



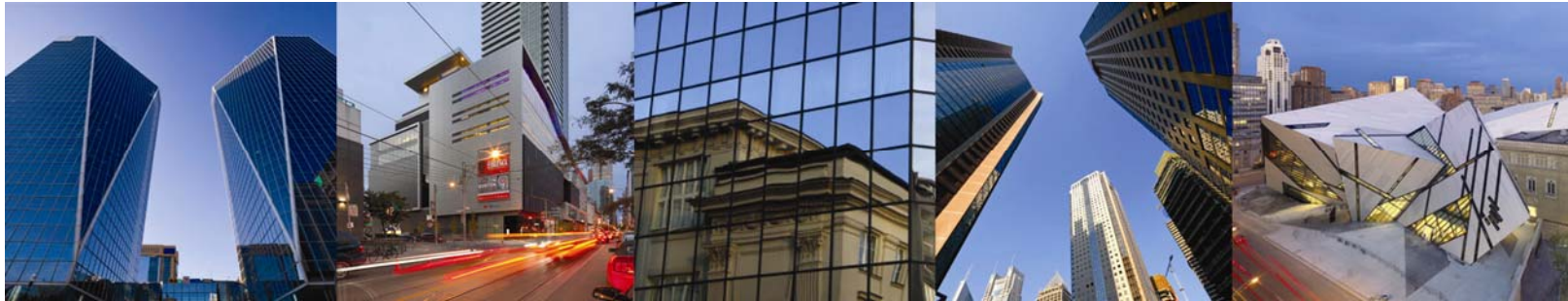
PREPARED FOR
Boardwalk Properties Co. Ltd.
Concept Plan

NW ¼ Sec. 6 – Twp. 26 – Rge. 3 – W2Mer.

PREPARED BY
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CONFIDENTIAL



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The information, data, and recommendations within this Plan:

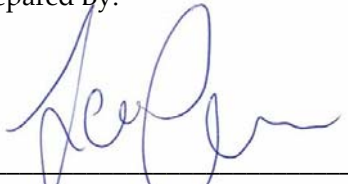
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Prepared By:



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Company Profile

Altus Group Limited came into being on May 19, 2005 as a result of the merger of three of Canada's leading real estate consulting companies. Since that time Altus Group Limited has acquired well established and industry leading geomatics based companies such as All West Surveys Ltd (est. 1974), Condon Group Surveys (est. 1969) and Crape Geomatics (est. 1993). These companies formed Altus Geomatics. More recently, Altus has expanded further into Saskatchewan and into Manitoba through the acquisition of Peters Surveys (est. 1979) in Saskatoon and the administrative and field supply corporations of Lennon Trilogy Surveys (est. 1954, operating as Altus Geomatics Manitoba) in Virden and Brandon. To further enhance our geomatics services, in 2007 Altus acquired EZRA Consulting, a land use consulting firm now operating as Altus Environmental and Forestry Services. In addition to our geomatics expertise, Altus Group Limited has acquired leading real estate consulting providers using GIS technology such as Geocomm Recherche and Geocomm Sondages. Furthermore, in 2008, Altus Group Limited purchased two leading asset management companies: Capital Planning Solution Inc. and Harfan Technologies Inc. These acquisitions uniquely position Altus Group Limited to offer clients access to the only proprietary data software able to address both linear and vertical asset capital planning needs.

Combined, Altus Group Limited offers best in class land surveying, construction surveying, environmental, data/asset management, advanced GIS, and development planning services. Furthermore, Altus Group Limited utilizes best practice project management methodology as sanctioned by the Project Management Institute (PMI). With staff of over 1,800, Altus Group Limited has a network of over 60 offices in 14 countries worldwide. With recent acquisitions, Altus Group Limited has grown and expanded into the United States and Australia.

Executive Summary

The purpose of this Concept Plan (Plan) is to introduce a multi-lot residential subdivision within the City of Yorkton. The Plan has been prepared and submitted in accordance with the City of Yorkton Greenfield Development Requirements, with respect to multi-lot residential development. This Plan is a compilation of information representing a framework for the development of the subject property over the course of the next several years.

Planning Context, Location and Area

The subject property consists of approximately 13.7 hectares (33.8 acres) of land in the south-west corner of the NW ¼ Section 6 – Township 26 – Range 3 – West of the 2nd Meridian. This site is predominantly cultivated agricultural land with an existing residential yard site. Approximately 2.3 kilometres north-east of the downtown core, the property is bounded by Husky Road to the west, Yorkton Creek to the north and east, and the quarter section line to the south.

Natural Environment

Yorkton Creek flows in a northerly direction and is a key drainage outlet for this area. With the study area relatively flat and primarily cultivated land, vegetation cover is sparse with the exception of treed and bushed areas along the southern limits of the property and in the natural riparian areas along Yorkton Creek. The Province and City are committed to protecting the biodiversity and natural ecosystems within these riparian areas.

Plan Yorkton has identified portions of this site as environmentally sensitive areas, specifically Yorkton Creek and the designated floodway and floodway fringe associated with Yorkton Creek. In accordance with provincial and municipal policies development will be prohibited in the floodway of the 1:500 year flood elevation of Yorkton Creek, with new buildings flood-proofed to an elevation of 500.0 metres (Safe Building Elevation).

Built Environment

Husky Road runs adjacent to the subject property, connecting the proposed development area with Highway 10 to the south while Darlington Street connects this site to the residential areas to the west. Immediately adjacent to the subject land and across from Husky Road is the City of Yorkton multi-purpose pathway system which runs parallel to Yorkton Creek.

The NW ¼ Section 6 – Township 26 – Range 3 – West of the 2nd Meridian has been identified as an area of heritage sensitivity by the Heritage Conservation Branch, Ministry of Parks, Culture and Sport because this site is within 1 kilometre of a permanent river or stream. Further heritage screening will be required by the City of Yorkton when the subdivision application is submitted by referring the application to the Heritage Conservation Branch for comments.

Concept Plan and Design Rationale

The overall concept as shown in **Map 1 – Concept Plan** is a residential development consisting of two development phases and encompasses approximately 13.7 hectares (33.8 acres). Phase 1 is shown in a solid colour and is separated from phase 2 by a bold dashed line. In accordance with the SPI this

development is proposing to locate residential uses in close proximity to already existing and complimentary land uses, as well as offer a variety of housing types. Specifically, the proposal consists of 6 – 39 unit condominium buildings, 2 – duplex buildings, and 81 single detached homes (surface bare land condominium) in a concentrated form adjacent to existing residential development in order to take advantage of existing infrastructure and services.

This concept also incorporates key consideration to the natural environment, not only to protect future residents, but to protect the environment, and offer recreational opportunities in the form of a connected linear park system and multi-use pathway.

Automobile access will be via the Darlington Street and Husky Road intersection, with traffic calming techniques and the multi-use pathway creating a safe environment for pedestrians and cyclists alike. An internal network of local roads will provide access to the multi-family residential units, while condominium common space will provide access to the single-family residential units.

This land has been recognized as an area for future residential development by the City of Yorkton. It is important to note that this site will not sit in isolation from other development in the City, specifically the residential neighbourhoods to the west. The proposed east/west access point and parkway linkages ensure that the site is accessible via multiple modes of transportation. Additionally, a north-south access has been proposed to the adjacent lands lying south of this development to enhance and allow for connectivity to future development.

Servicing

Discussions with the City of Yorkton suggest that potable water supply for the development is expected to be supplied by the existing City of Yorkton water distribution piping network located along Husky Road. Connection will be to a proposed 400 mm diameter PVC water trunk main located to the west of the site along Husky Road. This trunk main exists further south along Husky Road and will be extended to the north to service future growth.

In order to service the Boardwalk lands a deep 750 mm wastewater trunk will be installed within the 25 metre buffer strip located adjacent to Husky Road. A pump station will also be installed west of Husky Road and to the north of Yorkton Creek that will discharge the wastewater into the Darlington Street system.

In discussion with the City, stormwater will be discharged to Yorkton Creek. The developer is required to have a Stormwater Management Plan prepared by a licensed engineer during the subdivision application process to ensure the post-development flows will be equal to or less than pre-development flows.

Summary

Overall, the concept plan has been prepared to ensure a development that is appropriate for the existing topography and natural features of the site; is compatible and complimentary to adjacent land uses and infrastructure; meets the requirements of both provincial and municipal policies; and, incorporates design features that promote a sustainable and aesthetically pleasing development.

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1.0 Background

1.1 Introduction

1.1.1 Purpose

The purpose of this Concept Plan (Plan) is to introduce a multi-lot residential subdivision within the City of Yorkton. The Plan has been prepared and submitted in accordance with the City of Yorkton Greenfield Development Requirements, with respect to multi-lot residential development. This Plan is a compilation of information representing a framework for the development of the subject property over the course of the next several years.

Chapter 1.0 introduces the proposal, subject area, and offers a brief policy review of all legally adopted policies, guidelines, and regulations governing this site. Chapter 2.0 discusses the site in its current state with respect to the existing land use, as well as environmental and heritage features. The third and fourth chapter present the proposed subdivision, discussing: the concept plan and design rationale; and, offers a detailed look at the proposed land uses, connectivity and transportation, phasing, and serviceability of the project.

1.1.2 Planning Context

The subject property consists of approximately 13.7 hectares (33.8 acres) of land in the south-west corner of the NW ¼ Section 6 – Township 26 – Range 3 – West of the 2nd Meridian. This site is predominantly cultivated agricultural land with an existing and occupied residential yard site, and has remained a part of the quarter section since the original township survey of 1880.

1.1.3 Land Ownership

The title for the NW ¼ Section 6 – Township 26 – Range 3 – West of the 2nd Meridian, Surface Parcel Number 143916756 encompasses 64.558 hectares (159.53 acres). Since May of 2012 the land has been privately owned by Mr. Sam Koliass. Currently, there are two active interests registered against this title. The first (interest number 159011748) was registered in 1905 by the Public Works Department, Government of the North-West Territories (now Ministry of Agriculture, Government of Saskatchewan). This interest is for drainage purposes, commencing at the eastern limit of Yorkton Creek, and moving in a south-easterly direction through the quarter section as visible in **Figure 1.1**. The second (interest number 159011759) was registered in 1997 by Saskatchewan Telecommunications for a buried cable right-of-way, and is located in the northern portion of the quarter section.

Figure 1.1 Air Photo - NW ¼ Sec. 6 – Twp. 26 – Rge. 3 – W2Mer.



Source: Valtus Imagery Services (2013)

1.1.4 Location and Area

The subject land is approximately 2.3 kilometres north-east of the downtown core (**Figure 1.2**). Located within current city limits the property is bounded by Husky Road to the west, Yorkton Creek to the north and east, and the quarter section line to the south. Residential land uses lie to the west while agricultural land dominates to the north, east, and south. This land is relatively flat and predominantly cultivated agricultural land with the exception of an existing and occupied residential yard site, and a treed area along the southern boundary (**Figure 1.3**)

Figure 1.2 City of Yorkton Context



Source: Google Earth (2013)

1.2 Policy Framework

This section will discuss current provincial and municipal policies, guidelines, and regulations governing this site. Provincial planning documents include *The Planning and Development Act, 2007* as well as *The Statements of Provincial Interest Regulations*. Municipal Planning documents include *Plan Yorkton* (City of Yorkton Municipal Development Plan), and *Zoning Bylaw* (City of Yorkton Municipal Zoning Bylaw).

Figure 1.3 Site Area Context



Source: Valtus Imagery Services (2013)

1.2.1 The Planning and Development Act, 2007

The Planning and Development Act, 2007 (PDA) establishes the planning and development system in the province; identifies provincial interests that guide planning decisions; supports development of environmentally, economically, socially, and culturally sustainable communities; provides for public participation in the planning process; and, provides a fair dispute resolution and appeal process. Furthermore the PDA allows the Minister to declare a council an approving authority within the boundaries of its municipality. Municipalities declared an approving authority such as the City of Yorkton then have the power to pass municipal bylaws such as an Official Community Plan (OCP) and Zoning Bylaw (ZB), to approve subdivision applications within their jurisdiction, and to require 10 percent of the land area in new subdivisions to be dedicated as municipal reserve.

1.2.2 The Statements of Provincial Interest Regulations

The Statements of Provincial Interest (SPI) link provincial and municipal objectives for land use planning and, as a result, directly affect the use of land and impact community development, economic growth and environmental stewardship. The interests reflect the diversity of issues affecting Saskatchewan's communities and regions, recognizing that wise management of development involves facilitating, promoting and sustaining growth, based on planning principles. The SPI provide guidance to

municipalities on a complex series of land use and development issues, enabling municipalities to facilitate development of vibrant, safe, self-reliant and sustainable communities. The following interests affect the proposed development:

- **Biodiversity and Natural Ecosystems:** conserving Saskatchewan’s biodiversity, unique landscapes and ecosystems for present and future generations.
- **Public Safety:** ensuring the safety and security of individuals, communities and property from natural and human-induced threats.
- **Public Works:** safe, healthy, reliable and cost-effective public works to facilitate economic growth and community development.
- **Recreation and Tourism:** supporting a high quality of life for Saskatchewan’s citizens and visitors by providing and actively promoting recreation and tourism opportunities.
- **Residential Development:** citizens having access to a range of housing options to meet their needs and promote independence, security, health and dignity for individuals, and enhancing the economic and social well being of communities.
- **Shore Land and Water Bodies:** environmental stewardship, responsible development and public access to provincial water bodies and shore lands.

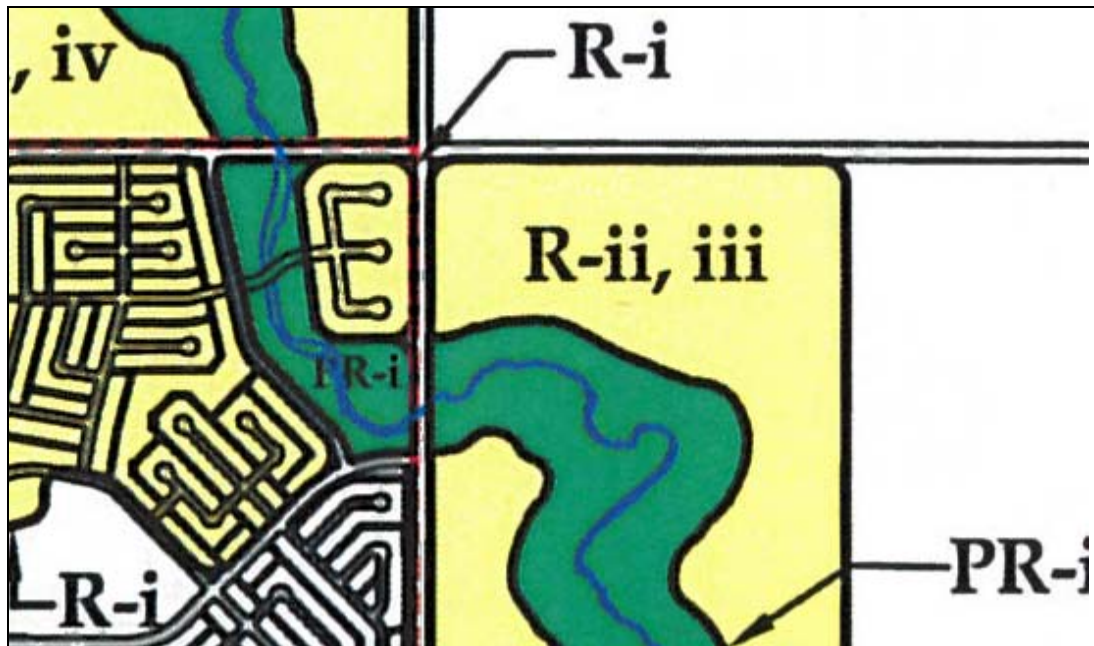
1.2.3 Plan Yorkton (City of Yorkton Municipal Development Plan)

Plan Yorkton, originally passed in 2003 is a statement of the City of Yorkton’s goals, aims and policies which will guide Yorkton’s growth into the future. Its purpose is to guide decisions regarding future development and re-development of the community, ensuring that development takes place in a sustainable, orderly, and rational manner. *Plan Yorkton* recognizes that most of the growth in Yorkton will occur in new suburbs at the rural-urban fringe, and as a result the subject area is identified in the “Future Residential, Commercial, Industrial, and Parks and Recreation Phasing Map” as future residential, and future parks and recreation (both phase ii and iii – 2008-2019) (**Figure 1.4**).

Section 5.1 - Residential Development states that in the preparation of subdivision plans, a number of major residential development goals must be considered:

- Provision of affordable, appropriate housing options for all Yorkton residents;
- The long-term economic and social viability of all neighbourhoods;
- Efficient utilization of existing and proposed infrastructure for servicing future residential subdivisions; and,
- Promotion of diverse and attractive residential architecture via the adoption of architectural elements and design guidelines for new subdivisions.

Figure 1.4 Snapshot of “Future Residential, Commercial, Industrial, and Parks and Recreation Phasing Map”



Source: City of Yorkton (2003)

More specifically, long term residential land development shall:

- Design new suburbs with an aim to reducing the costs associated with the construction, operation and maintenance of public infrastructure;
- Work with private developers in implementing the orderly development of residential subdivisions through the design and servicing of the area;
- Maintain and, where appropriate, increase flexibility in development control procedures to permit the efficient and sensitive use of land;
- Provide a pre-planned and pre-budgeted inventory of easily serviceable residential lands, ready for development, to support a healthy, competitive suburban land market;
- Reduce the cost of developing land for housing by ensuring that, wherever feasible, development in new areas takes place in a concentrated rather than scattered form;
- Ensure the prompt and cost-effective provision of municipal services and facilities to new communities by sufficiently concentrating development in any given sector and ensuring that new developing areas are reasonably contiguous to existing or other developing communities;
- Accommodate growth while at the same time avoiding premature investment in municipal infrastructure;
- Make decisions on capital expenditures relating to the extension and/or upgrading of municipal water, storm, sanitary, and transportation systems, through the normal budgeting process.
- Encourage new suburban growth to locate in areas within each sector of the City that will require the least expenditure by the City for new municipal infrastructure; and,
- Consider the effect of the development on environmentally sensitive and aquifer recharge areas.

The area adjacent to Yorkton Creek has been identified as future parks and recreation space and section 7.1 – Parks and Open Spaces discussed the many benefits of parks and open space networks such as for recreational purposes, or for the protection of natural environments. To maximize the utility of open space networks, communities must ensure that trails and greenways form a continuous network of multi-use pathways. This section goes on to state that new developments should incorporate open spaces into their design in a manner that provides maximum access and use by area residents. Specific park and recreation policies that relate to new development are as follows:

- Facilitate and require the development of new parks in all new areas of development in the City;
- Ensure the protection and integration of natural areas into open space systems in the design of new suburbs;
- Identify and develop a continuous network of pedestrian and cycling pathways and open space systems within the City; and,
- Establish a continuous park and pathway system, which takes advantage of both natural and man-made features and provides a variety of experiences.

1.2.4 Zoning Bylaw (City of Yorkton Municipal Zoning Bylaw)

Similar to *Plan Yorkton*, the City of Yorkton Municipal Zoning Bylaw (ZB) was passed in 2003 to regulate the use of land and the locations and use of buildings and other structures in the City so as to provide for the health, safety, and general welfare of the inhabitants. The ZB is the main tool to implement the City's Development Plan. The ZB separates all land within City limits into zoning districts, regulating the use and development of that land. However, due to the recent annexation of the subject property, this land has not been designated under any of the zoning districts and therefore will need to be rezoned.

2.0 Inventory and Analysis

The chapter will describe the existing natural features and built environment of the site.

2.1 Natural Environment

2.1.1 Natural Features

The study area lies within the Yorkton Creek catchment area, and is bounded on the north and east sides by Yorkton Creek. Yorkton Creek flows in a northerly direction and is a key drainage outlet for this area. With the study area primarily cultivated land (**Figure 2.1**) vegetation cover is sparse with the exception of treed and bushed areas along the southern limits of the property and in the natural riparian areas along Yorkton Creek (**Figure 2.2**). The Province and City are committed to protecting the biodiversity and natural ecosystems within these riparian areas as they play important roles in providing a water source, enhancing water quality, acting as a drainage channel, and providing a corridor for wildlife.

Figure 2.1 Cultivation – South-west Corner of Site Looking North-east



Source: Google Earth (2013)

Figure 2.2 Yorkton Creek – Typical Riparian Area



Source: Google Earth (2013)

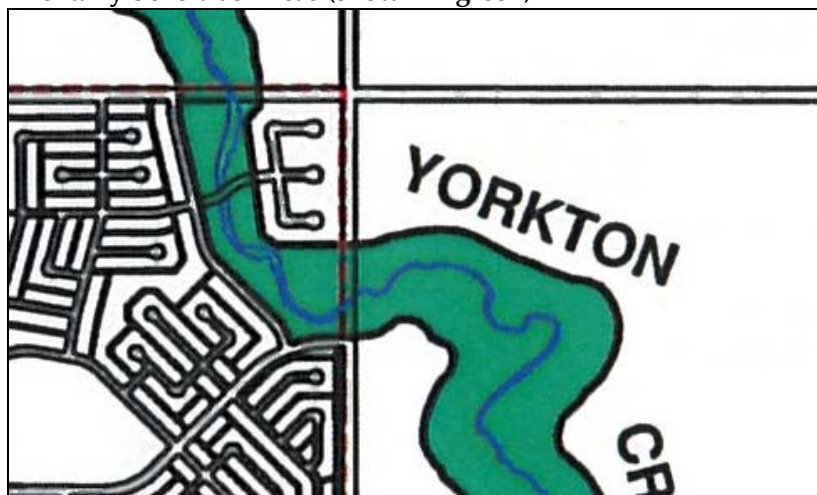
2.1.2 Existing Topography

As seen in **Figure 2.1** the subject land is relatively flat with a gradual slope from the south-west corner of the site towards the north-east corner of the property, with Yorkton Creek serving as the low point throughout the site. A detailed topographic survey has not yet been undertaken on the property; however, will be completed prior to development in the summer or fall months.

2.1.3 Environmental Constraints

Plan Yorkton has identified portions of this site as environmentally sensitive areas, specifically Yorkton Creek and the designated floodway and floodway fringe associated with Yorkton Creek (**Figure 2.3**). An Environmental Impact Assessment (EIA) has not yet been completed and if required by the City of Yorkton will be completed at the development stage of the project.

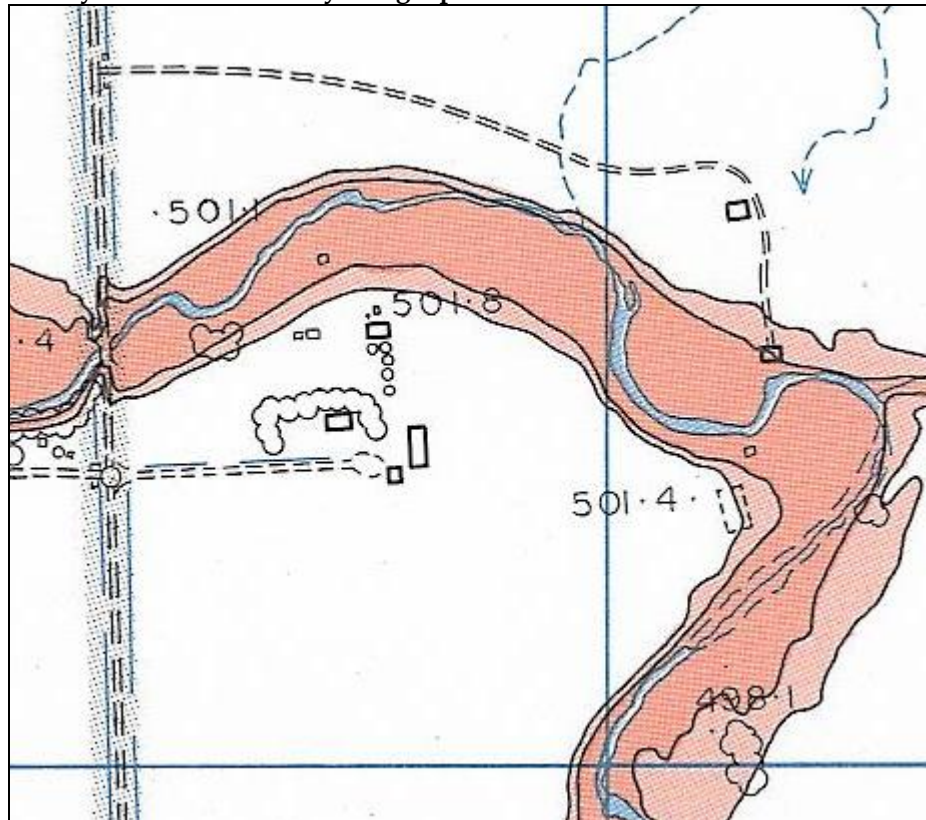
Figure 2.3 Environmentally Sensitive Areas (shown in green)



Source: City of Yorkton (2003)

The floodway and floodway Fringe have been identified in a 1994 study under the Canada-Saskatchewan Flood Damage Reduction Program (FDRP). This flood hazard area has been identified to prevent any future flood vulnerable development and is shown in **Figure 2.4**.

Figure 2.4 Floodway (red) and Floodway Fringe (pink)



Source: Environment Canada (1994)

2.1.4 Flood Mitigation

To assist in meeting the province's public safety interests this plan has identified potential hazard lands in the subject property. In accordance with provincial and municipal policies development will be prohibited in the floodway of the 1:500 year flood elevation of Yorkton Creek. Specifically new buildings will be flood-proofed to an elevation of 500.0 metres which has been identified by the City of Yorkton as 0.5 metres above the 1:500 year flood elevation of Yorkton Creek.

2.2. Built Environment

2.2.1 Existing Land Use

The subject land is located within city limits and is predominantly cultivated agricultural land with the exception of an existing residential yard site in the north-west corner of the property. Residential land uses are located to the west, agricultural land uses to the north, south, and east, and a linear park or greenway system to the north-west.

2.2.2 Connectivity and Transportation

Husky Road runs adjacent to the subject property, connecting the proposed development area with Highway 10 to the south. Husky Road runs north-south and is a two lane gravel collector road with a speed limit of 50 kilometres per hour. Connecting this site to the residential areas to the west is Darlington Street, which is a paved two lane collector road with a speed limit of 50 kilometres per hour.

Immediately adjacent to the subject land and across from Husky Road is the City of Yorkton multi-purpose pathway system which runs parallel to Yorkton Creek. The proposed subdivision and development creates an opportunity to connect to this pathway system and extend the multi-use pathway further along Yorkton Creek.

2.2.3 Heritage Characteristics

The NW ¼ Section 6 – Township 26 – Range 3 – West of the 2nd Meridian has been identified as an area of heritage sensitivity by the Heritage Conservation Branch, Ministry of Parks, Culture and Sport because this site is within 1 kilometre of a permanent river or stream. Further heritage screening will be required by the City of Yorkton when the subdivision application is submitted by referring the application to the Heritage Conservation Branch for comments. If the Heritage Conservation Branch identifies this area as having moderate to high heritage sensitivity they may require the proponent to complete a Heritage Resource Impact Assessment (HRIA) by a qualified archaeological consultant.

2.2.4 Geotechnical Analysis

A Geotechnical Report has not yet been completed on the subject property and if required by the City of Yorkton will be completed at the development stage of the project.

3.0 Future Land Use

The chapter will discuss the overall concept and design rationale; the proposed land uses; transportation systems; and, development phasing.

3.1 Concept Plan and Design Rationale

The overall concept as shown in **Map 1 – Concept Plan** is a residential development consisting of two development phases and encompasses approximately 13.7 hectares (33.8 acres). Phase I is shown in a solid colour and is separated from Phase II by a bold dashed line. Discussed in greater detail in the following pages are the specific land uses; however, at a broad scale this development offers a variety of housing options for Yorkton residents in a concentrated form adjacent to existing residential development in order to take advantage of existing infrastructure and services.

This concept also incorporates key consideration to the natural environment, not only to protect future residents, but to protect the environment, and offer recreational opportunities in the form of a linear park or greenway system and multi-use pathway.

Automobile access will be via the Darlington Street and Husky Road intersection, with traffic calming techniques and the multi-use pathway creating a safe environment for pedestrians and cyclists alike. An internal network of local roads will provide access to the multi-family residential units, while condominium common property will provide access to the single family detached homes.

This land has been recognized as an area for future residential development by the City of Yorkton. It is important to note that this site will not sit in isolation from other development in the City, specifically the residential neighbourhoods to the west. The proposed east/west access point and greenway linkages ensure that the site is accessible via multiple modes of transportation. Additionally, a north-south access has been proposed to the adjacent lands lying south of this development to enhance and allow for future connectivity.

Overall, the concept plan has been prepared to ensure a development that is appropriate for the existing topography and natural features of the site; is compatible and complimentary to adjacent land uses and infrastructure; meets the requirements of both provincial and municipal policies; and, incorporates design features that promote a sustainable and aesthetically pleasing development.

3.2 Description of Proposed Development

3.2.1 Residential

In accordance with the SPI this development is proposing to locate residential land uses in close proximity to already existing and complimentary land uses, as well as offer a variety of housing types. Specifically, the proposal consists of 6 – 39 unit condominium buildings, 2 – duplex buildings, and 81 single detached homes as part of an adult community as highlighted in **Map 2 – Residential Development**.

The condominium buildings are grouped into two - 3 building developments with access off of the internal north/south road. Each grouping has underground parking (each building), surface parking and common waste and recycling facilities.

The two duplex buildings (representing 4 units) are located across the street from the apartment buildings, south of the proposed clubhouse.

Occupying a bulk of the residential land area are the 81 single detached homes which are proposed to cater to older couples. The ownership structure of this adult community will be in the form of a surface bare land condominium. Houses will be located on surface bare land condominium units which are similar to regular lots; however, lie within a larger surface parcel. All other space within the larger surface parcel not occupied by units will become common space owned by the condominium corporation. The units will form a cul-de-sac and irregular block pattern, and are accessed by an internal network of streets within the common space. Snow removal, garbage collection, infrastructure maintenance and other services within the bare land condominium property will be the responsibility of the condominium corporation. In accordance with the SPI and for the general safety and protection of future residents all lots are to be located outside of the floodway associated with the 1:500 year flood elevation of Yorkton Creek and constructed to an elevation 0.5 metres above the 1:500 year flood elevation of Yorkton Creek. This elevation to which new homes are to be built at has been identified as 500.0 metres above sea level and is represented on **Map 2 – Residential Development** with the green dashed line. Currently, this green line dips into a few lots in the north-west portion of the proposal; however, a complete topographic survey is yet to be completed and the concept plan will be modified if necessary.

Based on the 2011 Canadian Census each private dwelling occupies an average of 2.3 people. Therefore, using the above figures, and assuming that the single detached homes will have a density of 2.0 people per dwelling this development can reasonably expect to provide housing for 709 people. This proposal has a net density of 45.3 residential units per hectare (excluding roads and open space); gross density of 34.9 residential units per hectare (excluding open space); and, a neighbourhood density of 23.3 residential units per hectare. Overall, the density transitions from a higher density on the eastern portion of the site near the main access point to a lower density as residents move further east into the site.

3.2.2 Recreation and Open Space

The PDA requires that new residential subdivisions dedicate 10 percent of the land as municipal reserve or park space. Furthermore, as mentioned earlier all new developments are required by the City to incorporate open spaces into the design and the area adjacent to Yorkton Creek has been identified for future parks and open space. Successful parks and open space networks are often planned around distinguished landscape features. Taking advantage of the existing natural landscape, a greenway system as shown in **Map 3 – Recreational Open Space** is proposed around the perimeter of the development that will protect a natural ecological corridor; serve as an area of recreation; and, provide a transportation corridor between other public parks and residential neighbourhoods.

A majority of the greenway adjacent to Yorkton Creek will be dedicated as environmental reserve recognizing this as environmentally sensitive land. Yorkton Creek and the riparian area associated with it will be left in its natural state to conserve its ecological value and integrity as it plays an important role in

enhancing water quality, acting as a drainage channel, and providing a corridor for wildlife. Additionally, the greenway is located in the Yorkton Creek floodway and will protect residential development during a severe flood event while at the same time act as a buffer from development, mitigating or minimizing any negative developmental impacts to this water course.

Representing about a third of the total area or 4.56 hectares (11.28 acres), the greenway will begin at the Darlington Street intersection in order to align and connect to the existing greenway system to the north-west of this proposal. Essentially, an extension of the existing system, the greenway will allow for passive land uses that can be flooded during severe flood events and not have an impact on the built environment. An additional 1.61 kilometres of multi-use pathway will follow Yorkton Creek and allow for walkers, runners, and cyclists in this development and throughout Yorkton to take advantage of improved recreational opportunities in a natural setting. The larger open areas along the creek could be occupied with play structures for children, or grassed fields to allow for recreational sporting activities. Similar to the existing greenway, areas adjacent to the pathway, but not interfering with the natural areas would be landscaped or grassed. As future development to the south warrants, the greenway can further be extended along Yorkton Creek.

Located along the eastern and southern boundary of the site is an extension of the greenway system which will be designated as municipal buffer strips. The buffer strips are required by the City for its infrastructure but are a great opportunity to provide connections to the park system for residents and visitors of the higher density areas of the site, specifically the condominium buildings located on the eastern periphery. With the majority of residents in this neighbourhood backing onto the open space network including those living in the multi-family buildings, all residents will be within 400 metres of recreational opportunities.

3.2.3 Private Facilities

Designated on **Map 4 – Private Facilities** is the private amenity for the adult community. Aside from the various recreational opportunities that the greenway system will provide, residents of the adult community will have access to a private club house. The clubhouse will serve as a gathering point for the adult community providing a venue for private or public functions, as well as opportunity for outdoor activities such as a tennis court. This amenity sits on condominium common space and as a result the City of Yorkton would not own this land or be required to maintain the amenities situated on the land. Vehicular access to this parcel will be via the north/south local street, with pedestrian access coming internally from the adult community in the form of a walkway.

3.3 Transportation

3.3.1 Active Transportation

The formalized multi-use pathway system (highlighted in **Map 5 – Circulation Pattern**) following Yorkton Creek and within the buffer areas will encourage active transportation in the form of pedestrians and cyclists to move off the roadways and into the greenway system when moving throughout the site. This will increase safety and public exposure of the natural amenities in the area. Residents and visitors will be able to access the pathway system either at the Darlington Street intersection or from one of three internal walkways. Each walkway has been strategically placed to maximize linkages to public amenities.

Sidewalks will line the internal street network within the development to maintain a pedestrian friendly environment, calm traffic, and increase the overall safety of residents.

3.3.2 Automobile

Access into this site is proposed via Darlington Street, an east/west collector and Husky Road, a north/south collector. An internal network of local roads will align with Darlington street, but also provide connections to future development to the south (**Map 5**). Local roads will provide access to the multi-family lots and the surface bare land condominium parcel and are proposed to have a right-of-way (ROW) of 15.0 metres. A 15.0 metre ROW will allow for two driving lanes, sidewalks, and boulevards similar to adjacent residential development.

A number of traffic calming techniques are proposed to reduce the negative effects of automobile use, alter driver behaviour, and improve conditions for those participating in active transportation. For example, the curvi-linear and narrow roads, streets trees, sidewalks, boulevards and walkways all contribute to lower speeds and volume. Boulevards will also assist in snow storage during the winter months.

Based on standards provided by the Institute of Transportation Engineers this development will generate an average of 2339.05 vehicle trips per day, and 229.05 vehicle trips during the peak hour (**Table 1**). These vehicle trips will be handled by the internal street network (local roads are designed to handle fewer than 3,000 trips daily) before making their way onto either Darlington Street or Husky Road. Theoretically, the vehicle trips will be split evenly between Darlington Street, and Husky Road; however, Husky Road is not currently paved and most people will take the path of least resistance to their destination. As a result, a greater proportion of daily vehicle trips will use Darlington Street rather than Husky Road.

Table 1: Average Trip Generation

Land Use Type	Average/Day	Total	Peak/Hour	Total
Single-Detached	9.55/unit	773.55	1.01/unit	81.81
Duplex	5.86/unit	23.44	0.54/unit	2.16
Condominium	6.59/unit	1542.06	0.62/unit	145.08
Total	--	2339.05	--	229.05

*taken from the Institute of Transportation Engineers (1991)

3.4 Development Phasing and Zoning

This project is to be developed over two phases and will require rezoning by City Council.

3.4.1 Phase I

Phase I will represent a majority of the development, excluding the existing farm yard as seen in **Map 1** (darker shade and south of bold dashed division line) and **Map 6** (Plan of Proposed Subdivision).

Specifically, Phase I consists of 6 – 39 unit condominium buildings, 2 duplexes, 53 single-family detached homes as part of the surface bare land condominium parcel, buffer strips, local roads, municipal reserves and environmental reserves.

3.4.2 Phase II

Phase II will complete the development with an additional 28 single-family detached homes and connecting the parkway system. Overall, both phases are expected to be complete within the next 5 years.

3.4.3 Proposed Zoning

As mentioned in Chapter 1.0 due to the recent annexation of the subject property, this land has not been designated under any of the zoning districts and therefore will need to be rezoned to fall under the residential zoning districts. **Map 7 – Proposed Zoning** shows the proposed zoning for this project.

The multi-family condominium development is proposed to be zoned as R3 – Medium Density Residential, and follow the development standards set forth in this zone. This land use zone permits apartment style buildings, while duplex dwellings are discretionary. All single detached homes are proposed to be zoned R1 – General Residential. The parkway system and buffer strips are proposed to be zoned PR1 – Parks and Recreation.

4.0 Servicing

This chapter discusses at a broad, preliminary level the water supply, sanitary system, drainage and stormwater management, and shallow utilities. Complete studies by a licensed engineer will be completed and submitted to the City of Yorkton prior to development.

4.1 Water Supply

Discussions with the City of Yorkton suggest that potable water supply for the development is expected to be supplied by the existing City of Yorkton water distribution piping network located along Husky Road. Connection will be to a proposed 400 mm diameter PVC water trunk main located to the west of the site along Husky Road. This trunk main exists further south along Husky Road and will be extended to the north to service future growth. For the purpose of this report it is assumed that the Queen Street Water Treatment Plant has adequate capacity to provide high quality potable water to this development.

Prior to development, the developer will have plans prepared by a licensed engineer, and reviewed by the City to determine the water distribution piping layout, estimated pipe sizing, and ensure adequate pressure in the distribution system for fire suppression within the development area.

4.2. Sanitary System

Preliminary work regarding short and long term solutions for providing sanitary services to this development has been completed for the City of Yorkton by Associated Engineering (AE).

Based on AE's preliminary work the existing wastewater system could not be extended and as a result new infrastructure systems are needed. In order to service the Boardwalk lands a deep 750 mm wastewater trunk will be installed within the 25 metre buffer strip located adjacent to Husky Road. A pump station will also be installed west of Husky Road and to the north of Yorkton Creek that will discharge the wastewater into the Darlington Street system. It is recommended by AE that the deep main could be a portion of the future trunk with service directly to the Sewage Treatment Plant. The proposed pump station will replace an existing pump station servicing the River Terrace Development. A maximum flow of 25 litres per second can be discharged into the Darlington Street system, and based on AE's analysis of flow monitoring, the estimates generated from this development and future development bounded by Husky Road, Yorkton Creek, and Highway 10 would be 23 litres per second. If, in the future the Husky Road trunk is extended to the Wastewater Treatment Plant (WWTP), the pump station and the forcemain would be decommissioned.

As a long term solution AE has recommended that the trunk main along Husky Road be extended north approximately 11 kilometres directly to the WWTP. The trunk main should be low enough to provide this development with gravity service without the need for internal lift stations; however, this will be confirmed by a licensed engineer prior to development along with the proposed sanitary sewer internal layout.

4.3 Drainage and Stormwater Management

As mentioned earlier, a topographic survey is still to be completed on this site. Generally, the subject land is relatively flat with a gradual slope from the southwest corner of the site towards the northeast corner of the property, with Yorkton Creek serving as the low point throughout the site. In discussion with the City, stormwater will be discharged to Yorkton Creek. The developer is required to have a Stormwater Management Plan prepared by a licensed engineer during the subdivision application process to ensure the post-development flows will be equal to or less than pre-development flows. The Developer will also be responsible for reviewing the development with the Assiniboine Watershed Association to ensure Yorkton Creek can handle the post-development flows.

4.4 Shallow Utilities

Currently SaskPower has overhead cables running parallel to Husky Road, and underground cables servicing the existing residential yard site. Similarly, the existing yard site is serviced by SaskTel and SaskEnergy. The developer will work with SaskPower, SaskEnergy, SaskTel, and Access Communications to relocate and install underground shallow utilities as required.

5.0 Summary

This Plan has introduced and discussed a proposed multi-lot residential development on a Greenfield site in the north-western portion of Yorkton. The site has been identified by the City as an area of future residential growth and guided by both provincial and municipal policies this Plan is consistent with the SPI and *Plan Yorkton* policies, but will however need to be zoned to accommodate residential development.

Natural features such as Yorkton Creek and the environmental constraints associated with it have played an important role in the overall design of this development. Residential development has been located outside of the 1:500 year flood elevation in order to protect future homes and residents as well as to protect the natural environment, and offer recreational opportunities in the form of a linear park system and multi-use pathway.

The overall concept consists of approximately 13.7 hectares (33.8 acre) and is a mix of multi, and single family dwelling units that will provide housing for upwards of 700 people. Complementing adjacent development, this proposal will connect to the existing fabric of the City through land use, multiple forms of access, and infrastructure. With respect to access, vehicles will enter via the Darlington Street and Husky Road intersections, while pedestrians and cyclists will access this site and adjacent neighbourhoods through the extension of the linear parkway system and multi-use pathway. While further water and sewer studies are to be completed, both systems will take advantage of existing infrastructure located in and along Husky Road.

Overall, the concept plan has been prepared to ensure a development that is appropriate for the existing topography and natural features of the site; is compatible and complimentary to adjacent land uses and infrastructure; meets the requirements of both provincial and municipal policies; and, incorporates design features that promote a sustainable and aesthetically pleasing development.

In closing, this Plan has been prepared and submitted in accordance with the City of Yorkton Greenfield Development Requirements and offers a detailed look at the proposed development. Should this Plan be approved by City Council, next steps are to complete the required servicing studies, and submit the Plan of Proposed Subdivision and subdivision application to the City of Yorkton to begin the review and referral process.

Appendix A: Concept Plan Drawings (Maps 1-7)

BOARDWALK

PROPERTIES CO. LTD.

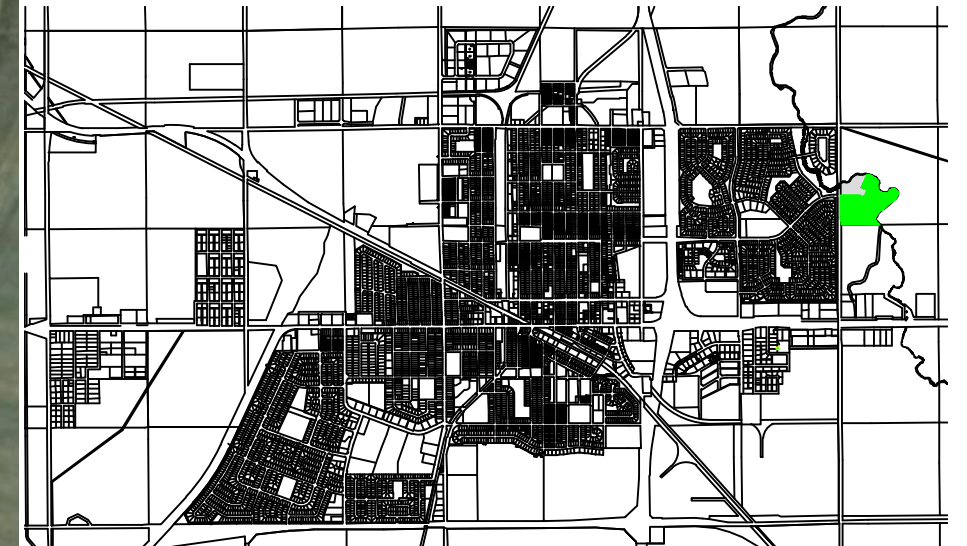
MAP 1 - CONCEPT PLAN

Phase 1 & 2






N.W 1/4, Sec 6,


Twp.26 - Rge.3 - W.2Mer.

2014



Land Use

-  - Residential Building
-  - Private Facility Building
-  - Recreational Open Space
-  - Roads/Pathways
-  - Adult Community
(81 Residential Units)

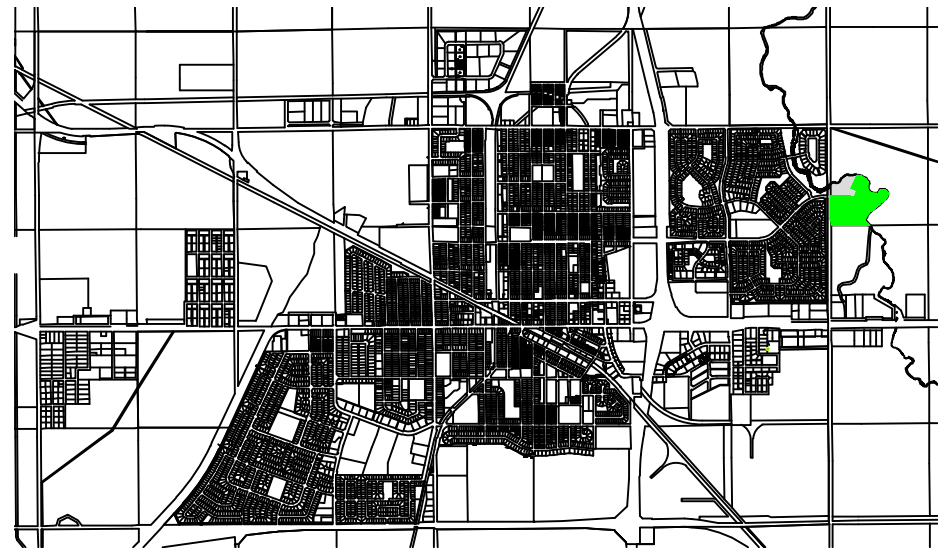
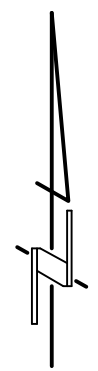
REV.	Rev : Re-issued - Jan 27, 2014	
	File No. : 165413Maps	Job No. : 165413



BOARDWALK
 PROPERTIES CO. LTD.


MAP 2 - RESIDENTIAL DEVELOPMENT

N.W 1/4, Sec 6,
 Twp.26 - Rge.3 - W.2Mer.
 2014



Land Use

- Residential Building
 7.04 Ha. (17.40 Acs.)
- Adult Community
 (81 Residential Units)

REV.	Rev : re-issued - Jan 27, 2014	
	File No. : 165413Maps	Job No. : 165413

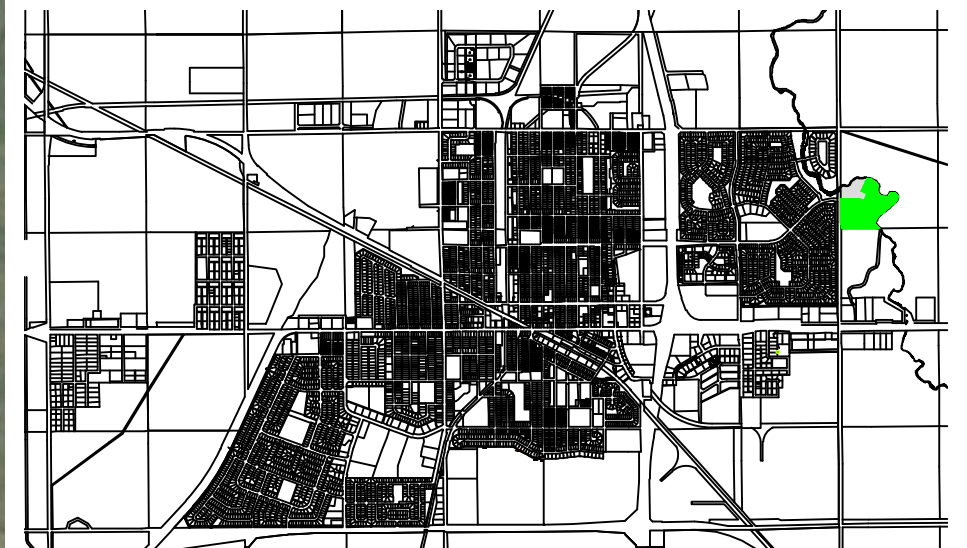
BOARDWALK

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MAP 3 - RECREATIONAL OPEN SPACE

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Twp.26 - Rge.3 - W.2Mer.


2014



Land Use

-  - Recreational Open Space
4.56 Ha. (11.28 Acs.)
1.61 KM of Trails
-  - Adult Community
(81 Residential Units)



REV:	Rev : Re-issued - Jan 27, 2014
	File No. : 165413Maps
	Job No. : 165413

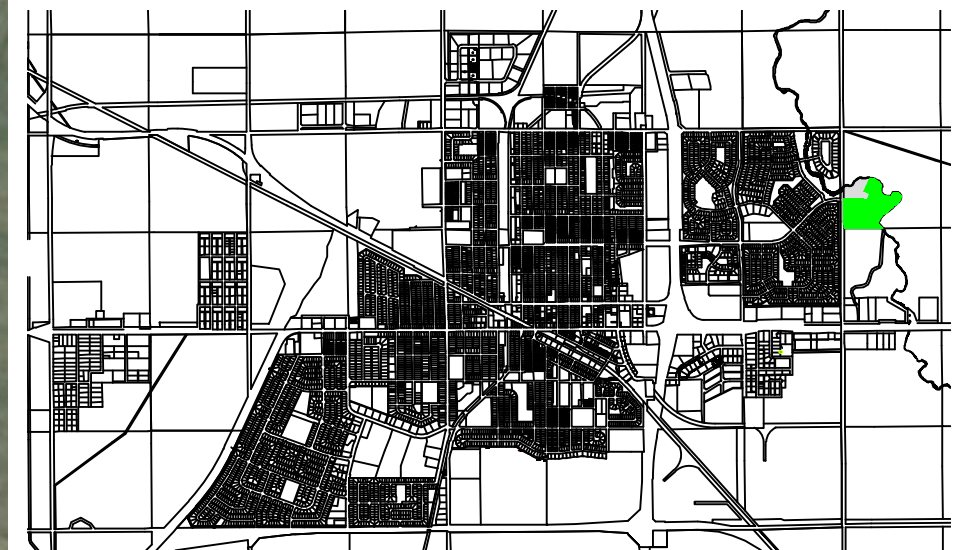
BOARDWALK

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MAP 4 - PRIVATE FACILITIES

N.W 1/4, Sec 6,
Twp.26 - Rge.3 - W.2Mer.

2014



Land Use

— Private Facility Building
0.42 Ha. (1.04 Acs.)

— Adult Community
(81 Residential Units)



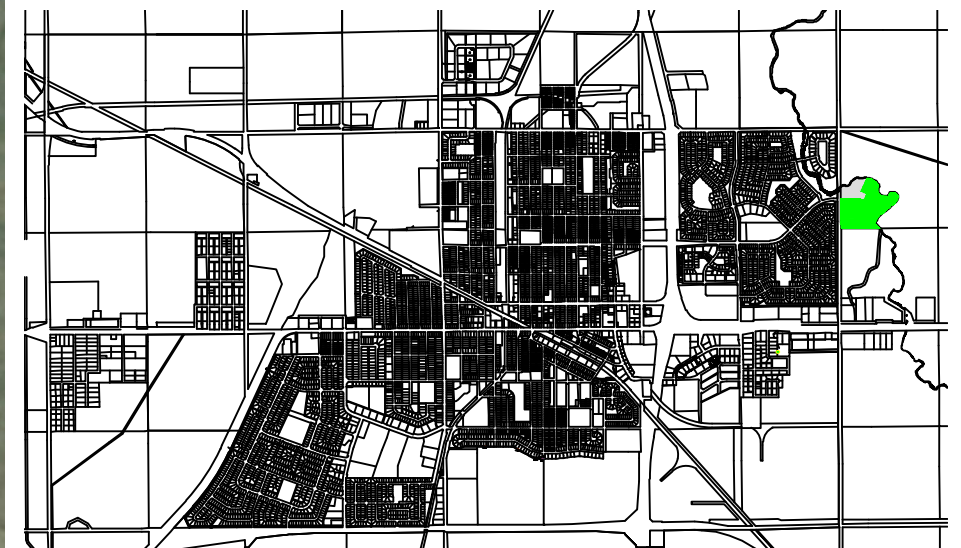
BOARDWALK

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MAP 5- CIRCULATION PATTERN

N.W 1/4, Sec 6,
Twp.26 - Rge.3 - W.2Mer.


2014



Land Use

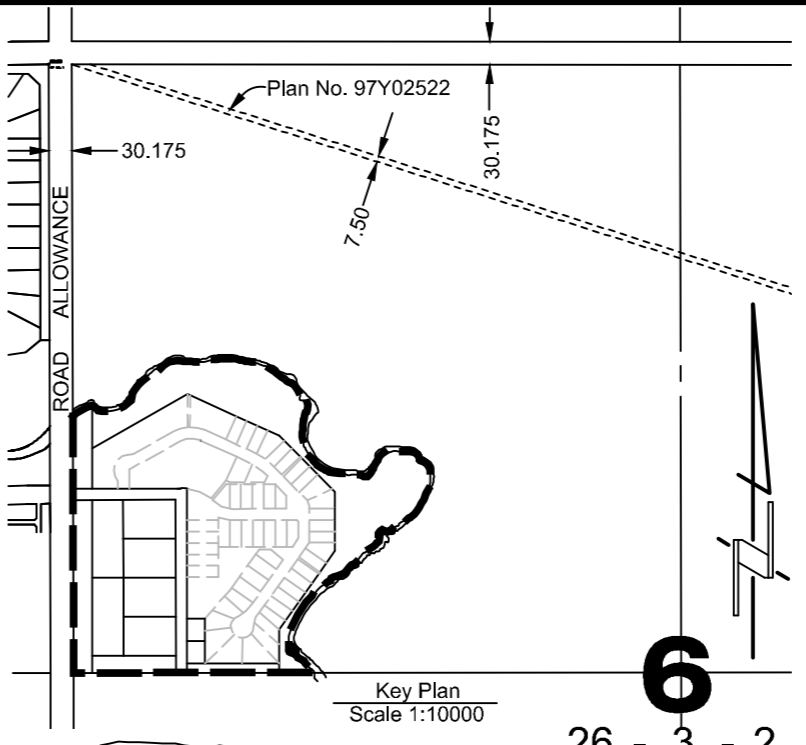
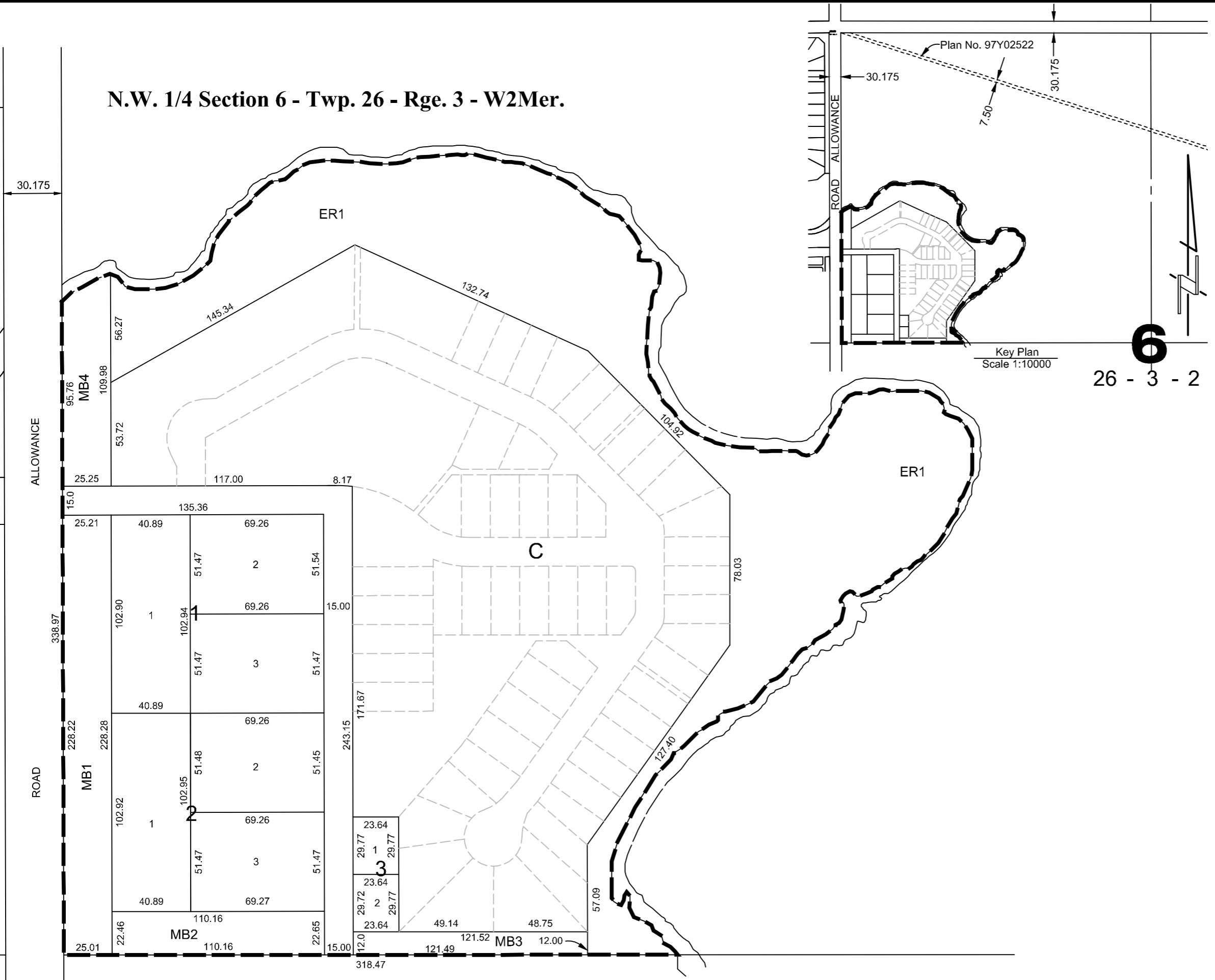
-  - Pathways
-  - Collector Road
-  - Local Road
0.57 Ha. (1.41 Acs.)
-  - Adult Community Road
1.04 Ha. (2.57 Acs.)



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	File No. : 165413Maps	Job No. : 165413

N.W. 1/4 Section 6 - Twp. 26 - Rge. 3 - W2Mer.

PRELIMINARY PLAN
SUBJECT TO REVISION



6
26 - 3 - 2

PLAN OF PROPOSED SUBDIVISION AND SURFACE BARELAND CONDOMINIUM of Part of Surface Parcel # 143916756 NW 1/4 Sec. 6 - Twp. 26 - Rge. 3 - W2Mer. City of Yorkton Saskatchewan Scott Assié, MCIP, RPP 2014 Scale 1:2000

Applicant:

Boardwalk Properties Co. Ltd.

Job No.: 165413Y Initials: KA/AN - SA
Preliminary Survey: N/A

Measurements are in metres and decimals thereof. Measurements are approximate and may vary by ±2m. Area to be approved is outlined in bold dashed line and contains 13.68 ha (33.80 acs).

Dated at Regina in the Province of Saskatchewan this 17th day of January, 2014.

Registered Professional Planner

Altus Geomatics
Limited Partnership
Toll Free: 1-800-465-6233
www.altusgeomatics.com

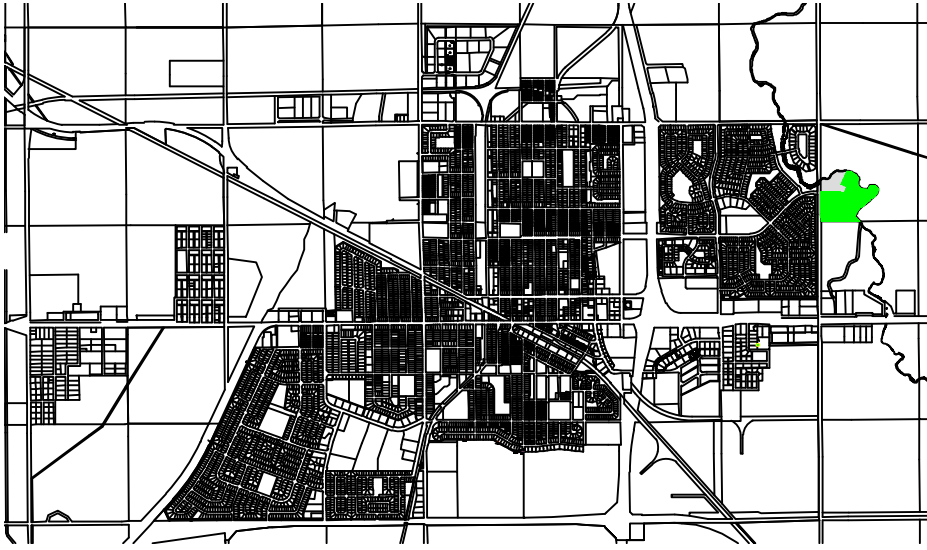
CITY OF YORKTON APPROVAL

Mayor

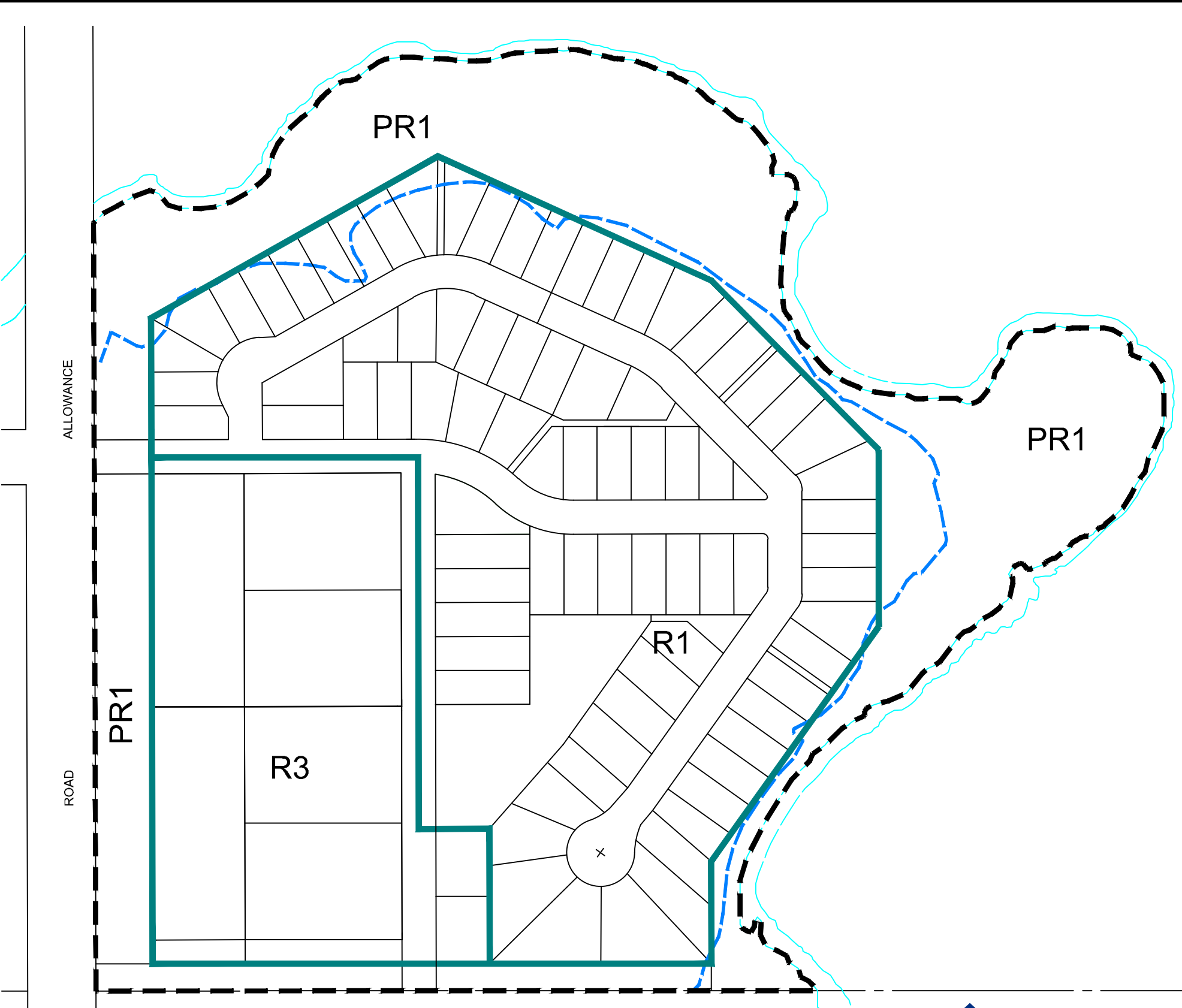
City Clerk


MAP 7- PROPOSED ZONING

N.W 1/4, Sec 6,
 Twp.26 - Rge.3 - W.2Mer.
 2014



PR-1 - Parks and Recreation
R1 - General Residential
R3 - Medium Density Residential



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