatible and appropriate mix of land uses, including high density residential development is provided.

GUIDING POLICY

3.2.1 Higher density residential uses and other uses determined by Council to be compatible will be supported in all residential neighbourhoods.

.2 Council may offer the use of incentives to encourage housing types which are in short supply.

.3 Affordable housing will be located in close proximity to public amenities, shopping and destinations within the community.

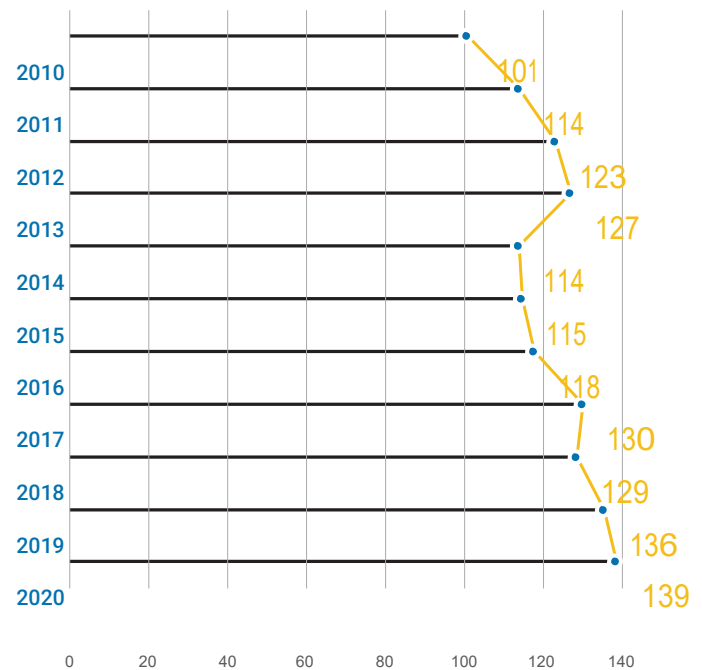
3.3 HOME-BASED BUSINESSES

DISCUSSION

Martensville encourages home-based businesses within residential neighbourhoods. However, they are subject to stringent regulations to ensure that they operate with complete conformity with residential areas. Home-based businesses should not negatively affect the character of residential neighbourhoods.

THINGS TO KNOW

The presence of home-based businesses has remained relatively consistent in Martensville, the total number of licenses issued per year range from 101 – 139 between 2010 and 2020.



▲ FIGURE 4: NO. OF HOME-BASED BUSINESS LICENCES

The various forms of home-based businesses in Martensville are clearly secondary to the residential use and do not produce nuisances to surrounding property owners. Some examples of home-based businesses in Martensville include, but are not limited to:

- » Arts and crafts
- » Electronic Repairs
- » Personal Services (hair, aesthetics, etc.)
- » Small-scale Technology Companies
- » Trades and Education

OBJECTIVES FOR HOME-BASED BUSINESSES

- » To facilitate and foster entrepreneurship by encouraging home-based businesses.
- » To ensure that home-based businesses do not create a nuisance or affect the residential character of neighbourhoods.

GUIDING POLICY

3.3.1 Home-based businesses are either Discretionary or Permitted uses depending on level of activity and potential effect on neighbourhood character.

.2 Home-based businesses must demonstrate they:

.a are clearly secondary and subordinate in size and scale to the principal residential use of the dwelling unit;

.b are compatible with nearby residential properties

.c do not change the character of the overall residential environment.

.d do not generate external nuisances (e.g. noise, dust, vibrations, odour, traffic, storage, etc.) that are not normally found in the residential environment.



4

commercial

**A THRIVING
ECONOMY**



A Thriving Economy

SECTION 4 | COMMERCIAL

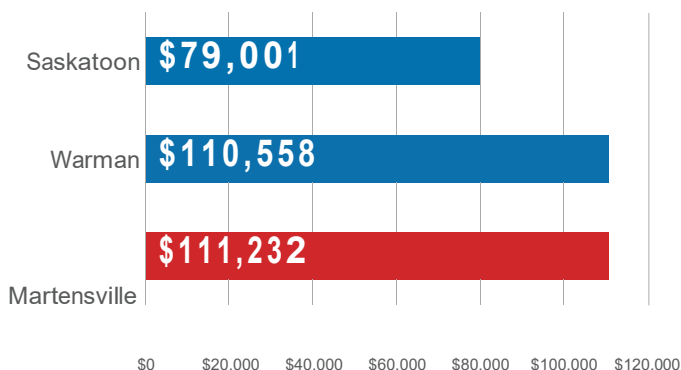
4.1 ATTRACTING BUSINESSES

DISCUSSION

As Martensville grows, the need to organize and define different levels of commercial activity will grow. Successful strategies for managing retail growth centre around defining a commercial hierarchy. Simply put, each commercial area is designed to serve a particular market area – regional, city-wide and local.

THINGS TO KNOW

Martensville has the highest median income in the Saskatoon CMA, making the City attractive to retail and service type businesses. According to Townfolio the Median Household Incomes in the Saskatoon CMA are as follows:



▲ FIGURE 5: MEDIAN HOUSEHOLD INCOME (2018)

The major employment industries for City residents according to Statistics Canada are:

- » Trades & Transport (22%)
- » Sales & Services (20%)
- » Business, Finance, Admin. (17%)
- » Management (11%)
- » Education, Law, Government (10%)
- » Health (7%)
- » Sciences (6%)
- » Manufacturing, Utilities (3%)
- » Natural Resources, Agriculture (3%)
- » Art, Culture, Recreation (1%)

Although the City of Martensville enjoys competitive advantages of a high median household income and relatively diverse employment sectors, the City relies on commercial and industrial activity from surrounding municipalities, particularly Saskatoon.

Employment Continuum

The employment continuum in Martensville can be visualized as follows:



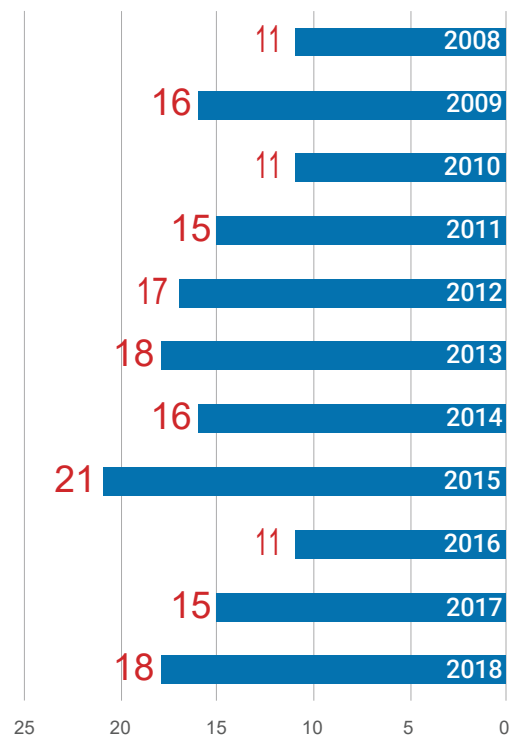
Only 15% of Martensville residents work in the city, while the vast majority travel to Saskatoon for work (around 70%) according to commuter data from Statistics Canada.

Commercial and industrial development within the City of Martensville has been relatively steady but slow over the past decade, with as many as twenty-one (21) building permits issued in 2015 and as few as eleven (11) permits in 2008, 2010, and 2016.

According to the City of Martensville's Future Growth Plan the existing commercial land area has an approximate ratio of 5.5 ha/1000 people. If this ratio is maintained over the population forecast period the required land area for future commercial development ranges from 43 ha to 86 ha.

OBJECTIVES FOR ATTRACTING BUSINESSES

- » A commercial hierarchy will guide the growth of Commercial uses within the city including retail, retail services, and offices.



▲ FIGURE 6: COMMERCIAL AND INDUSTRIAL BUILDING PERMITS (2008 - 2018)

- » Provide commercial areas in locations to take advantage of all forms of travel.
- » To organize commercial growth within a hierarchy containing four main categories – Commercial Centres; Arterial Commercial; Mixed Use Transitional and Local Commercial.
- » To provide opportunities for the development of new commercial enterprises and redevelopment and expansion of existing commercial enterprises in all levels of the hierarchy.
- » To provide locations which enhance patronage of all commercial areas.
- » To ensure that new commercial areas are equitably distributed as the City grows, providing convenient access for all residents.

GUIDING POLICY

- 4.1.1 Council will continue to promote the City as a place for new commercial development.
- .2 Council may, by resolution, adopt policies that provide commercial incentives to new businesses or expanding businesses, including but not limited to the following:
- .a Property tax incentives;
 - .b Construction incentives; and/or
 - .c Job creation incentives.
- .3 Conduct periodic reviews and projections of Commercial Demand and Supply. Reviews may include analysis at a local, city-wide and regional scale. Review Future Growth Plan (FGP) projections for future commercial land allocations once P4G Regional Market Study has been completed.

4.2 COMMERCIAL CENTRES

DISCUSSION

Commercial Centres are major commercial nodes which are intended to draw patrons from a city-wide and sub-regional market area. These may contain a high order mix of uses such as retail, service commercial, restaurants, personal services, offices, and compatible community services.

THINGS TO KNOW

The Commercial Centre identified on the Future Land Use Map Figure 2 have the potential to be designed as major hubs of activity, comprised of a wide range of commercial uses and complimentary community services.

OBJECTIVES FOR COMMERCIAL CENTRES

- » To provide land for Commercial Centres requiring larger areas of land due to shared amenities and transportation connections.
- » To provide residents with a range of higher order retail and commercial choices.

GUIDING POLICY

- 4.2.1 The area shown as Commercial Centres on the Future Land Use Map Figure 2 may include retail, offices, service commercial, and compatible community service uses. and service industries.
- .2 Commercial Centres shall be supported by strong local and subregional transportation connections.
- .3 Where necessary, the City will support the acquisition of additional land for Commercial Centres development, through purchase or exchange, in response to a lack of supply and supporting market studies.
- .4 The City may identify residential areas adjacent to Commercial Centres and provide transitional uses between residential and commercial zoning districts.

4.3 ARTERIAL COMMERCIAL

DISCUSSION

Arterial Commercial is intended to provide retail and commercial uses in two environments. The first are environments which are designed to accommodate vehicular access. These areas are characterized by linear development normally located along arterial roadways and major collector roads. These areas are not normally associated with residential or mixed-use environments. The second are environments which are designed to pedestrian scale and may include mixed-uses.

THINGS TO KNOW

Arterial Commercial sites are evolving. The strip mall is being re-designed to encourage a more attractive street facing facade while continuing to provide ample, convenient parking. These areas remain a viable, accessible form of shopping area.



OBJECTIVES FOR ARTERIAL COMMERCIAL AREAS

- » Arterial Commercial Areas will accommodate two forms: auto-oriented commercial uses; and mixed-uses within pedestrian-oriented areas.
- » To ensure that sufficient land is set aside, along Centennial Drive and in proximity to Highway #12 and east of 10th Avenue along Main Street, for development of arterial commercial uses.
- » To accommodate the expansion of existing arterial commercial operations and encourage the expansion of services within the arterial commercial areas.

GUIDING POLICY

- 4.3.1 The areas shown as Arterial Commercial on the Future Land Use Map Figure 2 will be zoned for retail, office, service commercial uses, mixed -uses and compatible development. Mixed uses may be permitted at Council's discretion if the applicant can show conflicts between nearby commercial uses can be mitigated.
- .2 The application of zoning regulations for auto-oriented versus pedestrian-oriented commercial development shall be determined by the surrounding land use and environment, intended function of the roadway, and the intended market.
- .3 Council will consider extending arterial commercial zoning along arterial roadways as demand warrants OR through market studies.
- .4 Some Light Industrial uses such as storage, warehousing, or freight and cartage operations, may be allowed in Arterial Commercial areas at Council's discretion.

4.4 MIXED-USE TRANSITIONAL CORRIDOR

DISCUSSION

The Mixed-Use Transitional Corridor as shown on the Land Use Map (Figure 2) shall serve as a connection between higher level commercial nodes and corridors with the intention to transition low density residential to a livable main street which supports higher density development, while maintaining the function as an arterial traffic corridor.

THINGS TO KNOW

The relatively large property sizes along Main Street, an arterial roadway, and the predominately single story single family dwellings are ideal to transition from residential to retail opportunities, personal service shops and offices for professionals. Older homes that may have deteriorated beyond repair may be good candidates to be replaced by higher density housing. While this transition will occur as an evolution over many years, the proximity to commercial nodes and corridors, recreational facilities and transportation networks, make this area an ideal area to encourage this type of redevelopment.

OBJECTIVES FOR MIXED-USE TRANSITION CORRIDOR

- » To provide guidance for the long term evolution of the neighbourhood and streetscape.
- » To provide opportunities for redevelopment along an arterial roadway and while being sensitive the surrounding neighbourhood.

GUIDING POLICY

- 4.4.1 The area as shown as Main Street Mixed-Use Corridor on the Future Land Use Map Figure 2 will be zoned for medium and high density residential buildings; low to mid-rise mixed-use buildings with compatible ground floor commercial businesses which provide goods and services for residents in adjacent neighbourhoods; and compatible commercial and institutional uses that serve adjacent neighbourhoods and benefit from being located on an arterial roadway;
- .2 Mixed-Use Transitional Corridor along Main Street will serve as the linkage between higher level commercial nodes and corridors.



.3 The intensification of this corridor should reflect a high-quality urban environment by incorporating:

.an off-street parking spaces;

.b multi-modal street design that provides future transit connectivity, and that encourages cycling;

.c walkable environments with features such as wide sidewalks, universal design pedestrian crossings, pedestrian-level lighting, street trees and street furniture; and

.d placemaking features which contribute to creating appealing, character-rich destinations.

.4 Existing single family homes within Mixed-Use Transition Corridors which are destroyed by fire or other disaster, may be rebuilt at the discretion of City Council.

THINGS TO KNOW

Did you know that it takes a minimum area of 16 acres of residential development, at a density of 7 dwellings per acre (112 dwellings) to support a single 5,000 square foot local convenience store.

- Wallace Insights, 2019

OBJECTIVES FOR LOCAL COMMERCIAL

- » To ensure all residents have convenient access to local retail opportunities to meet their daily needs.
- » To provide convenient access to local commercial services by seniors or others with mobility challenges.
- » An equitable distribution of local commercial locations will be provided.
- » Local commercial uses are intended to serve a neighbourhood market.

GUIDING POLICY

4.5.1 Local Commercial nodes do not create a nuisance within the neighbourhood.

.2 Local Commercial nodes will be regulated through zoning, but do not require a special land use designation on the OCP Future Land Use Map Figure 2. These locations are suitable within residential environments, subject to suitable zoning standards specific to local commercial scale and use being applied.

.3 The scale of development, and operation is compatible with a residential environment.

.4 Local Commercial nodes will be located on corner sites with access from a collector or arterial roadway.

4.5 LOCAL COMMERCIAL DISCUSSION

Local Commercial areas are small nodes (approximately 1 to 3 acres) which are intended to meet the daily convenience shopping needs of neighbourhood residents. These areas tend to be conveniently located within residential neighbourhoods. They are of a scale which allows them to be located within residential areas without a special land use designation in the OCP. Concept Plans for new neighbourhoods should strive to include Local Commercial areas in convenient locations where feasible.

Home-based businesses are not considered Local Commercial enterprises. Please refer to Section 3.3 for policies concerning Home-based businesses.

5

industrial

MARTENSVILLE
WORKS



Martensville Works

SECTION 5 | INDUSTRIAL

5.1 INDUSTRIAL DEVELOPMENT

DISCUSSION

An important part of every city is a thriving, growing employment sector. Industrial enterprises and major employment businesses contribute immensely to the financial health of every city. Appropriate location for employment uses is important to allow a thriving industrial and employment base to grow and minimize any nuisance factors created by these industries.

Martensville will place emphasis on increasing the growth of employment industries over the term of this plan.

THINGS TO KNOW

The City of Martensville has identified an opportunity to attract industrial development to the Martensville Industrial Growth Area of the City. The City's location along major transportation corridors and close proximity to Saskatoon make it a desirable location to attract industrial development.

Industrial development can use significant amounts of municipal utilities and services, therefore careful consideration and planning is needed to be made in order to accommodate industrial development.

A benefit of industrial development for a community comes from the additional employment opportunities and increased tax revenue as a result of the industry choosing to locate in a particular municipality. The City should look at ways to increase the attractiveness and opportunity for industrial development in appropriate areas.

GENERAL OBJECTIVES FOR INDUSTRIAL AND MAJOR EMPLOYMENT INDUSTRIES

- » To attract new industrial operations to Martensville and maintain a balance between residential and employment industry growth.
- » To develop and sustain a new Industrial Attraction Strategy.
- » To ensure a readily available supply of land for industrial development.
- » To identify areas for the development of industrial operations which will minimize conflicts with other land uses.
- » Sector Plans for major employment areas will be developed.

Property Tax Ratios
between Commercial/
Industrial and Residential
uses vary widely in
Saskatchewan from

GUIDING POLICY

- 5.1.1 All applicable Provincial and Federal laws and regulations shall be adhered to regarding industrial development in Martensville.
- .2 The area shown as Industrial, on the Future Land Use Map Figure 2, is intended for industrial and compatible uses.
- .3 Council will consider extending industrial zoning to those areas shown as Future Industrial, on the Future Land Use Map Figure 2, as demand warrants. Prior to industrial development, these areas will be regulated to prevent development of uses which would conflict with the long-term use of these areas.
- .4 All Industrial Areas shall be comprehensively planned as part of a Sector or Concept Planning process.
 - .a The dedication of land for Municipal Reserve, or requirement for money-in-lieu of Municipal Reserve in Industrial areas shall be referred to the municipality prior to approval by the approving authority.
- .5 Council may by resolution, adopt policies that provide business incentives to new or expanding industrial operations including but not limited to the following:
 - .a Property tax incentives;
 - .b Construction incentives; and/or
 - .c Job creation incentives.
- .6 Periodic reviews and projections of Industrial Demand and Supply shall be conducted. Reviews may include analysis at a local, city-wide and regional scale. Review Future Growth Plan (FGP) projections for future industrial land allocations once P4G Regional Market Study has been completed.
- .7 In all industrial areas, sufficient infrastructure capacity must exist for development to be permitted. If infrastructure capacity cannot accommodate a proposed development, a sustainable servicing plan must be provided (at the expense of the developer) to ensure city infrastructure can adequately service all development.
- .8 Industrial areas will be situated and regulated to minimize nuisances or incompatible land uses (e.g. industrial operations, transportation or major utility corridors, etc.), appropriate measures to mitigate negative impacts, such as increased setbacks, landscaping buffers, and sound attenuation solutions, should be implemented as required.
- .9 Developments that create a human health and safety risk (e.g. risk of anhydrous ammonia release, storage of explosive materials, or excessive noise) should only be located within the Industrial Districts and must be adequately separated from residential areas and other sensitive land uses (e.g. schools, daycares, healthcare facilities, etc.). Encroachments of residential areas and other sensitive land uses into an established setback area of existing developments must not be allowed.

5.2 GENERAL INDUSTRIAL

DISCUSSION

The major portion of industrial development in Martensville is expected to be General Industrial. General Industrial uses that may emit nuisance factors such as noise, dust, vibration, beyond the site boundary shall be located to minimize interference with the safety, use, enjoyment within residential and commercial districts. The zoning bylaw will define which uses are suitable in this category to meet this expectation.

THINGS TO KNOW

The City of Martensville has designated over 1,900 acres of land intended for general industrial land use. This area is located in the north and south and is expected to attract many new industries over the course of this plan.

OBJECTIVES FOR GENERAL INDUSTRIAL

- » To ensure a readily-available, sufficient land base for new General Industrial development.
- » To regulate General Industrial uses such that no nuisance factors are emitted off-site.

GUIDING POLICY

- 5.2.1 General Industrial uses will have a high degree of connectivity with major transportation routes and other options for moving goods and services.
- .2 Uses will include manufacturing, warehousing, shipping, receiving, freight movement, and storage.
- .3 A basic standard of landscaping and design is expected to ensure industrial employment areas are attractive.
- .4 Industrial uses that create nuisances that extend beyond the boundaries of the site and that may have a deleterious effect on other Zones due to their appearance, noise, or odour; or the use of materials or processing operations that requires separation from other developments, due to risk of toxic emissions or fire and explosion hazards shall not be located adjacent or near residential, commercial and community service uses



5.3 BUSINESS INDUSTRIAL

DISCUSSION

Business Industrial uses contain a wider variety of employment uses such as those found in General Industrial areas as well as limited commercial, wholesaling, vehicle dealerships and other uses compatible within an Industrial Land Use Designation

THINGS TO KNOW

Business industrial sites have characteristics which differ slightly from General Industrial:

- » these areas are a mix of quasi-commercial and low intensity industrial in nature.
- » include limited retail uses in conjunction with primary use of the site.
- » contain office development which is either accessory to a principal use or as a principal use.
- » include limited commercial uses that cater to the immediate industrial area.
- » have development standards which may be slightly higher than General Industrial uses.
- » outdoor storage or operations are screened from view or conducted entirely indoors.

OBJECTIVES FOR BUSINESS INDUSTRIAL

- » To provide for quasi-commercial and low intensity industrial uses which do not readily fit within retail or General Industrial land use categories.
- » To ensure Business Industrial areas are suitably located to minimize impacts on residential areas.

GUIDING POLICY

- 5.3.1 Business Industrial locations will be identified through the Zoning Bylaw. They may be located to strategically serve as a buffer between more intensive industrial uses and non-industrial uses.
- .2 Uses will include low intensity industrial uses, offices and office buildings in limited quantities. Retail and retail service uses will be permitted as accessory to and subordinate to the principal use on a site. Services servicing the industrial area may also be permitted.
- .3 No storage of hazardous material or waste dangerous goods, exceeding the limits set out in the Hazardous Substances and Waste Dangerous Goods Regulations, Chapter E-10.2, Reg 3 will be permitted.





6

parks, recreation,
amenity space

A HEALTHY,
ATTRACTIVE CITY



A Healthy, Attractive City

SECTION 6 | PARKS, RECREATION & AMENITY SPACE

6.1 DEDICATED LANDS, PARKS & AMENITY SPACE

DISCUSSION

Martensville values its small-town atmosphere and easy access to parks and pathways for recreation. Quality of life is directly linked to the quality of parks, recreational opportunities and access to open space and amenities. Creating an attractive physical environment that promotes social interaction and movement within a community is essential to attract and retain residents. For the City of Martensville to thrive for future generations, plans need to include creation of vibrant community spaces and promote quality of life for all residents and visitors.

THINGS TO KNOW

A large number of responses from the initial engagement with Council, stakeholders and the public indicated that the priorities for an attractive and healthy city are:

- » More opportunities for passive and active recreation needs to be a priority moving forward.
- » Parks and pathway systems are important elements in development plans.
- » Reduce or eliminate barriers to recreational activity.

OBJECTIVES FOR DEDICATED LANDS, PARKS AND AMENITY SPACES

- » To utilize municipal reserve to provide park space that is safe, suitable and sufficient for community needs.
- » To continue to provide upgrades and appropriate enhancements to existing parks and green spaces in response to community growth and changing demand.
- » To support the equitable access and fair distribution of parks and open spaces to all residents.
- » To allow for a portion of municipal reserve for temporary storm water detention that does not affect the principle purpose of municipal reserve as park space.
- » Enhance Martensville's character, sense of community and small-town atmosphere and lifestyle.
- » Support, encourage and facilitate the visual enhancement of highway gateways into the City.
- » Protect and enhance the Opimihaw Creek System for the enjoyment of present and future generations.

GUIDING POLICY

6.1.1 For the purpose of protecting or conserving the natural, historical and recreational features of the Opimihaw Creek Area, the creek bed area shall, insofar as possible, be dedicated as Municipal Reserve or Environmental Reserve under the provisions of The Planning and Development Act, 2007 as amended. Insofar as possible, the Opimihaw Creek shall be conserved as public open space for the benefit of all citizens.

.2 The area shown as Municipal Reserve, Parks, and Open Space on the Future Land Use Map Figure 2 is intended for parks, recreation uses, resource conservation uses and compatible development.

.3 Open space systems within all neighbourhoods should:

.a consist of a mixture of neighbourhood scale parks, a network of linear parks, tot lot parks, storm water facilities, and where applicable, naturalized/ environmental park areas;

.b be accessible to the public, with multiple access points from streets; and

.c have direct connections to adjacent natural areas, neighbourhoods, or commercial areas.

.4 Parks and playgrounds will be permitted uses in all zoning districts.

.5 Council will consider the following factors in making decisions on the provision of local municipal reserves:

.a Smaller municipal reserve areas within new residential subdivisions can be provided for neighbourhood parks and playgrounds.

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

.6 Municipal reserves shall only be used to convey and detain storm water runoff for a period no longer than 24 hours after a storm event. Areas that store or retain water for more than 24 hours (e.g. storm water storage basins) after a storm event shall be classified by the City as storm water management facilities and shall be identified as utility parcels on subdivision plans.

.7 The sizing, use, allocation, development, and landscaping of parks and recreation open space shall conform to the City of Martensville's Municipal Design Standards Manual.



.8 Parks are intended for the benefit of everyone. Private development will be allowed to back onto public parks subject to limitations as outlined in the Municipal Design Standards Manual.

.9 Plans will strive to provide parks and open space within walking distance of most dwellings. Linear parks should provide linkages between neighbourhood parks, major roadways, and multiple family residential located in the neighbourhood.

.10 To facilitate development of visually appealing entry points into the City, Council may:

.a initiate the preparation of a coordinated highway entry enhancement master plan or strategy;

.b provide financial support for the implementation of such a master plan or strategy; and

.c landscaping requirements may be established for all non-residential land uses including commercial and industrial areas to ensure these areas are attractive.

6.2 CULTURE AND HERITAGE

DISCUSSION

Martensville is a relatively new city with a growing cultural and heritage component. Over time, the value of cultural and heritage assets will grow. This official community plan recognizes the growing importance of culture and heritage, and to include heritage and cultural site screenings within identified growth areas.

THINGS TO KNOW

The Province provides legislative means for local Councils to designate buildings, sites or areas. Heritage Districts may be used to recognize and conserve large areas which contain significant heritage value.

OBJECTIVES FOR CULTURE AND HERITAGE

- » To ensure that all growth areas are screened for significant heritage or cultural assets prior to implementing or approving Sector and Concept Plans.

GUIDING POLICY

6.2.11 All Sector Plans and Concept Plans must include a screening for Heritage and/or Cultural assets which may be present within the growth area.

.2 Desktop screenings are permitted. Where desktop screenings identify any potential areas for heritage or cultural significance, an on-site Heritage Resources Inventory Assessment must be undertaken.

.3 Council may, at its discretion, designate important or significant heritage/cultural sites or buildings, affording protection and conservation of these assets.

.4 Minimize, mitigate or avoid adverse development impacts to culture and heritage resources.

7

transportation

CHOICES TO
GET AROUND



Choices To Get Around

SECTION 7 | TRANSPORTATION

7.1 GENERAL TRANSPORTATION

DISCUSSION

Providing safe viable choices for people to decide how they want to move around their neighbourhood and city is important. Climate change, rising health care costs and the economics of driving a personal automobile are leading people to consider alternative ways to move around their community. More and more cities are planning to accommodate a complete range of transportation choices. Having safe, convenient choices allow residents to decide which transportation option is most suitable for the type of trip they are planning.

THINGS TO KNOW

Multi-modal means ‘many modes of transportation’ which may include walking, driving, cycling and public transit. Multi-modal roadways include most forms of movement within a single corridor or right of way.

The City of Martensville’s transportation network is based on a modified grid system for the most part. Roadways are planned within a hierarchy of arterial, collector, and local roads as shown in Figure 7. The City of Martensville’s Transportation Master Plan was prepared in 2017 and includes a list of sixty-nine (69) recommendations for remedial measures that the City can implement to improve the transportation network. The Transportation Master Plan focuses on major corridors, intersections, as well as access points to the City.

The OCP consultation process did not identify investing more in alternative transportation infrastructure as a high priority within Martensville. As Martensville grows, it would be more appropriate to consider modest ways to improve safety and connectivity for people to move around and provide convenient linkages to existing areas of development and especially to destination sites.



GENERAL OBJECTIVES FOR TRANSPORTATION

- » To provide the broadest range of transportation options in a practical, cost-effective way.
- » To ensure that all areas of the city are served with safe, convenient routes to public destinations within the city.

GUIDING POLICY

7.1.1 Multi-modal transportation options will be considered for all new major roadways and reconstruction projects.

.2 Multi-modal options will be encouraged on rights of way which link public destinations in a cost-effective way.

.3 The City may work with its partners to develop an intermunicipal transportation service to key employment nodes in the region.

.4 Arterial streets that run through neighbourhoods should facilitate multi-modal transportation by including:

.a separated multi-use pathways for pedestrians and cyclists;

.b wider boulevards with street trees;

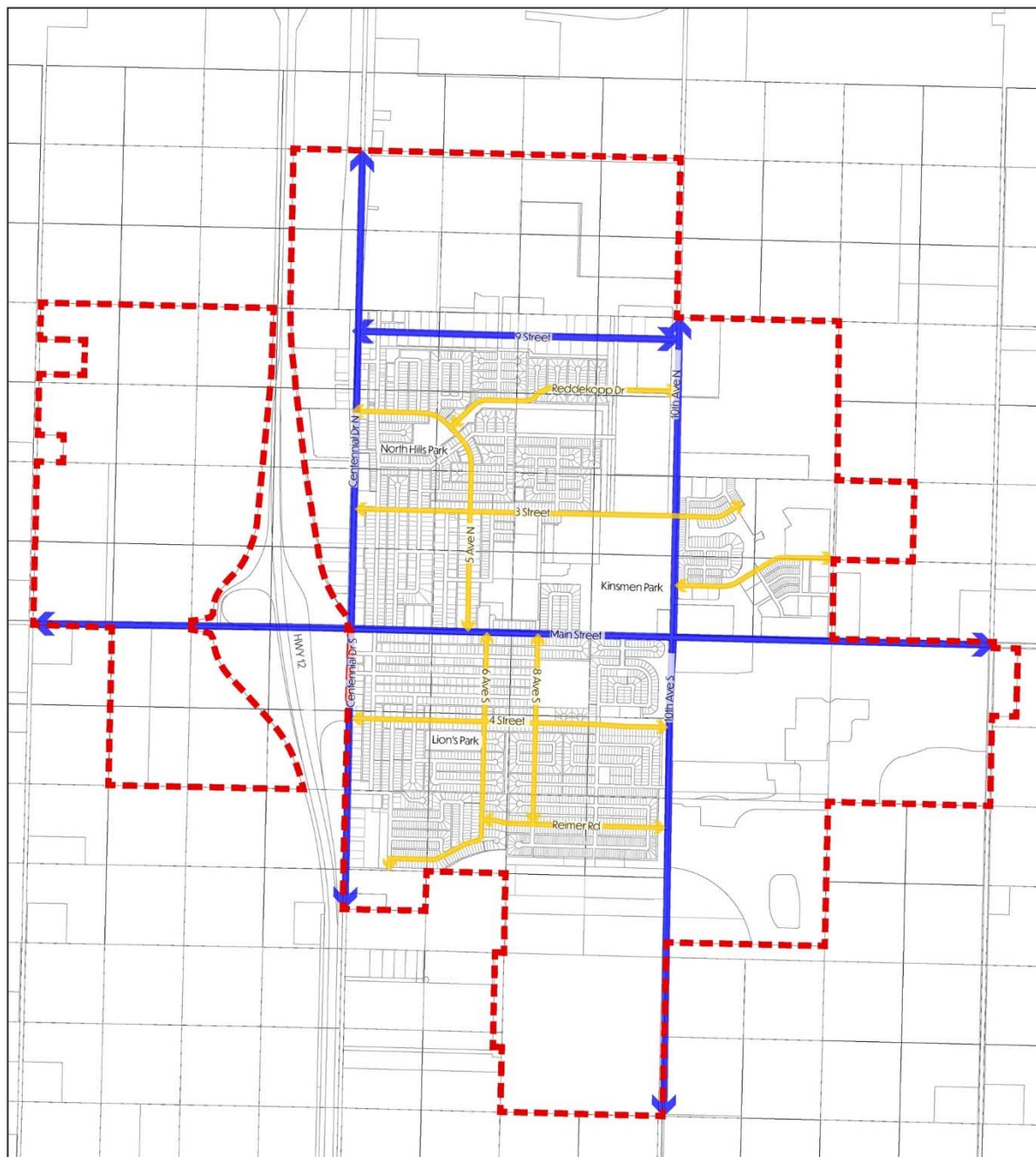
.c accommodation for future transit routes and stops; and

.d landscaped medians with turning lanes if required; and limited direct access only to higher density residential and commercial uses.

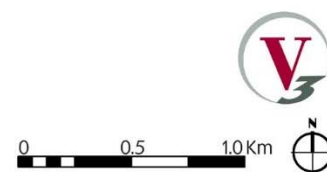
.5 A hierarchical roadway system will be maintained and expanded over time as transportation demand warrants.

.6 Develop standardized transportation designs in accordance with a Municipal Design Standards Manual.





Note: All other streets are Local Roadways or Lanes



▲ FIGURE 7: ROAD HIERARCHY MAP

7.2 ACCESSIBILITY & CONNECTIVITY

DISCUSSION

Moving around a community is enhanced when there are many connection points. This is why there is a growing trend towards encouraging a grid pattern of development. There are many variations of grid patterns which blend the best features of curvilinear with the grid pattern. Modified Grids and Fused Grid patterns are two examples which have been used successfully in new residential developments.

Other municipalities in Western Canada have conducted various pedestrian and active/alternative transportation studies to understand movement within their community. Each of these studies, much like their communities, are distinct and have a slightly different scope; however, the common denominator is the consensus that choosing to undertake these types of studies is beneficial to their community and essential to better plan for the future.

THINGS TO KNOW

As the City continues to grow it will become increasingly important to ensure all residents (existing and future) have equitable access to the City's amenities and destinations. A proven best-practice to achieve connectivity and accessibility throughout an entire community is to require certain considerations (e.g. pedestrian connectivity, public right of way (ROW) design, etc.) to be made at the land use planning stage.

Another important aspect of accessibility to consider comes from the commercial and industrial perspective. Companies, often involving heavy truck traffic, need to be able to move in and out of the community with minimal disturbance to residents and other land uses/infrastructure.

OBJECTIVES FOR ACCESSIBILITY & CONNECTIVITY

- » To ensure that future development is conducive to creating a walkable and connected community.
- » To direct land uses associated with heavy truck traffic away from pedestrian and residential areas where their impact on safety and municipal roads will be minimized.

GUIDING POLICY

- 7.2.1 Land use planning will consider the linkages between destinations and major public facilities and look to enhance the connectivity between these locations and residential neighbourhoods.
- .2 The City shall ensure adequately spaced access points along Centennial Drive are included in future planning as development extends north and south.
- .3 The design of sidewalks and connecting walkways will consider mobility challenged persons and be designed to minimize obstructions.
- .4 The City may consider a future pedestrian/public space study to better understand movement patterns and public space concerns within the community.
- .5 The City will continue to investigate opportunities to enhance connectivity for cyclists and pedestrians between West and East side of interchange/ Highway 12.

7.3 ALTERNATIVE TRANSPORTATION: ACTIVE

DISCUSSION

Active transportation has health, environmental and economic benefits, both for residents and the City. There is a general trend within cities towards providing safer and more convenient options for moving around. Although this currently may not be a high priority for spending (from public consultation), the City should look for opportunities to provide cost-effective infrastructure which encourages more active transportation.

THINGS TO KNOW

Incorporating pedestrian linkages and dedicating space for the movement of people create an environment that has many benefits to the community:

ECONOMIC

- » Encourage residents to support local businesses.
- » Attract more visitors to destinations and amenities, increasing the number of patrons.
- » Financial savings with ability to walk/bike/bus to place of work and amenities.
- » Decrease traffic congestion and stress on road infrastructure.
- » Encourages tourism and further development of connected public open spaces.

QUALITY OF LIFE

- » Provides residents with accessible, and affordable, recreation opportunities.
- » Encourages social interaction and community building.

HEALTH

- » Leading health research has produced evidence that regular physical activity (at least 30 minutes, five or more days per week) reduces the chance of health risk significantly.

ENVIRONMENTAL

- » Shift in mode split (% of one type of transportation versus another will reduce the amount of vehicle trips made, and total GHG emissions contributing to a lower community ecological footprint.

SAFETY

- » Can incorporate elements to prioritize pedestrian safety such as:
 - Design streets for slower speeds and separate pedestrian/cycling space from roadways with trails, dedicated lanes, etc.
 - Installing lighted pedestrian crosswalks in areas with actual low pedestrian safety.

OBJECTIVES FOR ACTIVE TRANSPORTATION

- » To increase, in a cost-effective approach, the level of infrastructure that will encourage safe and convenient active transportation options.

GUIDING POLICY

7.3.1 Pedestrian connectivity will be a consideration in all land use and development decisions with a particular emphasis between residences, school sites and other public destinations.

- .2 The City will prioritize the linkage of natural areas and connection of pathway systems to encourage alternative transportation (i.e. cycling, walking).

- .3 The City should maintain and expand its active transportation network, with consideration for:

- .a universal access;

- .b matching design with the level of usage;

- .c seamless connections between trails, public sidewalks and private sidewalks;

- .d designing separated multi-use trails which run parallel to arterial roads;

- .e incorporating traffic calming measures wherever a multi-use trail crosses a street;

- .f appropriate wayfinding signage in appropriate locations, with information such as distances, routes and maps; and

- .g future pedestrian/cycling bridge or overpass expansion to include a pathway over Highway 12.



7.4 ALTERNATIVE TRANSPORTATION: FUTURE TRANSIT

DISCUSSION

As Martensville increases in population and density, demands for a public transit system are likely to grow. Today is an appropriate time to consider, at a conceptual level, how a transit system would function. An initial transit system would likely be based on a 'coverage' model, which would strive to provide a basic level of service to all parts of the city. There has been discussion within the Saskatoon North Partnership for Growth about possible future transit linkages between Martensville and Saskatoon, and Highway 12 as a major transportation link. Consultation indicated support for early consideration of a transit hub in Martensville to link with central sites within Saskatoon.

THINGS TO KNOW

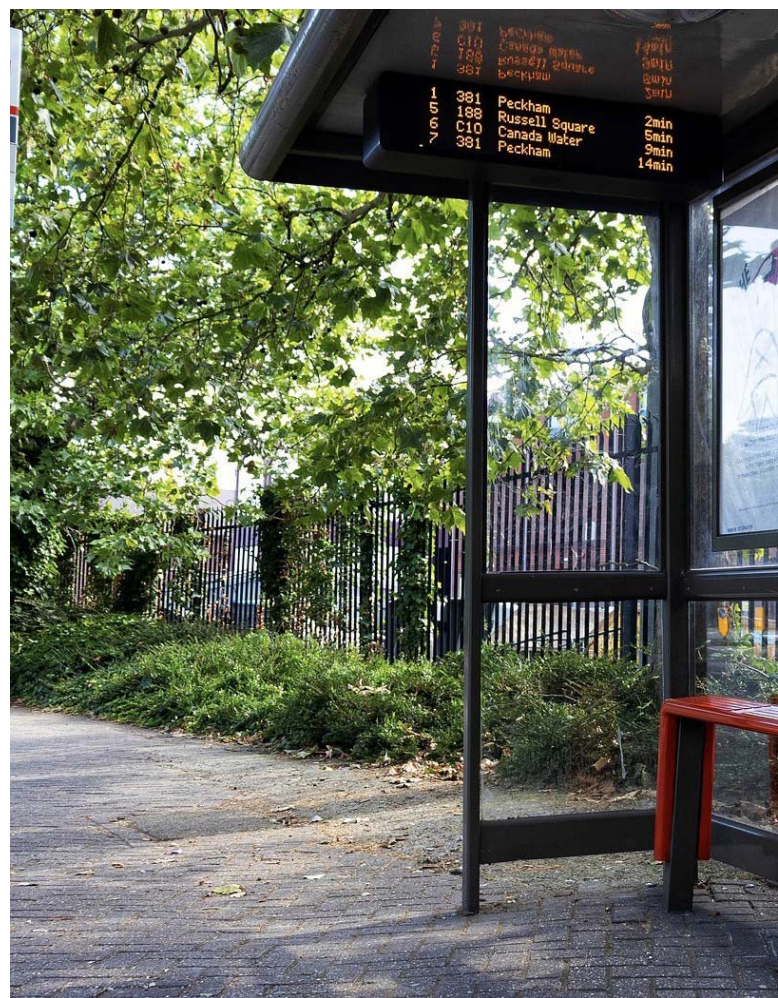
It is difficult to predict with certainty at what point Martensville would be ready to support a public transit system. It will depend on a number of variables, such as number and dispersion of major destinations such as new schools, recreation facilities, major employment areas, etc. It could be reasonably assumed that when Martensville reaches 30,000, which is the scope of this plan, the community may be ready for a modest coverage transit system and possible regional transit linkage with Saskatoon. However, another variable to consider is the implementation and acceptance of ride sharing services and autonomous vehicle development. These new technologies may negate the need for a public transit service for the foreseeable future.

OBJECTIVES FOR FUTURE TRANSIT

- » To consider the feasibility of a of future transit system, and possible hub locations

GUIDING POLICY

- 7.4.1 Sector Plans and Concept Plans will consider the future need for a public transit system and possible transit hub(s).
- .2 The City will work with its partners to develop an intermunicipal bus service to key employment nodes in the region.
- .3 The City will explore potential transit routes, bus stop locations and facilities that encourage intensification in the mixed use nodes and along major corridors.



7.5 ROAD NETWORK (TRANSPORTATION INFRASTRUCTURE)

DISCUSSION

Movement by private automobile is, and will be for the foreseeable future, the main means for moving around in Martensville. However, mobility technology is evolving with on-demand transportation, self-driving vehicles, the sharing economy, electric assist bikes, scooters and mobility aids increasing with time. The evolving transportation technologies will put a variety of new demands on roads and rights-of-way in Martensville.



THINGS TO KNOW

An adaptable roadway system based on a hierarchy is the best way to handle future transportation demands. Today, cities are focusing more attention on the linkages between land use and transportation demand. Regular traffic monitoring and user demand surveys are best practices to ensure the roadway system remains efficient and meets demands.

OBJECTIVES FOR ROAD NETWORK

- » To maintain safe and efficient traffic and pedestrian movement within Martensville.
- » To ensure the design capacity of the road network can appropriately respond to the land use demand it serves.
- » To plan for future road network improvements and expansion using the road hierarchy established by the City. (The City's Road Hierarchy Map (Figure 7) is attached and forms part of this Bylaw).

GUIDING POLICY

- 7.5.1 A Traffic Impact Assessment and Safety Assessment shall be required for all substantial development proposals at the discretion of the City Administration.
- .2 Traffic safety for pedestrians, cyclists and private vehicles shall be a key consideration in all land use and development decisions.
- .3 The City will monitor the demand for alternative modes of travel and review transportation infrastructure standards at regular intervals.



8

community services & utilities

**QUALITY, EFFICIENT
SERVICE**



Quality, Efficient Service

SECTION 8 | COMMUNITY SERVICES + UTILITIES

8.1 COMMUNITY SERVICES

DISCUSSION

One of the discussion points heard during consultation is the need to consider a range of community services and facilities within Martensville and reduce the need to travel to Saskatoon. Martensville will continue to grow and local demand for local community services, recreation facilities, attractions and amenities will also grow. A cost-effective approach to providing needed facilities in the future is to consider co-locating, or blended uses which reduces the capital and operating costs of providing standalone facilities. More health services were identified as a priority and co-locating with compatible civic services is a cost-effective way to add those services in the future.

As the City continues to grow it will become increasingly important to ensure all residents (existing and future) have equitable access to the City's amenities and destinations. A proven best-practice to achieve connectivity and accessibility throughout an entire community is to require certain considerations (e.g. pedestrian connectivity, public ROW design, etc.) to be made at the land use planning stage.

THINGS TO KNOW

Leisure infrastructure includes more than just recreation and sports facilities. It is intended to include active and passive recreational facilities as well as cultural and other forms of infrastructure to enhance leisure time and community attractions.

GENERAL OBJECTIVES FOR COMMUNITY SERVICES

- » To ensure leisure infrastructure reflects the needs and demands of the population responding to the long-term trends and demographic changes within the population.
- » To support public service delivery agencies and service clubs in the provision of services and, where appropriate, to assist in programming of services to the public.
- » To encourage the coordination and integration of community facilities where appropriate.

GUIDING POLICY

- 8.1.1 The City will monitor shifts in population structure and types of recreation demands over time and, on that basis, adjust leisure, recreation program delivery and facility provision responding to changing needs and demands within the city.
- .2 The areas shown as Community Service on the Future Land Use Map Figure 2 will be zoned for community service and permit specific types of institutional housing and other forms of compatible institutional development.
- .3 The City will encourage extensive participation by service clubs, community and public agencies and other interested groups and businesses, in the development of major community facilities.

.4 Sector plans and concept plans for new residential development areas must include consultation with the Prairie Spirit School Division No. 206 and the Greater Saskatoon Catholic Board of Education and the Ministry of Education to ensure that any requirements for new schools have been satisfactorily addressed in the proposed neighbourhood plans and that the new schools will be located on Municipal Reserve.

8.2 UTILITIES

DISCUSSION

The City of Martensville is a full-service city. All necessary utilities (municipal, gas, electricity, phone and cable service) to allow growth and expansion of the city's economy will be accommodated. Opportunities to explore cost-savings, capacity increases and efficiencies with regional partners should be explored to reduce duplication and minimize unused servicing capacity. All installed utilities are considered assets and should be fully inventoried, maintained and utilized.

THINGS TO KNOW

With the construction of a new reservoir at Water Pump House 4, the total available treated water storage for the City is approximately 11,900m³. It is anticipated that this storage volume will fully service the city for approximately 20 years of growth.

The City has signed a Memorandum of Understanding with the City of Saskatoon to extend a new water service line from Saskatoon to Martensville. This will allow the City to disconnect from the existing SaskWater line, and receive reliable, long term water supply directly from the City of Saskatoon.

The sewage lagoon was upgraded and can provide adequate treatment for a population of up to 13,000 people. It is anticipated that Martensville will require

expansion in the next few years. Efforts are underway to arrange a direct connection to the City of Saskatoon to provide capacity for growth.

Xeriscaping is a term used to define a form of landscaping which requires less maintenance and less watering. It tends to be drought-tolerant and helps to manage drainage runoff.

OBJECTIVES FOR UTILITIES

- » To provide for the orderly development of municipal and provincial utility infrastructure in conformance with local land use policies and environmental regulations.
- » To optimize use of existing City water, sewer and solid waste management infrastructure and capacities.
- » Future development within the area serviceable by the existing water and sewer system where possible.
- » Maintain existing services as per an adopted asset management plan.
- » To minimize municipal costs in the provision of services to areas which pose unusual servicing problems.

GUIDING POLICY

8.2.1 The City will not be responsible for costs associated with the extension of municipal services to new subdivisions, except for City-owned developments. Where a private development requires municipal services, the proponent will be responsible for all costs associated with providing and extending services, including drainage and storm water management.

.2 Storm water management facilities should:

- .a be located adjacent to the neighbourhood park where feasible;
- .b have a naturalized pond design;
- .c use xeriscaping principles in the landscape design;
- .d provide non-potable irrigation water for open spaces if possible; and
- .e serve as an amenity feature for the park and neighbourhood.

.3 The City will encourage the use of stormwater Best Management Practices and Low Impact Development (LID) principles that reduce stormwater runoff, improve water quality, and reduce erosion. Endeavor to develop with least impact.

.4 The City will ensure that infrastructure capacity constraints, including water, wastewater, and stormwater, are considered as part of the review process for development projects.

.5 The City will consider fire flow requirements for infill developments and new areas of development when determining future water upgrades.

.6 Where a subdivision or development of land will require the installation or improvement of municipal services such as water or sewer lines, drainage, streets, sidewalks, or parks within the subdivision, the developer will be required to enter into an agreement with the City to cover the installation or improvements including, where necessary, charges to cover the costs of improvement or upgrading of off-site services. Council will establish the standards and requirements for such agreements and charges, including the posting of performance bonds or letters of credit within the Municipal Design Standards Manual, which will be adopted by bylaw.

.7 The City will encourage weeping tile and sump pump disconnection from the sanitary network to access additional sanitary capacity in the core area. Sump pump/weeping tile within new buildings or existing systems undergoing substantial upgrades will not be permitted to connect into the sanitary infrastructure.

.8 Development shall follow municipal development standards and account for future growth in the area.



8.3 CONSTRUCTION & MAINTENANCE STANDARDS

DISCUSSION

As Martensville grows, it becomes increasingly important that new development follow design and construction standards that ensure a minimum performance is achieved, meets safety requirements, and provides a consistent framework from which to review development permits, drawings, and meet future expansion requirements. Further, maintenance programs to maintain current infrastructure are going to be set up or are ongoing to mitigate the requirement for early replacement.

THINGS TO KNOW

- » The City is responsible for operation and maintenance, and replacement of streets, parks facilities, storm water management systems, and utilities such as water and sewer systems.
- » The City is in the process of establishing a Municipal Design Standards Manual for the City.

OBJECTIVES FOR CONSTRUCTION AND MAINTENANCE

- » To ensure that buildings and lots are constructed and maintained to acceptable standards.
- » Community design features and services that residents feel is important, according to the community survey include rear lanes and sidewalk snow removal.
- » Endeavour to set up and implement an infrastructure maintenance and rehabilitation plan that will continually upgrade and replace the municipality's utility systems to applicable standards.

GUIDING POLICY

- 8.3.1 Develop a comprehensive Municipal Design Standards Manual and ensure to cross reference to existing master plans, bylaws and policies to be enforceable.
- .2 Development to follow municipal development standards as defined in the Municipal Development Standards Manual.
- .3 Set up and maintain a comprehensive infrastructure maintenance program to reduce and avoid unnecessary capital replacement. Maintenance program to be aligned with, where feasible, the asset management plan.





financial

**MANAGING
YOUR TAXES**



Managing Your Taxes

SECTION 9 | FINANCIAL

9.1 FISCAL MANAGEMENT

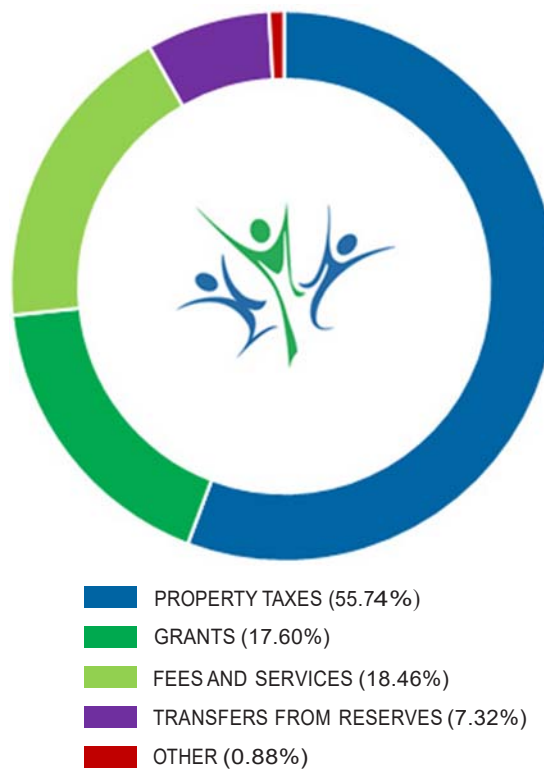
DISCUSSION

Cities are not in the business of generating profit. Revenue collected from property taxes, fees and levies all go to paying for civic services and infrastructure. Through excellent management of civic assets, smart growth principles, long-range planning and fiscal responsibility, the City of Martensville will be in a position to keep future tax increases to a minimum, maintain a high quality of life and grow a strong and competitive local economy.

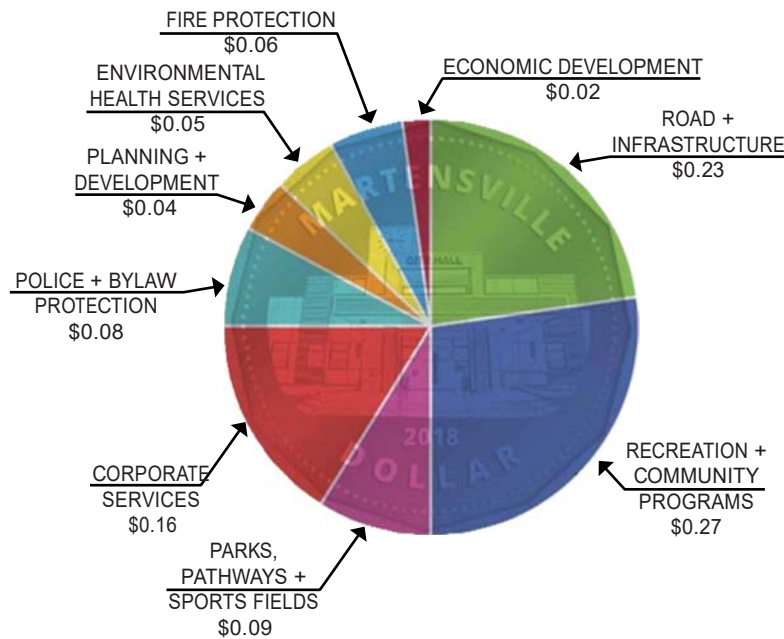
THINGS TO KNOW

The following illustrations visually showcase Martensville's funding sources and how each tax dollar collected was allocated in 2019, respectfully.

▼ MARTENSVILLE FUNDING SOURCES



▼ FIGURE 8: TAX DOLLAR ALLOCATION



GENERAL OBJECTIVES FOR FISCAL MANAGEMENT

- » Provide the means now and in the future to grow sustainably, maintain assets, manage debt, and improve infrastructure and services.
- » Through proper planning, decrease the likelihood of unnecessary and costly extension of services and growth which leads to expensive operation and maintenance costs.

GUIDING POLICY

- 9.1.1 Long range planning will consider the social, environmental and economic impacts of growth on the city's fiscal position and ability to serve future generations with the same level of service.
- .2 Statutory Growth plans (which are required by the Planning Act, e.g. Official Community Plans) will be updated on a continuous cycle and informed by the completion of non-statutory studies.

9.2 BALANCING COMMERCIAL & RESIDENTIAL GROWTH

DISCUSSION

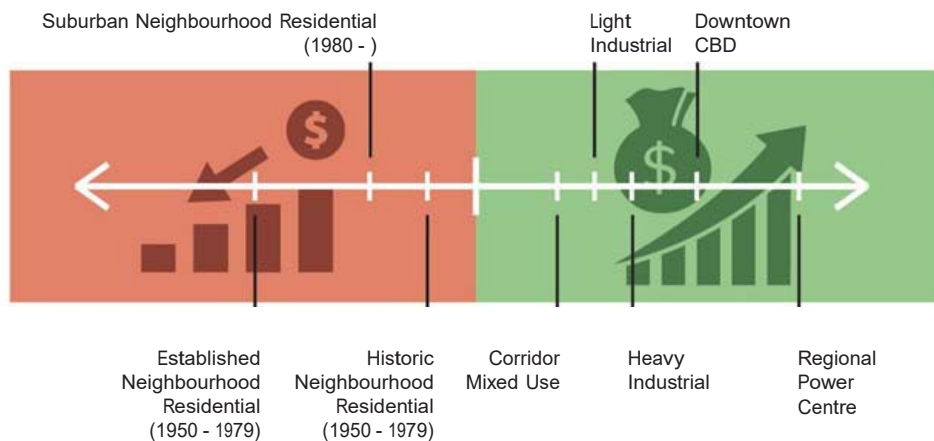
Studies have shown that in order for cities to balance the books, there needs to be an appropriate balance between the growth of commercial and residential uses. Generally speaking, some forms of residential growth do not cover all of the costs associated with operation and maintenance of services within a growing city. Without a growing commercial sector, more of the costs of growth are placed on residential units.

THINGS TO KNOW

Since 2008, the rate of growth in commercial assessment has exceeded the residential assessment growth in Martensville.

YEAR	RESIDENTIAL ASSESSMENT	COMMERCIAL ASSESSMENT
2008	\$184,458,405	\$8,692,300
2009	\$290,790,295	\$9,622,100
2010	\$313,343,735	\$10,169,300
2011	\$352,436,375	\$11,102,900
2012	\$372,887,120	\$14,170,240
2013	\$605,603,690	\$27,204,814
2014	\$633,196,220	\$29,223,670
2015	\$671,126,540	\$31,069,770
2016	\$687,862,700	\$36,238,100
2017	\$913,654,420	\$95,607,700
2018	\$925,349,840	\$97,621,100
2019	\$944,453,120	\$112,494,948
2020	\$948,707,580	\$123,474,720

The graphic to the right provides a general indication of the importance of maintaining a strong commercial/employment base.



▲ FIGURE 9: TAX COLLECTION - RESIDENTIAL VS NON RESIDENTIAL

OBJECTIVES FOR BALANCING COMMERCIAL & RESIDENTIAL GROWTH

- » Martensville will attract new employment and commercial areas as it grows to 30,000 people.
- » The percentage of employment and commercial uses within the city will rise over time in balance with residential growth.

GUIDING POLICY

- 9.2.1 Long-range land use plans will include provisions for growth of employment and commercial areas.
- .2 The City may utilize incentives to encourage the growth and expansion of industrial and commercial uses within the city.
- .3 The City will monitor the balance between commercial and residential growth over time.

9.3 LONG TERM FINANCIAL VIABILITY

DISCUSSION

As the City of Martensville grows, it will be faced with pressures to provide services and infrastructure for a wider range of land uses and facilities. Growth strategies in some Canadian cities have started to recognize that it is not fiscally prudent to provide a single standard of service to all areas of the city. In other words, it is more efficient and economically viable to match the level of services and infrastructure to the land use it is intended to serve.

THINGS TO KNOW

- » As density increases, the level of services and built infrastructure must increase.
- » Ongoing costs for operation and maintenance exceed, by a wide margin, the initial capital construction costs of new infrastructure.
- » Areas with low intensity uses generally do not require a full range of services and infrastructure.
- » Single family homes generally have a lower density, but tend to have a higher assessment than multiple unit dwellings. Multis tend to have a higher density but lower per unit assessed value.
- » Martensville has an attractive commercial tax ratio (1.42 commercial to residential ratio - 2016), which is one of the lowest commercial tax ratios in the Saskatoon region.
- » In 2016, Commercial and Industrial zoned properties represent approximately 25% of the City's current land base but generates 50% of the City's overall property tax base.

OBJECTIVES

- » To ensure that all land uses are served with an appropriate and sustainable level of services and infrastructure.
- » To ensure that levels of services and built infrastructure do not put undue financial strain on the City and to minimize the occurrence of surplus, unused infrastructure.

GUIDING POLICY

- 9.3.1 Martensville encourages the use of compact growth principles and the use of innovative servicing strategies for the purpose of reducing ongoing costs and promoting fiscal sustainability.
- .4 The City of Martensville will match the planned level of land use and function of an area with an appropriate and suitable level of services to meet the needs of the area.
- .5 Sector Plans and Concept Plans will be used to determine the anticipated function and land use intensity of an area and match service levels accordingly.
- .6 Sector Plans and Concept Plans will include a long-term financial impact analysis.
- .7 City assets should be viewed and managed as a perpetual liability that has both ongoing operational and maintenance costs and a cyclical replacement cost.
- .8 The City should make infrastructure decisions based on both the Official Community Plan and an Asset Management Plan. The Asset Management Plan should:

- .a maximize the economic lifespan of infrastructure without compromising the safety of the community;
- .b prioritize the rebuilding of infrastructure that has the most impact and creates redevelopment opportunities;
- .c plan for future increased density and infrastructure needs;
- .d implement progressive design standards, and proven state-of-the-art materials and processes; and
- .e recognize the role of natural assets in relieving the burden on existing municipal infrastructure and reducing capital costs of new infrastructure.

9.4 DEVELOPMENT CHARGES (PAYING FOR GROWTH)

DISCUSSION

Development Charges (or development levies) usually include off-site service charges. These charges pay for the extension, intensification or installation of infrastructure to serve new development. The issue of who pays the costs has typically centered around who benefits the most from new development. In almost all cases, a balance is struck between land developers and cities which recognizes that there is a shared benefit to growth. The balance varies widely between municipalities. Finding that balance is the subject of on-going debate within many cities. However, it is rare to find any cities which put 100% of the costs of growth on new development. This recognizes that there are benefits to the city overall which accrue from growth.

THINGS TO KNOW

Recent studies have shown that the eligible costs recovered through off-site levies is between 70% and 90% of total costs associated with growth. Transparency in the administration of development charges is very important to all stakeholders.

OBJECTIVES FOR DEVELOPMENT CHARGES

- » Land developers will pay a fair share of the costs of new development.
- » New development will not put an undue financial burden on the City.
- » Development charges will reflect the level of standard desired by the City.

GUIDING POLICY

- 9.4.1 New development will pay all eligible costs (as defined in Section 169 of the Planning and Development Act, 2007) of development which serve new development through servicing agreements and development levies.
- .2 The cost of extending major services which indirectly serve (off-site) new development will be recovered through an analysis of the long-term financial impact of each new growth Sector.
- .3 Development charges will be reviewed and approved by City Council on a regular basis and as required to ensure costs are covered.
- .4 Development charges will be determined based on considerations of cost, competitiveness and transparency.



10

**sector & concept
planning**

**GROWING
WITH VISION**



Growing with Vision

SECTION 10 | SECTOR & CONCEPT PLANNING

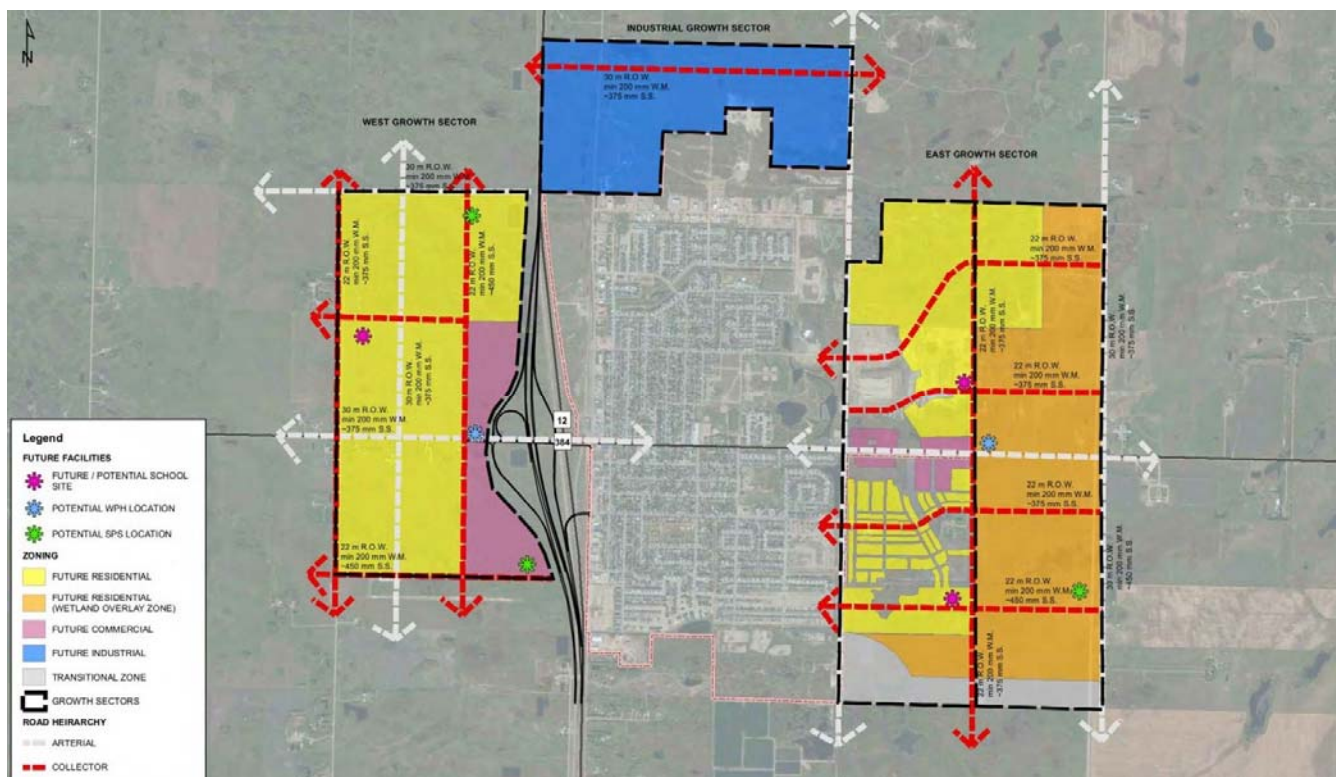
10.1 FUTURE GROWTH

DISCUSSION

The scope of this plan is up to a population of 30,000. This would triple the size of Martensville over the next 30 years. This Official Community Plan will guide development and growth decisions during this time span. At the present time, significant residential growth will occur primarily within two sectors – West and East Growth Sectors. Significant employment growth is expected to occur in the North Employment Sector. Future sectors will be identified through non-statutory Future Growth Studies which will be carried out periodically as required.

THINGS TO KNOW

The Future Growth Plan outlines future residential land requirements to 2040. Based on the City of Martensville's existing residential development patterns and household characteristics the gross land required to support residential growth to the year 2040 ranges from 300 ha to 560 ha. The lower end of the required land base would allow for a shift towards medium density housing, seen as more affordable for younger families, while continuing the low-density single-detached residential developments which is prominent in Martensville.



▲ FIGURE 10: FUTURE GROWTH PLAN (2016)

OBJECTIVES FOR GROWING WITH VISION

- » To ensure that growth occurs in an orderly, comprehensive and sustainable manner through the requirement for Sector Plans and Concept Plans.
- » To utilize existing infrastructure and develop in areas serviceable by the existing water and sewer system.
- » To maintain a suitable supply of developable land within corporate boundaries for urban uses to accommodate future growth.
- » To avoid the fragmentation of agricultural land within identified future growth areas, and plan for interim uses until such time the land is ready for urban development.
- » Where required, to alter the City limits based on long-range future growth studies to provide rationale for boundary changes and promote orderly urban growth.
- » Martensville will strive to increase the average residential density of the city to achieve a minimum average gross residential density of seven (7) dwellings per acre.

GUIDING POLICIES

- 10.1.1 Council will strive to ensure a three to five-year supply of serviced residential lots.
- .2 From time to time the City may undertake servicing and infrastructure capacity studies to align with proposed development as described in this OCP.
- .3 The City of Martensville will conduct future growth studies, as required, to identify the direction and magnitude of future urban growth in response to projected market demand.
- .4 Urban Holding areas will be zoned FUD - Future Urban Development District to prevent development of uses which would affect the long-term use of these areas.

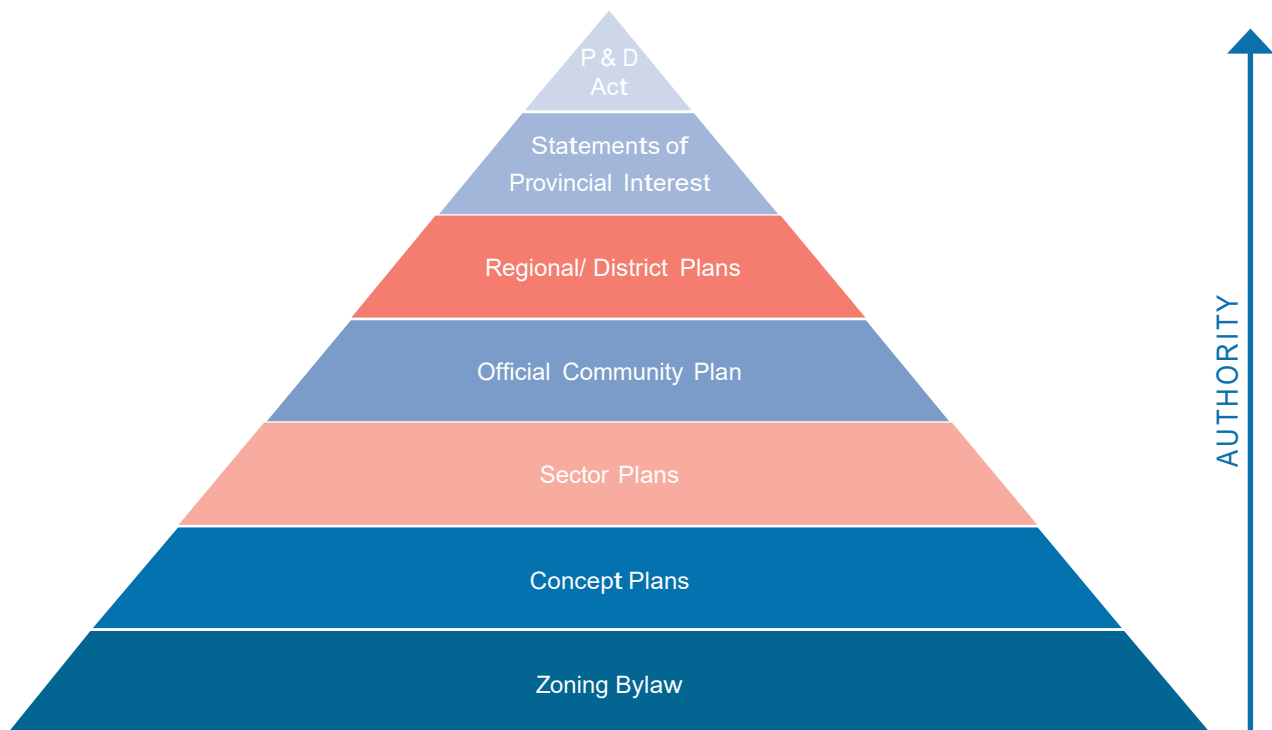
THE BEST WAY TO
PREDICT THE FUTURE IS
TO INVENT IT.
- ALAN KAY

10.2 SECTOR PLANS

DISCUSSION

Sector Plans are a statutory, high-level development framework, for major growth areas of Martensville which are expected to contain multiple neighbourhoods, employment areas, community and recreational facilities, commercial nodes and other major land uses. Sector Plans provide broad information for the preparation of more detailed plans including Concept Plans, OCP and Zoning Bylaw amendments and Subdivision applications.

Sector Plans implement the policies and reflect the vision, goals and objectives contained within this Official Community Plan.



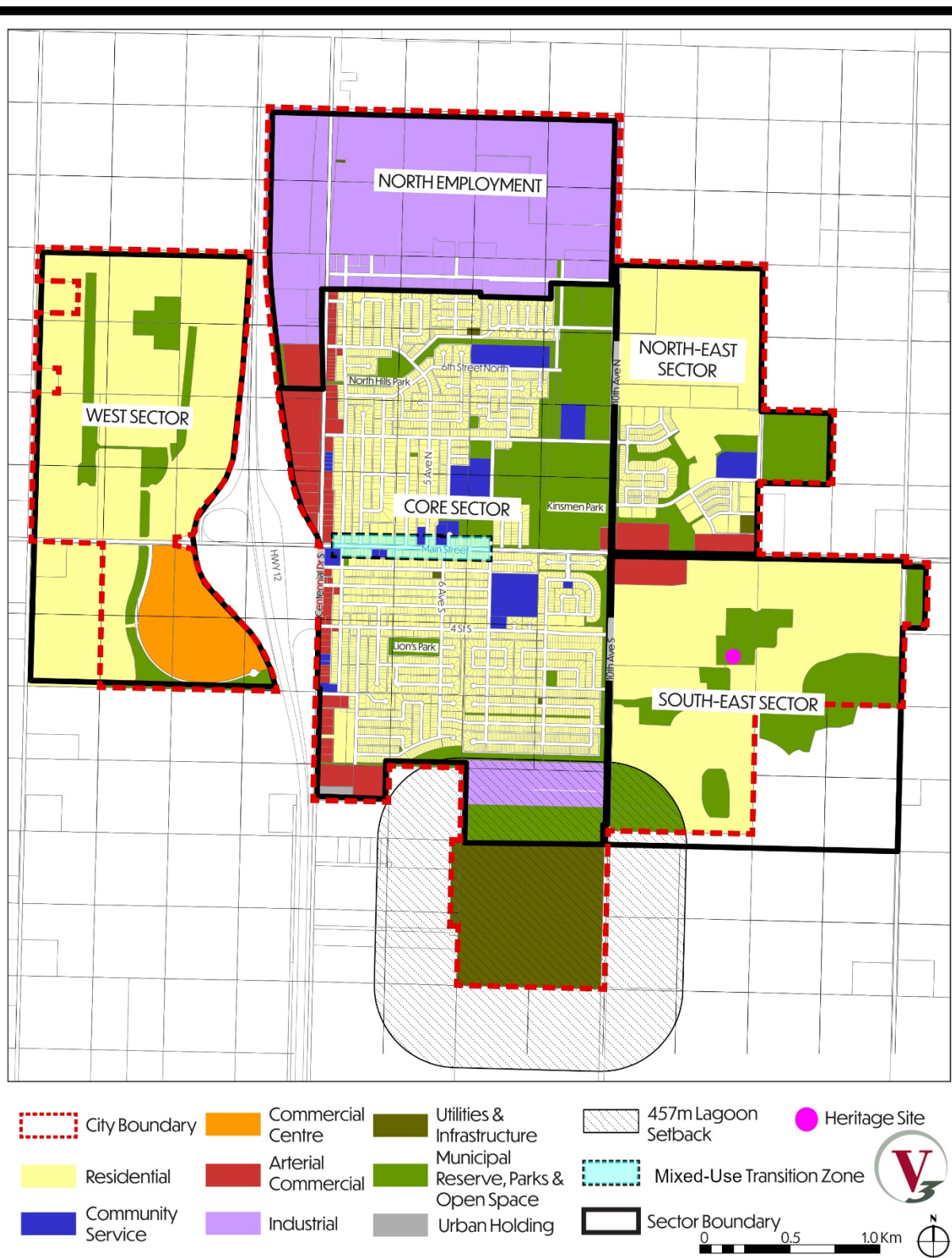
▲ FIGURE 11: MARTENSVILLE PLANNING HIERARCHY

THINGS TO KNOW

There are five development sectors identified within Martensville - West Sector, North Employment Sector, Core Sector, North-East Sector, and South-East Sector.

OBJECTIVES FOR SECTOR PLANS

- » Major development areas will be required to be developed under the guidance of Sector Plans.
- » Sector Plans will promote orderly and sustainable development and include information from non-statutory planning documents.



▲ FIGURE 12: SECTOR PLAN

GUIDING POLICY

10.2.1 Future major residential and commercial development shall be based on Sector Plans that identifies land suitable to accommodate urban development.

.2 Sector Plans will contain a high-level framework for land use, transportation, servicing, major environmental assets, recreation and community facilities, which is consistent with the overall vision, goals and objectives contained within the Official Community Plan.

.3 Extension of infrastructure capacity and the transportation network will be based on adopted Sector Plans.

.4 An available supply of land for new commercial development will be identified within each Sector.

.5 The delineation of Sectors is determined by the City of Martensville as a major unit of land development and growth. The delineation of Sectors shall be based on non-statutory studies which address infrastructure, environmental, funding, transportation, recreation and other significant growth studies.

.6 Sector Plans must be prepared and adopted to guide the review and approval of more detailed Concept Plans. Development within Sectors should be compact, contiguous and sustainable.

.7 Growth Sectors must include a general pre-screening for significant Heritage, Cultural, Environmental and other contextual factors to determine suitability for urban expansion.

.8 Sector Plans must include servicing capacity studies, emergency services assessment and a traffic impact assessment.

.9 Sector Plans will be adopted by City Council and form part of the City's Official Community Plan.

.10 Sector Plans will recognize the regional context in which they are developed and take into account any significant issues or factors affecting the design.

.11 Sector Plans will include a high-level financial analysis which must demonstrate the long-term financial viability and sustainability of the development from a municipal cost, revenue and operating standpoint.

.12 North East Sector land allocation will need to be refined in the future to accommodate the development of a complete neighbourhood.

10.3 CONCEPT PLANS

DISCUSSION

Concept Plans are intended to be detailed development plans for new employment, commercial development areas, new neighbourhood communities, major infill developments, and any other area due to the scale and scope of development the City administration deems necessary to require a concept plan. Concept plans identify patterns of land use, integration with natural areas, provision of services and infrastructure. They provide City Council, the administration, utility agencies, school boards and other major stakeholders with detailed information to enable the timely provision of services.

THINGS TO KNOW

- » Sector Plans provide a broad framework for growth.
- » Concept Plans provide details of development proposals for a specific area or site within Sectors.

OBJECTIVES FOR CONCEPT PLANS

- » Provide details about land use patterns and development density for the development area.
- » Identify a transportation system and provide details for each mode of travel including vehicular, pedestrian, cycling and alternative transportation.
- » Provide detailed screening of environment, natural areas, wetlands and other ecological features.
- » Establish an open space framework which promotes connectivity with adjacent developments and addresses the open space and recreational needs of the community.
- » Address the infrastructure needs of the development.
- » Address the need for community services, such as schools, libraries, recreational facilities, and other community amenities and illustrate the locations of such facilities.
- » Address the full range of housing options identified in the Housing Continuum within each neighbourhood concept plan.
- » Address safety concerns and incorporate CPTED principles whenever appropriate.

- » Demonstrate clearly that the development is financially viable and efficient to service and maintain.

GUIDING POLICY

10.3.1 To ensure that new residential neighbourhoods connect to and complement existing and future development in Martensville, the City will require that concept plans be submitted for Council approval prior to consideration of rezoning applications associated with formal subdivision applications. Council will adopt a concept plan as a schedule to this Official Community Plan.

.2 Development may vary from the adopted concept but always remain in substantial conformance with the adopted concept.

.3 The requirement for concept plans for development occurring outside of adopted sector plan areas is at the discretion of the Planning Director. The decision would be based on scale of development and potential impact on the community (e.g. major redevelopment).

.4 Concept plans will be developed in alignment with the requirements as outlined in the Municipal Design Standards Manual.

10.4 PHASED GROWTH

DISCUSSION

Orderly phased growth patterns are important to allow service providers the means to provide timely, efficient provision of services. A phasing sequence avoids expensive over-extension of services and promotes the timely build-out of neighbourhoods. Phasing sequences do not need to be rigid but should follow a reasoned strategy for growth based on sound planning principles.

THINGS TO KNOW

Phased growth is particularly important during periods of rapid growth. During these periods, multiple demands may be put on the City to extend costly servicing in several directions. Phasing also ensures that areas of development are built-out in a reasonable time frame.

OBJECTIVES FOR PHASED GROWTH

- » The avoidance of expensive piecemeal growth patterns.
- » The provision of services in a timely and efficient manner.
- » To provide the financial capacity necessary to accommodate growth.

GUIDING POLICY

- 10.4.1 Areas suitable for development within the corporate limits of the City but not immediately required for urban development will be designated, in the OCP, as Urban Holding.
- .2 Sector Plans will identify an orderly phasing sequence for development to avoid issues associated with leapfrog development, over-extension of servicing capacity, and allow for the timely build-out of approved neighbourhoods.
- .3 In general, one neighbourhood will be under development within a sector at any given time. However, the City of Martensville will strive to maintain a balance between managed growth and providing a suitable range of consumer choice and housing location.
- .4 Urban Holding areas are areas which are:
- .a subject to the phasing requirements in this section to ensure that development within approved Sectors proceeds in a logical, orderly progression; or,
 - .b the land has not yet gone through the concept or sector planning approval process.

10.5 BOUNDARY ALTERATION

DISCUSSION

Boundary Alteration or 'annexation' is a process established in the Planning Act to accommodate changes to municipal boundaries. Annexations are normally triggered by a need to increase the land base within municipalities to accommodate demand for growth. Annexations should always be based on long-range growth plans usually identified years in advance through Future Growth Studies. However, sometimes small, shorter-term annexations are required to allow for more comprehensive neighbourhood growth, or to resolve inconsistent boundaries.

THINGS TO KNOW

Annexation is a process of negotiation between two or more municipalities. Ideally, a common understanding is achieved, growth plans are understood, objectives of each municipality are accounted for, and a 'complementary resolution' from all affected municipalities is obtained. In all cases, the Minister approves all requests for annexations. An annexation almost always involves a negotiation for loss of tax revenue, called 'tax revenue compensation'. The amount of compensation is not a set standard, but depends on the type of annexation and land use.

GUIDING POLICY

- 10.5.1 Annexation of land should be preceded by a Future Growth Study which determines the need for more land to accommodate growth.
- .2 Annexation will be guided by policies contained in the Official Community Plan which calls for comprehensive growth and sustainable patterns of development.
- .3 Upon annexation, the City will encourage land to be used in an unfragmented state until sector plans and concept plans are adopted and servicing extends into the area.
- .4 Until such a time land is to be developed at an urban density, agricultural uses and other uses requiring large, un-serviced areas of land will be encouraged.

The background of the entire page is a photograph of a calm lake. In the distance, there are trees with yellow and orange autumn foliage, and a small wooden building. The sky is overcast. In the foreground, there are two large, curved, overlapping shapes: a green one on the left and a blue one on the right. The green shape has a white and green striped pattern on its upper left edge, and the blue shape has a white and blue striped pattern on its upper right edge.

11

environment

**AN ENVIRONMENT
FOR FUTURE
GENERATIONS**



An Environment For Future Generations

SECTION 11 | ENVIRONMENT

11.1 ADAPTING TO CLIMATE CHANGE

DISCUSSION

Climate change, simply put, is the long-term shift in average weather conditions of a region. It is mainly caused by the release of greenhouse gases (GHGs) to the atmosphere. These GHGs trap heat in the atmosphere like the glass of a greenhouse, hence the term “greenhouse effect.” The greenhouse effect is a natural process, but it is being intensified by human activities that increase GHG levels in the atmosphere. Increasing GHGs make the atmosphere more effective at trapping heat, resulting in the warming of the earth.

Dealing with climate change requires both mitigation (the City of Martensville to implement approaches to mitigate impacts of climate change) as well as adaptation (actions that prepare for the current and future impacts of climate change) by the City. To make climate-smart decisions, it helps to consider what the future climate may look like. Canada's Changing Climate Report 2019 describes the following changes projected for the Prairies (note: the data below is illustrating two time periods – the near term 2031-2050; and the end of century 2081-2100):



The annual mean temperature, compared with a 1986-2005 baseline, is projected to:

- » Increase by 1.5°C to 2.3°C for 2031–2050
- » Increase by 1.9°C to 6.5°C for 2081–2100



The annual mean precipitation, compared with a 1986-2005 baseline, is projected to:

- » Increase by 5.0% to 6.5% for 2031–2050
- » Increase by 5.9% to 15.3% for 2081–2100



Since many rivers have their headwaters in the mountains, where there is anticipated to be decreasing snow and ice, summer streamflow is projected to decrease.

Adapted from Bush and Lemmen (2019).

What these projections mean for cities such as Martensville is an anticipated:

- » Increased demand on water and wastewater utility systems.
- » Increased demand on stormwater management systems.
- » Increased demand on power utility systems.
- » Increased heat stress on plants and urban trees in the summer, and reduced plant survival in the winter.

THINGS TO KNOW

Proactive adaptation to future climate scenarios is important, as it enhances the social and economic resilience to climate change impacts. Adaptation findings that should be considered by the City include:



FOOD PRODUCTION | The net medium-term outlook is for a modest increase in agricultural food production as a result of longer and warmer growing seasons and lengthened outdoor feeding seasons for livestock. However, there will likely be new pests and diseases, as well as more severe outbreaks of current ones, not to mention the challenges associated with extreme weather that could negatively affect production.



INDUSTRY | Barriers towards effective adaptation include limited information on local impacts to businesses, uncertainties about the costs and benefits of different adaptive actions, and limited market demand for the implementation of adaptation.



BIODIVERSITY AND PROTECTED AREAS | Protected areas, including parks, can play an important role in the conservation of native biodiversity and provide cost effective, naturally resilient solutions.



WATER AND TRANSPORTATION INFRASTRUCTURE | Well-maintained infrastructure is more resilient to a changing climate. Nature-based solutions are an important tool to add to the infrastructure toolkit.



HUMAN HEALTH | A range of climate-related natural hazards continues to impact communities, presenting increasing risks to future health.

Adapted from Bush and Lemmen (2014).

Given the impact of climate change on many of the key indicators of community wellbeing, it is important that the City focuses on ensuring its natural assets and resources are not only developed, but are also protected.

The four key areas of focus for the City to strive for resilience to climate change include the elements in the illustration to the right. The following sections describe these elements, along with their corresponding objectives and guiding policies.



Source: Adapted from "Saskatchewan's Climate Resilience Measurement Framework" (GOS, 2018).

11.2 ENVIRONMENTAL REGULATIONS

DISCUSSION

The City has a responsibility to meet or exceed environmental requirements and comply with regulations. Environmental regulations, guidelines, and protocols have been developed by both the federal and provincial governments to assist in protecting the environment for future generations.

THINGS TO KNOW

Federally, regulations pertaining to Martensville's environmental protection include:

- » The Migratory Birds Act: The Migratory Bird Convention Act, 1994 (GOC, 1994) prohibits the “killing, capturing, injuring, taking or disturbing of migratory birds for the damaging, destroying, removing or disturbing of nests”.
- » The Species at Risk Act: The overall goal of the Species at Risk Act (SARA) (GOC, 2002) is to prevent vegetation and wildlife species from becoming extinct or lost from the wild, to help in the recovery of species that are at risk as a result of human activities, and to promote stewardship.
- » The Fisheries Act: The Fisheries Act stipulates that work on or around fish-bearing watercourses and waterbodies must be reviewed and approved by Fisheries and Oceans Canada if the work cannot be conducted in adherence with the measures laid out by Fisheries and Oceans Canada to avoid causing harm to fish and fish habitat and/or may result in “serious harm to Fish that are part of a commercial, recreational or aboriginal fishery, or fish that support such a fishery” (GOC, 1985).

From a provincial perspective, a sampling of environmental protections enforced by the Government of Saskatchewan (GOS) include:

- » The Environmental Assessment Act: The Environmental Assessment Act (GOS, 1980) “provides a practical process to ensure that development adequately safeguards the public and environment; this process is known as an environmental impact assessment and includes technical review, public input, and consultation opportunities” (GOS, 2013).
- » The Environmental Management and Protection Act (EMPA): The GOS established the Environmental Management and Protection Act (GOS, 2010a) to provide protection to land, water, and air resources through regulating and controlling unauthorized discharges, solid and liquid waste management, sewage, waterworks, and air quality.
- » The Saskatchewan Environmental Code contains a collection of legally binding requirements for anyone conducting activities regulated by EMPA. The Code contains 16 chapters referencing five regulations and 28 environmental standards. Activities covered include general environmental management and protection, land management and protection, water management and protection, natural resource management and environmental protection, and air management and protection.
- » The Weed Control Act: The Weed Control Act (GOS, 2010b) stipulates: Prohibited weeds must be isolated and eradicated; Noxious weeds must be contained and controlled; and Nuisance weeds must be controlled.

- » The Wildlife Act: The GOS introduced the Wildlife Act (GOS, 1998) to regulate the protection of species at risk by classifying species as extirpated, endangered, threatened, or vulnerable.

OBJECTIVES FOR ENVIRONMENTAL REGULATIONS

- » To protect the City's environment for everyone's benefit and enjoyment.
- » To demonstrate environmental leadership at the municipal level.

GUIDING POLICY

11.2.1 Natural areas and assets will be identified in the Sector and Concept Planning process.

.2 Development will be conducted in accordance with The Migratory Bird Convention Act, which indicates that migratory bird nests, eggs, and shelters will not be disturbed or destroyed.

.3 Work on or around fish-bearing watercourses and waterbodies, such as Opimihaw Creek, must be reviewed and approved by Fisheries and Oceans Canada if the work cannot be conducted without the potential to cause harm to fish and fish habitat.

.4 In accordance with the Weed Control Act, prohibited weeds will be isolated and eradicated, noxious weeds will be contained and controlled, and nuisance weeds will be controlled.

.5 Snow removal and storage will comply with provincial regulations and requirements, where applicable.

.6 In advance of a Concept Plan, subdivision plan, or development permit for a permanent use being approved for an area, any application to excavate, strip, grade, or remove vegetation from the land will require a development permit issued under the Zoning Bylaw.

11.3 ECONOMIC SUSTAINABILITY

DISCUSSION

What does economic sustainability mean? Economic sustainability is the City's ability to remain competitive in a global marketplace, encourage investment, and increase personal economic wellbeing. Furthermore, it is contingent on the ability to balance economic growth with the City's commitment to reducing GHG emissions.

OBJECTIVES FOR ECONOMIC SUSTAINABILITY

- » To mitigate the impacts of climate change through reduced GHG emissions.
- » To proactively adapt to future climate change conditions while growing the City and region's economy.

GUIDING POLICY

11.3.1 Actions to facilitate corporate and municipal GHG emissions reductions will be developed, maintained, and supported.

.2 A GHG emissions inventory will be developed periodically for the City.

.3 GHG emissions reductions will be supported through public education and engagement on how the community can take action on climate change.

.4 Climate change risks to infrastructure, services, and future development plans will be assessed and included in Municipal Design Standards Manual and asset management plans, where applicable.

11.4 NATURAL SYSTEMS

DISCUSSION

Natural systems refer to the integrity of Martensville's land, water, and air. Management of natural systems influences not only the City's resilience to climate change, but also to its ability to mitigate climate change.

THINGS TO KNOW

As extreme weather events become more unpredictable, frequent, and intense, the resilience of the City will be vital to the security and growth of the community.

OBJECTIVES FOR NATURAL SYSTEMS

- » To integrate natural systems into urban areas to foster the maintenance and enhancement of ecological systems.
- » To promote responsible environmental practices to minimize negative effects on the environment and public health.

GUIDING POLICY

11.4.1 Environmentally or ecologically sensitive lands in and around the City will be identified during the Sector and Concept Planning process and dedicated, where appropriate, as Environmental Reserves during the Subdivision process.

- .2 Maintaining lands under vegetation cover to retain soil moisture, to increase resilience to drought and flood events, and to sequester carbon will be promoted where appropriate.

.3 Zero/low-tillage practices may be utilized on City-owned cultivated lands prior to their development.

.4 Urban forest plans will be developed and managed as a continuous system. The City will endeavour to increase the number and quality of trees the urban forest by:

.a establishing a tree inventory program for public lands to manage the urban forest;

.b protecting healthy trees on public spaces as a first preference; and

.c establishing minimum requirements in the Municipal Design Standards Manual for street designs that accommodate tree planting in boulevards and medians within new neighbourhoods.

.5 Where possible, pesticide and chemical use will be minimized to reduce risks to the environment and human health.

.6 The City will consider the recommendations within the South Saskatchewan River Watershed Source Water Protection Plan (SWA, 2007) to identify threats to source waters and strategies to address these threats.

.7 Water conservation will be supported through public education, financial incentives via metering programs, and efficient water use by the City.

.8 The City will engage in partnerships to support air shed and wetland stewardship initiatives.

.9 The designs of future developments will consider minimization of disturbance to important wetlands.

11.5 PHYSICAL INFRASTRUCTURE

DISCUSSION

Physical infrastructure is important to the production and movement of goods, as well as the management of the built environment within and surrounding the City.

THINGS TO KNOW

Physical infrastructure includes maintaining reliable transportation and utility services, maintaining water resource management, increasing capacity for renewable energy generation, and building more energy-efficient buildings.

OBJECTIVES FOR PHYSICAL INFRASTRUCTURE

- » To strive to build infrastructure with lower carbon emissions, including fuel-efficient transportation, renewable electricity sources, and energy-efficient buildings.
- » To apply best management practices to address stormwater management, as well as infrastructure maintenance and development.
- » To reduce the amount of waste generated by the City.

GUIDING POLICY

- 11.5.1 The City will encourage the development of buildings that are energy-efficient, incorporate renewable energy projects, or have a recognized sustainability certification.
- .2 The City will demonstrate leadership by ensuring that future City-owned buildings will meet the energy performance requirements of the National Energy Code for Buildings.
- .3 Stormwater systems design, construction, and upgrades will consider more extreme precipitation trends.
- .4 Road infrastructure will implement improved drainage designs to protect against events such as severe runoff, freeze/thaw cycles and flood events.
- .5 Waste reduction initiatives will be supported through public education and implementation of a waste diversion plan, including recycling and organic waste diversion programs contracted by the City

11.6 COMMUNITY PREPAREDNESS AND RESILIENCE - EXTREME EVENTS

DISCUSSION

Community preparedness is the ability of the City to prepare for, withstand, and recover, from extreme weather events and other major emergencies. Extreme events are defined as major emergencies, including but not limited to flood, drought, wildfires, tornadoes, pandemics, hazardous spills. In Saskatchewan, municipalities are obligated to establish emergency plans by The Emergency Planning Act, 1989 (GOS, 2019).

THINGS TO KNOW

Activities that support Martensville's community preparedness include:

- » ensuring necessary information is provided to the public, responding and recovering from extreme events,
- » understanding the risks of flood, drought, wildfires, tornadoes, pandemics, hazardous spills, etc
- » establishing emergency preparedness and management plans, and
- » adopting appropriate standards and practices to reduce risks.

OBJECTIVES FOR COMMUNITY PREPAREDNESS

- » To develop resilience within the City as extreme weather events become more unpredictable, frequent, and intense.

GUIDING POLICY

- 11.6.1 The City will invest in the development of a standardized and ratified emergency preparedness plan to respond and recover from extreme events.
- .2 Stormwater catch basins, where present, will be cleared to assist water drainage.
- .3 Floodplains should be identified and development will be planned outside of identified floodplain areas wherever possible.
- .4 Engineered lot grade plans will be prepared by an engineer licensed to work in Saskatchewan for all subdivision and properties under development.

“We won’t have a society if we
destroy the environment.”

- Margaret Mead



12

cooperation

**ALIGNING
WITH OTHERS**



Aligning With Others

SECTION 12 | COOPERATION

12.1 A CO-OPERATIVE SPIRIT

DISCUSSION

Martensville is not an island. In fact, it is located within a tri-city area in the fastest growing and most populous region in Saskatchewan. It exists on Treaty 6 Territory and the homeland of the Metis. It is a key partner within a new regional partnership with the Rural Municipality of Corman Park No. 344, City of Saskatoon, City of Warman and the Town of Osler. There are many reasons to create open, clear lines of communication with other jurisdictions and to communicate development plans and take the lead on sustainable growth within the region.

THINGS TO KNOW

It has been said that ‘it is through co-operation, rather than conflict, that your greatest successes will be derived.’ This is true when it comes to growth and development within a growing, populous region. Martensville will thrive and prosper when it co-operates with regional initiatives and looks for common ground with its neighbouring communities.

OBJECTIVES FOR ALIGNING WITH OTHERS

- » To ensure there are no surprises when it comes to growth and development of Martensville amongst key stakeholders.
- » To leverage opportunities with other regional partners in areas of mutual interest.

- » To seek greater understanding of the motivations and ambitions of multiple regional stakeholders.
- » To inform and be informed about important regional development initiatives.

GUIDING POLICY

- 12.1.1 All major growth initiatives and major policy amendments will be communicated to key stakeholders prior to adoption.
- .2 All attempts will be made to align plans within Martensville with other plans within the region to ensure that all interests are accommodated.
- .3 Synergies between Martensville and key regional stakeholders will be sought which relate to housing, employment, recreational, climate change, environmental stewardship, transportation and other important issues which lead to mutual benefit.
- .4 Increase the city’s resilience by collaborating for municipal critical infrastructure with regional, First Nations and Métis, provincial, and federal partners to promote and strengthen coordinated preparedness, planning and recovery.

12.2 STATEMENTS OF PROVINCIAL INTEREST

DISCUSSION

A requirement of every Official Community Plan in Saskatchewan is to incorporate any applicable policies contained in the Statements of Provincial Interest, as per Section 32(1) of the Planning and Development Act, 2007.

THINGS TO KNOW

The new Statements of Provincial Interest have been adopted by the Province and take effect on January 1, 2021. The areas of SPI which are relevant to Martensville and the Official Community Plan are:

- » biodiversity and natural systems
- » community health and well being
- » economic growth
- » First Nations and Métis engagement
- » heritage and culture
- » inter-municipal co-operation
- » public safety
- » public works
- » recreation and tourism
- » residential development
- » source water protection
- » transportation

OBJECTIVES FOR STATEMENTS OF PROVINCIAL INTEREST

- » To ensure that the Martensville Official Community Plan aligns with and embodies the interests of the Province as expressed in the Statements of Provincial Interest, as amended from time to time.

GUIDING POLICY

12.2.1 This bylaw shall be administered and implemented in conformity with applicable provincial land use policies and interests, statutes and regulations and in cooperation with provincial agencies.

12.3 SASKATOON NORTH PARTNERSHIP FOR GROWTH (P4G)

DISCUSSION

The Saskatoon North Partnership for Growth (P4G) is a voluntary regional collaborative which includes the Cities of Martensville, Warman, Saskatoon, Town of Osler and the Rural Municipality of Corman Park. The development pressures affecting all of the partner municipalities, the willingness to work together on a development strategy for the region, and the desire to create a more certain business climate in the region motivated the partners to create the P4G regional planning initiative.

THINGS TO KNOW

- » The P4G partnership approved in principle, a new Regional Plan in September 2017.
- » Since that time, the P4G partnership has been preparing to create a planning district. To date the partnership has adopted:
 - A District Official Community Plan;
 - A District Agreement.
- » The District Zoning Bylaw is almost ready for review and endorsement by the five member partners. It is at this point that the three documents will be sent to the province for ministerial approval to form the new planning district.

OBJECTIVES FOR NORTH SASKATOON PARTNERSHIP FOR GROWTH

- » Creation of a new regional planning district to guide growth and development where it is in the best interests of all partners.
- » Participate in a forum which allows the growth and development of Martensville to be shared with to other regional partners.
- » Ongoing development of a regional strategy for the co-ordination of servicing, land use, recreation and transportation in a sustainable and cost-effective manner.
- » Create certainty and predictability for development and an improved business climate within the region which is coordinated and mutually benefits all partners.

GUIDING POLICY

12.3.1 The City of Martensville will be a full participant within the P4G partnership to resolve regional development issues of mutual interest to all partners.

- .2 Time and resources will be dedicated to P4G process as required and available.

- .3 Review District OCP on a regular basis to ensure aligning statements within the Martensville OCP bylaw are current.

12.4 RECONCILIATION AND WORKING TOGETHER WITH FIRST NATIONS

DISCUSSION

The City of Martensville is committed to Truth & Reconciliation and recently joined the Prairie Rivers Reconciliation Committee. The Committee is a group of over 40 members from various Municipalities, Indigenous Groups, Service Groups and Organizations. The committee is committed to building strong relationships for a long-term commitment to reconciliation, and education for the committee, organizations and communities. The Office of the Treaty Commissioner states that ‘reconciliation is the restoration of a friendship after an estrangement’. It is a process that recognizes that ‘the future will be better if we work through difficulties and differences with an openness to hearing about, and responding to, the harm that has occurred.

THINGS TO KNOW

There are over 94 Calls to Action, and the City has partnered with an indigenous consulting company, to assist with achieving specific calls to action.



OBJECTIVES FOR RECONCILIATION AND WORKING TOGETHER WITH FIRST NATIONS

- » Reconciliation and the Calls to Action will be integrated within Administrative policies and procedures whenever and wherever possible.
- » Assistance with establishing a business case for Indigenous inclusion, including support and encouragement for establishment of urban reserves.
- » Reducing and eliminating economic barriers facing First Nations people.
- » Elimination of myths and misconceptions surrounding First Nations people and history.

GUIDING POLICY

12.4.1 To actively participate, contribute to and support joint efforts to understand and achieve calls to action.

.2 To provide support and encouragement for the establishment of urban reserves.

.3 To integrate calls to action with land use policy choices and decisions affecting the future development of Martensville.

.4 To educate, train and inform staff about the benefits of building strong relationships and understanding with indigenous communities

12.5 URBAN RESERVES

DISCUSSION

Urban Reserves are now common in major western Canadian Cities. For example, there are six (6) successful urban reserves in Saskatoon and more pending approval. Urban reserves create economic opportunity and activity within a city and are successful. Commercial and employment growth results from the creation of urban reserves. It is a myth that urban reserves create an unlevel playing field in the commercial or employment sector. Urban reserves add to the tax base of a municipality and pay an equal share for municipal services as compared to non-reserve lands.

THINGS TO KNOW

Urban reserves are established by the Government of Canada. Compatible land use agreements and servicing agreements are signed to ensure urban reserves are compatible with local land use bylaws and that municipal services, such as Police, Fire, garbage collection, street clearing, etc. are paid for in the same manner as non-reserve development.

OBJECTIVES FOR URBAN RESERVES

- » To promote and encourage the formation of urban reserves in Martensville.
- » To establish a fair and equitable framework for the establishment of Urban Reserves within the City of Martensville (i.e. establish a First Nation Urban Reserve within the corporate limits of the City).
- » To maintain the financial integrity of the City, its tax base and its municipal services, in the event that a First Nation desires to establish an Urban Reserve.

- » To ensure compatible and enforceable land use and development standards in any Urban Reserve that may be established in Martensville.

GUIDING POLICY

12.5.1 In all cases Council will review and approve an agreement pursuant to part 9 of the Treaty Land Entitlement Framework Agreement before an Urban Reserve is created. The Agreement shall be negotiated in good faith by the City, and will be based on the objectives noted above.

.2 The Agreement will consist of any or all of the following matters:

.b Mutual Recognition clauses, which acknowledge the individual legislative and jurisdictional authority of each party and the Treaty rights of the First Nation, including the right to Self-Government;

.c Bylaw Compatibility clauses, which recognize the right of each party to pass their own Bylaws, the extent to which the First Nation's Bylaws should be compatible with City Bylaws (and vice versa), procedures to ensure continued Bylaw compatibility for each party to use as their Bylaws are prepared, discussed, adopted, enforced and changed;

.d Tax Loss Compensation clauses, which recognize that after the new Urban Reserve has been created, the First Nation will be exempt from paying City taxes (which pay for municipal services), describe how the City will be compensated for loss of these taxes, recognize the types of and costs for those City services which the First Nation plans for the new Reserve and describe the responsibility for collection and the procedures and timing of payments;

.e Contributions to Development Charges, which recognize the agreement to establish Urban Reserves will take into account the payment of applicable, standard development levies in place at the time.

.f Dispute Resolution clauses, which will describe the formal procedures for resolving disputes over the application, interpretation or administration of the Agreement; and

.g Other Issues, which may include but are not limited to, regular meetings of the Band and City Councils, procedures for sharing information between the Administrators of each party and between the Elected Councils of each party, incentives, exemptions, rebates and abatements of servicing costs, etc., access to property for maintenance, repairs etc.

A large crowd of people, including children and adults, is gathered outside Venture Heights Elementary School. The school has a green metal roof and brick walls. A sign in the background reads "VENTURE HEIGHTS ELEMENTARY SCHOOL" and "VENTURE HEIGHTS 25 ANNIVERSARY CELEBRATION FRIDAY JUNE 17". A large white circle with the number "13" is overlaid on the top right. The word "engagement" is written in a white box across the middle of the image. The bottom of the image features a blue and grey background with a white icon of two hands holding a group of people.

13

engagement

COMMUNICATING
WITH YOU



Communicating With You

SECTION 13 | ENGAGEMENT

13.1 YOUR OPINIONS AND VIEWS MATTER

DISCUSSION

Martensville is concerned about what residents and stakeholders have to say about their city and community. Martensville also plans to make growth studies available to regional partners for review and comment. Public and stakeholder engagement is important. The promise to citizens and stakeholders is to operate in a transparent, open, communicative manner and to weigh all information, comments and suggestions carefully in the land development process.

THINGS TO KNOW

Engagement can be costly, both in terms of time and money. Therefore, it is important to ensure that engagement is meaningful and authentic. Martensville strives to ensure that all engagement is meaningful, respectful and effective.

OBJECTIVES

- » Residents and stakeholders feel informed and understand the direction, magnitude and impacts of growth
- » Residents and stakeholders feel welcome to provide input and suggestions on any matter related to growth and development.

GUIDING POLICY

- 13.1.1 Community and stakeholder engagement will be conducted for all major land use, growth and development or any other significant development issue.
- .2 It is expected that all relevant results from engagement with the public and stakeholders will be considered and reflected within major development plans and proposals.
- .3 Creative approaches will be employed and used where appropriate to accommodate a wide variety of stakeholders on matters of planning and development.





14

implementation



Using the OCP

SECTION 14 | IMPLEMENTATION

14.1 ZONING BYLAW

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

14.2 PURPOSE

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

14.3 AMENDMENT OF THE ZONING BYLAW

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

.a the nature of the proposal and its conformance with all relevant provisions of this Official Community Plan.

.b the need to foster a rational pattern of relationships among all forms of land use and to protect all forms of land use from harmful encroachments by incompatible uses.

.c the need for the form of land use proposed and the supply of land currently available in the general area capable of meeting that need.

.d the capability of the existing road system to service the proposed use and the adequacy of the proposed supply of off-street parking.

.e the capability of existing community infrastructure to service the proposal, including water and sewer services, protective services, parks, schools and other utilities and community services.

14.4 ZONING BY AGREEMENT

14.4.1 Where an application is made to Council to rezone land to permit the carrying out of a specified proposal, Council may, for the purpose of accommodating the request, enter into an Agreement with the Applicant pursuant to Section 69 of The Planning and Development Act, 2007.

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

.a the uses of the land and buildings and the forms of development.

.b the site layout and external design, including parking areas, landscaping and entry and exit ways.

.c any other development standards considered necessary to implement the proposal, provided that the development

standards shall be no less stringent than those set out in the requested underlying zoning district.

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

- .4 Holding provisions may be applicable to all land use categories in the Official Community Plan and may be applied to any zoning category and to a specific site within a zoning category.

- .5 Existing uses shall be permitted, subject to Sections 88 to 93 of The Planning and Development Act, 2007.

14.5 USE OF THE HOLDING SYMBOL (H)

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

- .2 Council shall specify the use to which lands or buildings may be put at any time that the holding symbol is removed by amendment of the Zoning Bylaw. Such circumstances may require the identification and further consideration of social, environmental or economic issues and opportunities prior to permitting the use and development of the specified lands.

- .3 In making a decision as to whether or not to remove the Holding Symbol H by amendment of the Zoning Bylaw and thereby permit the development of the land as specified in the Zoning Bylaw, Council shall consider whether such development has progressed to a point where extension of municipal services and connection to municipal systems is appropriate.

OTHER IMPLEMENTATION TOOLS

14.7 SUBDIVISION APPLICATION REVIEW

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

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

14.8 DEDICATED LANDS

14.8.1 When reviewing any application for subdivision, Council may indicate to the approving authority, its desire to have unstable or flood-prone areas set aside as environmental reserve as a condition of subdivision approval, pursuant to Section 185 of The Planning and Development Act, 2007.

2 Pursuant to The Planning and Development Act, 2007, Council may elect to request that an approving authority require the owner of land that is the subject of a proposed subdivision to provide money in lieu of all or a portion of land that would otherwise be required to be dedicated as municipal reserve.

14.9 LANDEXCHANGE ANDPURCHASE

14.9.1 To facilitate the goals and objectives of this plan, Council may, from time to time consider acquiring land or sites, either through purchase or exchange, for the purpose of facilitating land use compatibility and/or economic development objectives.

14.10 BUILDING BYLAW

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

14.11 DEVELOPMENT LEVIES

14.11.1 In accordance with Section 169 of The Planning and Development Act, 2007, Council may establish, by separate bylaw, development levies for the purpose of recovering all or a part of the capital costs of providing, altering, expanding or upgrading services and facilities associated with a proposed development.

14.12 HERITAGE DESIGNATION

14.12.1 Significant cultural and heritage assets will be identified and assessed through the development screening process. Protection through official designation will be at the discretion of City Council pursuant to the Heritage Property Act.

14.13 UPDATE OF OFFICIAL COMMUNITY PLAN

14.13.1 Plans and projections for future development shall be monitored on an ongoing basis. Policies contained in this Official Community Plan, including the Future Land Use Map Figure 2, should be reviewed and updated within five years of adoption.

14.14 FURTHER STUDIES

14.14.1 As necessary, Council will undertake such non-statutory studies or programs required to facilitate and encourage the growth and development of Martensville



IMPORTANT NOTE:

The following Sector Plan maps are drawn from council-adopted Sector Plans for reference and convenience. It should be noted that the full adopted Sector Plan report is appended to this Official Community Plan. The specifics of each plan should be drawn from the complete report which is available from the City of Martensville.

APPENDIX A - ADOPTED SECTOR PLANS a. West Sector Approved Land Use Concept



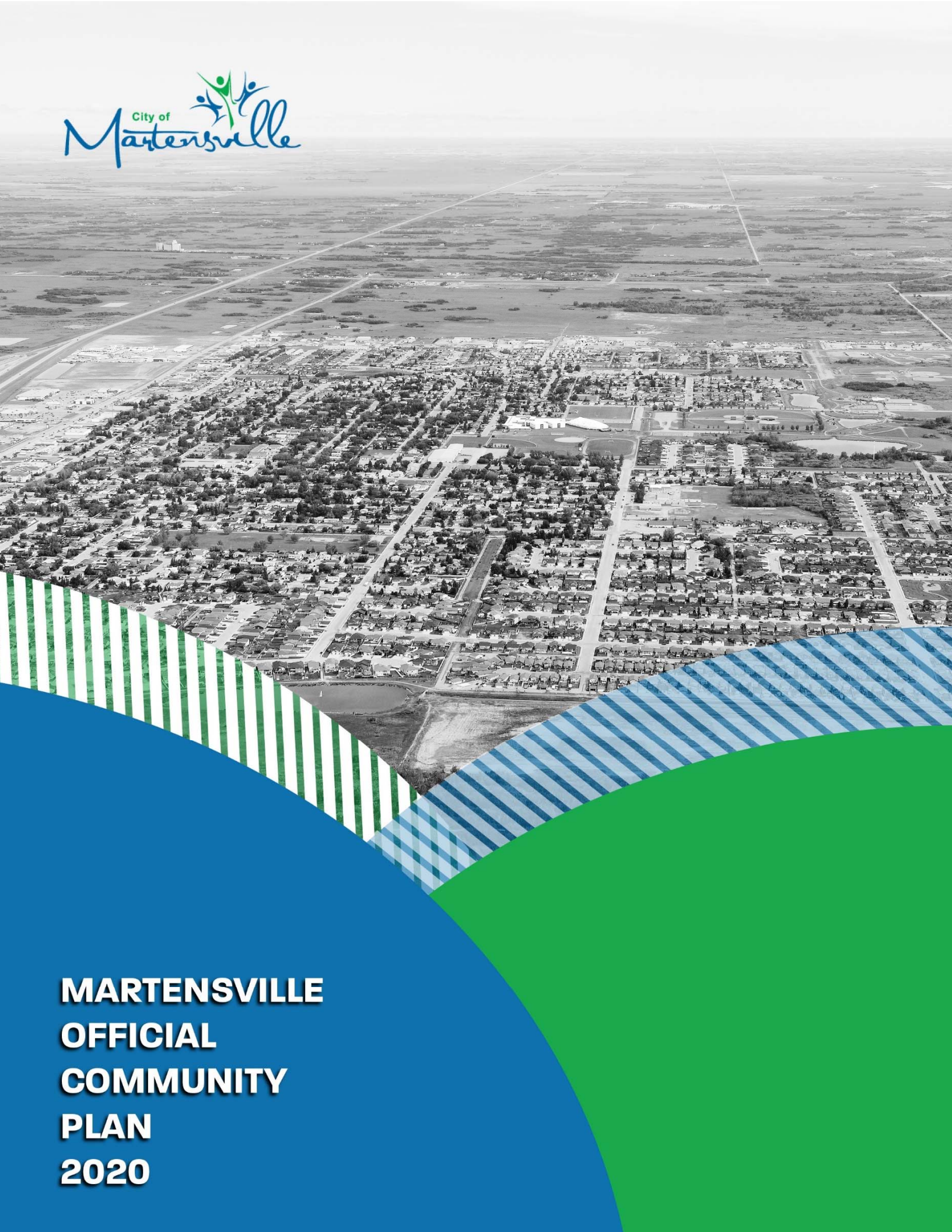
IMPORTANT NOTE:

The following Concept Plan maps are drawn from council-adopted Concept Plans for reference and convenience. It should be noted that the full adopted Concept Plan report is appended to this Official Community Plan. The specifics of each plan should be drawn from the complete report which is available from the City of Martensville.

APPENDIX B - ADOPTED NEIGHBOURHOOD CONCEPT PLANS

a. Lake Vista Approved Conceptual Land Use Plan





**MARTENSVILLE
OFFICIAL
COMMUNITY
PLAN
2020**