

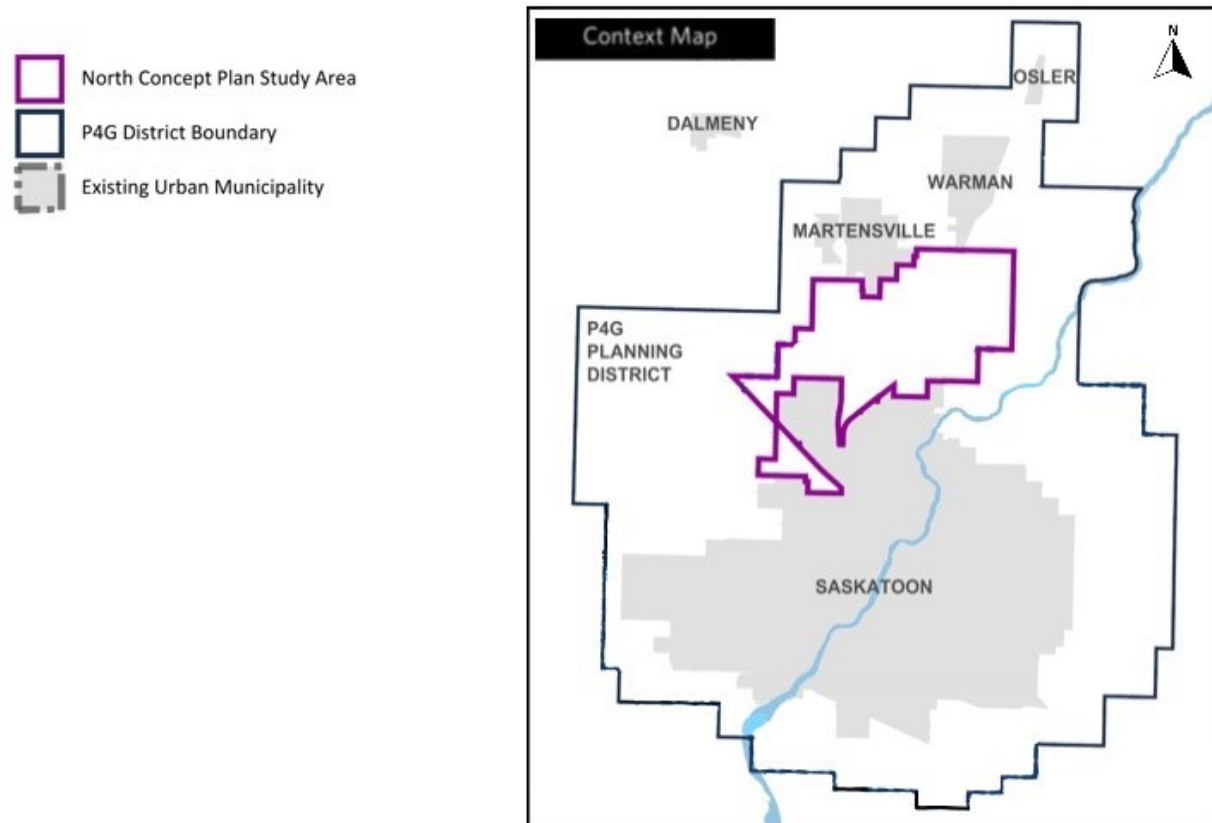
Recommendations:

“That the Saskatoon North Partnership for Growth (P4G) District Planning Commission recommend to the P4G member councils that the P4G District Official Community Plan bylaw be amended as follows:

- 1. append the North Concept Plan to the P4G District Official Community Plan, and*
- 2. to reflect the North Concept Plan, make the necessary text amendments to the table of contents and section 31, and map amendments to Schedule B – District Land Use and Schedule C – Future Urban Growth Areas.”*

Background

Given the development pressures in the northern part of the P4G Planning District, it was determined that a Concept Plan should be undertaken to help guide land use decisions in this high priority rural and urban growth area. The P4G North Concept Plan (NCP) provides a land use, transportation, and servicing plan to guide the development of 6,920 hectares of land situated within the P4G Planning District as shown in the context map below. The City of Saskatoon Planning Project Services Section was the project consultant on behalf of the P4G partners; the work began in January 2019.



The goal of the NCP is to assist in the implementation of P4G’s vision for the region, ensuring that growth proceeds in a balanced and rational manner, identifying the future land uses, servicing components and major road networks required to support proposed rural and urban development. The NCP will act as a framework to assess development proposals and assist the P4G municipalities with decision-making. The plan area has high growth potential and is expected to accommodate a large portion of the employment and population growth needed to reach regional targets.

Rights Holder, Stakeholder and Public Engagement

A project page is included on the P4G website at <https://partnershipforgrowth.ca/north-concept-plan/>.

Engagement meetings and one-on-one sessions were held with rights holders and stakeholders including various municipal departments, provincial agencies and ministries, utility providers, the Saskatoon Airport Authority and Wanuskewin Heritage Park. First Nations with reserves or land holdings in the Plan Area including Lac La Ronge Indian Band, Little Pine First Nation, Moosomin First Nation, Muskoday First Nation, Saulteaux First Nation, Red Pheasant Cree Nation and Yellow Quill First Nation were also contacted to provide input. A variety of meetings took place through 2019 and 2020 with the goal of identifying opportunities and constraints, and what was envisioned for the NCP. Presentations were also made in October 2019 to the Corman Park-Saskatoon District Planning Commission and the Corman Park annual general meeting to outline the project scope and allow ratepayers to be added to the stakeholder registry.

A public information session was held on February 12, 2020 for participants to share their vision for the area and identify the types of developments they would like to see. Additionally, a virtual public open house was held in August 2020 and a questionnaire was mailed to 288 landowners, and 77 rights holders and stakeholders in the study area in order to gain feedback on the proposed policy direction of the NCP.

The focus in 2021 was on completing the final draft NCP and technical review by the administrations of the P4G partners. As part of the project close out and approval process in spring 2022, a mail out was sent to all landowners within the study area highlighting the major elements of the NCP and directing them to the project website to learn more about the final draft NCP. Municipal contact information was also provided if there were questions about NCP implementation. Follow up engagement with rights holders and stakeholders is also being planned by P4G as part of NCP implementation to ensure that communication and collaboration on land use and servicing opportunities can occur in the future. Efforts to include all parties in the intended level of discussion and engagement during the project were challenging due to impacts of the pandemic and other extenuating circumstances.

Land Use Overview

The NCP divided the plan area into four distinct planning cells defined by major transportation routes. Within the cells, the high level P4G District Official Community Plan (OCP) land uses have been further delineated, for example from 'rural commercial/industrial' to specific areas for rural light to heavy industrial, and rural commercial development. The cells ensure a compatibility with adjacent land uses, and have transitional land use buffers to minimize nuisance.

Details on the planning cells can be found in section 4.3 in the NCP, and are outlined as:

1. **Cell 1** is in the southwest portion of the plan area, west of Highway 16, and comprises the Yellowhead and Bizhub industrial parks, currently developed to a rural standard. Cell 1 is identified for future urban commercial and light industrial development. The cell is directly north of the Saskatoon Airport, residential development is restricted in the area due to the Airport's noise exposure forecasts. The cell is further restricted by 4-kilometer and 8-kilometer buffer zones, regulating open water storage and developments that may attract wildlife.
2. **Cell 2** is bounded by Highway 16 and Highway 12. Consisting entirely of areas dedicated to future urban growth, the majority of Cell 2 will be developed as complete urban residential neighborhoods, with a small portion adjacent to Highway 12 identified for urban commercial and light industrial.

3. **Cell 3** is centrally located between Highway 12 and Highway 11, and the municipal boundaries of Martensville to the north and Saskatoon to the south. It includes a central urban and rural heavy industrial area, with a transition to light industrial to provide compatibility with adjacent land uses.
4. **Cell 4** is located along the eastern portion of the plan area. It contains existing agricultural operations in the northern portions, which are expected to remain long term. The remaining portion of the cell will consist of several urban residential neighborhoods anchored by a mixed-use node and complemented to the south by a large urban commercial area. An urban mixed use node is also centrally located within the future urban residential area. The Cell is adjacent to Opimihaw Creek, much of the Green Network Study Area and Wanuskewin Heritage Park.

Rural, interim development will continue to be accommodated in future urban growth areas where urban servicing will not occur in the short or medium term. It is intended that rural development be either of a temporary nature or be designed to integrate with future urban land uses and infrastructure and ensure the costs of urban growth can be recovered. Urban development will typically be guided by the logical extension of urban services and infrastructure, with the phasing ultimately determined by the prioritization of growth for each respective municipality. Collaboration between municipalities will ensure future growth and land use decisions will reflect the needs and aspirations of the region, and ensure costs and benefits are shared in a fair and equitable way.

Servicing Overview

Transportation, potable water, wastewater and storm water infrastructure servicing will be achieved through a coordinated regional approach as outlined in section 6 in the NCP. Servicing recommendations are categorized as follows:

Regional recommendations are intended to be applied across the entire plan area, regardless of whether the land is intended to be urban or rural.

Urban recommendations are intended to be applied to the future urban growth areas, with future servicing in mind.

Rural recommendations, while still regionally oriented, are intended to account for areas that are identified for future rural growth.

The NCP proposes a future transportation network based on the current Township and Range grid system, with major transportation corridors and a hierarchy of arterial roadways that will support existing uses and future development.

In the future, portions of the plan area will be serviced by primary water mains extending from Saskatoon City limits, requiring additional fill mains, a reservoir, and water treatment capacity from a second water treatment plant. Rural areas will continue to be serviced by regional utility providers.

A future sanitary sewer system that will service future urban areas will consist of one, continuous sanitary sewer system where upstream parts of the system must rely on downstream parts to handle the flow. Rural areas will continue to be serviced by on-site independent systems.

The storm water system will be designed to follow the natural slope of the land, which provides the lowest cost, easiest-to-construct system complemented by a network of preserved wetlands and water bodies.

Development must maintain the existing natural sub-catchment areas and drainage paths to ensure that there are no adverse effects on upstream or downstream properties.

Corridors for infrastructure and for utilities (e.g. high pressure gas transmission and overhead electrical transmission lines) are currently established in the plan area. Given the projected population and anticipated land uses, there will be a need for utility improvements; policies in the NCP provide direction for future utility and infrastructure corridors.

Given the substantial costs for future urban servicing and transportation infrastructure, regional coordination is required to ensure the transition to future urban transportation networks, water and wastewater systems, and storm water is planned, developed, and paid for in the most cost efficient, fair, and equitable manner. The establishment of a cost recovery model will be a key element of achieving this.

Proposed Amendments to the District Official Community Plan

A bylaw amendment will be needed by all five P4G municipal Councils to append the NCP to the current P4G OCP. *The Planning & Development Act, 2007* enables concept plans to be adopted as amendments to an OCP for the purpose of providing a framework for subsequent subdivision and development of an area. The use of concept plans is discussed throughout the P4G OCP to help guide and support regional development; the intent is to append completed concept plans to the P4G OCP to become part of that policy framework. Minor textual amendments are proposed to the table of contents and section 31 of the P4G OCP to draw attention to this intent and process.

1. Text Amendment #1 – edits to Table of Contents

Current	Proposed
SCHEDULES Schedule A: District Plan Area Schedule B: District Land Use Schedule C: Future Urban Growth Areas	SCHEDULES Schedule A: District Plan Area Schedule B: District Land Use Schedule C: Future Urban Growth Areas Schedule D: North Concept Plan

2. Text Amendment #2 – edits to section 31.3.12 Purpose of a Concept Plan:

Current	Proposed
31.3.12 Purpose of a Concept Plan A Concept Plan, as provided for in the Act, may be adopted for the purpose of providing a framework for subsequent subdivision and development of a portion of the District that exhibits common future development opportunities and challenges.	31.3.12 Purpose of a Concept Plan A Concept Plan, as provided for in the Act, must be adopted by bylaw and appended to this Plan , for the purpose of providing a framework for subsequent subdivision and development of a portion of the District that exhibits common future development opportunities and challenges.

3. **Text Amendment #3** – new section and re-numbering in 31.3 - Policies:

Current	Proposed
N/A (add and re-number sections)	31.3.13 Approved Concept Plans The following Concept Plans are adopted by bylaw and are appended to this Plan. The specifics of each Concept Plan should be referenced for implementation in addition to the policies of this Plan. a. North Concept Plan – see Schedule D

During municipal discussions on the NCP, a number of high-level land use category changes and swaps of rural and urban growth areas were identified. Through review and analysis by the consultant, it was determined that these alterations were supportable. The NCP proposes three land use category changes in section 4.4 which need to be reflected in amendments to Schedule B – District Land Use and Schedule C – Future Urban Growth Areas in the P4G OCP.

1. **Map Amendment #1** – is located directly on the future Saskatoon Freeway interchange at Highway 16 (NE 25-37-06-W3). Currently designated as urban residential, the NCP proposes a change to urban commercial/industrial. The land is physically severed from the adjacent future urban residential neighborhood and is adjacent to a future industrial area in Saskatoon. It is only suitable for interim development until the interchange is completed. Accordingly, the Future Land Use Concept in the NCP (Map 5) designates it as urban light industrial. An amendment to Schedule B is required to accommodate this.
2. **Map Amendment #2** – proposes a swap of rural and urban growth areas to reflect existing land use patterns and form more contiguous rural and future urban growth areas. The lands are further delineated into appropriate commercial and industrial land use designations on the NCP's Future Land Use Concept. An amendment to Schedules B and C is required to accommodate this.
3. **Map Amendment #3** – consists of re-designating 40 acres of land located at NW ¼ of 10-38-5 W3 from rural commercial/industrial to regional infrastructure, to accommodate the Saskatoon Fire Department's proposed fire training facility. The NCP's Future Land Use Concept reflects this designation. An amendment to Schedule B is required to accommodate this.

Text and line work amendments will be made to Schedule B to illustrate the boundaries of the NCP policy area and identify that the detailed land use designations for that area are included in the appended concept plan.

Future text and map amendments to the P4G OCP may be considered once additional concept plans are completed in the region to ensure there is alignment where necessary.

NCP Implementation

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

Some of the recommendations for future P4G work that needs to be reviewed and prioritized includes:

- Completion of additional regional servicing studies;
- Drafting design guidelines and regional municipal servicing standards;
- Establishing a regional cost recovery model;
- Future secondary planning including neighbourhood concept plans; and
- Periodic review and updates to the NCP to reflect current priorities and circumstances until the build-out of the plan area is achieved.

This work will be reviewed by the P4G partners and recommendations regarding priorities will be brought forward as part of the annual work plans and multi-year budget cycles.

Attachment:

1. North Concept Plan