

Elmwood Community Concept Plan

City of Swift Current

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1. INTRODUCTION

1.1 Purpose

The Elmwood Community Concept Plan (ECCP) has been prepared to provide the background and framework for future residential development on a portion of Parcel A, Plan 101676270 and a portion of quarter section SE 1/4 – 31– 15 – 13 – W3M within the Elmwood Golf Course in the City of Swift Current. The golf club has planned a five-year phased renovation project that will result in improvements to several features of the course. In conjunction with this project the City and Elmwood Golf Club have agreed that the City would utilize excess golf course lands for the development of a residential community.

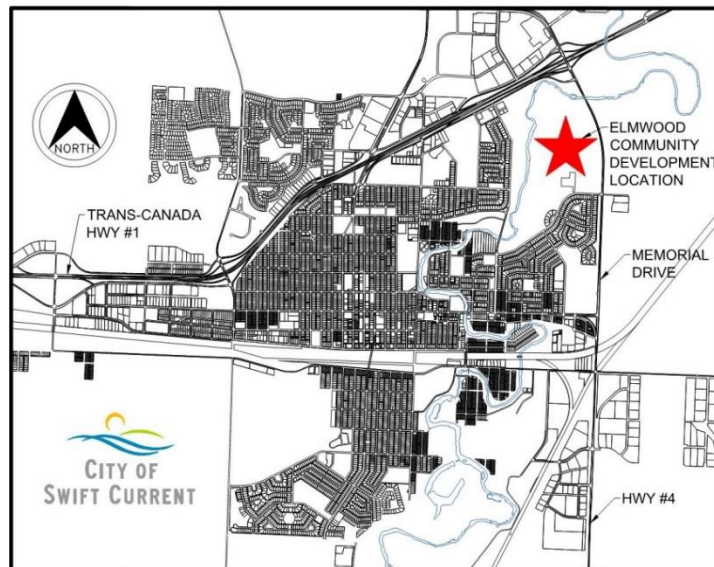
The intent of the residential development will be to provide high quality residential lots with a mix of single family and multi-family units designed to attract people who desire a golf community.

The main objective of this plan is to establish the governing policy and framework that will guide the future development of the property in a manner consistent with the City's Development Plan, Zoning Bylaw and Subdivision Bylaw. This plan describes the existing site characteristics, development concept, land uses, servicing and transportation within the plan area.

1.2 Development Location

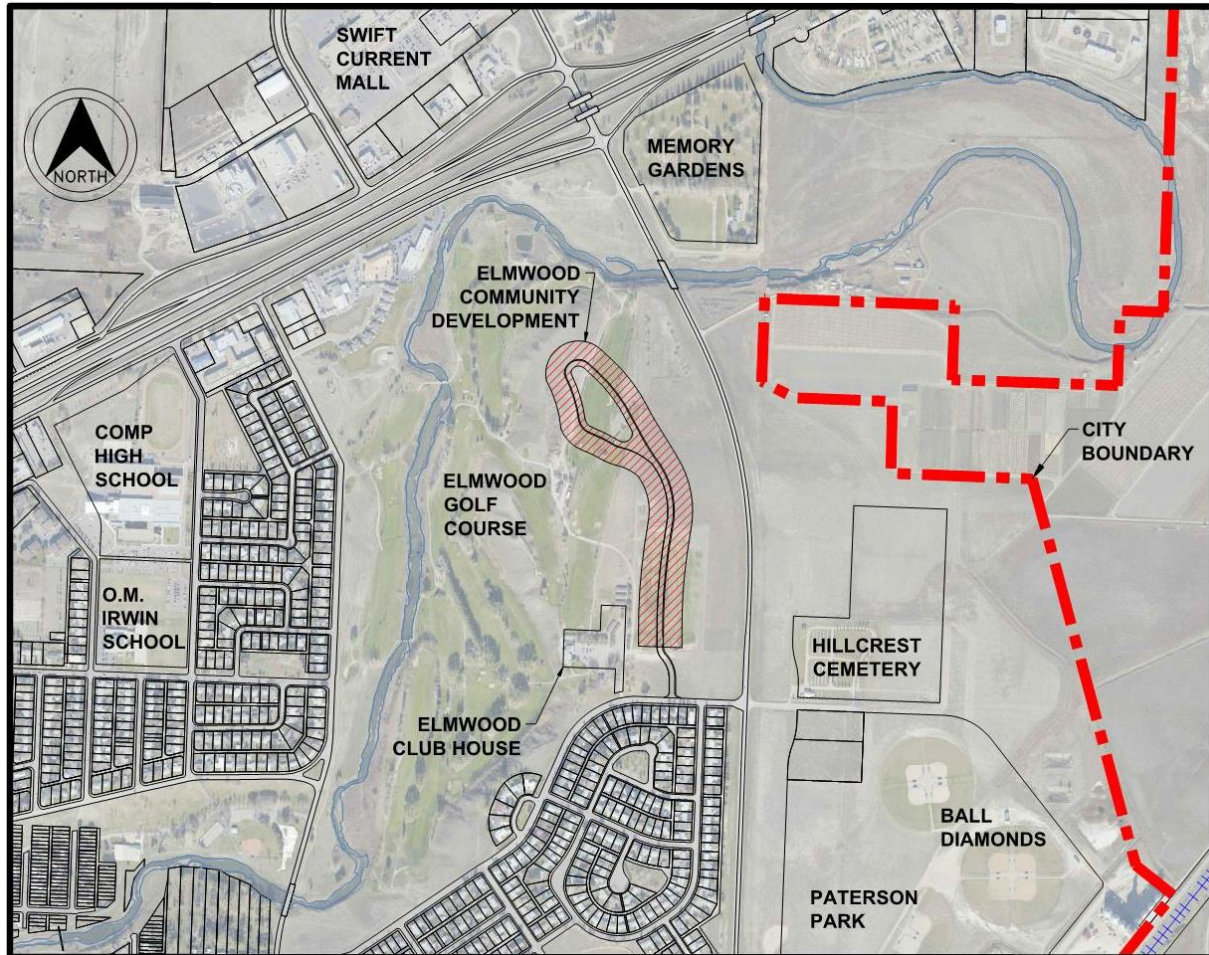
The approximately 50 ha (123.5 ac) golf course site is located on the eastern side of the City of Swift Current as shown in **Figure 1**. The property is bound by Memorial Drive on the east, Hillcrest Drive on the south, North Hill Drive on the west and the Swift Current Creek on the north.

Figure 1: Site Location



The property currently features the Elmwood Golf Club. As **Figure 2** illustrates, the land uses surrounding the golf course are mixed with residential to the south and west, highway commercial to the north of Highway 1 and agricultural on the east side of Memorial Drive.

Figure 2: Existing and Surrounding Land Use



1.3 Policy Framework

1.3.1 Planning and Development Act

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

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

1.3.2 Swift Current Development Plan

The PDA requires that council shall ensure that a concept plan is consistent with its official community plan. For purposes of this development the Swift Current Development Plan (SCDP) is effectively its official community plan. This concept plan is for residential development within a recreational setting (golf course) and the following sections of the SCDP are relevant and must be recognized in the development of this plan:

- 1.14 Vision Statement – *“To be a growing, vital, thriving city, the choice location in which to live, work, invest, visit and play.”*
- Section 5 - Residential Development
- Section 9 – Open Spaces, Parks and Recreational Facilities
- Section 10 – Transportation
- Section 11 – Utilities
- Map 2 – Development Pattern Map
- Map 3 – Development Plan Transportation

Applicable objectives and policies from the above noted sections of the SCDP will be specifically addressed throughout this concept plan to form a link between the goals and policies of Swift Current’s SCDP and future development intentions for the subject property.

1.3.3 Zoning and Subdivision Bylaws

In addition to the Swift Current Development Plan, Area Concept Plans are subject to other governing documents such as Zoning Bylaws and Subdivision Bylaws. The Zoning Bylaw and Subdivision Bylaw are the primary documents in which the SCDP is implemented.

This Area Concept Plan has also been prepared in consideration of the City’s relevant bylaws, primarily as they apply to residential subdivisions and the development process.

1.4 Accompanying Studies

In preparing this ECCP, background studies and assessments were undertaken to determine the suitability of and provide guidance for the development of this property. None of the studies identified factors that would prevent the development concept provided from proceeding. These studies include:

- Traffic Impact Assessment (**Appendix A**)
- Geotechnical Investigation (**Appendix B**)
- Heritage Resource Review (**Appendix C**)
- Sanitary Sewer Analysis (**Appendix D**)

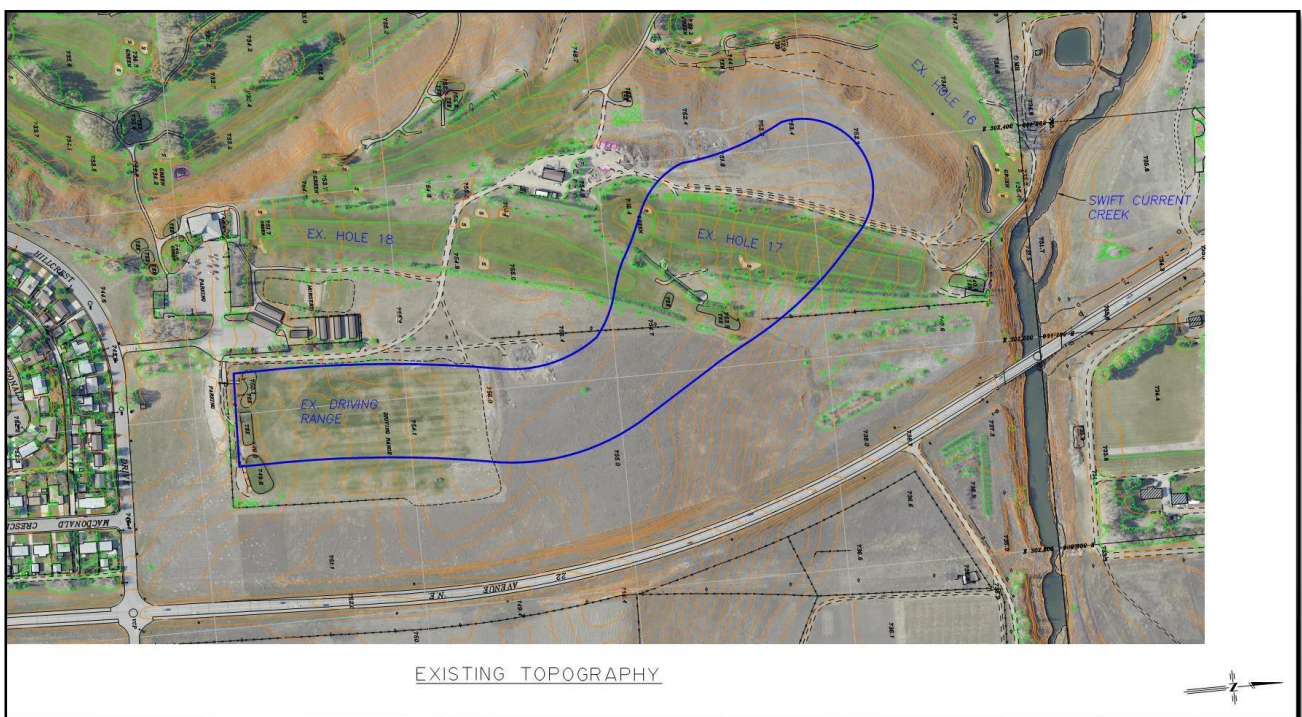
Typically a Phase 1 = Environmental Impact Assessment would be completed for Concept Plan purposes; however these studies were not completed since the area of the proposed residential development was previously developed and actively used by the golf club.

1.5 Existing Site Characteristics

1.5.1 Topography and Vegetation

The topography of the site varies significantly throughout the proposed development area. The pre-development topographic plan with contours is provided in **Figure 3**.

Figure 3: Topographic Plan



The south half of the proposed development area has been used as a driving range. From Hillcrest Drive the elevation rises approximately 6 meters as you proceed north through the driving range area. The north half of the development area varies in topography as it crosses through existing golf course holes #17 and #18 before terminating on a hill top. The hill top is considered “rough” or “out of play” area that the golf course currently uses for spreading leaves and occasional material/equipment storage. Overall, the site conditions appear favourable for the proposed development.

In terms of existing vegetation, the property has a mix of turf grass, prairie grasses and a variety of trees and shrubs (elm, caragana, spruce). None of this vegetation is believed to be native as a portion of the vegetation is related to golf course development and past agricultural operations.

1.5.2 Environmental Features

A detailed environmental and biophysical assessment has not been completed for the ECCP since the site was previously developed and golf course re-construction is in progress. However, the site and existing topographical mapping was reviewed by our engineering and environmental personnel to identify any obvious sensitive environmental features on the site. Environmental features are shown on **Figure 4** and further described below. In accordance with Objective 9.1.1, Policy 9.2.1 and 9.2.2 of the SCDP these areas will be left in their natural state as open space for their preservation and recreational use.

Swift Current Creek

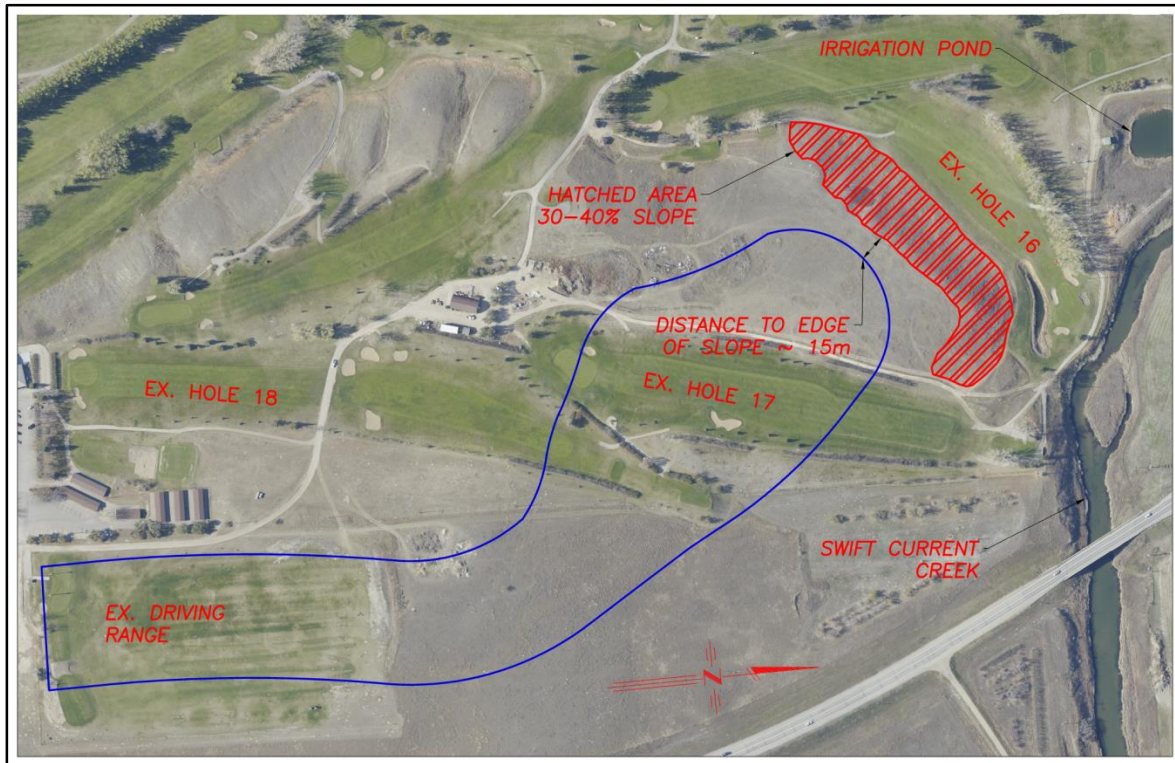
Swift Current Creek is located along the northern portion of the Elmwood Golf Course. The development area is approximately 100m from the creek at its closest point and portions of the golf course act as a buffer between the creek and the development area. The proposed development is not anticipated to have an impact on the creek.

Slopes and Ground Conditions

The north end of the development is on a hill top with slope ranging up to 40% slopes around the perimeter of the hill top (area hatched in red on **Figure 4**). Rear property lines shall be a minimum of 15m from the top of slope, therefore with rear setback requirements housing would be at least 23m from the top of slope to mitigate any slope stability issues. The buffer between rear lot lines and the top of slope will continue to be “rough area” within the golf course.

The Geotechnical Investigation (**Appendix B**) completed for the development site has identified that below the topsoil there is primarily silty clay and clay till throughout the site which is suitable for the intended development when properly compacted. Additionally, no groundwater issues were observed during the geotechnical investigation.

Figure 4: Environmental Features



1.5.3 Historical Resources

A Historical Resource Review has been conducted by the Archaeological Resource Management department of the Ministry of Parks, Culture and Sport to determine the need for a Heritage Resource Impact Assessment (HRIA). The review (**Appendix C**) has revealed that no impact to heritage resources are anticipated as this development is already in a previously disturbed area. The department has no concerns with the project proceeding as proposed.

2. DEVELOPMENT CONCEPT

2.1 Goals

In general terms the goals and objectives for this development support the City's Vision Statement (Section 1.14 of SCDP) as follows:

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

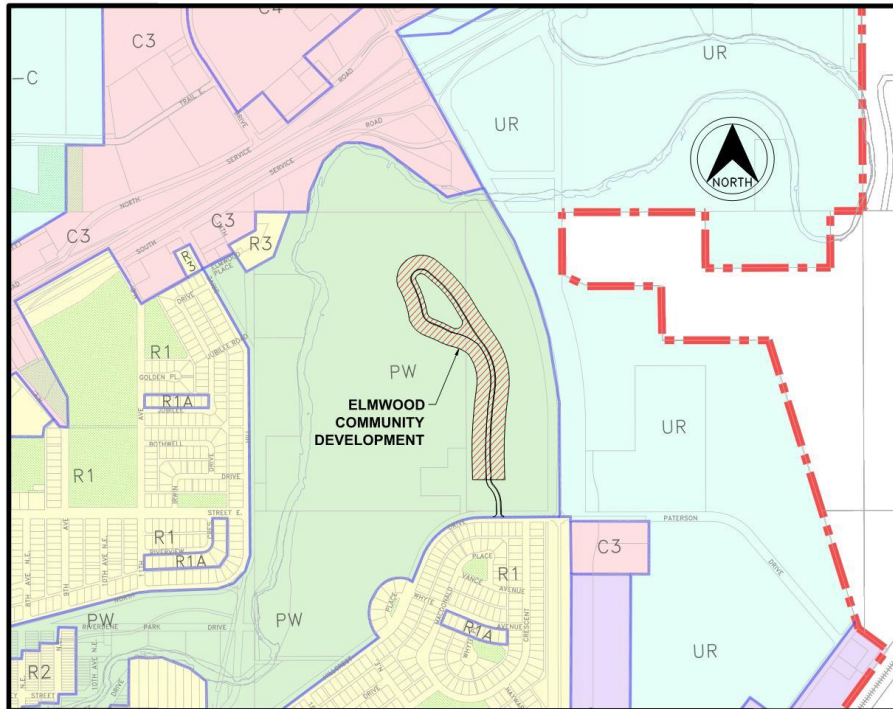
The specific goals and objectives of the Elmwood Community Concept Plan and sections relating to the City SCDP are as follows:

- (a) Support the continued growth of the City of Swift Current by developing additional residential lots.
(Relates to SCDP Policy 5.2.1)
- (b) Develop a variety of unique and attractive residential lots compatible with the golf course activity.
(Relates to SCDP Policy 5.2.5)
- (c) Create a development that accommodates shared pedestrian and vehicular (including golf carts) maneuverability and provides a comfortable pedestrian realm.
(Relates to SCDP Policy 5.2.14, 5.2.16 and 10.2.2)
- (d) Provide adequate servicing onsite and where possible contribute to the improvement of any identified existing infrastructure issues.
(Relates to SCDP Policy 11.2(a))
- (e) Avoid negative impacts on adjacent land uses and the Swift Current Creek through the use of adequate separation and buffers while utilizing these features to compliment the development.
(Relates to SCDP Policy 5.2.19, 9.2.1, 9.2.2)

2.2 Proposed Zoning

The site of the Elmwood Community Development is currently zoned as PW (Parkway) District by the City Zoning Bylaw. The following **Figure 5** shows current zoning in relation to the surrounding area:

Figure 5: Existing Zoning



The proposed zoning for the property is for R1A (Single-Detached Dwelling Residential) District, R2 (Low Density Multi-Unit Dwelling Residential) District for semi-detached lots, and R6 (Townhouse Residential District) for multi-family lots as illustrated in **Figure 6**. Minor plan adjustments to the proposed land use, boundaries or roadway and servicing alignment may be incorporated where necessary without amendment to the Plan, provided the intent of the ECCP is maintained.

All amendments to this ECCP shall be prepared in accordance with procedures as outlined in City's Official Community Plan.

2.3 Land Use Plan

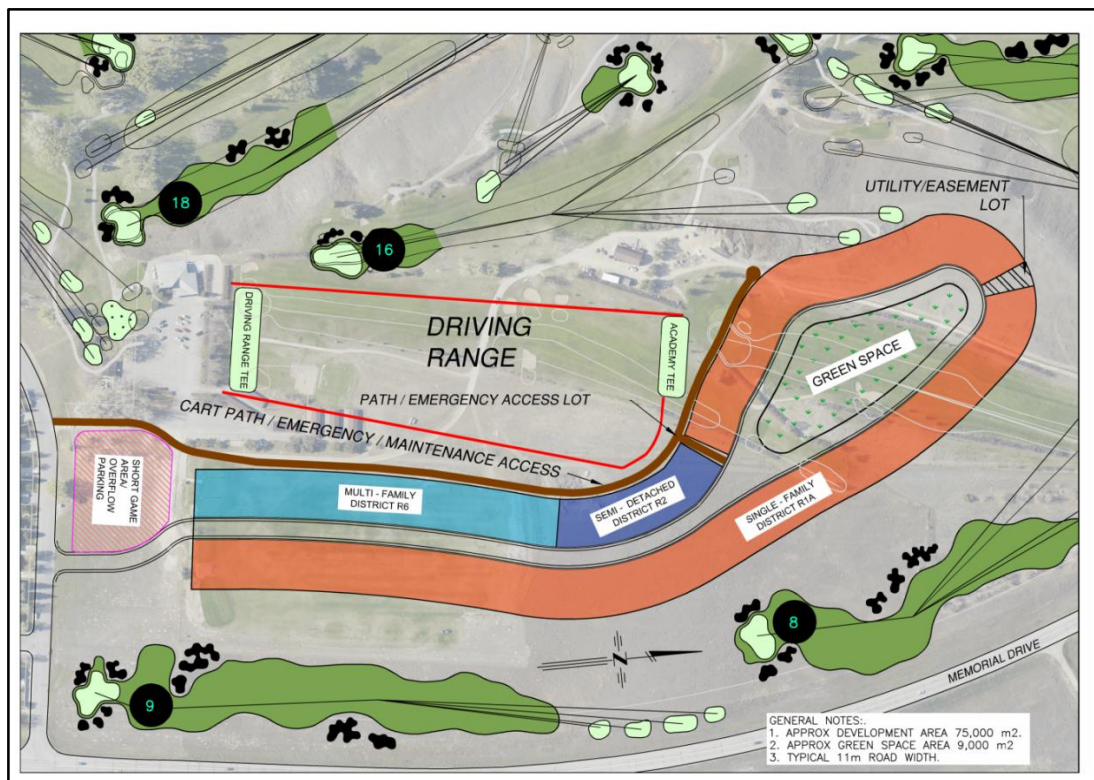
Policy 5.2.1 of the SCDP states the following:

“ensure orderly, contiguous development and efficient use of lands designated for residential and related uses;”

The land use concept for the Plan Area provided in **Figure 6** illustrates consistency with this statement. One of the key focuses of the plan is the supply of lands for residential use in a manner that harmonizes with the surrounding golf course. It is also noted that this development can be considered a contiguous extension of the existing community to the south with its mix of residential and recreational components. This existing development area includes residential, ball diamonds, community parks and the Iplex ice facility. The following table provides a breakdown of the proposed land uses:

Table 1: Overall Land Use Statistics		
Land Use Category	AREA	Percentage
Walkway/Path/Lane	0.8 acres (3,200m ²)	4 %
Single Family Lots	9.0 acres (36,525 m ²)	46 %
Semi-detached	1.2 acres (4,345 m ²)	6 %
Multifamily (3 unit)	2.4 acres (9,430 m ²)	12 %
Street R.O.W.	3.9 acres (15,500 m ²)	20 %
Municipal Reserve (Park)	2.2 acres (9,000 m ²)	12 %
TOTAL	19.5 acres (78,914 m²)	100%

Figure 6: Proposed Land Use & Zoning Plan



The developable area provides a mix of single-detached dwellings, semi-detached dwellings and multi-unit dwellings, which provides opportunity to be consistent with Policy 5.2.5 of the SCDP, which states:

“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:”

The intended land use districts from the Zoning Bylaw that will accommodate these dwelling types are R1A (Single-Detached Dwelling Residential District), R2 (Low Density Multi-Unit Dwelling Residential District) and R6 (Townhouse Residential District) of the Zoning Bylaw. Alternative implementation techniques may be prescribed, provided that they are consistent with the overall direction of the plan. The development area will accommodate approximately **80 lots** with the current housing type configuration.

Policy 5.2.13 of the SCDP states:

“maintain an average residential density of approximately 10.5 dwelling units per hectare;”

With 80 units in a development area of 7.9 hectares (19.5ac) the density for this development is 10.1 dwelling units per hectare.

2.4 Conceptual Housing Styles

The above described variety of residential land use choices is based on interest expressed to the City by several builders and individuals in the community who are interested in the Elmwood development. In consideration of density policies, comparison to other Swift Current residential developments and anticipated market desires for this type of development typical lot sizes are planned as follows:

Single-detached dwelling lots: 18m – 20m wide by 36m – 40m deep

Semi-detached dwelling lots: 15m wide by 36m – 40m deep

Multiple-unit dwelling lots: 12m – 13m wide by 36m – 40m deep

Building setbacks, parking, landscaping and other matters related to the design of the sites and buildings will be subject to the applicable provisions of the Zoning Bylaw and pending architectural controls to be developed.

Through the various community discussions it appears that the majority of houses will be preferred as bungalows opposed to multi-level dwellings. The lot sizes will accommodate either choice of housing. As indicated, specific architectural controls will be implemented for this development; however images are provided below to provide conceptual visuals of the various housing types.

2.4.1 Single Family Images

(Front attached garages with option for front and rear garage for lots with lane)



2.4.2 Semi Detached Images

(Front or rear garages. Front garages must be side by side as illustrated)



2.4.3 Three Unit Townhouse Images



2.5 Parks and Streetscape

Based on the requirements of the Planning and Development Act and section 11 of the City Subdivision Bylaw, the subject lands within the ECCP are required to provide either a ten percent (10%) municipal reserve allocation at the time of subdivision or cash-in-lieu of land, or a combination of the two. The land use statistics illustrated in Table 1 show that the development offers 12 % of land that meets the intent of municipal reserve parcels.

Objective 9.1.3. of the SCDP states the following:

“To ensure that open spaces, parks and recreation facilities are of a sufficient size and within convenient travel distance for neighbourhood residents”.

As shown in **Figure 7** the park that will be on the primary MR parcel in this development has been situated to meet this objective by being in a central location that is easily accessible by pedestrians or vehicles within or outside of this development. The park is large enough to accommodate a variety of passive and active open space uses such as: pathways, picnic/rest areas, pickle ball, volleyball, children’s play structures, spray park, etc. The park illustrated in **Figure 7** is intended to provide a concept of how the park could be utilized and is not an accurate depiction of actual features that will be in the park.

Figure 7: Park Concept Plan View



Figure 8 illustrates the conceptual streetscape of the north end of the park when combined with adjacent housing. This development will be surrounded on all sides by an 18-hole championship golf course with idyllic views, Swift Current Creek and a two acre internal active park resulting in a desirable setting for residents.

Figure 8: Conceptual Streetscape



2.6 Buffers

Pursuant to Section 13 of the City's Subdivision Bylaw and the P&D Act, buffers are required as separation between incompatible land uses. In the case of this development the greenspace interface between the residential properties and golf course fairways will provide as ideal buffer areas and will complement the development.

2.7 Utility Easements

The Conceptual Servicing Plan shown in **Figure 9** identifies that a utility easement will be provided on the north end of the subdivision for a water main loop. Additionally, an easement may be required for connecting electricity to the internal portion of the development. Specific easement requirements shall be determined in the detailed design stage of the development through consultation with utility companies.

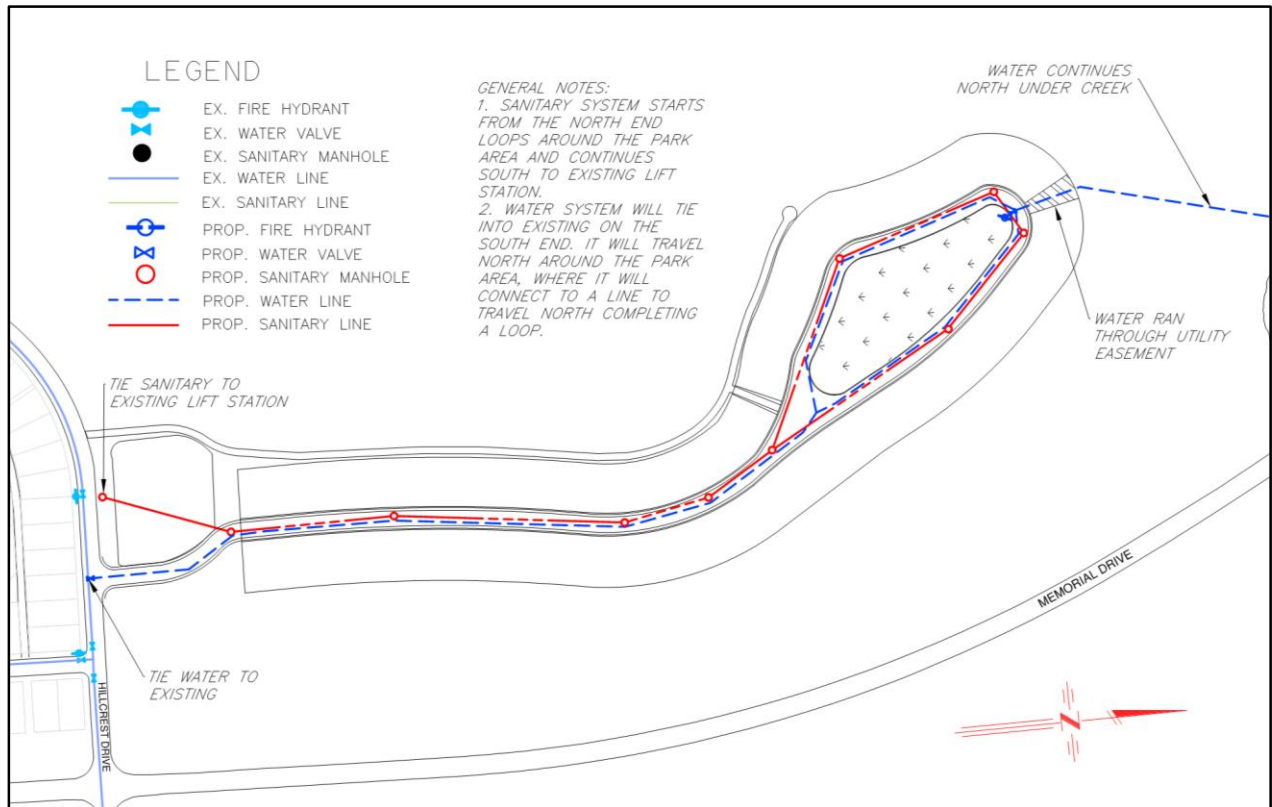
3. SERVICING CONCEPT

Throughout design of the development Policy 11.2(a) of the SCDP shall be recognized as follows:

"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."

A conceptual layout of how the development will be serviced with essential infrastructure (sewer/water) is shown in **Figure 9**. The development has opportunities to improve existing infrastructure performance by connecting two separate pressure zones and the ability for this development to contribute to the upgrade of Lift Station #7.

Figure 9 – Utility Concept



3.1 Sanitary Sewer

The topography of the site lends itself to the flow of sewage from north to south by gravity towards Hillcrest Drive. Existing city lift station #7 is situated at the south end of the proposed development site. This lift station collects sewage from the existing residential area to the south of Hillcrest Drive then pumps sewage to the east through a forcemain that connects to lift station #12 force main and ultimate to the city sewage lagoons further east. Over the years LS #7 has had experienced challenges with competing against LS #12 during periods of high flow. The City has recently upgraded this lift station with new pumps, which has improved the competing situation with LS #12 forcemain. However, the arrangement of LS #7 and #12 is expected to require improvements at some point in the future as development growth occurs in the east central and southeast corner of the City.

Appendix 'D' contains a Sanitary Sewer Options report that considers the Servicing Master Plan completed by AECOM and investigates various options and recommendations for the sanitary sewer system within this subdivision. In the report six different sanitary options are explored based on two different grading options. Three of the sewer options are based on a site grading design that would have all of the sewage run to the south end of the development and connect to existing sewer systems within Hillcrest Drive. The other three sewer options are based on a grading design that would require a portion of the sewage to be directed towards the north end of the development and tie into existing City systems north, or west of the Swift Current Creek.

The Sanitary Options Report recommends grading the site to the south and diverting all sewage flow towards Hillcrest Drive through 200mm PVC piping. This will result in connection to the system that LS #7 currently handles and has been known to have past challenges. Although recent pump upgrades have alleviated issues with LS #7 it is recommended that an overall upgrade will be required to the areas sanitary system (LS#7 and LS#12) at some point as development continues. The options report suggests the addition of a new lift station across Memorial Drive to improve LS #12 and LS #7 in the future. It is recommended that development levies be established and collected from this development and other new developments in the area to fund future upgrades to the system.

The sanitary system shall be designed in accordance with City Standards and Specifications in the design stage of the development.

3.2 Water Distribution

No area water pressure or flow issues were identified in the Servicing Master Plan prepared by AECOM. A subdivision of this length will most likely require a looped water system that connects through both ends of the development. As shown on **Figure 9** it is tentatively planned to connect to the existing 150mm water main in Hillcrest Dr. at the south end of the development, extend 200mm PVC mains through the development, then beyond the development to the north and connect to the existing 250mm HDP main on the north side of Swift Current Creek.

The proposed connection to two separate existing City mains will provide the development with surety of on-going reliable water supply with improved fire flow capabilities. Additionally, the connection between these two existing City mains improves reliability of the existing water supply pipe network in this area through the creation of additional supply points in event of a water break or disruption.

System capacities and pipe sizing will need to be determined through the subdivision design stage based on computer modelling (WaterCAD).

3.3 Transportation Network

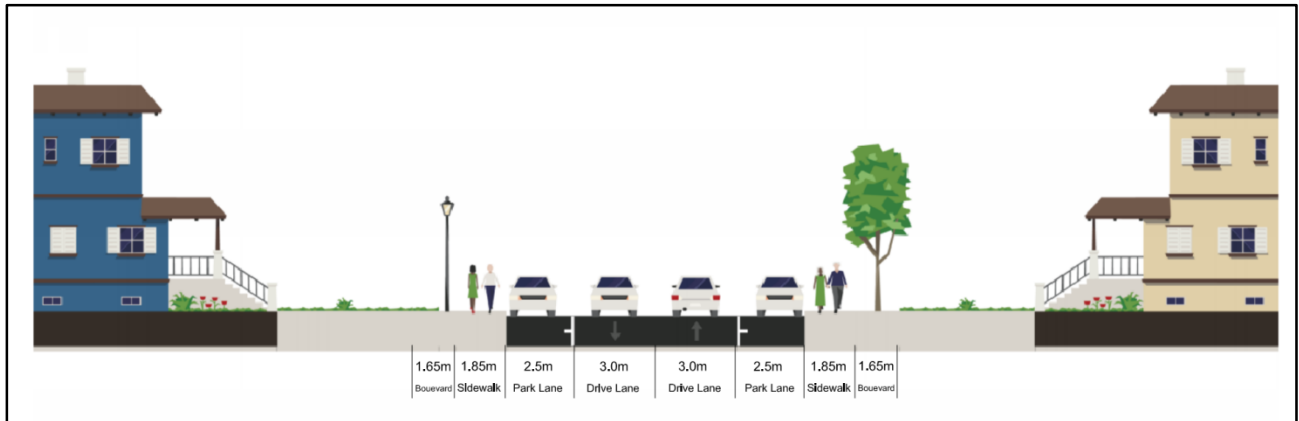
3.3.1 Main Internal Street

The internal street that will serve this development will be a “Local Street” pursuant to the intent of section 10.2.2(d) (iv) of the SCDP. The local street will intersect with Hillcrest Drive approximately 130 m west of the Memorial Drive intersection and 60m west of the Macdonald Crescent intersection. Hillcrest Drive is considered a Collector Street in accordance with Transportation Pattern Map No.3 of the SCDP. The intersection of a local street with a collector street is in keeping with Policy 5.2.14 of the SCDP which states:

“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.”

The internal street is relatively long with a dead end; however curvature and grade changes along the street with the split around the large central park is a traffic calming measure that will encourage vehicles to drive slowly. This street will be constructed in accordance with the Local – Residential street requirements of the City’s Design and Development Standards and Construction Specifications. The proposed street cross section will be generally as shown in **Figure 10** below (except for park location).

Figure 10 – Street Cross Section



3.3.2 Multipurpose Lane

An 8m wide paved lane is proposed along the back of the west side lots. The lane will be multipurpose intended to accommodate:

- Vehicular traffic accessing rear garage dwellings;
- Golf course maintenance vehicle access;
- Residents access to/from houses and the golf club;
- Emergency vehicle access

As noted in section 3.1.1 of this plan the size of the development area only accommodates a single dead end street that is approximately 770 meters long. This is in excess of section 14(3)(b) of the Subdivision Bylaw whereby a cul-de-sac shall not exceed 150 meters in length (*except in cases where City Council may indicate greater length subject to any conditions it may specify*). The multipurpose lane will connect to the internal street to provide an alternate emergency access if required.

3.3.3 Pedestrian Movement

The internal street will include attached monolithic sidewalks on both sides of the street with rolled curb and gutter. As recommended in the TIA it is anticipated that a signed and painted pedestrian crossing will be installed at the intersection of Hillcrest Drive and the new subdivision road. This will allow pedestrians to safely cross Hillcrest Dr. and access the pedestrian sidewalks in the residential community to the north. A sidewalk is not contemplated along the north side of Hillcrest Dr., since there are no sidewalks beyond the development area. An east/west golf cart path is expected to traverse the new street at the south end of the development to accommodate golf course traffic between new hole 9/18 and the club house. The alignment and operational specifics of the golf course path will need to be coordinated between the City and Elmwood Golf Club throughout design and construction.

The multipurpose lane will connect to the internal subdivision street in the vicinity of the south end of the park. The portion of lane that runs between residential lots is planned to be constructed as pedestrian/golf cart path opposed to a large open lane. This conceptually consists of a 3m paved path with approximately 2m wide gravel shoulders constructed to accommodate emergency vehicle loads. Knockdown bollards would be placed at the edges of the asphalt path to prohibit regular use of vehicular traffic, but allow for golf cart and pedestrian access. The central park will likely have a series of pathways for the enjoyment of users.

With the peripherals of the development area being surrounded by the golf course there is endless opportunity for residents to stroll throughout the area.

3.3.4 Parking

The width of the proposed street will accommodate parking on both sides of the street. Front driveway parking will be permitted for single family dwelling units. Semi-detached and three unit townhouses may have garages and parking pads located in their rear yards.

The community park will be public for the enjoyment of not only residents within the development, but residents outside the development. Park development has not been determined at this stage; however it is planned that green space users will park along the park curb and not within the park itself.

3.3.5 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) has been completed based on the conceptual design of the development. This study examined the impacts associated with the proposed residential development on the intersections of Memorial Drive & Hillcrest Drive, Macdonald Crescent & Hillcrest Drive and Hillcrest Drive & the new subdivision street. For purposes of the study it was assumed that the full build out of the development would be in 2018.

The detailed TIA is included in **Appendix 'A'** of this plan. The key conclusions and recommendations of the draft document are cited as follows:

Memorial Drive / Hillcrest Drive Intersection

- Channelized intersection treatment (dedicated northbound/southbound left turn lanes & southbound right turn lane) be provided; however these improvements are currently warranted and are not triggered by the proposed development.
- Traffic signals will not be warranted at full build out (2018).
- Based on forecasted combined (background and development) traffic volumes it is estimated that traffic signals will be warranted in approximately 2030.
- Capacity analysis shows that northbound, southbound and westbound traffic directions will operate at LOS C or better for the 20 year horizon. The eastbound traffic will operate at LOS E at the 20 year horizon during the AM peak hours; therefore traffic lights will be warranted to have an acceptable LOS.
- Recommend decreasing the 80 km/hr posted speed limit on Memorial Drive to 60 km/hr in the vicinity of this intersection.

Hillcrest Drive / Macdonald Drive Intersection

- No improvements are warranted at this intersection within the 20 year horizon analyzed.

Hillcrest Drive / New Subdivision Street Intersection

- A simple "Open Throat" intersection treatment will be capable of accommodating the forecasted post-development traffic at the 20 year horizon.
- Recommended that a pedestrian crosswalk with signs and pavement markings be provided at the site access to provide safety for pedestrians crossing Hillcrest Drive.

3.4 Stormwater Management

3.4.1 Stormwater Management

The stormwater drainage system will be designed to follow the natural topography and utilize existing golf course features where possible. Runoff generated from front yards will be directed to two main collection areas within the street. Stormwater will be directed generally as shown in **Figure 11**. Within the street the stormwater system will be designed to flow in two directions. The south portion of the development will have an underground storm main that will connect to the City storm main within Hillcrest Drive. This City storm main flows west through the golf course and ultimately exits into Swift Current Creek. This portion of the City system will need to be assessed during detailed design to ensure the contributing stormwater from this development can be accommodated.

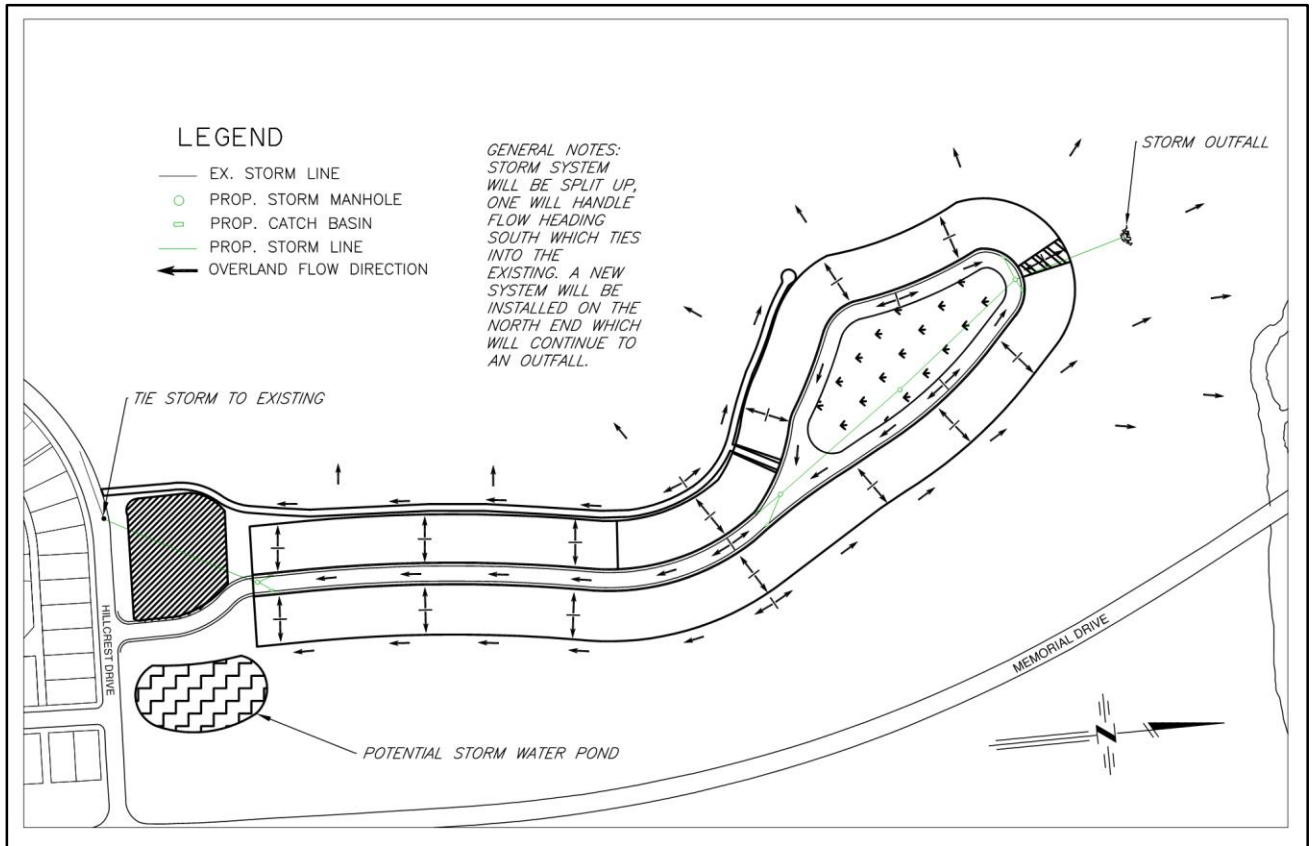
A potential stormwater pond has been identified at the south end of the development. The need for this pond will be investigated at the detailed design stage to ensure the existing City system is not overloaded.

Stormwater in the north half of the development will be directed into catch basins and an underground pipe system that exits into the golf course through a controlled overland outfall. This stormwater will cross the golf course in an area determined suitable and eventually flow to a golf course pond or the Creek. Routing of overland drainage through the golf course will need to be coordinated and acceptable to the golf course throughout final design and construction.

Rear lot drainage will generally be directed into the buffer area between the development and golf course fairways. The buffer area is grass and other vegetation, so will be an ideal interface to collect and handle rear yard stormwater.

The details of the stormwater management system will be determined throughout the design phase of the development in accordance with City Standards and Specifications.

Figure 11 – Overland Drainage



3.4.2 Lot Grading

A lot grading plan will be required by the Developer of each individual lot and must be in accordance with City standards. The grading plan is intended to establish ridges that direct surface drainage from all lots to the front yard curb and gutter and rear lot buffers.

It is anticipated that lot grading plans will be developed through the detailed design and architectural control process for inclusion in sales packages. Checks should be conducted when housing is constructed to ensure builders are conforming to their approved grading plans.

3.5 Shallow Utilities

All shallow utilities (natural gas, power, telephone) are to be extended into the Plan area by the applicable local utility company (SaskEnergy, City Light & Power, SaskTel, etc). Once preliminary design and lot plans are established circulation to the utility companies shall be completed. Easements and utility right of ways shall be established based on the utility company designs. It is anticipated that a combination of rear and front yard utility servicing will be utilized and all servicing will be underground.

Street lighting will be designed by the City Light and Power department. The department has created a decorative luminaire structure that accommodates front yard connections. It is likely that these decorative lights will be used in the development.

4. IMPLEMENTATION

4.1 Plan Implementation

As indicated in previous sections of this report the subject lands are located within the Parkway District under the Zoning Bylaw. Removal of these lands from the Parkway District has received prior approval by the Parkway Board. Remaining steps required for implementation of this plan are generally as follows:

- 1) Adoption of ECCP in accordance with MDP.
- 2) Amend Swift Current Development Plan.
- 3) Zoning Amendment.
- 4) Subdivision
- 5) Architectural Controls
- 6) Establish Development Levy (for future lift station & intersection improvements)

Once the ECCP is adopted by Council and appropriate rezoning occurs, the actual subdivision of lots can take place. The City is the land developer for this subdivision; therefore a Servicing Agreement is not necessary as a condition of subdivision approval.

4.2 Development Phasing

Development will be constructed in two phases approximately as shown in **Figure 12**. These two phases will not have significant separation in activities between them. The phasing is in place to accommodate the concurrent re-development of the golf course. Existing holes #17 and #18 will continue to be in play until mid-summer 2015, therefore construction cannot commence until that time. Once the golf club opens the new #17 and #18 constructions can commence in phase 2.

Site grading and installation of infrastructure will generally take place in phase 1 prior to phase 2; however once construction has started it will continue from phase 1 to phase 2 without any significant gap in construction. The only exception is that construction cannot start in phase 2 until approximately July 1, 2015 when the golf course transfers play from existing hole #17 and #18 to new holes #17 and #18.

Forecasted high level stages for this development area as outlined in **Table 2:**

Table 2: Development Forecast	
Date:	Activity:
2014 / 15	Design, Planning, Architectural Controls and Legal Subdivision
Fall 2014 to Spring 2015	Construction of Ph 1 & 2(grading, utilities, surface work, landscaping)
Winter 2015	Marketing and Lot Sales
Spring 2016	Start Ph 1 housing construction
Summer 2016	Start Ph 2 housing construction

Figure 12 – Development Phasing

