



*Development Plan*  
*Bylaw No. 3 - 2003*

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## SECTION 1 INTRODUCTION

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### 1.1 SHORT TITLE

This Development Plan Bylaw shall be cited as the “Plan” throughout.

### 1.2 BASIS AND PURPOSE OF THE PLAN

This Plan replaces the Development Plan approved by Council, July 21, 1986, Urban Affairs, August 22, 1986 and amendments thereto. *The Planning and Development Act, 1983* provides the legislative basis for the preparation of this Plan.

The purpose of the Plan is to articulate the City’s vision, goals, objectives, and policies, and to guide the City’s physical, social and economic development to the year 2020.

### 1.3 DEFINITIONS

The definitions contained in *The Planning and Development Act, 1983* and the City Zoning Bylaw shall apply in this Plan.

### 1.4 SCOPE OF THE PLAN

This Plan is intended to guide the growth and development of the City to a population of approximately 17,770 by the year 2020.

The Plan is primarily a policy document. Detailed land use designation will be implemented through the City Zoning Bylaw and other relevant legislation.

### 1.5 REGIONAL CONTEXT

The Regional Setting Map (Map No. 1) shows the physical setting of the City. Located on the Trans Canada Highway and the C.P.R. mainline, the City is linked to major urban centers in Saskatchewan as well as other provinces. The City is also linked directly to centers south of the border.

Within a regional context, Swift Current is the only city in southwest Saskatchewan. Traditionally, the City has performed as a “Service Center” to the entire farming and resource economy in this part of the Province. The City has a market area servicing approximately 55,000 people, extending approximately 130 kilometres to the north, 120

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kilometres to the west, 160 kilometres to the south and 100 kilometres to the east.

## **1.6 RESOURCE AND INCOME CHARACTERISTICS**

1.6.1 The City has the following resource and economic characteristics:

- (a) grain belt with above average yields;
- (b) heavy oil and gas reserves; and
- (c) parks, recreational and tourist attractions of National and Provincial significance (Saskatchewan Landing and Cypress Hills Provincial Parks, Grassland National Park).

1.6.2 Personal and family or household income levels are generally higher than the provincial averages.

## **1.7 EMERGING TRENDS AFFECTING THE PLAN**

1.7.1 Demographic considerations:

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

1.7.2 New commercial concepts:

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

**1.8 POLICY EXPLANATION**

The word “shall” means that an action is mandatory. The word “may” means that the action is discretionary, and will be based on the planning goals of the City and sound planning principles.

**1.9 IMPLEMENTATION**

The City Zoning Bylaw is the primary document by which the Plan is implemented; however, other tools include the subdivision approval process, servicing agreements, and capital works programs.

From time to time, Council will undertake a comprehensive review of the City Zoning Bylaw and amend it where required to conform to the policies of this Plan.

**1.10 FLEXIBILITY**

The Plan is not intended to be “fixed in stone” or inflexible. As changing conditions dictate, this Plan will be reviewed and amended as necessary.

**1.11 SEVERABILITY**

If any section, subsection, sentence, clause, phrase or other portion of this Bylaw is for any reason held invalid or unconstitutional by any Court of competent jurisdiction, that portion shall be deemed a separate, distinct and independent provision and the holding of the Court shall not affect the validity of the remaining portions of this Bylaw.

**1.12 INTERPRETATION**

To get a complete understanding of this Plan, the reader should review the entire document, not just specific sections or policies.

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### 1.13 JOINT PLANNING BY THE CITY & THE R.M. OF SWIFT CURRENT

Legislative opportunity already exists for joint planning by the City and the neighbouring R.M. of Swift Current. This joint planning responsibility is discharged through the District Planning Commission for an area 3.2 kilometres outside the City as defined as the District Planning Area. The District Planning Commission is composed of appointees by the City and the R.M. of Swift Current.

Piped sewer and water services are presently available only within the corporate limits of the City. The only exception to this is water and sewer to The Semiarid Prairie Agricultural Research Centre and water supply to the Rural Water Pipeline Associations.

### 1.14 VISION STATEMENT

The City has adopted the following vision statement in May 1995:

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

This vision is to be implemented through the Strategic Plan (under separate cover). It shall be consistent with the intent of this Plan.

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## **SECTION 2      POPULATION GROWTH AND DEMAND**

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(Bylaw #21 – 2007)

Population projections are necessary in order to plan for the land and servicing required to accommodate future growth.

The projected population provides a basis for determining the future requirements for housing, sewage, water, solid waste disposal, transportation services, and other requirements such as schools, shopping, and recreational facilities.

The demands for new housing, commercial and industrial development determine the amount of land which will be required to accommodate the anticipated growth in population.

### **2.1      POPULATION GROWTH SCENARIOS**

Three population growth scenarios were used in projecting future population growth. They include low, medium, and high projections. The low-end projection of, 0.17% per annum, was based on the actual average growth rate over the last five years. The medium and high end projections of 1.54% and 2.27% respectively, were based on a study done by Crosby Hanna & Associates in 2007. The most likely scenario would be an annual growth rate of 2.27% which accounts for new developments and job growth caused by a recent economic boom and positive investment/business climate in the City of Swift Current. This would result in a 2026 population of 23,435, using 2006 as a base year..

**Table 2.1.A**  
**20 Year Population Projections (2006 to 2026)**

Year	017%	1.54%	2.27%
2006	14,946	<b>14,946</b>	14,946
2007	14,971	<b>15,177</b>	15,286
2008	14,997	<b>15,411</b>	15,634
2009	15,022	<b>15,649</b>	15,989
2010	15,048	<b>15,891</b>	16,353
2011	15,073	<b>16,136</b>	16,725
2012	15,099	<b>16,386</b>	17,105
2013	15,125	<b>16,639</b>	17,494
2014	15,150	<b>16,896</b>	17,892
2015	15,176	<b>17,157</b>	18,299
2016	15,202	<b>17,422</b>	18,715
2017	15,228	<b>17,691</b>	19,141
2018	15,254	<b>17,964</b>	19,576
2019	15,280	<b>18,242</b>	20,021
2020	15,306	<b>18,523</b>	20,477
2021	15,332	<b>18,809</b>	20,942
2022	15,358	<b>19,100</b>	21,419
2023	15,384	<b>19,395</b>	21,906
2024	15,410	<b>19,695</b>	22,404
2025	15,436	<b>19,999</b>	22,913
2026	15,462	<b>20,308</b>	23,435

The population of the City is anticipated to grow from 14,946 in the year 2006 to 23,435 in 2026 representing an increase of 56.8% over the twenty year period.

## 2.2 POPULATION CHARACTERISTICS

The demographic composition of the City's population has shown a change in the proportion of seniors (age 65 and over) and children (under age 15) in the past several decades. In 1981 senior residents made up 14.9% of the population, and children 22.0%. In 2000 seniors had increased to 19.2% and children decreased to 18.8%. This trend continues as in 2006 seniors had increased to 21.1%, and children decreased to 16.7%. Also important to note, the largest segment of Swift Current's population in 2006 was between the ages of 40 to 54.

### **2.3 IMPLICATIONS**

Population increases are predicted to be robust; consequently, future demands for various forms of development will not necessitate major additions to housing, institutional, commercial or industrial inventories. The changing demographic characteristics, however, will necessitate some adjustments to the types of development to be built; for example, more condominium developments and more medical and personal care facilities will be needed to serve a growing senior population. Additionally, “big box” retail establishments with their associated “power centers” will continue to grow in importance, as the general population prefers shopping to be even more automobile oriented and “one-stop”.

### **2.4 HOUSING REQUIREMENTS**

If the population increases to the projected amount in the year 2026, approximately 4,042 additional dwelling units will be required to be built by that year. Assumed factors influencing future housing demand include:

- 2.4.1 average family or household size remains at 2.1 people;
- 2.4.2 approximately 9 dwelling units per hectare;
- 2.4.3 residential density of 19 people per hectare; and
- 2.4.4 minor shift from single-unit to multi-unit housing forms.

### **2.5 LAND REQUIREMENTS**

As it is anticipated that the population growth rate will continue to be moderate, the City will be able to accommodate long-term growth to the year 2026 within its present boundaries. An inventory of available land shows that there is presently a deficiency of vacant land zoned for residential, highway commercial and potentially industrial land..

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## **SECTION 3      DEVELOPMENT PATTERN**

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The Development Pattern (Map No. 2) shows the existing generalized land use within the existing City and Planning District boundaries.

Existing major industrial land uses are associated with the rail corridor whereas existing major commercial land uses are concentrated in the Central Commercial District and the corridor along the Trans Canada Highway. The continuity of these desirable patterns is maintained, as much as possible, in the designation of future growth areas.

Future growth areas are shown on the Development Pattern (Map No. 2). Established highways, lot lines and section lines have been used, where possible, to show the limits of the future growth areas.

### **3.1      OBJECTIVES**

The overall objectives of this Plan are to allow a development pattern which will:

- 3.1.1    provide for the orderly growth of residential, commercial and industrial development in the City;
- 3.1.2    reinforce the historical relationship between the City and the surrounding rural settlements and farm communities to which the City provides services;
- 3.1.3    establish a form that incorporates visual variety, urban amenities, public space, beauty and scale to streets and buildings; and
- 3.1.4    ensure the efficient and cost-effective use of land and infrastructure.

### **3.2      POLICIES**

It shall be the policy of the City to:

- 3.2.1    designate future growth areas as shown on the Development Pattern (Map No. 2);
  - 3.2.2    plan and stage the municipal water and sewage services consistent with the demand and financial resources of the City;
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- 3.2.3 encourage the continuation of existing farming operations within the City until the need for development becomes imminent;
  - 3.2.4 take into account appropriate functional roadway designs for major transportation corridors which incorporate appropriate mitigation measures such as noise attenuation, streetscaping, lighting and roadside vegetation;
  - 3.2.5 strive to coordinate the Central Commercial District streetscape by encouraging architectural conformity between new and existing structures and upgrading sidewalks, signage, lighting and street furniture;
  - 3.2.6 maintain development which is compact and efficient by setting overall density guidelines for new residential development areas, infill development in established residential areas, and development in commercial and industrial areas; and
  - 3.2.7 ensure that development takes place in a contiguous manner, in order to make the most efficient use of municipal services and community infrastructure.
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## SECTION 4 ECONOMY

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This chapter provides the policies of the Plan that are concerned with the economy of the City and the Swift Current region.

Major sectors which have been identified to offer potential for economic expansion and growth are:

- new manufacturing industries;
- new high-tech industries;
- upgrading of the Central Commercial District;
- provision of commercial, cultural, educational, health and personal services;
- tourism and conventions; and
- natural gas and oil resources.

### 4.1 GENERAL OBJECTIVES

- 4.1.1 To encourage new development and redevelopment in the City in a manner which will improve the level of service.
- 4.1.2 To encourage the location of diverse shopping, administrative, office, cultural and personal services in the City for employment opportunities.
- 4.1.3 To encourage the development of projects which will enhance the tourist industry in the area.
- 4.1.4 To ensure that the city and area residents will have access to the widest possible range of community, business, and personal services in the City.

### 4.2 GENERAL ECONOMIC POLICY

#### 4.2.1 Objective

To monitor the local and regional economy to identify opportunities for future development.

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4.2.2 Policy

It shall be the policy of the City to cooperate with senior levels of government and the neighboring rural municipalities in the collection of economic data and in the development and implementation of economic policy programs which have an impact on the City and region.

**4.3 NATURAL RESOURCES**

4.3.1 Objective

To encourage and support the development of natural resources (agriculture, oil, gas) to their fullest potential.

4.3.2 Policies

It shall be the policy of the City to:

- (a) support senior government programs and encourage the development of new programs which seek to maximize the development potential of natural resources in the area; and
  - (b) encourage the coordinated and orderly relocation of those agriculture related industries (e.g. stockyards, processing plants) whose location is non-compatible with the urban environment.
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## **SECTION 5 RESIDENTIAL DEVELOPMENT**

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An analysis of demographic trends over the last twenty years reveals that the population is aging. As noted in Section 2 (Population Growth and Demand) the over age 65 group in terms of its proportion of the total population, has recently surpassed the under age 15 group. It is expected that this gap will widen within the twenty year time frame of this Plan. It is thus necessary that the City plans for an adequate and affordable housing supply, one that takes into account changing demographics. Further, neighbourhoods must be planned for carefully to accommodate a changing population that has different social, cultural and economic needs.

### **5.1 OBJECTIVE**

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

### **5.2 POLICIES**

It shall be the policy of the City to:

- 5.2.1 ensure orderly, contiguous development and efficient use of lands designated for residential and related uses;
  - 5.2.2 ensure an adequate supply of serviceable residential lands sufficient to meet the needs of the projected population over the next twenty years;
  - 5.2.3 encourage the private sector to get involved in residential land development;
  - 5.2.4 maintain at least a two year inventory of serviced vacant residential lots;
  - 5.2.5 provide for an adequate supply of residential housing types, lot sizes and densities which takes into account the age, family or household and economic structure of city residents;
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- 5.2.6 cooperate with the private sector, non-profit groups and public agencies to increase the long-term supply of safe, affordable and accessible housing particularly for young families or households, seniors, and special needs groups;
  - 5.2.7 establish annual housing targets based on the following considerations:
    - (a) housing mix (single-detached, semi-detached, row housing, apartments);
    - (b) housing tenure (ownership and rental units);
    - (c) housing for senior citizens;
    - (d) housing for low income persons; and
    - (e) housing for challenged citizens and those requiring supportive services.
  - 5.2.8 meet the demand for affordable housing by increasing densities in the Inner City Areas;
  - 5.2.9 encourage single-unit and multi-unit infill development in the Inner City Areas by providing incentives for both new construction and previously occupied residences moved in from other areas except those areas that are designated or are to be designated as heritage properties;
  - 5.2.10 review the planning and approval procedures periodically to minimize delays;
  - 5.2.11 encourage housing development proposals for seniors where it is in the interest of residents;
  - 5.2.12 adopt energy conservation by promoting:
    - (a) innovation in housing design to facilitate the construction of energy efficient housing;
    - (b) residential densities and designs which are conducive to efficient transportation; and
    - (c) participation in senior government housing rehabilitation and energy conservation programs.
  - 5.2.13 maintain an average residential density of approximately 10.5 dwelling units per hectare;
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- 5.2.14 ensure that residential streets are appropriately designed so as to promote maximum traffic safety, using traffic calming measures and ensuring that local streets are served by appropriate collector and arterial streets;
  - 5.2.15 ensure that any new residential subdivisions and development shall not adversely affect significant natural and archaeological features of the area;
  - 5.2.16 ensure that new residential dwellings adjacent to major roadways, railways and other incompatible uses are provided with adequate buffering;
  - 5.2.17 encourage rehabilitation, redevelopment and infills to increase the amount and quality of housing in established neighbourhoods;
  - 5.2.18 support infill residential development on vacant or underutilized parcels in the Inner City Areas (as defined in “Schedule C” of the City Zoning Bylaw), subject to compatibility in age, height, scale and design to other residences in the immediate vicinity, and with appropriate landscaping and infrastructure capability;
  - 5.2.19 ensure that subdivision design should maintain, wherever possible, natural features such as wetlands and ravines;
  - 5.2.20 appropriately integrate schools, play grounds and open space within residential subdivision layouts;
  - 5.2.21 provide that multiple-unit dwellings be located near collector and arterial streets; however, dwellings should not have frontage on highways or arterial roadways; and
  - 5.2.22 encourage residential developments in the Central Commercial District.
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### 5.3 HOME-BASED BUSINESSES

In developing its policies relating to home-based businesses, the City must ensure a balance between the need to support home-based business activities and the rights of home owners to enjoy their properties and residential environment.

#### 5.3.1 Objective

Home-based businesses are a growing economic and social trend that should be encouraged.

#### 5.3.2 Policies

It shall be the policy of the City to:

- (a) ensure that home-based businesses are clearly incidental to the residential use of the property and compatible with existing residential development;
  - (b) regulate home-based businesses through development standards in the City Zoning Bylaw, with due regard to parking and traffic issues, impacts on adjacent properties, and aesthetics; and
  - (c) specify in the City Zoning Bylaw the parameters within which home-based businesses may be allowed. Such uses shall be compatible with a residential environment.
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## SECTION 6 COMMERCIAL DEVELOPMENT

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### 6.1 GENERAL COMMERCIAL

#### 6.1.1 Objectives

- (a) To support the provision of a high level of variety of retail activity to accommodate the demands of the city and area residents.
- (b) To ensure that residents and businesses have access to the widest possible range of financial, insurance and real estate services.
- (c) To provide a diversity of community, business and personal services of the highest order.
- (d) To promote the City as a cultural and administrative center offering a broad range of (local, provincial, and federal) services to residents of southwest Saskatchewan.

#### 6.1.2 Policies

It shall be the policy of the City to:

- (a) encourage those public and private sector actions which will provide the widest range of shopping facilities and choice of goods and services to the city and area residents;
  - (b) direct retail activities to locate in existing and future commercial land use areas;
  - (c) promote the City as an attractive location for regional offices of finance, insurance, real estate and professional firms which serve the city and area residents; and
  - (d) encourage senior levels of government to provide higher order health and educational services in the City for which the city and area residents presently must travel to obtain.
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## 6.2 CENTRAL COMMERCIAL DISTRICT

### 6.2.1 Objectives

The development and maintenance of the Central Commercial District as the City's core with a vibrant mix of commercial, government, cultural, recreational and residential uses.

### 6.2.2 Policies

It shall be the policy of the City to:

- (a) recognize the Central Commercial District as a significant multi-use area providing for the following:
    - (i) retail;
    - (ii) offices;
    - (iii) compatible manufacturing (for the purpose of this Plan, compatible manufacturing means manufacturing operations undertaken in a non-polluting manner, located in non-obtrusive buildings and requiring labour intensive input in the production of the product; for example, the manufacturing of clothing or handicrafts); and
    - (iv) social, community and other personal services.
  - (b) take steps necessary to ensure that the Central Commercial District is an attractive, functional and vital place to live and shop;
  - (c) encourage head offices and branch offices to locate in the Central Commercial District;
  - (d) encourage non-compatible uses to locate elsewhere in properly designated areas;
  - (e) improve pedestrian amenities in the Central Commercial District;
  - (f) encourage the redevelopment or revitalization of deteriorated parts of the Central Commercial District;
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- (g) encourage local business associations and owners in their efforts to improve the shopping environment in the Central Commercial District. The City should work with these groups to prepare a comprehensive plan aimed at the following:
  - (i) a revitalization strategy;
  - (ii) vehicular and pedestrian circulation;
  - (iii) parking;
  - (iv) provided adequate amenities including appropriate lighting, trees, and other pedestrian amenities; and
  - (v) public art which should be encouraged throughout the Central Commercial District.

### **6.3 HIGHWAY COMMERCIAL**

Highway commercial areas are those commercial areas located along major arterials (e.g. Trans-Canada Highway, Highway No. 4) with the primary mode of accessibility being the automobile.

Development standards including access, building setbacks, signage, parking and loading facilities, landscaping and other relevant standards shall be detailed in the City Zoning Bylaw.

#### **6.3.1 Objectives**

- (a) To provide adequate buffering between highway commercial and residential development.
  - (b) To ensure that highway commercial developments properly integrate with the City's transportation patterns and available infrastructure.
-

6.3.2 Policies

It shall be the policy of the City that:

- (a) the maintenance, redevelopment or intensification of existing commercial developments should reflect the needs of the business community as well as the retail and service needs of the public;
  - (b) new and redeveloped commercial developments along major arterials (including service streets) should be aesthetically pleasing, incorporating the following design characteristics and amenities:
    - (i) pedestrian and customer safety; and
    - (ii) appropriate landscaping of medians, boulevards and parking areas;
  - (c) loading areas shall be hidden from view of the highway if at all possible; and
  - (d) all large scale developments, including shopping centers and “big box” retail establishments shall require an impact assessment to determine the impacts and improvements necessary to the existing transportation network.
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## **SECTION 7      INDUSTRIAL DEVELOPMENT**

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### **7.1      OBJECTIVES**

- 7.1.1      To promote economic growth by maintaining an adequate supply of industrial lots of varying sizes, in locations and industrial use categories consistent in meeting the needs of business and industry.
- 7.1.2      To continue to attract agriculturally oriented industry.
- 7.1.3      To attract clean, high-tech industries.
- 7.1.4      To mitigate the negative attitudes often associated with industrial development.
- 7.1.5      To incorporate flexibility in industrial land design regulations to meet the site requirements of individual industries.
- 7.1.6      To maintain appropriate development policies and standards as found in this Plan and the City Zoning Bylaw

### **7.2      POLICIES**

It shall be the policy of the City:

- 7.2.1      to designate areas for industrial development as indicated on the Development Pattern (Map No. 2);
  - 7.2.2      to designate various types of industrial land use zones in the City Zoning Bylaw, each accommodating a specific grade of industrial use;
  - 7.2.3      to maintain an adequate inventory of serviced industrial land;
  - 7.2.4      to provide industrial lots in various sizes and shapes for a wide range of activities;
  - 7.2.5      to ensure that industrial development shall proceed in an orderly, contiguous manner;
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- 7.2.6 to ensure that buffer zones continue to be incorporated to protect industrial from non-industrial uses. Similarly, light industrial lands should be used as a buffer or transitional area between more intensive industrial uses and incompatible uses, such as parkway and residential areas;
  - 7.2.7 that appropriate development standards for the various use classifications relating to landscaping, signage, parking, loading, building setbacks, and other relevant standards shall be administered through the City Zoning Bylaw;
  - 7.2.8 to accommodate on new industrial land, those manufacturing firms which are presently located in the City but must relocate or expand to new industrial areas in the City;
  - 7.2.9 to attract new manufacturing industries in order to diversify the local economy as much as possible; and
  - 7.2.10 to cooperate with the R.M. of Swift Current and the Province in developing policies and administrative setup in order to attract manufacturing plants which process the agricultural or natural resource commodities of the Swift Current region.
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## **SECTION 8      HERITAGE CONSERVATION**

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The Heritage Conservation section of the Plan outlines the City's policy which is intended to conserve, as much as possible, the unique features of history and culture.

### **8.1      OBJECTIVE**

To protect buildings, sites, districts and other unique features of the City's history and culture and to promote the interest of residents in their heritage.

### **8.2      POLICIES**

It shall be the policy of the City to:

- 8.2.1    investigate and research potential heritage buildings and sites;
  - 8.2.2    provide support to owners to conserve buildings and sites of heritage merit;
  - 8.2.3    implement a heritage review process for city owned buildings and sites; and
  - 8.2.4    conserve and maintain artifacts relating to the history of the City's government.
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## **SECTION 9    OPEN SPACES, PARKS AND RECREATION FACILITIES**

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Open space and park designations are an essential element of land use planning. They provide an opportunity to identify and protect both natural and man made attributes (e.g. creeks, wooded areas, beaches, local vegetation, wildlife, archeological and historic landmarks) for the long-term enjoyment of the city and area residents. They also allow for the location of recreation facilities in an attractive setting. Locally, the City is endowed with the Swift Current Creek, it's associated environment, many parks and recreation facilities. Regionally, there are Federal, Provincial and Regional parks as well as many open spaces within a short travel distance of the City.

### **9.1    OBJECTIVES**

- 9.1.1    To designate and protect the unique natural features (creek banks, steep slopes, and flood hazard areas within the City for open space to meet the needs of the present and future city and area residents, visitors and tourists.
  - 9.1.2    To ensure that the provision of open spaces, parks and recreation facilities is responsive to demographic and leisure trends.
  - 9.1.3    To ensure that open spaces, parks and recreation facilities are of a sufficient size and within convenient travel distance for neighbourhood residents.
  - 9.1.4    To provide safe and scenic trails in public open spaces and parks.
  - 9.1.5    To integrate the City's trail system with existing and new neighbourhoods.
  - 9.1.6    To encourage the preservation of significant natural open space resources located within the region.
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## 9.2 POLICIES

It shall be the policy of the City:

- 9.2.1 to recognize the Swift Current Creek and its associated environment as the most valuable open space/recreation resource in the City;
  - 9.2.2 to designate the Swift Current Creek (including its banks and the associated environment), steep slopes and valleys for open space and both passive and active recreation;
  - 9.2.3 to protect the Swift Current Creek area by dedicating it as Municipal Reserve or Environmental Reserve as authorized by the *Planning and Development Act, 1983*;
  - 9.2.4 to establish long-term priorities and a capital plan for acquiring and developing open spaces, parks and recreation facilities;
  - 9.2.5 to ensure that only recreational uses shall be permitted on lands designated for open spaces, parks and recreation facilities. Agriculture and related uses (e.g. nurseries, grazing) may be permitted in the interim provided that the nature and scale of such operations remain compatible with the neighboring residential districts;
  - 9.2.6 that open spaces, parks and recreation facilities should be linked to a continuous city wide trail system, providing access for both pedestrians and cyclists;
  - 9.2.7 that approvals for new neighbourhood subdivisions and associated developments are subject to conditions that extend, protect and enhance the existing trail system;
  - 9.2.8 to ensure that the development of new recreation facilities is based on sound market analysis and user surveys;
  - 9.2.9 to seek financial assistance from the senior levels of government, and neighboring municipalities for the proper management of the Swift Current Creek resource;
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- 9.2.10 to enter into agreement with the Province of Saskatchewan for the development and implementation of a long term strategy for the Swift Current Creek corridor. Such long term strategy shall include the preparation and adoption of a Master Planning Guide containing:
- (a) a listing of existing and proposed recreational facilities;
  - (b) cost sharing for the operation of existing facilities and the construction of new facilities; and
  - (c) relative priorities and sequence of major projects. The relative priorities will provide the basis for introducing recreational facilities into the City's Five Year Capital Works Program.
- 9.2.11 to ensure that the Master Planning Guide for open spaces, parks and recreation facilities is part of a continuing planning process which will be updated as the need arises;
- 9.2.12 to encourage senior levels of government and neighboring municipalities to develop the full recreational potential of regional resources in the area; such as, Lac Pelletier, Saskatchewan Landing, Cypress Hills Park, and Grassland Park;
- 9.2.13 to encourage cooperation and joint planning between the City, the school boards, and other public and private groups involved in the provision of recreational facilities;
- 9.2.14 to provide planning support to those public and private agencies which own and/or operate open space for recreational uses provided that such facilities are universally accessible to all citizens;
- 9.2.15 to develop and adopt standards which can be used to measure the adequacy of existing recreational facilities and the planning of future recreational facilities in the City, and attempt to see that the recreational needs of all age groups are adequately met; and
- 9.2.16 to adopt a user-fee structure which recovers a portion of the operating costs of public recreation facilities. In establishing the fee structure and the system of fee collections, consideration shall be given to the affordability of facility use among different recreation user groups.
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## SECTION 10    TRANSPORTATION

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The movement of people and goods is an important consideration in planning for future development. The privately owned vehicle is, and will remain, the primary mode of travel among local residents, members of the surrounding rural communities, and tourists. Ease of movement to places of work and residence, commercial areas, and recreation attractions in the City requires careful planning to accommodate future growth.

### 10.1    GENERAL OBJECTIVES

- 10.1.1 To provide an efficient, convenient and safe transportation system that will accommodate vehicles as well as encourage alternate forms of transportation such as public transit, walking and cycling.
- 10.1.2 To plan future road, transit and parking facilities as part of a total integrated transportation system consistent with the land use and Development Pattern (Map No. 2).

### 10.2    ROADS

#### 10.2.1    Objectives

- (a) To establish an orderly hierarchy of roads and streets such that traffic circulation is efficient, convenient, safe and non-obtrusive.
- (b) To integrate future street development with other modes of travel and adjacent land uses.

#### 10.2.2    Policies

It shall be the policy of the City that:

- (a) all new development is compact and contiguous, thereby minimizing the need for extensions to the existing transportation network;
  - (b) the Transportation Pattern (Map No. 3) be adopted as the framework for planning and designing the road system necessary to support the Development Pattern (Map No. 2);
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- (c) all public streets shall be classified by function in order to aid in the planning and implementation of street improvement, operation and maintenance programs. In areas of new development or extensive redevelopment, the road system classification will be utilized as the basis for decisions on right-of-way requirements, setback and access control. In areas where the majority of the existing land use along a street is developed at the time that this Plan is adopted, the road system classification will be utilized to aid in decisions concerning design standards for street construction, maintenance priorities and transit and truck routes;
  - (d) the street classifications shown on the Transportation Pattern (Map No. 3) are as follows:
    - (i) Provincial Highway - strategic link in the road system the primary function of which is to carry long distance traffic into, out of, and through the City. The right-of-ways and design of these streets shall be adequate to accommodate long distance and through traffic as well as traffic generated by abutting land use where direct access to the street is permitted. Full or partial control of access from these streets to abutting land uses shall be required where new development or redevelopment warrants such action and where alternative access can be provided;
    - (ii) Arterial Street - strategic link in the road system whose main function is to carry traffic within, between or through various districts of the City and/or provide access past major geographic barriers and to Provincial Highways. Generally, full or partial control of access to abutting land uses shall be provided;
    - (iii) Collector Street - provides a link between arterial streets traversing relatively shorter distance through a neighborhood or district in the City. Collector streets also provides access to abutting land uses;
    - (iv) Local Street - primarily intended for providing street access to abutting land uses along its length. A local street is not intended to carry through traffic other than to adjoining streets; and
    - (v) Minor Street - means a local street not exceeding 500 metres in length and includes a cul-de-sac;
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- (e) the basic right-of-way widths for streets shall be, at the very least, those as specified in The Subdivision Regulations of the Province of Saskatchewan;
  - (f) sufficient right-of-ways for streets shall be allowed for future expansion;
  - (g) property for right-of-ways shall be acquired by means of dedication, at such time that the abutting property is to be developed or redeveloped; or by means of purchase or expropriation, when Council determines such action to be necessary;
  - (h) the relative priorities of the major improvements will be established in a transportation systems plan which will provide the basis for introducing transportation capital facilities into the City's Five Year Capital Works Program. The transportation systems plan will be part of a continuous planning process which will be updated from time to time;
  - (i) arterial streets in developing areas shall be designed primarily to accommodate through traffic between major land use areas. Access to individual abutting parcels may be restricted through planning devices such as reverse frontages, separate frontage streets and common access points for a number of properties;
  - (j) the right-of-ways, design of new streets and the reconstruction of existing streets shall take into consideration:
    - (i) the requirements for pedestrian movements;
    - (ii) construction of bicycle paths where warranted and feasible;
    - (iii) visual and noise impact; and
    - (iv) landscaping and tree planting;
  - (k) guidelines shall be incorporated for boulevard landscaping;
  - (l) sufficient off-street parking and loading/unloading facilities for all new developments shall be required to meet the needs of the development without necessitating the use of streets for parking;
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- (m) appropriate design considerations are utilized to ensure that development is supported by cost effective and functional transportation services (streets, trails, sidewalks, public transit, etc.);
  - (n) neighbourhood design shall be required to meet the diverse transportation needs of pedestrians, cyclists, public transit rider, and private vehicle drivers;
  - (o) infill development shall be encouraged to reduce the need for new transportation infrastructure;
  - (p) community, social, environmental and noise impacts shall be mitigated in the planning, construction and operation of transportation facilities;
  - (q) an efficient system of designated truck routes shall be maintained utilizing portions of arterial streets. This system shall be reviewed on a regular basis to minimize the intrusion of trucks into residential areas while providing an acceptable level of service to industrial and commercial developments in the City;
  - (r) the needs of pedestrians and cyclists are integrated into the planning and design of transportation facilities. In general, pedestrians should be provided with adequate sidewalks, walkways, crosswalks, lighting and street furniture. Pathways through linear parks (e.g. along the Swift Current Creek) should be safe for both pedestrians and cyclists;
  - (s) the needs of the physically challenged shall be incorporated into the design of transportation facilities;
  - (t) vehicle and pedestrian traffic should be separated by using the appropriate siting of sidewalks and City pedestrian/bicycle trails;
  - (u) a pedestrian-friendly environment shall be encouraged and maintained in the Central Commercial District;
  - (v) residential areas adjacent to major streets should receive adequate buffering;
  - (w) streets shall be located with due regard to topography, to avoid the costs of excessive cutting and filling;
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- (x) the timing, location and design of major transportation infrastructure, such as streets, interchanges and bridges, shall be determined through appropriate land use and transportation studies; and
- (y) large development proposals that the City feels may impact the safety and mobility of the road system shall require an impact analysis.

### 10.3 PUBLIC TRANSIT

#### 10.3.1 Objectives

- (a) To assess needs for public transit in relation to the availability of financial resources required to achieve varying levels of service.
- (b) To ensure that public transit planning recognizes concentrations of activity centers in selecting appropriate routes.
- (c) To encourage the use of public transit by continuing to improve the service.

#### 10.3.2 Policies

It shall be the policy of the City that:

- (a) public transit shall be provided at a level of service adequate to encourage its use consistent with the financial resources of the City;
  - (b) the planning of public transit routes will take into account the location of:
    - (i) major employment and retail concentrations (e.g. shopping centers);
    - (ii) the concentration of high density residential developments;
    - (iii) schools, major medical and social service centers; and
    - (iv) housing developments for senior and challenged citizens;
  - (c) the public transit system will incorporate, where feasible, special vehicle features and operational procedures that will
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make the public transit system more accessible to senior and challenged citizens.

## 10.4 RAILWAYS

### 10.4.1 Objectives

- (a) To recognize the significant effects of railway lines and their operations on other land uses in the City.
- (b) To minimize conflicts between rail and non-rail traffic and land uses.
- (c) To help ensure the viability and expansion of the railway within the City.

### 10.4.2 Policies

It shall be the policy of the City that:

- (a) railway authorities will be encouraged to provide, along the boundaries of the railway right-of-ways, adequate fencing, landscaping and noise abatement measures in all developed areas of the City;
  - (b) dialogue shall be maintained between the City and railway authorities when investigating alternative means for the long-term redevelopment and utilization of railway properties and facilities;
  - (c) industries requiring direct access to rail service should be located adjacent to railways; and
  - (d) lands adjacent to railways should be preserved for those future uses requiring direct rail access.
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## 10.5 TERMINAL FACILITIES

### 10.5.1 Objectives

- (a) To promote locations for storage and transfer of goods that enable efficient operations.
- (b) To promote actions which assist in improvements to air travel to and from the City.

### 10.5.2 Policy

It shall be the policy of the City that truck depots, freight transfer facilities, and bulk storage facilities shall be encouraged to locate close to Provincial Highways and arterial streets.

## 10.6 PARKING

### 10.6.1 Objectives

- (a) To co-ordinate the provision of parking space in all areas of the City.
- (b) To ensure that parking facilities are appropriately located and designed.

### 10.6.2 Policies

It shall be the policy of the City that:

- (a) adequate parking facilities shall be provided in the Central Commercial District as an integral part of the redevelopment scheme;
  - (b) parking facilities in other areas of the City shall be properly sited and landscaped, and provide a high degree of accessibility and egress;
  - (c) parking standards shall be outlined in the City Zoning Bylaw; and
  - (d) parking spaces shall normally be placed on the same site as the proposed development, unless otherwise allowed by exceptions, as indicated in the City Zoning Bylaw.
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## **SECTION 11 UTILITIES**

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This section of the Plan contains policies regarding the following services:

- Supply and distribution of water
- Collection and disposal of sewage
- Collection and disposal of solid wastes
- Electric power, gas and communication systems

### **11.1 GENERAL OBJECTIVE**

To provide adequate water, sewage, electrical power, and solid waste collection and disposal facilities in order to achieve orderly growth and to maintain or improve the environment at a clean and healthy level.

### **11.2 GENERAL POLICIES**

- (a) To ensure that all public utilities and services are provided in an efficient, cost-effective, coordinated, and timely manner relative to the desired development of the City.
  - (b) To ensure that public utility operators shall be aware of future development proposals in order to effectively coordinate the extension of utilities.
  - (c) To review municipal servicing standards at least every five years.
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### 11.3 WATER

The availability of potable water is a key element in determining the growth factor for any community. The Swift Current Creek is the source of the City's water supply. The flow in the creek is regulated by the Duncairn Dam and the City's right to draw water is controlled through "Water Rights" owned by the City.

#### 11.3.1 Objectives

- (a) To manage the City's water treatment and distribution systems to ensure an adequate supply and quality of safe water for existing and future development areas.
- (b) To assist in efforts to maintain acceptable water quality in the Swift Current area watershed by working with the Province Government, the Federal Government and Stream Stewardship Committees to ensure that proper practices of land and water use management are carried out.
- (c) To restrict the provision of water service to within the City limits, with the exception of the Semiarid Prairie Agricultural Research Centre and the Rural Water Pipeline Associations.

#### 11.3.2 Policies

It shall be the policy of the City to:

- (a) provide an adequate supply of treated water to designated growth areas, as the land is developed;
  - (b) monitor consumer demand for treated water and promote water conservation practices;
  - (c) require all new developments pay their share for the provision of municipal water services through off-site levies or local improvements; and
  - (d) continue to supply water only to the Semiarid Prairie Agricultural Research Centre and the Rural Water Pipeline Associations outside of the City's boundaries.
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## 11.4 SEWAGE

The efficient and environmentally friendly disposal of sewage is necessary for the growth of any community. For over twenty years, the City has treated its sewage in facilitative lagoons and disposed of the treated sewage through effluent irrigation and Snowfluent. Due to sewage disposal capacity problems the City is investigating the feasibility of constructing a wastewater treatment plant.

### 11.4.1 Objectives

- (a) To manage the sewage collection and disposal system to ensure there is adequate sewage disposal capacity for future development.
- (b) To cooperate in efforts to maintain acceptable water quality in the Swift Current area watershed.
- (c) To restrict the provision of sewage collection and disposal to within the City limits with the exception of The Semiarid Prairie Agriculture Research Centre and other limited locations outside the City boundaries.

### 11.4.2 Policies

It shall be the policy of the City to:

- (a) provide adequate sewage collection and disposal to designated growth areas as required;
  - (b) require that all new developments pay their share of the provision of sanitary sewage services through off-site levies or local improvements;
  - (c) continue to limit the supply of sanitary sewage collection and disposal only to the Semiarid Prairie Agriculture Research Centre and other limited locations outside the City boundaries; and
  - (d) investigate the feasibility of a new wastewater treatment plant.
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## 11.5 COLLECTION AND DISPOSAL OF SOLID WASTES

### 11.5.1 Objectives

- (a) To dispose of solid wastes in an economical and environmentally acceptable manner.
- (b) To explore alternative methods of solid waste disposal including recycling and composting.
- (c) To expand the recycling and composting programs as needed.
- (d) Continue to find ways to conserve the capacity of the present landfill site as well as the future landfill site.

### 11.5.2 Policies

It shall be the policy of the City:

- (a) to explore feasible solutions in order to eliminate odors from waste disposal systems;
  - (b) to establish collection, transfer and disposal facilities to equitably serve the citizens in the most economical and acceptable means available;
  - (c) to cooperate with private industry and other levels of government in the implementation and expansion of the recycling and composting programs;
  - (d) to ensure that solid waste landfilling is a legitimate means of disposal available for the immediate future. A landfill site shall be provided by the City that is efficiently designed and operated to protect the environment and the public health;
  - (e) to explore feasible alternatives (e.g. baling) aimed to reduce the landfill requirements for final disposal; and
  - (f) to cooperate with the surrounding rural municipalities in investigating the feasibility of establishing a regional landfill facility.
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**11.6 ELECTRIC POWER, GAS AND COMMUNICATION SYSTEMS**

11.6.1 Objective

To coordinate future provision of electric power, gas and communication systems as land is developed.

11.6.2 Policies

It shall be the policy of the City to:

- (a) participate with utility companies in establishing future routes for electric power, gas and communication systems; in a manner most beneficial to the future expansion of the City and least harmful to the natural environment to the area;
  - (b) establish proper liaison with the utility companies to ensure that electric power, gas, and communication systems become available as land is developed; and
  - (c) ensure that electric power, gas and communication systems shall be available to all developed lots.
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## **SECTION 12 IMPLEMENTATION**

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This section of the Plan indicates the means by which the City intends to implement programs in order to carry out the policies contained in this Plan. This Plan will guide Council and Administration decisions regarding the City's future growth and development. One of the important ways to implement this Plan is through the use of the City Zoning Bylaw, which governs the permitted and discretionary uses of land as well as the locations and size of buildings and lots. As a result, there must be conformity between this Plan and the City Zoning Bylaw.

The effectiveness of any plan depends upon its relevance to current conditions. As such, this Plan must be reviewed at regular intervals, and amended if need be.

### **12.1 GENERAL OBJECTIVES**

The general implementation objectives of this Plan are to:

- 12.1.1 provide a policy framework for the City Zoning Bylaw and any land use studies which will involve more detailed planning and development control;
- 12.1.2 apply the policies of this Plan to guide future growth, development, and capital investment in infrastructure; and
- 12.1.3 coordinate the policies of this Plan with the policies of the Strategic Plan and the City budget.

### **12.2 ADMINISTRATIVE FRAMEWORK AND RELATIONSHIP WITH OTHER GOVERNMENTS AND AGENCIES**

The carrying out of the policies and the achievement of the objectives contained in this Plan are dependent, to a large degree, on the financial and administrative capability of the City and the cooperation of senior levels of government, public agencies, the private sector, and the neighboring municipalities.

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12.2.1 Policies

It shall be the policy of the City to:

- (a) provide a proper administrative framework to implement the policies of this Plan; and
- (b) seek cooperation from all levels of government, public agencies and the private sector, in achieving the objectives of this Plan.

**12.3 STAGING OF DEVELOPMENT**

12.3.1 Policies

It shall be the policy of the City:

- (a) to stage development in a manner which will minimize the rate of public capital spending while providing sufficient serviced lands to accommodate the anticipated growth and to achieve the objectives of this Plan; and
- (b) that the staging of development in growth areas shall be based on the following considerations:
  - (i) providing a choice in location for housing;
  - (ii) providing adequate amounts of serviced lands to accommodate anticipated rates of growth;
  - (iii) providing services to those areas which require upgrading of water distribution, sewer disposal systems and electrical distribution; and
  - (iv) acknowledging existing City investment in service infrastructure when planning future development.

**12.4 DEVELOPMENT CONTROL**

12.4.1 Policies

- (a) Contract Zone District

It shall be the policy of the City that:

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- (i) pursuant to Section 82 of *The Planning and Development Act, 1983*, Council may enter into an agreement to accommodate a request for the rezoning of land to permit a specified proposal;
  - (ii) the use of land and buildings proposed for the site shall conform to the general land use designation shown on the Development Pattern (Map No. 2) of this Plan;
  - (iii) specific uses and/or proposed developments shall be compatible with adjacent land uses;
  - (iv) an agreement made for a Contract Zone District may set out:
    - a description of the proposal;
    - uses of the land and buildings or the forms of development;
    - the site layout and external design, including parking areas, landscaping and entry and exit ways, but not the color, texture or type of materials and architectural detail; and/or
    - time limits with which any part of the described proposal or terms and conditions shall be carried out.
  - (v) that on the rezoning of the land, none of the land or buildings shall be developed or used except in accordance with the proposal, terms and conditions and time limits prescribed in the agreement.

(b) Direct Control District

It shall be a policy of the City that:

- (i) Council may designate areas as “Direct Control Districts” where particular development proposals require controls different from those of conventional zoning due to special circumstances, such as location, use or any other factors;
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- (ii) the use of land and buildings proposed for the site shall conform to the general land use designations shown on the Development Pattern (Map No. 2) of this Plan;
- (iii) specific uses and/or proposed developments shall be compatible with adjacent land uses; and
- (iv) unless the prescribed development standards contained in the City Zoning Bylaw apply, no development shall be undertaken in a Direct Control District without approval of Council, pursuant to the requirements of Section 79 of the *Planning and Development Act, 1983*.

(c) Relaxation of Development Standards

It shall be a policy of the City that the City Zoning Bylaw may provide for the relaxation of specific development standards for achieving:

- (i) optimal site utilization; and
- (ii) desirable design elements by which a person provides additional facilities and services as set out in the City Zoning Bylaw.

(d) Development and Re-zoning of Reserved Lands

It shall be a policy of the City that:

- (i) trunk services (water, sewer and electricity) shall be extended in a planned manner in keeping with the demand; and
  - (ii) reserved lands designated in the Plan shall not be rezoned until development is imminent and the relevant neighborhood or district structure plans have been developed and adopted by Council.
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## 12.5 DEVELOPMENT LEVIES

### 12.5.1 Policy

It shall be the policy of the City that in accordance with Section 55.1 of *The Planning and Development Act, 1983*, Council may establish development levies for the purpose of recovering all or a part of the capital costs of providing, altering, expanding or upgrading services and facilities associated with a proposed development.

## 12.6 FLOOD MANAGEMENT (Bylaw #1-2005)

### 12.6.1 Objective

To recognize the potential hazards of flooding and examine alternatives for minimizing damage to persons and property.

### 12.6.2 Policies

It shall be the policy of of the City:

- (a) to identify flood prone areas through proper engineering studies of its own or those carried out by other levels of government;
- (b) to explore feasible programs aimed at reducing the risk of property damage due to flooding; and
- (c) to encourage flood proofing of existing development, where feasible, and restrict new development on lands identified as subject to flooding. This policy shall not exclude recreational use of flood prone lands.

## 12.7 TEN YEAR TRANSPORTATION SYSTEM, WATER, SEWER AND ELECTRICAL PLANS

### 12.7.1 Policies

It shall be the policy of the City:

- (a) to prepare, under the general framework of staging:
    - (i) a ten year transportation system and needs plan;
    - (ii) a ten year water and sewer plan; and
    - (iii) a ten year electrical plan
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- (b) that these plans will identify the major transportation, water, sewer and electrical projects which are required to be undertaken to achieve development objectives and the timing of their implementation; and
- (c) that the ten year plans shall provide the basis for introducing transportation, water, sewer and electrical capital facilities into the City's Five Year Capital Works Program. The ten year plans will be monitored and continuously reviewed in order to make necessary updates.

## **12.8 FIVE YEAR CAPITAL WORKS PROGRAM**

### **12.8.1 Policy**

It shall be the City's policy to undertake capital development work in accordance with a continuing Five Year Capital Works Program which will be updated every year.

## **12.9 STRATEGIC PLAN**

### **12.9.1 Policy**

It shall be the City's policy to coordinate the implementation of this Plan with the implementation of the vision, goals and objectives of the Strategic Plan.

## **12.10 RESIDENTIAL DEVELOPMENT**

### **12.10.1 Policy**

It shall be the City's policy to monitor housing production annually, to ensure that the residential lot inventory is adequate to meet the needs of all segments of the population.

## **12.11 PLAN REVIEW AND UPDATING**

### **12.11.1 Policies**

It shall be the policy of the City:

- (a) to conduct a systematic and comprehensive review of this Plan, at regular intervals of five years, to ensure that the Plan's policies and programs remain realistic in light of changing socio-economic circumstances;
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- (b) to amend the Plan, if necessary, after such a review;
- (c) to undertake a review of one or more portions of the Plan, as necessary; and
- (d) that the City Zoning Bylaw may be amended, whenever it is deemed necessary, to ensure that the development standards and guidelines contained within are consistent with the provisions of this Plan, and in accordance with the requirements of *The Planning and Development Act, 1983*.

## 12.12 CITIZEN PARTICIPATION

Council believes that there is a basic right for persons affected by any planning proposals:

- To be made aware of the proposal;
- To be able to express their views on the proposals, and
- If they choose, to object to the proposals.

### 12.12.1 Objective

To ensure that the public is informed and consulted on relevant planning and development proposals and processes, including discretionary use applications, applications for rezoning, and other appropriate matters.

### 12.12.2 Policies

It shall be the policy of the City to:

- (a) provide opportunity for the active participation of the citizens in the implementation of its policies and programs;
  - (b) provide adequate public notification of all discretionary use applications and rezoning applications;
  - (c) inform the public of their right to comment on a proposal and to appeal decisions on development permit applications; and
  - (d) ensure that citizens have reasonable access to information regarding development applications and other land use proposals, within the guidelines of any legislation respecting freedom of information and protection of privacy.
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## 12.13 INTERMUNICIPAL PLANNING

### 12.13.1 Objectives

- (a) To maintain a mutually beneficial relationship with the R.M. of Swift Current.
- (b) To maintain open lines of communication with the R.M. to resolve problems and take advantage of opportunities.
- (c) To involve the R.M. in any future negotiations regarding annexation.
- (d) To maintain interest and be active in the affairs of the Swift Current Planning District.
- (e) To effectively coordinate land use, future growth patterns, transportation systems and municipal infrastructure with the R.M.

### 12.13.2 Policies

It shall be the policy of the City to:

- (a) develop and maintain effective processes for communication and cooperation with the R.M. of Swift Current;
  - (b) continue to work with the R.M. through the District Planning Commission and continue to act in an advisory capacity to all development proposals within the Planning District;
  - (c) refer development proposals which may have an effect on the transportation patterns or future growth options outside of its boundaries to the R.M.;
  - (d) periodically monitor and assess the effectiveness of its inter-municipal planning procedures, in cooperation and consultation with the R.M.; and
  - (e) consider sharing services and facilities with the R.M.
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**SECTION 13      EFFECTIVE DATE OF BYLAW**

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This Bylaw shall come into force on the date of final approval by the Minister of Government Relations and Aboriginal Affairs.

\_\_\_\_\_ MAYOR      \_\_\_\_\_ CITY CLERK

INTRODUCED AND READ a first time this 20<sup>th</sup> day of January, 2003.

READ a second time this 20<sup>th</sup> day of January, 2003.

READ a third time upon the consent of Council members present and finally passed this 20<sup>th</sup> day of January, 2003.

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