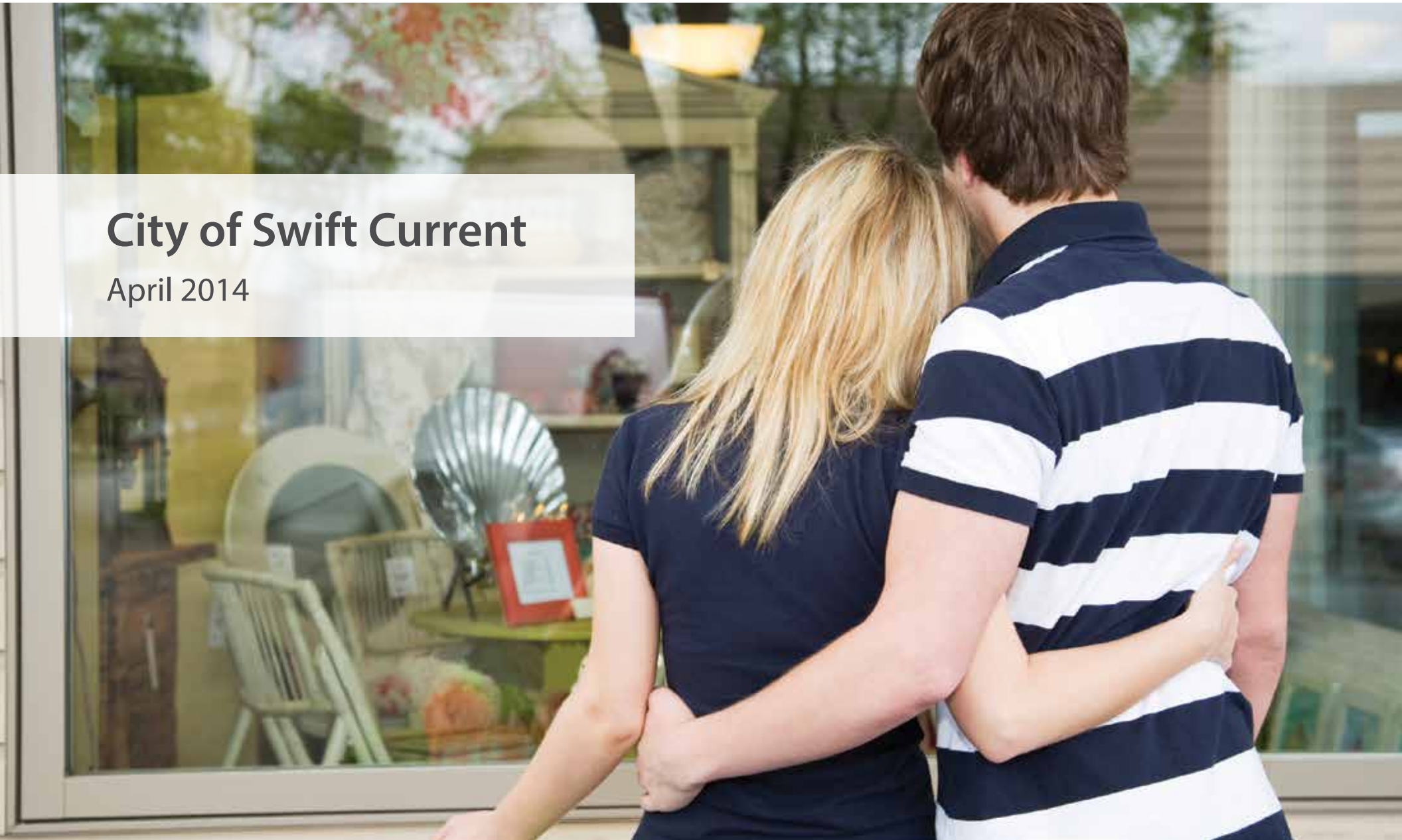


Hillcrest Highway Commercial Area Concept Plan

City of Swift Current

April 2014





Prepared by

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Project # 060700008

FOCUS



CONTENTS

1.0	INTRODUCTION	1
1.1	Purpose of Area Concept Plan	3
1.2	Hillcrest Highway Commercial Development Vision	3
1.3	Goals and Objectives	3
1.4	Policy and Legislation Framework	3
1.5	The Approval Process	5
1.6	Community Consultation	5
2.0	DEVELOPMENT AREA	7
2.1	Existing Land Use	8
2.2	Land Ownership	8
2.3	Natural Constraints to Development	8
2.4	Environmental Impact Study	8
2.5	Man Made Constraints	11
3.0	DEVELOPMENT CONCEPT	13
3.1	Land Use Overview	16
4.0	SITE DESIGN	21
4.1	Site Connectivity	23
4.2	Gateways and Entrances	25
4.3	Streetscape Design	25
4.4	Parks, Amenities & Open Spaces	26
4.5	Landscape Design	28
4.6	Transportation Network	29
4.7	Utilities & Services	35
5.0	BUILDING DESIGN	41
5.1	Building Success	41
5.2	Architectural Quality	41
5.3	Placemaking Opportunities	41
5.4	Building Height and Massing	42





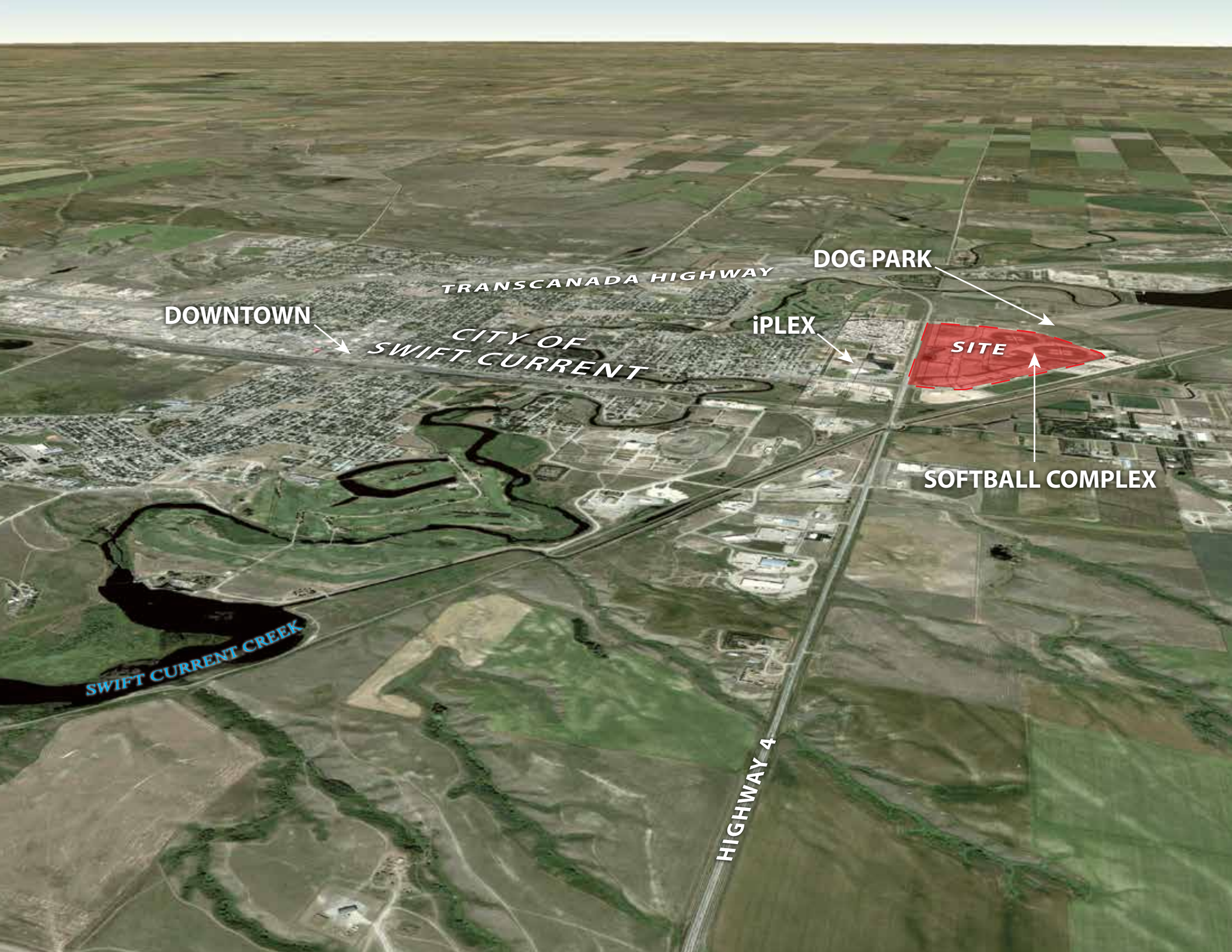
5.5	Building Form	42
5.6	Building Setbacks	42
5.7	Building Orientation	42
5.8	Building Proportion and Scale	43
5.9	Building Articulation	43
6.0	IMPLEMENTATION STRATEGY	45
6.1	Implications for Plans and Bylaws	47
6.2	Plan Staging	47

LIST OF TABLES

Table 1 – Land Use Distribution	19
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LIST OF FIGURES

Figure 1 – Regional Context	2
Figure 2 – Local Context	4
Figure 3 – Existing Drainage and Constraints	10
Figure 4 – Development Concept	12
Figure 5 – Connectivity Concept	22
Figure 6 – Pedestrian Connections	23
Figure 7 – Indoor-Outdoor Connections	23
Figure 8 – Water Connection	23
Figure 9 – Street View	24
Figure 10 – Transportation Network	30
Figure 11 – Water Servicing	34
Figure 12 – Sanitary Servicing	36
Figure 13 – Stormwater Management	38
Figure 14 – Staging Plan	46



DOWNTOWN

TRANSCANADA HIGHWAY

DOG PARK

**CITY OF
SWIFT CURRENT**

iPLEX

SITE

SOFTBALL COMPLEX

SWIFT CURRENT CREEK

HIGHWAY 4

Introduction

1.0 INTRODUCTION

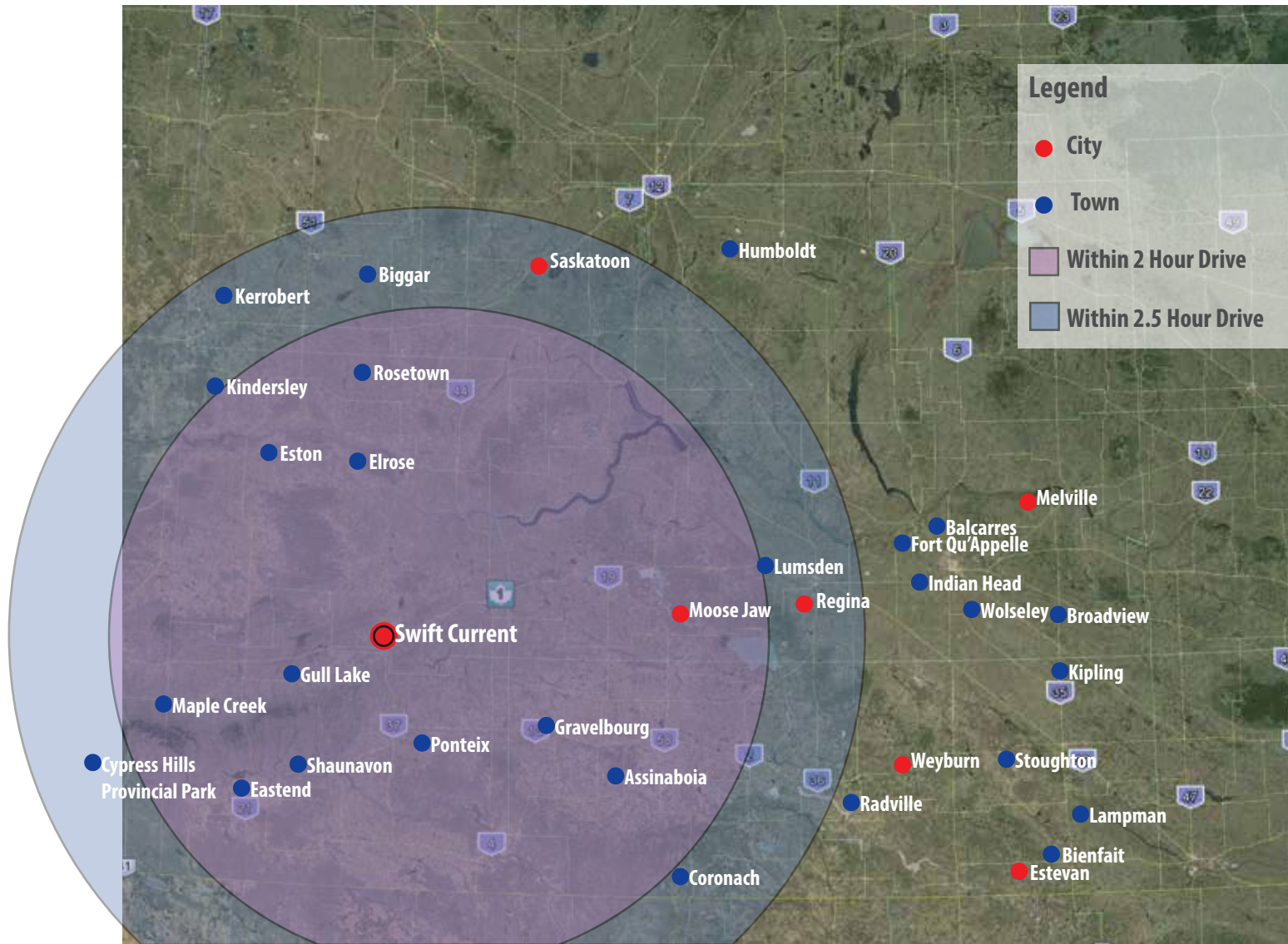
The City of Swift Current commissioned Focus Corporation (Focus) to prepare an Area Concept Plan (ACP) for the approximately 125 acres (50 hectares) of land located between Memorial Drive and Paterson Drive (see **Figures 1 and 2**). This area had been identified as a location where additional commercial would be located to service a mixture of users including:

- Highway traffic entering/exiting the city via Highway 4/Memorial Drive
- Softball/Baseball tournament participants
- iPlex tournament participants
- Local residents
- Recreational Vehicle Owners

The types of commercial development that are described in this plan will expand the slate of commercial services and retail opportunities for local residential community, enhance existing recreational spaces, while complementing existing commercial districts located downtown, along Highway 1, as well as future planned commercial areas located on the west side of the city.

This site provides an opportunity to organize existing unconnected spaces into a comprehensively planned area that is easy to access, provides additional amenities and is designed to be active year round. The existing slough would be repurposed as a signature natural 'Paterson Ponds' feature of the site offering passive recreation year round. Additional enhancements include a pedestrian oriented commercial district, an outdoor amenity space and new recreational opportunities.

Figure 1 | Regional Context



1.1 Purpose of Area Concept Plan

The ACP policies have been developed to be consistent with the City of Swift Current Development Plan and the Chinook Parkway Master Plan. The Plan has been prepared to assist the City of Swift Current, developers and urban designers in understanding the rules, regulations and guidelines for development located in this area in a manner that will enhance adjacent public space, and contribute to the character of the area and the public's use and enjoyment of it.

The plan has been prepared utilizing sound planning practices and covers land use, infrastructure, staging of development, and connectivity. It addresses planning issues in a comprehensive manner in order to effectively coordinate the design and installation of infrastructure and other on-site improvements that will generate high quality development.

The ACP has set the stage for a rational, clear land use plan that has taken into consideration existing development, topography and stakeholder input. The Plan establishes a framework for future subdivision and development within the area. The ACP is a broad attempt to consider options of potential development that are expected to evolve over time. Amendments to the land use should be readily accommodated without the intent of the plan being compromised.

1.2 Hillcrest Highway Commercial Development Vision

To create a pedestrian-focused vehicle-friendly commercial/recreational space which has the flexibility to be used by the resident community, as well as visitors to the City on a year round basis.

1.3 Goals and Objectives

Public and stakeholder input gathered during the early stages of the Hillcrest Highway Commercial ACP and the principles driving previous planning initiatives such as the City of Swift Current Development Plan, form the basis for the Goals and Objectives. Specific objectives of this ACP include the following:

- Determine future land uses for the area
- Integrate land use with future servicing, and other infrastructure in a cost effective and efficient manner
- Illustrate potential utility arrangements
- Provide controlled access and egress to Highway 4 in a manner that it remains a safe and efficient transportation facility
- Determine impact of the proposed transportation network on the existing transportation system

- Enhance the appearance of the corridor as a major gateway from southern Saskatchewan
- Describe the sequence and implementation of development in the area
- Identify pedestrian and bicycle access and egress adjacent to roadways and trails, examples of possible building styles and illustrate the links and connectivity with the greater community

1.4 Policy and Legislation Framework

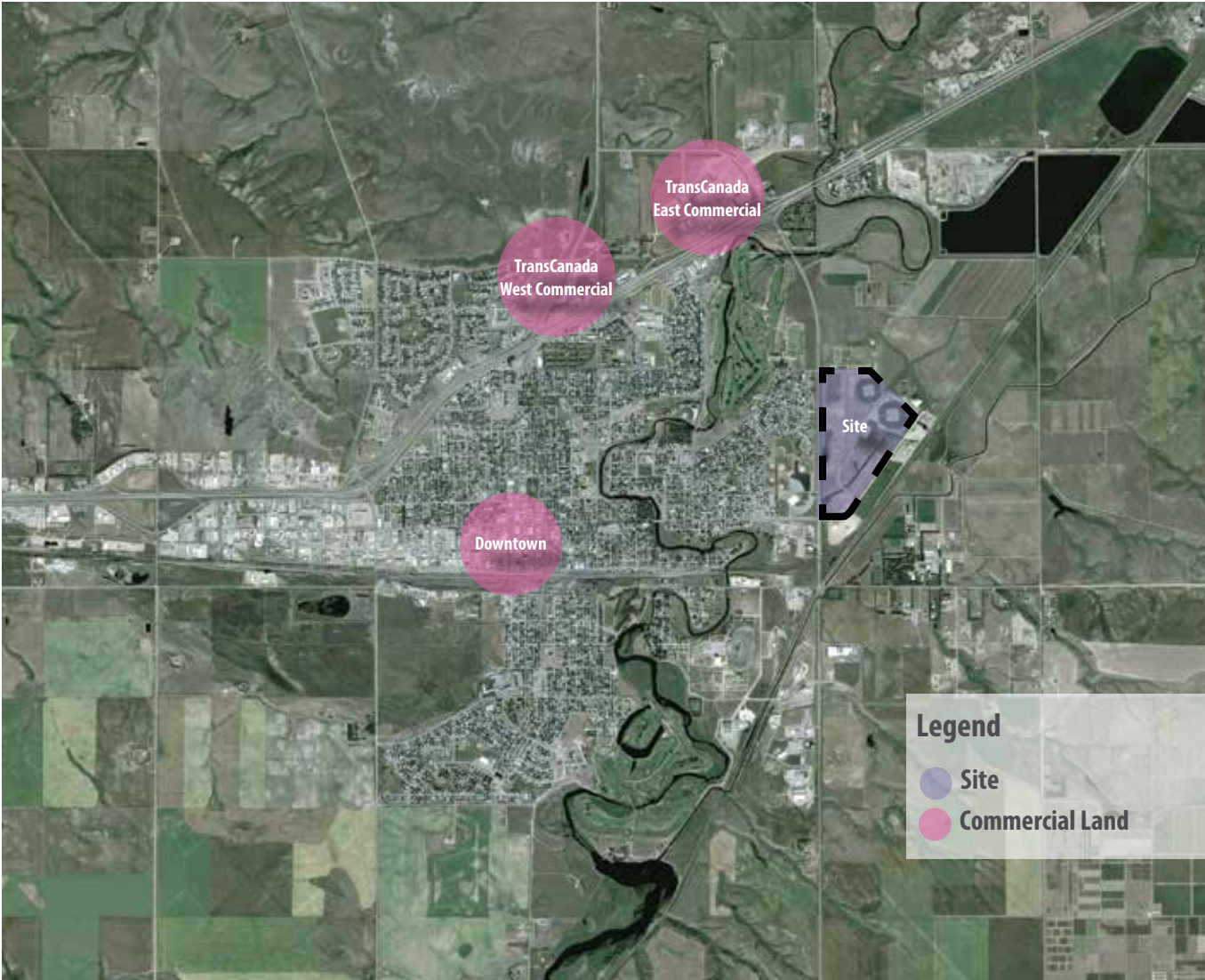
According to Division 2 of the Saskatchewan Planning and Development Act, 2007 (Concept Plans), the process for approving a Concept Plan is as follows:

44(1) "If a municipality has an approved official community plan, a Council may, as part of the official community plan, adopt a concept plan for the purpose of providing a framework for subsequent subdivision and development of an area of land.

(2) A concept plan may describe:

- a. The land use proposed for the area, either generally or with respect to specific parts of the area
- b. The density of development proposed for the area, either generally or with respect to specific parts of the area

Figure 2 | Local Context



c. The general location of services proposed for the area

d. The phasing of development proposed for the area

(3) The Council shall ensure that any concept plan is consistent with its official community plan, and any part of a concept plan that is inconsistent with the official community plan has no effect insofar that it is inconsistent.

(4) Notwithstanding subsection (1), a council that has been declared an approving authority pursuant to subsection 13(1) may adopt or amend a concept plan by resolution, subject to the requirements of subsection 23(3)."

In the current situation there is no official community plan for the City of Swift Current, but instead a development plan. The same policy must be maintained as outlined above substituting the development plan for the official community plan until an official community plan is in place.

1.5 The Approval Process

The primary responsibility for managing community planning, development issues, land use and municipal services rests with local municipalities. Municipalities are authorized to carry out local and regional planning, establish zoning bylaws, and require development permits, servicing agreements, or development levies to

manage land use, development, infrastructure, and community growth issues.

The Planning and Development Act, 2007 (PDA) establishes Council as the development authority of:

- Urban, rural, and northern municipal councils
- The Minister of Municipal Affairs
- District planning commissions; and district planning authorities.

1.6 Community Consultation

This ACP was prepared for a 125 acre site located between Memorial Drive and Paterson Drive (see **Figure 2**). A Public Hearing was held to obtain input from parties interested in commenting on the Plan. Two public open houses were held to gather comments and feedback on the Plan. The first was held on June 8th, 2010, and was lightly attended with no substantive comments being made regarding the proposed Plan.

The second Open House was held January 23rd, 2014 after the Plan had been substantially completed. This open house was well attended, with 35 citizens signing-in and many more sharing their thoughts on the Plan.

Overall, citizens were pleased with the Plan and felt it was well thought out and would improve the quality of the City's commercial and recreational amenities as it is constructed over an anticipated 15-20 year timeframe. Some concerns were raised, but most did not relate directly to

the Plan Concept and the majority of citizens felt that the uses presented in the Plan presented a positive opportunity for the City. Positive comments included praise for:

- Pedestrian linkages both to and throughout the Plan area
- Environmental amenities such as enhancing the existing slough
- Addressing the current drainage challenges on the site
- The Plan's pedestrian focus and walkability (same as first one)
- Expanded retail/commercial experience in the City, and
- Some of the potential year round park amenity possibilities

Questions that arose included the following:

- Future plans for the Fire Departments Facility on the site?
- Noise attenuation planned for the site to reduce traffic noise.
- Is a dog park included in the Plan?
- Will improvements be made to site drainage
- Will the City be investing in the development of this property?

These questions were addressed with the citizens at the open house and further contact information was provided where necessary. The questions have also been addressed in the finalized Area Concept Plan.



Development Area

2.0 DEVELOPMENT AREA

The Plan is approximately 725 meters east to west at its widest point and 1100 meters in length, north to south. It encompasses approximately 125 acres (50 ha) situated east of Highway 4 between Paterson Drive opposite Hillcrest Drive in the north and Patterson Drive opposite Chaplin Street in the south, in the City of Swift Current on land legally described as Part of Block C, Plan 97SC032230 Ext. 1.

The Plan area is bounded by:

- An extensively developed residential area on the northwest
- Baseball complex on the southwest
- Paterson Drive to the southeast
- Paterson Drive to the northeast
- A cemetery and dog park to the north
- Industrial development to the south
- Highway 4 to the west

See **Figure 2**.

The subject property is located on the east side of Swift Current approximately 3 kilometers south of the Trans-Canada Highway (TCH), making it less visible and more challenging to offer viable commercial development that supports travellers utilizing the TCH. Primary access to this site is provided by Highway 4. Aerial photo evidence has confirmed that this land was used for agricultural purposes dating back to 1945. From 1955 to 1966 the site was used as a research station (Agriculture Canada Experimental Farm, Semiarid Prairie Agriculture Research Centre, SPARC). The City of Swift Current purchased the land in 1997. In recent years, this area has commenced its transition from agricultural use to other uses that serve the community and provide employment. Examples include the Paterson grain elevators located to the southeast; the Sanjel Corporation located directly south on Paterson Road, the baseball fields and the City of Swift Current's Fire Departments training facilities to the east.

The site is better known as the home of a large scale softball complex and its proximity to the Credit Union iPlex. Although the demand for this land has not been as high as the land immediately adjacent to the TCH, it is starting to transition to its ultimate use and is well positioned to support the Credit Union iPlex, the large softball complex, nearby residential, as well as the envisioned north/south trade route. Having a plan in place to guide the development of this area will allow it to be developed in an orderly strategic and economic manner and confirm its place in the hierarchy of commercial land within the City.

This site was chosen as the next commercial area due to its proximity to Highway 4, compatibility with the recreational facilities, the support it will provide to the residential development to the west as well as the anticipated north/south trade corridor. Because the majority of land in this area is already developed, is not suited for development, or is being developed for other purposes (E.g. McIntyre Park light industrial park)

the land has been identified as best suited for commercial. The increased traffic on Highway 4 as the City grows will benefit further development on the site (see **Figure 1**).

2.1 Existing Land Use

The site is currently designated Light Industrial (M1), Heavy Industrial (M2), Highway Commercial (C3), and Urban Reserve (UR).

2.2 Land Ownership

The land is legally described as part of Block C, Plan 97SC03230 Ext 1, within the City of Swift Current. The majority of the land is currently owned by the City of Swift Current, with the exception of approximately 5 acres in the north of the site owned by Brahma Developments. The plan area is made up of private land, recreational land and City owned land which has not been developed prior to this ACP.

2.3 Natural Constraints to Development

In general, natural constraints provide an overview of site characteristics such as slopes, bodies of water, unique soils or vegetation and assist with the initial site evaluation that determines the viability of site development and identification of any extraordinary costs (bridges, culverts, soil removal or replacement) that may have an impact on the site development

economics. In addition, they provide an indication of the yield that will be provided based on the planned land use. It can also be used to confirm the ability of the site to provide the desired parcel sizes. Identification of constraints may also help determine the amount of land that has severe development restrictions that will have to be designated as environmental reserve.

The geotechnical site review provides a general overview of site characteristics and it will have to be supplemented with site specific studies that provide development criteria and confirm the suitability of specific sites for proposed uses.

2.4 Environmental Impact Study

Normac Agricultural Environmental Systems Ltd. (Normac) prepared an environmental impact study for the subject land. The report was prepared using the Saskatchewan Environment (2003) guidelines for the preparation of a project proposal.

2.4.1 Topography/Surface Water

The plan area ranges in elevation from 2415 feet (735 meters) at the north end to 2460 feet (750 meters) at the south end. It has mildly rolling topography and the closest natural water course, Swift Current Creek, is located approximately one kilometer north. An irrigation canal runs through the southeast side of the property and eventually veers north-northeast. The natural drainage channel on the site was excavated to provide a more effective defined drainage ditch to serve the land.



Normac A.E.S. installed some monitoring wells and observed the ground water table as well as identifying the drainage patterns of the land. They identified the following features in their study:

- A large depressional bowl located just below and south of the large weedy hillside that drains eastward through a culvert to Swift Current Creek
- A reed canary grass slough located in the central part of the study area adjacent to the west boundary
- A wet cattail slough in the west central part of the study area that is landlocked and has no defined drainage outlet

- A disturbed weedy area located east of the cattail slough where the land surface appears to be saline (presence of trees indicates salinity is not a major problem)
- An improved deep drainage ditch dissects the lower southern portion of the study area and drains off-site to the northeast towards the Paterson Grain Terminal. Cattails in the bottom of the ditch indicate it is wet most of the year.

See **Figure 3**.



Figure 3 | Existing Drainage and Constraints



2.4.2 Soils and Geotechnical

AMEC Earth & Environmental prepared a geotechnical report, dated June 18, 2010.

Four boreholes were taken across the site and the soil conditions were analyzed. Generally, the soil conditions consisted of topsoil from 50mm to 200mm, silt and clay from 1.4m to 2.1m below existing ground, sand to about 2.4m below existing ground and clay and till below the sand. Ground water depths across the site ranged from 1.65m to 9.8m below existing ground and are expected to fluctuate seasonally. Recommendations for site preparation can be referenced in the AMEC File (Geotechnical Evaluation Southeast Commercial Development Area Structure Plan, June 2010, # BX06037).

A broader study of the site conducted outside of the scope of the ACP by Normac determined that the project lands are underlain by 30m of till on top of bedrock (Bearpaw Formation, 400m, 1300 ft. thick). The Bearpaw Formation is "a thick gray marine deposit composed of non-calcareous silty clay and clay with prominent sand members; mainly the Ardkenneth located about 180m below the surface."

The dominant soils in the higher lands have been identified as "Birsay orthic brown Chernozems" overlying till will 1m (Ayers et al., 1985). Soil texture ranges from a fine loam to a loam. The lower slope soils to the north, east and south have been identified as carbonated alluvium soils classified as carbonated and/or salinized phases of Rego Chernozems (no B Horizon occurring) on unpatterned, very gentle topography.

2.4.3 Vegetation, Biophysical and Archaeological Assessment

Vegetation on site was limited with the largest portions of the study area barren and only minor native prairie grasses and small trees in the southwest corner. Furthermore a biophysical assessment was completed outside of the scope of this ACP.

Normac also completed a screening for cultural or heritage value on the site using the Online Screening tool maintained by The Saskatchewan Ministry of Tourism, Parks, Culture and Sports. The subject area was found not to be heritage-sensitive.

2.5 Man Made Constraints

Man-made constraints on the site are minimal and consist mainly of the surrounding roadways. A portion of the existing service road along 22nd Avenue NE and a road widening buffer strip will be required in that location. There are 2 SaskTel lines traversing the site at the southern edge, however, both have been abandoned and new lines installed along Paterson Drive. On the east, the site design will provide access to the baseball fields/parks both through the internal road network, and from Paterson Drive. A man-made drainage channel runs from 22nd Avenue NE to the east property line across the southern portion of the site. Portions of this channel will need to be maintained and realigned (see **Figure 3**).

Figure 4 | Development Concept



Street Oriented Retail Commercial



Placemaking Opportunities



Convenience Commercial



Landscape Parking



Area Concept Plan

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December 18, 2013

Development Concept

3.0 DEVELOPMENT CONCEPT

The proposed Hillcrest Highway Commercial Area Concept Plan has been designed to include a mix of uses including: commercial, retail, public service site, and recreational uses. The ACP includes the Development Concept (**Figure 4**), the Connectivity Concept (**Figure 5**), Pedestrian Connections (**Figure 6**), Indoor/Outdoor Connections (**Figure 7**), Water Connections (**Figure 8**), and the main commercial street Cross Section (**Figure 9**).

Plans, sketches and illustrations prepared as a part of the Hillcrest Highway Commercial ACP have been prepared as illustrative examples only to aid in the future development of this site. The illustrations provide a positive example for future development.

The Concept Plan identifies a potential layout of uses for the area and is intended to act as a guide to assist with the City's intentions for the development of the area. Combining commercial

with recreation will encourage an active leisure and community based development resulting in the following benefits:

- Increased viability of facilities and support for small business
- Greater opportunities for social interaction
- Vitality and active street life
- Opportunity for the creation of a destination area
- An expanding transitional zone that buffers nearby or adjoining industrial uses to the south/southwest
- Placemaking opportunities reflecting meaningful cultural and heritage values
- Increased pathway network

The intent of the ACP is to create a pedestrian-focused vehicle-friendly commercial/recreational space which has the flexibility to serve the community and its residents, as well as visitors to the city on a year round basis. The pedestrian portion of the public street right of way should have well-defined zones such as:

- Business frontage/furniture zone
 - Can accommodate patios, pedestrian oriented signage, outdoor displays, furniture, seasonal event displays
- Clear pedestrian zone
 - Remains clear for unobstructed pedestrian traffic and is positioned roughly in the middle
- Street amenity zone
 - Is curb-side and may include such components as parking metres, street light standards, benches, trash receptacles, public art installations, planters (moveable or permanent) street trees, bicycle parking
- Pedestrian crossing zone
 - Typically includes curb extensions to shorten pedestrian crossing times, raised traffic platforms as subtle cues to motorists they are entering a crossing



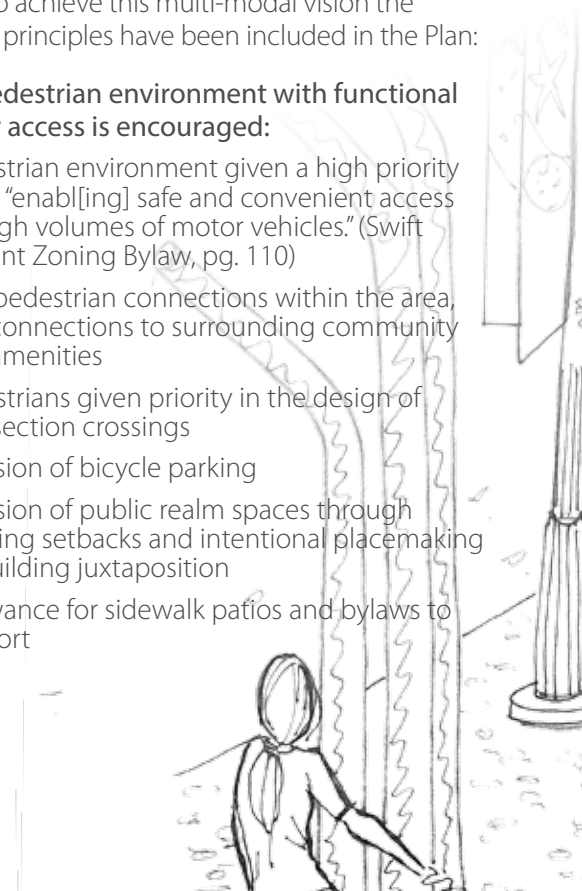
zone and to drive with extra caution, urban braille and related disability assistance in standard approved components, and landscape/public art installations to foster best practice in public realm place-making

All buildings and public spaces should be articulated and designed to allow for visual interest, spatial variation, and connectivity.

In order to achieve this multi-modal vision the following principles have been included in the Plan:

A vital pedestrian environment with functional vehicular access is encouraged:

- Pedestrian environment given a high priority while “enabl[ing] safe and convenient access for high volumes of motor vehicles.” (Swift Current Zoning Bylaw, pg. 110)
- Safe pedestrian connections within the area, and connections to surrounding community and amenities
- Pedestrians given priority in the design of intersection crossings
- Provision of bicycle parking
- Provision of public realm spaces through building setbacks and intentional placemaking by building juxtaposition
- Allowance for sidewalk patios and bylaws to support



High quality building design and materials

- Innovative and high quality built form
- High quality developments with a full range of services
- Design guidelines that ensure a pedestrian scale, unified streetscape have been given priority including:
 - Highly permeable materials to increase visual interest at street level
 - Varied setbacks
 - Pedestrian scale building design

A variety of outdoor physical and social spaces

- Development of an appropriate range of public amenities that complement the commercial development
- Placemaking principles are in place to encourage local branding of site and enhancement of municipal land
- Requirements for high quality connections between significant municipal spaces
- Public plaza(s) in key locations encouraged
- Enhancement, and upgrading of existing recreational spaces
- Recommendations for additional recreational spaces with year round activity

Innovation solutions and concept implementation

- Innovative solutions with further concept development
- Existing standards determined to be barriers to the implementation of the Vision and Principles of this Plan should be removed



3.1 Land Use Overview

In order to meet the goals and objectives of the Plan, address land use compatibility, and fulfill the City's vision of this land as a future commercial center, some land uses in the plan area will be re-designated. The site design includes highway commercial, public service site, urban reserve, and parkway.

3.1.1 Commercial

The highway commercial areas are designed to take advantage of the area's visibility from and accessibility to Highway 4, to promote new commercial development, and encourage commercial services within the vicinity of Highway 4. The plan provides 14.3 ha (35.34 ac.) of highway commercial lands.

The following policy applies within the Highway Commercial designation:

"4.14.1 Statement of Intent

"To provide for the development of land uses adjacent to major routes entering the City which specialize in serving the touring public travelling from beyond the City and require medium to large sites to enable safe and convenient access of high volumes of motor vehicles."

This development will complement existing development and is not expected to have a negative impact on the Central Business District (CBD) or other commercial development adjacent

to Highway 1 as the uses and tenants are expected to be of a complementary nature and target a different market segment.

The site has been designed in accordance with the site development criteria (set-back, lot frontage, minimum lot size) established in the C3 District. In general, lots are expected to range from approximately 1 acre to 1.5 acres.



Objectives

To provide highway oriented commercial services

To encourage a wide range of shopping facilities to accommodate the needs of the city and area residents

- To establish an attractive streetscape along the Highway 4 corridor and an appropriate gateway to the community
- To promote "green" sustainable developments through innovative site and building design
- To encourage the practice of sustainable landscaping





3.1.2 Public Service Site

The Heavy Industrial (M2) area is designed to maintain the existing Fire Training Facility. This area will require appropriate screening to separate it from the commercial and parkway zones.

The following policy applies within the Heavy Industrial designation:

"4.17.1 Statement of Intent

"To establish and preserve areas for industrial and manufacturing uses which, by nature of their operations, could be non-compatible with other adjoining land uses, and therefore require separation."

This Plan will permit the continued operation of the existing Fire Training Facility. When this facility is no longer required it is recommended that the area be transitioned into a use that is more complimentary to the surrounding commercial and parkway zones.

Objectives

- To permit continued operation of existing Fire Training Facility
- To establish appropriate buffering between M2 and adjoining land
- To prepare for future transition of land

3.1.3 Parkway

As the Plan area is intended to be a commercial district servicing the region, recreational facilities, and community, open spaces are integral to the area's vitality. The ACP design includes land to be allocated for a pedestrian/bike trail system that provides access to and through the site as it is anticipated that access to the softball/baseball fields will remain important as will linkages to the dog-park, iPlex, baseball fields, golf course, and nearby residential neighbourhoods.

Objectives

- Provide lands for passive park uses adjacent to the Memorial Drive
- Enhance Memorial Drive corridor
- Connect local residential, recreational and commercial parcels
 - Provide safe and scenic trails within the area
 - Integrate the trail system with existing opportunities
 - Establish visual variety
 - Enhance natural beauty and provide roadside vegetation
 - The following policy applies within the Parkway designation:



The following policy applies within the Parkway designation:

"4.14.1 Statement of Intent

To recognize lands within the City designated for active and passive park uses and to regulate the use and development of these lands for active and passive park and recreation purposes."

Suggested connections have been included outside of the site to the north, west and east. These suggested connections for lands outside of the Hillcrest Highway Commercial ACP boundary are conceptual but provide high quality, well thought out, and functional routes.





3.1.4 Land Use Distribution

LAND USE	+ / - ACRES	+ / - HECTARES	%
Commercial			
Commercial/Retail	35.34	14.3	28.23
Total	35.34	14.3	28.23
Other			
R.V. Park	2.72	1.10	2.17
R.V. Dump	0.99	0.40	0.79
Rire Rescue Centre	3.95	1.60	3.16
Total	7.66	3.1	6.12
Open Space			
Environmental Reserve	3.14	1.27	2.51
Municipal Reserve	65.36	26.45	52.22
Total	68.5	27.72	64.73
Roads/PUL			
Collector/Entrance Roads/Boulevards	9.22	3.73	7.36
Local Roads	4.45	1.8	3.55
Total	13.67	5.53	10.91
Total	125.16	50.65	100



Site Design

4.0 SITE DESIGN

The following Site Design section outlines Guidelines that encompass opportunities for site connectivity, gateways/entry points, streetscape character/qualities, park amenities/open space, landscape design, roadways, utilities, and related site servicing.

The rationale for the specific guideline generally includes, where appropriate, supporting imagery/illustrations to demonstrate the guiding principles described in Section 3.0.

The Concept Plan and the accompanying Guidelines are intended to assist development proponents and applicants with the planning and design of their proposed projects in order to guide the application and review process.

Developer's Contribution

Successful developers invest a great deal of time planning development of their land and use many tools and resources to support their development efforts. Tools they use include

the implementation of architectural controls/restrictive covenants to ensure that they maintain a consistent building type and standard. They often implement common architectural themes for lighting, signage, street furniture and colour that helps generate a familiar environment that stands out in a community. Developers will also avail themselves of opportunities to host public art and notices of historical "moments" related to their sites.

Public Realm

The public realm is generally defined as all exterior spaces such as linkages and exterior elements of the built form such as streets, pedestrian ways, bikeways, plazas, nodes, natural features, landmarks and building interfaces.

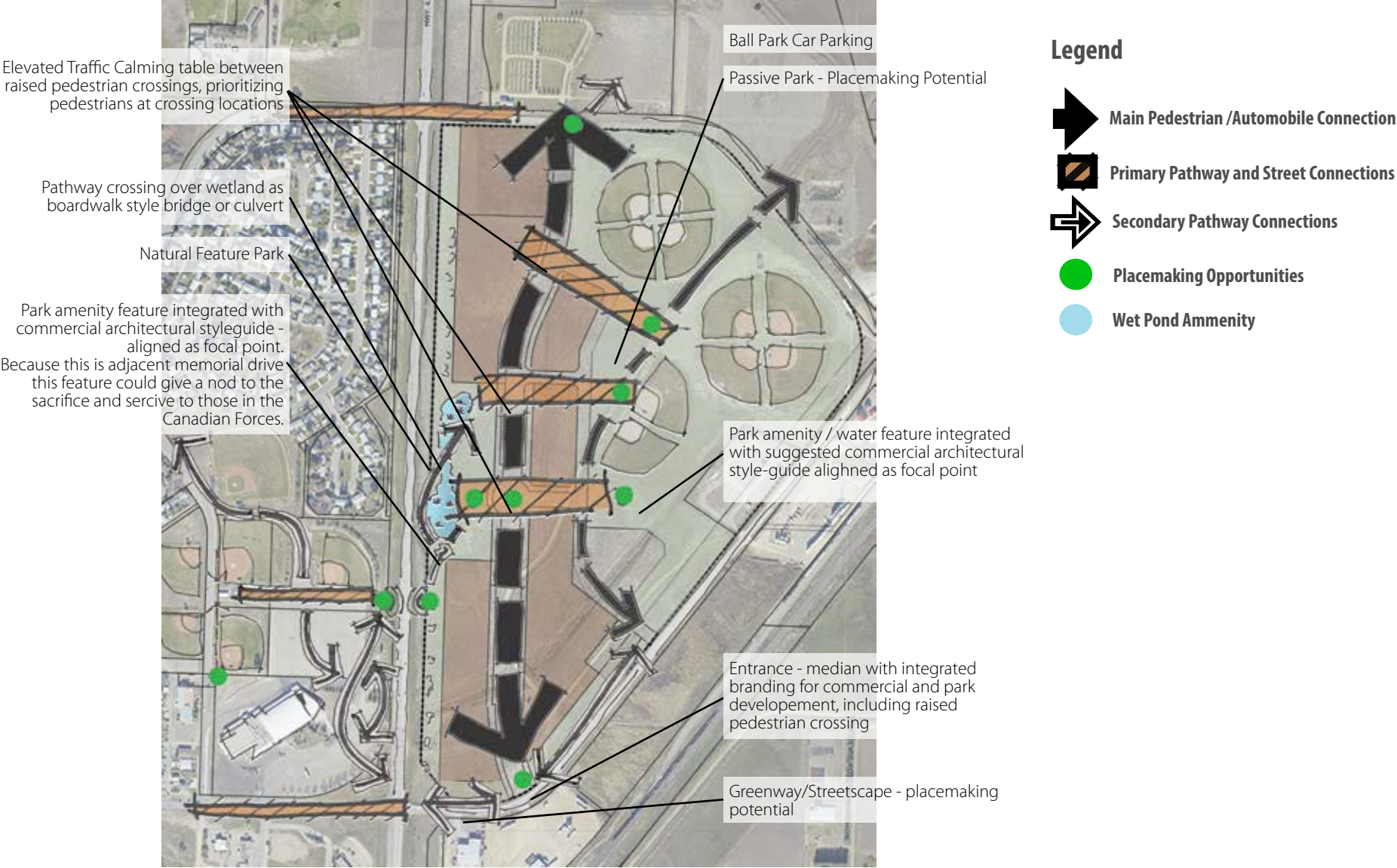
Public Realm Responsibility – for the purpose of these guidelines The City of Swift Current, as area land developer, intends to take responsibility for capital and operating expenditures of the public realm within the public road right of ways and the public park lands.

Semi-Public Realm Responsibility – for the purpose of these guidelines the development proponents/applicants are expected to take responsibility for capital and operating expenditures of semi-public realm amenities occurring in the spaces between buildings on private subdivided land parcels – in a manner that effectively and visibly vitalizes seamless connectivity.

Design matters in the public realm. Design leadership will influence the creation of pedestrian-friendly places. High quality open space that aspires to the vision and values of the Area Concept Plan will integrate seamlessly with the recreational and residential context of the existing area.

Guidelines applicable to the public realm are primarily for the use and reference of the City of Swift Current. However, the public realm guidelines should also be reviewed by private sector developers with shared interest in seamlessly vitalizing semi-public spaces within the Hillcrest Highway Commercial area.

Figure 5 | Connectivity Concept



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December 18, 2013



Figure 8 - Water Connections

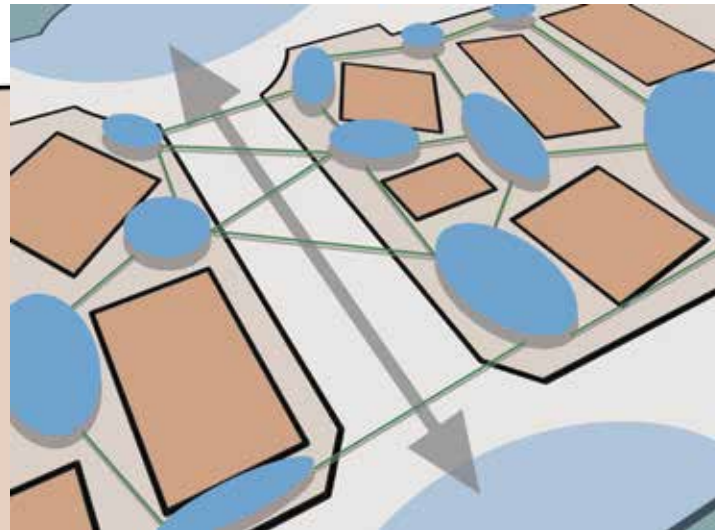


Figure 6 - Pedestrian Connections



Figure 7 - Indoor/Outdoor Connections

Development proponents/applicants should understand the City's intent and vision in order to optimize project "fit."

The urban design of each semi-public area needs to integrate architectural massing, scale, height, and variety of overall buildings with functional outdoor spaces. Consideration of local arts, culture and community context should be considered as intrinsic value to the overall vision.

4.1 Site Connectivity

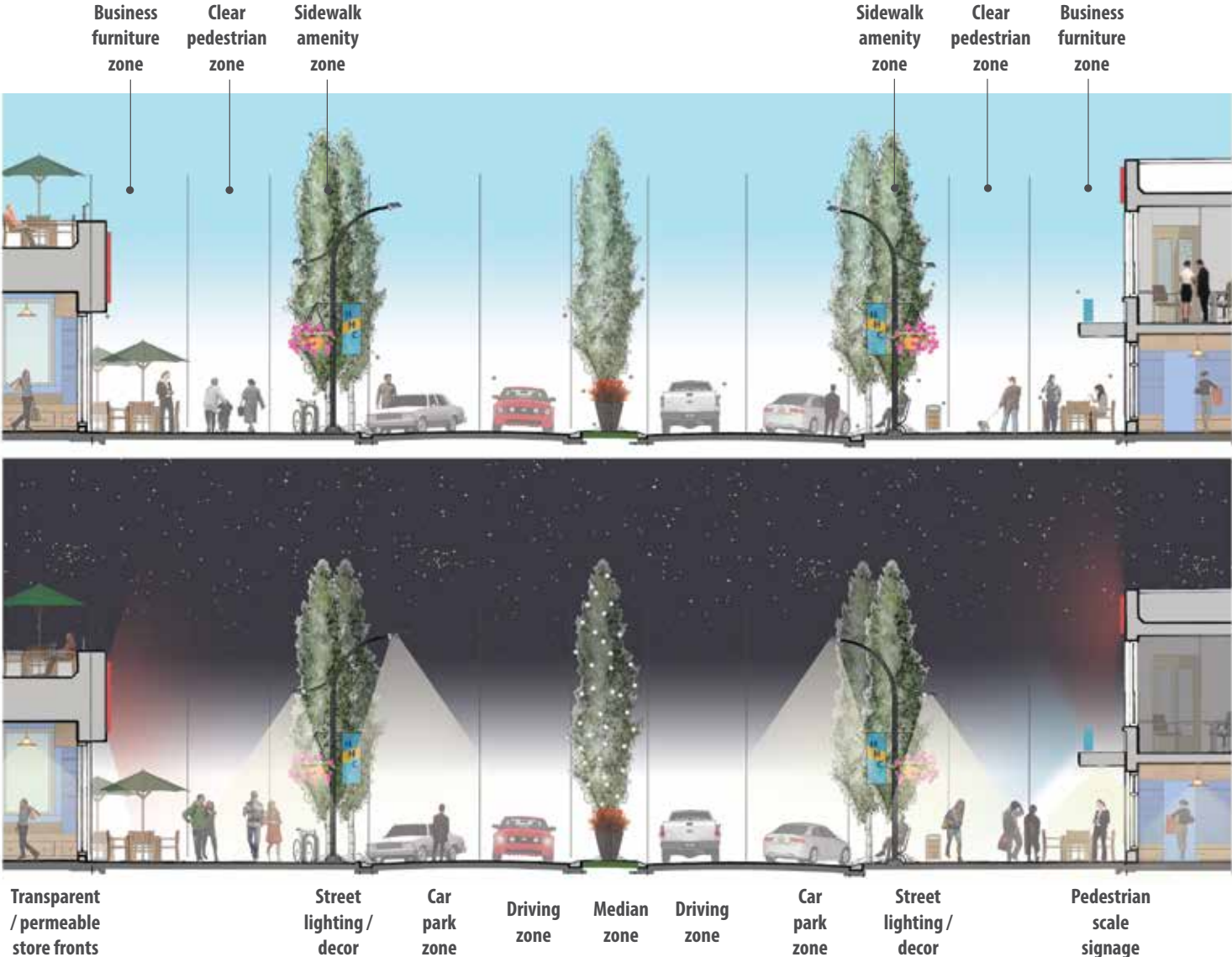
Building connections to grow the best possible communities are fundamentally important to the vision and values of the Area Concept Plan.

Within the Plan, the center block is significant to the vision of integrating the development as a local hub. The overall connectivity concept (see Figure 5) covers the major linkages both north-south and east-west throughout the site. The east-west direct connection to the center block/localized hub would be best facilitated by a Memorial Drive pedestrian box culvert.

Forging this all-important direct connection has local hub significance, by design:

- **Food** – activating safe routes between playing fields involves tournament play schedule programming, food, and the socio-economic benefits of area development in a park-setting

Figure 9 | Street View



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December 18, 2013

- **Energy** – vitalizing multi-faceted pedestrian shopping environments with daily cultural activity, seasonal events, visual arts, performance venues in the context of the sport and recreation setting is a unique place-making opportunity
- **Water** – integrating stormwater management and low impact development with street rainwater design to functionally and thematically link the existing slough, west side of the site, with proposed stormwater pond/amenity space east of Paterson Drive (see **Figure 8**)

Place-making and activation of the public realm will be the result of interactive opportunities between building and spaces and between spaces, inside and outside (see **Figures 6 and 7**).

4.2 Gateways and Entrances

Highway 4 represents the major entrance for visitors to Swift Current from the south. The proposed area development land is in a prime location to capitalize on this opportunity. Entry features are recommended on both the primary southern and primary northern vehicle entrances where they connect with Paterson Drive. Project branding and placemaking opportunities at this location offer significant marketing benefits.

4.3 Streetscape Design

The streetscape design in the Hillcrest Highway Commercial Area aspires to share vehicular access with pedestrian mobility (see **Figure 9**).

The recommended streetscape, as illustrated, will allow direct, functional connections between key areas within the site and help to create a more convenient and comfortable environment. The street network should, wherever possible and practicable, make it as easy and attractive to walk or cycle as it is to travel by car.

The main streets in the Hillcrest Highway Commercial Area should be designed to reduce speeds through traffic calming features, such as:

- Street tree planting
- Low Impact development stormwater management
- Raised pedestrian crossings with material differentiation
- Traffic buttons
- Street furniture
- On-street parking

The streetscape should be designed as a series of high a quality, interconnected, public spaces, promoting active use by nearby residents and visitors and enhancing pedestrian experiences. Amenities such as street furniture, banners, art, and street trees along with historical elements and cultural references, will assist in promoting a ‘sense of place’. This is a great opportunity to

ground the site in its local history, while providing the public with interesting, well connected timeless places that will promote a healthy, active lifestyle.

Streetscape design guidelines in the Hillcrest Highway Commercial Area should promote safe, unobstructed pedestrian movements along and across the streets.

Typically sidewalk cross-sections include: 1) Sidewalk Amenity Zone; 2) Pedestrian Clear Zone; and 3) Business Furniture Zone. The Sidewalk Amenity Zone is situated curb-side and includes components such as street light standards, parking meters, bicycle parking, street trees, bench and waste receptacle furnishings, planters, public art installations. Pedestrian Clear Zones are centralized and designed to be free of hazards. The Business Furniture Zone occurs along the building façade or frontage and includes components such as sidewalk patios, temporary signage, merchant displays, and other permanent or transient elements that can be relocated indoors on a daily basis and/or in the case of inclement weather.

Key elements of safe street design include effective and attractive lighting solutions with sidewalk amenity zones that act as buffers from vehicle traffic flow. Various streetscape configurations that may include center median landscaping and on-street parking configurations are feasible.

Raised pedestrian crosswalks are recommended to signal drivers they have entered a pedestrian zone.

The width of streets should, primarily, be developed in accordance with traffic projections and operational safety requirements. The architectural massing and height of buildings should be designed to support an enhanced pedestrian realm. Sidewalks along the main streets should promote pedestrian activity and provide diverse nodes of space for social interaction. In addition some clear access points along the sidewalk should be provided to allow access to on-street parking.

Rainwater harvesting and other stormwater management techniques should be considered in the public and semi-public realms to slow stormwater subsurface penetration. The width of vehicle travel lane pavements should be kept as narrow as practically feasible, to encourage traffic to slow down, supporting creation of more human scale streetscapes, and facilitate shorter pedestrian crossings.

When the street is designed for low speeds, pedestrians, cyclists and vehicles can mix safely. A safe, attractive, and well cared for public realm will encourage people to walk. Key considerations are:

- Quality pedestrian infrastructure should be provided on all streets and public spaces to support more vibrant street environments, good pedestrian access and comfort

- Streetscapes should provide connections to key areas within the site such as public open spaces and recreational areas
- Streetscapes should be designed with Crime Prevention Through Environmental Design (CPTED) principles and should ensure pedestrian safety
- Measures that slow traffic help pedestrians feel safer
 - At key intersections the use of a traffic calming feature such as raised surfaces with tight turning radii or traffic circles
- Permeable pavers and porous materials which are resistant to frost heave are encouraged in low traffic areas (i.e. walkways, patios, courtyards, driveway borders)

4.4 Parks, Amenities & Open Spaces

4.4.1 Trails, Pathways and Walkways

Hillcrest Highway Commercial Area Concept Plan identifies opportunities for future trail, pathway, and walkway connections throughout the plan area (see **Figure 5**). These connections should facilitate various human-powered modes such as walking, inline skating and cycling including the provision of direct, convenient, and safe routes with adequate parking and storage for bicycles.

4.4.2 Pedestrian Crossings

In order to encourage pedestrian use throughout the Hillcrest Highway Commercial Area, vehicle traffic must be slowed for pedestrian access. Highway 4 presents difficulties given its regional and functional significance. As such, in addition to the crossings at Paterson Drive and Highway 4 (north and south), the exploration of a pedestrian tunnel once traffic levels hit levels identified in the TIA could provide a third, safer pedestrian crossing option. This crossing would also form an important link between the Softball Complex to the east of highway 4 and the Baseball Complex and iPlex to the west. Crossings need to be limited based on safety concerns, so pedestrian traffic will be directed to specific points.

Raised pedestrian crossings would be an asset in a number of key areas throughout the Hillcrest Highway Commercial Area. Raised crossing would make it easier for pedestrians to cross and for drivers to understand that they have entered into a pedestrian zone. These pedestrian crossings represent key linkages within the area and are intended to create safe and efficient movements for cars and pedestrians, with focus on pedestrian access (see **Figure 5**).

4.4.3 Parks and Open Spaces

Open space is distributed throughout the Hillcrest Highway Commercial Area to provide safe, walkable access. A variety of open spaces can be designed to support a wide range of users including families, youth, tourists and the elderly.

Any new public open spaces designed in the Hillcrest Highway Commercial Area should be linked to the City's regional network. The public park and open space connections to the main commercial street and the adjacent softball parks are a high priority along with related opportunities, as follow:

- Public parks and open space which respond to the local context, incorporating features, materials and visual references that reflect the local heritage, culture and identity of the area
- Public parks that are designed to maximize the diverse recreational and open space opportunities within the area
- Open spaces which meet the need of the community and are universally accessible to all members of the community
- Design of parks and open space that promote public safety
 - Open spaces should be visible from adjacent public roads and buildings to improve passive surveillance

- Conservation objectives should be balanced with recreational needs
 - The wet pond areas along Memorial Drive should be enhanced and integrated into the design in order to improve the 'fit' with the landscape context and overall character of proposed commercial development
- Park and amenity design should consider seasonal use and include areas with shade in summer and shelter and sun in winter
- Public open space should include a variety of scales and recreational opportunities including a range of active and passive activities

Additional recreational opportunities such as beach volley ball, outdoor pleasure skating, tobogganing or an outdoor skating track would be seen as valuable additions to the area.

4.4.4 Focal Park Amenity

The Concept Plan for the Hillcrest Highway Commercial Area is focused around the centre block (see **Figure 4**). This block includes retail/commercial as well as the creation of a new focal park amenity. The focal park amenity should be designed as a landmark feature and should be the focus of the built environment, the park space and water surrounding it. This space should

be designed in a manner which encourages four-season use and could encompass space that could be flooded and used as a pleasure ice rink in the winter and shaded space in the summer. Clear visual and physical linkages should be provided to the focal amenity. The storm pond located in this area should allude to its connection to the slough on the west side of the site, providing natural balance to the pedestrian corridor between them.

4.5 Landscape Design

Sustainable landscape design adds to the overall quality and aesthetic of urban areas. Landscape treatments can facilitate way-finding, serve as a destination, stimulate the senses, provide an opportunity to connect with others and with our outdoor surroundings, and improve property values. Fundamental enhancements should include street trees, planting beds, rainwater gardens, lawn areas, restoration and enhancement of the wet pond, and stormwater management amenities. Plantings should be designed to complement buildings, highlight vistas and screen unsightly views, identify gateways, and enhance key intersections. Consideration should be given to year-round curb appeal with a strong mix of coniferous and deciduous species that can add colour, shadow, and movement regardless of the season, even during the long winter months. As a guide:

- Native plant materials should be used wherever possible to promote a local sense of place. They are also well adapted to the local climate for improved hardiness and lower maintenance needs
- Xeriscape plantings should be encouraged to maximize opportunities for water conservation through the use of drought tolerant species and beneficial plant groupings with lower water needs
- Naturalized plantings should be incorporated along the wet pond and stormwater management facility to further integrate

these areas with the surroundings while also providing habitat for wildlife and greater ecological benefit

By further selecting plant material for specific purposes, the landscape can become as functional as it is aesthetic. For example, by employing the appropriate plants in a rain garden, it will have improved success for intercepting runoff and trapping pollutants. Or, by locating a tree species in a boulevard that is slow-growing and tolerant of pollution versus one that is fast growing with a large canopy, tree longevity or the amount of shade it casts may be deemed more important. These techniques, amongst others, can greatly help reduce maintenance costs and improve viability of the landscape design.

4.5.1 Street Trees

Street trees should be a major component of all streets within the Hillcrest Highway Commercial Area. Tree-lined streets provide an evolving and lasting impression, and provide a physical distinction between the street, the sidewalk, and commercial units. The shading effects of mature street trees have a significant mediating effect on summer sunlight, reducing glare and the urban 'heat island' effect. Located along roadways, trees absorb up to nine times more pollutants than more distant trees, turning harmful compounds from vehicle exhaust like carbon monoxide and volatile organic compounds, into oxygen and simpler gases for cleaner air. A tree's canopy, trunk, and root system also provide habitat and food

sources for important insects, birds, and wildlife affording greater connection to nature and the human senses. With street trees and related streetscape plantings biodiversity is increased.

Streets trees planted at uniform intervals in the amenity areas offer an extension to the open space network. Choice of tree species can help reflect regional landscape identity. Trees provide comfortable and safe environments. When treed, streets are more visually appealing and the property values of adjacent businesses increase.

4.5.2 Street Furniture

Street furnishings and public art should be developed within an overall thematic outlay. A unified streetscape appearance contributes to a sense of place that is cohesive and recognizable from other areas. Preference should be given to durable materials, textural/colour contrasts, and year-round appeal.

- Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian circulation on sidewalks or vehicular circulation to parking, loading and service areas
- Consideration should be given to providing additional pedestrian-scale lighting along designated connections
- Benches and waste receptacles should be provided at regular intervals throughout the area, at gateway and local and collector street locations, and pathways where there is significant pedestrian activity

- Street planters with seasonal foliage are strongly encouraged to further beautify the street at more of a micro scale

4.6 Transportation Network

A functional, safe and efficient transportation network is important for the success of commercial developments. The design criteria applied in this Plan promotes a safe traffic environment. It will ensure that safe passage of vehicles and pedestrians is of paramount importance. The Plan outlines a functional roadway hierarchy that sorts and channels traffic and provides convenient access to the clients of businesses that locate in this area, as well as recreational activities. In addition, the network

is flexible and provides opportunities for localized restrictions during street sales or festivals.

To meet a balanced transportation system, the Hillcrest Highway Commercial Plan area is designed to tie into the existing transportation network. This will assure that new development is properly served by extensions and/or improvements to the City's road network (see **Figure 10**).

The conceptual alignment of the collector and local roadways will be subject to refinement at the subdivision stage.

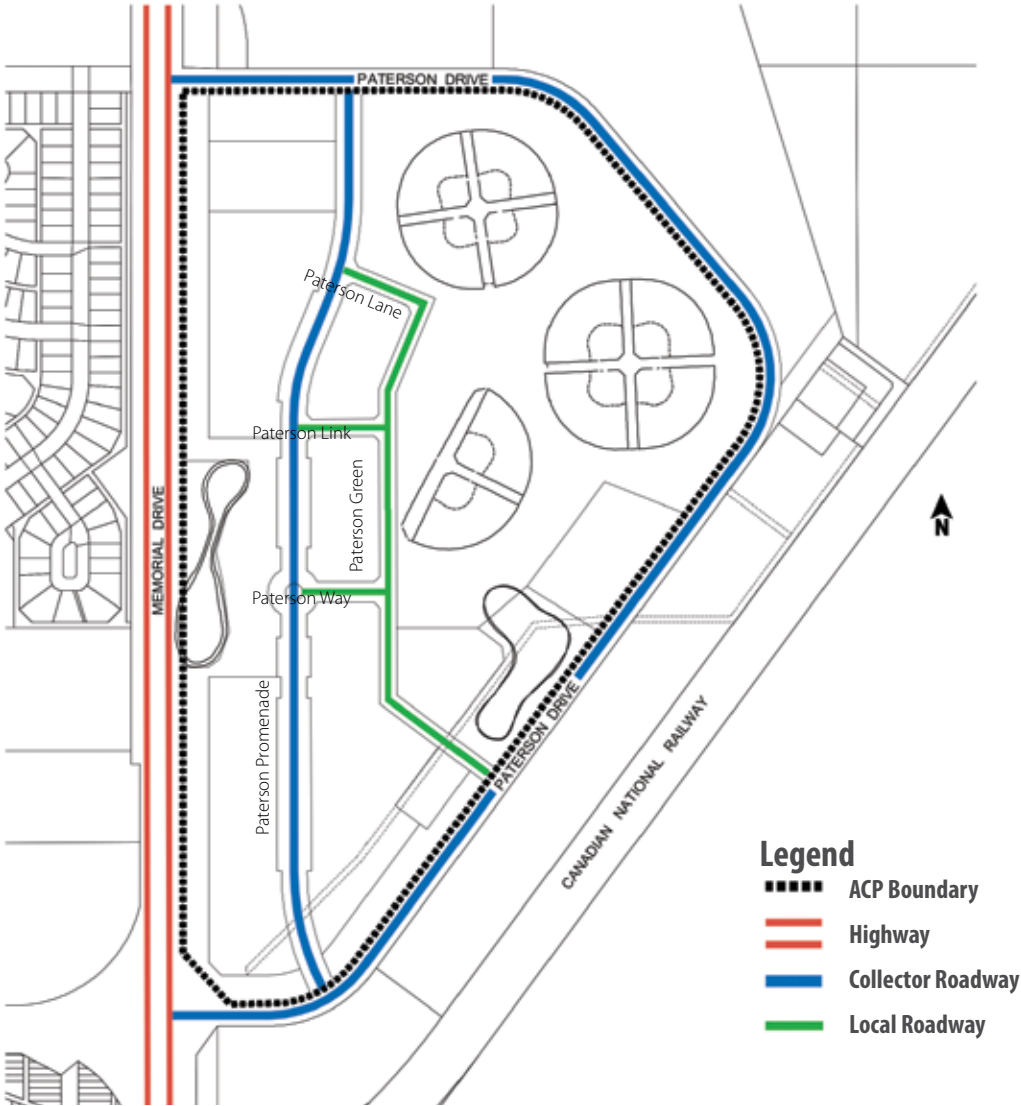
4.6.1 Site Access

The transportation system, which may eventually be upgraded to accommodate the traffic from businesses locating in the Plan area, will consist of the development of new roadways that will tie into the existing road network. This will keep traffic on appropriate sized local streets with defined access and egress points that promotes safety and accommodates the traffic generated by the commercial nature of the adjacent land. The site plan has not proposed a direct access to Highway 4. Three separate access points are proposed, two located on the southern portion of Paterson Drive, and one located on the northern section of Paterson Drive (see **Figure 10**).



Street Furniture on Bernard Avenue, Kelowna B.C.

Figure 10 | Transportation Network



Existing Road Network

East of Highway 4, the existing road network consists of two lane, unmarked roads built to a rural cross section standard (drainage ditches on each side of the road), as well a gravel access road for the recreational facilities. To the west of Highway 4 the existing road network consists of local roads built to an urban standard (curb and gutter).

Chaplin Street

Chaplin Street is located south and west of the site. It is an east/west four lane divided arterial roadway that provides access to the site from the southwest. Once it crosses Highway 4 it turns into Patterson Drive.

Paterson Drive (south of site)

Paterson Drive (south of site and east of Highway 4) an east/west local road providing access to the medium industrial and the baseball field complex east of the site. Once west of Highway 4 it turns into Chaplin Street.

19 Avenue Northeast

19 Avenue Northeast is a north/south local road connecting the community and recreational facilities west of the site to Chaplin Street.

Hillcrest Drive

Hillcrest Drive is located north and west of the site. It is a southwest/northeast local road connecting the community and golf course to the northern access for the site. Once it crosses Highway 4 it turns into Patterson Drive.

Paterson Drive (north of site)

Paterson Drive (north of site and east of Highway 4) an east/west local road providing access to the Hillcrest Cemetery and a dog park. Once west of Highway 4 it turns into Hillcrest Drive.

4.6.2 Proposed Internal Roadway Network

The main access point to the Plan area prior to completion is the existing service road. Ultimately, two new service roads (Paterson Way, Paterson Crescent) will intersect with Paterson Drive (to the south) and Paterson Way will also connect to Paterson Drive (to the north). Paterson Drive will remain connected to Highway 4 both at the north and south of the site (see **Figure 10**). Paterson Way will be the primary commercial road running north south. It will have commercial development on both sides and a dividing median with enhanced streetscaping.

A traffic calming feature has been recommended where it intersects Paterson Street, another short significant road with pedestrian scaled commercial on both sides. These two streets will be designed as a positive pedestrian experience and sections will have the capability of being cordoned off easily for special events or market days. In addition running part way up the site on the eastern side is Paterson Crescent. This road provides access to parking lots to the rear of the eastern block-faces, and to the recreation and amenity spaces to the east. It will also be an important access point when portions of the Paterson Drive and Paterson Street are closed off for special events. In order to maintain pedestrian scaled nodes and create shorter blocks Paterson Road will be an additional street penetration connecting Paterson Crescent and Paterson Way to the north of Paterson Street. It will also serve as alternate access when Paterson Way and Paterson Street are closed off for special events. These additional penetrations allow the site to be flexible.

4.6.3 Parking

Parking is proposed throughout the Hillcrest Highway Commercial Area and will include on-street parking and off-street parking lots. Adequate space should be allowed for tree planting, stormwater management rain ponds and appropriate pedestrian access in and around all parking areas.

On-street Parking

On-street parking is proposed along the primary commercial street to support local businesses, provide convenient parking close to destinations, encourage activity on the street and assist with traffic calming. On-street parking can provide an additional buffer for pedestrians as well as inform drivers to slow down. On-street parking can:

- Reduce requirements for surface parking lots, freeing up space to break up large parking lots and provide appropriate walkways and landscaping
- Reduce traffic speeds, and
- Support pedestrian activity by providing a physical barrier between the sidewalk and traffic

Off-Street Parking Lots

Off-street parking lots that serve commercial development should be designed as a series of smaller lots or larger lots broken up through the use of landscape treatments to reduce their visual impact.

- Off-street parking should be configured and designed to reduce the perception of the overall mass and visual dominance of large paved areas
- Off-street parking should be designed to provide a strong visual quality through the use of high quality landscaping, lighting and pavement materials
- The design of off-street parking should incorporate opportunities for stormwater recycling and filtration as a part of the design and layout
- Internal landscaping of off-street parking should define and visually separate parking into smaller courts and visually reduce the overall impact of surface parking areas
- Landscaped islands should be located at each end of every parking aisle (and throughout). Landscaped islands should be a minimum width of 2.5m wide
- Planting beds, rainwater gardens, and landscaped islands should include a curb edge to prevent damage caused by vehicular movements and snow clearing

Permanently installed irrigation systems that feature low-flow and water conserving systems, should be provided for all internal landscaping

Bicycle Parking

Bicycle parking is an important component of a complete transportation network. Adequate bicycle parking should be included throughout the Hillcrest Highway Commercial Area in order to promote alternative modes of transport, particularly for employees and consumers with

small purchases. This also serves to promote bicycles to stop and stop rather than just passing-by and is in concert with current bicycle initiatives within the city.

4.6.4 Transit

When this plan was being prepared, the public transit that was available included an on call bus service that operated as a dial-a-bus system. There were not any defined stops or routes and customers were served on a priority basis.

4.6.5 Pedestrian and Cyclist Movement

The proposed design for the Hillcrest Highway Commercial Area has focused on pedestrian connectivity. It does however consist of regional pathways that are multimodal in nature. In addition to the sidewalk layout, which promotes connectivity, the area features 2 linear parks connected to provide a diversity of travel options. These connections provide an alternative to using the collector streets and local roadways for pedestrians and cyclists to reach the amenities and will also be a lively space for walking and riding for recreational purposes.

4.6.6 Traffic Impact Analysis

A traffic study was undertaken based on the preliminary design of the Plan area.

Applying 0.2 FAR the total commercial floor area is estimated to be 307,534 ft². Access to the site is proposed via two existing intersections on Highway 4 at Chaplin Street-Paterson Drive and at Hillcrest Drive-Paterson Drive.

The traffic generation of the site at full build out is expected to be approximately 415 trips during the AM peak hour, 380 trips during the PM peak hour, and 3,850 trips during a 24-hour period.

Capacity Analysis:

The analysis indicated the following:

- Highway 4/ Hillcrest Drive-Paterson Drive intersection does not require improvements at this time, however, intersection should be monitored for signalization beyond the 2035 horizon.
- Highway 4/ Chaplin Street-Paterson Drive intersection requires traffic signals at the 2015 post-development horizon.
- Access locations on Paterson Drive need to be constructed with one-way stop control for the access roadway

Lighting Analysis:

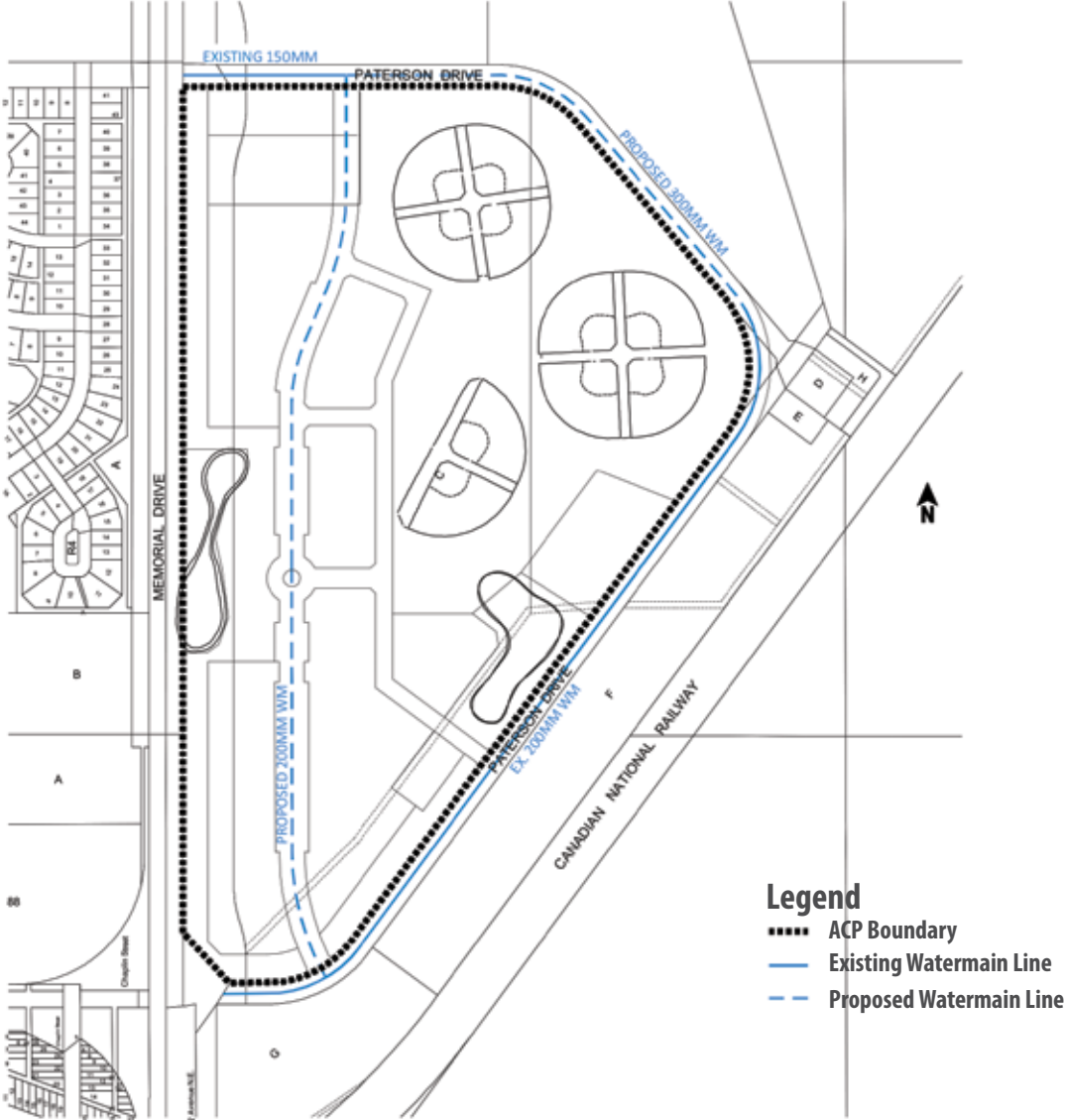
- Highway 4/ Hillcrest Drive-Paterson drive – no improvements required now
- Highway 4/ Chaplin Street-Paterson Drive full illumination is warranted with signalization of the intersection

Link Analysis:

- Paterson Drive – Upgrade Paterson Drive to an Industrial/Commercial Collector road designation between Highway 4 and Site Access
- Access Road – Construct the Access Road to an Industrial/Commercial Local road designation
- Highway 4 – Province should plan for twinning beyond the 20-year horizon analyzed here

In summary, the proposed development can be expected to be accommodated on the adjacent transportation network at the 2015 and 2035 horizons applying some improvements.

Figure 11 | Water Servicing



4.7 Utilities & Services

Utility and services provide an important role in the operation, function and maintenance of any area, individual buildings and businesses. The treatment and location of utility and service areas can also undermine the urban design and site planning efforts of the community in creating unsightly infrastructure and clutter. Utility and service areas should not be visible from major pedestrian areas on the site and where possible should be screened from view on all sides.

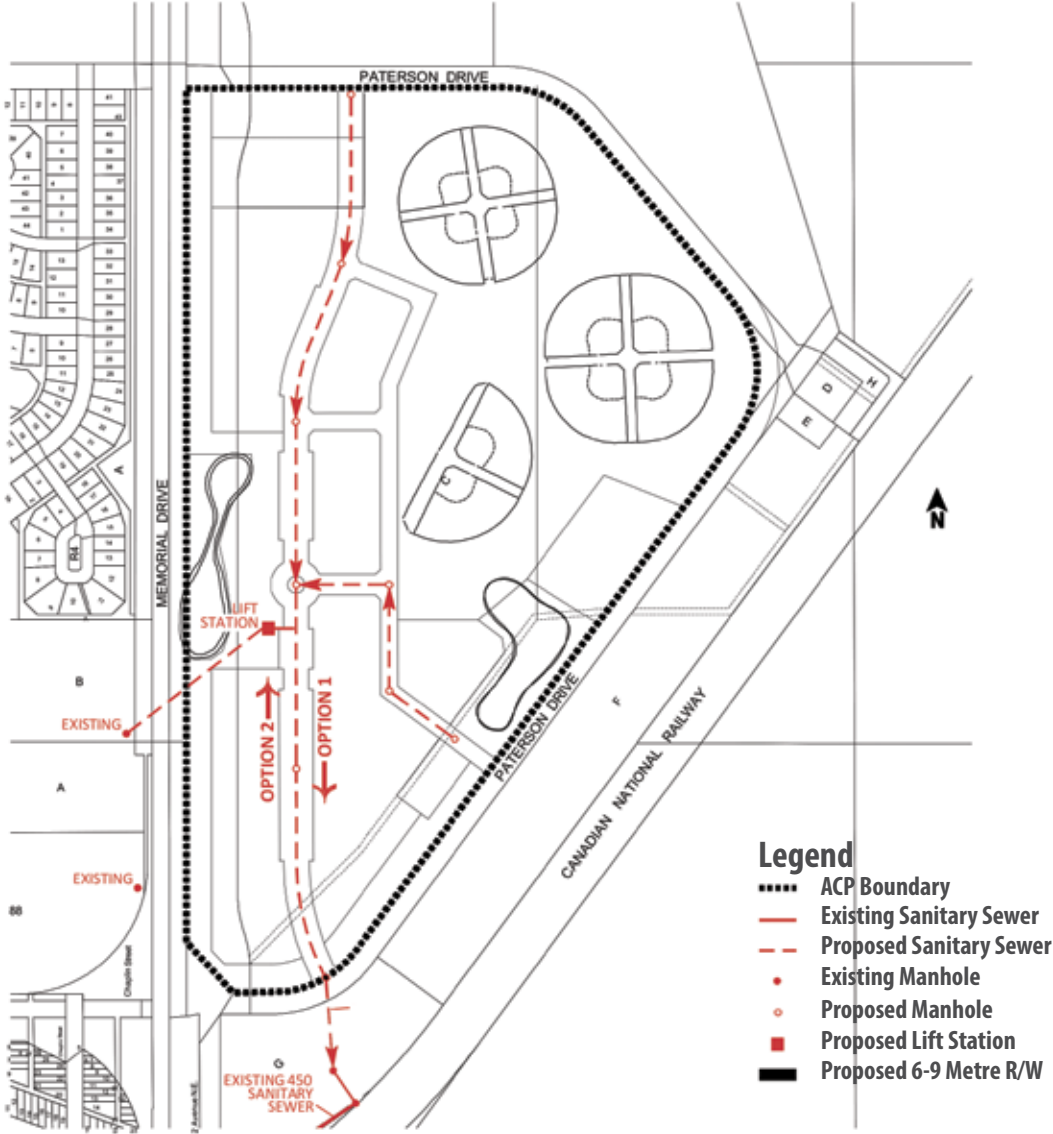
- Service areas for delivery, loading and garbage pickup should be designed as a part of the building and or site design and not as separate standalone structures
- Garbage container enclosures should be constructed of quality, maintenance free materials and incorporated into the main building
- Provide service areas at the rear of sites in and/or in designated parking areas/structures in order to facilitate an enhanced pedestrian realm along the front of the site
- Where solid screens are provided, their materials should be similar to those of the buildings' exterior finishes to blend with the surroundings

- Where feasible, shallow utilities should be buried below grade, typically in the boulevard section of the right-of-way
 - Above-grade utilities should be sited with regard for their visual impact on the streetscape
- Wherever possible, above-ground utilities (transformer pads, telephone switching stations and junction boxes) should be located away from intersections, and visual axis such as the end of intersections or other view corridors
 - Where street grade public utilities do occur, they should be screened with landscape treatment and integrated into built form where possible

4.7.1 Water

Water Servicing will be as per the Servicing Master Plan (SMP) prepared by AECOM, dated November 2010. The site is proposed to be serviced with a 200mm waterline along the main road tying to the existing 200mm waterline on Paterson Drive to the south. A second tie to the site will be to the existing waterline on Hillcrest Drive to the north. The aforementioned SMP also calls for the installation of a 300mm waterline along Paterson Drive to close the loop between the existing waterline on Paterson Drive and the existing waterline on Hillcrest Drive. This closed loop will improve the fire flows in this area. Please note that the previously mentioned SMP also states that depending on the timing of this development of the available Water Treatment Plant and reservoirs capacities might need to be analysed to confirm that the this development can be accommodated (see **Figure 11**).

Figure 12 | Sanitary Servicing



4.7.2 Sanitary

Sanitary Servicing will follow the recommendations of the SMP prepared by AECOM, dated November 2010. The site can be serviced with a sewer main from north to south along the main drag and tie to the existing 450mm sanitary pipe on Paterson Drive to the south of the site that is discharging to lift station No. 12. This tie will require a 6m Right of way through the parcel south of Paterson Drive.

An alternative is a small lift station similar to lift station No. 13. The new lift station's forcemain could discharge to either of the existing Sanitary Manholes to the west of Highway 4. This option will require a new highway crossing. Please note, that as part of this assignment, we have not looked at the capacity of lift station No. 12 or the forcemain leaving this lift station to confirm if enough capacity is available. Also, the previously mentioned SMP evaluated the capacity of the infrastructure based on dry weather flow only. The SMP also states that if depending on the timing of this development the available Waste Water Treatment Plant capacity might need to be analysed to confirm that the future development can be accommodated (see **Figure 12**).

4.7.3 Stormwater

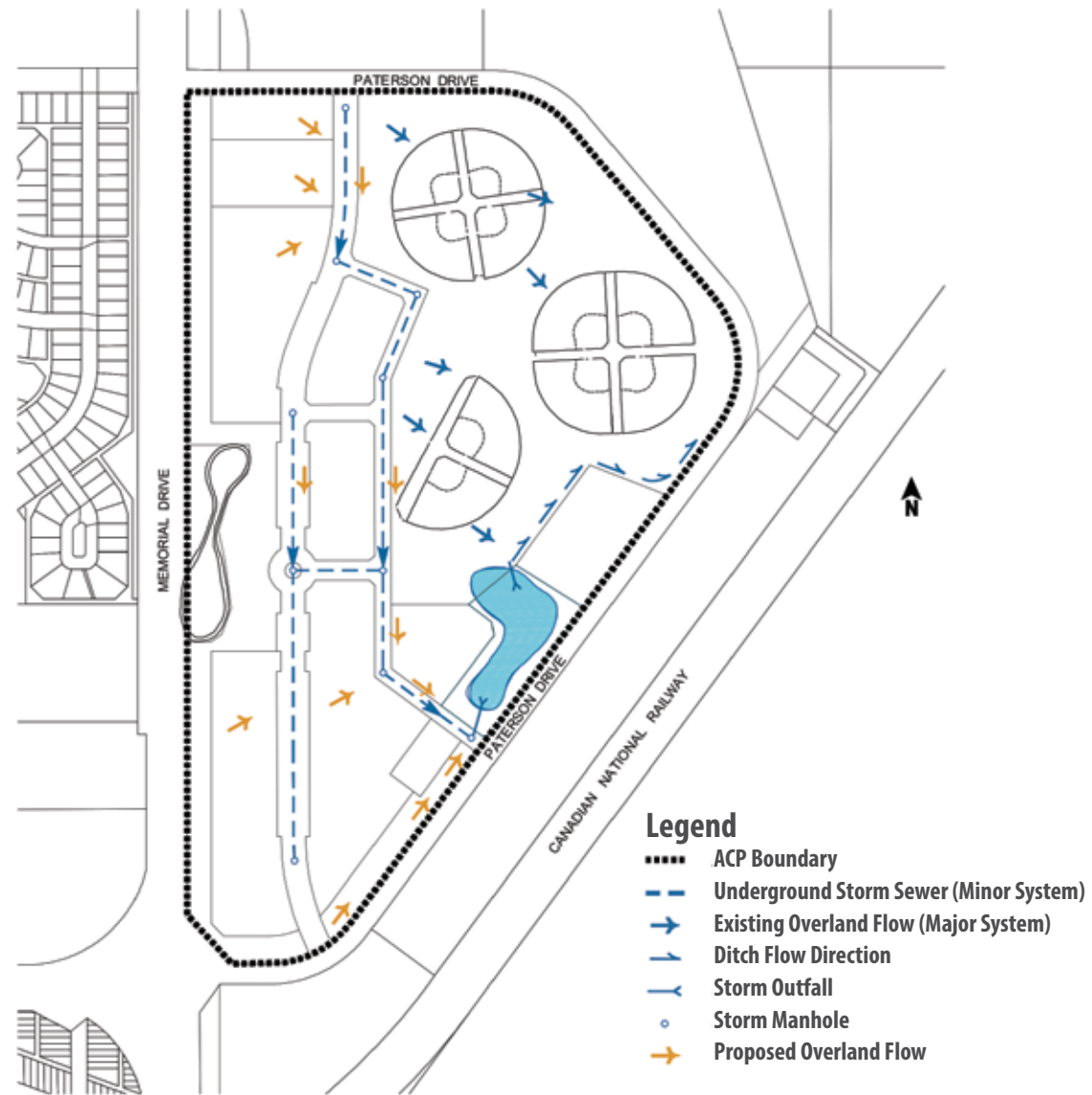
The stormwater drainage system has been designed to follow the natural topography as much as possible to minimize cut and fill requirements. The concept plan for both minor and major systems proposed in this ACP have been developed in conformance with the stormwater management concept presented in the City's Servicing Master Plan, and the criteria and requirements as set out in the City of Medicine Hat Municipal Servicing Standards, Section 5, Storm Drainage, which is currently adopted by the City of Swift as their servicing design guidelines.

The stormwater collection system will include a conventional piped system for minor flow and overland route for major flow. The runoff generated from the development will be collected and directed towards the large existing drainage channel at the south end of project. A stormwater management pond at the discharge point will be installed to provide the required sediment removal, flow detention, and water quality improvement.

Low impact development strategies will be explored in a future FSR. This sustainable approach may utilize both pipes and ditches, which, in addition to environmental benefits, may allow for development cost savings.

All aspects of the stormwater collection, storage, conveyance and discharge, including the integration of the stormwater management facilities, will be evaluated in a future FSR (see **Figure 13**).

Figure 13 | Stormwater Management



4.7.4 Shallow Utilities

Electrical, telephone, cable and gas services will be installed by local utility companies such as SaskPower, SaskTel, Shaw Cable and SaskEnergy, respectively. There will likely be a requirement for preducting to be in place prior to the utility companies installing their cables. Offsite extension to the site will be required as will offsite design and construction. Coordination between the developer and the utility companies will be necessary to determine both the on- and offsite requirements to service the Hillcrest Highway Commercial Site. These utilities will be placed underground following the established location protocols, and the developer will need to grant rights-of-way. These utilities may be located within the road right-of-way or within a utility right-of-way (typically 3.5 meters wide) to be finalized during detailed design stages. The developer is responsible for the cost of installing the infrastructure.

4.7.5 Community, Protective & Emergency Services

Community, protective and emergency services will be provided by existing facilities within the City of Swift Current.

As per the existing contract, Police service will be provided by the Royal Canadian Mounted Police (RCMP) detachments located in the City. Fire and Emergency medical services will be provided to the plan area from their respective existing locations should they meet established City of Swift Current guidelines.



Building Design

5.0 BUILDING DESIGN

5.1 Building Success

Some essential contributions developers can make to achieve plan objectives are creation of an overall vision to ensure the site is developed in a planned, comprehensive, goal oriented manner and not on an ad-hoc basis. They need to confirm that the site is economically viable, addresses the needs of the community and takes into account site sustainability. Implementation of Leeds Guidelines and Low Impact Development(LID) will assist with the longevity of the site and reduced operating costs. It is possible for an owner to put in place specific architectural guidelines or implement a land use district with specific guidelines to set goals for desired thematic results.

5.2 Architectural Quality

An interesting and iconic architectural design image is an important tool for enhancing the overall quality and character of the Hillcrest Highway Commercial Area. The mass, scale and architectural elements of buildings should be sensitive to the pedestrian nature of the site, the site context and overall character of the Plan area. This context sensitive design will support the establishment of a unique sense of place that respects the history of the site, the shared uses and the natural environmental features. The aim is to create a unique architectural feeling for the area that will set it apart from other less pedestrian oriented highway commercial sites or a “cookie-cutter” approach.

5.3 Placemaking Opportunities

Landmark architectural features should be incorporated into the design and layout of the Hillcrest Highway Commercial Area. Landmarks help to provide reference points and to emphasize the relative importance of various places. Opportunities exist on this site to create landmarks in the locations indicated in **Figure 5**. These opportunities could emphasize different historic or placemaking information such as Memorial Drive, the old Trans-Canada Highway, and the Semiarid Prairie Agriculture Research Centre.

Landmarks are best created at a main centre of activity, where they are the focus of converging streets or views.

Placemaking creates common ground between neighbouring residents, commercial enterprise, and sport, culture and recreation. It requires leadership that empowers stakeholders and in

inspires self-governing creativity. Placemaking fosters an 'ownership' attitude that demonstrates effective shared-space. Placemaking contributes value to the triple bottom-line – socially, economically, environmentally. Arts, culture, heritage, sport, and recreation are the ingredients that can vitalize the area. The venues, the storytelling, the performances, are all part of facilitating the making of this place.

5.4 Building Height and Massing

Building height should be reflective of the pedestrian scale of the area. The Concept Plan for the Hillcrest Highway Commercial Area seeks to allow for a range of building heights.

5.5 Building Form

One of the most important features of the building design for the Hillcrest Highway Commercial Area is that they should provide a positive environment for the adjacent public open spaces and to create buildings that allow for a flexible range of activities to take place in and between them. Buildings should contribute to the public domain and provide high quality public spaces that:

- Promote a positive site appearance
- Promote pedestrian activity, and
- Promote social interaction encouraging people to meet, talk and linger

In this way buildings should consider the following:

- Buildings should create a strong street edge to provide physical definition to streets and public spaces. This is achieved by locating buildings close to the street edge and ensuring there is adequate space for pedestrian movement
- Street-front elevations shall be highly permeable and transparent by providing doorway entrances to the street and allowing for pedestrian views directly into the business along the majority of the façade
- Encourage contemporary interpretations of the architectural forms that respect the scale, form and use quality materials

5.6 Building Setbacks

Building setbacks should promote appropriate front, side and rear yard setbacks to control lot coverage, provide adequate public open space and nodes, and to ensure adequate separation between buildings.

- Front setbacks should have no minimum, but maintain a maximum of no more than 3 metres in depth. A variety of setbacks and building orientations are encouraged to help create good urban spaces within the streetscape environment
- Side setbacks should seek to ensure adequate spacing between buildings to create interesting spaces and will vary based on building location, function and use

- Rear setbacks should allow for building and site servicing, parking, and for the provision of public and / or private open space

5.7 Building Orientation

All buildings throughout the area should be designed and organized to define and frame adjacent streets, sidewalks and open spaces. Buildings that have multiple active facades and multiple entrances create a more active and enjoyable experience for the public.

The public faces of buildings should provide enclosure of the street or open space network and be oriented to provide passive surveillance. Enclosure of the street is important to provide a comfortable and pleasant pedestrian environment. Development of buildings should be of a 'human scale' that reflects its relationship to the street and / or open space network.

- Entrances, offices and other human-scale elements should be expressed on the facades to increase their legibility
- Corners and entrances provide opportunities for shifts in scale, and building orientation

5.8 Building Proportion and Scale

Pedestrians should experience multiple levels of texture and interest on a building façade. The use of details and natural materials is encouraged. Overall the streetscape should encourage clear articulation of individual shops, and offices.

5.9 Building Articulation

Facades shall be highly articulated and incorporate architectural elements that suggest a rhythm of narrower business frontages. As a guideline, 7.5 metres is considered to be a useful benchmark for pedestrian scaled streetscapes. Articulation of building forms will also be encouraged through the development of architectural elements such as canopies, awnings and roof overhang design. Consideration for snow loads, snow shedding, sun-shading and pedestrian weather protection should be incorporated into the individual building design.

Design proposals should include drafted details showing materials and colours.

Where multi-storey and lower density developments share a common boundary there should be a gradation of massing and height.





Implementation Strategy

6.0 IMPLEMENTATION STRATEGY

As a statutory plan in conjunction with the City of Swift Current Municipal Development Plan, council must first adopt the Hillcrest Highway Commercial ACP bylaw. Once in place this plan will be implemented through a range of mechanisms available to the City. The applicable implementation mechanisms available under The Planning and Development Act (2007) include:

- Zoning Bylaw
- Subdivision Approval Process
- Servicing Agreements
- Capital Works Program
- Contract Zone District
- BRZ or other revitalization zone programs

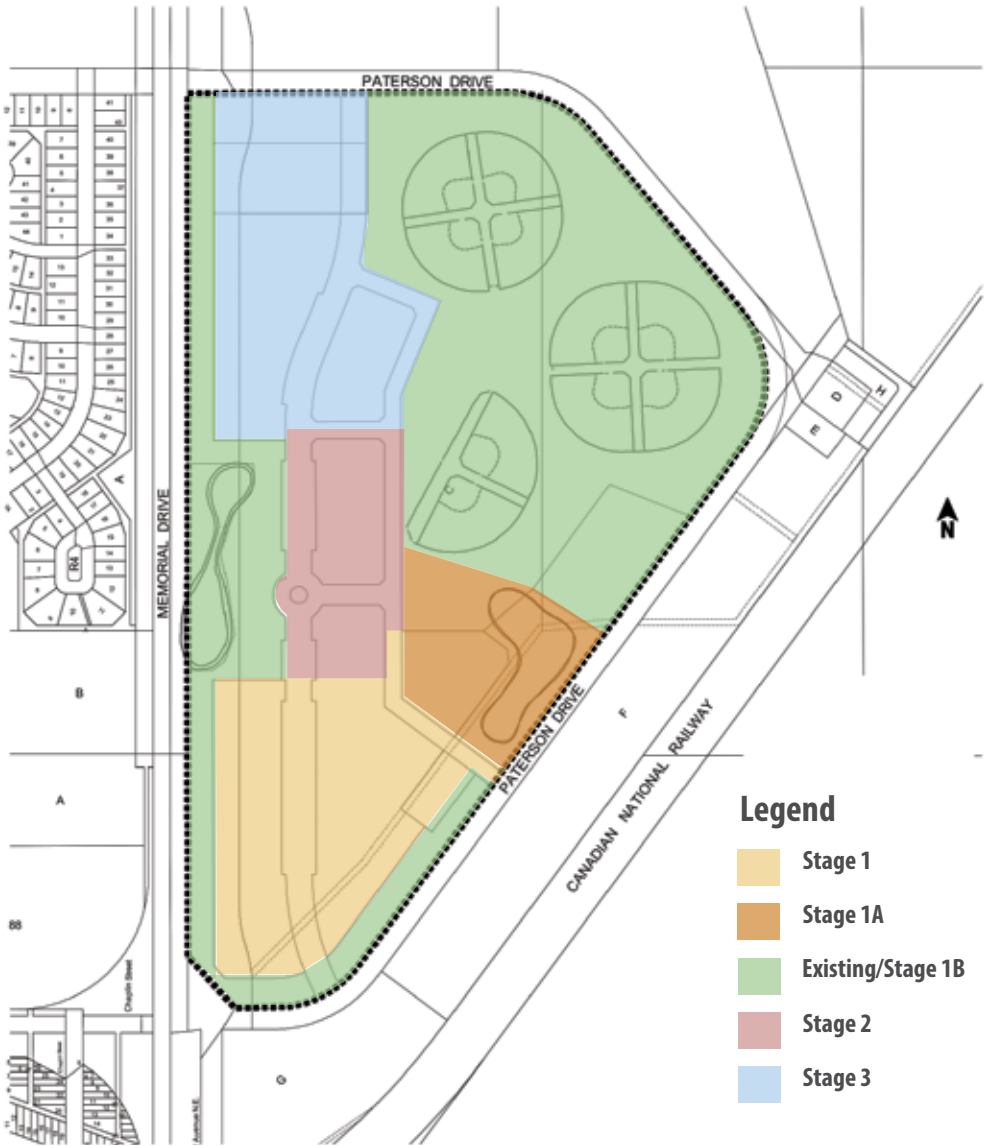
To ensure consistent and orderly development between land owners and development phases, the City may require the completion of a Site Control Plan. If required, the Site Control Plan will be completed prior to amendments to the

Land Use Bylaw, establishing the appropriate districting. A Site Control Plan will provide greater detail on the land use, transportation network, servicing, phasing, and the interface between property owners.

The following actions will help set the stage for successful development:

- Establish and adhere to a site development plan
- Establish performance standards for on-site construction (timing, traffic management etc.)
- Put a theme in place prior to starting site development
- Establish a desired site tenant mix and keep it within a defined spectrum of services offered
- Establish site standards that will attract quality tenants (lighting, screening, parking etc.)
- Identify desired uses from the onset

Figure 14 | Staging Plan



6.1 Implications for Plans and Bylaws

Section 44(3) of the Province of Saskatchewan's Planning and Development Act 2007 (PDA) requires that all Concept Plans be consistent with the Official Community Plan (in this case Development Plan), and section 34(2) requires that the municipality's zoning bylaw be consistent with its Official Community Plan (in this case Development Plan). The Development Plan will be reviewed and amended to accommodate the lands in this ACP.

Additionally, the implementation of this plan will require amendments to the Land Use Bylaw to establish appropriate districts for development.

It is of paramount importance that the following tenants are adhered to:

- Needs to be consistent with OCP
- LUB Amendments may be required depending on final land use decisions
- Architectural Controls/ Restrictive Covenants will help to achieve desired outcomes and will guide built form to ensure consistency
- Possible Municipal Capital/Operating Budget Impacts include uniform fencing for noise attenuation, entry feature signage, Public Art expansion of transit routes, allowance for provision of emergency services.
- Opportunities for expanding use of site when upgraded with improved access and parking should be identified up front so the site can be considered as a destination

that can help meet community goals for annual or special community, provincial or national events (festivals, regional competitive tournaments, Canada Day celebrations, Provincial or National Summer Games, etc.)

6.2 Plan Staging

This is a mid to long range strategic plan, and development of the plan area will be staged and proceed based on market forces, while minimizing the rate of public capital spending and accommodating the Plan objectives. The staging is expected to start in the south section of the plan area and gradually extend to the north (see **Figure 14**). This is the recommended staging for a number of reasons including:

- Site visibility from Highway 4
- Good access from Chaplin Street
- Ability to have early development of the Recreational Vehicle lot
- Site proximity to the iPlex
- Proximity to servicing tie ins to the south,
- Completing the downstream Stormwater Management facilities

The staging within the plan area will take place as it is subdivided and sold by the City. The owners of individual parcels of land will initiate the development process with respect to their properties. A schematic of the probable direction of development within the plan area is outlined in **Figure 14**.

In general terms, all lands within the plan area are physically developable, and the owners of those lands will be able to initiate development within their own respective land holdings, provided that acceptable municipal servicing and transportation connections are developed. Initial development of the Park Way lands should be explored as these lands will remain under City ownership and can be used for marketing purposes for the remainder of the site.

In the interim it is recommended that these lands are utilised in a fashion which promotes its status as a gathering place. It would be ideal to consider low impact uses such as (but not limited to):

- Farmer's market
- Outdoor festivals
- Tailgate parties
- Canada Day Celebrations/fireworks displays
- Cirque de Soleil Tent Site
- Car show

The above list of potential uses is not exhaustive, and the City is encouraged to consider similar events that would benefit from the open space and proximity to the existing recreational activity centres.

When staging such temporary events safe access and egress will remain a high safety priority, as will temporary sanitary solutions.



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