

Emerald Park Sector Plan



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Introduction

1



1.1 Purpose and Plan Objectives

The Rural Municipality of Edenwold No. 158 (the RM) is located within the Saskatchewan capital region and has experienced considerable growth over the past fifteen years. To balance agricultural and resource-based opportunities in the municipality with demand for urban development, the municipality's growth strategy promotes well-planned growth and intensification within a designated development overlay area. The urban community of Emerald Park is situated within the RM's designated development overlay area, directly south of the Trans-Canada Highway No. 1 and west of the Town of White City, as illustrated in **Figure 1-1**. Emerald Park is the central hub of urban development in the RM of Edenwold and has many growth opportunities.

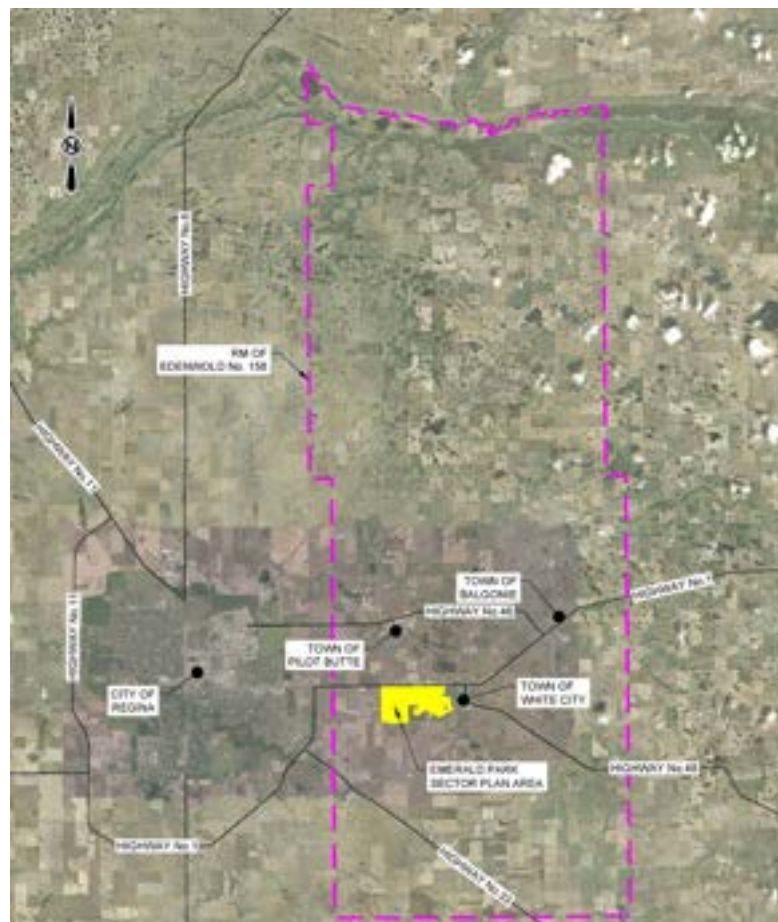


Figure 1-1 Emerald Park Sector Plan Location

The Emerald Park Sector Plan is a long-term policy document that provides land use and servicing direction to facilitate and guide the development process in Emerald Park. The sector plan forecasts the future distribution of land uses within the plan area considering development influences including physical, environmental, and historical conditions, infrastructure capacities, and existing land use within and adjacent to the area. The sector plan promotes the logical and cost-effective extension of land uses, utility services and transportation networks to provide a basis for municipal decisions concerning future development and investment in public infrastructure due to development demands.

The objectives of the plan are:



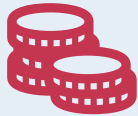
To manage land use and development to ensure that it occurs responsibly and in a manner that benefits the community as a whole;



To identify area-specific direction for future development and high-level servicing that builds on the general direction presented in the Official Community Plan;



To guide future development submissions by listing the studies required to support land rezoning, subdivision, and development;



To provide for the responsible management of municipal finances and infrastructure; and



To support economic development and diversification that maintains and enhances the services provided to community members.

1.2 Planning Framework

Planning and Development Act, 2007

Official Community Plans are established under *The Planning and Development Act, 2007* and provide a comprehensive policy framework to guide the municipality's physical, environmental, economic, social, and cultural development, including the subsequent subdivision and development of land.

Official Community Plan

The Official Community Plan (OCP) outlines the RM's vision for the future and guides decisions relating to planning and development in the municipality. The OCP provides a framework for physical, environmental, social, and cultural development through a vision statement, a growth management strategy, and policies that reflect this vision and strategy. The OCP considers development over a twenty-year time horizon.

The OCP specifically requires sector plans to inform the preparation of concept plans, subdivision, and development proposals. Concept plans provide more detailed direction on the development vision, servicing framework, and design layout for a defined area. Concept plans must align with the OCP and any applicable sector plan. Comprehensive development proposals are submitted in support of sector plans, concept plans, subdivisions, rezoning, and development applications.

The OCP may be amended by the municipality to reflect changes that result from external factors or development proposals, provided that the amendments meet the overall intent of the OCP's vision and overarching goals. The RM must make these amendments following the process and public consultation requirements established in *The Planning and Development Act, 2007*.

Zoning Bylaw

The Zoning Bylaw is the primary tool used to achieve the objectives and implement the policies of the OCP by regulating land use and development. The Zoning Bylaw requires sector plans for areas where a proposed future development covers more than a single quarter-section of land and provides specific direction for the preparation of any additional plans or studies required to support subdivision or development.



Figure 1-2 Plan Hierarchy

1.3 Interpretation

Figures

All symbols, locations, and boundaries shown in the Emerald Park Sector Plan figures are approximate unless otherwise stated in the document and should be interpreted as conceptual. The boundaries of the land use policy areas shall be established through the preparation and submission of concept plans and comprehensive development proposals unless otherwise specified within the sector plan.

Policies

All policy statements containing “shall” or “will” are mandatory and must be implemented. If a “shall” or “will” policy proves impractical, an applicant may apply to amend the plan. All policy statements containing “should” are advisory statements and indicate the RM’s preferred objective, policy, and/or implementation strategy. If the “should” statement is not followed because it is impractical or impossible, the applicant may meet the intent of the policy through other agreed-upon means. Where “may” is used in a policy, it denotes choice in applying the policy and creates discretionary compliance in meeting the intent of the plan’s vision and objectives.

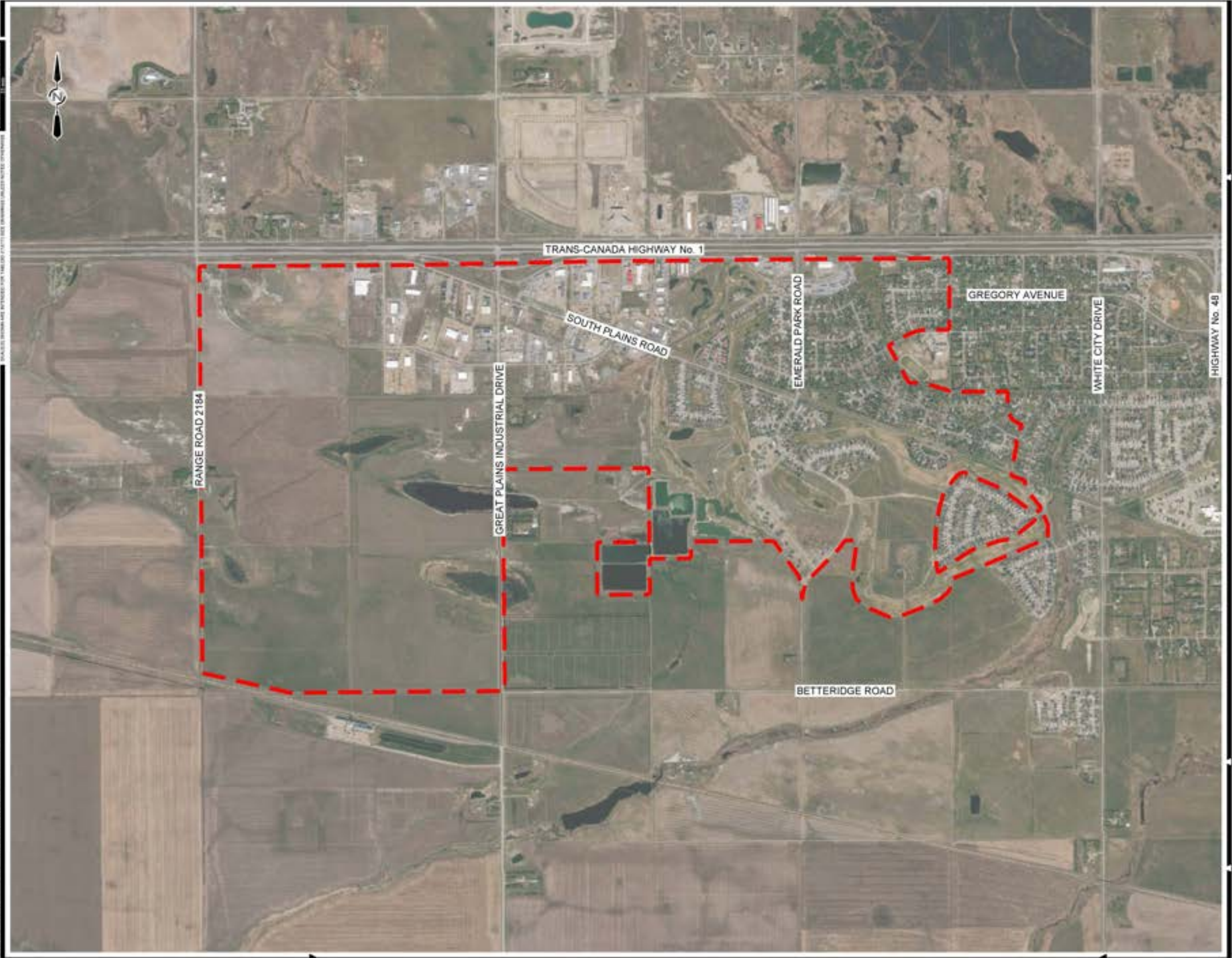
Definitions

Except for those terms specifically defined within the sector plan, all other words, terms, and phrases shall retain the definition from the RM’s Official Community Plan, Zoning Bylaw, *The Planning and Development Act, 2007*, and any other provincial legislation.

1.4 Location

The Emerald Park sector plan area consists of approximately 806 hectares of land centrally located within the RM of Edenwold. The plan area is bounded by the Trans-Canada Highway No. 1 to the north, Range Road 2184 to the west, the Town of White City and Royal Park development area to the east, and the CN rail line and Betteridge Road to the south. The sector plan study boundary is illustrated in **Figure 1-3**.

PLUOT DATE: 2022-05-04 11:00 AM
PROJECT: 2021-05-04 11:00 AM
DRAWN BY: J. TAYLOR
CHECKED BY: J. TAYLOR
DATE: 2022-05-04 11:00 AM
REV: 0
DESCRIPTION: ISSUED FOR REPORT



LEGEND

--- SECTOR PLAN AREA

FIGURE 1-3
RM OF EDENWOLD No. 158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
SECTOR PLAN BOUNDARY

AE PROJECT No.	20214603-00
SCALE	NTS
APPROVED	J. TAYLOR
DATE	2022MAY06
REV	0
DESCRIPTION	ISSUED FOR REPORT

Policy and Regulatory Context

2



The Official Community Plan and Zoning Bylaw regulate development in the RM of Edenwold.

2.1 Official Community Plan Bylaw No. 2019-19

The Official Community Plan (OCP) is the highest-order plan that guides growth and development in the municipality. Emerald Park is located within the RM's development overlay area and is identified as an area of future urban growth and intensification. The Future Land Use Map 7B, appended to the OCP, designates the Emerald Park sector plan area for a mix of uses, including industrial, commercial, residential, community service, and mixed-use development.

The following sections of the OCP provide specific direction to this sector plan.

Section 3.2. Transportation Networks

The OCP promotes a safe, efficient, convenient, and cost-effective transportation network for all users with effective linkages to the provincial highway system, improved opportunities for active transportation, and consideration of health and safety for developments in proximity to railway operations. The OCP also prioritizes the introduction of transit or shared transportation services to the Emerald Park Business District.

The plan will need to provide for a road hierarchy that connects efficiently to the provincial highway system with consideration for accommodating convenient access to the business district and a safe route for heavy trucks that minimizes traffic in residential areas. The transportation network in Emerald Park must also consider connections to the Town of White City. Accessible active transportation linkages that accommodate multiple modes of transportation (i.e., pedestrian/cycling) and connect to the existing network should be considered in the plan configuration. The plan will also need to consider the potential for future public transportation.

Section	OCP Policies
3.2.3.1.a.	All development should be carried out along developed all-weather roads. Where new developments are proposed in locations that do not have adequate access, the developer shall be required to enter into an agreement with the municipality to develop or upgrade the roadway to a standard agreed upon with the municipality. The developer shall be responsible for all of the costs relating to the development of the new or upgraded roadway unless a cost-sharing agreement is executed for the roadway.
3.2.3.2.a.	For new multi-parcel, medium- or high-density developments, a Traffic Impact Assessment may be required to identify and evaluate potential future access or circulation issues and indicate how these may be addressed. The Traffic Impact Assessment is described in Section 4.41 of the Zoning Bylaw.

Section	OCP Policies
3.2.4.2.b.	Planning for roadways shall be coordinated with planning for highways, railway operations, a future public transit network and roadways in neighbouring municipalities to the extent possible.
3.2.4.2.b.	Within new higher-density development areas, the municipality may require the dedication of road widening areas or other tracts of land to be used for future bus stops.
3.2.6.4.b.	<p>The approval process for the development or re-development of land or buildings within 400 metres of a railway line or 1,000 metres of a railway yard shall require the developer to show, to the satisfaction of the municipality:</p> <ul style="list-style-type: none"> i. how the railway company's development standards and comments have been addressed by the project; and, ii. how the principles, objectives and specific site and building design recommendations of the Federation of Canadian Municipalities and Railway Association of Canada's <i>Guidelines for New Development in Proximity to Railway Operations</i> have been addressed.
3.2.6.5.a.	In accordance with the Federation of Canadian Municipalities/Railways Association of Canada's <i>Guidelines for New Development in Proximity to Railway Operations</i> , in order to determine appropriate setbacks and mitigation techniques to minimize the potential for conflicts between railway corridors and facilities and different land use types, Council may require the developer to carry out a Noise and Vibrations Impact Study. The study shall evaluate the current and predicted future noise and vibrations impacts of the railway on the proposed development. The Noise and Vibrations Impact Study is described in Sections 4.42 and 4.43 of the Zoning Bylaw. On the basis of the results of the Noise and Vibrations Impact Study, sound attenuation in the form of a sound barrier, a solid wall or other method may be required at the discretion of Council in consultation with the affected railway company and/or member of senior government, as applicable. Structural elements in the building or facility design or specific material types may also be required to address concerns related to vibrations. Setbacks and barriers may also be required to address potential safety concerns related to development in proximity to railway operations.

Section 3.3 Utilities, Services and Infrastructure

The OCP promotes comprehensive planning that includes water and wastewater services and stormwater management. The OCP seeks to accommodate the extension of municipal services and utilities responsibly and cost-effectively and prioritizes connecting existing developed lands in the Emerald Park Business District to municipal water and sewer services.

The locations of existing utilities and municipal services will influence the sequencing of development within the sector plan area. The plan must consider appropriate locations for stormwater management facilities that integrate with the existing drainage network.

Section	OCP Policies
3.3.3.6.a.	Investment by the municipality in water and wastewater infrastructure and facilities shall be planned carefully and planning for these services shall be carried out simultaneously with land use planning to ensure adequate supply is available for new development. In areas where Sector Plans are being developed, water and wastewater needs shall be considered as part of the Sector Planning process.
3.3.4.2.a.	Stormwater management shall be considered as part of all Sector Plans, Concept Plans and Comprehensive Development Proposals and it is one of the key elements of a Pre-Engineering Report. The requirements for these documents are outlined in Sections 3.21 - 3.24 of the Zoning Bylaw and additional information is included in Section 6.

Section 3.4 Environment, Natural Resources and Hazards

The OCP promotes environmental stewardship to reduce negative impacts on the environment. The OCP policies encourage the protection of aquifers, groundwater, and sensitive environmental areas. It also restricts development on potentially hazardous lands caused by slope instability or flood potential.

Development within areas identified as having high or extreme aquifer sensitivity will require additional consideration to prevent aquifer contamination. The plan should also consider protecting wetlands that exhibit a flood risk from development that would put people or property at risk.

Section	OCP Policies
3.4.2.2.a.	Areas with high or extreme aquifer sensitivity as shown on Map 12 in Appendix A shall be developed in a carefully-planned and thoughtful manner to prevent any potential breach or contamination of the aquifer. In these areas, land developers may be required to provide a Hydrogeological Study from a qualified professional hydrogeologist that confirms the depth, stratigraphy, top and bottom of the aquifer. An Aquifer Protection Plan that details the site and facility design elements and operational procedures that will be implemented to limit any potential contamination of the aquifer may also be required at the discretion of Council or the Development Officer, as applicable. The following types of preventative techniques, among others, may be used in order to limit the potential contamination of the aquifer: secondary containment, impervious liners and the sealing of any holes created by piles, foundations or drilling.
3.4.2.3.a.	Wetlands shall be preserved to the extent possible for the benefit they serve as catchment basins for drainage and for their contribution to the ecosystem.
3.4.3.4.a.	Development will be restricted in areas that may be subject to flooding in order to protect against the loss of life and to minimize property damage associated with flooding events. Flood prone lands will generally be limited to agricultural, park and open space recreational uses.

Section 3.5 Historic, Cultural and Heritage Resources

The OCP establishes the RM's role in identifying and conserving or protecting heritage resources in collaboration with other agencies and levels of government.

The plan should identify the potential existence of significant heritage resources within the plan area.

Section	OCP Policies
3.5.2.2.a.	Sites that may have significant heritage resources are identified on the attached Map 6A and 6B in Appendix A. These include sites of archaeological, paleontological, cultural, historical, scientific or environmental significance. Where a new development is proposed in an area of the municipality that has been identified as a heritage sensitive area or an area containing potential heritage resources, the municipality will refer the proposal to the Ministry of Parks, Culture and Sport to determine if a Heritage Resource Impact Assessment (HRIA) or other study or investigation is required pursuant to <i>The Heritage Property Act, 1980</i> .

Section 3.9 Business Districts, Commercial and Industrial Lands

The OCP seeks to support a variety of businesses within a high-quality built environment. Businesses that serve the local population, travellers, and short-term visitors are encouraged to locate in the commercial area of the Emerald Park Business District. Businesses with broad clientele that extend beyond the region, such as large format retail or commercial and light industrial uses, are encouraged to locate within the industrial area of the business district.

The plan should provide further detail on the location of specific types of businesses within the plan area.

Section	OCP Policies
3.9.2.3.a.	Industrial uses that normally create significant land use conflicts with regard to noise, vibration, smoke, dust, odour or potential environmental contamination shall be prohibited from locating in the Emerald Park Business District and the Butte Business District and directed to locate within Extractive and Heavy Industrial areas as per Section 3.8 of the OCP and Section 20.0 of the Zoning Bylaw.
3.9.2.11.a.	All commercial and industrial developments shall be of a high aesthetic quality and shall include thoughtful architecture and building design, attractive landscaping, carefully-planned pedestrian connectivity, clean and tidy outdoor areas and attractive signage.
3.9.4.1.a.	Retail, food, accommodations, entertainment, recreation, health care, personal services and other businesses and services that cater primarily to the local population, travellers and short-term visitors shall be encouraged to locate within the Emerald Park Business District High-Profile Commercial and Shopping Centre District areas as shown on the Future Land Use Map (Map 7B) and the Emerald Park Future Growth and Intensification Areas (Map 15).
3.9.4.1.b.	Large format retail, commercial and light industrial uses shall also be encouraged to locate within the Emerald Park Business District, primarily within the Industrial District areas as shown on the Future Land Use Map (Map 7B).
3.9.4.2.a.	Pavement shall be required on all roadway surfaces in the Emerald Park Business District.
3.9.4.2.b.	A Pedestrian Access Plan as described in Section 4.40 of the Zoning Bylaw shall be required for all commercial developments and mixed-use developments and may be required for industrial developments in the Emerald Park Business District.

3.11 Urban Residential Lands (Emerald Park)

The OCP accommodates a variety of housing types and residential lot sizes to respond to a range of lifestyle choices, budgets, and phases of life while maintaining the community's existing character and high aesthetic quality.

The plan will need to identify specific areas for the development of higher-density housing forms.

Section	OCP Policies
3.11.2.1.b.	Priority areas for new urban residential development shall be adjacent to existing urban residential neighbourhoods and in proximity to complementary community services such as recreational facilities, parks, schools and shopping centre areas. New housing forms including higher-density housing forms such as semidetached houses, duplexes, townhouses/row housing or multi-unit dwellings shall be accommodated in new development areas in locations that are well-served with public services and amenities.
3.11.2.1.c.	Higher-density housing forms shall be encouraged to locate in transitional areas between retail or other commercial areas and lower-density housing forms.
3.11.2.4.a.	New developments within or adjacent to existing urban residential neighbourhoods shall be required to be developed in a manner that maintains the integrity and character of the existing neighbourhood.
3.11.2.5.a.	Developers shall be encouraged to include environmentally-friendly design elements and technologies that improve the long-term sustainability of the development and reduce the negative impact on the environment.
3.11.2.5.b.	Urban residential developments shall be designed and developed in a manner that limits the loss of habitat and wildlife corridors by retaining and incorporating natural features of the site including vegetation and watercourses. Wherever possible, existing trees on a site shall remain.

Section	OCP Policies
3.11.2.8.a.	All urban residential developments shall have access to an all-weather road that is constructed in accordance with the municipal standards. If a proposed development is not served by an all-weather roadway or if the existing roadway is inadequate, then the property developer shall be required to enter into an agreement with the municipality to upgrade the road or develop a new road access that meets the municipal standards. The developer shall be solely responsible for all of the costs of the new or upgraded roadway construction.
3.11.2.9.c.	As a condition of a development permit or servicing agreement for a residence within 400 metres of a provincial highway or a main arterial road, Council may require the developer to carry out a Traffic Noise Study to determine the potential noise impacts of the highway on the proposed development. On the basis of the results of the Traffic Noise Study, sound attenuation in the form of a sound barrier, a solid wall or other method may be required at the discretion of Council.
3.11.3.3.c.	The development shall promote connectivity with adjacent sites and adjacent land uses, where appropriate, with priority on road, pedestrian and green space connectivity.
3.11.3.5.a.	For all new urban residential subdivisions, Council shall require the developer to extend municipal infrastructure to the subdivision area including water mains and sewer mains and all costs associated with these extensions shall be the responsibility of the developer. Council may also require the developer to provide other related facilities (i.e. water reservoirs, lift stations) or contribute to the development of related facilities in order to service the proposed subdivision.

3.12 Community Service and Institutional Lands

Community service and institutional land use within the RM are prioritized in Emerald Park.

The sector plan should identify appropriate school site locations within the plan area.

Section	OCP Policies
3.12.4.2.a.ii.	The general locations for school sites in the Emerald Park area shall be identified conceptually on Sector Plans and further refined through Concept Plans, Comprehensive Development Proposals and Subdivision Plans.

3.13 Recreation, Parks, Leisure and Open Space Lands

The OCP encourages the development of new parks and recreation facilities in accessible and convenient locations to respond to the growing demand for recreation and leisure opportunities.

The plan should identify the locations of community-scale parks and recreation areas, as well as connections to the walkway and trail network.

Section	OCP Policies
3.13.2.4.a.	New walkways and trails shall be required to be developed with consideration of accessibility requirements for persons with reduced mobility or special needs. Wherever possible, new and upgraded facilities shall be designed with smooth slopes and ramps to ensure accessibility. Additional measures such as, but not limited to, rails, textured pavements or auditory elements may be required as part of some developments, at the discretion of Council.
3.13.2.2.a.	The development of parks, green spaces and playgrounds shall be required in all urban and high-density multi-parcel residential areas to enhance quality of life.
3.13.2.2.d.	Walkways or other pedestrian facilities shall be required in all urban residential, commercial, community service and recreational areas and shall be encouraged in multi-parcel country residential areas and industrial parks.

Section	OCP Policies
3.13.2.3.b.	The Aspen Links Golf Course, which is located at the heart of the Emerald Park residential community and includes an 18-hole course and related facilities, shall be protected for continued use as a golf course and key recreational amenity and shall not be re-developed for any other purpose.
3.13.5.2.a.	Where land dedication is preferred, the proposed Municipal Reserve parcel(s) shall be of a sufficient size to accommodate park, green space or playground development or other recreational or school site development, as required in the area. The parcel(s) shall be located in areas where they will be accessible by a maximum number of residents. Each parcel must have adequate frontage onto a public roadway to ensure public access. The size(s) and location(s) of the parcel(s) shall be evaluated by Council to ensure they are satisfactory.
3.13.2.9.a.	Developers shall be encouraged to incorporate the “Crime Prevention Through Environmental Design” (CPTED) principles in their development plans.

2.2 Zoning Bylaw No. 2019-20

The Zoning Bylaw designates a variety of zoning districts within the plan area. This includes:

- R1 - Urban Residential 1;
- R2 - Urban Residential 2;
- CS - Community Service;
- COM1 - General Commercial;
- SC - Shopping Centre;
- HPC - High Profile Commercial; and
- IND1 - General Industrial.

Undeveloped portions of the plan area are zoned AR – Agricultural Resource and FD – Future Development. The FD zone is applied to protect lands designated for future development. Land zoned AR – Agricultural Resource and FD – Future Development must be re-zoned as part of any future subdivision and/or development application.

2.3 Emerald Park Drainage Assessment and Flood Mitigation Plan

The Emerald Park Drainage Assessment and Flood Mitigation Plan assesses overall stormwater management, flood risk, and mitigation measures required within the study area. The study area does not include the three quarter-sections along the west boundary of the sector plan area.

The study recommends that the RM provide a stormwater management facility in the Great Plains Industrial Park capable of storing 9,000 m³ of stormwater. This new facility will account for the developed area contributing to the Pilot Butte Creek Drainage Basin. The study also recommends policy objectives for stormwater storage and management of single-site and subdivision developments, land control to ensure stormwater management facilities and drainage routes are municipally owned, and water quality measures to protect Chuka Creek.

2.4 Parks and Recreation Master Plan

To guide recreation development, programming, and infrastructure over the next 10 years within the Development Overlay Area, RM staff drafted the Parks and Recreation Master Plan to present to Council for adoption in 2022. The Parks and Recreation Master Plan includes a community profile with a list of current assets and goals, objectives, and action items for improving recreation in the area.

Plan priorities include:

- become an all-season recreation community;
- develop and promote recreational programming across the RM;
- maintain and enhance the recreation inventory; and,
- encourage a regional recreation approach.

Existing Conditions and Development Influences



The existing built and natural site conditions were studied to identify and assess circumstances that will influence the location, form, and intensity of development in the plan area.

3.1 Land Uses and Built Conditions

Land use in the plan area consists of residential, commercial, industrial, recreational, and community service development, with the western portion of the area currently serving as undeveloped agricultural lands. Land uses adjacent to the plan area to the west are agricultural, while the east is bordered by urban residential development in the Town of White City. Existing development and concept plan areas that establish specific future land uses are represented in **Figure 3-1**.

Existing urban residential development in Emerald Park surrounds an 18-hole golf course and is adjacent to residential development in the Town of White City. Housing forms in Emerald Park are predominantly single-family detached dwellings. Three farmsteads are located within the plan area and three additional farmsteads are located directly adjacent to the plan area.

The Emerald Park Business District consists of a mix of commercial and industrial businesses located south of Highway No. 1 and adjacent to the urban residential areas of Emerald Park. An agricultural industry business centre is located adjacent to the southwest plan area boundary along the CN rail line with access from Great Plains Industrial Drive/Range Road 2183.

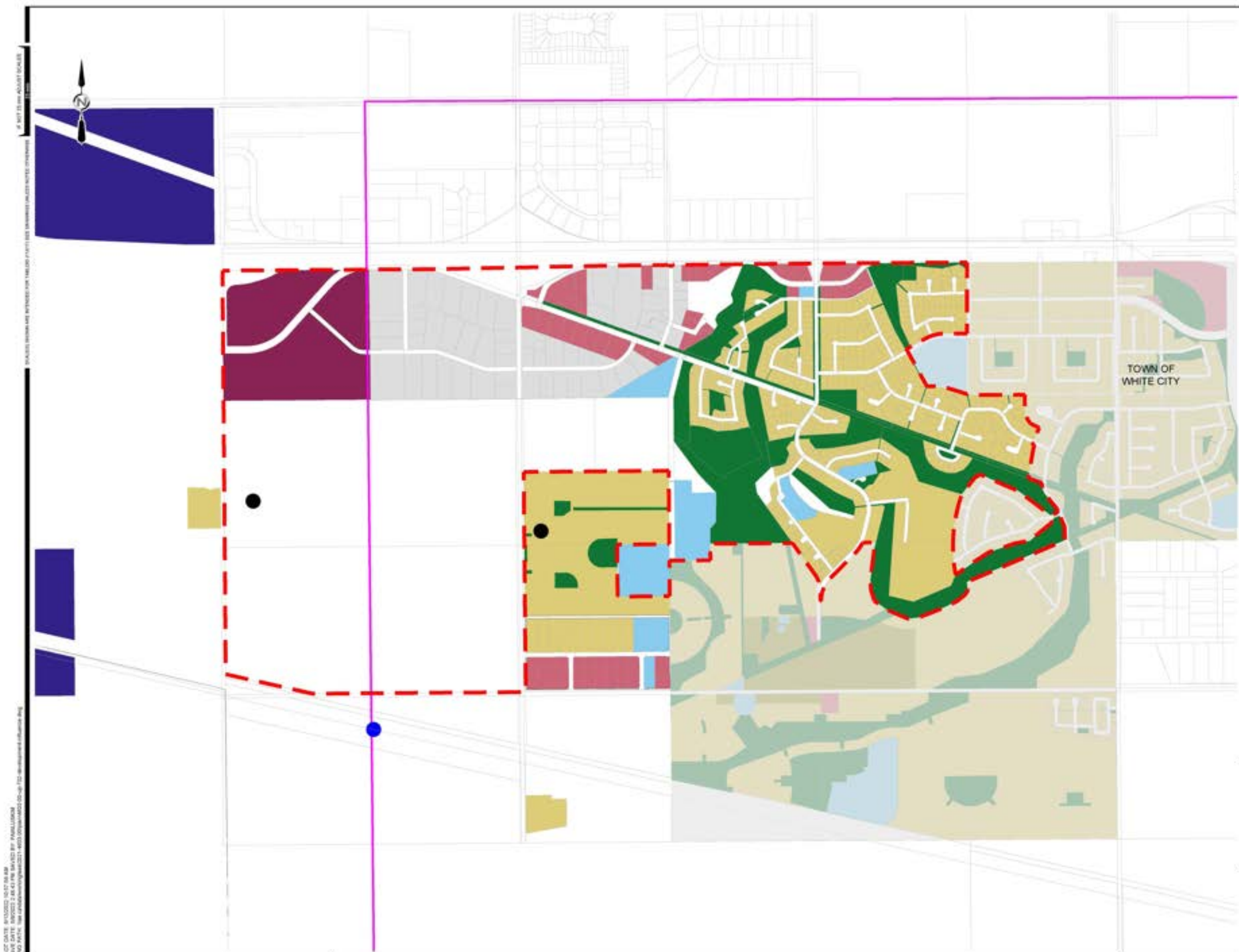
Community service uses that enhance the social, cultural, educational, and recreational opportunities for residents are spread throughout Emerald Park. These include two residential care homes, an educational facility, an RCMP detachment, the RM's municipal office, and decommissioned lagoon sites.

Emerald Park has numerous parks and recreational land uses that provide sports facilities, playgrounds, and passive leisure spaces to residents. Additional recreational amenities, including a private indoor rink facility and commercial recreational amenities, are located in the Emerald Park Business District. A network of walkways and trails through linear park spaces in Emerald Park connect residential areas with local amenities.

Several concept plans for development are located adjacent to the plan area. This includes Royal Park, Picasso Pathways, and the Town Centre Neighbourhood.

Plan Influences

- The plan configuration will need to consider the redevelopment of the decommissioned lagoon sites for community service use, parks and recreation use, and stormwater management.
- Providing adequate buffering and transitional uses (intensities) will be necessary to ensure compatibility between potentially conflicting land uses. Buffering could include parks, open space, vegetation, berms, or other similar built buffers.
- The direction portrayed in submitted concept plans will influence land use decisions within the sector plan area.



- LEGEND**
- SECTOR PLAN AREA
 - JOINT MANAGEMENT PLANNING BOUNDARY
 - RESIDENTIAL
 - MIXED USE COMMERCIAL/INDUSTRIAL
 - COMMERCIAL
 - INDUSTRIAL
 - PARKS AND RECREATION
 - COMMUNITY SERVICE
 - INDIGENOUS LANDS
 - EXISTING FARMSTEAD
 - EXISTING COMMERCIAL BUSINESS

FIGURE 3-1
 RM OF EDENWOLD No. 158
 EMERALD PARK SECTOR PLAN
 PLANNING
 PLAN
 EXISTING LAND USES

AE PROJECT No.	20214603-00
SCALE	NTS
APPROVED	J. TAYLOR
DATE	2022MAY06
REV	0
DESCRIPTION	ISSUED FOR REPORT

PLANT DATE: 20220506 10:57 AM
 PROJECT: 20214603-00
 DRAWING: 20214603-00-01
 SCALE: NTS
 DATE: 20220506 10:57 AM
 REV: 0
 DESCRIPTION: ISSUED FOR REPORT

3.2 Natural Conditions

A desktop assessment of the topography within the plan area was completed to identify areas where slopes or other hazardous conditions may challenge development. Land elevation ranges from a height of 610 m in the northwest corner of the plan area to 590 m in the southwest. The plan area is relatively flat with an average slope of 0.4 percent and does not present any immediate slope-related hazard. Contours are shown in [Figure 3-2](#).

Three wetlands were identified within the undeveloped portion of the plan area west of Great Plains Industrial Drive. The RM has identified the most southerly wetland as a potentially flood-prone area. These wetlands serve as local retention areas for runoff with no apparent overland outlet.

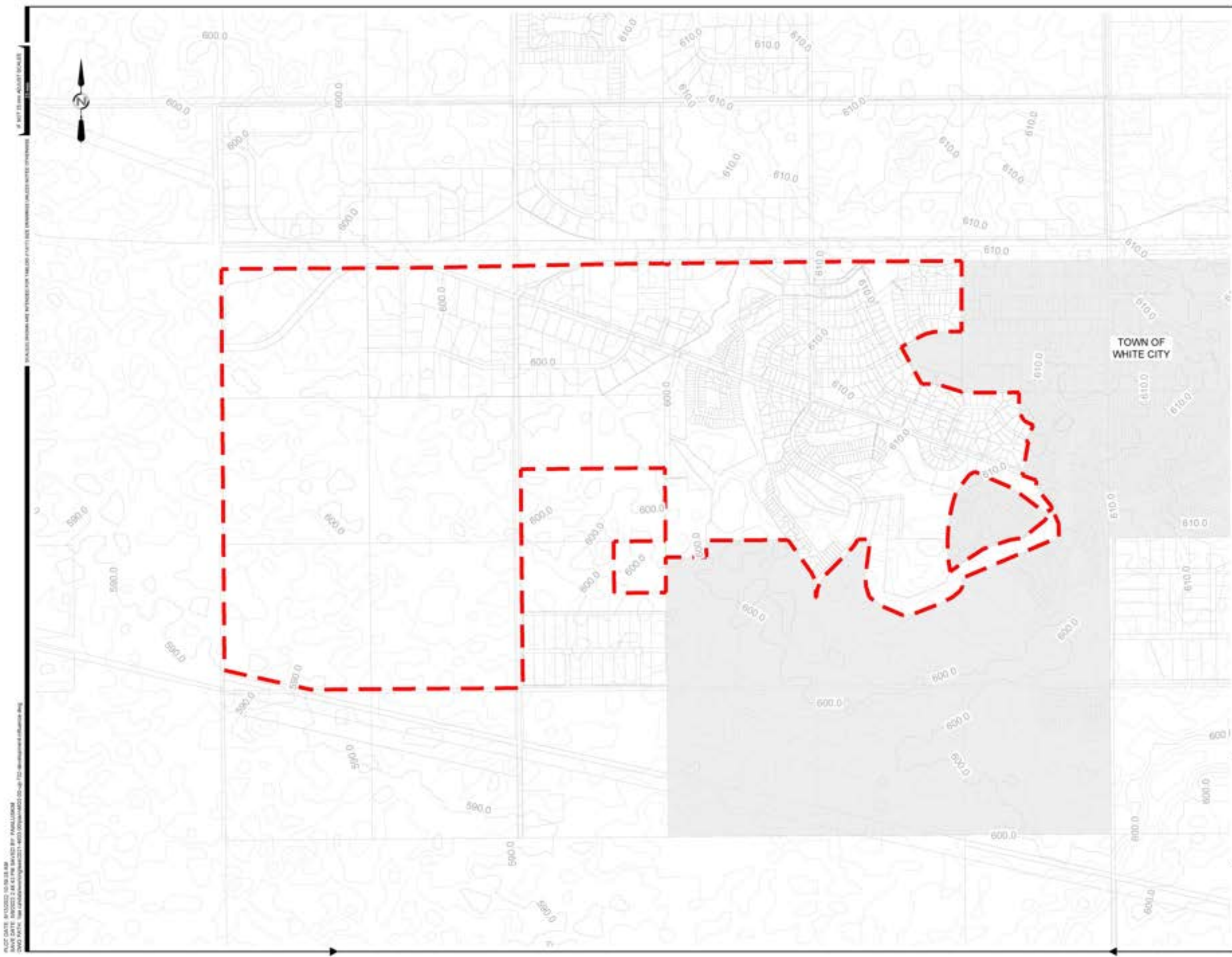
Groundwater resources in the area are underlain by the Condie and Zehner aquifers. The Condie aquifer is an unconfined shallow aquifer with a depth of approximately 30 to 50 feet. This shallow depth results in seasonal water level fluctuations and extreme susceptibility to surficial contaminations. The Condie aquifer supplies water to several existing private users within the plan area, while the municipal water supply draws from the deeper Zehner aquifer. The RM has identified portions of the plan area as having high or extreme aquifer sensitivity.

A desktop biophysical screening was completed using the Government of Saskatchewan's HABISask database to identify potential critical or sensitive wildlife habitats and rare and endangered species. The assessment identified several known rare and endangered species of vascular plants and vertebrate animals. An identified species of note is the burrowing owl, an endangered migratory species subject to federal *Wild Species at Risk Regulations*. The burrowing owl has a ranking of S2B, S2M. This ranking is classified as imperilled/very rare.

Natural features identified within and in the vicinity of the plan area are identified in [Figure 3-3](#).

Plan Influences

- The minimal slope of the land in the plan area is conducive for development but offers some challenges in managing overland drainage.
- The existing wetland areas represent a logical location for constructing stormwater management facilities to support development.
- A site-specific hydrogeological study should be prepared before subdivision or development in areas known to have high or extreme aquifer sensitivity to assess the impact of development on the Condie aquifer.
- In conjunction with a subdivision or development permit application on lands exhibiting the potential for rare or endangered species, the developer shall conduct a natural area screening to confirm their presence and define an appropriate mitigation strategy.



- LEGEND**
- SECTOR PLAN AREA
 - CONTOURS

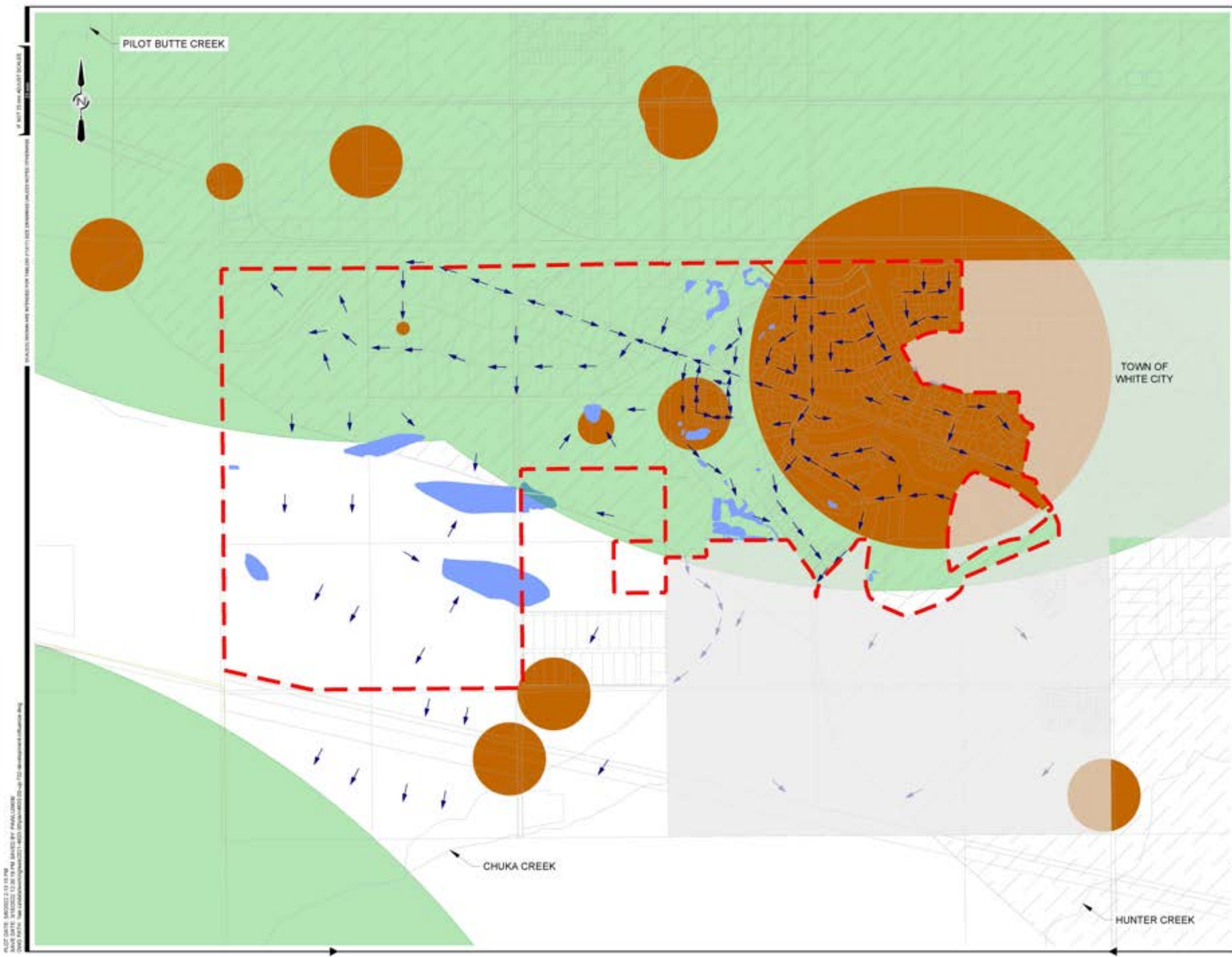
FIGURE 3-2

RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
TOPOGRAPHY

AE PROJECT No.	20214603-00
SCALE	NTS
APPROVED	J. TAYLOR
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PROJECT: 20214603-00
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DATE: 2022MAY06
TIME: 10:10:10 AM
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- LEGEND**
- SECTOR PLAN AREA
 - CONDIE AQUIFER
 - HABISASK IDENTIFIED RARE OR ENDANGERED VEGETATION
 - HABISASK IDENTIFIED RARE OR ENDANGERED ANIMAL
 - WATERBODY
 - WATERCOURSE
 - DRAINAGE PATTERN

FIGURE 3-3

RM OF EDENWOLD No. 158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
NATURAL FEATURES

AE PROJECT No.	20214603-00
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3.3 Heritage Resources

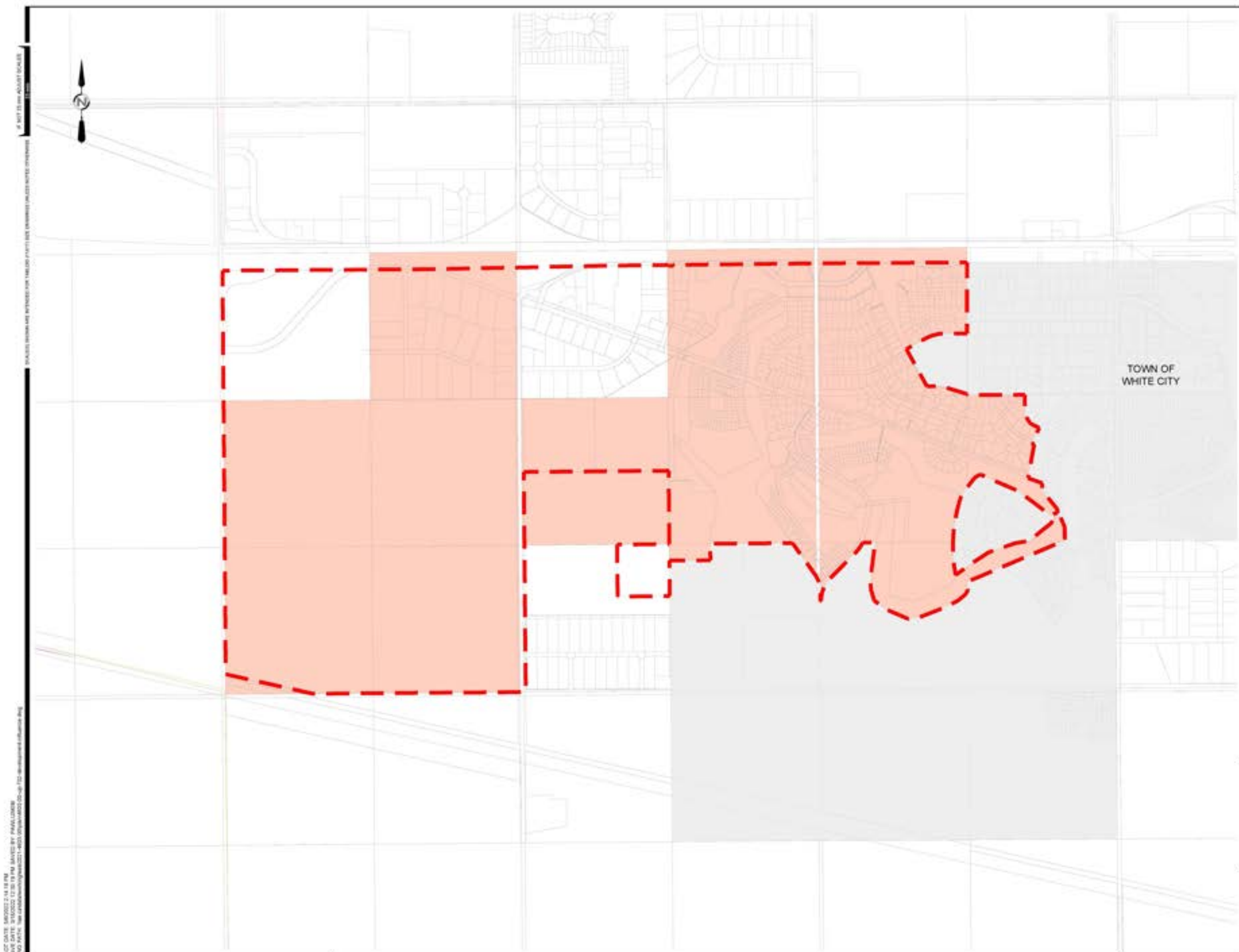
The plan area was screened using the Government of Saskatchewan's Developers' Online Screening Tool to determine the potential heritage sensitivity. The province determines heritage sensitivity by the presence of previously recorded heritage resources, the potential for undiscovered heritage resources, and previous land disturbance. Heritage sensitivity is illustrated in **Figure 3-4**. The province has flagged most quarter-sections in the plan area for additional review, including:

NW 14-17-18 W2	NE 15-17-18 W2	SE 16-17-18 W2
NE 14-17-18 W2	SW 15-17-18 W2	SE 21-17-18 W2
SW 14-17-18 W2	NW 16-17-18 W2	SE 22-17-18 W2
SE 14-17-18 W2	NE 16-17-18 W2	SW 23-17-18 W2
NW 15-17-18 W2	SW 16-17-18 W2	

The Heritage Conservation Branch of the Ministry of Parks, Culture, and Sport confirmed that there are known archaeological sites in the area. Additional archaeological sites containing important artifacts or cultural significance may exist below the surface in areas where there has been cultivation or previous disturbance due to the sandy soil composition, as well as in areas that have been undisturbed.

Plan Influences:

- In conjunction with a subdivision or development permit application on lands exhibiting potential heritage sensitivity, the developer must engage the Heritage Conservation Branch (HCB) to determine if a Heritage Resource Impact Assessment (HRIA) is required. If an HRIA is required, the developer must engage an archaeological consultant. HCB will either provide heritage clearance for the project to proceed or due to the presence of archaeological sites recorded within the development area, require additional HRIAs to protect the resource.



LEGEND

- SECTOR PLAN AREA
- ADDITIONAL HERITAGE SCREENING REQUIRED

FIGURE 3-4
RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
HERITAGE SENSITIVITY

AE PROJECT No.	20214603-00
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 PROJECT: RM OF EDENWOLD No.158
 DRAWING: EMERALD PARK SECTOR PLAN
 SHEET: 1 OF 1

3.4 Transportation

Trans-Canada Highway No.1 provides primary vehicle access to Emerald Park via four permanent access points (numbers correspond with intersections identified in [Figure 3-5](#)):

1. Pilot Butte Access, a diverging diamond interchange at Range Road 2184;
2. White City Access, a diamond interchange at Highway No. 48;
3. A right-in/right-out intersection at Great Plains Industrial Drive; and
4. A right-in/right-out intersection at Emerald Park Road.

Trans-Canada Highway No. 1 is a controlled-access highway with designated control circles at the Pilot Butte Access (1) and White City Access (2). The Ministry of Highways recently upgraded both intersections by adding overpasses as part of the Regina Bypass project to improve traffic function and safety. Highway No. 48 is a secondary highway intersecting Highway No. 1 at the White City Access (2). It can be accessed from Gregory Avenue and Lott Road East. The south service road, South Plains Road, is under provincial jurisdiction, however, the Regina Bypass operates and maintains the road through a P3 project agreement.

The general municipal road classifications within the plan area include private subdivision road, paved road, gravel road, and dirt road. Private subdivision, paved, and gravel road classifications are considered all-weather roads. Four principal municipal roadways provide access to the undeveloped portion of the plan area:

- Range Road 2184 is a north-south two-lane undivided gravel to dirt roadway with a posted speed limit of 60 km/h and offers direct access to Highway No. 1;
- Great Plains Industrial Drive is a north-south two-lane undivided paved roadway with a posted speed limit of 60 km/h and provides direct access to Highway No. 1. The Great Plains Industrial Drive and Betteridge Road intersection operates as an east-west stop-controlled intersection. No auxiliary lanes are present at this location;
- Emerald Park Road is a north-south two-lane undivided paved road with a posted speed limit of 50 km/h. The intersection at Betteridge Road and Emerald Park Road operates as an uncontrolled three-leg intersection. No auxiliary lanes are present at this location; and
- Betteridge Road is an east-west two-lane undivided gravel roadway with a posted speed limit of 60 km/h connecting Range Road 2184 to Centre Street. The Town of White City is undertaking a multi-year construction project to upgrade the portion of Betteridge Road under the Town's jurisdiction. Once complete, Betteridge Road will consist of four lanes from Centre Street to Great Plains Industrial Drive.

An existing network of paved walkways and trails connect urban residential areas in Emerald Park and White City with local amenities. Walkways and trails are separated from the roadway by a land buffer. Portions of the walkways and trails are designated sections of the Trans-Canada Trail.

The Canadian National Railway (CN) mainline lies adjacent to the southern boundary of the plan area. There are two at-grade uncontrolled crossings (numbers correspond with intersections identified in [Figure 3-5](#)), each with standard railway crossing signage:

5. Range Road 2184; and
6. Great Plains Industrial Drive/Range Road 2183.

The Railway Association of Canada's *Guidelines for New Development in Proximity to Railway Operations* recommend appropriate setbacks and mitigation techniques to minimize the potential for conflicts between railway corridors and facilities and different land use types. These guidelines recommend a 30 m building setback for new residential development in proximity to mainline railway operations. The setback is measured from the mutual property line. Appropriate uses within the setback area include public and private roads; parkland and other outdoor recreational space including backyards. A noise impact study is recommended within a minimum influence area of 300 m from a principal mainline to assess the impact of all noise sources affecting the subject lands and to determine the appropriate layout, design, and required control measures. A vibration study is recommended within a minimum influence of 75 m of a rail corridor to determine whether vibration mitigation measures are necessary and what options are available given the particular conditions of the development site.

Plan Influences:

- The municipality may require a developer to prepare a traffic impact assessment in conjunction with a subdivision or development permit application. The need for a traffic impact assessment will depend on the scale and timeline of development. This assessment will review future impacts on the existing road network and identify roadway improvements on- or off-site to minimize traffic impacts and ensure public safety.
- Pedestrian accessibility will be an important consideration in all commercial, industrial, and mixed-use developments within the Emerald Park Business District.
- Developments that generate a demand for transportation routes to or from the south may require upgrades to existing rail crossings to increase public safety.
- The plan configuration of the area adjacent to the CN rail corridor will need to consider the 30 m setback recommended by the Railway Association of Canada's ***Guidelines for New Development in Proximity to Railway Operations*** for any residential land uses.
- The municipality may require a developer to carry out a noise and vibrations impact study to evaluate influences on a proposed development.

LEGEND

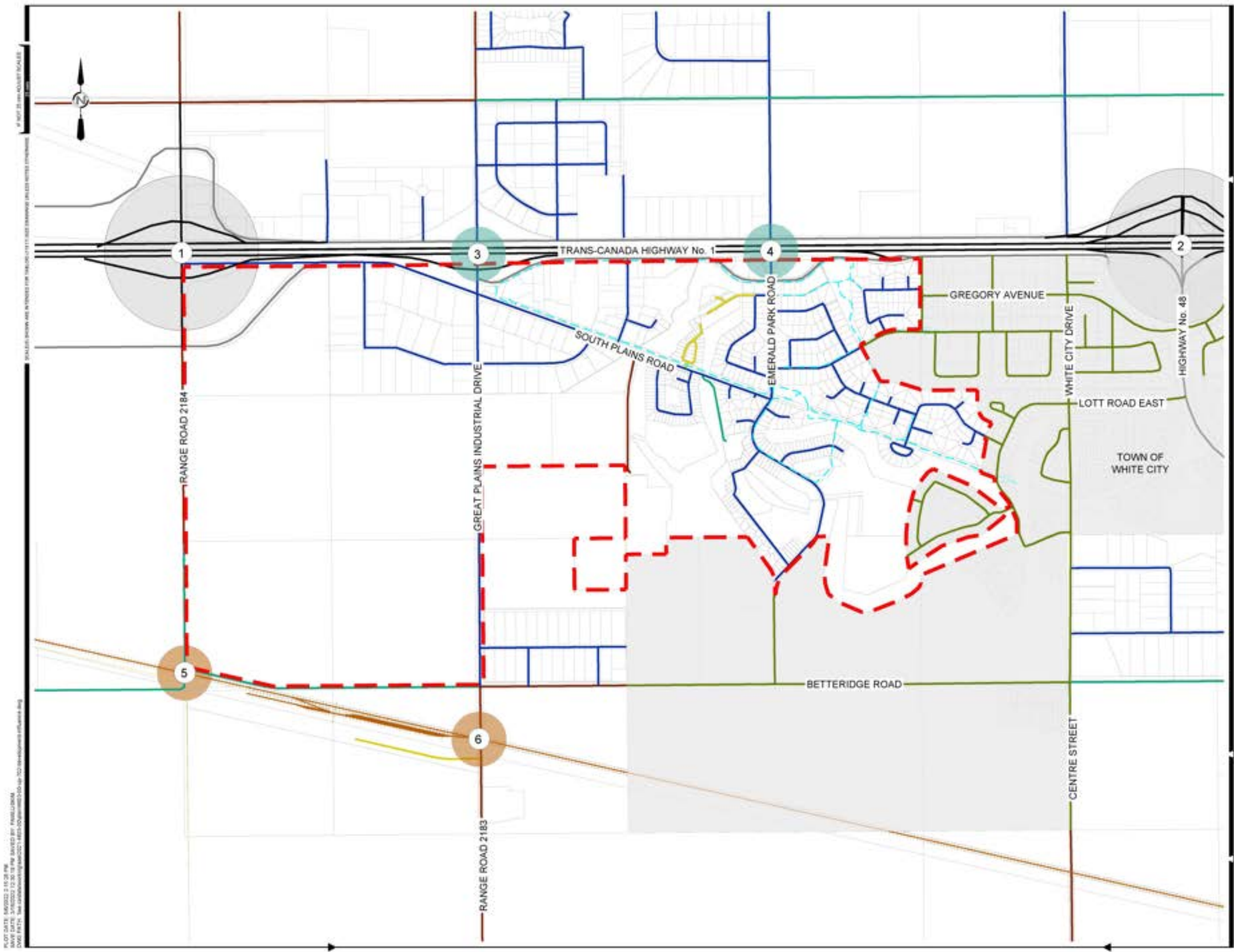
- SECTOR PLAN AREA
- PROVINCIAL HIGHWAY
- PROVINCIAL SERVICE ROAD
- MUNICIPAL PAVED ROAD
- MUNICIPAL GRAVEL ROAD
- MUNICIPAL DIRT ROAD
- PRIVATE SUBDIVISION ROAD
- WHITE CITY ROAD
- WALKING PATHS
- CN RAIL LINE
- HIGHWAY INTERCHANGE - 427 m CONTROL RADIUS
- HIGHWAY INTERSECTION - RIGHT-IN/RIGHT-OUT
- RAIL LINE CROSSING

FIGURE 3-5

RM OF EDENWOLD No. 158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
EXISTING TRANSPORTATION

AE PROJECT No.	20214603-00
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 SCALE: 1:1000
 PROJECT: RM of Edenwold No. 158
 DRAWING: EMERALD PARK SECTOR PLAN
 REVISION: 0

3.5 Utilities

Water Supply

Two groundwater wells northwest of Emerald Park provide the RM's raw water supply. This water is treated at a water treatment plant located on Percival Drive. The RM has a water reservoir north of Highway No. 1 that provides additional capacity to the system. Much of the existing developed land in Emerald Park is serviced by full pressure water from this network. Flow available for fire protection is limited by the pressure and flow produced at the water treatment plant and restricted by water-main sizing. While there are hydrants throughout many areas of Emerald Park, development must assess their fire protection requirements to determine if private fire suppression systems are required.

The RM's water treatment plant has a present capacity of 36.6 Lps with the ability to add a second filter in the future. This second filter will increase capacity to 73.2 Lps. The 2015 Waterworks System Assessment indicates that the two wells can serve approximately 815 lots, and projects that an increase to the capacity of the water supply main will be required by 2025.

The existing water distribution is illustrated in **Figure 3-6**.

Sanitary Sewer

A regional system constructed in partnership between the RM and the Town of White City provides wastewater treatment in Emerald Park. The WCRM158 Wastewater Management Authority is responsible for operating the treatment plant, two major sewer mains, and two lift stations. The RM owns and maintains the remaining network of sewer mains and related infrastructure within its jurisdiction. The WCRM158 Authority's treatment facility and lagoons are located southeast of the plan area. The sewer main network throughout Emerald Park serves all residential properties and a limited number of commercial and industrial properties. All commercial and industrial properties north of South Plains Road are fully serviced.

The existing wastewater facilities will require expansion to facilitate additional development in Emerald Park. A multi-phased sewer system upgrade is in progress that increased capacity to accommodate the current population in 2021 and will accommodate a population of 8,000 by the end of 2022, with the final upgrades anticipated to be able to service a population of 15,000 in 2023.

The existing sanitary sewer distribution is illustrated in **Figure 3-7**.

Stormwater Management

All drainage within Emerald Park occurs overland. The Aspen Links North Ponds, Aspen Link South Ponds, Woods Crescent Ponds, and former lagoons are part of Emerald Park's current stormwater drainage system. This system outlets to Chuka Creek via the NW Arm and East Arm. The west portion of the Emerald Park Business District drains west to Pilot Butte Creek through the Industrial Drive drainage channel within the road right-of-way.

Power

A SaskPower overhead 138kV transmission line extends across the plan area from southwest to northeast. This corridor is protected by a 30 m easement that restricts development. The easement states that no ground disturbance can occur within 10 m of any SaskPower structures, including poles, anchors, and guy wires, and that SaskPower must always have clear access to each structure. The final design elevation of any proposed road crossings will require verification by SaskPower to confirm that clearance requirements are met.

Communications

SaskTel operates a fibre optic network within Emerald Park. In 2020, SaskTel installed a dedicated 144 fibre optic cable along Great Plains Industrial Drive to service the Prairie View Business Park. This cable has sufficient capacity to serve future development within the plan area.

Pipelines

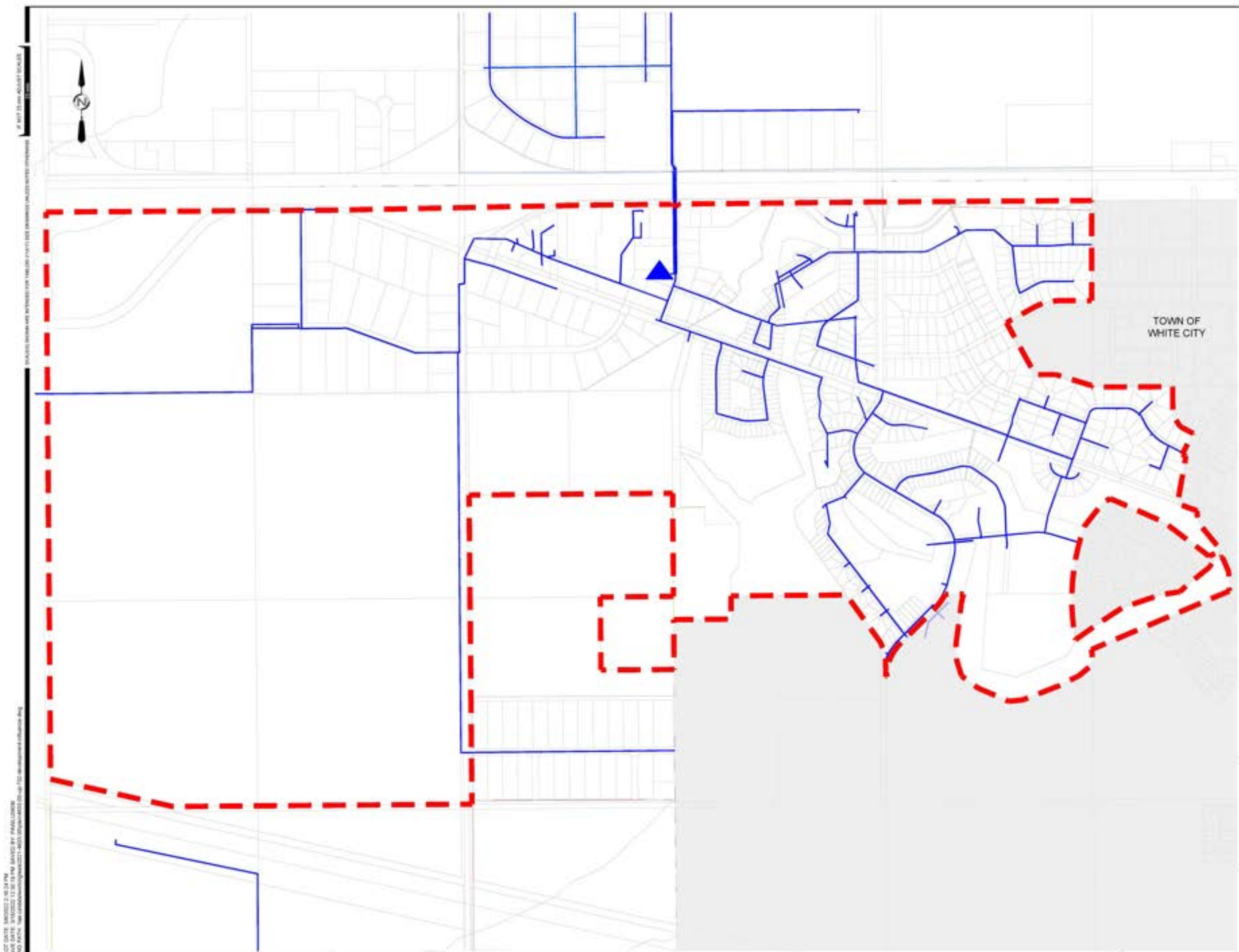
Emerald Park is supplied with natural gas by an 8-inch TransGas transmission pipeline and a 2-inch lateral transmission pipeline. The 2-inch pipeline transitions to a lower pressure SaskEnergy distribution network at the Town Border Station located on Great Plains Road. The right-of-way width of the TransGas pipeline is 16 m. No ground disturbance, pits, wells, foundations, pavement or buildings, or other structures are permitted on, over, under, or through the right-of-way. Proposed roadway crossings require assessment and approval from TransGas.

An 18 m Enbridge transmission pipeline right-of-way containing five crude oil and liquids pipelines extends through the plan area from the northwest to southeast. These lines transport commodities between Edmonton and Superior, Wisconsin. The pipeline is located along the north side of South Plains Road and contains a pedestrian pathway connecting Emerald Park to White City. The right-of-way is located within the existing developed area and has minimal influence on undeveloped lands.

The existing shallow utilities are illustrated in **Figure 3-8**.

Plan Influences:

- The current constructed capacity of the RM's water and wastewater system will influence the location, timing, and amount of new development that Emerald Park can support.
- New stormwater management facilities will need to be constructed to support additional development.
- Existing utility corridors represent a constraint to building development. These corridors may offer opportunities for pathways and other passive outdoor uses and provide a physical barrier to support a transition between land uses.



- LEGEND**
- SECTOR PLAN AREA
 - WATER LINE
 - WATER TREATMENT PLANT

FIGURE 3-6

RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
EXISTING WATER DISTRIBUTION

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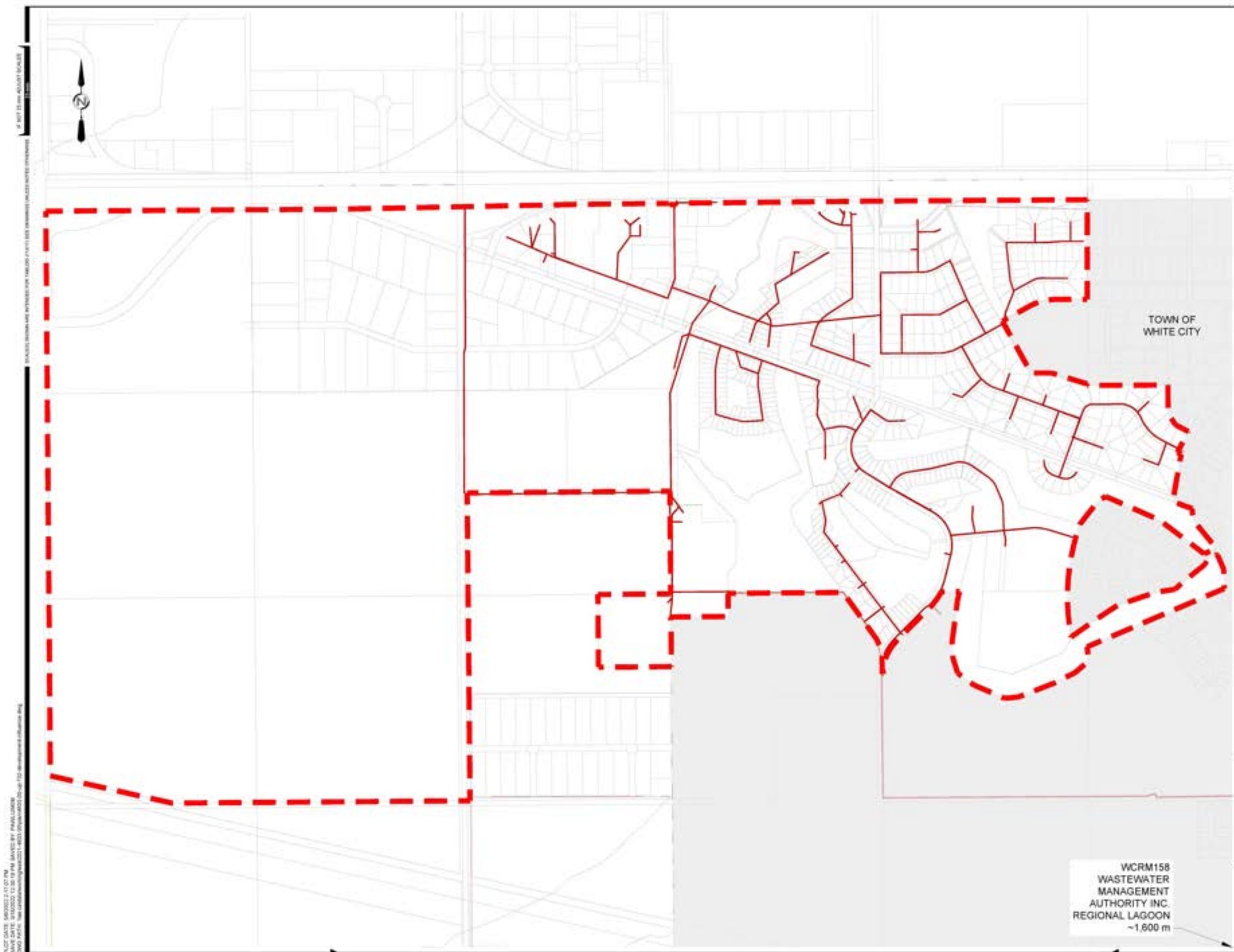


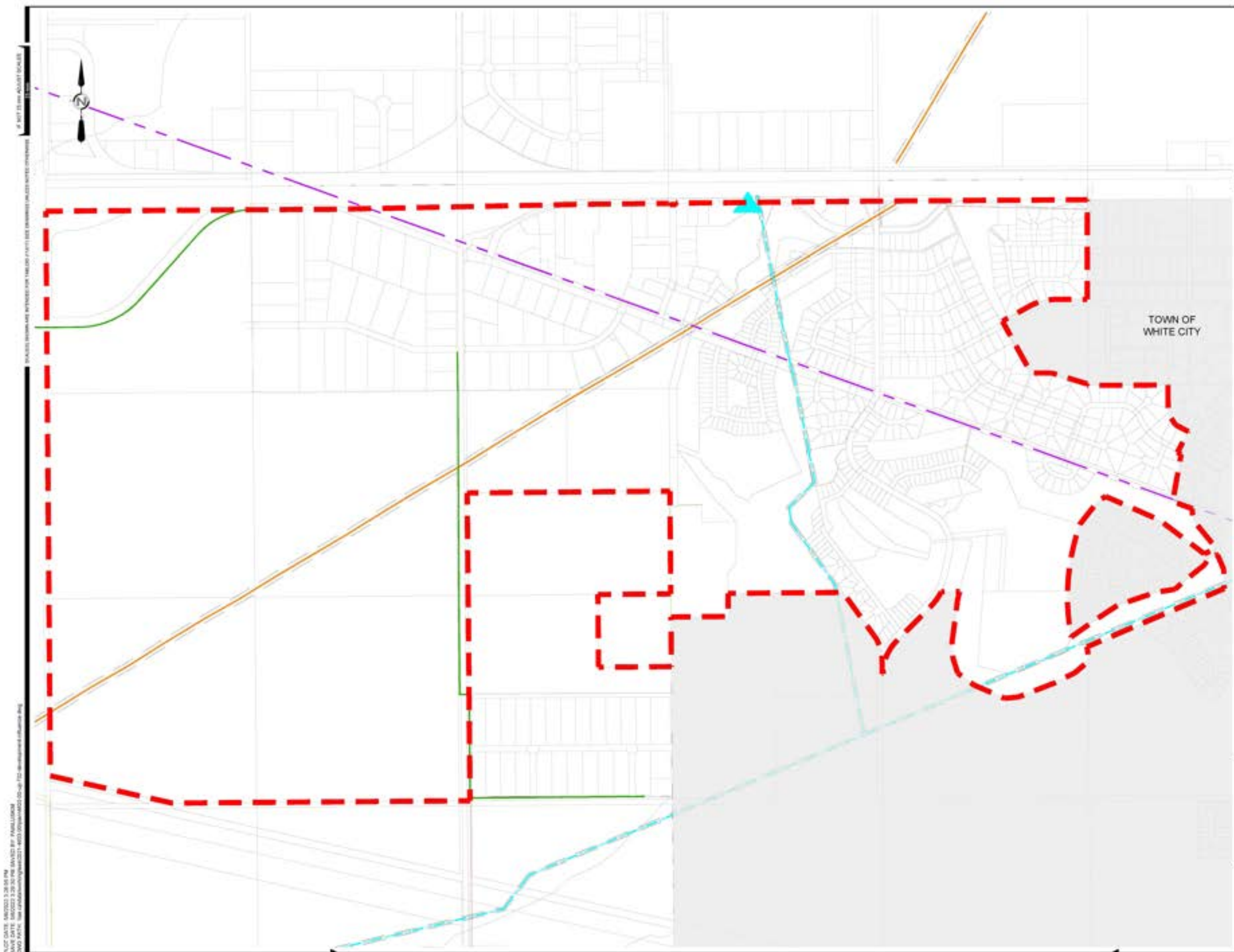
FIGURE 3-7

RM OF EDENWOLD No. 158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN

EXISTING SANITARY SEWER SYSTEM

AE PROJECT No.	20214603-00
SCALE	NTS
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RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING PLAN EXISTING SHALLOW UTILITIES

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Consultation with stakeholders ensures that the plan considers the broadest perspective possible. During the planning process, numerous stakeholders were engaged to gather anecdotal information to supplement published studies and data. These initial engagements contributed to establishing the plan context and helped to inform the plan objectives. Following the preparation of the plan, a second round of engagement occurred to obtain public feedback on the plan's direction and to determine the revisions required before formal adoption.

4.1 Initial Stakeholder Engagement

The following consultations occurred at the outset of the project:

- Emerald Park residents, business owners, and employees had an opportunity to provide their perspectives on current needs within the community and priorities for future development through online surveys.
- Owners of undeveloped land within and adjacent to the plan area participated in telephone interviews to determine future development plans and explore the perceived opportunities and constraints for development.
- Neighbouring municipalities and Indigenous communities were invited to discuss how their development plans and the expansion of Emerald Park may influence one another.
- Telephone interviews were conducted with community service providers, including police, fire, ambulance, and the school division, to determine the extent of their geographic service area and to confirm the general capacity of these services to serve additional development in the plan area.
- Transportation and utility providers were consulted through email correspondence and follow-up telephone interviews. These discussions addressed their capacity to support development, constraints to development from a servicing capacity perspective, and the anticipated consultation process that would apply to future subdivision and development permit applications.

Summary of Engagement:

- There is support for maintaining the general land use distribution as represented on the RM's Future Land Use Map.
- For areas of Emerald Park designated as mixed-use commercial/industrial, there is limited support for the expansion of industrial development. Respondents indicated that the RM should focus on expanding commercial development and direct new industrial development to other areas of the RM.
- Future land use and development should consider existing land uses and be designed to maximize compatibility.
- Emerald Park is under-served in the amount of attainable housing available for first-time homeowners and housing that meets the needs of singles or retirees looking to downsize. Most owners of undeveloped land, business owners, and employees felt that housing affordability is the primary issue contributing to this condition; however, the response from residents was not as strong on this issue.
- Current sewer capacity limits development potential in the area.
- Some respondents expressed concerns with current drainage.
- New development is expected to be fully serviced with municipal water and sewer infrastructure.

- Incorporating pedestrian amenities in new developments is important to improve accessibility and public safety. New development should have standard roadway cross-sections that include multi-use paths.
- The business community prioritized the need for transportation options for commuters. The RM should continue supporting ride-share programs and ensure that new higher-density developments and employment areas along major roadway corridors are designed to accommodate future public transit.
- Residents and businesses value efficient access to the provincial highway system that can accommodate additional traffic volumes from new development.
- New roadways should be designed to provide efficient connections between adjacent areas.
- Policies addressing development in proximity to pipelines, as recommended by Enbridge, need to be incorporated into the plan.
- The RM should allocate land within the plan area for additional school sites with consideration of Prairie Valley School Division's site requirements.
- Current residents have a strong desire to see the expansion of recreational opportunities.
- Residents view Emerald Park and White City as one community. Creating a strong and cooperative relationship between the RM of Edenwold and the Town of White City is important.
- Maintaining the small-town feel and the high aesthetic quality of the community is important to existing residents and should be emphasized in the plan.

4.2 Public Open House

An open house was held at the RM of Edenwold office in Emerald Park on April 13th and 14th, 2022 to present the draft sector plan to the public for review and comment. Each afternoon, a series of display boards were available for come-and-go public viewing and a member of the RM Administration was available to answer questions. Each evening, Associated Engineering provided a formal presentation on the sector plan. Approximately 15 attendees participated in the event.

The presentation on April 14 was recorded and made available on the RM's Facebook page to accommodate those that could not attend the event. Following the open house, the draft sector plan report, display boards, presentation slides, and policy highlights handout were available on the RM of Edenwold website. Written comments on the draft plan were accepted until May 2, 2022. The detailed Record of Engagement is provided in [Appendix A](#).

Summary of Engagement:

- The plan was generally well-received by attendees.
- There was interest in how the survey was distributed, who was eligible and how the results influenced development considerations.
- Feedback indicated public apprehension towards higher/mixed density in the plan area.
- There is concern about potential increases in taxes as a result of quality-of-life upgrades.
- Concern was expressed with the large size of the community service area and its exclusive designation.
- The RM should build strong relationships with the Prairie Valley School Division as they are an important stakeholder.
- The SaskPower powerline running north-east to south-west is an important infrastructure consideration and can plan an important role in dictating transportation and development within the area.
- To effectively provide natural gas service for future development, SaskEnergy and TransGas recommend that the RM of Edenwold and Emerald Park include provisions for future utility corridors within the plan area.
- As the community grows, the RM must maintain strong ties with the Ministry of Highways and work to incorporate more roads into Emerald Park's jurisdiction.

Revisions were made to the sector plan and land use concept as a result of the feedback received. These revisions included:

- Reinforcing the RM's intention to encourage the diversification of housing forms in new neighbourhood development.
- Emphasizing the RM's desire to see new school development within the sector plan area.
- Defining how park and community service development relates to municipal reserve dedications at the subdivision stage of land development.
- Reducing the overall allocation of community service development in the sector plan area to bring it into closer alignment with the anticipated facility needs and projected municipal reserve dedications.

- Adding an additional collector road extending west of Great Plains Industrial Drive to provide a suitable road connection to the central community service parcel.
- Reinforcing the RM's intention to define a utility corridor to facilitate efficient servicing of infrastructure following an adequate public consultation process.

Development Objectives and Strategies



This sector plan builds on the general direction provided by the OCP by defining the RM's intentions for development within the Emerald Park growth area. The following development objectives and strategies were prepared in response to the existing physical characteristics of the area and the key issues, constraints, and opportunities identified during the planning process.

5.1 Responsible Growth

Emerald Park is a vibrant community that manages growth responsibly by balancing the needs of the community, today and into the future. Responsible growth strategies consider the highest and best use of land and the equitable allocation of resources. This allocation includes the full lifecycle costs of providing and maintaining infrastructure and community services.

Strategies:

- Prioritize growth in developed areas with existing servicing capacity through infill, intensification, and redevelopment.
- Encourage compact forms of development at densities that ensure full cost recovery of municipal service extensions and the maintenance of existing municipal infrastructure.
- Promote contiguous development that follows the logical extension of municipal infrastructure.
- Avoid development on potentially hazardous lands.
- Ensure that new development optimizes compatibility with existing development or demonstrates an appropriate means of transitioning or buffering between potentially conflicting uses.
- Collaborate with neighbouring communities to maximize public investment and promote complementary development.
- Protect the public interest by establishing and applying consistent standards for different forms of development.
- Align the OCP's Future Land Use Map with the direction provided in the Emerald Park Sector Plan.
- Require the submission of concept plans and comprehensive development proposals that align with the direction presented in the Emerald Park Sector Plan to guide rezoning and subdivision.

5.2 Diversity of Development

Diversity in development supports healthy and livable communities. Emerald Park provides a high quality of life for residents through a range of housing choices, employment opportunities, safe and varied transportation options, and access to public spaces.

Strategies:

- Increase the accessibility of housing for all socio-economic groups by supporting a variety of housing forms.
- Expand local employment opportunities to reduce reliance on automobiles and support residents working locally.

- Promote redevelopment of South Plains Road as the heart of the Emerald Park Business District to increase opportunities for business, social gathering, and local economic development.
- Plan for a complete and healthy community with a contiguous trail network that connects open spaces, residential neighbourhoods, and businesses to encourage active transportation.
- Provide a mix of programmable and passive use park spaces to match the recreational needs of the whole community as outlined in the Parks and Recreation Master Plan.
- Promote Emerald Park as the institutional centre of the RM of Edenwold.

5.3 Economic Growth and Diversification

A strong local economy encourages and supports a range of industry sectors and increases long-term economic resilience. Through a diversified economy, Emerald Park seeks to support a stable business environment and healthy labour market.

Strategies:

- Encourage responsible economic diversification and the expansion of existing businesses.
- Support commercial and industrial expansion by identifying appropriate locations for development and ensuring an adequate supply of serviced land.
- Support the expansion of the local labour force by encouraging a range of housing options.
- Provide transparent and predictable approval processes to reduce unnecessary roadblocks to development.
- Utilize economic development incentives and programs to encourage growth.

5.4 Sensitive Growth

New development in Emerald Park must be sensitive to existing built and natural conditions in the area.

Strategies:

- Protect and preserve significant natural and environmentally sensitive areas, including wetlands, habitats, and aquifers from incompatible development.
- Protect cultural and heritage resources.
- Avoid development on potentially hazardous lands.
- Encourage resilient and sustainable development and servicing approaches that support energy efficiency, alternative energy sources, waste reduction, and innovative construction practices.
- Consider existing development when evaluating new development proposals to ensure positive integration and, where appropriate, utilize tools including natural and built buffers, transitional forms of development, and separation distances to mitigate potential conflict.

5.5 High-Quality Built Environment

A high-quality built environment generates interest and attracts community investment, businesses, residents, and visitors. Emerald Park prioritizes high-quality, visually appealing development that creates a distinct sense of place by conserving and integrating the natural environment within the built form.

Strategies:

- Establish and apply standards for different forms of development to create dynamic and attractive areas.
- Promote the heart of the business district as a social and community destination that supports interaction and congregation.
- Support innovative construction and development practices.
- Conserve and integrate natural features and vegetation into new development.
- Consider the potential for parks and open spaces to fulfill both recreational and stormwater management functions.
- Complement the character and appearance of Emerald Park through high-quality design that preserves and enhances the existing landscape and natural environment, recognizes and blends with the immediate surroundings and vistas, supports the efficient use of land, and encourages the provision of accessible public spaces.

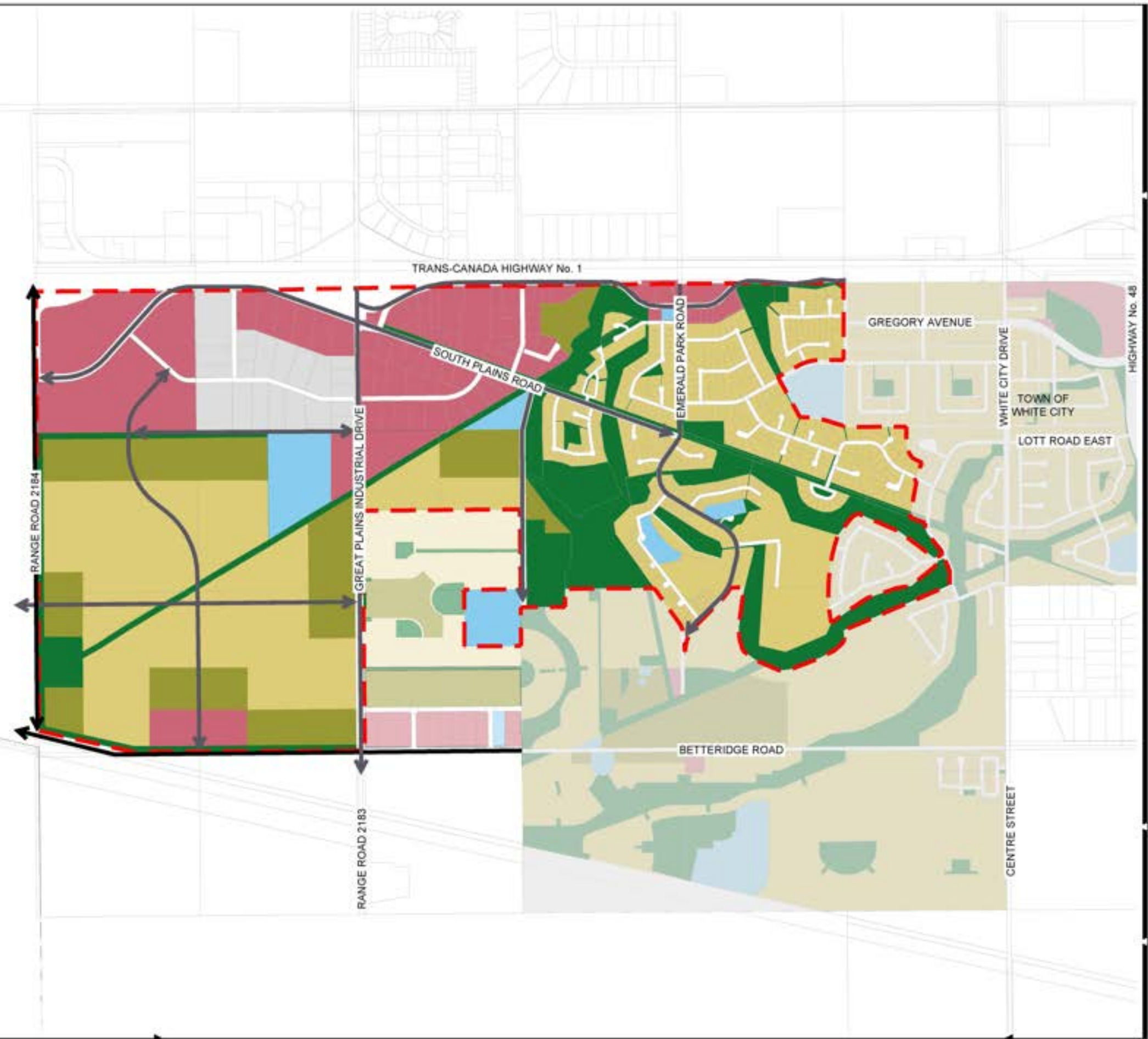
Land Use Concept



This plan envisions Emerald Park as a community with a full range of services and amenities that meet the daily needs of residents. High-quality neighbourhoods are designed to be walkable and well connected to the greater community. The variety and mix of housing options provide choices for residents while safely and comfortably accommodating people of all ages. The Emerald Park Business District is attractive to businesses and employees while providing a variety of services necessary to support the needs of local and regional populations. There is a distinct business heart that is pedestrian-friendly, encourages social interaction, and reinforces community. Parks and open spaces are integrated throughout the community that create places for passive and active recreation, and community gathering. Recreational amenities and community services serve the region and complement those offered in neighbouring communities. The transportation network is safe and efficient and accommodates all mobility preferences. There is a strong sense of local character in Emerald Park that creates a sense of home for residents and is evident to visitors.

Figure 6-1 illustrates the future land use concept for the plan area.

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LEGEND

- SECTOR PLAN AREA
- SINGLE FAMILY RESIDENTIAL
- MIXED DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PARKS AND RECREATION
- COMMUNITY SERVICE
- ARTERIAL ROAD
- COLLECTOR ROAD

FIGURE 6-1
RM OF EDENWOLD No. 158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
LAND USE CONCEPT

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Land Use Policies

7



Building on the objectives and strategies for development, the following policies have been established to guide future, more detailed site planning and development permit applications. All development within the plan area must occur following the policies of the OCP and this sector plan.

7.1 General

The following policies apply to all development within the Emerald Park Sector Plan:

1. The location of land uses shall be consistent with **Figure 6-1 Land Use Concept**.
2. Development shall support the future land use and servicing continuity of adjacent properties.

7.2 Residential

The sector plan builds on the RM's OCP priority to accommodate a variety of housing forms while acknowledging the community's large lot, single-family residential development pattern. Residential development in Emerald Park will continue to be primarily single-family homes, however, future residential development will be encouraged to incorporate a broader range of housing types and lot sizes. Promoting a mix of housing creates balanced neighbourhoods that can accommodate a range of ages, incomes, and lifestyles and allow residents to age in place.

Figure 6-1 illustrates two residential classifications. Single Family Residential areas are intended to support the continuation of the community's current housing pattern by focusing on accommodating primarily single-detached housing with some variability in lot sizes. Mixed Density Residential areas will provide for a broader range of housing types and lot sizes. Mixed density areas will accommodate single-detached housing as well as semi-detached, townhouse/rowhouse, duplex, triplex, and fourplex housing, low-rise apartment buildings, and residential care homes. The proportion and variety of housing will be determined at the concept plan stage.

Mixed Density Residential areas are situated close to employment areas, community services, and park space. These areas focus on creating affordable and attainable housing to support the labour needs of businesses. The highest density residential developments will be strategically located close to employment areas and along key transportation routes. This designation will enable the community to expand and provide more opportunities to live, work, and play in Emerald Park. Higher density development also supports a compact form of development that makes efficient use of developable land and public investments in municipal infrastructure.

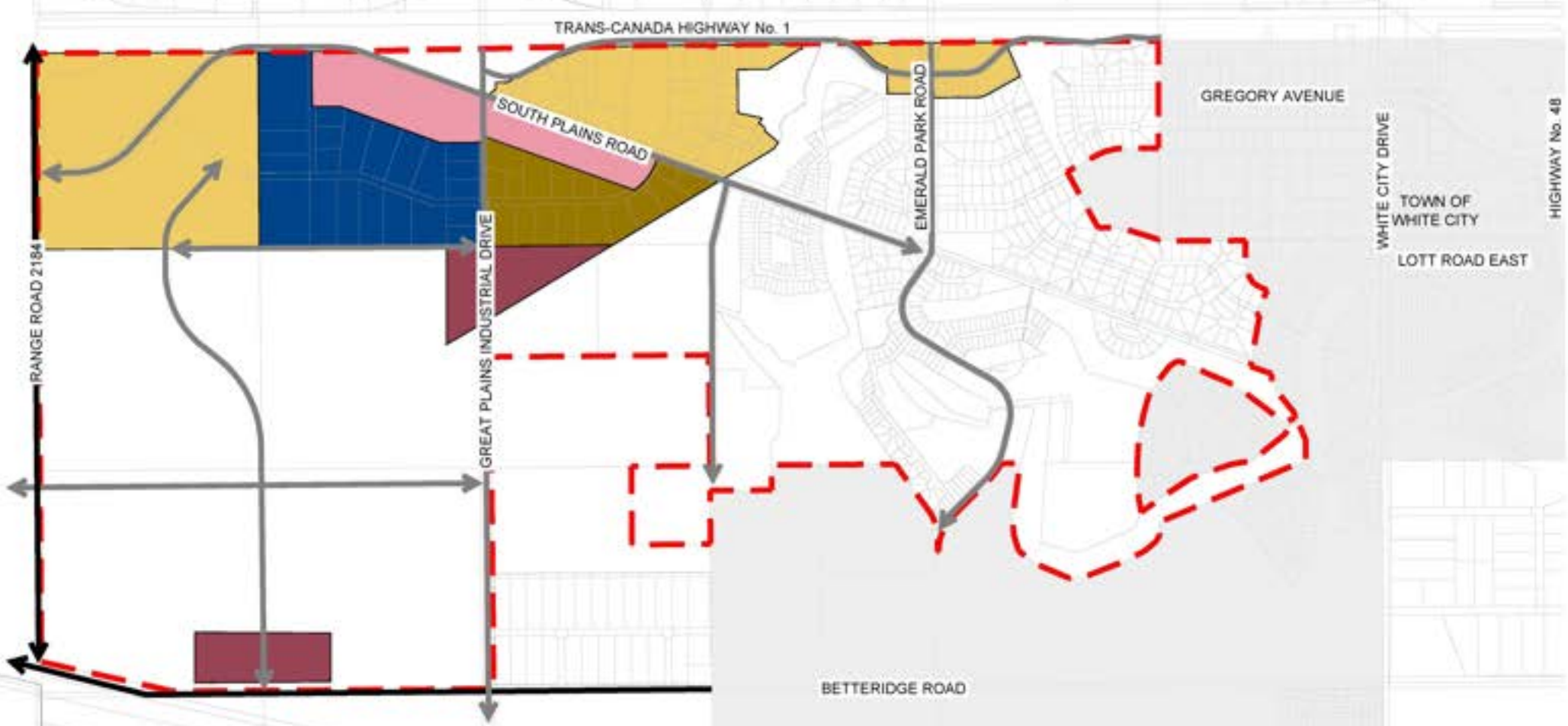
In addition to the policies in the OCP, the following policies direct residential growth in the Emerald Park Sector Plan:

1. A range of housing types shall be provided in new residential developments to address the diverse needs of all ages, incomes, and social groups and to create a more inclusive and affordable community.
2. Secondary suites and garage suites shall be supported in areas close to parks, open spaces, and along primary transportation routes.
3. Higher density residential developments shall:
 - a. Locate along or near primary transportation routes;
 - b. Locate near employment areas to reduce the dependency on private vehicles;
 - c. Locate near public parks and the community trail network;
 - d. Provide common amenity areas such as playgrounds and community gardens where feasible;
 - e. Be designed to complement the character of adjacent developments; and,
 - f. Have varied architectural detailing that breaks up the massing and size of large buildings.
4. An appropriate land use transition between varying residential densities shall be provided. Transitional lands will moderate the use, height, and density between single-detached housing and higher-density developments.
5. Housing in Single Family Residential areas adjacent to arterial roadways shall be oriented toward local streets.
6. Roadways in residential areas shall follow the RM's adopted design standards and development manual, including road pavement and a continuous network of walkways and trails.
7. New development shall incorporate high-quality landscape design, including street trees, boulevard landscaping, and the integration of natural vegetation where appropriate. Landscaping shall form part of the development agreement between the RM and developer as regulated in the RM's adopted design standards and development manual.
8. Residential development will occur in a phased manner to align with the logical extension of municipal services.

7.3 Business Districts, Commercial and Industrial Lands

Emerald Park is a business hub for the region and provides a range of employment opportunities through commercial and industrial uses. Demand for commercial development in Emerald Park has increased over time and continues to evolve as the east portion of South Plains Road is re-developed from predominantly industrial development to a commercial focus. The plan area includes five distinct policy areas, as shown in [Figure 7-1](#), to acknowledge the unique aspects of development and the function of each area relative to the broader community.

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- LEGEND**
- SECTOR PLAN AREA
 - HIGHWAY COMMERCIAL
 - CENTRAL BUSINESS COMMERCIAL
 - MIXED COMMERCIAL
 - NEIGHBOURHOOD COMMERCIAL
 - INDUSTRIAL
 - ARTERIAL ROAD
 - COLLECTOR ROAD

FIGURE 7-1
RM OF EDENWOLD No. 158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
BUSINESS DISTRICT POLICY AREAS

AE PROJECT No.	20214603-00
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7.3.1 Highway Commercial Policy Area

With high visibility and large traffic volumes along Highway No. 1, the Highway Commercial Policy Areas are optimal for meeting the retail and service needs of the travelling public, and the commercial and employment needs of local and regional residents. Development in these areas will support vehicle-oriented uses and may include businesses with extended hours of operations.

These areas will host a mix of commercial and light industrial businesses, including retail, professional services, gas bars, service stations, agricultural sales and service, accommodations, restaurants, and other similar uses. Site activities in this area will be predominantly indoors with limited outdoor storage of unfinished goods.

Due to the prominent location, developments in Highway Commercial areas will be visually appealing with high-quality landscaping and architecture to present a positive image for the community from the highway. Businesses with direct exposure to Highway No. 1 will be prohibited from storing unfinished goods in the front yard. Businesses backing onto residential or park space will limit outdoor storage and noise-producing activities, and provide visual screening from adjacent sites. Businesses adjacent to a designated parkway shall incorporate built and/or natural visual screens along the common property boundary.

The following policies will guide development in the Highway Commercial Policy Area:

1. Businesses with frontages oriented toward Highway No. 1 shall include site landscaping treatments intended to enhance the area's visual appearance and consider the needs of visitors year-round.
2. Outdoor storage of unfinished goods or materials for businesses fronting Highway No. 1 shall not be permitted in the front yard of the property.
3. Uses that involve outdoor processing or manufacturing shall be discouraged.
4. Activities that produce smoke, dust or ash, odour, toxic gas, glare or heat, or other similar nuisances shall be prohibited.
5. Loading and outside storage areas should not be directly visible from adjacent residential, community service, or parks and recreation use. Highway Commercial developments shall be screened from adjacent uses using appropriate landscaping or fencing.

7.3.2 Central Business Commercial Policy Area

The Central Business Commercial Policy Area lies along the south side of South Plains Road and will act as the primary commercial destination in the community serving local and regional populations. Development within this corridor to the west of Great Plains Industrial Drive will provide for larger-scale, high-profile commercial businesses with a regional focus. Development to the east of Great Plains Industrial Drive is planned to transition to smaller-scale commercial businesses intended to serve residents, and support community gathering and social interaction. Development in the Central Business Commercial area will include a variety of predominantly commercial activities, including retail, professional, community and personal services, entertainment, and other similar uses.

Sites within the corridor will be designed to support the safe and efficient movement of both vehicular and non-vehicular traffic. As redevelopment occurs within this corridor, consideration should be made to add pedestrian crossings along South Plains Road to provide a functional link between the multi-purpose trail located along the north side of the roadway to the commercial businesses situated within the corridor.

The corridor is envisioned to represent an image of vitality providing a visually appealing built form that will attract people to the area and encourage them to stay. This can be accomplished through the construction of site and streetscaping enhancements. Consideration should be made to create a common theme along the corridor to distinguish the area from other commercial districts by introducing a common standard for tree planting and streetscape landscaping and promoting uniform sign designs along the roadway. Other ways to create a sense of place and generate interest for this area could include the construction of entryway signage at either end of the corridor, and working with local artisans to create and display public art within public and private lands.

The following policies will guide development in the Central Business Commercial Policy Area:

1. All development applications within the Central Business Commercial area shall be accompanied by a comprehensive development proposal that demonstrates how the development of the site(s) aligns with the intention for development as represented in the applicable zoning district and the direction established in this sector plan.
2. Developments within this corridor will support a broad range of commercial and civic services, public amenities, and a mix of building formats, including multi-tenant and standalone businesses.
3. Developments should encourage the use of outdoor space through the development of outdoor seating, retail display space, or additional landscaping.
4. Consistent styles of street furniture and other landscaping treatments should be utilized within the corridor to reinforce a sense of place.
5. Site landscaping will enhance the visual appearance of the businesses in this corridor from the street, creating an inviting environment that caters to both vehicles and pedestrians year-round.
6. Pedestrian crossings will be constructed at regular intervals along South Plains Road providing a convenient link between businesses along the south side of the corridor and the existing multi-use trail.
7. Developments within the corridor shall integrate bicycle racks within parking or landscaped areas to support this method of access to businesses.
8. Large parking areas should be broken up with landscape islands and pedestrian walkways. Landscape islands should contain native and drought-tolerant plant species.
9. Signage within the corridor will share a common style and form to assist in creating a sense of place along the corridor.

7.3.3 Mixed Commercial Policy Area

The Mixed Commercial Policy Area will support a variety of light industrial and small- to large-scale commercial uses that serve the local community, including retail, building supplies, contractor offices, vehicle repair shops, and other similar uses. Site activities for developments in this area will be predominantly indoors with limited outdoor storage of unfinished goods. Businesses backing onto community service or park space will limit outdoor storage and noise-producing activities and provide visual screening from adjacent sites.

The following policies will guide development in the Mixed Commercial Policy Area:

1. Processing of raw or unfinished goods, manufacturing, or activities that generate significant noise shall be limited to indoor spaces.
2. Activities that produce smoke, dust or ash, odour, toxic gas, glare or heat, or other similar nuisances shall be prohibited.
3. Loading and outside storage areas should not be directly visible from adjacent residential, community service, or parks and recreation use. Mixed Commercial developments shall be screened from adjacent uses using appropriate landscaping or fencing.

7.3.4 Neighbourhood Commercial Policy Area

Neighbourhood Commercial areas act as a gateway for the residential policy area and as a local commercial node to primarily serve residential populations. Development in these nodes will be smaller in scale and intensity, acknowledging the capacities of the local street network and the need to positively integrate into a predominantly residential area. Businesses will be focused on meeting the needs of the surrounding residential area and may include smaller-scale retail and services such as pharmacies, convenience stores, medical offices, and other similar uses. Sites will be designed to be equally accessible by pedestrians and vehicles. Site designs will also include landscaping that promotes high visual quality and is sensitive to the residential nature of the surrounding area.

The following policies will guide development in Neighbourhood Commercial areas:

1. Loading and outside storage areas should not be directly visible from adjacent non-commercial uses.
2. Buildings should be orientated towards, and access shall be provided from, collector streets.
3. Buildings shall be a style and scale that is complementary to surrounding residential development.
4. Site landscaping should promote high visual quality year-round and provide a visual buffer from non-commercial uses.
5. Developments will prioritize safe and convenient pedestrian access and be connected to the multi-use trail network.
6. Developments shall integrate bicycle racks within parking or landscaped areas to support this method of access to businesses.

7.3.5 Industrial Policy Area

Existing development within the Industrial Policy Area serves the agriculture industry, industrial business, and manufacturing sectors. Businesses in this area include a mixture of light- and medium-intensity industrial uses involving the transport, storage, processing, manufacturing and assembly, and sale of raw and finished goods. These activities occur both indoors and outdoors.

Development within the Industrial area will transition towards light intensity industrial uses where manufacturing, processing, and assembly activities are predominantly indoors, and business activities have a low probability of generating nuisances that extend beyond the site boundaries.

The industrial area is strategically located near Highway No. 1, commercial development areas, and the community service area to minimize any potential negative residential impacts to residential areas.

The following policies will guide development within the Industrial Policy Area:

1. Uses in the Industrial Policy Area should consist of businesses where manufacturing, processing, and assembly activities are predominantly indoors, and business activities have a low probability of generating nuisances that extend beyond the site boundaries.
2. Site landscaping for industrial properties abutting non-industrial sites shall provide an internal buffer to minimize the impact of industrial activity on adjacent non-industrial properties.

7.4 Community Service, Parks and Recreation

Growth within Emerald Park will require the continued enhancement of existing community service facilities and the construction of new facilities designed to meet the needs of a diverse population. Emerald Park residents have a strong desire to see expanded recreational opportunities and there is a need for additional primary and secondary education facilities. **Figure 6-1** identifies key areas intended to support new community service and parks and recreation development, including educational institutions, community facilities, parks, and indoor and outdoor recreation facilities.

New community service areas are centrally located near local destinations, including the planned Central Business Commercial redevelopment corridor and the existing RM municipal office, dog park, and fire hall. A central location ensures that these facilities are accessible to both current and future residents using a variety of modes of transportation. The location also reinforces the intention of providing a centralized area to support community gathering and interaction. Although the specific uses for these areas have not been established, the designated area provides flexibility to accommodate a wide variety of facilities and uses to meet the diverse and ever-changing needs of the community over time. Development in this area may also include public park space supporting active and passive recreation and will act as a hub for the broader community walkway and trail network.

Larger-scale community parks and recreational areas that serve all Emerald Park residents are illustrated in **Figure 6-1**. This concept includes parks and trail connections throughout the plan area to ensure a walkable and connected community. The locations of smaller-scale local parks serving immediate neighbourhoods will be identified in the concept plan design.

Municipal reserve dedications under *The Planning and Development Act, 2007* are intended to provide land for public parks or recreation areas, school sites, natural areas or other public facilities. The municipal reserve dedication required at the time of subdivision is 10 percent of gross land area for residential land and 5 percent of gross land area for non-residential land. It is not always prudent or desirable to dedicate land within a given subdivision as it results in fragmented and small scale public spaces. This plan establishes several key locations for community parks and recreation and community service development which involve land designations that will likely exceed the municipal reserve dedication requirements of a single subdivision resulting in an over-dedication in these areas. To offset the costs incurred by the over-dedication, cash-in-lieu of land dedication may be collected by the RM to compensate impacted developers to ensure that each development equitably contributes to the provision of public open space within the plan area. It is expected that there will be sufficient development and its associated municipal reserve dedication generated within the sector plan area to provide for local parks and to fully support the provision of new community-scale public spaces.

Designated parkway corridors are located within and along residential areas adjacent to arterial roadways and commercial areas. Parkway will feature a multi-use path and attractive landscaping to connect residential neighbourhoods to community amenities and employment areas while also serving as a buffer between land uses. A central active transportation corridor along the SaskPower transmission line will link residential development to key destinations in the community. Park space within Emerald Park is situated in areas with existing wetlands and will seek to integrate stormwater management facilities into neighbourhood park design as an amenity.

Public spaces, parks, and trails will be well-designed and accessible. They will consider universal design standards, public safety, and year-round use. Design elements will minimize physical barriers, consider Crime Prevention Through Environmental Design principles, and incorporate cold climate strategies to increase comfort and accessibility throughout the year for people of all ages and mobility ranges.

Additional trail connections and smaller neighbourhood parks will be determined through concept plan design or comprehensive development proposals. Consideration should be given to the continuation of the trail network and connecting key destinations to higher-density residential development.

In addition to the policies in the OCP, the following policies will guide the development of community service and parks and recreation areas in Emerald Park:

1. Development of parks and recreation areas shall be consistent with the Parks and Recreation Master Plan.
2. The design of new public parks and open space areas should follow Crime Prevention through Environmental Design principles, support year-round use, and meet or exceed universal design standards.
3. Community parks should include larger-scale facilities and amenities intended to serve the passive and active recreational needs of the entire community.
4. Subdivision servicing fees and development levies will be used to fund the construction of community parks.
5. Local parks should be centralized within new residential developments, with their specific location determined through concept plan design.
6. Local parks should include smaller-scale facilities and amenities intended to serve the active and passive recreational needs of surrounding residents.
7. The construction of local parks shall be the sole responsibility of the developer.
8. Parkway corridors and multi-use trails may be located along major roadways, utility corridors, or as physical separation between potentially incompatible land uses.
9. Concept plans shall promote the continuation of the community trail network by connecting park spaces and key destinations.
10. Where feasible, new parks should serve a stormwater management function for the surrounding lands.
11. Where municipal reserve dedication is deemed unnecessary or undesirable for a given subdivision, the RM may require a cash-in-lieu payment be provided to assist with funding the consolidation of land needed to support community-scale public spaces in other areas of the community.

7.5 Environmental and Heritage Resources

The Emerald Park Sector Plan promotes environmental stewardship and the protection of key environmental and heritage resources, including the safeguarding of sensitive aquifers in the area, reducing negative impacts on the environment, avoiding development on potentially hazardous lands, and mitigating impacts on heritage resources as identified by the Heritage Conservation Branch.

Development in Emerald Park is encouraged to utilize sustainable development practices and servicing approaches that support enhanced energy efficiency, alternative energy sources, waste reduction, and innovative construction practices.

In addition to the policies in the OCP, the following environmental and heritage policies will guide development in Emerald Park:

1. In conjunction with a subdivision or development permit application on lands exhibiting potential for rare or endangered species, the developer shall conduct a wildlife habitat study to confirm their presence and define an appropriate mitigation strategy.
2. In conjunction with a subdivision or development permit application, developers shall submit a Phase I Environmental Site Assessment for all concept plans within the plan area.
3. In conjunction with a subdivision or development application on lands exhibiting potential heritage sensitivity, the developer shall engage the Heritage Conservation Branch to determine if a Heritage Resource Impact Assessment (HRIA) is required. Developers shall fulfill all requirements regarding an HRIA before development proceeds.

4. Where possible, development should incorporate renewable and recyclable materials.
5. Native vegetation on private and public lands should be encouraged to minimize environmental and economic costs.
6. Xeriscaping and other low-maintenance landscape materials are encouraged.

7.6 Transportation

Establishing an efficient transportation network is critical for the effective movement of people, goods, and services within Emerald Park. The municipality will implement an urban street hierarchy classifying roadways by the volume of traffic and their intended function within the plan area. This hierarchy prioritizes safe and efficient access to the provincial highway system, convenient access to the business district, and reducing unnecessary traffic in residential neighbourhoods. A network of proposed arterial and collector roadways is shown in **Figure 6-1**. The local road network will be determined through concept plan design.

Designated arterial roadways within the plan area include Range Road 2184, which provides direct access to Highway No. 1 via the Pilot Butte Access, and the extension of Betteridge Road from the Town of White City to Range Road 2184. Consideration is given to providing a direct route from Highway No. 1 to the agricultural industry business centre to the south for heavy truck traffic and to Betteridge Road. Collector roadways are intended to move traffic from local streets to arterial roadways. Designated collector roadways include Great Plains Road, South Plains Road, Emerald Park Road, Hutchence Road, Great Plains Industrial Drive, the proposed roadway extending south from Industrial Drive, the proposed roadway extending west from Great Plains Industrial Drive, and the proposed residential boulevard extending from Royal Park west to Range Road 2184. This framework provides for the logical extensions of existing roadways to provide efficient and direct access to the provincial highway system while creating several options for movement within the plan area. This hierarchy also supports the integration of future public transportation routes.

Developments within the plan area may require a Traffic Impact Assessment depending on their scale and timeline. These assessments will evaluate access and circulation, review future impacts on the existing road network, and identify roadway improvements necessary to minimize traffic impacts. Development that generates a demand for transportation routes to the south of the plan area may require upgrades to existing rail crossings to ensure public safety.

Development adjacent to the railway corridor is buffered by an arterial right-of-way and parkway corridor to minimize potential conflicts between uses. A Noise and Vibration Impact Study will be required for developments within 400 m of the railway corridor to support a layout and design that minimizes potential impacts on residents.

A safe and efficient active transportation network will support walking and cycling throughout Emerald Park. As the population increases, so does the demand for dedicated pedestrian facilities. Design standards for new developments will contain roadway cross-sections that include physically separated pathways. The designated parkways and multi-use trail network will extend throughout the plan area along major roadways, powerline, and pipeline corridors, and between residential and commercial development areas to provide both connections and a transition between land uses.

In addition to the policies in the OCP, the following policies will guide the development of the transportation network in Emerald Park:

1. The road network shall generally conform with the arterial and collector road network shown in **Figure 6-1 Land Use Concept**.
2. Concept plans shall consider complete street design practices in accordance with the RM's adopted design standards and development manual.

3. Road design and construction at the subdivision stage shall consider and accommodate the long term function and land requirements for roadways and intersections.
4. Required upgrades to existing road infrastructure, including widening and paving, shall occur as development takes place.
5. The use of shared approaches to provide access to properties is discouraged but may be considered by the RM in some cases.
6. A Noise and Vibration Impact Study shall be submitted in conjunction with all concept plans within 400 m of the railway corridor.
7. Physically separated multi-use trails shall be located adjacent to major transportation corridors.
8. Unless otherwise stated in a servicing agreement, the developer is solely responsible for expanding existing or constructing new infrastructure required to serve a development or subdivision.
9. Connectivity shall be incorporated through the street continuity and multiple points of access to support safe and convenient pedestrian, bicycle, and vehicular travel.

7.7 Infrastructure Servicing

The plan area includes existing residential development in the northeast and commercial and industrial development to the north that have varying degrees of infrastructure servicing. Development within the plan area will build upon the existing infrastructure and over the long term, will require upgrades to accommodate complete build-out.

The OCP confirms the RM's intention to identify one or more utility corridors within the municipality to facilitate efficient servicing of future infrastructure which may include the Emerald Park area. Careful consideration will be given to the location of any utility corridors within the plan area through adequate public consultation.

This plan provides general direction for the location of future infrastructure services. In addition to the policies in the OCP, the following policies will guide infrastructure servicing in Emerald Park:

General Servicing

1. All new development shall be serviced with municipal water, sanitary sewer, and stormwater systems, as well as power, natural gas, and telecommunications.
2. The specific location, capacity, and standard of services required to support subdivision and/or development shall be confirmed through the preparation of a concept plan and/or comprehensive development proposal.
3. New public infrastructure shall be designed by a qualified professional engineer licensed to practice in Saskatchewan and shall comply with current adopted municipal standards.

Potable Water

4. Water distribution should be in general accordance with **Figure 7-2 Proposed Water Distribution**.
5. Municipal water service connection to existing developments shall be determined through engagement with the landowners. The RM may utilize a local improvement levy to fund repayment of the service connection.

Sanitary Sewer

6. Sanitary sewer distribution should be in general accordance with **Figure 7-3 Proposed Sanitary Sewer System**.

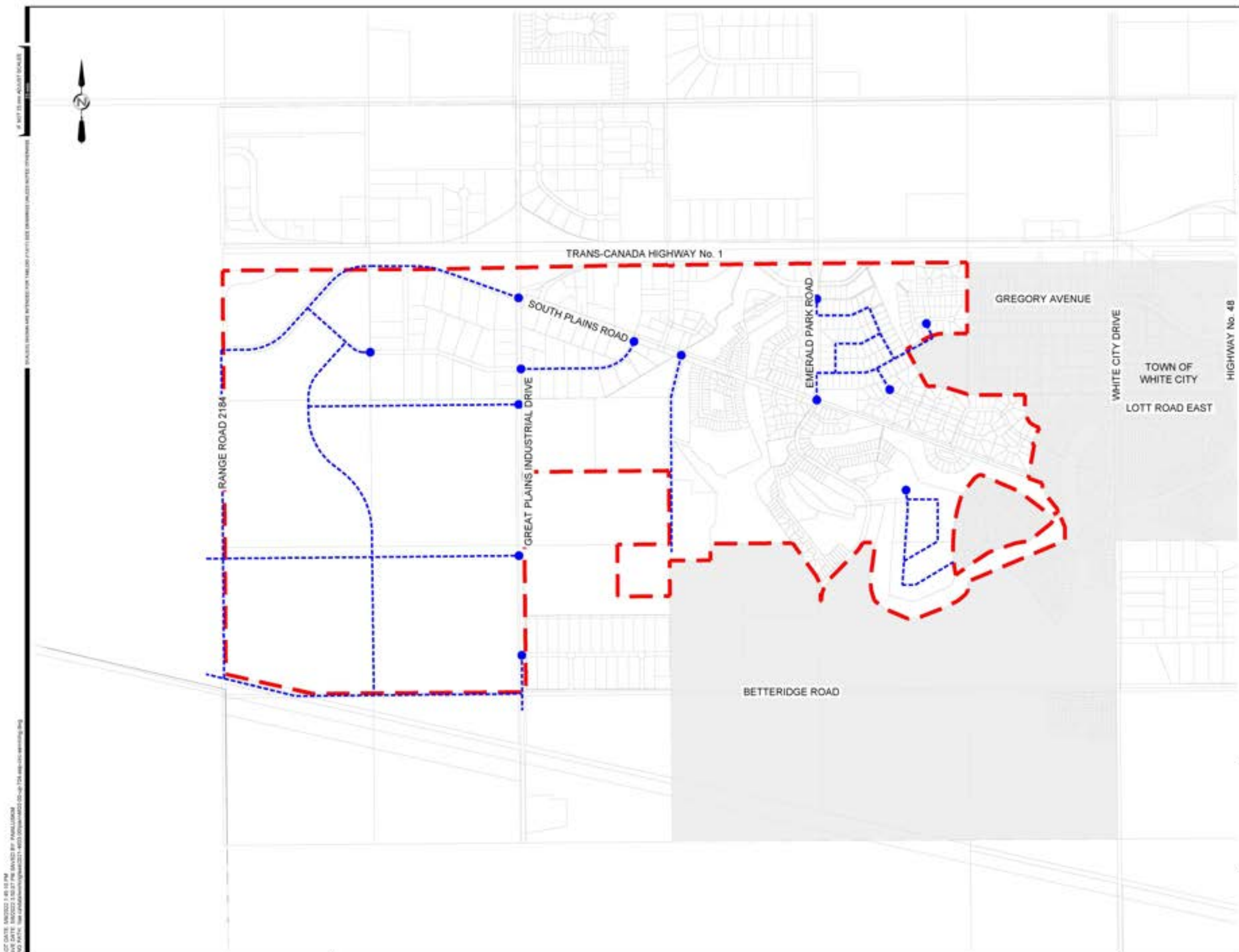
7. Municipal sanitary sewer service connection to existing developments shall be determined through engagement with the landowners. The RM may utilize a local improvement levy to fund repayment of the service connection.

Stormwater Management

8. New development shall be designed to provide a major overland stormwater management system designed to handle runoff generated in a 1:100 year, 24-hour storm event. The major drainage system is comprised of overland flow routes along roadways, ditches, swales, storm channels, stormwater management facilities (SWMFs), and outfalls into existing watercourses. SWMFs shall be sized to provide storage for a 1:100 year, 24-hour storm event based on a release rate no greater than the pre-development runoff rate. The design of new stormwater management systems shall be in accordance with the design guidelines outlined in the Water Security Agency *Stormwater Guidelines*, EPB 322.
9. The locations of stormwater management facilities (SWMFs) should be in general accordance with **Figure 7-4 Proposed Stormwater Plan** and, where applicable, need to accommodate for future development as projected by this plan. Additional SWMFs may also be required to improve service to existing developments. This includes a new SWMF within the planned commercial corridor along Industrial Drive and South Plains Road and a new SWMF within the community service area planned on the east side of Hutchence Road in the location of the decommissioned lagoons.
10. The stormwater management system shall be prepared in consultation with the railway company and consider the downstream impacts on the rail corridor to mitigate erosion and culvert capacity issues.

Pipelines

11. When a concept plan, subdivision application, or development permit application is proposed that involves land within 200 m of a pipeline, the submission shall be referred to the pipeline company for review and input.
12. All development within 30 m of or crossing of a pipeline shall require written consent from the pipeline company and is the responsibility of the applicant to obtain prior to development approval.
13. Permanent or temporary structures shall not be installed anywhere on the pipeline right-of-way and should be placed at an appropriate distance to provide space for maintenance and access purposes.



- LEGEND**
- SECTOR PLAN AREA
 - POTENTIAL WATER MAIN
 - POTENTIAL WATER TIE-IN

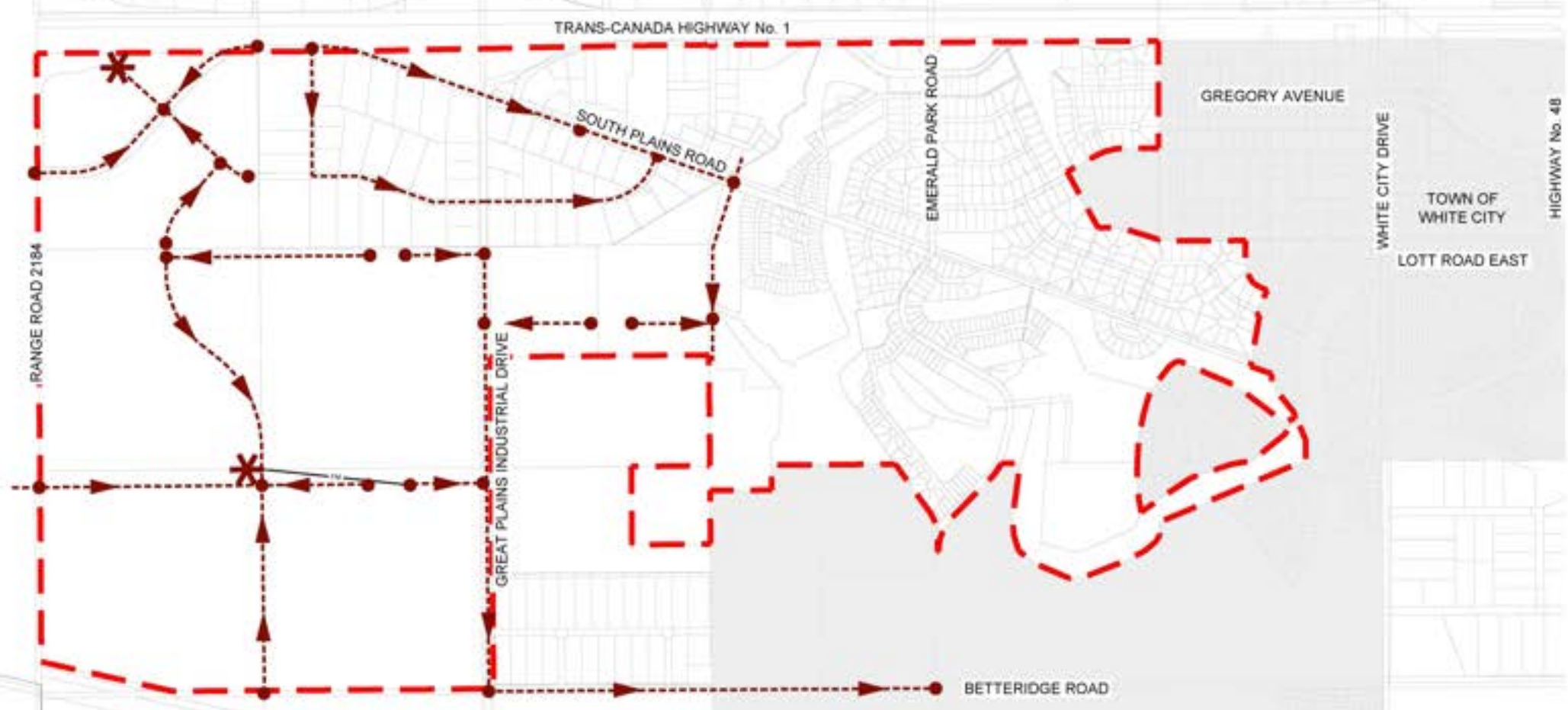
FIGURE 7-2

RM OF EDENWOLD No. 158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
PROPOSED WATER DISTRIBUTION

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- LEGEND**
- SECTOR PLAN AREA
 - POTENTIAL SANITARY SEWER TRUNK
 - POTENTIAL SANITARY SEWER FORCEMAIN
 - POTENTIAL LIFT STATION
 - POTENTIAL FLOW DIRECTION
 - POTENTIAL MANHOLE

FIGURE 7-3
RM OF EDENWOLD No. 158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
PROPOSED SANITARY SEWER SYSTEM

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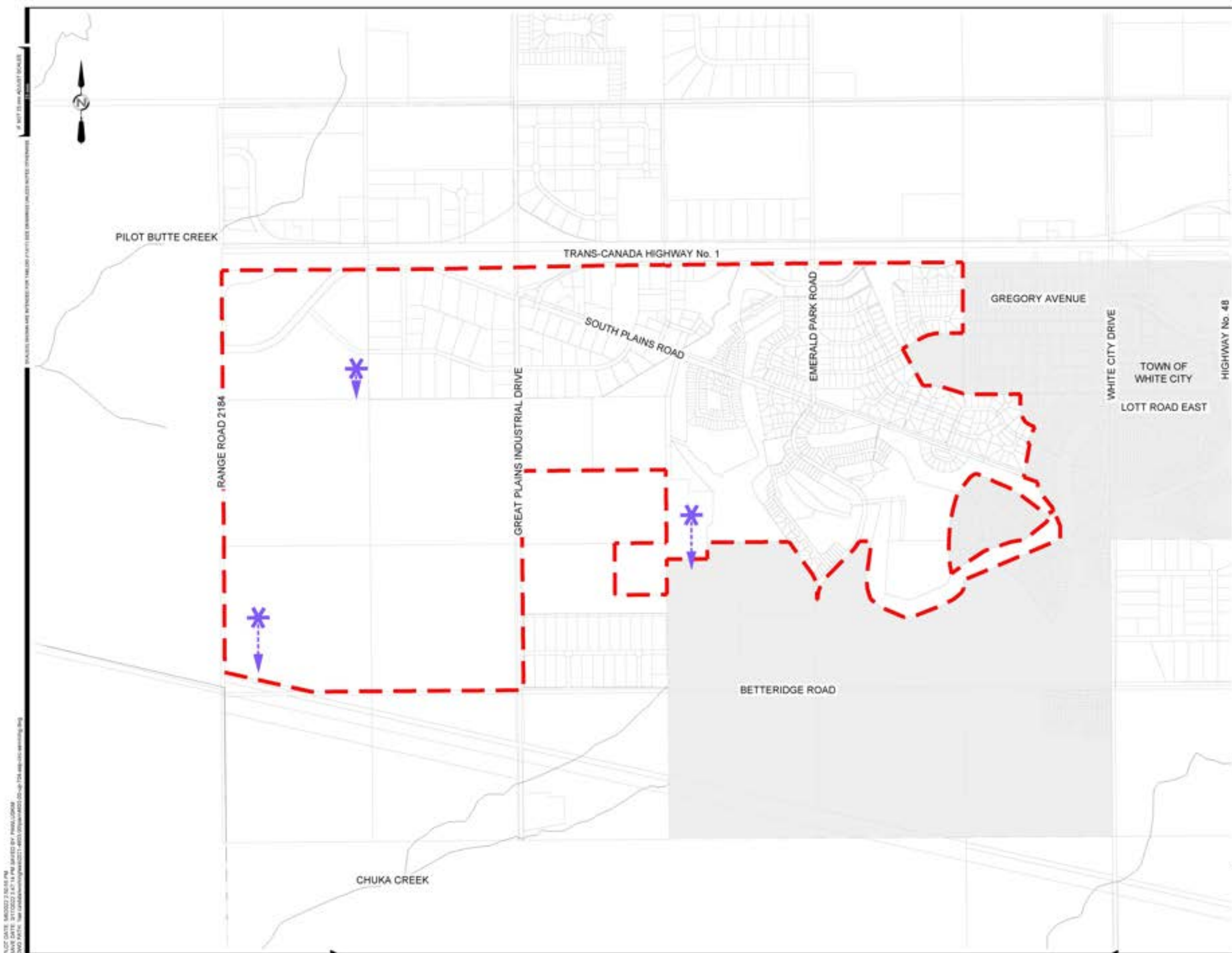
-  SECTOR PLAN AREA
 POTENTIAL STORMWATER FACILITY
 POTENTIAL STORM OUTFALL TO EXISTING DRAINAGE COURSE

FIGURE 7-4

RM OF EDENWOLD No.158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
PROPOSED STORMWATER PLAN

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Plan Implementation

8



8.1 Concept Plans and Comprehensive Development Proposals

A developer is required to submit a concept plan and comprehensive development proposal in advance of rezoning and/or subdivision to provide detailed information on the development vision, intended land uses, servicing framework, and design layout. Concept plans and comprehensive development proposals can also be requested by the RM as part of any development application. Concept plans must align with the OCP and any applicable sector plan. Council may adopt a concept plan as an amendment to the OCP in accordance with *The Planning and Development Act, 2007*.

8.2 Development Staging

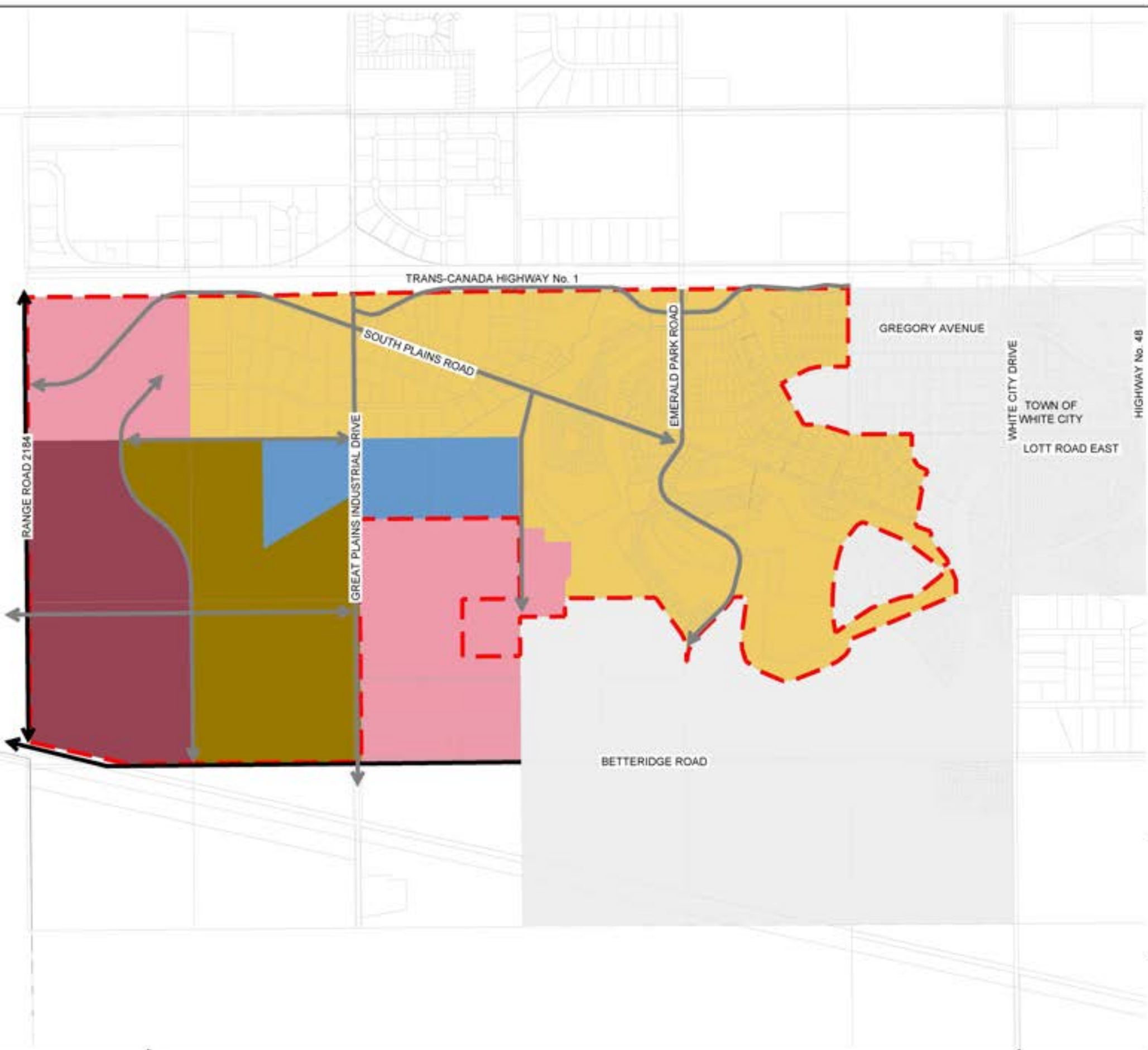
Development staging is based on existing development conditions and infrastructure considerations. Development staging is illustrated in **Figure 8-1** and will be guided by the following policies:

1. Leapfrog development that is not contiguous to the current development boundary in the community shall be discouraged.
2. The timing for development should consider the availability of municipal services required to support the proposed development and align with the logical extension of municipal services. Should a landowner wish to proceed with development in advance of service availability, they shall be responsible for all infrastructure and road extension costs.
3. If a parcel has access to municipal servicing, the development approval process may proceed. Development applications shall be reviewed on their planning merits and infrastructure availability.

8.3 Plan Amendment

From time to time, the municipality may amend this plan as required. These amendments must follow the requirements of *The Planning and Development Act, 2007*. Amendments must be consistent with the overall intent of the RM's OCP and align with OCP policies.

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LEGEND

- SECTOR PLAN AREA
- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- ARTERIAL ROAD
- COLLECTOR ROAD

FIGURE 8-1

RM OF EDENWOLD No. 158
EMERALD PARK SECTOR PLAN

PLANNING
PLAN
DEVELOPMENT STAGING

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