

Creekside Commercial Area Structure Plan Amendments

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1.0 Introduction

The Creekside Commercial Area Structure Plan (CCASP) was initially approved in 2006 and previously amended in 2013. This amendment for the consolidated CCASP re-designates 4.0 ha of land, adjusts the plan area boundary, replaces the Plan Area, Development Concept, and Transportation Concept maps, and makes a number of modifications to the policies of the plan. The new boundary of the plan area can be found in Figure 1 – Plan Area, and plan area's re-designation is illustrated in Figure 2 – Development Concept.

The purpose of this amendment is to increase the CCASP's plan area to include surplus lands previously within the road right of way, increase the amount of land designated as Highway Commercial, decrease the amount of land designated as High Density Neighborhood Commercial, and incorporate the lands designated as Neighborhood Commercial into the plan area.

In order to include the changes above in the CCASP, and ensure that the CCASP complies with the City of Swift Current's relevant planning policy documents, the following amendments to the plan are required:

- Amendment #1: Replacement of the '*Figure 1 Location Plan Map*' of the 2006 CCASP with the new Plan Area Map (Figure 1)
- Amendment #2: Addition of a Highway Commercial designation description into the CCASP
- Amendment #3: Addition of Neighborhood Commercial designation description into the CCASP
- Amendment #4: Replacement of '*Figure 3 Development Concept Map*' of the CCASP's 2013 amendment with a new Development Concept Map (Figure 2)
- Amendment #5: Adjust text within the Design Guidelines located within the CCASP's 2013 amendment
- Amendment #6: Replacement of the '*Figure 5 Transportation System Map*' of the 2006 CCASP with a new Transportation Plan Map (Figure 3)

2.0 The City of Swift Current's Policy Hierarchy Framework

The proposed amendments outlined within this document must be compatible with the policies outlined in the Swift Current's Official Community Plan, and the Northeast Urban Expansion Area Sector Plan (NEUEA). A description of Swift Current's planning policy hierarchy is located below.

The City of Swift Current's Official Community Plan

City of Swift Current Official Community Plan serves as the overarching a bylaw which sets the City's vision, goals, objectives, and policies for the future of Swift Current. An OCP provides a comprehensive policy framework which guides the physical, environmental, economic, social, and cultural development of Swift Current. Swift Current's OCP advises the development of various Area Sector Plans, and thus the policies outlined in ASP and their associated amendments must align with policies outlined in the OCP.

Area Sector Plan

The purpose of an Area Sector Plan is to establish a guiding land-use framework that is used to inform future development and potential amendments to the City of Swift Current's Zoning By-law and to inform the development of subsequent Neighborhood Plans, also known as Area Structure Plans. CCASP lands are contained within the City of Swift Current's NEUEA; therefore the CCASP and its associated amendments must be compatible with the policies outlined in the NEUEA.

Area Structure Plan/Neighborhood Plan

An Area Structure Plan, also referred to as a Neighborhood Plan, is a local concept plan that focuses on the detailed design of a specific location. Area Structure Plans must comply with the principles outlined in Area Sector Plans and the Official Community Plan.

Zoning By-law

Swift Current's Zoning By-law controls the use and development of land within the City of Swift current. Amendments made to a Neighborhood Plan/Area Structure Plan, may be required to reflect the new land use categories proposed in an ASP and its associated amendments.

3.0 Proposed Amendments

Amendment #1: Replacement of the ‘Figure 1 Location Plan Map’ with the new Figure 1 – Plan Area Map

The new Figure 1 – Plan Area Map will replace the ‘Figure 1 Location Plan Map’ which appears in the 2006 CCASP document (Appendix A). Figure 1 will reflect the new plan area, which is 11.4 ha in size.

For clarity, 2006 CCASP plan area was 13.7 ha in size (Appendix A). The 2013 CCASP amendment decreased the plan area to 10.8 ha (Appendix B) without officially repealing the 2006 CCASP Location Plan Map. Thus, this amendment will officially repeal the 2006 CCASP ‘Figure 1 Location Plan Map’ replacing it with the new Figure 1 – Plan Area Map.

The reason the plan area in the 2013 CCASP amendment was decreased from 13.7 ha to 10.8 ha, was to accommodate a public road allowance. A portion of this 2.9 ha difference has now been added back into the plan area, as it is are no longer required for a public road allowance and can now accommodate development.

These lands, added back into the plan area, are located along the plan’s northern boundary, and will accommodate Neighborhood Commercial lands, High Density Residential Lands, and a portion of Highway Commercial lands

Amendment #2: Addition of Highway Commercial Designation Description

Section 6.1 of the 2006 CCASP must be updated to reflect the Highway Commercial land designation that appears within the new Figure 2 – Development Concept.

Therefore, section 6.1 located within the 2006 CCASP will be repealed and replaced with the following new section 6.1:

6.1 Highway Commercial

The retail format anticipated to ultimately occupy the highway commercial lands will be large-scale, and/or auto-oriented retail and standalone pad sites.

There are 6.86 ha of highway commercial land with good access and visibility from major roadways and existing commercial and institutional centres.

Provincial regulations require that all building envelopes be above the 1:500 floodplain. This plan proposes that the building sites (25%) of the total lot area are above the 1:500 floodplain. The remaining highway commercial lands that will be occupied by parking lots will be above the 1:50 year floodplain level. To accomplish this, fill will be mined from the east portion of the plan area (highway

commercial and municipal reserve) to build up the building envelope sites. However, additional off-site fill may be hauled onto the property in order to ensure that future building sites are above the 1:500 floodplain.

Floodplain modelling may be required if new dirt is being introduced and the volume capacity of the plan area is changed.

The exact lot lines and the number of lots will be determined at the subdivision stage.

Amendment #3: Addition of Neighborhood Commercial Designation Description

Section 6.2 of the 2006 CCASP must be updated to reflect the Neighborhood Commercial land designation that appears within the new Figure 2 – Development Concept.

Therefore, section 6(6.2) located within the 2006 CCASP will be repealed and replaced with the following new section 6.2:

6.2 Neighborhood Commercial

The retail format anticipated to occupy the neighborhood commercial lands is intended to provide for local commercial and retail needs.

These uses could include small-unit commercial, small-scale strip mall retail, convenience stores, personal service establishments, medical and dental clinics, drug store / pharmacy, professional offices, small-scale restaurants, neighborhood pubs, and other similar uses.

Provincial regulations require that all building envelopes be above the 1:500 floodplain. This plan proposes that the building sites (25%) of the total lot area are above the 1:500 floodplain. The remaining neighborhood commercial lands that will be occupied by parking lots will be above the 1:50 year floodplain level. To accomplish this no outside fill is required. Rather the east portion of the plan area (highway commercial and municipal reserve) will be mined and dirt moved to build up the building envelope sites. However, additional off-site fill may be hauled onto the property in order to ensure that future building sites are above the 1:500 floodplain.

Floodplain modelling may be required if new dirt is being introduced and the volume capacity of the plan is changed.

The exact lot lines and the number of lots will be determined at the subdivision stage.

Amendment #4: Replacement of 'Figure 3 Development Concept Map' (2013) with the new Figure 2 - Development Concept Map

The Figure 3 Development Concept Map located within the CCASP's 2013 amendment (Appendix B), is to be repealed and replaced with the new Development Concept Map – Figure 2.

The changes reflect within the Figure 2 – Development Concept Map are as follows:

- A 3.49 ha portion of High Density Residential is converted to Highway Commercial.
- A 0.18 ha portion of High Density Residential is converted to Neighborhood Commercial.
- A 0.26 ha portion of land, newly incorporated into the plan area as per Amendment #1, is designated as Neighborhood Commercial.
- A 0.07 ha portion of land, newly incorporated into the plan area as per Amendment #1, is added to the existing High Density Residential lands.

The following information provides justification for these changes:

Highway Commercial

The highway commercial lands will be strategically located adjacent to:

- The TransCanada Highway to the south.
- Large-scale/big box commercial to the west.

The location of these proposed highway commercial lands will better fit the site's location and its current adjacent uses. Highway commercial development located along the TransCanada Highway is an appropriate use for this part of the site, particularly due to its location adjacent to other large scale retailers west of the site. Intense and large-scale highway commercial uses are located along the north side of the TransCanada Highway through a significant majority of Swift Current. Allowing for future highway commercial to be located on this part of the site does not conflict with existing lands uses. The Highway Commercial lands maintain a 22 meter frontage along Adam Street, compliant with the City of Swift Current's Zoning By-law.

Additionally, this highway commercial development will provide an appropriate buffer from the TransCanada Highway to the residential lands located along the south side of Adams Street.

Neighborhood Commercial

The Neighborhood Commercial lands area strategically located adjacent to:

- High Density Residential lands to the east.
- A major employment centre, the Cypress Regional Hospital, to the northwest.

Thus, the location of the Neighborhood Commercial lands will provide an appropriate transition from small scale (neighborhood) commercial, in to large scale (highway) commercial, moving south into the site from the corner of Adams Street and Saskatchewan Drive.

Amendment #5: Minor Text Alterations of the Design Guidelines

Design Guidelines were included within the 2013 CCASP amendment. The overall intent of the design principles as outlined within these Guidelines continue to remain compatible with the above amendments, however, the following text will be slightly modified by repealing provision 17.0 and 18.0 and replacing them with the following:

- *17.0 Frontage of residential dwellings onto the adjacent commercial may be discouraged.*
- *18.0 Adequate buffering and noise impact mitigation between the Highway Commercial District and the TransCanada Highway may consist of:*
 - A. *Sound attenuation in the form of a berm, attenuation fence or combination of measures*
 - B. *Landscaping*
 - C. *Building setback*

Amendment #6: Replacement of the ‘Figure 5 Transportation System Map’ with the new Figure 3 - Transportation Plan Map

The new Figure 3 - Transportation Plan Map will replace the ‘Figure 5 Transportation System Map’ which appears in the 2006 CCASP document (Appendix C). Figure 3 will reflect the current existing accesses into the plan area, and propose a new all turn access.

The location of the new all-turn access is to align with the existing access point, located on the north side of Adams Street that enters into the property owned by the Sask Valley Dental Corp (Appendix D).

A shared driveway would be constructed into the CCASP plan area from this new-all turn access. This shared driveway would provide access to the Neighborhood Commercial lands and the Highway Commercial lands from Adams Street.

4.0 Land Use Statistics

Table 1 – Amended Land Use Statistics

	Land Use Statistics (2013)		Amendment Land Use Statistics (2016)	
	Area (ha)	%	Area (ha)	%
Gross Area	10.8		11.4	
Environmental Reserve	1.1	10%	1.1	
Public Dedication Lands	0.3	4%		
Net Developable Area	9.4	100%	10.3	100%
Commercial				
Existing Highway Commercial	2.6	26%	2.6	25.2%
Undeveloped Neighborhood Commercial	n/a		1.25	12.1%
Undeveloped Highway Commercial	1.8	19%	4.26	41.4%
Total Commercial	4.4	45%	8.11	78.7%
Total High Density Residential	4.4	45%	1.59	15.4%
Total Municipal Reserve	0.6	6%	0.6	5.8%
Total Developable Area	9.7	100%	10.3	100%

5.0 Municipal Reserve

As per the Planning and Development Act (2007), in the case of a residential subdivision, 10% of the land area must be dedicated to a municipal reserve, and for a non-residential subdivision, 5% of the total amount of lands must be dedicated to a municipal reserve.

Because this amendment proposes to decrease the amount of residential lands within the plan area, the amount of land required for the municipal reserve has decreased from 0.6 ha to 0.57 ha, please refer to below table for municipal reserve calculations.

Table 2 – Area Required for Municipal Reserve

Plan Area 13.7 ha	2006 Creekside ASP	2016 Creekside ASP Amendment
Commercial	9.3 (1)	8.11

Residential		1.59
Open Space (Municipal Reserve)	0.6 provided, only 0.465 was required (2)	0.57 (3)
Public Lands	2.6	2.6
Environmental Reserve	1.2	1.1
Notes:		
<p>(1) Based on amount of commercial lands, according to the Planning & Development Act, the amount of land dedicated to the Municipal Reserve should be 0.465 ha ($9.3 * 0.05 = 0.465$)</p> <p>(2) This ASP over-dedicated 0.135 ha to the Municipal Reserve ($0.6 - 0.465 = 0.135$)</p> <p>(3) This amendment decreased the amount of residential and increased the amount of commercial in the ASP area, thus the Municipal Reserve requirements increased to 0.545 ha:</p> <ul style="list-style-type: none"> • Commercial: $8.11 * 0.05 = 0.41$ • Residential: $1.59 * 0.10 = 0.16$ • $0.41 + 0.16 = 0.57$ ha (based on the total Plan area of 11.4) 		

It is recommended that the 0.6 ha lands currently designated for municipal reserve are retained, rather than reduced. The maintenance of the 0.6 ha of municipal reserve lands will comply with the NEUEA's policies of promoting, conserving, and enhancing interconnected ecological and passive parklands for recreation and connections.

Additionally, land designated for the municipal reserved will provide natural lands for that will assist with stormwater management, provide passive recreational opportunities for the site's future residential developments, and provide an additional natural buffer zone for the Swift Current Creek.

6.0 Rationale for Amendments

Below is the rationale, which outlines support for the amendments as outlined within this document.

- The residential market in Swift Current does not demand the amount of higher-density residential development that was planned for this area.
- The low-lying topography of the lands located within the eastern portion of the plan area, is not appropriate for residential development.
- Numerous commercial development sites are located west of the plan area: along the west and east side of Memorial Drive, north of the TransCanada Highway, thus the addition of highway commercial lands to the plan area is compatible to its surroundings, and the most appropriate form of development to be located along the TransCanada Highway.
- The inclusion of residential and commercial uses on the subject site is compatible with progressive land-uses as outlined in the NEUEA, i.e., a mix of commercial, residential,

and nearby institutional and passive recreational, allowing residents the ability to meet their daily needs within their local neighborhood.

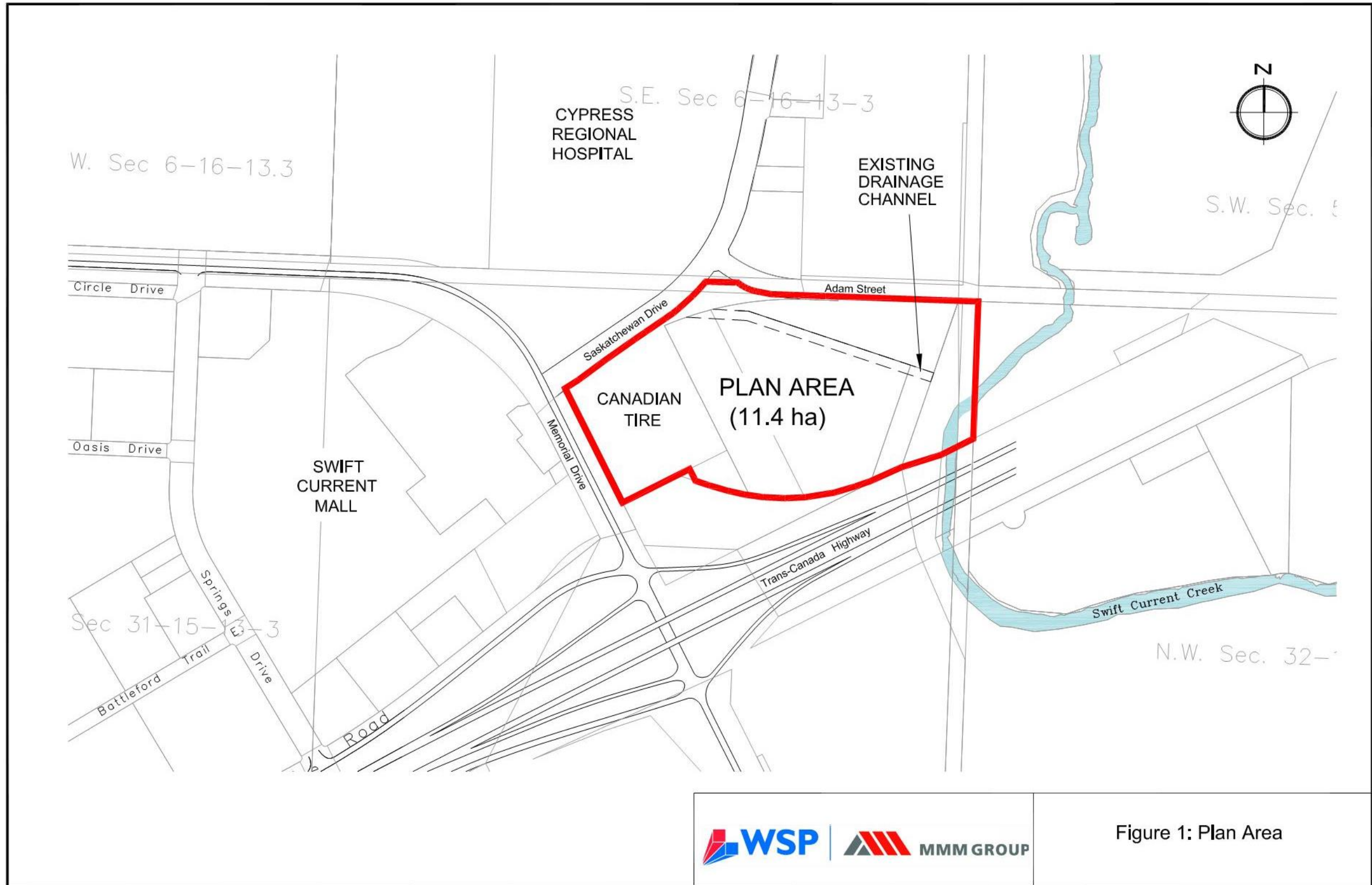


Figure 1 – Plan Area

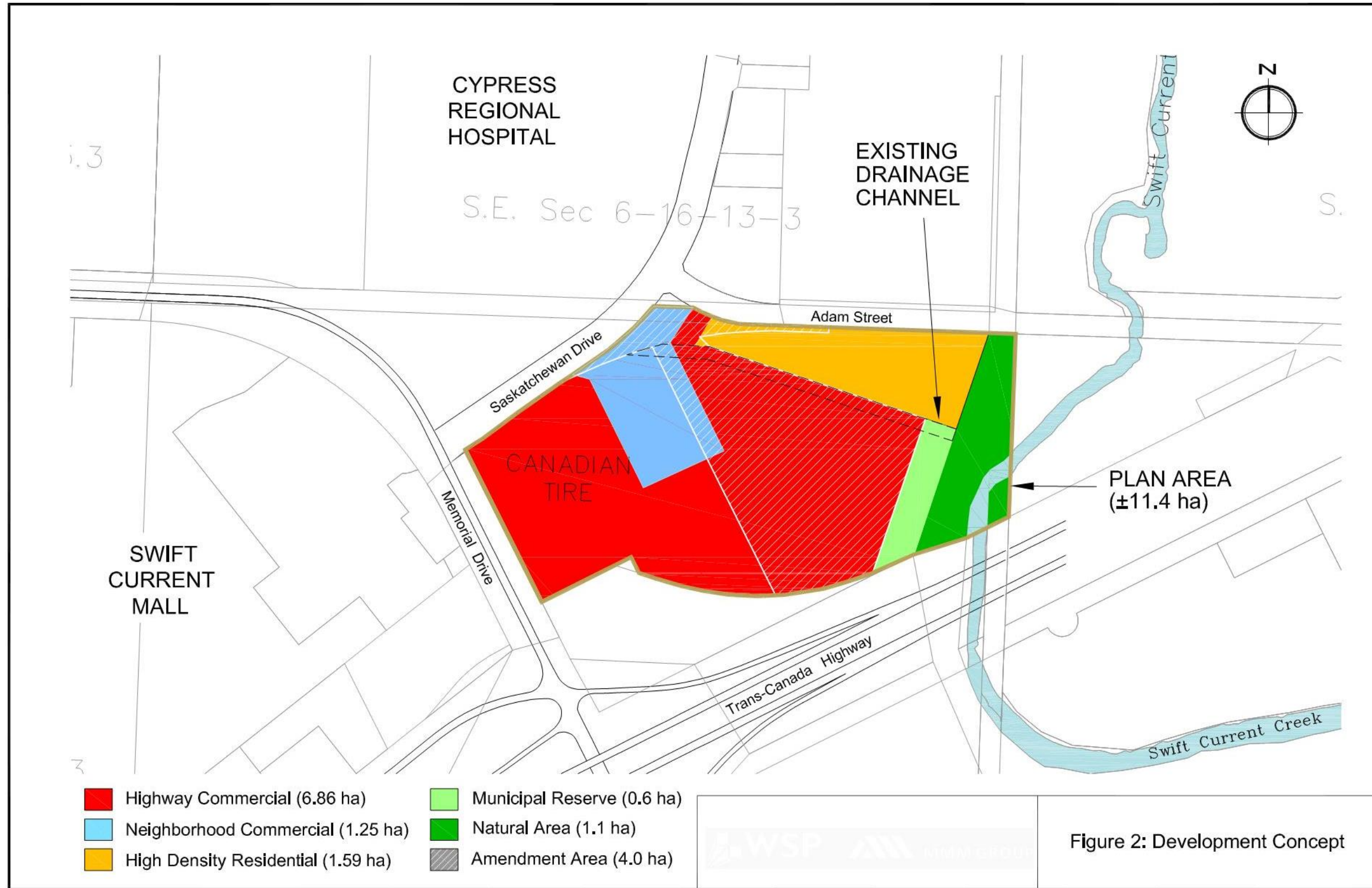


Figure 2 – Development Concept

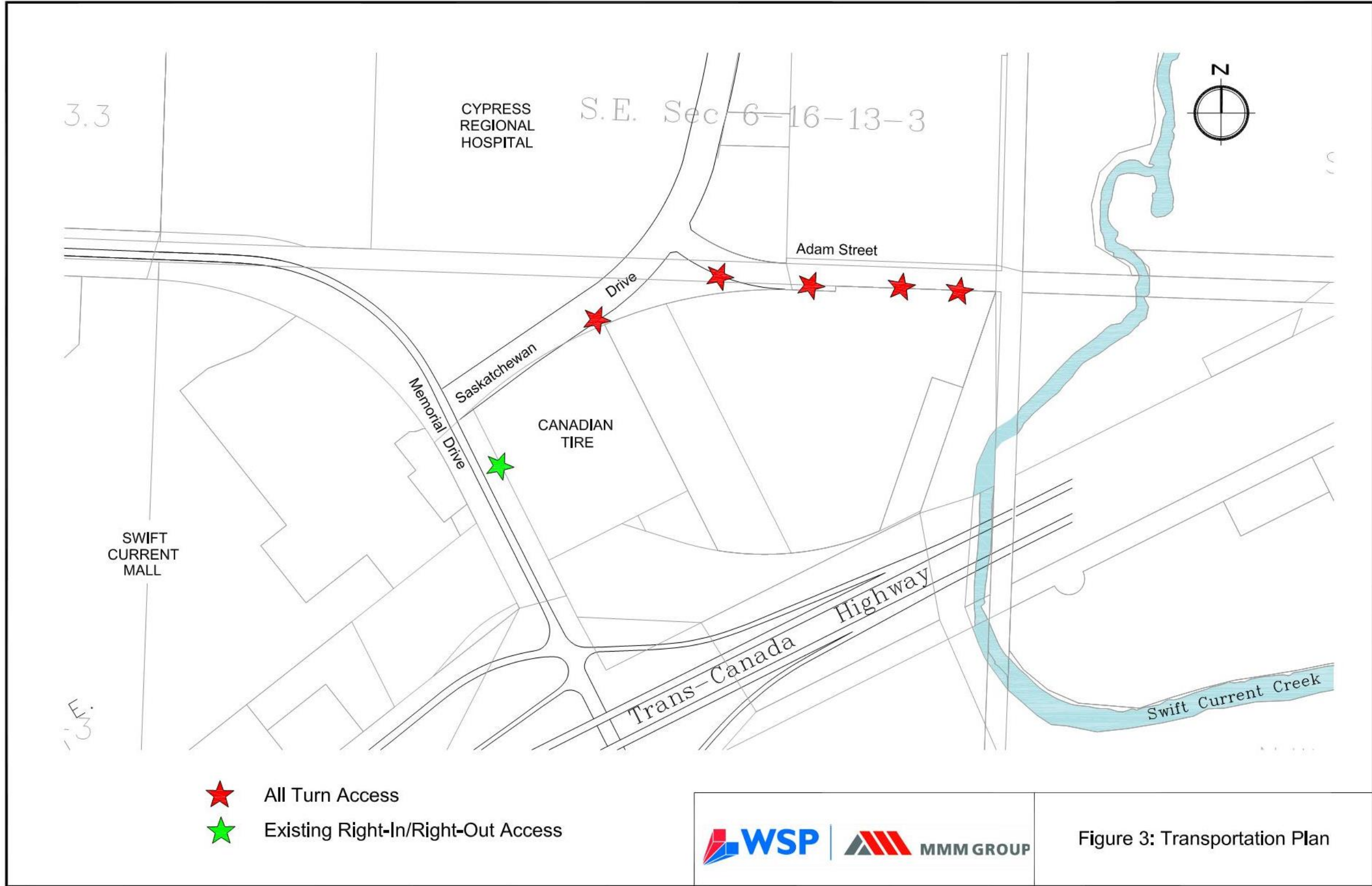
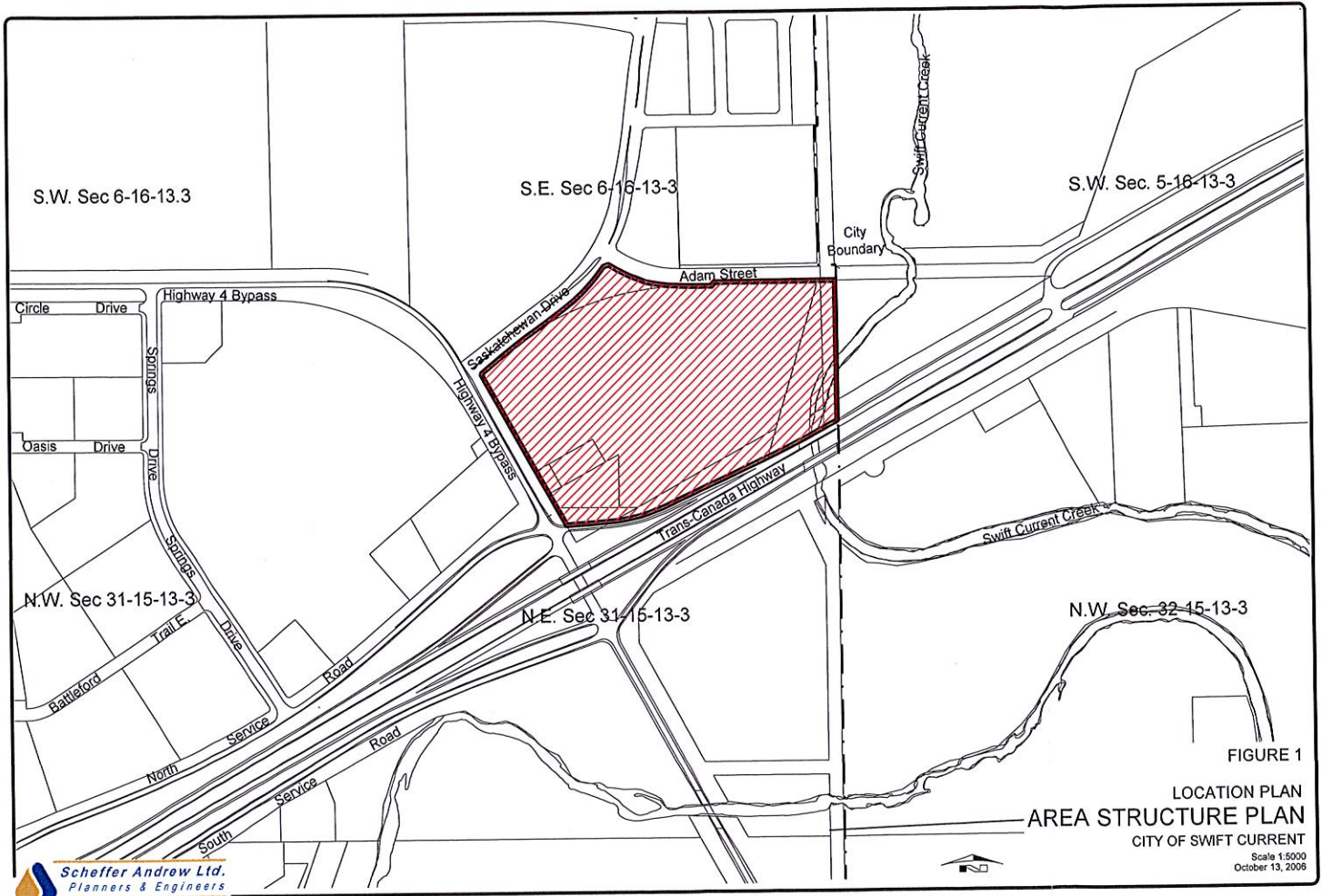


Figure 3 – Transportation Plan

APPENDIX A

CREEKSIDE COMMERCIAL AREA STRUCTURE PLAN (2006)
FIGURE 1 - LOCATION PLAN





APPENDIX B

CREEKSIDE COMMERCIAL AREA STRUCTURE PLAN AMENDMENT (2013)
FIGURE 3 - DEVELOPMENT CONCEPT AMENDMENT AREA



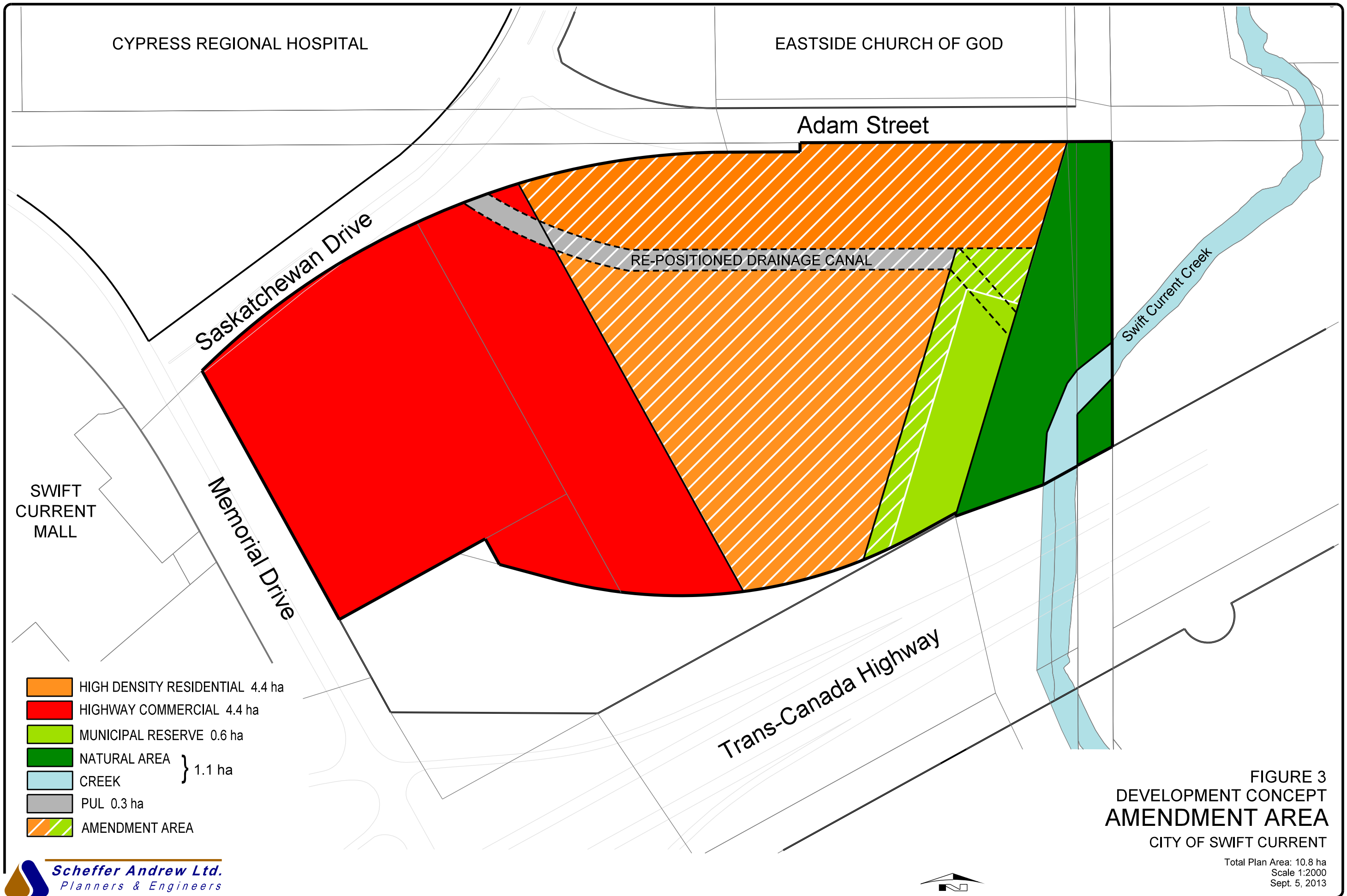


FIGURE 3
DEVELOPMENT CONCEPT
AMENDMENT AREA
 CITY OF SWIFT CURRENT

Total Plan Area: 10.8 ha
 Scale 1:2000
 Sept. 5, 2013



APPENDIX C

CREEKSIDE COMMERCIAL AREA STRUCTURE PLAN (2006)

FIGURE 5 - TRANSPORTATION SYSTEM



