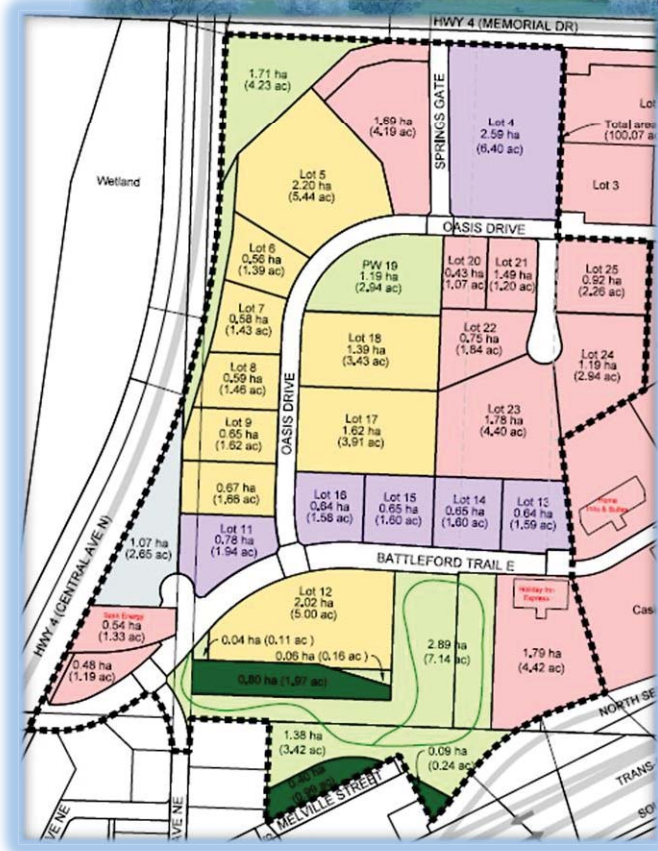


SPRINGS VALLEY CONCEPT PLAN

CITY OF SWIFT CURRENT



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1 INTRODUCTION

1.1 Purpose

The Springs Valley Concept Plan provides the background and framework for the development and integration of medium density residential uses in the plan area.

The Springs Valley Area Structure Plan (Springs Valley ASP) approved in 2006 includes Commercial, Environmental Reserve, Public/Municipal Reserve and Public Utility designations. Since the preparation of the Area Structure Plan in 2006 and the construction of Battleford Trail, Oasis Drive and Springs Gate in 2008, there has been little interest in the Springs Valley area for commercial development. In 2015 an analysis of the potential for sale of land in the area revealed that there was limited interest in commercial development of lands with the current lot sizes and layout but that there was a large interest in some of the lands being developed as multi-family

residential.



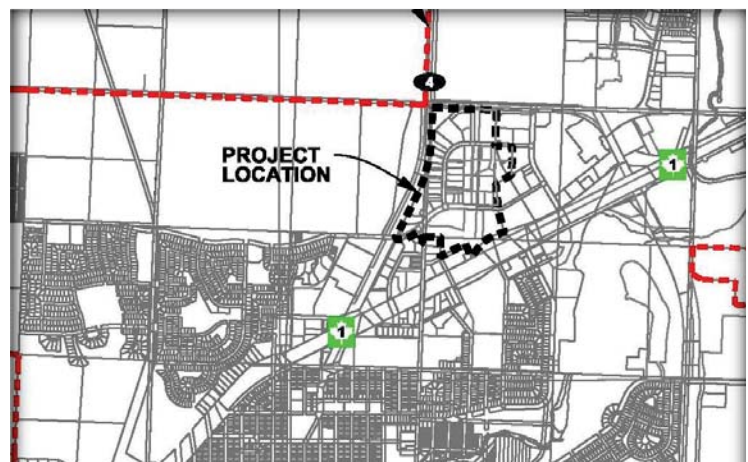
Location Plan

The main objective of this plan is to update the Springs Valley Area Structure Plan by establishing the governing policy and framework which will guide the future development of the property in a manner consistent with the City of Swift Current's Development Plan, Zoning Bylaw and Subdivision Bylaw.

1.2 Concept Plan Area

Springs Valley Concept Plan area is located in the north sector of the City, in SE ¼ Section 1-16-14-W3, NE ¼ Section 36-15-14-W3, SW ¼ Section 6-16-13-W3, and NW ¼ Section 31-15-13-W3. The total study area is 40.5 ha and it is generally bounded by:

- ◆ Highway 4 bypass on the north;
- ◆ Highway 4 on the west;
- ◆ existing commercial development on the east; and
- ◆ Melville Street and the Trans Canada Highway on the south.



Plan Area



The plan area is currently bisected by three roads constructed to an urban standard with potable water distribution, sanitary sewage collection and stormwater collection systems installed in the roads. No trails or sidewalks have been installed in the plan area although there is room in the road right-of-ways to construct them in the future if they are found to be needed.

1.3 Project Vision

To stimulate development in the Springs Valley plan area by changing the zoning of some of the lands from commercial to multi-family residential and by reconfiguring the lot layout to make the commercial lots more desirable.

1.4 Goals and Objectives

The Springs Valley ASP established land use and the general servicing concept for the plan area. Changes in market conditions have resulted in very poor sales of the commercial lands in the plan area. At this time there is an oversupply of commercial land in Swift Current. Existing market conditions have several developers interested in developing multi-family sites within the plan area.

The goal of the Springs Valley Concept Plan

- ◆ Develop a general land use pattern for the entire plan area;
- ◆ Accommodate the efficient expansion of the existing commercial node;
- ◆ Retain as commercial lands the lands along Battleford Trail and adjacent to the existing commercial node;
- ◆ Create commercial lands that allow for a variety of parcel sizes;
- ◆ Create a multi – family node on the edge of the plan area;
- ◆ Create a variety of multi – family sites of differing sizes that lend to different building scales and styles;
- ◆ Re-configure the public and municipal reserve parcels to accommodate a more efficient layout;
- ◆ Maintain existing environmental reserve areas; and
- ◆ Provide conceptual servicing schemes designed to serve the area in an economical and efficient manner.

2 POLICY CONTEXT

Excepting the Swift Current Development Plan and Zoning Bylaw for which amendments are proposed, the Springs Valley Concept Plan has been prepared in conformance with various statutory and non-statutory policy documents. Relevant sections of the applicable statutory and non-statutory policy documents are summarised below and outline the policy framework in which the Springs Valley Concept Plan has been created.

The Zoning Bylaw and Subdivision Bylaw are the primary documents in which the Springs Valley Concept Plan will be implemented.

2.1 The Planning and Development Act

Part IV, Division 2, Section 44(1) of the Planning and Development Act allows for a municipality to adopt a concept plan as part of their official community plan. The Planning and Development Act describes Area Concept Plans as providing the framework for the subsequent subdivision and development of an area of land and the Area Concept Plan may include:

- ◆ Proposed land use, either generally or with respect to specific parts of the area.
- ◆ Density of development proposed for the development.
- ◆ General location for services proposed for the area.
- ◆ Phasing of the proposed development.

Part IV, Division 2, Section 181 of the Planning and Development Act 2007 states:

The owner of land that is the subject of a proposed subdivision shall provide, without compensation, to the municipality in which it is located all or any of the following that an approving authority may require in accordance with this Part:

- (a) land for environmental reserve or municipal reserve;*
- (b) money in lieu of any of the land required to be dedicated as municipal reserve;*
- (c) a combination of land and money.*

Part IV, Division 2, Section 186 (3) of the Planning and Development Act 2007

The aggregate amount of land that may be required to be provided pursuant to subsection (1) is:

- (a) in the case of a residential subdivision, 10% of the land area proposed for subdivision; and*
- (b) in the case of a non-residential subdivision, 5% of the land area proposed for subdivision.*

2.2 Swift Current Subdivision Bylaw

Part II of the Subdivision Bylaw lays out specific items beyond the statutory and subdivision procedure that must be considered for land to be subdivided. As the purpose of Springs Valley Concept Plan is to expedite subdivision in the plan area, the following relevant sections are addressed in this plan:

- ◆ Section 8 requires that land being subdivided is suitable for the purpose for which it is being subdivided,
- ◆ Section 9 requires provision of services to each parcel to be created,
- ◆ Section 10 requires a legal primary access to each parcel,
- ◆ Section 11 deals with dedication of Public and Municipal Reserves and payment of monies in lieu of land dedication,
- ◆ Section 12 deals with environmental reserves,



- ♦ Section 13 requires that buffer strips are provided between non-compatible uses,
- ♦ Section 14 deals with public roads, specifically right-of-way requirements, and
- ♦ Section 15 deals with lanes, walkways and Utility Right-of-Ways.

2.3 Swift Current Development Plan

The Swift Current Development Plan designates the future use of the plan area as Commercial. The Planning and Development Act requires that council ensure that a concept plan is consistent with its official community plan. For purposes of this development the Swift Current Development Plan is effectively its official community plan. This concept plan includes multi-family residential development within the commercial area. This may require a change in the Swift Current Development Plan. Following are sections of the Swift Current Development Plan relevant to the preparation of this plan:

1.7 *Emerging Trends*

1.7.1 *Demographic considerations:*

- (a) *Declining birth rates are resulting in less demand for new elementary schools and a reduced need for youth oriented facilities and services.*
- (b) *Declining average family or household sizes are creating an increased demand for new housing units to be built.*
- (c) *An aging population is creating an increasing need for townhouse and apartment condominium developments, medical and personal care facilities, and passive recreational facilities (e.g. golf courses, lawn bowling, etc.).*

1.7.2 *New commercial concepts:*

- (a) *"Big Box" retail stores continue to be built in increasing numbers. These have replaced the regional shopping centers, and it appears that the typical regional mall of the past will most likely not be constructed in the foreseeable future. These new stores house businesses such as Wal-Mart, Staples, Costco, Toys-R-Us, Home Depot, Winners, and The Real Canadian Superstore.*
- (b) *Home-based businesses and telecommuting are becoming more prevalent, thereby reducing the demand for more office space.*
- (c) *E-commerce continues to increase in importance, thereby decreasing commercial retail and storage space needs.*

1.14 *Vision Statement*

"To be a growing, vital, thriving city, the choice location in which to live, work, invest, visit and play."

2.2 *Population Characteristics*

The demographic composition of the City's population has shown a change in the proportion of seniors and children in the past several decades. The senior proportion of the population has increased while children (under age 15) had decreased significantly.

2.4 *Housing Requirements*

If the population increases to the projected amount in the year 2026, approximately 4,042 additional dwelling units will be required to be built by that year.

2.4.1 *average family or household size remains at 2.1 people;*

2.4.2 *approximately 9 dwelling units per hectare;*

- 2.4.3 residential density of 19 people per hectare;
- 2.4.4 minor shift from single-unit to multi-unit housing forms;
- 3.1.4 ensure the efficient and cost-effective use of land and infrastructure.
- 3.2.6 maintain development which is compact and efficient by setting overall density guidelines for new residential development areas, infill development in established residential areas, and development in commercial and industrial areas; and
- 3.2.7 ensure that development takes place in a contiguous manner, in order to make the most efficient use of municipal services and community infrastructure.

5.1 OBJECTIVE

To ensure that an adequate supply of housing accommodation (in type, tenure and lifestyle) is available to meet the needs and demands of the present and future residents.

- 5.2.6 cooperate with the private sector, non-profit groups and public agencies to increase the long-term supply of safe, affordable and accessible housing particularly for young families or households, seniors, and special needs groups;
- 5.2.13 maintain an average residential density of approximately 10.5 dwelling units per hectare;
- 5.2.16 ensure that new residential dwellings adjacent to major roadways, railways and other incompatible uses are provided with adequate buffering;
- 5.2.21 provide that multiple-unit dwellings be located near collector and arterial streets; however, dwellings should not have frontage on highways or arterial roadways;

6.1 GENERAL COMMERCIAL

6.1.1 Objectives

(a) To support the provision of a high level of variety of retail activity to accommodate the demands of the city and area residents.

- 9.1.2 To ensure that the provision of open spaces, parks and recreation facilities is responsive to demographic and leisure trends.
- 9.1.3 To ensure that open spaces, parks and recreation facilities are of a sufficient size and within convenient travel distance for neighbourhood residents.

2.4 Zoning Bylaw

The plan area is zoned as Reserve Commercial District (R-C), Highway Commercial District (C3), and Parks/Schools/Reserves. The following are the relevant sections of the Zoning Bylaw that apply to the plan area:

2.11 Council May Amend Zoning Bylaw

Council may amend this Bylaw at any time, upon its own initiative or upon request, provided that the amendments are in keeping with the intent of the Development Plan Bylaw.

3.33.1.1 *The purpose of the flood zone is to restrict development in areas of the City that, under current conditions, are subject to periodic flooding and accompanying hazards.*

3.33.1.3 *Additions, new construction or other improvements or developments that would obstruct or divert the flow of water within the flood zone will be prohibited.*



- 3.33.2 *The provisions of this Subsection shall apply to all areas of the City identified under the Canada/Saskatchewan Flood Damage Reduction Program, as shown on the Flood Hazard Map.*
- 3.33.5.1 *Prohibited development includes, excavation or fill and new construction.*
- 3.33.5.2 *Excavation or fill may be permitted where it is certified by a professional engineer licensed to practice in the Province of Saskatchewan that it will not obstruct or divert the flow of water within the flood zone.*

2.5 Northeast & Northwest Urban Expansion Area Sector Plans

The plan area is outside the Northeast & Northwest Urban Expansion Area Sector Plans areas and is not governed by these plans.

2.6 City of Swift Current Housing Plan

The City of Swift Current Housing Plan as one of its priorities states:

5.2 PRIORITY – SUPPORT VARIETY OF RESIDENTIAL DEVELOPMENT

Ensuring there is sufficient supply of developable land appropriately zoned to accommodate a diversity of housing forms and densities is imperative to meet market demand and support the sufficient supply of a full range of housing options. Comprehensive community and neighbourhood planning should occur upfront to support the integration of a variety of residential development forms throughout the community. Committing planning resources early on and ensuring the availability of appropriately zoned and serviced land will allow the City of Swift Current to be ready for growth and respond in a timely manner to market demands and developer interest.

There is currently no supply of developable land zoned for higher density residential development. Consultations conducted during the development of the housing plan indicated interest in pursuing this form of residential development from the development sector. Given the buoyant housing market, opportunities may be lost as developers go elsewhere where their projects can be accommodated in a timely fashion.

2.7 City of Swift Current Infill Guidelines

While the plan area is not technically an infill area many of the principles of the Infill Guidelines are applicable to the plan area. Examples of principles from the Infill Guidelines that are applicable to the plan area are:

- 3.2.1 *Using existing water, sewer, drainage and transportation infrastructure more efficiently,*
- 3.7 *Proposed medium and higher density residential infill development is encouraged on sites in close proximity to main arterial roadways which are wider than local roadways and can accommodate larger volumes of traffic.*
- 3.10 *Mechanical systems should be located to ensure that noise does not impact adjacent residences. The location of mechanical systems such as air conditioning units and exhaust fans should ensure that noise from these systems does not impact on adjacent residences.*

3 SITE INVENTORY AND ANALYSIS

3.1 Topography

The land is located in a shallow valley. The high point is located in the south where the elevation is approximately 754 m. The elevation in the northwest corner of the plan area, in the bottom of the valley, is approximately 735 m.

The land has been significantly altered by previous urbanization activities. Three roads cross the plan area, Battleford Trail, Oasis Drive and Springs Gate. A small wetland on the south of the site was converted into a major stormwater management wet pond / wetland that is maintained by the springs that fed the original wetland.

A natural meandering drainage channel that is present on the northwest and northeast corners of the plan area.

The majority of the plan area has been heavily cultivated. There are stands of trees in wind break formation located throughout the plan area.

Topography and natural features are shown in Figure 1.



3.2 Existing Features

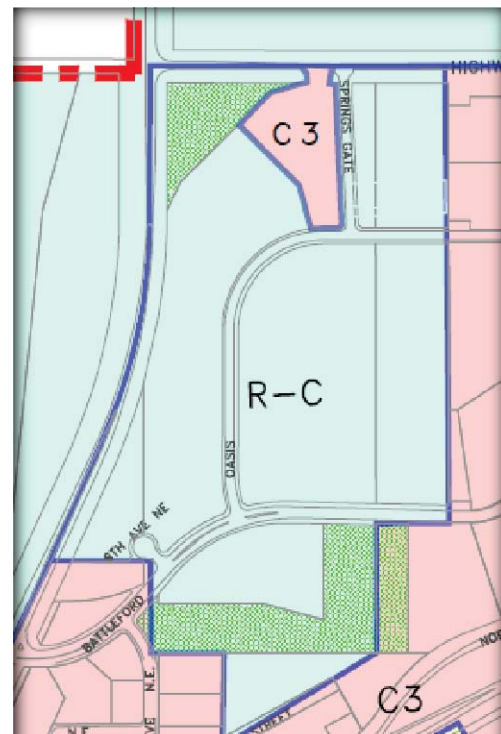
3.2.1 Existing Land Use

The plan area is currently zoned as Parkway (PW), Highway Commercial (C3) and Reserve Commercial (R-C). Since the construction of Battleford Trail and Oasis Drive the R-C area has not been used or has been used for agricultural purposes. There is a church located in a C-3 parcel in the northwest corner of the plan area. The parcel containing the church is 1.37 ha.

There is an undeveloped public reserve parcel located in the extreme northwest of the plan area which may have been dedicated to facilitate future upgrades at the intersection of Central Avenue and Memorial Drive. There is also an existing natural meandering drainage channel running through this parcel which may have been the reason or part of the reason the public land was dedicated.

Sask Energy has the main gas transmission station, supplying the City located in a C-3 parcel in the west portion of the plan area.

The existing land use is illustrated in the clip from the LUB Zoning Map.





3.2.2 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment for the Springs Valley Subdivision was prepared by P. Machibrosa Engineering Ltd. and is included in this Concept Plan as Appendix F.

3.2.3 Resource Extraction

There are no resource extraction facilities located within the plan area.

3.3 Adjacent Land Uses

Lands to the south and to the east of the plan area are used for commercial purposes with uses located south of the plan area and adjacent to the Trans Canada Highway being highway commercial.

Memorial Drive (Highway 4 bypass) is located immediately north of the plan area. Lands north of Memorial Drive are primarily used for agriculture..

Central Avenue (Highway 4) is located immediately west of the plan area. Lands west of Central Avenue are currently used for agriculture and contain a substantial wetland. Development of lands west of the plan area is governed by the North West Urban Expansion Area Sector Plan.

East of the plan area is a significant concentration of commercial uses, which includes the Swift Current Mall and other developed and undeveloped commercial parcels.

3.4 Heritage Resources

A Heritage Resource Review was conducted by the Heritage Resources Branch, Ministry of Tourism, Parks Culture and Sport of the Saskatchewan Government in April of 2009 prior to the construction of Battleford Trail, Oasis Drive and Springs Gate. The Heritage Resource Review concluded:

"There are no known heritage sites located in conflict with the proposed subdivision. The land has been previously disturbed by cultivation and previous urban development. The potential for intact, significant sites to be affected in these areas is low. Our office has no concerns with the project proceeding as planned."

The site has since been disturbed by further urban development activities. A copy of the Heritage Resource Review is included as Appendix E.

3.5 Aquatic and Environmental Resources

3.5.1 Drainage Channel

The provincial flood mapping shows two areas in the north part of the plan area which is in the floodway. The northwest area is located on land that is currently zoned as a Parkway District and there is no plan to change the zoning or develop this area. The northeast area is very small and is located on a proposed commercial site. Examination of air photos shows that:

- ◆ The area noted as a floodway is a small unnamed natural drainage channel,
- ◆ General flow direction is from east to west,
- ◆ The natural drainage channel has had significant disturbances outside of but close to the plan area. The most significant disturbances are from the construction of the Highway #4 bypass, the



Clip from the Provincial Flood Map



Clip of Google Air Photo dated July 28, 2005

infill of the channel east of the plan area, and the development of the Swift Current Mall east of the plan area. Note that:

- ◆ the channel is still visible in the plan area,
- ◆ the channel is no longer a viable channel as there is nowhere for water to flow out of the channel once it has entered accept to flow back to the ditch on the south side of the Highway #4 Bypass.

Filling in the channel that is on the plan area will have no impact on the flow capacity of the drainage system and a very small impact on the flood

elevation as the volume of water that can be stored in the channel is very small.

3.5.2 Environmental Features

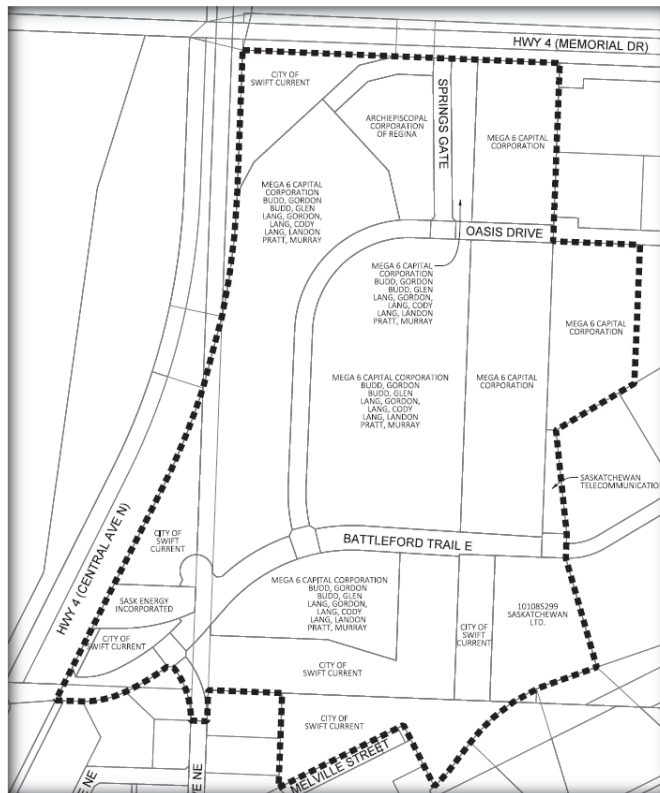
There are no natural environmentally significant features left in the Springs Valley area. One item that may be of concern is that there is a drainage course in the ditches of Memorial Drive which drains a relative large area and discharges to Swift Current creek. To our knowledge no modeling or flood boundary determination work has been done for this drainage course. Without this information flooding may occur in the north most properties in the plan area. Mitigation measures could include raising the ground elevation of the lots on north side of the area and or improving the capacity of the Memorial Drive ditches from Highway 4 to Swift Current creek.

3.6 Land Ownership

The majority of the plan area is owned by two groups. The ownership is displayed in the Table 1 below and on Figure 2.

Table 1 Land Ownership

Land Owner	ha	%
Crown (Province of Saskatchewan)	0.05	0%
City of Swift Current	8.35	21%
Sask Energy Incorporated	0.54	1%
Saskatchewan Telecommunications	0.27	1%
Mega 6 Capital Corporation	7.86	19%
Mega 6 Capital Corporation, Gordon Budd, Glen Budd, Gordon Lang, Cody Lang, Landon Lang, Murray Pratt	15.74	39%
1010850299 Saskatchewan Ltd.	1.79	4%
Archiepiscopal Corporation of Regina	1.37	3%
Road Right of Way	4.57	11%
Total	40.50	100%



Clip from Figure 2 - Land Ownership Map



3.7 Shallow Infrastructure

Currently there is a 400 pair Sasktel line that crosses through some of the planned residential lots. Discussions with Sasktel have revealed that they would abandon this line when new fiber optic servicing is installed in the plan area.

The only other shallow infrastructure in the plan area is street lighting along the roads.

3.8 Geotechnical

Geotechnical investigations completed in the plan area indicate the presence of groundwater within 2-3m of the surface. The geotechnical report also notes that groundwater fluctuates throughout the year and from year to year. Installation of deep utilities in the plan areas roads confirmed the high ground water elevation. Great care should be exercised if basements are proposed in the plan area as the ground water table will likely be above the basement floor slab elevation for parts of the year. Installation of weeping tile, sumps and sump pumps with backup pumps and power should be considered if basements are proposed. If basements are not proposed then high groundwater is not expected to result in challenges to development.

Additional geotechnical investigations will be required for the design of deep foundations (typically pile foundations) as current geotechnical studies were limited to pipe installation, road works and shallow foundations (typically spread footings).

4 LAND USE STRATEGY

The land use strategy is to include land for multi-family residential development within the existing plan area. This strategy meets with many of the City of Swift Current's goals and priorities in that:

- ◆ Properties for multi-family development are either not available or in short supply in Swift Current,
- ◆ Existing infrastructure that is underutilized is put to use,
- ◆ There is a current demand for multi-family development and it is hoped that development of some of the lands in the Springs Valley area will result in further commercial development in the plan area, and
- ◆ The reworking of the commercial area will provide a greater variety of development options for commercial parcels by creating a greater diversity of parcel sizes.

Objectives employed in developing the plan focussed on:

- ◆ Using the existing roads and utilities as much as practical,
- ◆ Minimizing new roads,
- ◆ Creating a multi-family residential node that was not an island in a sea of commercial development,
- ◆ Considering the interface between the multi-family residential and the commercial lands, and
- ◆ Providing open space opportunities for the multi-family residential area.

4.1 Plan Design

The plan is to:

- ◆ Reduce the size of the commercial lots along Battleford Trail,
- ◆ Convert the properties fronting the north-south portion of Oasis Drive to multi-family residential,
- ◆ Add a buffer strip between the multi-family residential properties and Central Avenue. This buffer strip could be used to accommodate a pedestrian trail,
- ◆ Add a park space in the Multi-family residential area, and
- ◆ Add a cul-de-sac to create some smaller commercial parcels and provide access to them without conflicts with the residential area.
- ◆

4.2 Support for the Proposed Changes

The Swift current Development Plan and the Swift Current Housing Plan contain policies that support the changes proposed in this Concept Plan from the ASP. Table 2 indicates the policy and what changes have been proposed to support that policy.



Table 2 Policies that support the proposed land use Changes

Policy	How this Concept Plan addresses the Policy
Swift Current Development Plan 1.14 Vision Statement " <i>To be a growing, vital, thriving city, the choice location in which to live, work, invest, visit and play.</i> "	Having a large tracked of land inside the City between developed areas is counter to having a growing, vital, and thriving city. There has not been a market for the current use of the land and as a result no development has taken place. The plan is to change the use of some of the land to one that there is a demand for in the market.
Swift Current Development Plan 1.7.1 b <i>" that declining average family or household sizes are creating an increased demand for new housing units to be built" and "an aging population is creating an increasing need for townhouse and apartment condominium developments,".</i>	The multi-family residential market is currently under serviced in Swift Current and the proposed changes go part of the way to filling this need. The proposed changes create an opportunity for new apartment developments.
Swift Current Development Plan 5.1 States," <i>To ensure that an adequate supply of housing accommodation (in type, tenure and lifestyle) is available to meet the needs and demands of the present and future residents".</i>	
The City of Swift Current Housing Plan clause 5.2 states as one of its priorities " <i>Ensuring there is sufficient supply of developable land appropriately zoned to accommodate a diversity of housing forms and densities is imperative to meet market demand and support the sufficient supply of a full range of housing options.</i> " and " <i>There is currently no supply of developable land zoned for higher density residential development. Consultations conducted during the development of the housing plan indicated interest in pursuing this form of residential development from the development sector. Given the buoyant housing market, opportunities may be lost as developers go elsewhere where their projects can be accommodated in a timely fashion.</i> "	
Swift Current Development Plan 5.2,6 States," <i>cooperate with the private sector, non-profit groups and public agencies to increase the long-term supply of safe, affordable and accessible housing particularly for young families or households, seniors, and special needs groups;"</i>	The proposed changes have been brought forward by the private sector. The proposed change to multi-family uses will help to increase the long-term supply of safe and affordable housing.
Swift Current Development Plan 5.2.13 States," <i>maintain an average residential density of approximately 10.5 dwelling units per hectare;"</i>	The proposed Multi-family housing will be much denser than 10.5 units per ha, which will help achieve and maintain this density target.
Swift Current Development Plan 6.1.1 (a) States, " <i>To support the provision of a high level of variety of retail activity to accommodate the demands of the city and area residents."</i>	Changes to the orientation and layout of the remaining commercial area should help to encourage a variety of retail spaces.
Swift Current Development Plan 3.1.4 states " <i>ensure the efficient and cost-effective use of land and infrastructure" .</i>	The land is already serviced with municipal infrastructure. Changing the use to one that there is a market for will use infrastructure that has already been paid for and is currently maintained by the City.
Swift Current Development Plan 3.2.6 States," <i>ensure that development takes place in a contiguous manner, in order to make the most efficient use of municipal services and community infrastructure."</i>	



4.3 Commercial

The 16.0 ha will be zoned commercial. Three kinds of commercial development are projected to be developed:

- ◆ Public Utility (C3 district),
- ◆ Commercial Retail (C3 district), and
- ◆ General Commercial (C3 district).

4.3.1 Public Utility (C3 district)

The existing Sask Energy parcel and the City of Swift Current parcel immediately south of it located on the western limits of the site area will remain a C3 district. It is expected that these lots will only be used for utility facilities such as pressure regulation stations, metering stations, storage, etc. No retail or commercial activities are envisioned to occur on these sites and the requirements of servicing of these sites is minimal.

4.3.2 Commercial Retail (C3 district)

Excepting out the existing church located in the northwest quadrant of the plan area, the commercial lands adjacent to Memorial Drive and Battleford Trail are expected to be more retail focused than the other of the commercial lands.

The lot sizes will range in size from 0.54 ha to 2.59 ha. The exact size and lot boundaries will be established at the time of subdivision but are generally expected to follow the layout shown in this plan.

It is estimated that maximum building site coverage will be 25% of the lot area. It is anticipated that the commercial development in this area will be 1 to 2 story buildings accommodating a mix of showrooms and offices in the front and warehouses in the back. There is the potential of some of the commercial properties developing as hotels in the 3 to 4 story range.

It is not expected that the commercial development will consist of large outdoor storage yards.

The City has asked for a buffer (wall or planted) between the commercial lots and abutting residential parcels.

4.3.3 General Commercial (C3 district)

The rest of the commercial lands in the plan area are expected to have a more general commercial appeal and not have as high of reliance on pass-by traffic in their business model.

The lot sizes will range in size from 0.43 ha to 1.82 ha. The exact size and lot boundaries will be established at the time of subdivision but are generally expected to follow the layout shown in this plan.

It is estimated that maximum building site coverage will be 25% of the lot area. It is anticipated that the commercial development in this area will be 1 to 2 story buildings accommodating a mix of showrooms and offices in the front, warehouses in the back and an occasional storage yard. There is the potential of some of the commercial properties developing as hotels in the 3 to 4 story range.

4.4 Multi-Family Residential

A portion of the plan area is proposed to change from a C-3 commercial use proposed in the ASP to multi-family residential.

The multi-family residential is proposed for two locations:

- ◆ a clustered of lots along the north/south portion of Oasis Drive complete with a buffer strip to provide some separation from the commercial properties to the east, and
- ◆ a large parcel south of Battleford Trail that is nestled into the hill on the south of the plan area and is surrounded on two sides by lands zoned PW and to the east by the Springs Valley stormwater management pond.

The lot sizes will range in size from 0.57 ha to 2.21 ha. The exact size and lot boundaries will be established at the time of subdivision but are generally expected to follow the layout shown in this plan.

It is estimated that maximum building site coverage will be 30% of the lot area. It is envisioned that these will likely be 3 and 4 story walk-up buildings without underground parking. It is anticipated that unit density will be between 40 and 70 units per hectare. Population is estimated at 2.6 persons per unit. It is therefore expected that the area will have a population at full build out between 1,085 to 1,898 persons.

4.4.1 Schools

Swift Current Development Plan 1.7.1 a states "Declining birth rates are resulting in less demand for new elementary schools"

No schools are provided for in the Springs Valley Concept Plan as the area is largely still commercial and the number of anticipated residents would not support a school.

4.5 Environmental, Municipal and Public Reserve

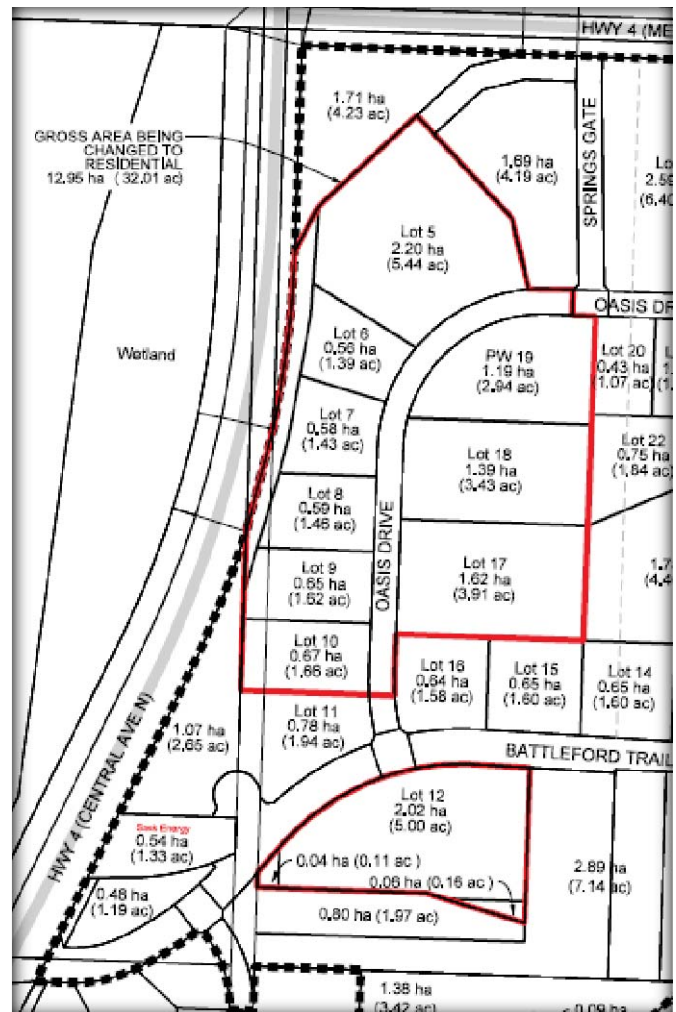
For lands in the plan area zoned as Parkway there are no changes proposed to their designation, use, improvements or function. It is assumed that the previous dedications were satisfactory to meet the statutory requirements for land dedication for commercial development of the lands or that monies were paid in lieu of such dedications.

Using this as a starting point it and considering that The Planning and Development Act has different dedication requirements for residential land (10%) and commercial land (5%). The reserve dedication for the gross land area being converted to residential must be determined and the additional dedication or cash in lieu of dedication is to be provided.

The gross land area (lots and roads) being converted to residential is 12.95 ha and is shown in Figure 3. An additional 5% land dedication is required in the plan area to address the difference between commercial and residential land dedication requirements; this means that in the plan area an additional 0.65 ha of land is to be dedicated for Municipal Reserve.

The location of the new municipal reserve in the plan was selected to provide the most benefit to the residential area and is divided into the following purposes:

- ♦ Create an open area approximately in the center of the residential area along Oasis Drive to be available for use as a park and to provide open space for the residential area,



Clip from Figure 3 - Gross Area Changed to Residential



- ♦ Provide a buffer at least 7.5 metres wide between the residential area and Central Avenue adequate to meet the allowable noise energy limits at the property line. This strip will be designated Municipal Buffer strip, but the area will not be considered as part of the municipal reserve dedication.
- ♦ To clean up the lot corners of the residential lot on the south side of Battleford Trail while improving the connections of the Parkway lands.

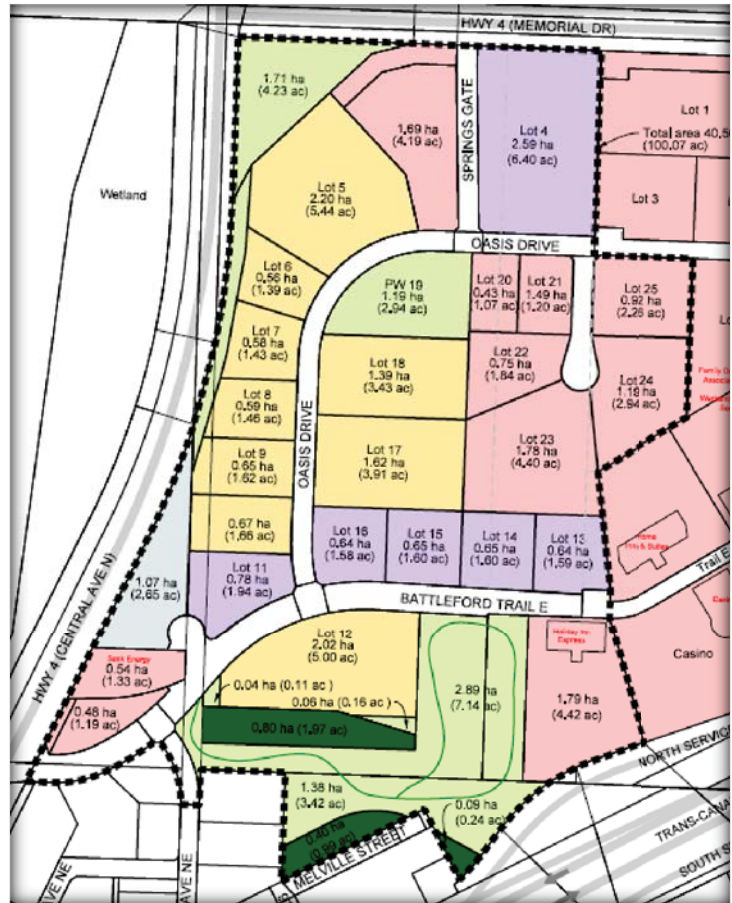
4.6 Reserve Commercial (R-C)

A parcel of land owned by the City of Swift Current adjacent to Central Avenue will retain its Reserve Commercial designation.

4.7 Proposed Land Use Statistics

Table 2 outlines the existing and proposed land use statistics in the plan area. Figure 4 provides a graphical representation of the layout of each land use. Each of the proposed land uses in the plan area is further discussed below.

In review of the land use statistics it is apparent that a small area was not included in the ASP calculations. It is believed that this area may have been a strip of land north of Battleford Trail and east of the quarter section line that was amalgamated into the plan area and was originally classed as public reserve.



Clip from Figure 4 Proposed Land Use

Table 2 - Land Use Statistics

	ASP			Proposed		
	Area (ha)	% of Gross Area	% of Net Developable Area	Area (ha)	% of Gross Area	% of Net Developable Area
Study Area (Gross Area)	39.2			40.48		
Environmental Reserve	1.3	3.3%		1.29	3.2%	
Net Developable area	37.9	96.7%		39.19	96.8%	
Parkway (PW District)	5.5	14.0%	14.5%	6.84	17%	18.6%
Buffer Strip (PW District) <i>Non Credit</i>				0.44	1.1%	1.1%
Road Right of Way	4.3	11.0%	11.3%	4.58	11.3%	11.7%
Commercial General (C3 District)	28.1	71.7%	74.1%	10.05	24.8%	25.6%
Commercial Retail (C3 District)				5.96	14.7%	15.2%
Urban Reserve District				1.07	2.6%	2.7%
Multi-family Residential (R3 District)				10.25	25.3%	26.2%
Total	37.9		100%	39.19	100%	100%

5 SERVICING STRATEGY

The servicing strategy for the Springs Valley Concept Plan is to rely on the servicing plans created for the Springs Valley ASP and subsequent design studies and reports as the changes to the plan area are relatively minor and for the most part do not include new infrastructure. Plans of the servicing have been updated to show existing and any new proposed infrastructure.

5.1 Transportation

The plan area is located immediately north of the Trans Canada Highway and east of Highway 4.

Previous planning and construction in the vicinity of the plan area established the basic transportation network for the site. The existing road network in the area meets the requirements of the proposed development with the exception of creation of one relatively short cul-de-sac to provide access to commercial properties. The transportation system is illustrated in Figure 5.

A check was made of the traffic generation due to the proposed changes in the land use and it was found that the critical PM peak is now smaller due to changing some of the land uses to multi-family residential. All of the transportation infrastructure constructed or proposed for the plan area prior to the introduction of multi-family residential will likely operate at a better level of service due to smaller hourly peaks in traffic volumes even though the overall daily traffic generation has increased.

The transportation plan created in support of the Springs Valley ASP is still valid.

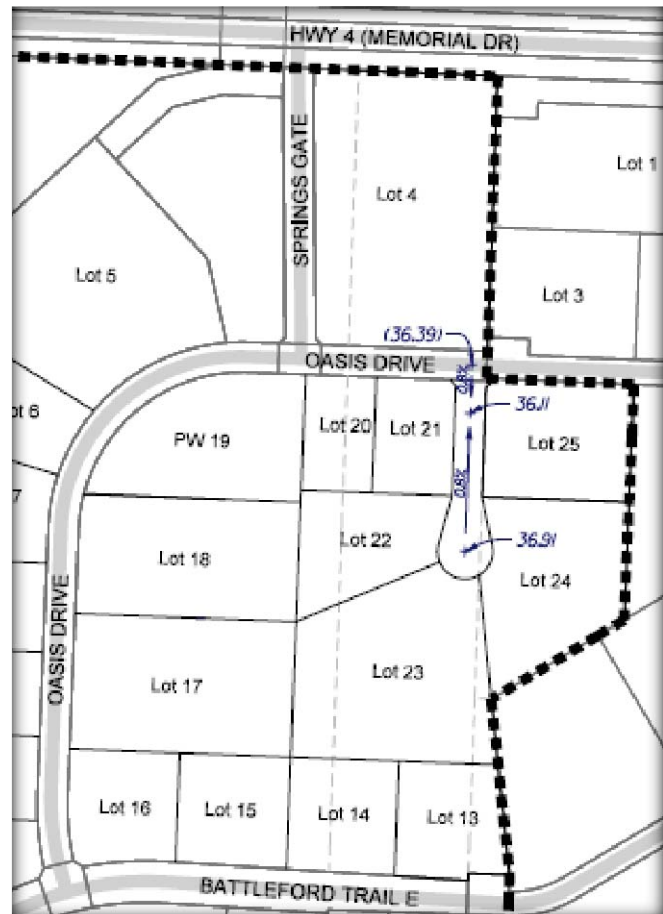
5.1.1 Trans Canada Highway

There will be no direct access to the Trans Canada Highway from the plan area.

5.1.2 Central Avenue (Highway 4)

There will be no direct access to Highway 4 from the commercial properties. Access to Central Avenue is accommodated by Battleford Trail. Sound mitigation measures are not required for the residential properties backing onto Central Avenue as the buffer strip was increased to a distance where the noise energy from Central Avenue on the residential properties meets the desired standard.

Central Avenue adjacent to the plan area is under the jurisdiction of the Saskatchewan Department of Highways and Infrastructure.



Clip from Figure 5 - Preliminary Road Grades



5.1.3 Highway 4 Bypass

Access to the Highway 4 Bypass is provided at Springs Gate. No other access is proposed from the plan area to the Highway 4 Bypass.

Highway 4 Bypass is under the jurisdiction of Saskatchewan Department of Highways and Infrastructure.

5.1.4 Battleford Trail

Battleford Trail provides the primary access to the plan area from the east and west.

Commercial lots adjacent to Battleford Trail will be allowed direct driveway access. It is recommended that the number of direct driveway access to Battleford Trail be kept to a minimum and that joint accesses are encouraged.

5.1.5 Oasis Drive

This roadway will provide efficient circulation through the plan area, as well as access to multi-family residential and individual commercial lots north of Battleford Trail. Oasis Drive has been constructed as a collector road and is appropriately sized for multi-family and commercial use traffic.

5.1.6 Springs Gate

Springs Gate intersects with Highway 4 Bypass and provides an alternative access to the plan area from the north. Springs Gate is a two lane collector road.

5.1.7 6th Avenue NE

6th Avenue NE south of Battleford Trail is used as a local road to service commercial lands and provide a link to the North Service Road E. With the development of Battleford Trail it was modified to end at a tee intersection to eliminate an undesirable skew intersection with Battleford Trail which would have occurred had it been extended straight north. The portion of 6th Avenue NE north of Battleford Trail was developed as a cul-de-sac and provides access to the Sask Energy transmission station and a parcel of commercial land.

6th Avenue NE is built to a two lane local road standard.

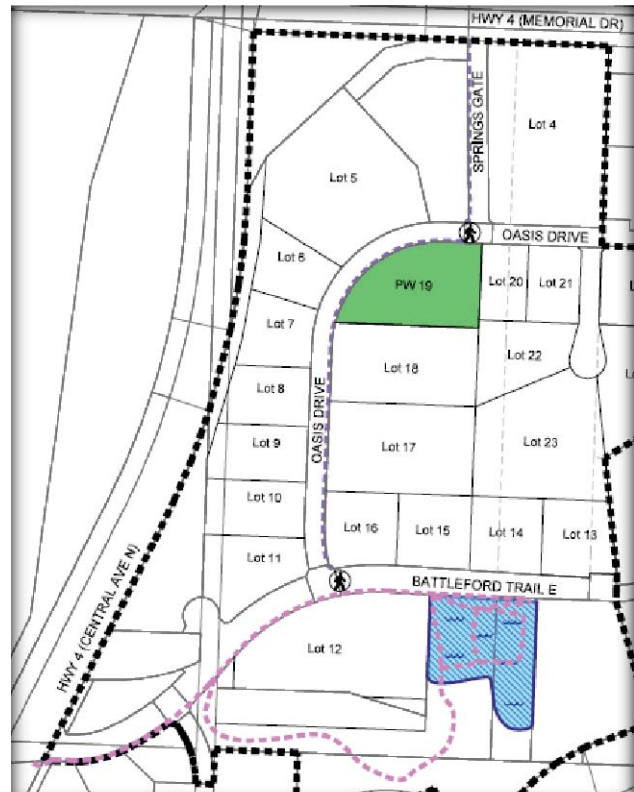
5.2 Pedestrian Accommodation

Pedestrian accommodation was planned for with trails along Battleford Trail and room for sidewalks along Oasis Drive. Typically residential areas are provided with pedestrian facilities.

It is proposed that the developer installs sidewalks on Oasis Drive from Battleford Trail to Springs Gate, on the north side of Battleford Trail to the 6th Street cul-de-sac north of Battleford Trail and in the 6th Street cul-de-sac up to the proposed trail in the buffer strip parallel to Central Avenue as part of the first development phase. As well the developer is to install the trail in the MR site from the 6th Street cul-de-sac north of Battleford Trail to Oasis Drive.

The City of Swift Current may require trail construction south of Battleford Trail at some point in the future. Matters related to constructing this trail should be negotiated at the service agreement stage.

Proposed pedestrian accommodation is shown on Figure 6.



Clip from Figure 6 Pedestrian Accommodation

5.3 Water and Water Reservoirs

The water supply to the plan area remains the same. The piping in the area is large enough to accommodate the multi-family residential development. In discussion with City staff there are no concerns with meeting the fire flows and water use in the plan area. The water servicing figure has been updated to show the existing system and the new line in the proposed cul-de-sac.

The existing and proposed water system is shown schematically in Figure 7.

5.4 Sanitary System

The sanitary sewer collection system in the plan area remains the same. The piping in the area is adequate to accommodate the multi-family residential development. In discussion with City staff there is no concerns with sewage capacity in the plan area. The sanitary sewer servicing figure has been updated to show the existing system and the new line in the proposed cul-de-sac.

The existing and proposed sanitary system is shown schematically in Figure 8.

5.5 Storm Water System

The storm system model was checked to see if the addition to the road network and to multi-family residential affected the system's performance. It was found that no changes were required to the storm system. The storm sewer servicing figure has been updated to show the existing system and the new line in the proposed cul-de-sac.

The existing and proposed storm system is shown schematically in Figure 9 and the proposed storm catchment boundaries are shown in Figure 10.

5.6 Shallow Utilities

Shallow utilities include electric power, street lighting, telephone, cable television, and natural gas. It is proposed to have these services provided underground whenever feasible.

The shallow utilities will be extended from the boundaries of plan area to service the development.

The developer will provide all easements and/or rights-of-way as may be required by the shallow utility providers. At a minimum at the time of subdivision a 3.5 metre easement for shallow utilities will be provided parallel to every road in the plan area.

5.7 Solid Waste and Recycling

Solid waste will be into large commercial style bins. Location of bins and pick-up will be dealt with on a lot by lot basis at the time of development application as all properties are commercial and multi-family residential.

No special provisions are incorporated into the Springs Valley Concept Plan to provide recycling centres.



6 IMPLEMENTATION

6.1 Plan Implementation

The plan area for the Springs Valley Concept Plan is the same as for the Springs Valley ASP. The changes proposed by the Concept Plan are largely related to converting some of the lands identified as commercial lands to multi-family residential to facilitate sale of land in the plan area. The steps for implementation of this plan are generally as outlined below:

- ♦ Adoption of the Springs Valley Concept Plan in accordance with the MDP.
- ♦ Amend the Swift Current Development Plan.
- ♦ Amend the Land Use Bylaw zoning.

Once the Springs Valley Concept Plan is adopted by council and the zoning has been amended, then the subdivision of lots can take place and development permits can be issued.

6.2 Phasing

The development sequence moving forward for Springs Valley is split into two Phases.

The first phase is for properties that can be serviced from the existing road network. The only infrastructure required to service these properties are electrical, telecommunications and natural gas distribution networks and extension of services into the properties. As electrical, telecommunications and natural gas distribution networks are typically installed by the service providers through a contract with the developer a service agreement is not required, however whether or not to require a service agreement is at the discretion of the City. It is anticipated that electrical, telecommunications and natural gas for Phase 1 will be installed in 2016.

The second phase involves the construction of a cul-de-sac off of Oasis Drive with the extension of water distribution, sanitary sewer collection and storm sewer collection systems into the cul-de-sac. It is recommended that a service agreement is required for this phase to ensure the developer installs the necessary infrastructure. Construction will commence when the developer has interest in the properties that require the cul-de-sac. It is anticipated that this construction will take place in the next 2 to 10 years.

The need of development agreements for individual lot development should be determined by the City on a case by case basis.



7 APPENDICES

7.1 Figures

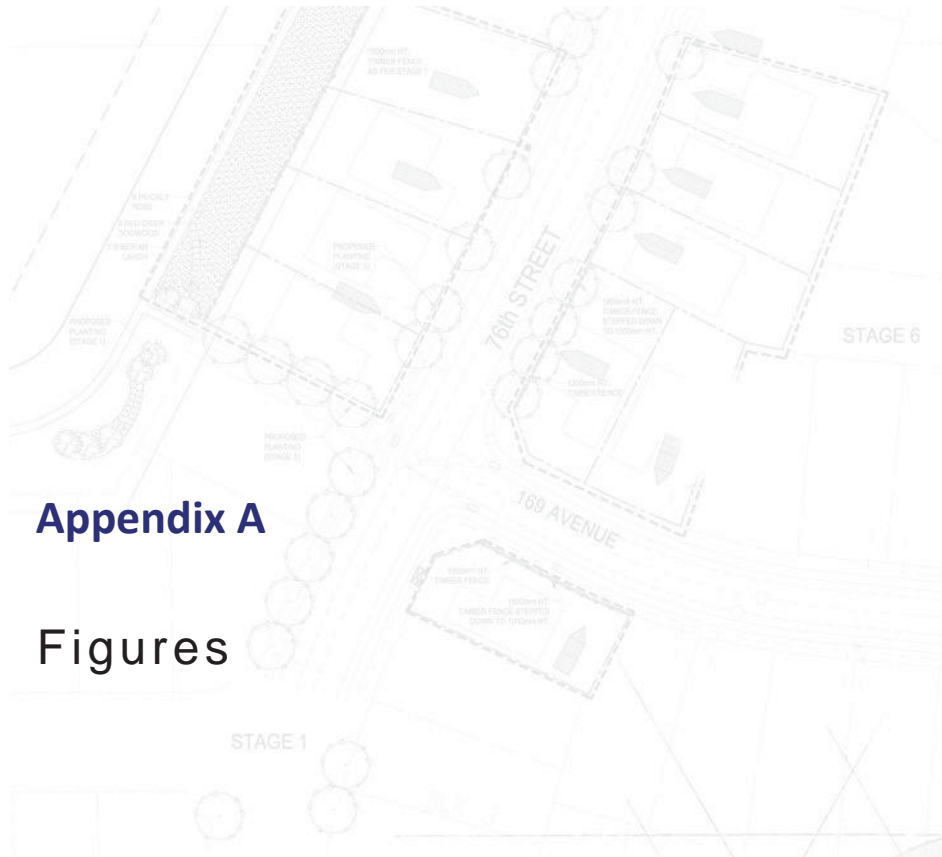
The following figures are attached in Appendix A:

- Figure 1 - Topography and Natural Features
- Figure 2 - Commercial Area Changed to Residential
- Figure 3 - Land Ownership
- Figure 4 - Proposed Land Use
- Figure 5 - Preliminary Road Grades
- Figure 6 - Pedestrian Accommodation
- Figure 7 - Potable Water System Concept
- Figure 8 - Sanitary Sewer System Concept
- Figure 9 - Storm System Concept
- Figure 10 - Stormwater Management Plan

7.2 Accompanying Studies

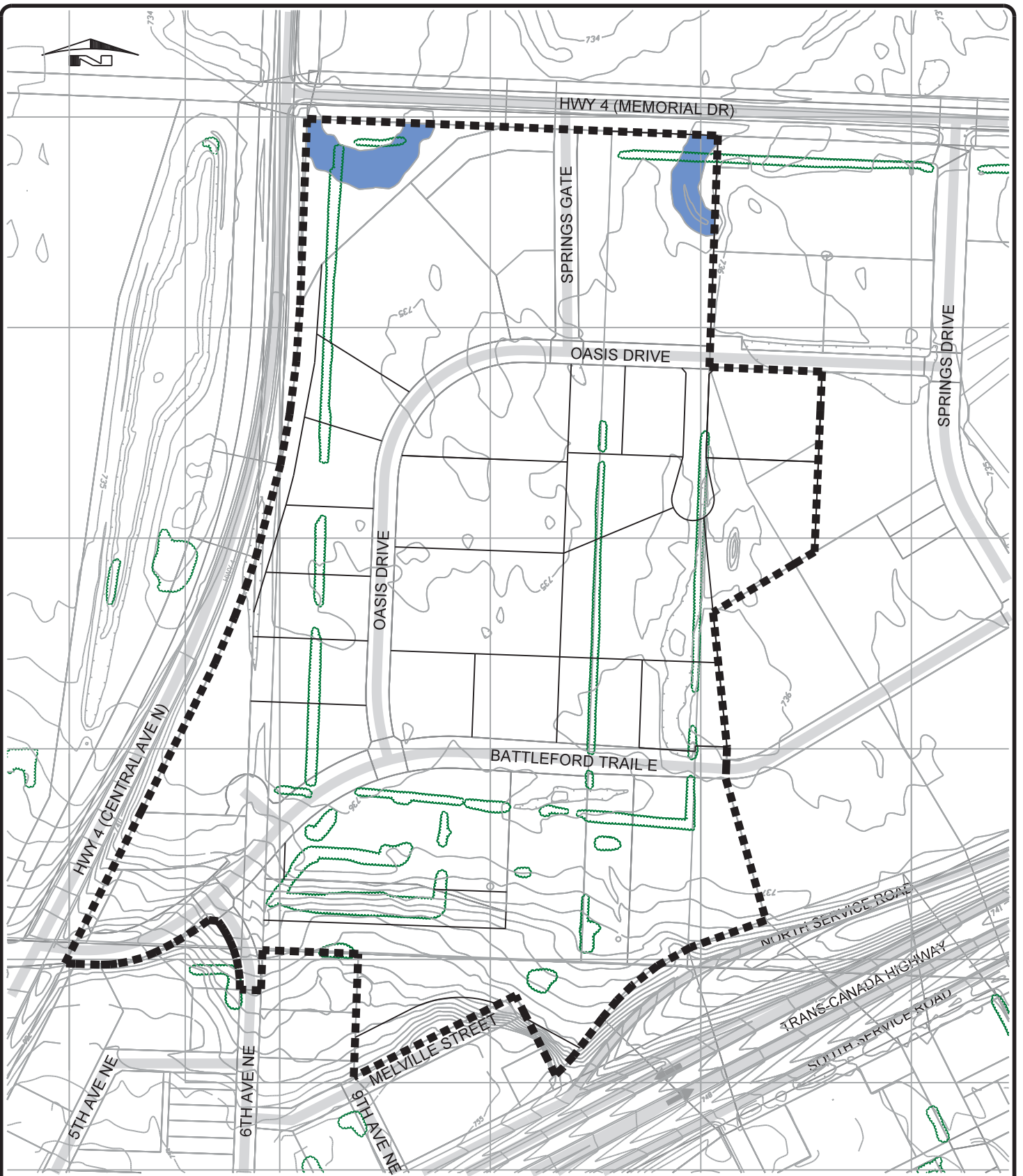
As part of the preparation of this Concept Plan, existing background studies and assessments were reviewed and new ones undertaken where deemed necessary. The information from these studies was used to determine the suitability of the site for the proposed uses and to provide guidance for the development of this property. Nothing in the background studies and assessments identified anything that would prevent the development concept from proceeding as proposed, however there are some mitigation measures that are required. These studies include:

- ◆ Geotechnical Investigation Report – Gem Testing, June 12, 2008. (Appendix B)
- ◆ Changes in Traffic Generation and its Potential Impacts in the Spring Valley Area, SAL, January 2016, (Appendix C)
- ◆ Noise Impact on Proposed Residential Development from Highway 4, SAL, January 2016, (Appendix D)
- ◆ Heritage Resource Review, Heritage Resources Branch, Ministry of Tourism, Parks Culture and Sport, April 30, 2009, (Appendix E)
- ◆ Phase 1 Environmental Site Assessment, Springs Valley Subdivision, Swift Current, Saskatchewan, P. Machibroda Engineering Ltd. September 16, 2014, (Appendix F)



Appendix A

Figures



LEGEND




-  1m Contours
-  Trees
-  Floodway

FIGURE 1

SPRINGS VALLEY
TOPOGRAPHY AND NATURAL FEATURES

CITY OF SWIFT CURRENT

Scale 1:5000
 May 2016

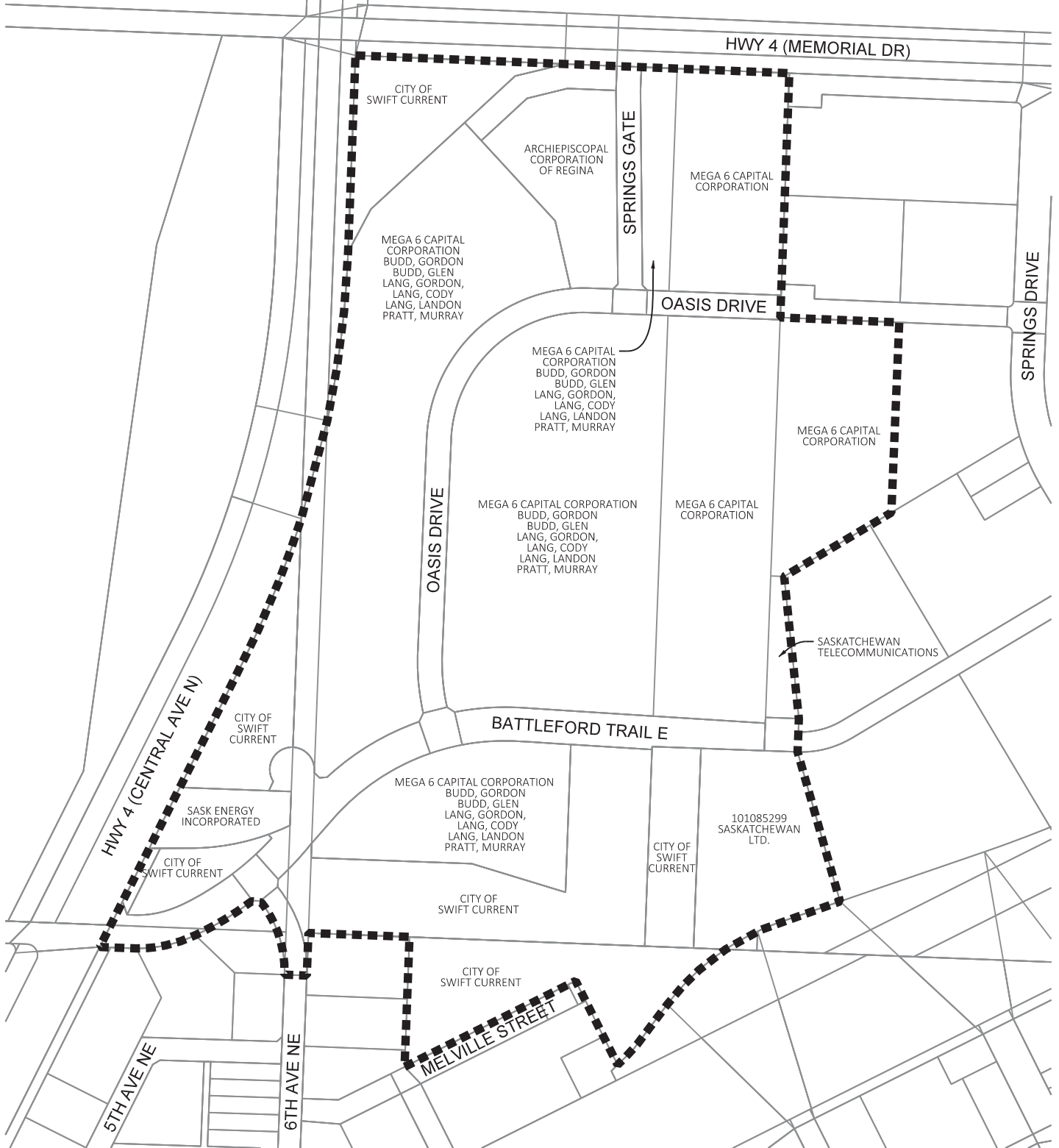


FIGURE 2

SPRINGS VALLEY OWNERSHIP

CITY OF SWIFT CURRENT

Scale 1:5000
May 2016

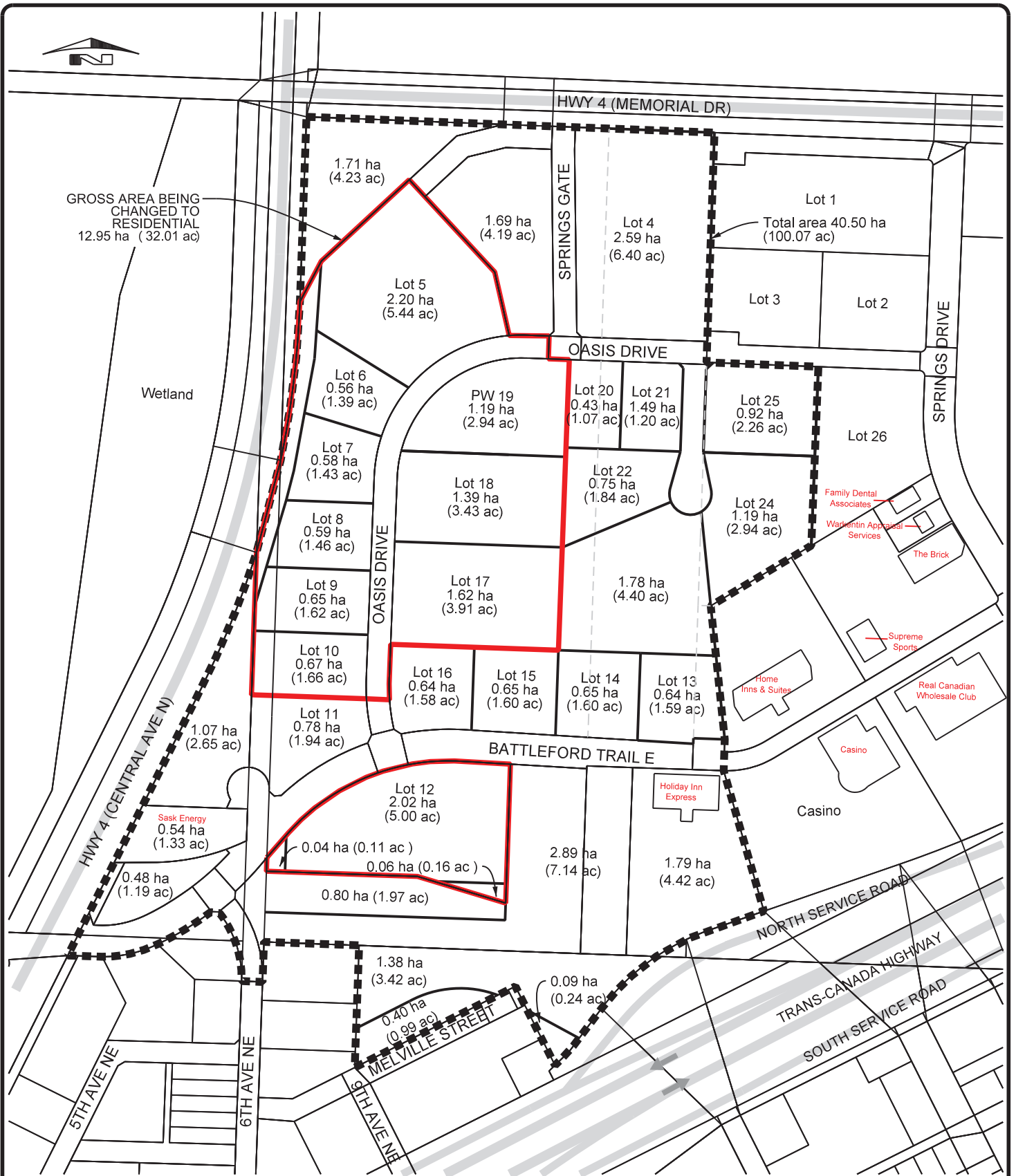


FIGURE 3

SPRINGS VALLEY COMMERCIAL AREA CHANGED TO RESIDENTIAL

CITY OF SWIFT CURRENT

Scale 1:5000

May 2016

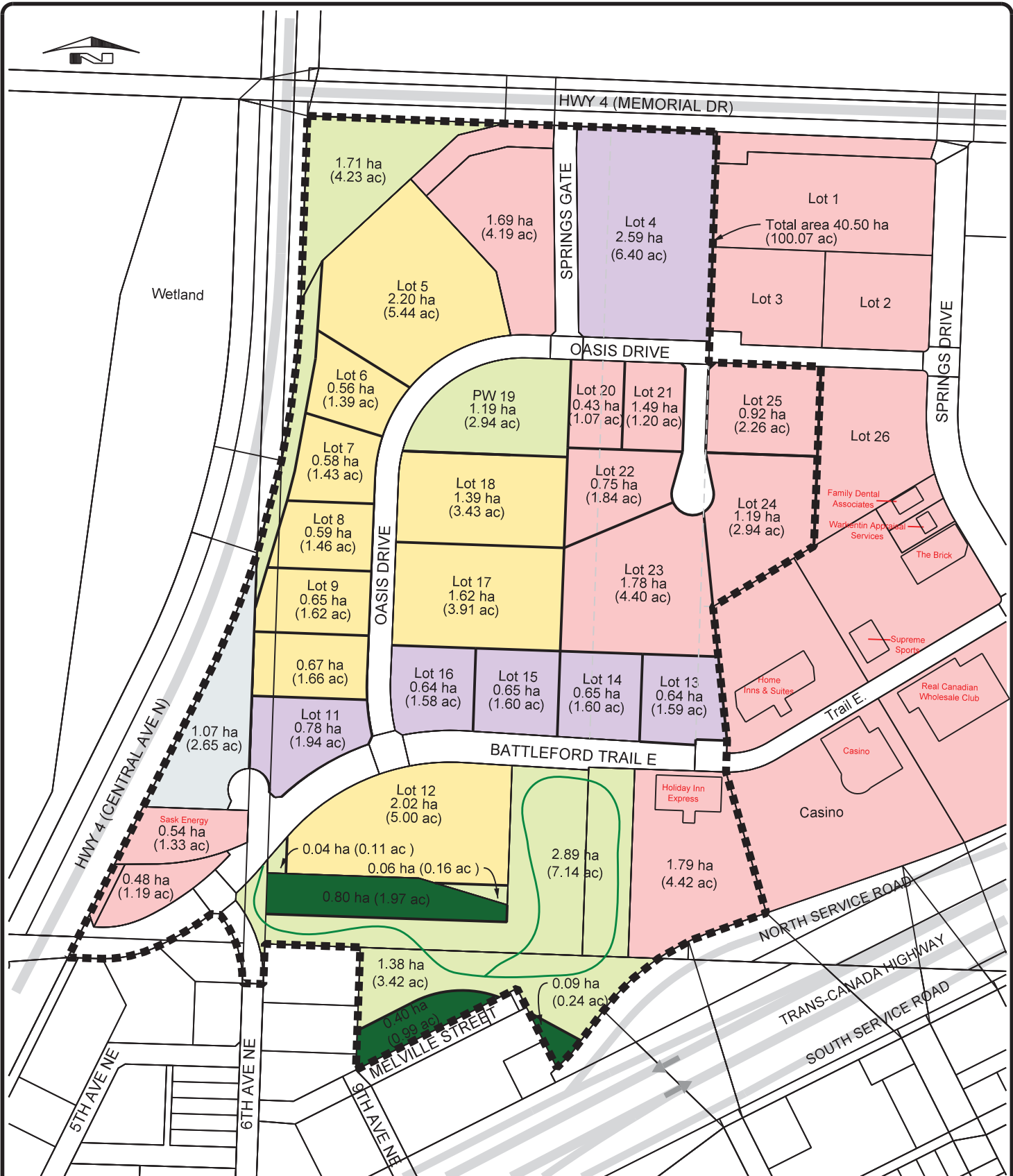


FIGURE 4

LEGEND

Multi-family Residential (R3 district)	Parkway District
Commercial General (C3 district)	Environmental Reserve
Commercial Retail (C3 district)	Urban Reserve District
	Proposed Community Trail

SPRINGS VALLEY PROPOSED LAND USE

CITY OF SWIFT CURRENT

Scale 1:5000
May 2016

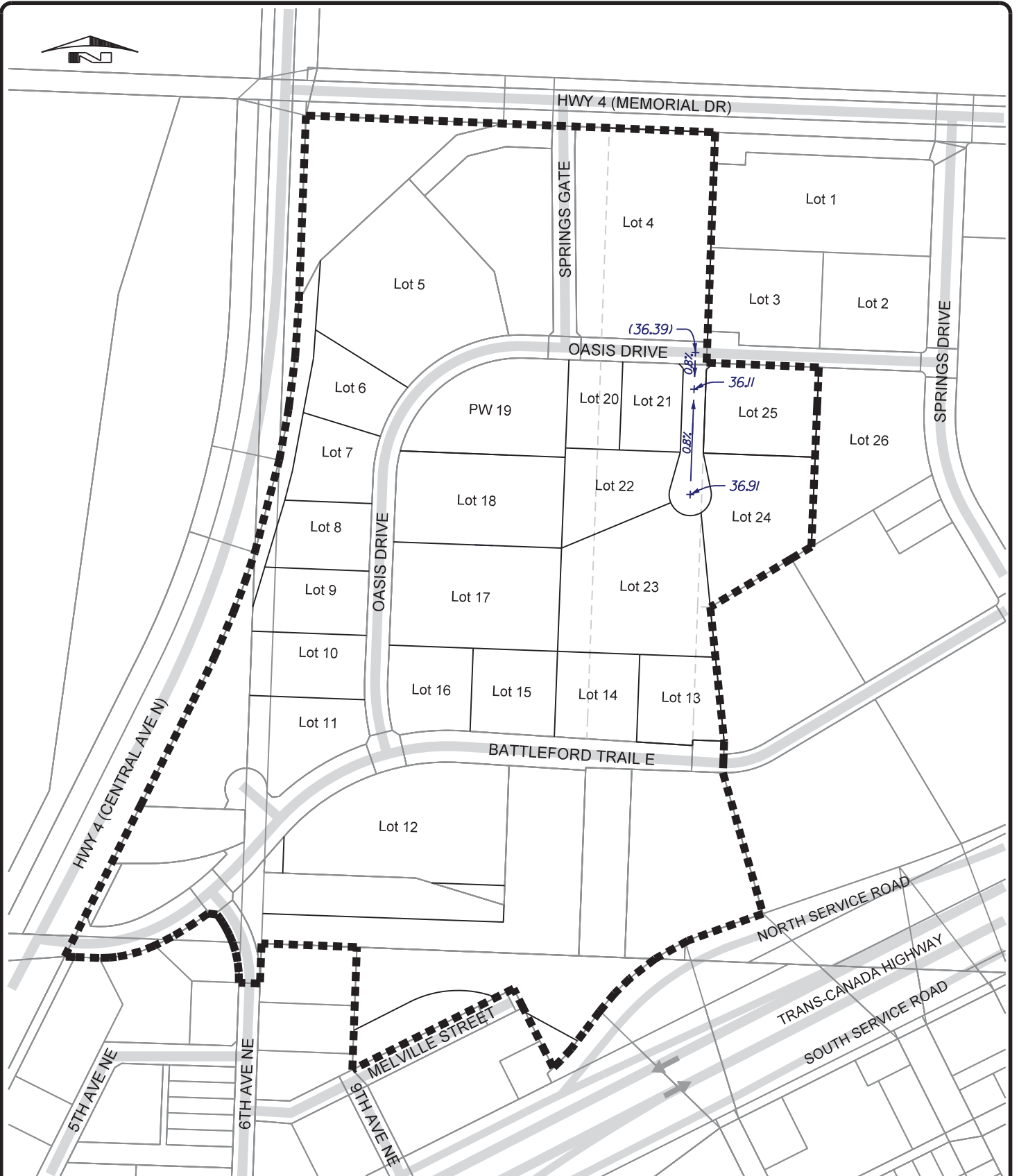


FIGURE 5

SPRINGS VALLEY PRELIMINARY ROAD GRADES

CITY OF SWIFT CURRENT

Scale 1:5000

May 2016

LEGEND	
(36.14)	Existing Road Grade
36.14	Proposed Road Grade
	Existing Road
	Plan Area Boundary



LEGEND







	Open Space (MR)		Stormwater Mgmt. Facility
	Community Trail		Plan Area Boundary
	Sidewalk		Pedestrian Crossing

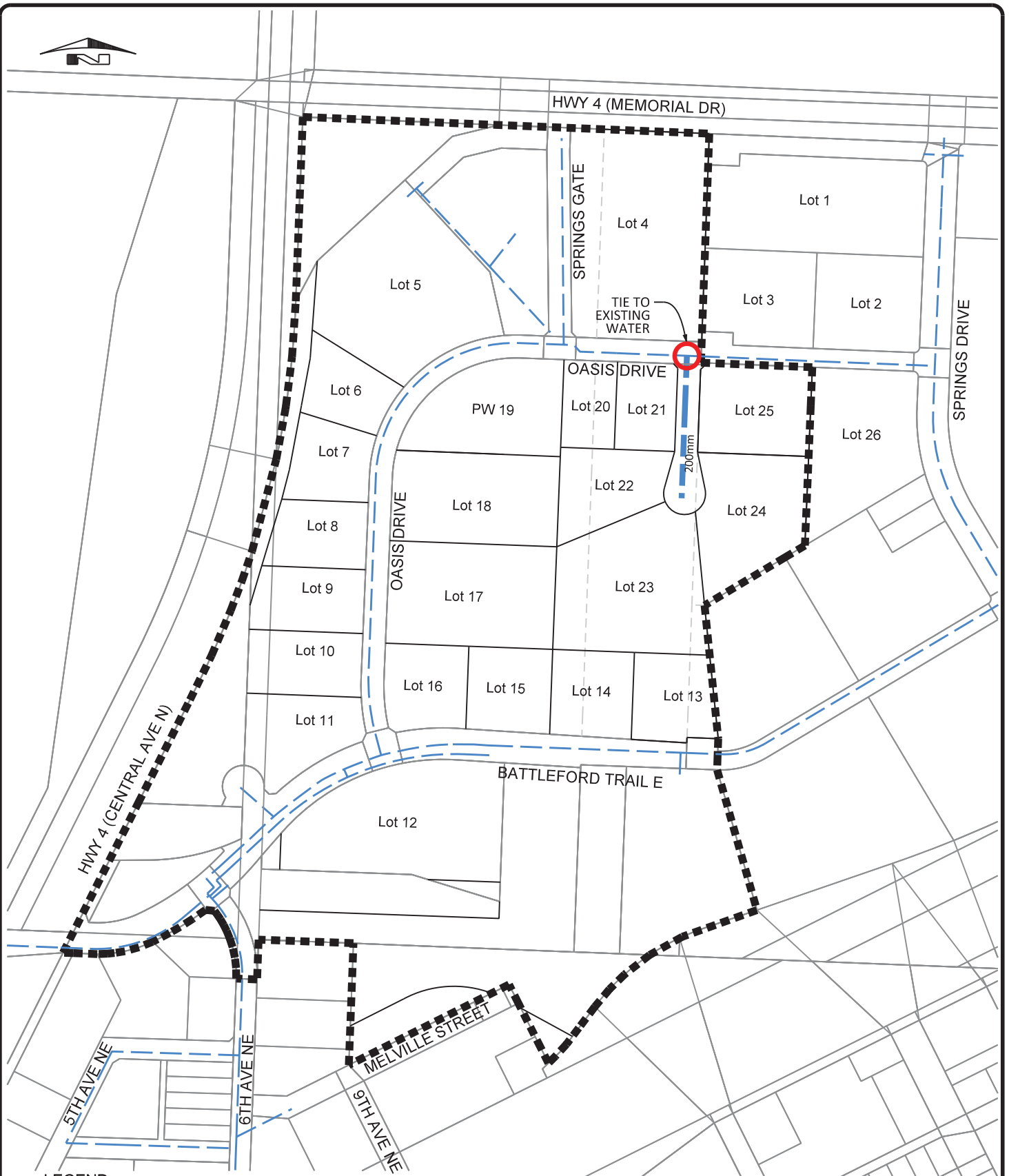
FIGURE 6

SPRINGS VALLEY

PEDESTRIAN ACCOMMODATION

CITY OF SWIFT CURRENT

Scale 1:5000
May 2016



LEGEND

- Water System Main Extension
- Existing Water Main
- Plan Area Boundary

FIGURE 7

**SPRINGS VALLEY
POTABLE WATER SYSTEM CONCEPT**

CITY OF SWIFT CURRENT

Scale 1:5000
May 2016

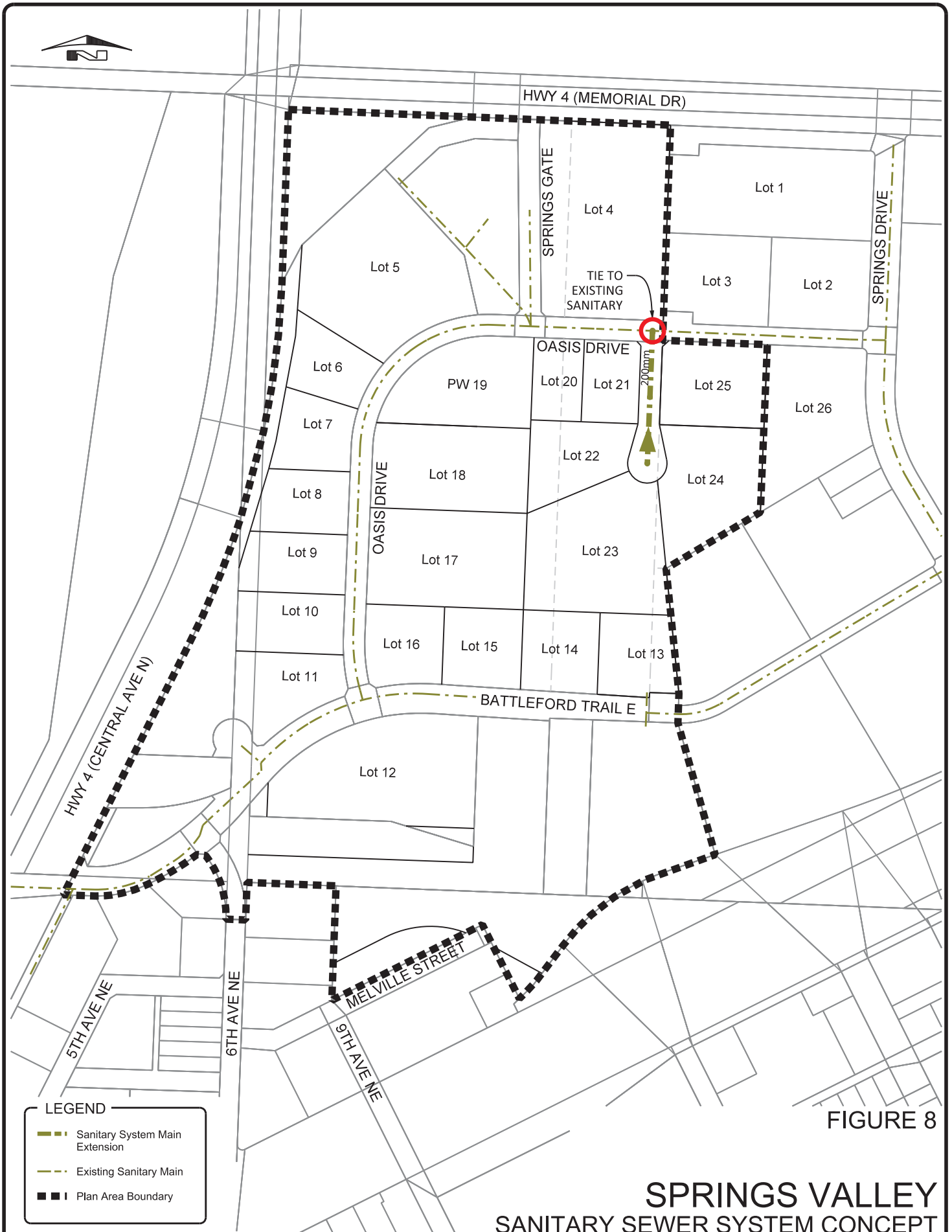


FIGURE 8

SPRINGS VALLEY SANITARY SEWER SYSTEM CONCEPT

CITY OF SWIFT CURRENT

Scale 1:5000

May 2016

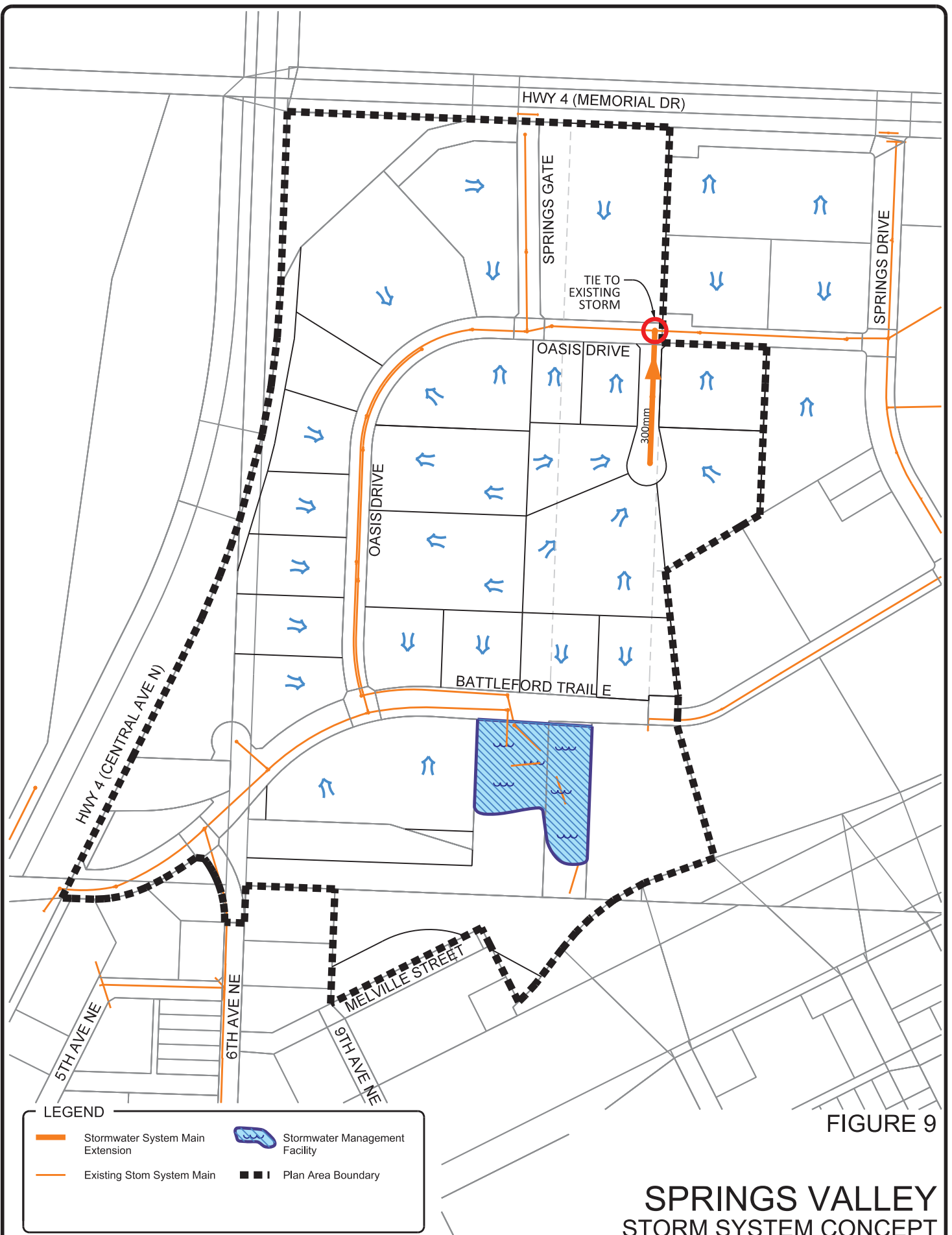


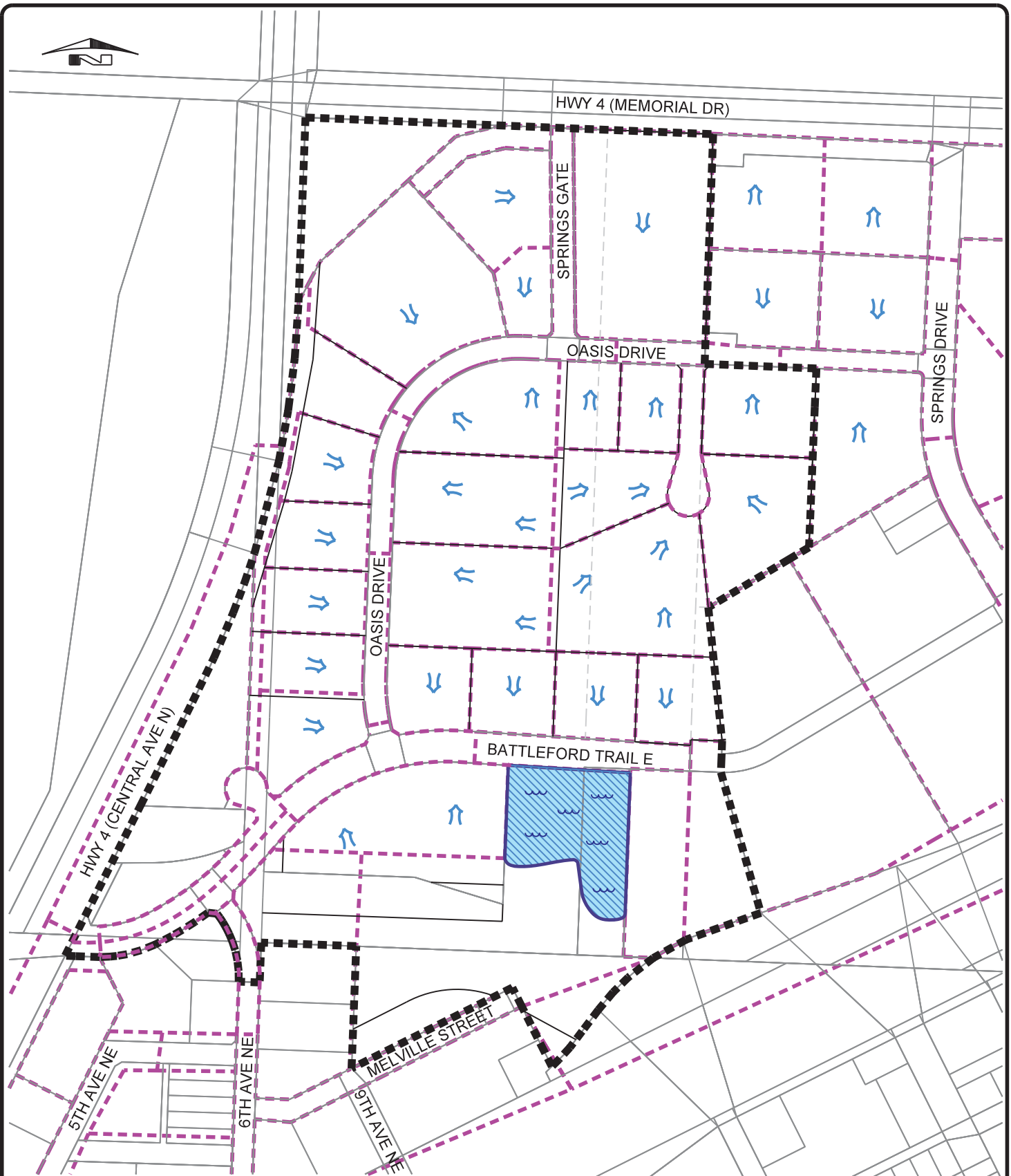
FIGURE 9

SPRINGS VALLEY STORM SYSTEM CONCEPT

CITY OF SWIFT CURRENT

Scale 1:5000

May 2016



LEGEND





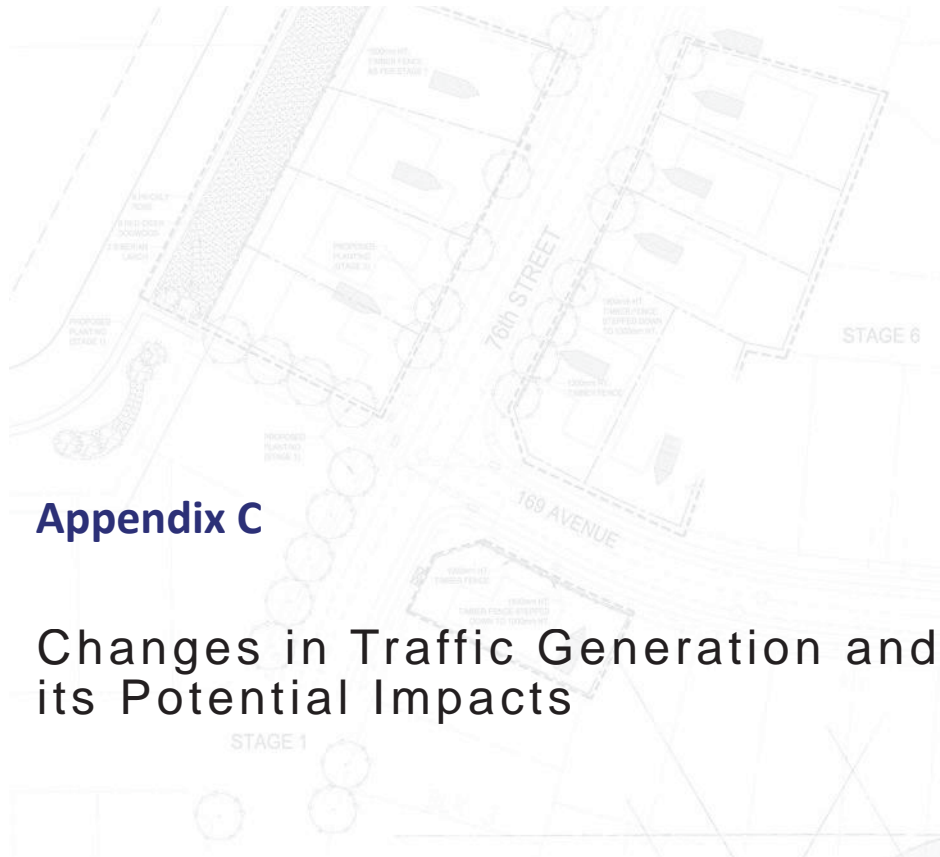
	Overland Flow Direction		Stormwater Management Facility
	Storm Catchment Area		Plan Area Boundary

FIGURE 10

SPRINGS VALLEY STORMWATER MANAGEMENT PLAN

CITY OF SWIFT CURRENT

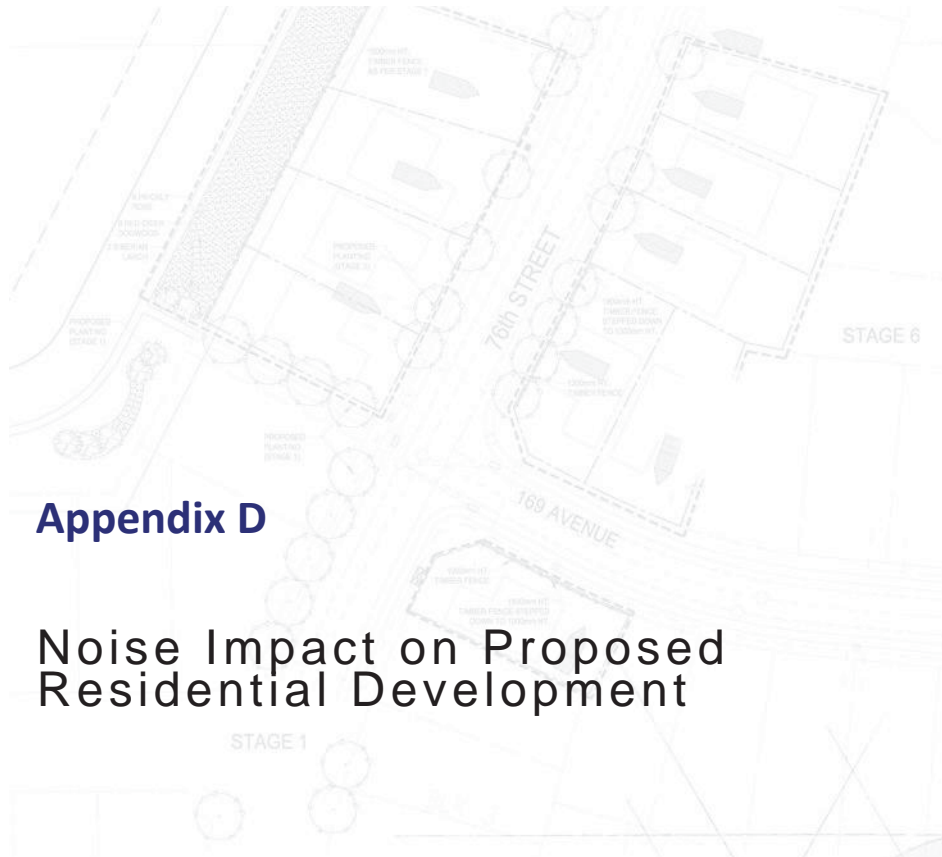
Scale 1:5000
May 2016



Appendix C

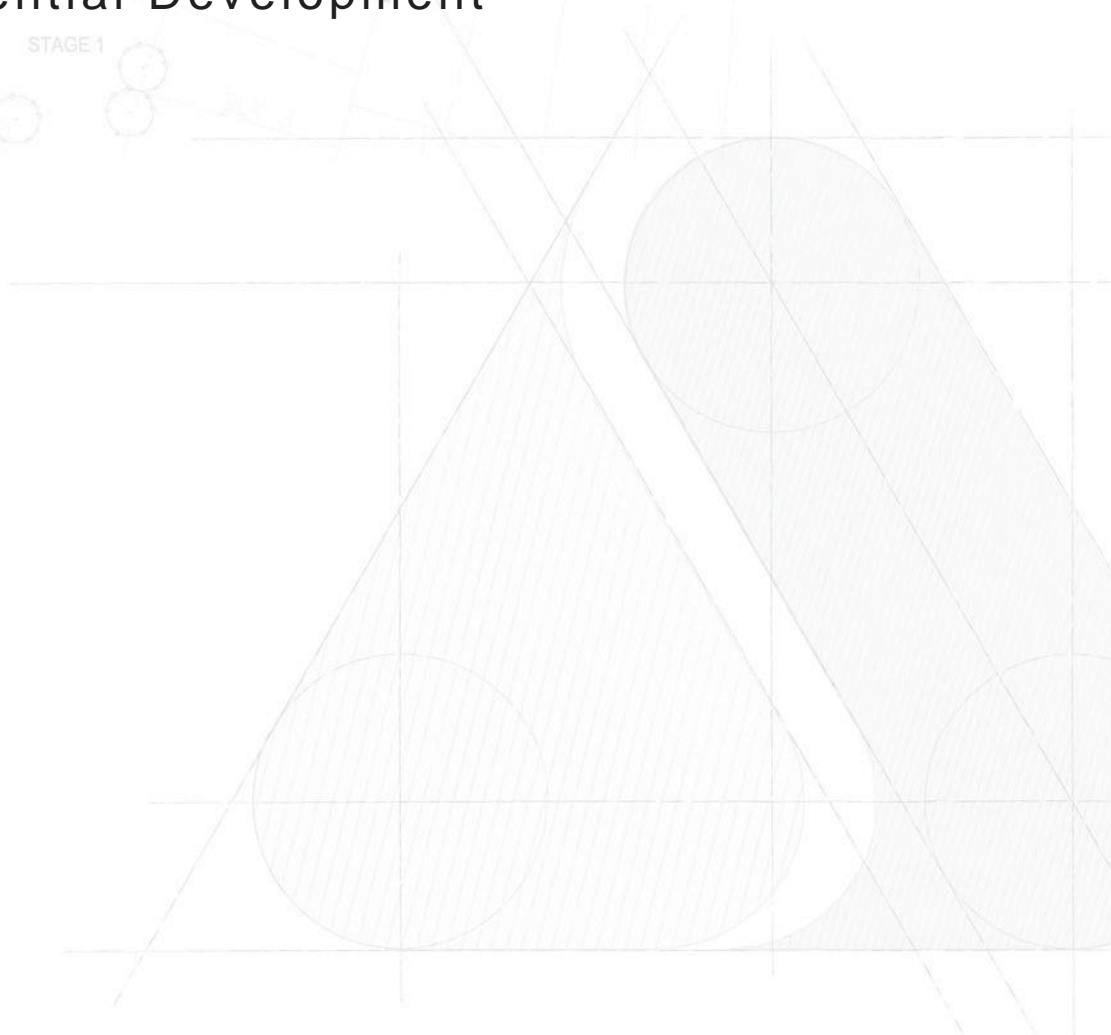
Changes in Traffic Generation and its Potential Impacts





Appendix D

Noise Impact on Proposed Residential Development





Appendix F

Phase 1 Environmental Site Assessment

