BYLAW NO. 2020-3

DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN
AMENDMENT BYLAW, 2020 (No. 2)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

1 The purpose of this Bylaw is to amend *Design Regina: The Official Community Plan Bylaw* to adopt a new neighbourhood plan for "The Yards".

2 The authority for this Bylaw is Part IV, Section 29(2) of *The Planning and Development Act, 2007.*

3 Bylaw No. 2013-48, being *Design Regina: The Official Community Plan Bylaw* is amended in the manner set forth in this Bylaw.

4 Part B Secondary Plans is amended by adding the attached Appendix "A" after Part B.17.

5 This Bylaw comes into force on the date of approval by the Ministry of Government Relations.

READ A FIRST TIME THIS 29th DAY OF January 2020.

READ A SECOND TIME THIS 29th DAY OF January 2020.

READ A THIRD TIME AND PASSED THIS 29th DAY OF January 2020.

Mayor City Clerk (SEAL)

CERTIFIED A TRUE COPY

City Clerk

Approved by the Ministry of Government Relations
this _____ day of _____, 2020.

Ministry of Government Relations

Approved as to form this ____ day of ____, 20__.

City Solicitor

APPENDIX "A"

Bylaw No. 2020-3

Yards

Neighbourhood Plan

OCP – Part B.18

Version: November 28, 2019

City of Regina | REGINA Infinite Horizons

PART B.18
Yards Neighbourhood Plan

Enactment			
		Date	**Bylaw**
Approved	City of Regina		
	Government of Saskatchewan		N/A
Amended			

This Neighbourhood Plan forms part of:
Design Regina: The Official Community Plan Bylaw No. 2013-48

Enactment of this Neighbourhood Plan is authorized through Section 29 of:
The Planning and Development Act, 2007

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The preparation of this plan was carried out with assistance from the Green Municipal Fund, a Fund financed by the Government of Canada and administered by the Federation of Canadian Municipalities. Notwithstanding this support, the views expressed are the personal views of the authors, and the Federation of Canadian Municipalities and the Government of Canada accept no responsibility for them.

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EXECUTIVE SUMMARY

This Neighbourhood Plan (Yards Neighbourhood Plan) sets forth a policy framework for transitioning the former Canadian Pacific Railway (CP Rail) intermodal yard, and adjacent lands, located in Regina's City Centre, into a vibrant urban neighbourhood. The Yards Neighbourhood will include a mix of residential, shopping and entertainment uses set within a compact and walkable environment and will balance progressive and modern design concepts with tradition. Strategically located, the Yards Neighbourhood will better connect the Warehouse District with Downtown, thus bridging and strengthening Regina's City Centre.

The Yards Neighbourhood Plan forms part of *Design Regina: the Official Community Plan Bylaw No. 2013-48* (Design Regina OCP). As a policy document approved by Regina City Council, the Yards Neighbourhood Plan provides direction for future land-use, development and servicing. The policies set forth are oriented towards achieving a long-term vision, while remaining flexible in order to support evolving market conditions and investment opportunities overtime. Beyond the Yards Neighbourhood Plan, more detailed planning will occur through the preparation of a concept plan and through the rezoning, subdivision and development processes.

Development of the Yards Neighbourhood will occur incrementally, starting with site improvements and capital upgrades. Major improvements may include:

- Transformation of Dewdney Avenue into a multi-modal landscaped boulevard.
- The construction of a landscaped buffer, and amenity, along the railway corridor.
- Upgrades to major utility infrastructure.
- The installation of a pedestrian bridge, connecting to downtown.
- Upgrades to the railway underpasses at Albert Street and Broad Street.

The preparation of the Yards Neighbourhood Plan has been a highly collaborative process. The City is most appreciative to the thousands of members of the public, stakeholders and landowners who gave generously their time, energy and input to make the Yards Neighbourhood Plan possible. The City Administration and Council will continue to engage with citizens, stakeholders and landowners to realize the vision and values of this plan.

1. INTRODUCTION

1.1. Background

In 2012, CP Rail decided to relocate and expand its intermodal freight rail yard from the historic City Centre location to the new Global Transportation Hub (GTH), located in the west part of the city. Recognizing the once-in-a-generation opportunity to enhance and vitalize the Downtown and City Centre, the City of Regina (City) purchased the intermodal freight rail yard (Railyard Site) as the first step towards infill and redevelopment. The "Railyard Renewal Project", forms part of a larger "Regina Revitalization Initiative" (RRI). The RRI also includes the new Mosaic Stadium, which opened to the public in 2016, and the redevelopment of the former Taylor Field Stadium site, which is a future land development project.

The planning process for the Railyard Renewal Project began in 2015 with the establishment of a project steering committee and the hiring of consultants to advise on planning and engineering. The planning process has involved four phases of work:

- Phase 1: Analysis of opportunities and challenges associated with the Plan Area.
- Phase 2: Preparation of three potential development scenarios.
- Phase 3: Review and selection of preferred development scenario.
- Phase 4: Preparation of Yards Neighbourhood Plan.

The planning process has included extensive engagement and analysis. Engagement has included consultation with the public, stakeholders and two advisory committees consisting of adjacent landowners and representatives of the Downtown and Warehouse Business Improvement Districts (BIDs) and other stakeholders. Public engagement has also included four open house events, two design charrettes and several on-line surveys. Analysis has included geotechnical investigations, environmental site analysis, servicing analysis and market research.

The culmination of this initial planning process is the the Yards Neighbourhood Plan – a policy document that will direct future land-use, development and servicing. The Yards Neighbourhood Plan responds to the unique nature of the Railyard Site, as a former intermodal freight rail yard, and advances the vision and aspirations of Regina City Council, citizens and stakeholders.

1.2. Regulatory Context

Planning and Development Act, 2007

The Yards Neighbourhood Plan is a type of secondary plan and forms part of Design Regina OCP. *The Planning and Development Act, 2007*, which is a statute of the Government of Saskatchewan (Province), provides the authorization for a municipality to enact an official community plan, and stipulates what an official community plan must and can address. Official community plans, and the process to adopt or amend an official community plan, must be in conformity with *The Planning and Development Act, 2007* and the associated *Statements of Provincial Interest* regulations, which defines matters of provincial interest.

Official Community Plan ("Design Regina")

The Yards Neighbourhood Plan is included within Part B of Design Regina OCP. Official community plans are policy instruments used by municipalities to guide, over a long-term period, growth, development, the provision of services, and other matters, across the municipality. Whereas Part A of Design Regina OCP provides general policy direction for the city as a whole, the secondary plans contained in Part B apply to specific sub-areas within the city (e.g. new neighbourhoods). As a secondary plan, the Yards Neighbourhood Plan must be in conformity with Part A.

An important element of Design Regina OCP is the direction it provides respecting growth planning and phasing. Maximizing the efficient use of infrastructure and supporting "complete neighbourhoods", through infill development, is a significant objective. To this end, it is the aim of Design Regina OCP to direct approximately 10,000 additional people to the City Centre, including approximately 2,000 people to the Plan Area (Design Regina OCP – Map 1). This Neighbourhood Plan, therefore, significantly advances the growth planning objectives of Design Regina OCP.

Concept Plans, Rezoning and Subdivision

As a general requirement for rezoning and subdivision approval, a concept plan must be prepared and approved for specified development areas. Concept plans illustrate the specific location of land-use, open space and transportation networks and must be in general conformity with this Plan. Likewise, rezoning and subdivision approval will generally be required as a prerequisite for development and these applications must conform with an approved concept plan.

1.3. Plan Interpretation

Policy Interpretation

In the interpretation of the policies within this Plan, the word:

- "Shall" equates to mandatory compliance.
- "Should" infers that compliance is generally expected, except where execution of the policy is not practical or where an exceptional situation applies, etc.
- "May" infers that execution of the policy is optional; however, where "may" is used in conjunction with a City directive, the City has final authority to require or waive execution of the policy.

Reference Interpretation

- "Yards Neighbourhood Plan" refers to this policy document, which is Part B.18 of Design Regina OCP, and is abbreviated herein as either "Neighbourhood Plan" or "Plan".
- "Plan Area" refers to the geographic area subject to the policies of this Plan, as described in Section 2.1. Polices and requirements of this Plan apply to the Plan Area only.
- "Railyard Site" refers to the former CP Rail intermodal freight rail yard.
- "Yards Neighbourhood" refers to the future neighbourhood that will emerge in the Plan Area, following the redevelopment of the Railyard Site.

Map Interpretation

Unless otherwise specified within this Plan, the boundaries or locations of any symbols or land-use areas shown on a map are approximate only and are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads or existing utility rights-of-way. The precise location of land-use boundaries will be determined by the City at the time of concept plan, rezoning and subdivision applications. Where adjustments are made as a result of further delineation through the concept plan process, an amendment to the maps within this Plan shall not be required.

Use Interpretation

To provide general direction respecting the intended use and development of areas throughout the Plan Area, the Plan references land-uses that may require interpretation. Within this Plan, when specific land-uses are mentioned, please refer to Design Regina OCP – Part A and/or Zoning Bylaw for further clarification. While this Plan provides broad policy direction relative to the intended use and development of an area, the ultimate definition and approval of land-uses shall be further delineated at the concept plan and rezoning stages.

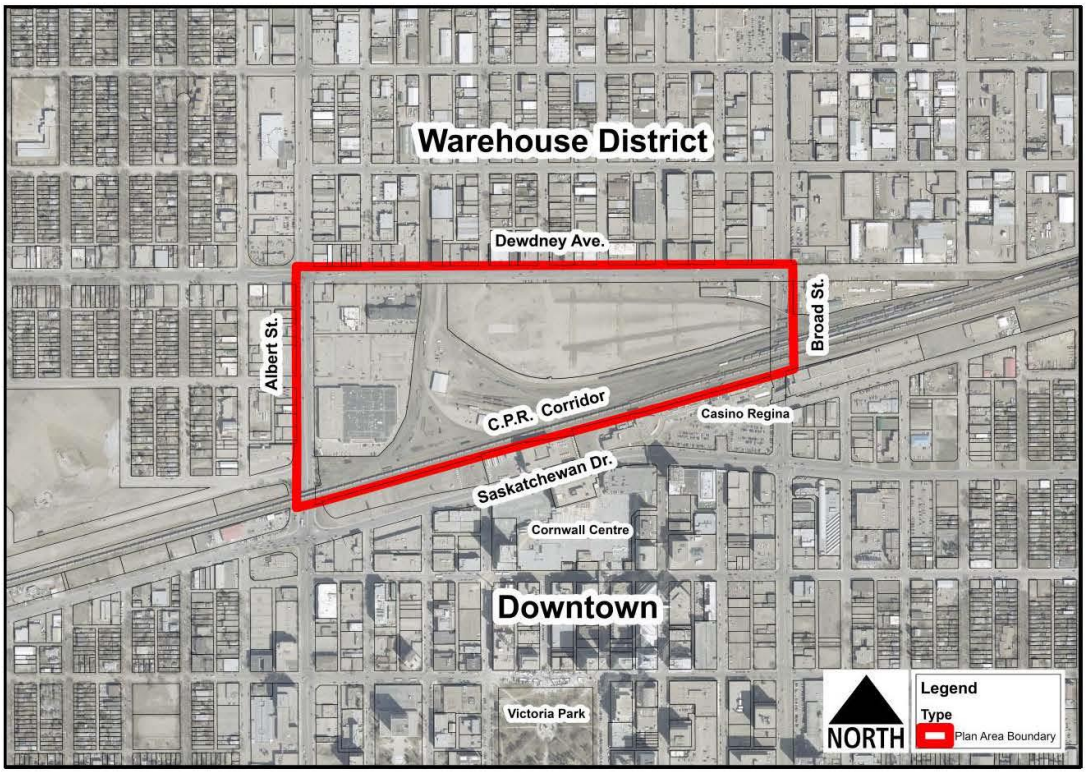
2. PLAN AREA

2.1. Location

The area subject to the policies of the Yards Neighbourhood Plan (Plan Area) is 26 hectares (64 acres) in size and is situated between Dewdney Avenue and the railway corridor (north-south) and between Albert Street and Broad Street (west-east). Within the Plan Area, the Railyard Site, which is available for redevelopment, is 7 hectares (17 acres) in size. The balance of the Plan Area consists of existing commercial development and railway facilities.

The Plan Area is strategically located within the heart of Regina's City Centre, linking the Downtown and the Warehouse District. The Plan Area also forms part of Dewdney Avenue, which is a notable corridor, linking major institutional and cultural facilities. (Figure 1)

Figure 1 – Location



2.2. Site Character

Existing Uses

The Plan Area includes the Railyard Site; the existing railway corridors and existing commercial development. The Railyard Site is currently vacant, with all tracks and other structures having been removed. Within the west side of the Plan Area, between the north-south railway corridor and Albert Street, are existing commercial developments, including: a hotel, restaurants, multi-tenant commercial building. This existing commercial area is largely built-out; however, there are opportunities for infill and redevelopment. There are also existing commercial developments at the corner of Dewdney Avenue and Broad Street, including: commercial service and retail.

Environmental

The Railyard Site has been subject to environmental evaluation, as they have accommodated, for a significant period, railway related infrastructure and storage. Testing included soil sampling and evaluation, focusing on potential contamination, and the identification of other potential impacts. Through this testing, some impacts have been identified, which will require remediation. Further, some areas may require additional, or more detailed, testing as a prerequisite for development. At the time this Plan was adopted, testing completed indicates that remediation is manageable, and impacts will not preclude development, pending remediation, where required. A health risk assessment and corrective action plan will be completed to determine remediation strategies for the Railyard Site.

Railway Proximity

Together, the railway corridors and associated railway activities within the Plan Area may be a freight rail yard, including: an east-west oriented railway corridor, classified as a "main line", a north-south oriented railway corridor, which is classified as a "branch line" and a railcar maintenance area. Although the transfer of containers is no longer performed at this location, railcars are regularly stored and maintained. As these railway activities are anticipated to continue for the foreseeable future they have been evaluated from the perspective of safety and land-use compatibility.

While there are no setback requirements imposed by either the federal or provincial levels of government, as it relates to railway proximity, the strategy of this Plan is to require buffer areas and setbacks between the railway activities and development within the Plan Area. The primary buffer treatment required by the Plan is in the form of a landscaped buffer that includes a berm and a noise attenuation wall. The intent is that the berm will be well landscaped and will also serve as an open space amenity for the neighbourhood. Other forms of buffer treatment may include the placement of streets/ laneways and appropriate non-residential building (e.g. parking structures) next to railway corridors as a means of further reducing possible nuisance.

2.3. Site Context

Warehouse District

The Plan Area is strategically located within the Regina City Centre, between two dynamic urban neighbourhoods: the Downtown and the Warehouse District. The predominant land use within the Warehouse District is light industrial and commercial retail; however, this eclectic area is transitioning over-time to include residential and mixed-use development. A core element within this neighbourhood is Dewdney Avenue, which serves as an entertainment and shopping destination, including restaurants, nightclubs and retail. The Warehouse District is well known for its historic buildings and unique character. Many of the buildings were built between 1910-1930 and reflect the "Chicago-Style" design: brick exterior; flat roof, rectangular window pattern.



Downtown Regina

South of the Plan Area, across the railway corridor, is Downtown Regina, which serves as the main hub, within the city, for business, entertainment and civic activities. The Downtown includes: the majority of the city's Class A and B office buildings, concentrated in the central business district; a mix of residential types and densities; shopping and entertainment, including an assortment of bars and restaurants, and amenities, such as the Victoria Park and Plaza and Casino Regina, etc. It is intended that the Downtown will continue to accommodate the majority of large-scale office development (e.g. Class A) and tallest residential built-form.



One objective of this Plan is to complement and support the Warehouse District and the Downtown. The residents of the Yards Neighbourhood will be within easy walking distance of both the Warehouse District and the Downtown, thus enhancing City Centre business activity by increasing the proximal customer base. The Warehouse District will be further enhanced through the full build-out of Dewdney Avenue, between Albert Street and Broad Street, thus "completing" this important segment of Dewdney Avenue. The Downtown, as well, will be further enhanced through new connections, such as the proposed pedestrian bridge, which will improve walkability and provide more convenient access between the Downtown and neighbourhoods to the north.

3. VISION & PRINCIPLES

3.1. Vision

It is envisioned that the Plan Area will transition, from its current state, into a vibrant urban neighbourhood, which includes a mix of residential, shopping and entertainment opportunities set within a compact and walkable environment. By balancing progressive and modern design concepts with tradition, the Plan Area will emerge as a truly unique neighbourhood, connecting the City Centre, and enhancing the City of Regina as a whole.

3.2. Principles

As set forth by Regina City Council (Council Report CR11-99), the Yards Neighbourhood shall be "mixed-use, diverse and environmentally sensitive", in accordance with the following principles:

- A key city priority;
- A regional precedent that employs best practices in City-building;
- A vibrant and connected place to gather, live, work, learn, play, and celebrate year-round;
- An area in which the public realm has a high profile and inspires civic pride;
- Complementary to existing plans in surrounding neighbourhoods, yet sets a new standard for sustainable development, employing state of the art best practices for neighbourhood design and energy efficiency;
- A neighbourhood that will provide mixed-income housing options for purchase and rental;
- A community that will provide work space and mixed-use developments to foster innovation, creativity and cultural expression;
- Linked across the railway tracks to downtown by pedestrian connections that create walkable distances for residents, in four seasons, to local amenities and jobs;
- Characterized by high quality design, for all ages, and both programming and place making that promotes social cohesion and community activities; and
- An example of a new opportunity for the community being delivered in a way that is financially viable for the City, its residents, and businesses.

The vision and principles provide the foundation for the objectives and policies of this Plan. Beyond this Plan, the vision and principles shall be carried forward, in more detail, through the implementation of a concept plan and appropriate zoning code.

4. LAND-USE

4.1. Overview

The intent of this section is to provide policy direction for the use of land within the Plan Area. In accordance with the vision and principles of this Plan, the policies herein support the development of a compact, walkable, mixed-use and sustainable neighbourhood. The policies establish direction for land-use requirements and also provide direction for subsequent planning initiatives, including the preparation of a concept plan and rezoning. These planning initiatives will advance the intent of this Plan by providing greater detail regarding land-use and design.

This Plan supports a mix of appropriate land-uses throughout, including a significant residential component. Non-residential land-uses will generally be located within the ground floor of mixed-use buildings. Although the predominant pattern is intended to be mixed-use, this Plan supports the potential for two specialized areas: a central public/ civic area that could include a neighbourhood park and civic buildings; an "entertainment area" that could include an appropriately scaled sports, entertainment or convention centre. This Plan also supports residential throughout and strives for a population of approximately 2,000 people.

4.2. Policy

a) Within the Plan Area, the City shall only allow land-uses and development that are appropriate for a mixed-use, pedestrian-oriented urban environment, including: residential, commercial retail and services, office, civic, institutional, parks.

b) Within the Plan Area, the City shall prohibit land-uses and development that are inappropriate for a mixed-use, pedestrian-oriented urban environment, including:
   i. Uses that require large areas of outdoor storage or outdoor manufacturing.
   ii. Uses oriented to automobile travel, such as drive-thru restaurants, gas stations.
   iii. Large-format retail.
   iv. Industrial uses

c) Notwithstanding Policy 4.2(a) and 4.2(b):
   i. Existing uses/ buildings that do not conform to this Plan may continue; however, at such time as they are replaced, the policies of this Plan shall apply.
   ii. The City may consider, within Mixed-Use Policy Area B, as shown on Figure 2, the following land-uses: recreation, sports, entertainment facility; convention centre; or similar.
   iii. Within the Railyard Site area, as shown on Figure 2, the City may consider outdoor uses (e.g. surface parking; outdoor events) on an interim basis, until such time as the Railyard Site is rezoned and/ or developed in accordance with the vision, principles and policies of this Plan.

iv. The ground-floor of buildings fronting Dewdney Avenue and Albert Street should consist of commercial uses or other non-residential uses supported by this Plan.

d) Land adjacent to the proposed Neighbourhood Park, as shown on Figure 5, shall be reserved for civic or institutional buildings; however, should it be determined by the City, at any time, that civic or institutional buildings are not viable or desirable, the land may transition to an alternate acceptable land-use without an amendment to this Plan.

e) Where a building flanks the proposed Neighbourhood Park, as shown on Figure 5, the ground-floor should front the Neighbourhood Park and consist of commercial uses or, at the City's discretion, other "active" and appropriate non-residential uses.

Residential

f) The City shall endeavour to accommodate the residential objectives of this Plan, as described in Section 4.1, by:

i. Supporting and encouraging a mix of appropriate residential types (i.e. multi-unit/ apartment; townhouse) throughout the Plan Area, except where policy allows or requires other land-uses in specified areas.

ii. Requiring multi-story buildings in specified areas.

g) The predominant residential form shall be multi-story (vertical multi-unit) buildings, including mixed-use and single-use (residential only) buildings.

Railway Proximity

h) Residential, institutional, office and commercial buildings shall be set back from the railway corridors in accordance with the following requirements:

i. Buildings should be set back at least 30 metres from the property line of the east-west oriented railway corridor, and any associated facilities.

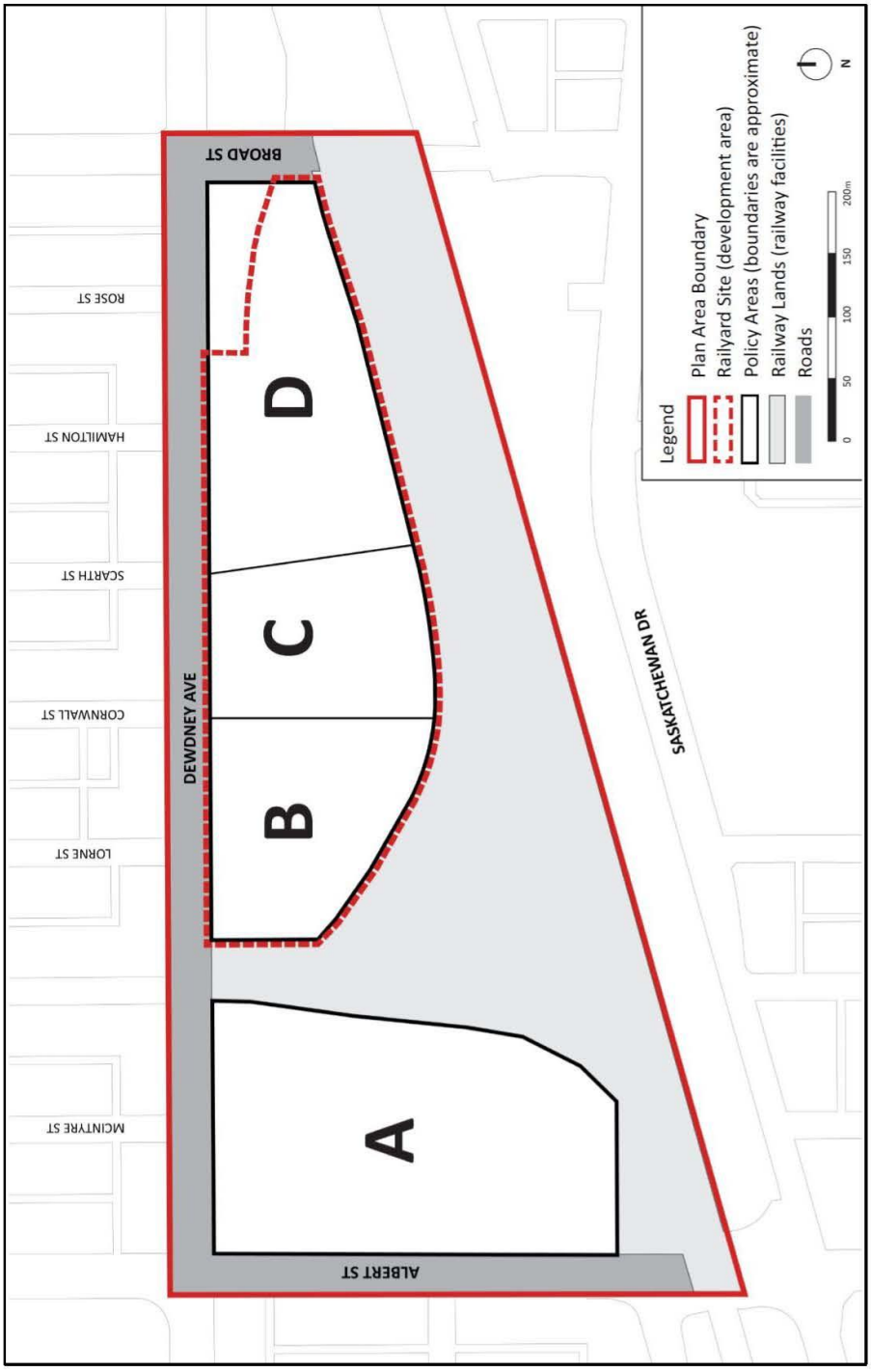
ii. Buildings should be set back at least 15 metres from the property line of the north-south oriented railway corridor; however, the City may consider a lesser distance where it can be demonstrated that an appropriate setback from the railway track can be accommodated.

i) Approval of residential, institutional, office or commercial development immediately adjacent (abutting directly, or abutting an intervening street, lane, buffer, etc.) to the Railway Lands, as shown on Figure 2, shall be contingent on demonstrating that noise and vibration associated with railway activity:

i. Is sufficiently low as not to warrant mitigation, or

ii. Will be sufficiently mitigated through the incorporation of appropriate building or site features (e.g. landscaped buffer/ berm, parkade, etc.).

Figure 2 – Land Use



5. BUILT FORM

5.1. Overview

The intent of this section is to provide policy direction for the design of buildings and the relationship between buildings and the public realm. In accordance with the vision and principles of this Plan, the policies herein support a high standard of architectural treatment and unique urban design. Ensuring that buildings support an active public realm, and ensuring appropriate transitions between building heights and massing, will be important objectives of this Plan.

A primary objective is to ensure that the built form transitions from the Downtown to the Warehouse District and that appropriate interface design is established. As such, this Plan requires that taller buildings be located along the south side of the Plan Area and adjacent to the pedestrian bridge and park. Ensuring that Dewdney Avenue is integrated within the open space network, and interfaces appropriately with the Warehouse District to support new economic activity, is another objective. New buildings along Dewdney Avenue will be intimately connected to the street and will be complementary to the unique character of the area.

5.2. Policy

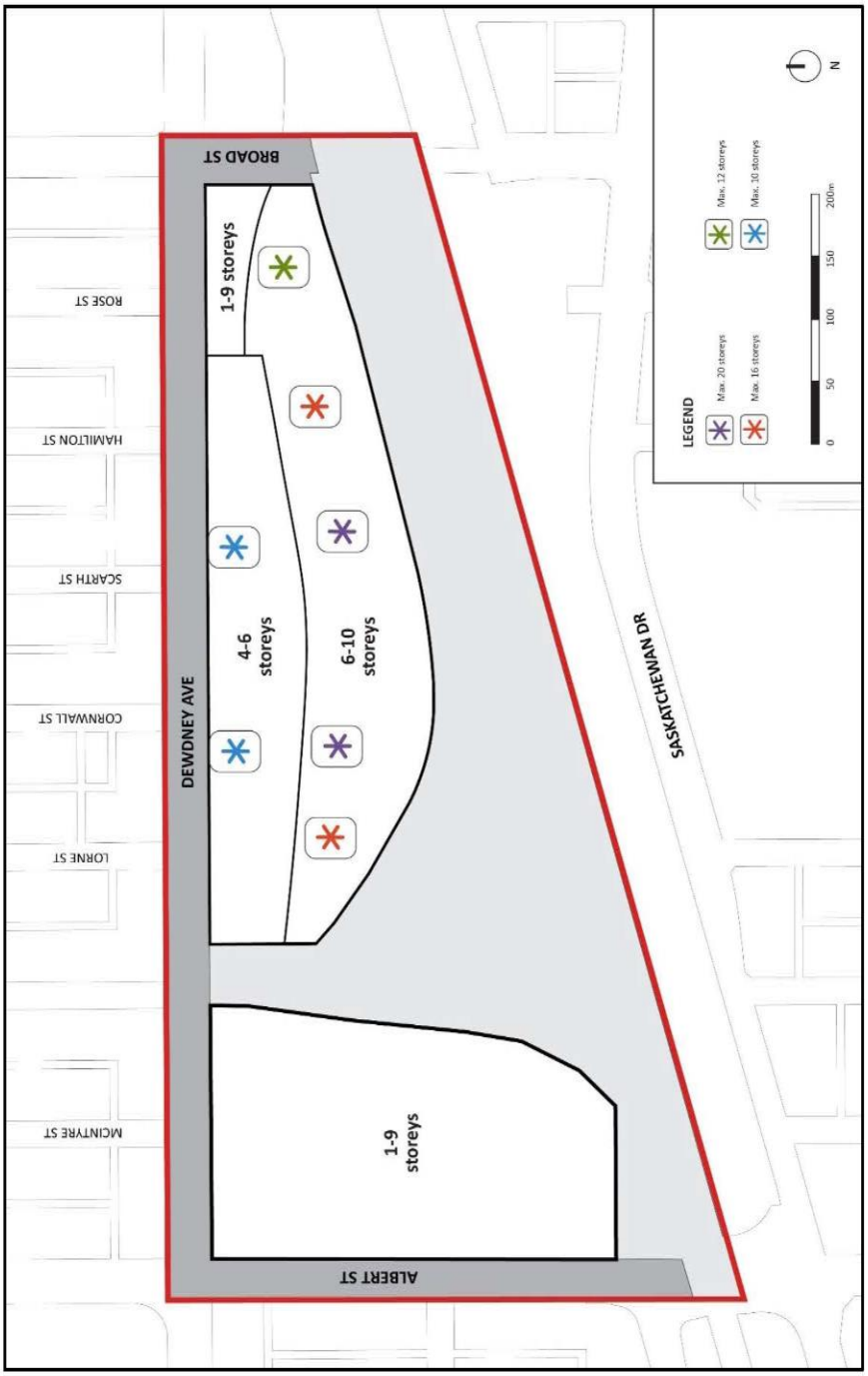
a) The height of buildings should be in accordance with Figure 3.
b) Notwithstanding Policy 5.2(a) the location of individual buildings, as shown on Figure 3 (indicated with asterisk symbol), shall be considered approximate.
c) The design of new buildings fronting Dewdney Avenue, within Policy Areas B, C and D, as shown on Figure 2, shall generally complement the design character associated with the historic buildings in Warehouse District, on the opposite side of Dewdney Avenue, by conforming to the following minimum principles:
    i. The optimal exterior building material, especially for the first three floors, should complement traditional Warehouse District material, including: brick, stone, cast/ engineered stone, etc.
    ii. Building fronts should reflect a tripartite composition, including base, middle and top, and have well articulated entranceways, fenestration and rooflines.
    iii. Buildings should follow a minimal front setback and a consistent build-to line.
    iv. Form and massing and placement of windows, etc., should generally complement traditional Warehouse District style.

d) The building design principles outlined in Policy 5.2(c) shall be implemented through an amendment to the Zoning Bylaw, which:
    i. May take the form of a Direct Control District or Architectural Overlay Zone.
    ii. May include additional or more specific design requirements, beyond what is outlined Policy 5.2(c).

iii. Includes non-binding urban and sustainable design guidelines, submitted in support of the Zoning Bylaw amendment application, but not forming part of the Zoning Bylaw.

e) The following types of development shall be exempt from the design requirements stipulated in Policies 5.2(a-c):
   i. The land-uses supported by Policy 4.2(c).
   ii. Civic and institutional uses.

Figure 3 – Built Form



6. OPEN SPACE

6.1. Overview

The intent of this section is to provide policy direction for the implementation of open space features within the Plan Area. Open space features will include a centrally located neighbourhood park and a landscaped buffer that separates new development from the existing railway corridor and that forms part of the open space network and also serves as an amenity feature. Pending further planning and analysis, the open space system may also include pocket parks in strategic locations. Additionally, Dewdney Avenue, as a landscaped boulevard, will complement, and form part of, the open space system by including wide sidewalks, the potential for a multi-use pathway and/ or bike path and landscaped boulevards.

The defining feature of the open space system and the primary location for outdoor recreation, leisure and civic interaction will be a centrally located signature neighbourhood park. The specific design and function of this park will be identified through further planning and analysis and will respond to the specific land-use context that emerges. Major design considerations will include direct views from Dewdney Avenue to the pedestrian bridge; the potential for fronting buildings with active use interface; public art/ cultural features. This park may be phased-in over-time and may include interim use and landscaping.

6.2. Policy

a) As shown on Figure 5, open space shall consist, primarily, of:
   i. A centrally located neighbourhood park (Neighbourhood Park), which may be developed as a landscaped green space, or as a plaza, or as a combination thereof.
   ii. A landscaped buffer (Landscaped Buffer), which separates the railway corridors from the Plan Area development.

b) Notwithstanding Policy 6.2(a), through the concept plan process, and without an amendment to this Plan being required, the City may consider:
   i. Additional parks (e.g. pocket parks).
   ii. An alternate location and configuration for the proposed Neighbourhood Park, with the proviso that the location is still relatively centralized.

c) As a prerequisite for concept plan approval, where a park is proposed, or for developing a park, other than an interim park, the City may require that a report be submitted demonstrating the following:
   i. The proposed programming and design solution.
   ii. The need and benefit of the proposed park.
   iii. Conformity with applicable policy and standards.
   iv. Operation and maintenance implications.
   v. Construction phasing plan (if applicable).

d) Open Space intended to accommodate the purposes outlined in Policies 6.2 (a-b) shall:
   i. Be provided through the retention and utilization of requisite existing City owned lands (irrespective of whether Municipal Reserve designation applies).

Neighbourhood Park

e) When locating and designing the Neighbourhood Park, the following design elements shall be taken into consideration:
   i. Maintaining a view plane, and allowing for a pedestrian and cycling connection, from Dewdney Avenue to the Pedestrian Bridge via the Neighbourhood Park.
   ii. The potential to accommodate programmed activities, civic gatherings, public art and heritage features.
   iii. The potential to interface park flanks with active building frontage.

Landscaped Buffer

f) A landscaped buffer shall be constructed, which is in general conformity with Figure 4 and Figure 5, and that is supported by a noise and vibration study at the time of detail design without an amendment to this Plan.

g) Notwithstanding Policy 6.2(f) and Figure 4:
   i. The City may require an alternate configuration and design concept for the Landscaped Buffer, including more robust noise attenuation, without an amendment to this Plan being required.
   ii. The Landscaped Buffer may be constructed incrementally over-time.
   iii. The "Potential Landscaped Buffer", as shown on Figure 5, shall only be required if residential is proposed adjacent to the corresponding segments of railway corridor and it is demonstrated that a buffer is required for safety or noise mitigation.

Figure 4 – Landscaped Buffer Design (conceptual only)

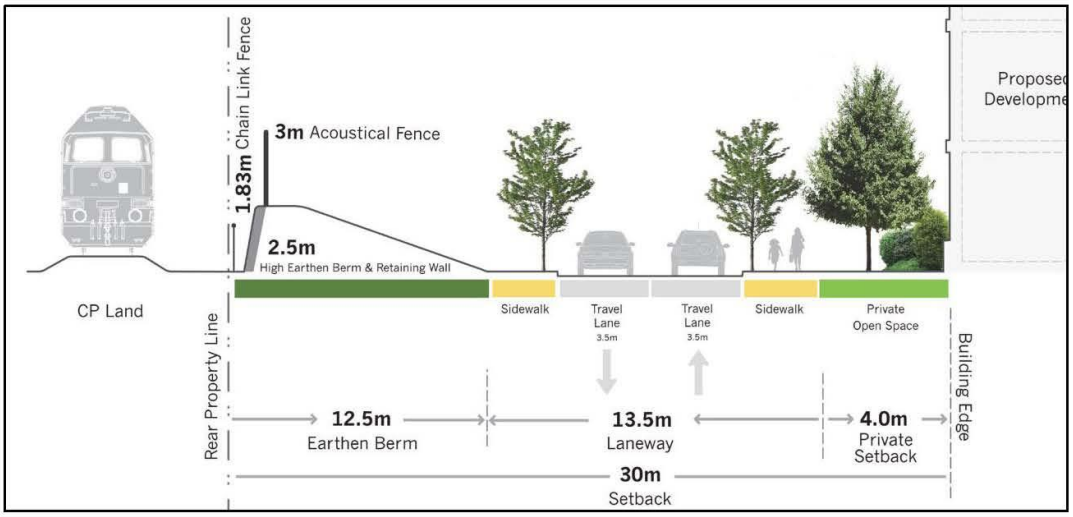
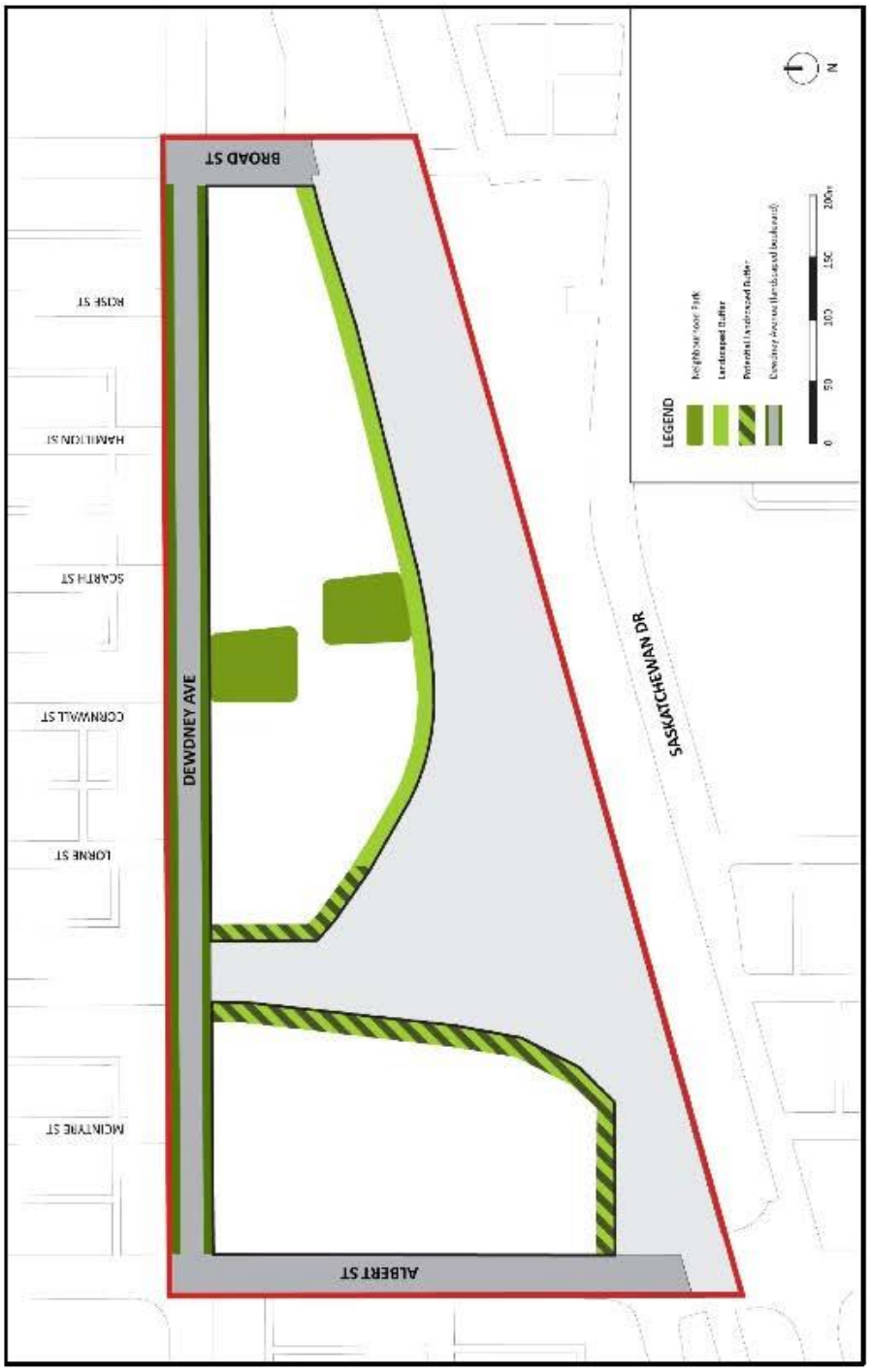


Figure 5 – Open Space



7. MOBILITY

7.1. Overview

The intent of this section is to provide policy direction for the implementation of the transportation system within the Plan Area. In accordance with the vision and principles of this Plan, the policies support a high level of interconnectivity and an enhanced public realm. Major components of the system will include Dewdney Avenue, as a landscaped boulevard; a pedestrian bridge linking the Downtown with the Plan Area; enhanced Albert Street and Broad Street underpasses; an internal street network. This Plan provides high-level direction for the internal streets only, as the detailed solution will be identified through an approved concept plan.

Dewdney Avenue will form a core component of the transportation system and public realm. The intent is to transition Dewdney Avenue from its current state to a multi-modal landscaped boulevard that accommodates pedestrians, cyclists, transit and vehicles. As a core component of the public realm, Dewdney Avenue will include wide sidewalks, landscaping and furnishings. A pedestrian bridge, crossing the railway corridor, will also form a core component of the transportation system and public realm, linking the Downtown to the Plan Area.

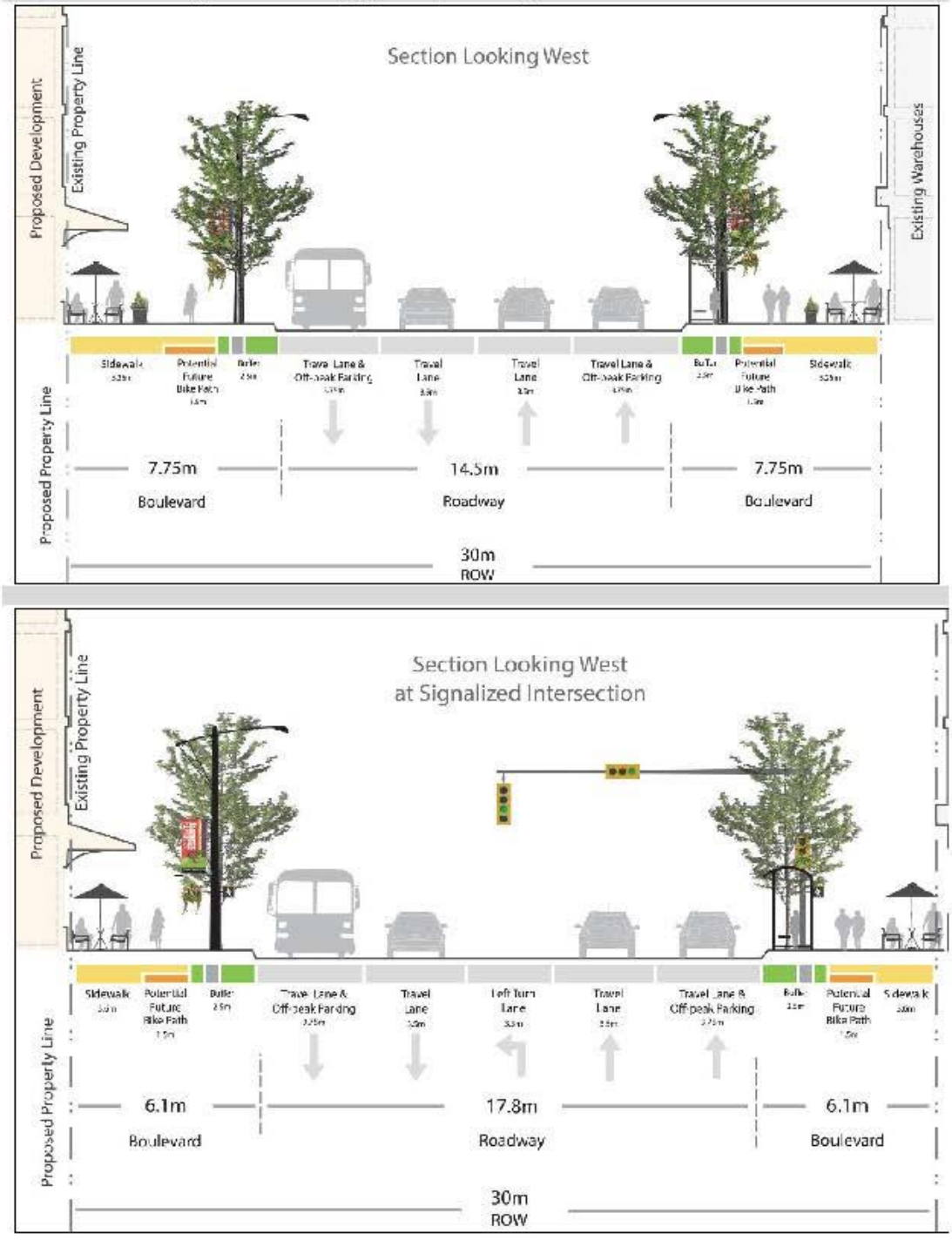
7.2. Policy

a) The location of transportation infrastructure and the alignment of streets should be in general conformity with Figure 7; however, concept plans and plans of subdivision may accommodate variations without an amendment to this Plan being required.
b) Streets and lanes within the Plan Area shall support convenient mobility and wayfinding through an interconnected configuration and multiple access points to Dewdney Avenue and, where appropriate, a fine grain block pattern.

Dewdney Avenue

c) Dewdney Avenue shall be designed as a landscaped boulevard and:
    i. Shall include wide sidewalks, suitable for pedestrian strolling and sidewalk shopping.
    ii. May include a multi-use pathway or bike path.
    iii. Should be in general conformity with Figure 6; however, the City may consider variations to the concept shown without an amendment to this Plan.

Figure 6 – Dewdney Avenue Design (conceptual only)



Pedestrian Bridge

d) A pedestrian bridge connecting the Plan Area to lands south of the railway corridor (Regina Downtown) should be constructed, which:
   i. Is located approximately as shown on Figure 7.
   ii. Connects, on both ends, to public or quasi-public spaces.
   iii. Represents a safe, active and inviting environment, in all seasons, that is also fully accessible.
   iv. Reflects a high-level of urban design aesthetics.

Railway Underpasses

e) The City shall undertake upgrades to the railway underpasses at Albert Street and Broad Street in order to improve the pedestrian experience, which should include general refurbishment and repair; enhanced lighting; wall/ mural art and, where appropriate, improvements to sidewalks.

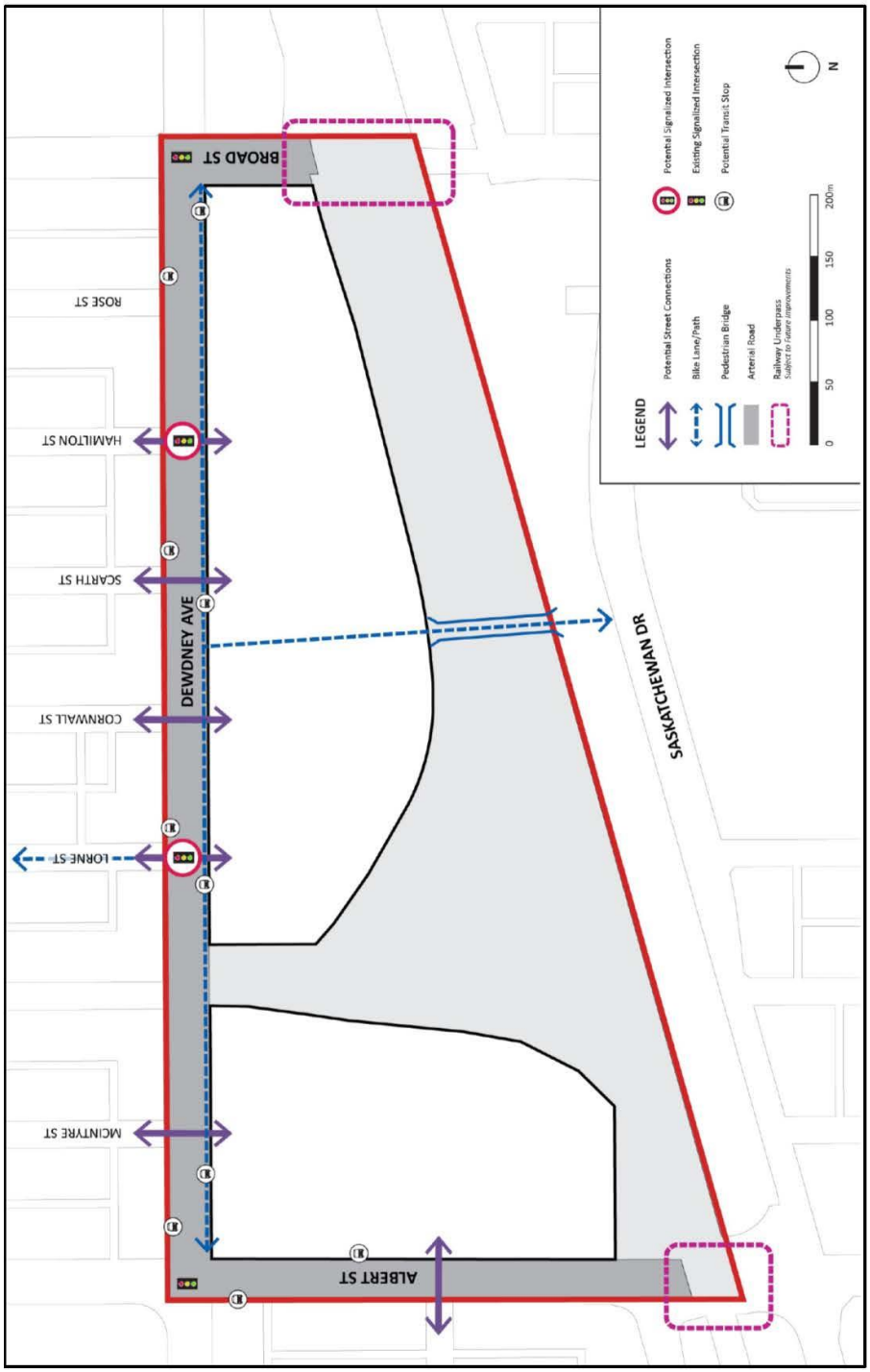
Parking and Loading

f) Loading, servicing and surface parking areas shall be located to the rear or side of associated building and screened from view from the perspective of fronting street, with the exception of:
   i. Special needs/ accessible parking.
   ii. Parking that is main/ principal use of a parcel.

g) Parking for buildings should primarily be accommodated underground or, where not feasible, be located to the rear or side of buildings.

h) Above-ground parking structures (garages) shall not be permitted to front, directly, Dewdney Avenue, Albert Street or Broad Street.

Figure 7 – Mobility Plan



8. Servicing

8.1. Overview

The purpose of this section is to provide policy direction for the implementation of utility services (e.g. water, wastewater, stormwater) within the Plan Area. The servicing strategy for this Plan focuses on the Railyard Site, as the other lands within the Plan Area are either substantially developed or form part of the ongoing railway facilities. Further, the figures of this Plan illustrate the major servicing connection points only, as the detailed, internal, networks will be identified through the concept plan process. A summary of the servicing strategy follows:

Water Servicing

- The Railyard Site is proposed to include two tie-ins to an existing 600mm watermain within Dewdney Avenue, at the intersection of Dewdney Avenue and Lorne Street and the intersection of Dewdney Avenue and Hamilton Street.
- Upgrades to the city-wide water system, will provide service to the new development.

Wastewater Servicing

- To service the Railyard Site, a connection to the existing 375mm sanitary sewer main at the intersection of Hamilton Street and Dewdney Avenue is proposed.
- Existing topography, as well as the existing invert elevations at the tie-in point of the existing 375 sanitary sewer main, suggests the Railyard Site to be serviced via gravity flow; there is not expected to be a need for an internal lift station.
- Upgrades to the city-wide wastewater system, will provide service to the new development.

Stormwater Servicing

- An internal underground network that ties into an oversized in-line detention storage is proposed to service the Railyard Site, for both design storms (1 in 5 and 1 in 25 year).
- The system will discharge at a restricted release rate to existing underground detention storage for the existing Broad Street Lift Station.
- Existing topography, as well as the existing invert elevation at the tie-in point of the existing storm main, allow the entire Railyard Site to be serviced via gravity flow; there is no need for an internal lift station.

8.2. Policy

a) Major water, wastewater and stormwater servicing should be in general conformity with Figures 8-10 and as described in Section 8.1; however, the City may permit an alternate servicing plan without an amendment to this Plan being required.

b) Notwithstanding Policy 8.2(a), water, wastewater and stormwater servicing, including networks internal to the Railyard Site, shall be in general conformity with servicing reports prepared to the City's satisfaction, and submitted to the City through the concept plan process or, at the City's discretion, rezoning or subdivision.

c) At the time of concept plan approval, a water servicing report shall be prepared for the Railyard Site, prior to approval of the concept plan.

d) At the time of concept plan approval, a wastewater servicing report shall be prepared for the Railyard Site, prior to approval of the concept plan and shall conform to the Wastewater Master Plan that is in effect.

Figure 8 – Water Servicing

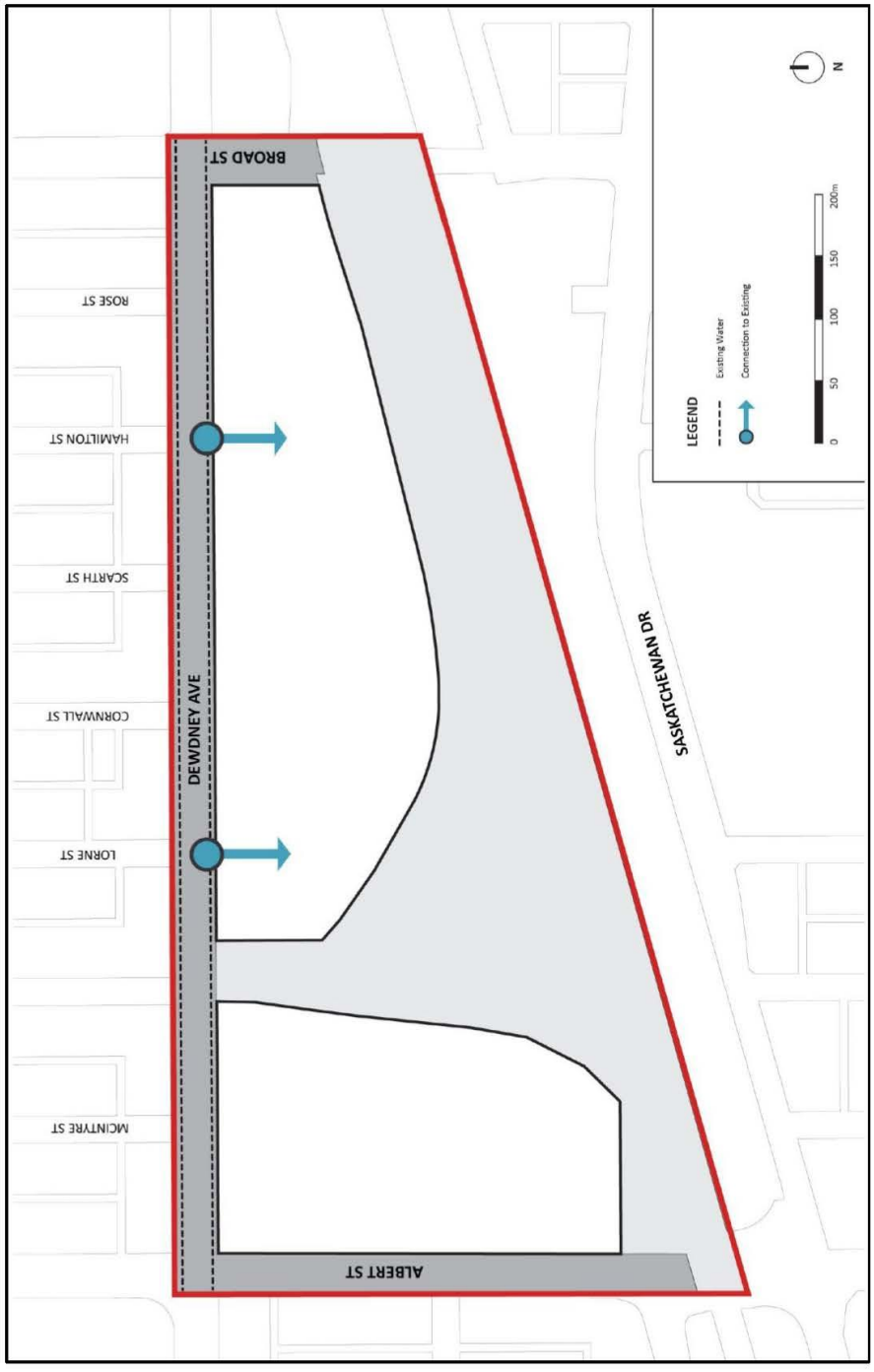


Figure 9 – Wastewater Servicing

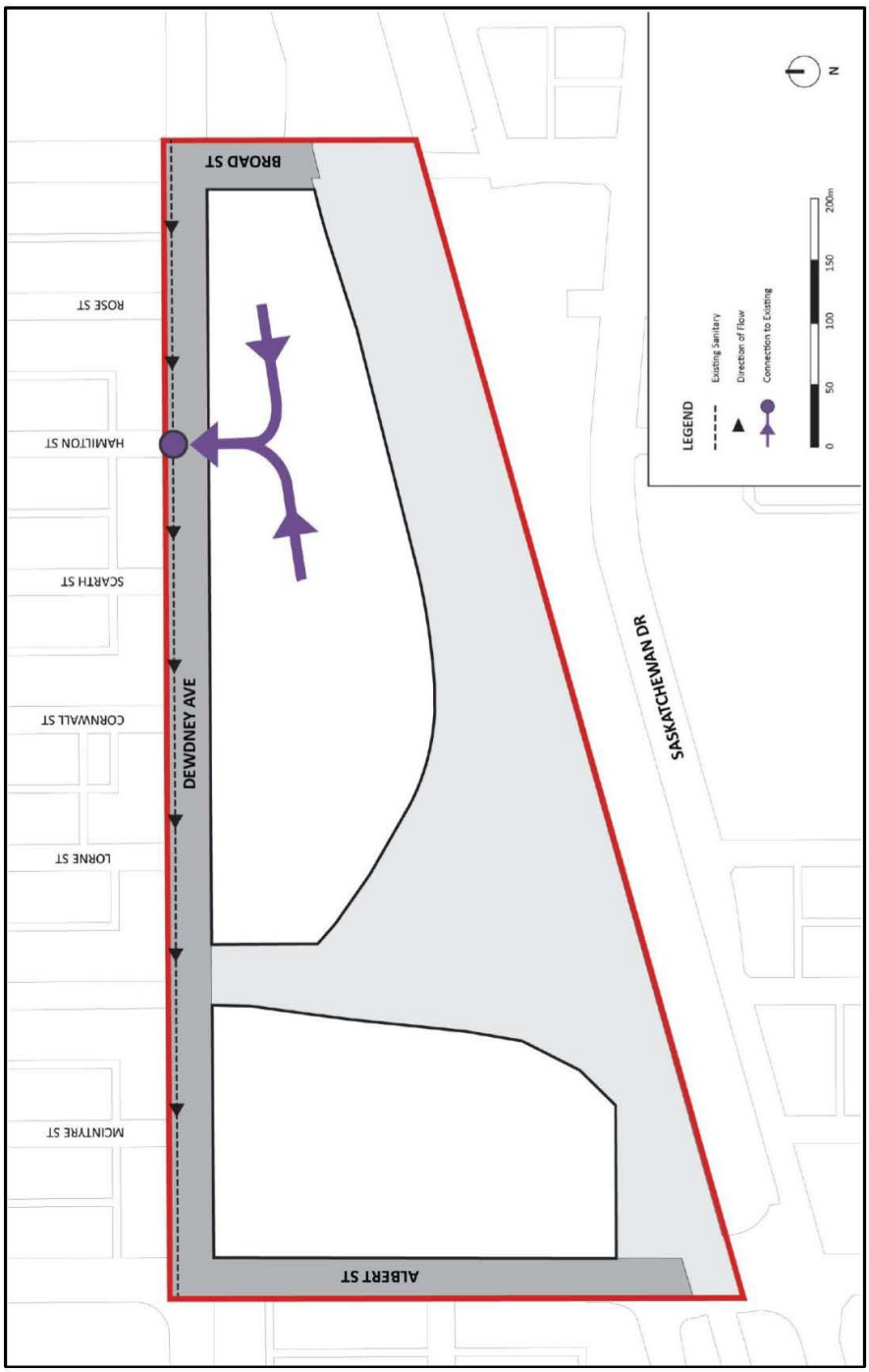
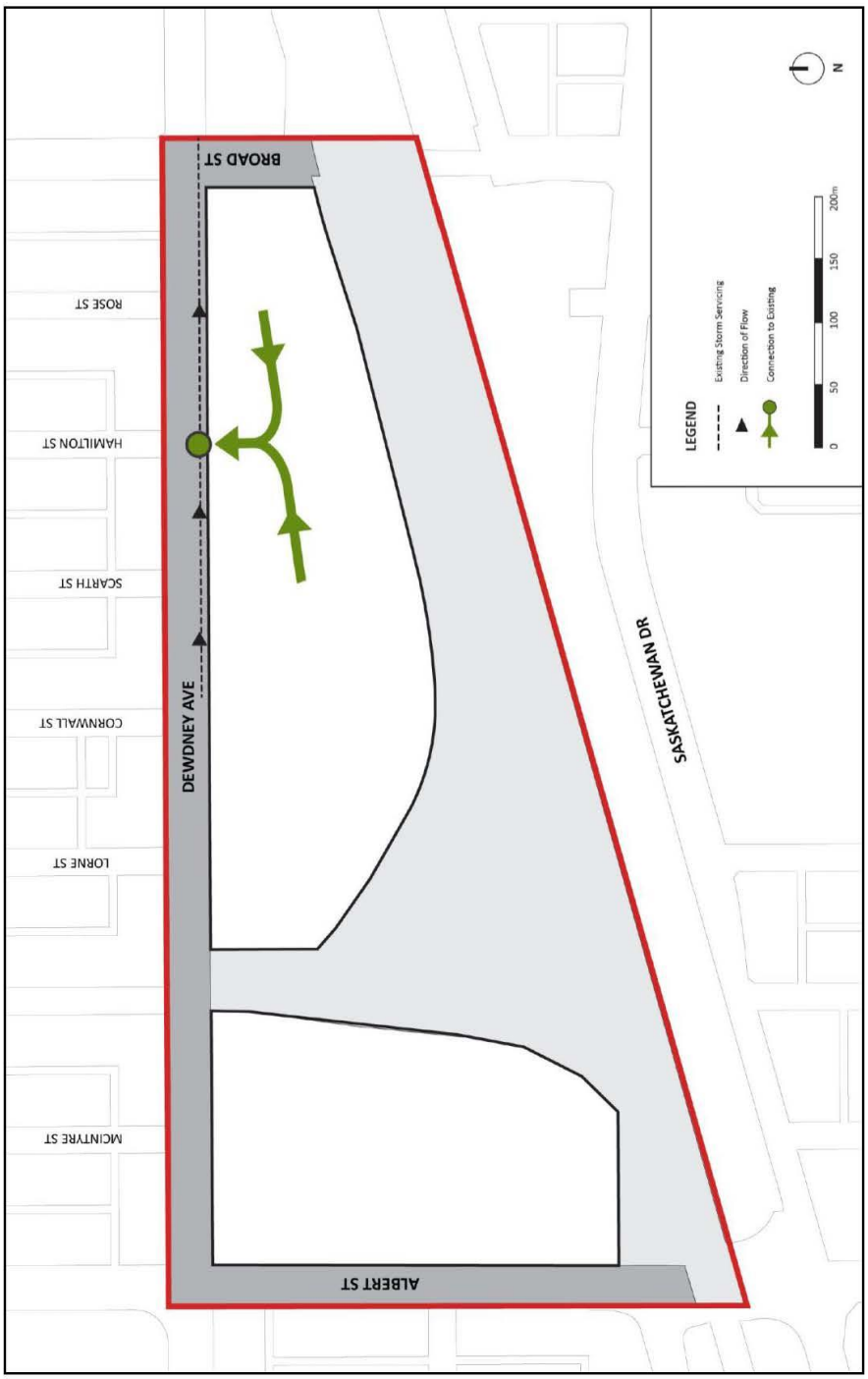


Figure 10 – Stormwater Servicing



9. IMPLEMENTATION

9.1. Overview

This Plan provides policy direction for the growth, development and servicing of the Plan Area, as well as direction for more detailed planning and engineering work that will occur overtime. Prior to development occurring, a concept plan must be prepared, followed by rezoning. The concept plan and zoning designation must be in conformity with this Plan but should respond to a defined and articulated development concept. Site improvements required for development include remediation of impacted areas and the construction of utility infrastructure. Additionally, the City will be pursuing other upgrades, as noted below, which will enhance the site. This inventory is not exhaustive and the prioritization schedule is subject to change.

Project	Priority
• Dewdney Avenue Upgrade (1st Phase)	Initial
• Landscaped Buffer	Initial
• Albert Street and Broad Street Underpasses	Secondary
• Neighbourhood Park (Interim)	Secondary
• Dewdney Avenue Upgrade (2nd Phase)	Secondary
• Internal Street/ Utilities	As Per Build-Out
• Neighbourhood Park (Ultimate)	As Per Build-Out
• Pedestrian Bridge	Future

9.2. Policy

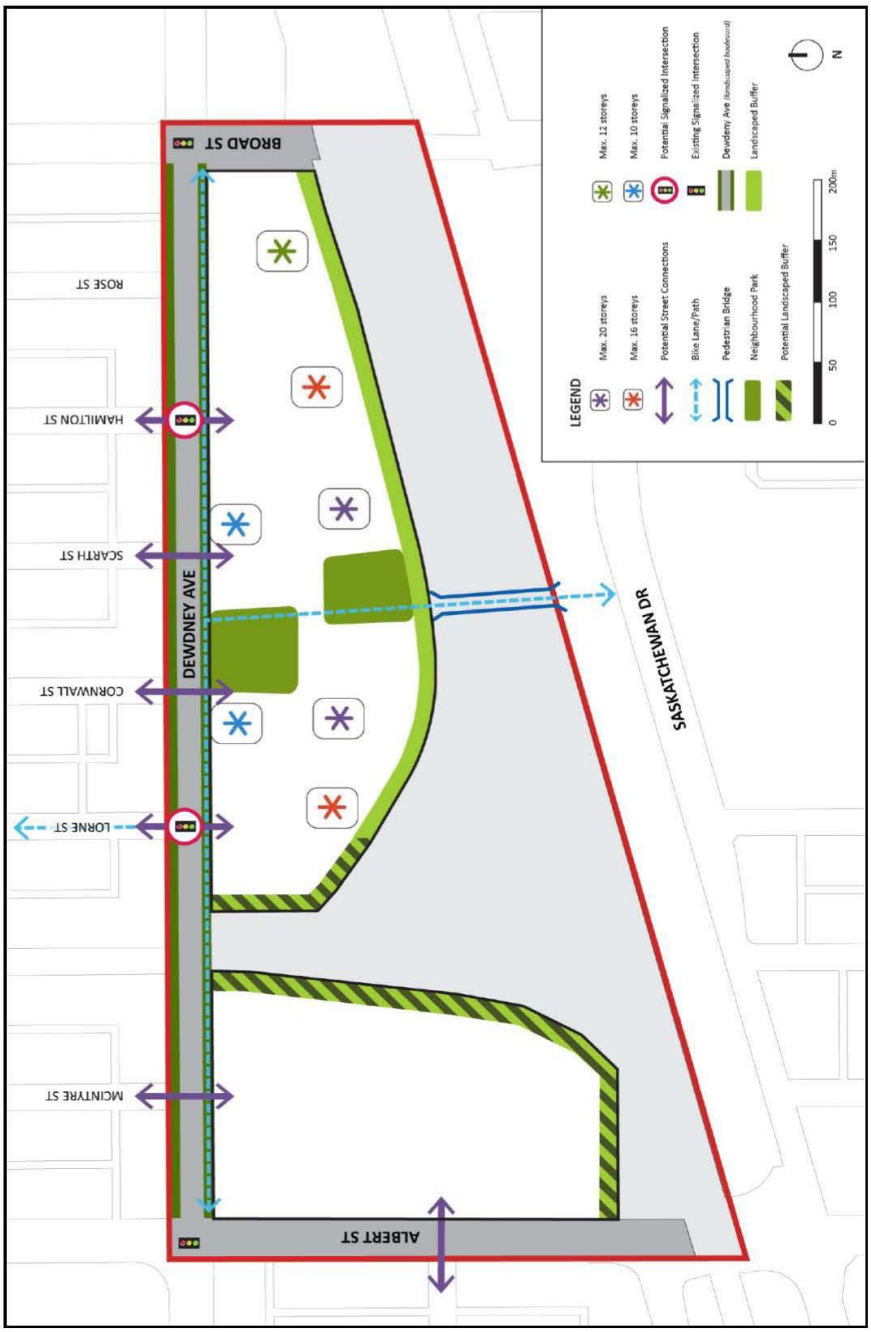
a) As a prerequisite for rezoning, subdivision or development approval, within Mixed-Use Areas B, C and D, as shown on Figure 2, the City may require that:
   i. Any further, or more detailed, environmental site analysis or geotechnical analysis and/or Quantitative Risk Assessment be undertaken and submitted to the City and/ or Government of Saskatchewan.
   ii. Any site remediation required by the City and/ or Government of Saskatchewan be undertaken.
   iii. It be demonstrated that the site is suitable for the intended use, from the perspective of geophysical, environmental and land-use compatibility conditions, or can be made suitable through particular measures.
   iv. It be demonstrated that an adequate level of utility and transportation services can be provided without significantly diminishing servicing levels elsewhere.

b) As a prerequisite for rezoning or subdivision approval, within the Railyard Site area, as shown on Figure 2, a concept plan must be approved.

c) An amendment to the Zoning Bylaw may be required to ensure that development is in accordance with the Vision, Principles and Policies of this Plan; however, the

specifications of this amendment (e.g. applicable regulations, land area, timing) may be deferred until a proposed development/ land-use application warrants the amendment.

Appendix A – Master Plan



ABSTRACT

BYLAW NO. 2020-3

DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN
AMENDMENT BYLAW, 2020 (No. 2)

PURPOSE:	To amend *Design Regina: The Official Community Plan Bylaw.*
ABSTRACT:	The proposed amendment is to set the policy framework for subsequent planning endeavors, including a concept plan, rezoning, subdivision, as well as public investments.
STATUTORY AUTHORITY:	Part IV, Section 29(2) of *The Planning and Development Act, 2007.*
MINISTER'S APPROVAL:	Part IV, Section 39 of *The Planning and Development Act, 2007.*
PUBLIC HEARING:	Required, pursuant to section 207 of *The Planning and Development Act, 2007.*
PUBLIC NOTICE:	Required, pursuant to section 207 of *The Planning and Development Act, 2007.*
REFERENCE:	Regina Planning Commission, January 8, 2020, RPC20-3.
AMENDS/REPEALS:	Amends *Design Regina: The Official Community Plan Bylaw.*
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning and Community Development
INITIATING DEPARTMENT:	Planning and Development Services