



CITY COUNCIL

**Monday, September 17, 2012
5:30 PM**

Henry Baker Hall, Main Floor, City Hall



Office of the City Clerk

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**Agenda
City Council
Monday, September 17, 2012**

Open With Prayer

Presentations

Henry Baker Scholarships

Confirmation of Agenda

Adoption of Minutes

Advertised Bylaws and Related Reports

- DE12-77 Paul Moroz - Concept Plan Amendments and Rezoning Harbour Landing Phase 6, Phase 8 & Phase 9
- CR12-128 Applications for Zoning Bylaw and Concept Plan Amendments Harbour Landing - Phase 6, Stages 1 and 2; Phase 8, Stages 1 and 2; and Phase 9 Portions of W ½ Section 2-17-20 W2M and Parcel X, Plan No. 101926436 (Bylaws 2012-75, 2012-76, 2012-77)

Recommendation

1. That the proposed amendments to the Harbour Landing Concept Plan, as depicted on Figures 2.0, 2.1 and 2.2 and dated June 2012 (Appendices 3.1, 3.2 and 3.3 to this report) be APPROVED.
2. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning from UH - Urban Holding to the following specified zone designations for the lands contained within the Harbour Landing Phase 6 subdivisions, be APPROVED:
 - (a) Harbour Landing Phase 6, Stage 1 (as shown on the plan attached as Appendix 4.1)

To Direct Control District DCD-12 - Suburban Narrow-Lot Residential

Lots 41 to 67 in Block 50;
All of Blocks 50A and 51;
Lots 1 to 12 in Block 52; and
Lots 1 to 18 in Block 53;



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To DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)

Lots 1 to 40 and Walkway W1 in Block 50;

To R5 - Medium Density Residential

Lot/Parcel C in Block 52;

Lot/Parcel B in Block 53; and

Block/Parcel A;

To PS - Public Service

Environmental Reserve ER15;

- (b) Harbour Landing Phase 6, Stage 2 (as shown on the plan attached as Appendix 4.2)

To Direct Control District DCD-12 - Suburban Narrow-Lot Residential

Lots 1 to 4 in Block 54;

Lots 1 to 13 and Lots 21 to 41 in Block 56; and

Lots 20 to 24 in Block 57;

To DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)

Lots 1 to 19 in Block 57;

To R5 - Medium Density Residential

Lot/Parcel E in Block 55;

To PS - Public Service

Environmental Reserves ER16 and ER17; and

Municipal Reserve MR5.

3. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning from UH - Urban Holding to the following specified zone designations for the lands contained within the Harbour Landing Phase 8 subdivisions, be APPROVED:

- (a) Harbour Landing Phase 8, Stage 1 (as shown on the plan attached as Appendix 4.3)

To Direct Control District DCD-12 - Suburban Narrow-Lot Residential

Lots 20 to 29 in Block 58;

Lots 1 to 8 in Block 59; and

Lots 1 to 10 in Block 60;

To DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)

Lots 1 to 19 in Block 58;

To R5 - Medium Density Residential

Lots E and F in Block 59; and

Lots 1 to 10 in Block 61;

To R6 - Residential Multiple Housing

Lots A and B in Block 58;

Lots C and D in Block 60; and

Lots G and H in Block 61;

- (b) Harbour Landing Phase 8, Stage 2 (as shown on the plan attached as Appendix 4.4)



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To Direct Control District DCD-12 - Suburban Narrow-Lot Residential

Lots 11 to 25 in Block 60;

All of Block 62; and

Lots 1 to 27 in Block 63;

To R5 - Medium Density Residential

Lot J in Block 63.

4. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning from UH - Urban Holding to the following specified zone designation for the lands contained within the Harbour Landing Phase 9 subdivision (as shown on the plan attached as Appendix 4.5), be APPROVED:

To Direct Control District DCD-12 – Suburban Narrow-Lot Residential

Lots 1 to 21 in Block 64;

Lots 1 to 17 in Block 65;

All of Blocks 66 and 67; and

Lots 1 to 28 in Block 68;

To R5 – Medium Density Residential

Lots R and S in Block 64;

Lot Q in Block 65; and

Lot P in Block 69;

To R6 – Residential Multiple Housing

Lot N in Block 69.

5. That pursuant to Section 18D.1.1 of the Zoning Bylaw, City Council waive the requirement to post public notification signs on the subject lands, due to their remoteness from surrounding urban development within the City of Regina.
6. That the City Solicitor be directed to prepare three separate bylaws to enact the subject Zoning Bylaw amendments for each of Phases 6, 8 and 9, as documented in recommendations 2, 3 and 4, respectively.

CR12-129 Applications for Rezoning and Discretionary Use Approval (12-Z-5; 12-DU-11) Proposed Planned Group of Townhouse Dwelling Units Former Stewart Russell School Site - 1920 East 7th Avenue (Bylaw 2012-66)

Recommendation

1. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning the property described as Parcel F, Plan No. 73R39339 and located at 1920 E. 7th Avenue, from I - Institutional to R5 - Medium Density Residential, be APPROVED.



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2. That the application for discretionary use approval to accommodate the development of a planned group of townhouse dwelling units on the subject property be APPROVED, and that a Development Permit be issued subject to the following conditions:
 - (a) The proposed development shall be consistent with the site plan, landscape plan and elevation drawings, prepared by North Ridge Development Corporation and contained in Appendices 3-1, 3-2 and 3-3 to this report.
 - (b) The proposed development shall otherwise comply with all applicable standards and regulations under *Regina Zoning Bylaw No. 9250*.
3. That the City Solicitor be directed to prepare the necessary bylaw to enact the subject Zoning Bylaw amendment.

CR12-130 Application for Zoning Bylaw and Concept Plan Amendment
(12-Z-14/12-CP-6) Skyview Phase 6, Skyview Subdivision
(Bylaw 2012-78)

Recommendation

1. That the application to amend the Skyview Concept Plan, as depicted on the attached Revised Concept Plan, dated May 2012 be APPROVED;
2. That the application to rezone the lands (Part of NE ¼ 10-18-20 W2M) as shown on the shaded portion of the attached Subject Property Map be APPROVED as follows:
 - a) All lots in Blocks 1, 4, 6, and 7 be rezoned from UH – Urban Holding to R1 – Residential Detached
 - b) Parcel D be rezoned from UH to R5 – Medium Density Residential; and
 - c) Parcel MR2 be rezoned from UH to PS – Public Service;
3. That pursuant to Section 18D.1.1 of the Zoning Bylaw, City Council waive the requirement to post a public notification sign on the subject lands, due to their remote location and the current unavailability of direct public access; and
4. That the City Solicitor be directed to prepare the necessary bylaw.



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CR12-131 Application for Zoning Bylaw Amendment (12-Z-06) – Kensington Greens Phase 2 Part of Parcel A, Plan No. 101868138, Part of Parcels B & D, Plan No. 101902610, Part of Parcel E, As Approved, 1701 N. Albert Street (Bylaw 2012-70)

Recommendation

1. That the application to amend *Regina Zoning Bylaw No. 9250* related to 1701 N. Albert Street, be APPROVED as follows:
 - a. Rezoning of all residential lots located within Blocks 11-15 inclusive and residential Lots 1-20 located within Block 9, as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to R1 - Residential Detached;
 - b. Rezoning of residential Lots 8-27 located within Block 5 and Lots 21-72 located within Block 9, as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to R2 - Residential Semi-Detached;
 - c. Rezoning of all residential lots located within Block 10 as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to DCD-12 – Suburban Narrow-Lot Residential;
 - d. Rezoning of municipal buffer strips labelled as MB3, MB4 and MB5 as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to PS - Public Service;
 - e. Rezoning of municipal reserve land labelled as MR1 as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to PS - Public Service;
2. That the City Solicitor be directed to prepare the necessary bylaw to enact the subject Zoning Bylaw amendment.

CR12-132 Application for Zoning Bylaw Amendment (12-Z-11) 10 Detached Residential Lots - Parliament Avenue and Queen Street Extensions (Bylaw 2012-61)

Recommendation

That the application to amend *Regina Zoning Bylaw No. 9250* be APPROVED as follows:

- a) That Proposed Lots 18-24, in Block 24; and Lots 22-24, in Block T as shown in Appendix A-1 be rezoned from PS-Public Service to R1-Residential Detached.



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2012-61	2012-61 - Bylaw No. 2012-61, Proposed Zoning Bylaw Amendment, 2012 (No. 22)
2012-66	Bylaw No. 2012-66, The Regina Zoning Amendment Bylaw, 2012 (No. 24)
2012-70	Bylaw No. 2012-70, Proposed Zoning Bylaw Amendment, 2012 (No. 27)
2012-75	Bylaw No. 2012-75, Proposed Zoning Bylaw Amendment, 2012 (No. 29)
2012-76	Bylaw No. 2012-76, Proposed Zoning Bylaw Amendment, 2012 (No. 30)
2012-77	Bylaw No. 2012-77, Proposed Zoning Bylaw Amendment, 2012 (No. 31)
2012-78	Bylaw No. 2012-78, Proposed Zoning Bylaw Amendment, 2012 (No. 32)

Delegations, Related Reports, and Bylaws

DE12-78	Colin Stewart - Recycling Fee Charge
CR12-133	Recycling Fee Charge

Recommendation

1. That all designated properties be charged \$0.25 per day or \$91.25/year for residential recycling services.
2. That the recycling fee be established and effective from July 1, 2013 to December 31, 2015.
3. That the City Solicitor be instructed to prepare an amendment to *The Waste Management Bylaw 2012*, No. 2012-63 to incorporate the daily fee of \$0.25 into the Bylaw.

2012-87	Bylaw No. 2012-87, The Waste Management Amendment Bylaw, 2012
DE12-79	Dr. Katherine Arbuthnott - Regina Revitalization Initiative
DE12-80	Bob Hughes - Regina Revitalization Initiative
DE12-81	Beryl Burke - Regina Revitalization Initiative
DE12-82	Bobbi Stadnyk - Regina Revitalization Initiative
DE12-83	Edward Jones - Regina Revitalization Initiative
DE12-84	David Mamani - Regina Revitalization Initiative
DE12-85	Hilary Craig - Regina Revitalization Initiative



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DE12-86	Florence Stratton - Regina Revitalization Initiative
DE12-87	Dawn Thomas - Regina Revitalization Initiative
DE12-88	Bob Ivanochko - Regina Revitalization Initiative
DE12-89	Paul Gingrich - Regina Revitalization Initiative
DE12-90	Peter Gilmer - Regina Revitalization Initiative
DE12-91	Jeannie Mah - Regina Revitalization Initiative
DE12-92	Linda Young - Regina Revitalization Initiative
DE12-93	Angelica Barth - Regina Revitalization Initiative
DE12-94	Chad Novak - Regina Revitalization Initiative
DE12-95	John Hopkins - Regina Revitalization Initiative
CR12-134	Regina Revitalization Initiative (RRI) – Mosaic Stadium Replacement Procurement Model Selection

Recommendation

1. That City Council authorize the Deputy City Manager & CFO to proceed with the Design/Build/Finance (DBF) procurement approach for the replacement of the Stadium, and to proceed with the preparation of the procurement documents (RFQ & RFP) and processes in support of initiating the DBF model.
2. That Administration prepare evaluation criteria for the Request for Qualifications (RFQ) and Request for Proposal (RFP) procurement process and bring the evaluation criteria back to City Council for approval prior to release of procurement documentation.
3. That up to \$2.5 million is authorized to be transferred from the General Fund Reserve to support the DBF procurement process in 2012/13.
4. That Administration brings the conceptual design of the stadium and the definitive agreements with the stadium funding partners to City Council for final approval prior to issuing the RFP for the DBF procurement.
5. That Administration develops an agreement with Regina Exhibition Association Ltd. (REAL) for the operations and maintenance of the new stadium, with the final agreement to be brought back to City Council for approval.



Committee Reports

Executive Committee

CR12-135 Final Draft Transportation Directions for Transportation Master Plan

Recommendation

That the Transportation Directions as determined through the Transportation Master Plan project be endorsed. The Transportation Directions are as follows:

- Offer a range of sustainable transportation choices for all
- Integrate transportation and land use planning
- Elevate the role of public transit
- Promote active transportation for healthier communities
- Optimize road network capacity
- Invest in an affordable and durable system
- Support a prosperous Regina and region

Finance and Administration Committee

CR12-136 Reserve Balances in Comparison to Minimum and Maximum Target Balances

Recommendation

That \$233,000 be transferred from the Small Tools Fleet Replacement Reserve to the General Civic Fleet Replacement Reserve.

CR12-137 Portions of NW & NE 1/4 Section 8, Township 18, Range 19, W2M & Portions of NW & NE 1/4 Section 9, Township 18, Range 19, W2M Roadway Dedication of Land to Her Majesty the Queen in Right of Saskatchewan

Recommendation

1. That the dedication of land to Her Majesty the Queen in right of Saskatchewan be approved under the terms and conditions shown in the body of this report;
2. That the City Manager be authorized to finalize the terms and conditions of the road right-of-way dedication documents;
3. That the City Clerk be authorized to execute the legal Plan of Survey and any other legal land transfer documents as provided by the City Solicitor.



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Public Works Committee

CR12-138 2013 Alley Maintenance Strategy and Special Tax Levy Funding Options

Recommendation

That the City Solicitor be instructed to prepare the appropriate bylaw for alley maintenance in 2013, which includes the following levies, proposed revenues, and estimated costs:

Paved Alleys **\$3.56** per assessable foot
Gravel Alleys **\$2.33** per assessable foot

The proposed revenues and estimated costs for maintenance of alleys in 2013 are:	
Paved Alleys	\$2,816,700
Gravel Alleys	<u>\$1,427,600</u>
TOTAL	\$4,244,300

Regina Planning Commission

CR12-139 Discretionary Use Application (12-DU-6) Proposed Planned Group of Dwellings in R6 Zone, 4801 Trinity Lane, Harbour Landing

Recommendation

That the discretionary use application for a proposed planned group of dwellings located at 4801 Trinity Lane, being Lot 3 in Block S, Plan No. 102050974, be APPROVED, subject to the following conditions:

1. The development shall be consistent with the attached site plan, elevations, and floor plans dated June 5, 2012 and labelled Reimer Custom Designed Homes;
2. The development shall comply with all applicable standards and regulations in Regina Zoning Bylaw No. 9250.

CP12-14 Jim Elliot - Application for Discretionary Use Application (12-DU-20) - Proposed Restaurant 1450 Park Street, Innismore Subdivision

Recommendation

That this communication be received and filed.



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CR12-140 Application for Discretionary Use Application (12-DU-20) - Proposed Restaurant 1450 Park Street, Innismore Subdivision

Recommendation

That the discretionary use application for a proposed restaurant located at 1450 Park Street, in Block E, Plan No. 59R15534, be APPROVED, subject to the following conditions:

- a. The development shall conform to the attached site plan, in Appendix 3.1, landscape plan, in Appendix 3.2 and exterior elevation drawings, in Appendix 3.3 and 3.4, dated May 24, 2012 and designed by Avenue Architecture Inc.;
- b. Street trees shall be planted and spaced as per zoning requirements along both Dewdney Avenue and Park Street; and
- c. Notwithstanding a) above, the development shall conform to all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.

Informational Reports

IR12-13 Annual Status Report on City Debt

Recommendation

That this report be received and filed.

Motions

MN12-5 2013 Reassessment

Recommendation

That the report on tax policy options, to be provided to Council for the 2013 tax year, include analysis of options for a phase-in for residential properties that are significantly affected.

MN12-6 YMCA and Regina Food Bank - Parking Lots

Recommendation

That the Administration provide a report to City Council by March of 2013 to consider remediating the North YMCA's parking lot and the Regina Food Bank's parking lot at the City's cost.



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Bylaws and Related Reports

CR12-141 Changes to The Regina Administration Bylaw No. 2003-69 – Community Investment Reserve (Bylaw 2012-92)

Recommendation

That the City Solicitor be instructed to prepare the necessary amendments to *The Regina Administration Bylaw*, Bylaw No. 2003-69 to incorporate a minimum and maximum balance for the Community Investment Reserve as follows:

Committee	Minimum Balance	Maximum Balance
Community and Protective Services	\$0	175,000
Finance and Administration	\$0	25,000
Executive	\$0	150,000
Total Balance	\$0	350,000

CR12-142 Municipal Incentive Policy for the Preservation of Heritage Properties – Application for Property Tax Exemption at 2310 McIntyre Street (Bylaw 2012-62)

Recommendation

1. That a tax exemption for the property located at 2310 McIntyre Street be approved in an amount equal to the lesser of:
 - (a) Fifty percent of eligible costs as described in Appendix C;
 - (b) \$150,000; or
 - (c) An amount equivalent to the total property taxes payable for the years 2013 to 2017 inclusive.
2. That the provision of the property tax exemption be subject to the following conditions:
 - (a) Eligibility for the property tax exemption includes the requirement that the property possesses and retains its formal designation as Municipal Heritage Property in accordance with *The Heritage Property Act*.
 - (b) The property owner shall submit detailed written documentation of payments made for actual costs incurred (i.e. itemized invoices and receipts) in the completion of identified conservation work, as described in Appendix C. In the event that actual costs exceed the corresponding estimates by more than 10 percent, the property owner shall provide full particulars as to the reason(s) for such cost overruns. It is understood that the City may decline to approve any cost overrun, or portion thereof, if considered not to be reasonably or necessarily incurred for eligible work.



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- (c) Any property tax exemption shall be applied in the year following the completion of the eligible work items or any portion thereof, or in the current year for any work items completed and confirmed by the City prior to December 31, and shall be limited to 50 percent of actual costs.
3. That the City Solicitor be instructed to prepare the necessary agreement and authorizing bylaw for the property tax exemption as detailed in this report.

CR12-143 Exemption Request for Leased Locations of Regina Public Library
(Bylaw 2012-71)

Recommendation

1. That a property tax exemption for 2012 be provided to the Regina Public Library for the portion of the property at 331 Albert Street that they occupy and use as a library branch location;
2. That the City Solicitor be instructed to amend Bylaw No. 2012-27 being *The Properties Exempt From Taxation Bylaw, 2012* to add the property at 331 Albert Street to the list of 2012 annual tax exemptions;
3. That the portions of property that are leased and occupied by the Regina Public Library be placed on the Annual Exemption Bylaw in 2013 and subsequent years.

2012-62 Bylaw No. 2012-62, The Heritage Property Tax Exemption for Property
Located at 2310 McIntyre Street Bylaw, 2012

2012-71 Bylaw No. 2012-71, *The Properties Exempt from Taxation Amendment
Bylaw, 2012*

2012-85 Bylaw No. 2012-85 The Regina Traffic Amendment Bylaw, 2012
(Related to CR12-105)

2012-92 2012-92, *The Regina Administration Amendment Bylaw, 2012 (No. 3)*

Enquiries

EN12-1 Response to Enquiry - Plans for Grant Drive

Recommendation

That this response be received and filed.



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EN12-2 Current Affordable Housing Policy

Recommendation

Would the Administration provide the following information:

With the cost of construction in recent years growing, and the average house price climbing, is the \$10,000 per home enough to provide the same incentive it originally did?

EN12-3 Recyclable Compostable Waste

Recommendation

That the Administration provide information on the high level costs to implement curb side compostable collection as part of Waste Plan Regina?

Communications/Petitions and Related Reports

CP12-15 CP12-15 Regina Regional Intersectoral Committee – Appointment to the Community Investment Review Consultative Group and the Community Leaders' Advisory Committee

Recommendation

That Brenda Bathgate be appointed as the Regina Regional Intersectoral Committee's appointment to the Community Investment Review Consultative Group and the Community Leaders' Advisory Committee for a term ending December 31, 2014.

Adjournment

AT REGINA, SASKATCHEWAN, MONDAY, AUGUST 20, 2012

AT A MEETING OF CITY COUNCIL

AT 5:30 PM

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

Present: Mayor Pat Fiacco, in the chair
Councillor Louis Browne
Councillor Fred Clipsham
Councillor John Findura
Councillor Michael Fougere
Councillor Jocelyn Hutchinson
Councillor Wade Murray
Councillor Mike O Donnell
Councillor Chris Szarka

Regrets: Councillor Sharron Bryce
Councillor Terry Hincks

Also in Attendance: City Clerk, Joni Swidnicki
Committee Assistant, Mavis Torres
A/Deputy City Manager, Chuck McDonald
City Manager, Glen Davies
City Solicitor, Byron Werry
Deputy City Manager, City Operations, Dorian Wandzura
Deputy City Manager, Community Planning & Development, Jason Carlston
Executive Director, Governance & Strategy, Jim Nicol

The meeting opened with a prayer.

Confirmation of Agenda

Councillor Michael Fougere moved, seconded by Councillor Wade Murray, AND IT WAS RESOLVED, that the agenda be approved and delegations listed be heard when called forward by the Mayor.

Adoption of Minutes

Councillor Michael Fougere moved, seconded by Councillor Chris Szarka, AND IT WAS RESOLVED, that the minutes for the meeting held on July 23, 2012 be adopted, as circulated.

Tabled Reports

CR12-120 Housing Amendment Incentives Policy Implementation and Administration
Bylaw Amendment (2012-65)

Recommendation

1. That a maximum of \$2.2 million drawdown be approved from the Social Development Reserve to provide the grants approved under the interim Housing Incentives Policy (Appendix A) in 2012.
2. That the City Solicitor be instructed to amend the Social Development Reserve provisions of Schedule A of Bylaw No. 2003-69 being *The Regina Administration Bylaw* to allow funding for affordable capital contributions provided pursuant to Council's approved housing incentive policy.

Councillor Fred Clipsham moved, AND IT WAS RESOLVED, that the recommendations of the Executive Committee contained in the report be concurred in.

Confirmation of Third Reading

2012-41 The Heritage Property Tax Exemption for Property Located at 1504 Victoria Avenue Bylaw, 2012

2012-58 The Regina Downtown Business Improvement District Amendment Bylaw, 2012

2012-59 The Regina Zoning Amendment Bylaw, 2012 (No. 13)

2012-60 The Regional Opportunities commission Amendment Bylaw, 2012

2012-63 The Waste Management Bylaw, 2012

2012-65 The Regina Administration Amendment Bylaw, 2012 (No. 2)

Councillor Jocelyn Hutchinson moved, seconded by Councillor Mike O'Donnell, that bylaws No. 2012-67, 2012-68, 2012-56, 2012-57, 2012-64 AND 2012-69 be read a third time.

Advertised Bylaws and Related Reports

DE12-71 Susan Birley - Regina Downtown Neighbourhood Plan

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. No questions were asked of the delegation.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw 9004, this brief was tabled until after consideration of CR12-121, a report from the Regina Planning Commission respecting the same subject.

DE12-72 Beryl Forgay - Regina Downtown Neighbourhood Plan

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. No questions were asked of the delegation.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw 9004, this brief was tabled until after consideration of CR12-121, a report from the Regina Planning Commission respecting the same subject.

DE12-73 Jeannie Mah - Regina Downtown Neighbourhood Plan

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. No questions were asked of the delegation.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw 9004, this brief was tabled until after consideration of CR12-121, a report from the Regina Planning Commission respecting the same subject.

DE12-74 Judith Veresuk - Regina Downtown Neighbourhood Plan

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. The delegation answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw 9004, this brief was tabled until after consideration of CR12-121, a report from the Regina Planning Commission respecting the same subject.

DE12-75 Joanne Havelock - Regina Downtown Neighbourhood Plan

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. No questions were asked of the delegation.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw 9004, this brief was tabled until after consideration of CR12-121, a report from the Regina Planning Commission respecting the same subject.

CR12-121 Regina Downtown Neighbourhood Plan - Amendments to Regina Development Plan Bylaw No. 7877 and Regina Zoning Bylaw No. 9250 (Bylaws 2012-67 and 2012-68)

Recommendation

1. That an amendment to Bylaw No. 7877 (Regina Development Plan), as generally provided in Appendix A of this report, be APPROVED.
2. That an amendment to Bylaw No. 9250 (Regina Zoning Bylaw), as generally provided in Appendix B of this report, be APPROVED.
3. That Map A3.1, Climate Controlled Pedestrian Linkages, on page 108 in Appendix 1, be removed from the Regina Development Plan, Part G, Regina Downtown Neighbourhood Plan.
4. That the Administration prepare an annual implementation progress report for submission to the Regina Planning Commission.
5. That the City Solicitor be directed to prepare the necessary bylaws to enact the amendments referenced in recommendation 1 and 2 of this report.

Councillor Michael Fougere moved that the recommendations of the Regina Planning Commission contained in the report be concurred in.

Councillor Michael Fougere moved, in amendment, seconded by Councillor Wade Murray, AND IT WAS RESOLVED, that the word "generally" be removed from both recommendation #1 and #2.

The main motion, as amended was put and declared CARRIED.

CR12-122 Applications for Zoning Bylaw and Concept Plan Amendments (12-Z-12; 12-CP-5) Harbour Landing Phase 7-1B - Portion of NW ¼ Section 2-17-20 W2M (Bylaw 2012-56)

Recommendation

1. That the proposed amendment to the Harbour Landing Concept Plan, as depicted on Figure 2.0, detailed on Figure 3.0 and dated April, 2012 (Attachments A-3.2 and A-3.3 to this report), be APPROVED.
2. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning the proposed Lot 17, as shown on the plan of proposed subdivision prepared by Midwest Surveys and dated March 26, 2012 (Attachment A-3.4), from Direct Control District DCD-12 (Suburban Narrow-Lot Residential) to R5 - Medium Density Residential, be APPROVED.
3. That pursuant to Section 18D.1.1 of the Zoning Bylaw, City Council waive the requirement to post a public notification sign on the subject lands, due to the current unavailability of direct public access to the subject lands.
4. That the City Solicitor be directed to prepare the necessary bylaw to enact the subject Zoning Bylaw amendment.

Councillor Michael Fougere moved, AND IT WAS RESOLVED, that the recommendations of the Regina Planning Commission contained in the report be concurred in.

CR12-123 Application for Zoning Bylaw Amendments (12-Z-09) – Riverbend Subdivision
1902 Heseltine Road (Bylaw 2012-57)

Recommendation

1. That the application to amend *Regina Zoning Bylaw No. 9250* as follows, be APPROVED:
 - a. Rezoning of Lot K, as shown on the attached plan of proposed subdivision (prepared by Scott Colvin S.L.S and dated June 1, 2012), from UH - Urban Holding to R6 - Residential Multiple Housing;
 - b. Rezoning of municipal reserve land labelled as MR4 as shown on the attached plan of proposed subdivision (prepared by Scott Colvin S.L.S and dated June 1, 2012), from UH - Urban Holding to PS - Public Service;
 - c. Rezoning of Environmental Reserve land labelled as ER2 as shown on the attached plan of proposed subdivision (prepared by Scott Colvin S.L.S and dated June 1, 2012), from UH - Urban Holding to FW – Floodway; and
 - d. Rezoning of parcel L2 labelled as L2 as shown on the attached plan of proposed subdivision (prepared by Scott Colvin S.L.S and dated June 1, 2012), from UH - Urban Holding to FW – Floodway.
2. That the City Solicitor be directed to prepare the necessary bylaws to authorize the respective Zoning Bylaw amendment.

Councillor Michael Fougere moved, AND IT WAS RESOLVED, that the recommendations of the Regina Planning Commission contained in the report be concurred in.

CR12-124 Application for Discretionary Use Approval and Zoning Bylaw Amendment (12-DU-1/ 12-Z-15) Accommodation of Office Building for Proposed “Office, Industrial” and “Research and Development” Uses in OA zone and Rezoning from IP to OA Zone4521, 4545 and 4561 Parliament Avenue (Bylaw 2012-69)

Recommendation

1. That the application to amend *Regina Zoning Bylaw No. 9250* as follows be APPROVED:
 - a) That the proposed rezoning of Parcels W2, W3, and W4 in Plan No. 102067949 (being 4521, 4545, and 4561 Parliament Avenue) from IP-Prestige Industrial to OA-Office Area Zone be APPROVED;
2. That the proposed discretionary use for Parcel W2, Plan No. 102067949 to accommodate Industry Office and Research and Development within a 3716 m² (40,000 ft²) office building be APPROVED, subject to the following conditions;
 - a) The development shall conform to plans attached to this report in Attachments A 3.1, 3.2.1 and 3.2.2;
 - b) Prior to issuance of a building permit, the developer shall pay \$7000 per parking stall in excess of the maximum standard pursuant to the OA-Office Area Zone; and
 - c) The development shall conform to standards and regulations contained in *Regina Zoning Bylaw No. 9250*.

3. That the proposed discretionary use for Parcel W2, Plan No. 102067949 to accommodate Industry Office and Research and Development comply with all Transport Canada regulations.

Councillor Michael Fougere moved, AND IT WAS RESOLVED, that the recommendations of the Regina Planning Commission contained in the report be concurred in.

CR12-125 Contract Zone Application (12-CZ-4) - Proposed Cultural Arts Centre with Licensed Restaurant, Performance Venue and Live/Work Units, 1621 11th Avenue (Bylaw 2012-64)

Recommendation

1. That the application to amend the *Regina Zoning Bylaw No. 9250* to rezone 1621 11th Avenue, being Lots 1-4 in Block 302, Plan No. Old 33, from LC3 – Local Commercial to C – Contract be APPROVED and that the contract zone agreement between the City of Regina and the applicant contain the following terms:
 - a. The uses shall be restricted to: a cultural arts centre with a combined licensed restaurant and performance venue, eight live/work units, and any permitted or discretionary uses within the LC3 zone. Each live/work unit shall include an artist studio with at least one person residing in that unit;
 - b. The cultural arts centre/licensed restaurant and performance venue shall have a maximum seating capacity of 125;
 - c. The site shall contain a minimum of eight parking stalls in perpetuity;
 - d. The development shall be consistent with the attached plans contained in Appendices 3.1, 3.2, 3.3 and 3.4;
 - e. Any zoning related detail not specifically addressed in the contract zone agreement shall be subject to applicable provisions of *Regina Zoning Bylaw No. 9250*;
 - f. The approval to initiate the proposed development shall be valid for a period of two years from the date of the bylaw authorizing the zoning amendment and contract zone agreement; and
 - g. The agreement shall be registered in the city's interest at the applicant's cost pursuant to section 69 of *The Planning and Development Act, 2007*.
2. That the City Solicitor be directed to prepare the necessary bylaw to enact the above-referenced Zoning Bylaw amendment.

Councillor Michael Fougere moved, AND IT WAS RESOLVED, that the recommendations of the Regina Planning Commission contained in the report be concurred in.

2012-67	The Regina Zoning Amendment Bylaw, 2012 (No. 25)
2012-68	The Regina Development Plan Amendment Bylaw, 2012 (No. 4)
2012-56	The Regina Zoning Amendment Bylaw, 2012 (No. 20)
2012-57	The Regina Zoning Amendment Bylaw, 2012 (No. 21)
2012-64	Proposed Zoning Bylaw Amendment, 2012 (No. 23)
2012-69	Proposed Zoning Bylaw Amendment, 2012 (No. 26)

Councillor Jocelyn Hutchinson moved, seconded by Councillor Fred Clipsham, AND IT WAS RESOLVED, that Bylaws No. 2012-67, 2012-68, 2012-56, 2012-57, 2012-64 and 2012-69 be introduced and read a first time.

Bylaws read a first time.

Councillor Jocelyn Hutchinson moved, seconded by Councillor Michael Fougere, AND IT WAS RESOLVED, that Bylaws No. 2012-67, 2012-68, 2012-56, 2012-57, 2012-64 and 2012-69 be read a second time.

Bylaws read a second time.

Councillor Jocelyn Hutchinson moved, seconded by Councillor John Findura, that City Council hereby consents to Bylaws 2012-41, 2012-58, 2012-59, 2012-60, 2012-63 and 2012-65 going to third reading at this meeting.

The motion was put and declared CARRIED UNANIMOUSLY.

Councillor Jocelyn Hutchinson moved, seconded by Councillor Wade Murray that Bylaws No. 2012-41, 2012-58, 2012-59, 2012-60, 2012-63 and 2012-65 be read a third time.

Delegations and Related Reports

DE12-76	Colin Stewart Acquisition of South East Lands from the Saskatchewan Housing Corporation
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Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. No questions were asked of the delegation.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw 9004, this brief was tabled until after consideration of CR12-126, a report from the Executive Committee respecting the same subject.

CR12-126 Acquisition of South East Lands from Saskatchewan Housing Corporation

Recommendation

1. That the purchase of the land described in this Report from the Saskatchewan Housing Corporation be approved.
2. That City Manager or his designate be authorized to negotiate and finalize the details of the land sale agreement.
3. That the City Solicitor be instructed to prepare the land sale agreement and the City Clerk be authorized to enter into the agreement on behalf of the City.
4. That the City Manager or his designate be authorized to request that the Saskatchewan Housing Corporation release the funds held in trust, from the Windsor Park Phase IV development agreement to the Social Development Reserve.
5. That the \$7.825 million purchase price be funded by way of \$7.3 million from the Social Development Reserve and the remainder of \$525,000 be funded from the General Fund Reserve.
6. That revenue realized from the development of this land be used to meet the commitments of the Social Development Reserve.

Councillor Jocelyn Hutchinson moved, AND IT WAS RESOLVED, that the recommendations of Executive Committee contained in the report be concurred in.

Committee Reports

Regina Planning Commission

CR12-127 Application for Discretionary Use Approval (11-DU-8) - Proposed Retail Office Use over 1,000 m² in MAC zone - 3725 East Quance Street

Recommendation

That the discretionary use application for a retail use with a gross floor area greater than 1,000 m² in a proposed commercial building to be located at 3725 East Quance Street, being Block G, Plan 101946281, be APPROVED, and that a Development Permit be issued subject to the following conditions:

- a) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*;
- b) The development shall be consistent with the plans attached to this report labelled Appendix 1 to 3.3 inclusive, prepared by Dura Construction Limited and dated July 13, 2012.

Councillor Michael Fougere moved, AND IT WAS RESOLVED, that the recommendations of the Regina Planning Commission contained in the report be concurred in.

Informational Reports

IR12-12	2012 Semi-Annual Review of Closed Executive Committee Items
---------	---

Recommendation

That this report be received and filed

Councillor Jocelyn Hutchinson moved, AND IT WAS RESOLVED, that the recommendations of Executive Committee contained in the report be concurred in.

Bylaws and Related Reports

2012-72	The City of Regina Condominium Policy Amendment Bylaw, 2012
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2012-73	Application for Zoning Bylaw Amendment (12-Z-3) - Maple Ridge Phase 8 - Part of Parcel A, Plan No. 78R53005 and Part of SW 1/4 Section 10-18-20-2
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Councillor Jocelyn Hutchinson moved, seconded by Councillor Chris Szarka, AND IT WAS RESOLVED, that Bylaws No. 2012-72 and 2012-73 be introduced and read a first time.

Bylaws read a first time.

Councillor Jocelyn Hutchinson moved, seconded by Councillor Louis Browne, AND IT WAS RESOLVED, that Bylaws No. 2012-72 and 2012-73 be read a second time.

Bylaws read a second time.

Councillor Jocelyn Hutchinson moved, seconded by Councillor Fred Clipsham, that City Council hereby consents to Bylaws 2012-72 and 2012-73 going to third reading at this meeting.

The motion was put and declared CARRIED UNANIMOUSLY.

Councillor Jocelyn Hutchinson moved, seconded by Councillor Michael Fougere that Bylaws No. 2012-72 and 2012-73 be read a third time.

Enquiries

EN12-1	Councillor Browne - Plans for Grant Drive
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That this enquiry be lodged.

Adjournment

Councillor Fred Clipsham moved, seconded by Councillor John Findura, AND IT WAS RESOLVED, that this meeting adjourn.

City Council adjourned at 7:08 PM.

Mayor

City Clerk

September 11, 2012

**RE: Concept Plan Amendments and Rezoning (12-CP-3, 12-CP-4)
Harbour Landing Phase 6, Phase 8 & Phase 9**

Good evening your Worship, and City Councilors. My name is Paul Moroz, I am the Development Manager for Dundee Developments.

I am here in support of the proposed Concept Plan Amendments and re-zoning for Harbour Landing Phases 6, 8 & 9. Approvals for these phases constitute approximately 1100 housing units in a variety of land uses.

I have prepared a brief presentation to illustrate the intention of these approvals. The local housing market has gone through a very rapid evolution in the last 5-6 years, and the package before you will highlight some of the changes, as well as the opportunity these new phases can realize.

The first two pages of the package include the proposed revised concept plan as well as a marketing plan that shows the overall development. These are included for your reference.

The third page includes an existing phase, phase 4-2. Phase 4-2 represents a successful evolution of the market. Recently, changes were made to the R5 land use zone to permit fee simple town-homes and semi-detached units. The front yard setbacks are reduced; the density is increased and the units lend well to an attractive streetscape. Examples of the units constructed in this phase are on

pages 4, 5 & 6. We will continue with this type of development in new and current phases.

On Pages 7 & 8 are some examples of what is possible on narrow detached DCD-12 lane lots. The demand for these types of units is strong, and many of these homes include secondary suites. We also intend to follow this trend on future phases.

On Page 9 & 10 & 11 are some of the proposed projects for Phase 8. The first, on page 9 is an R5 modern styled, fourplex, town-home. It sits on a fee simple arrangement across the street from a similarly styled R6 apartment condominium, page 10.

On page 11 is an R6 lane lot street layout. These lots are approximately 100-110 feet wide. The builder is working on plans for 3 storey, 10-plexes where 5 units face the street, and 5 units face the lane, effectively doubling the density. The lane is enhanced with streetlights and street trees, creating a safe, pedestrian oriented environment, as well as accommodating all the parking required in an R6 zone.

And last on page 12, is a marketing campaign for project we're working on for the existing phase 7 as well as future phases. We've labeled the project "porchscape", as it will predominantly feature DCD12 and R5 lane homes, many

with a front porch. We've received considerable interest in this project and have sold all of the first 280 lots.

In Harbour Landing, the evolution of the market is expressed by increases in both density and diversity.

Within Harbour Landing we have the following housing forms:

R1 – Walkout lots.

R1 – 40-50' lots

R5 – semi-detached townhomes

R5 – 4, 5 & 6 plex attached townhomes

R6 – rental apartments

R6 – walkout townhomes

R6 – Luxury Apartment condos

R6 – Pocket park entry level Townhomes

R5 – Three-plex stacked condominiums

R6 – 13 plex condominium

DCD 12 - Narrow lot lane – single detached

DCD 12 – Narrow lot non-Lane – single detached

DCD 12 – 40' x 80' wide-shallow lot – single detached

R6 – 100' lots

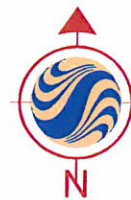
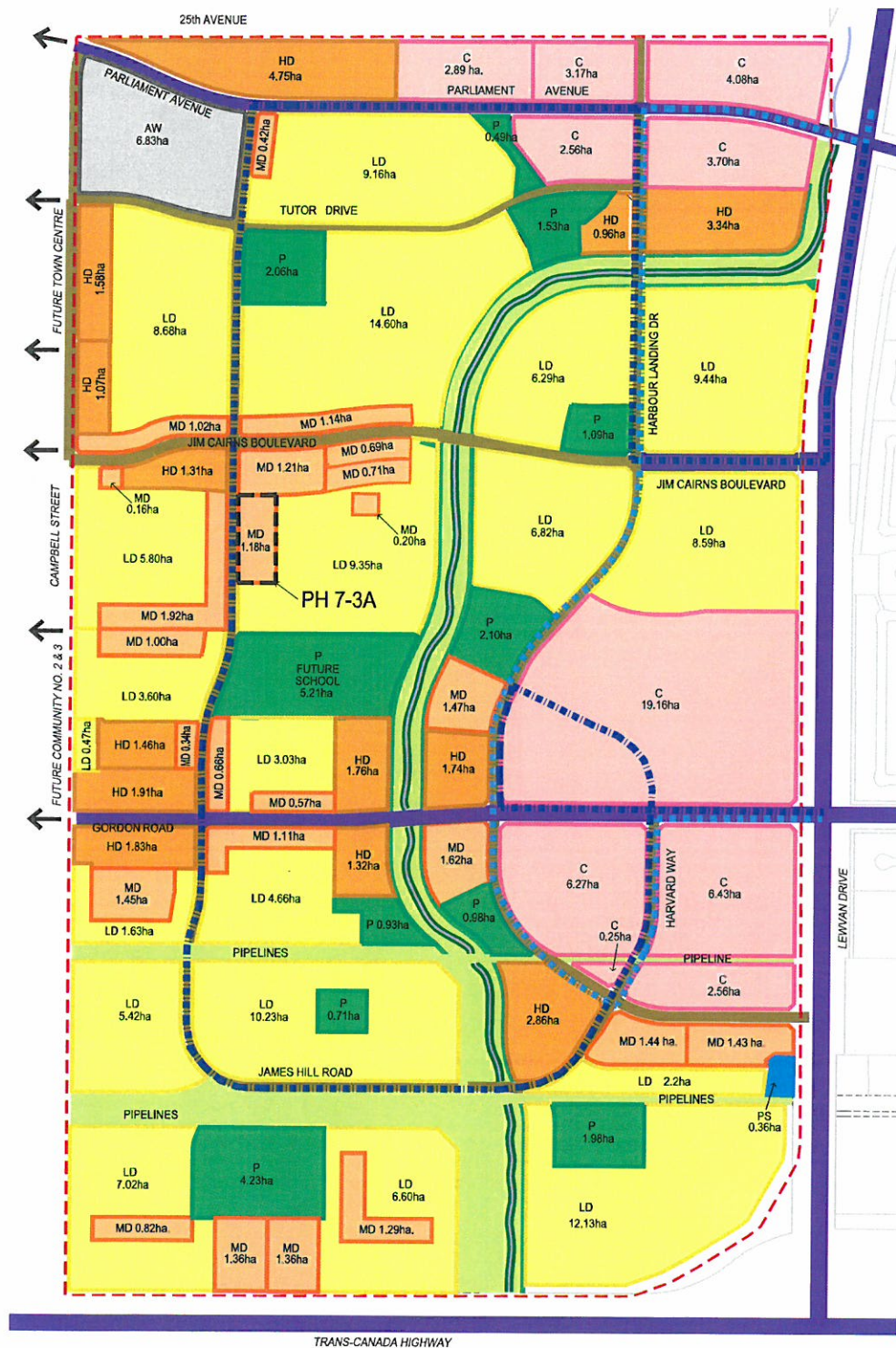
Multiple R6 apartment style condos.

Secondary suites in both the R1 and DCD12 zones.

and more diversity to come....

To summarize, the housing market, as we all know has undergone a significant change. As developers and builders we have had to change and continue to change to respond to the new market. We've had some successes and look forward to further evolution. Finally, I suggest that the new recipe for success is increased density and diversity.

We look for your support on the proposed approval, and I am available to answer any questions.



LEGEND

1. LAND USE

- PROPOSED**
- LD Low Density Residential Up to 25 U/ha
 - MD Medium Density Residential 25-50 U/ha
 - HD High Density Residential Over 50 U/ha
 - P Park Space/Storm Water
 - C Commercial
 - ER Environmental Reserve Pipeline R.O.W. Storm Channel
 - AW Approval Withheld
 - PS Public Service

2. LINEAR AND STRUCTURAL ELEMENTS

- Arterial Roads
- Collector Roads
- Concept Plan Boundaries
- Phase 7-3A
- Potential Bus Route Phase 1
- Potential Bus Route Phase 2

3. DEMOGRAPHIC INFORMATION

a) Projected Population	13070
b) Number of Dwelling Units	
Single Family	2563
Multi Family	2238
Total	4801
c) Projected School Population	
Elementary	1538
High School	507
Total	2045

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1:12500

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2012-08-22 02:07PM By: jhovdebo

AUGUST, 2012
113100100

ORIGINAL SHEET - ANSI A



Stantec

Stantec Consulting Ltd.

300, 1919 Rose Street
Regina SK Canada
S4P 3P1
Tel. 306.781.6350
Fax. 306.359.0233
www.stantec.com



Client/Project

DUNDEE DEVELOPMENTS
HARBOUR LANDING CONCEPT PLAN

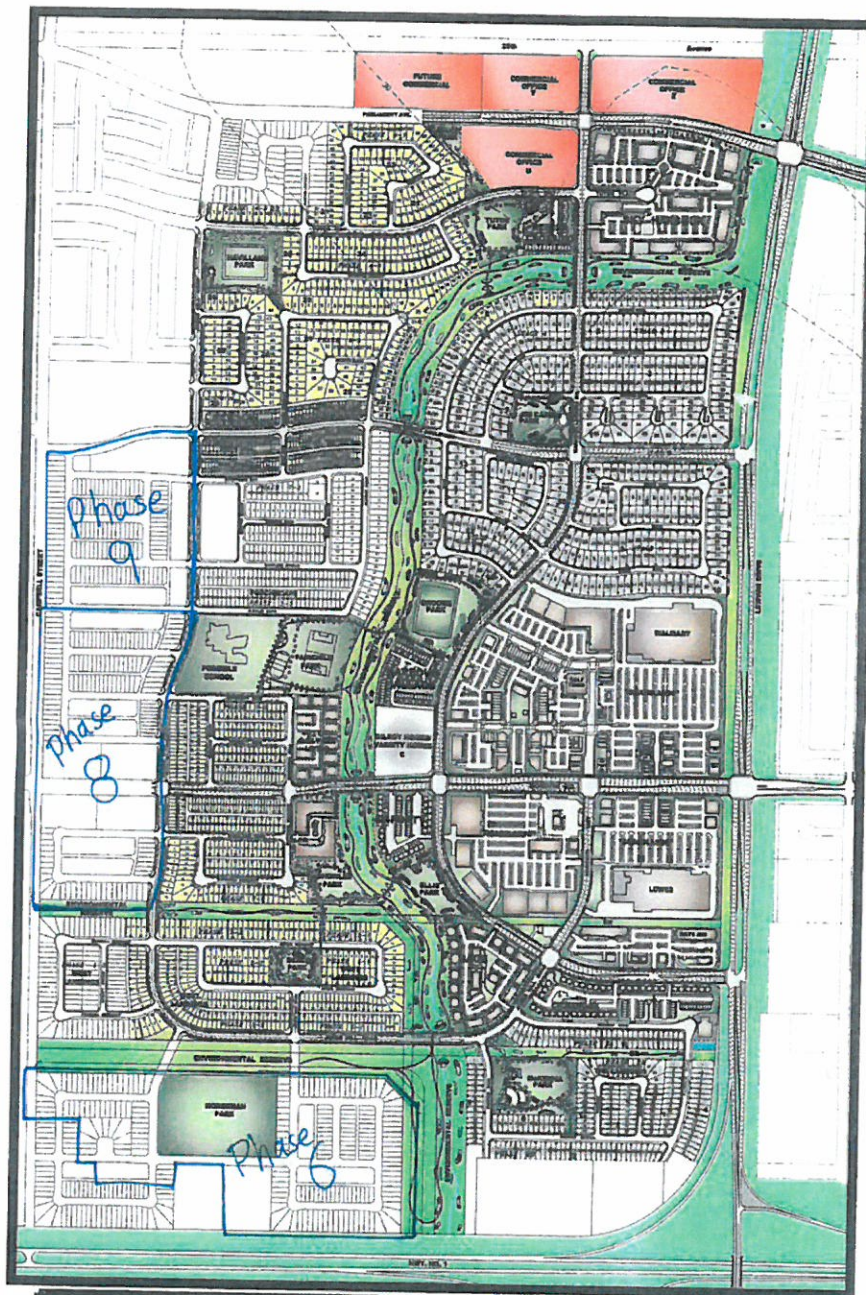
Figure No.

2.2

Title

CONCEPT PLAN
TRANSIT ROUTING

Harbour Landing



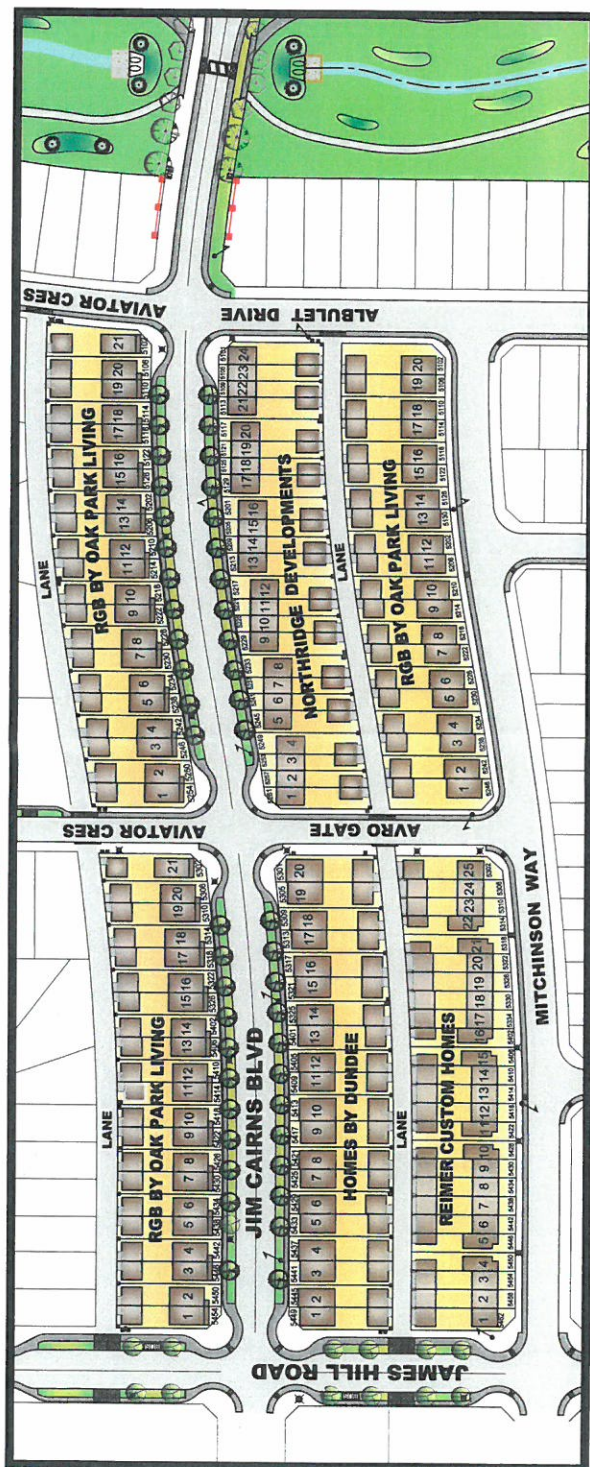
LEGEND

EXISTING DEVELOPMENT (SOLID)	MUNICIPAL RESERVE	SUBDIVISION FENCING
EXISTING DEVELOPMENT (FOR SALE)	ENVIRONMENTAL RESERVE	WOODLAND FENCING
FUTURE DEVELOPMENT	LIFT STATION	WOOD FENCE
COMMERCIAL	CELL TOWER	WALKWAY (FEATURING)
		PARTIAL WALKWAY (REFER TO GRADING PLANS)
		NOISE EXPOSURE + SILENT RAIN CONTOUR



CONCEPT PLAN
DETAILS MAY VARY





March 27, 2012

**DETAILS MAY VARY
SUBJECT TO CHANGE**



THE pathways



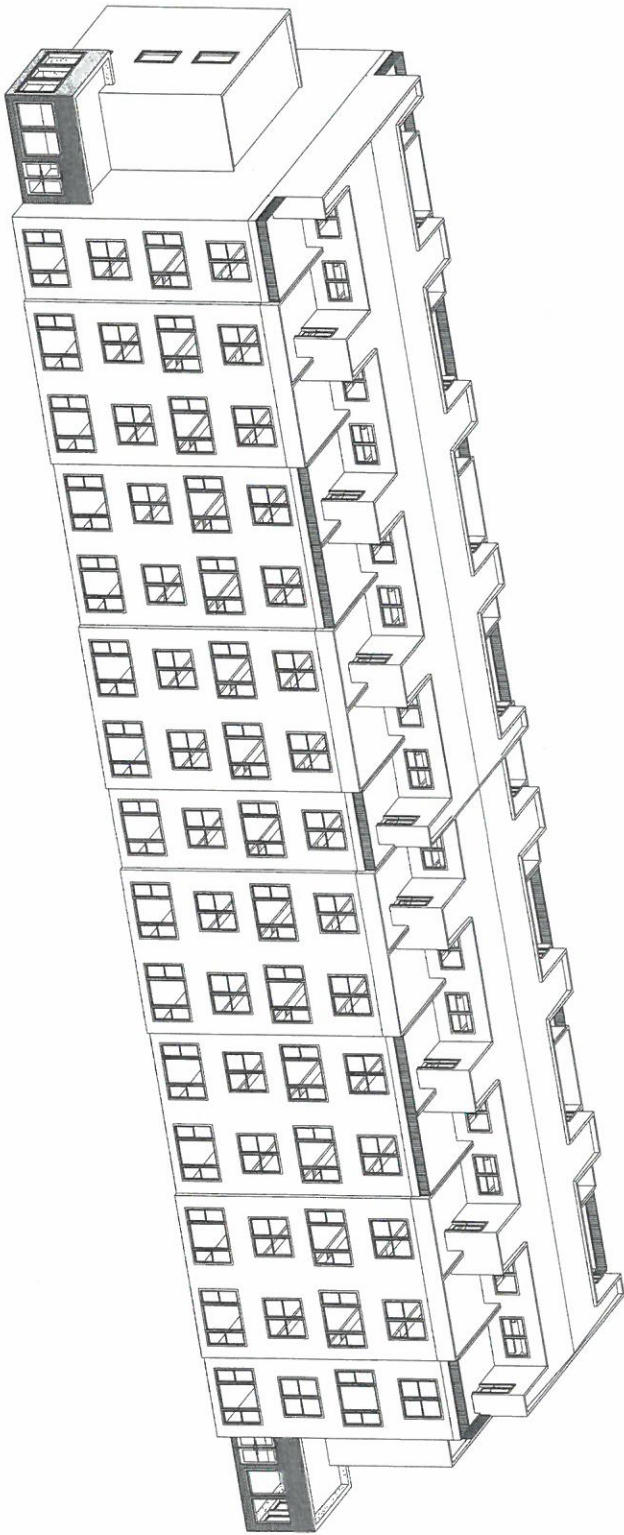












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Guerdon
 BUILDINGS, LLC
 3800 ECHOLS AVE. SUITE 200, EL PASO, TX 79907
 TEL: 972.781.1000 FAX: 972.781.1001
 WWW.GUARDONBUILDINGS.COM
 GUARDON BUILDINGS, LLC IS AN EQUAL OPPORTUNITY AFFIRMATIVE ACTION EMPLOYER. MINORITIES AND WOMEN ARE ENCOURAGED TO APPLY.

Project Name: _____
 Designer: _____
 Date: _____

Client Name: _____
 Address: _____
 City: _____
 State: _____
 Zip: _____

Revision Schedule
 Date: _____
 Title: _____

Drawing Title
Exterior Elevations

DESIGNED BY: Designer
 PREPARED BY: DATE: 1
 LAST REVISION DATE: 06/20/10
 Sheet No.

A-0-2.2

PRELIMINARY



1 typical landscape concept
N.T.S.

Harbour Landing; Phase 8 Stage 1 Regina, S.K.

proposed typical street and lane landscape concept

PORCHSCAPE

Fall 2012

Harbour
Landings



ARTISAN • DAYTONA • PACESETTER • SPRING GREEN
CENTURY WEST • DUNDEE • NORTHRIDGE • OAK PARK LIVING • TRADEMARK

September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Applications for Zoning Bylaw and Concept Plan Amendments
Harbour Landing - Phase 6, Stages 1 and 2; Phase 8, Stages 1 and 2; and Phase 9
Portions of W ½ Section 2-17-20 W2M and Parcel X, Plan No. 101926436

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
- AUGUST 22, 2012**

1. That the proposed amendments to the Harbour Landing Concept Plan, as depicted on Figures 2.0, 2.1 and 2.2 and dated June 2012 (Appendices 3.1, 3.2 and 3.3 to this report) be APPROVED.
2. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning from UH - Urban Holding to the following specified zone designations for the lands contained within the Harbour Landing Phase 6 subdivisions, be APPROVED:

(a) Harbour Landing Phase 6, Stage 1 (as shown on the plan attached as Appendix 4.1)

- i) **To Direct Control District DCD-12 - Suburban Narrow-Lot Residential**
 - Lots 41 to 67 in Block 50;
 - All of Blocks 50A and 51;
 - Lots 1 to 12 in Block 52; and
 - Lots 1 to 18 in Block 53;
- ii) **To DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)**
 - Lots 1 to 40 and Walkway W1 in Block 50;
- iii) **To R5 - Medium Density Residential**
 - Lot/Parcel C in Block 52;
 - Lot/Parcel B in Block 53; and
 - Block/Parcel A;
- iv) **To PS - Public Service**
 - Environmental Reserve ER15;

(b) Harbour Landing Phase 6, Stage 2 (as shown on the plan attached as Appendix 4.2)

- i) **To Direct Control District DCD-12 - Suburban Narrow-Lot Residential**
 - Lots 1 to 4 in Block 54;
 - Lots 1 to 13 and Lots 21 to 41 in Block 56; and
 - Lots 20 to 24 in Block 57;
- ii) **To DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)**
 - Lots 1 to 19 in Block 57;

- iii) **To R5 - Medium Density Residential**
 - Lot/Parcel E in Block 55;
 - iv) **To PS - Public Service**
 - Environmental Reserves ER16 and ER17; and
 - Municipal Reserve MR5.
3. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning from UH - Urban Holding to the following specified zone designations for the lands contained within the Harbour Landing Phase 8 subdivisions, be APPROVED:
- (a) Harbour Landing Phase 8, Stage 1 (as shown on the plan attached as Appendix 4.3)
- i) **To Direct Control District DCD-12 - Suburban Narrow-Lot Residential**
 - Lots 20 to 29 in Block 58;
 - Lots 1 to 8 in Block 59; and
 - Lots 1 to 10 in Block 60;
 - ii) **To DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)**
 - Lots 1 to 19 in Block 58;
 - iii) **To R5 - Medium Density Residential**
 - Lots E and F in Block 59; and
 - Lots 1 to 10 in Block 61;
 - iv) **To R6 - Residential Multiple Housing**
 - Lots A and B in Block 58;
 - Lots C and D in Block 60; and
 - Lots G and H in Block 61;
- (b) Harbour Landing Phase 8, Stage 2 (as shown on the plan attached as Appendix 4.4)
- i) **To Direct Control District DCD-12 - Suburban Narrow-Lot Residential**
 - Lots 11 to 25 in Block 60;
 - All of Block 62; and
 - Lots 1 to 27 in Block 63;
 - ii) **To R5 - Medium Density Residential**
 - Lot J in Block 63.
4. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning from UH - Urban Holding to the following specified zone designation for the lands contained within the Harbour Landing Phase 9 subdivision (as shown on the plan attached as Appendix 4.5), be APPROVED:
- i) **To Direct Control District DCD-12 – Suburban Narrow-Lot Residential**
 - Lots 1 to 21 in Block 64;
 - Lots 1 to 17 in Block 65;
 - All of Blocks 66 and 67; and
 - Lots 1 to 28 in Block 68;

- ii) **To R5 – Medium Density Residential**
 - Lots R and S in Block 64;
 - Lot Q in Block 65; and
 - Lot P in Block 69;
 - iii) **To R6 – Residential Multiple Housing**
 - Lot N in Block 69.
5. That pursuant to Section 18D.1.1 of the Zoning Bylaw, City Council waive the requirement to post public notification signs on the subject lands, due to their remoteness from surrounding urban development within the City of Regina.
6. That the City Solicitor be directed to prepare three separate bylaws to enact the subject Zoning Bylaw amendments for each of Phases 6, 8 and 9, as documented in recommendations 2, 3 and 4, respectively.

REGINA PLANNING COMMISSION – AUGUST 22, 2012

Paul Moroz, representing Dundee Developments, and George Tsougrainis, representing Stantec, addressed the Commission.

The Commission adopted a resolution to concur in the recommendation contained in the report.

Councillors: Michael Fougere, Mike O'Donnell and Chris Szarka; Commissioners: David Edwards, Phil Evans, Mark McKee, Ron Okumura, Phil Selenski and Laureen Snook were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on August 22, 2012, considered the following report from the Administration:

RECOMMENDATION

1. That the proposed amendments to the Harbour Landing Concept Plan, as depicted on Figures 2.0, 2.1 and 2.2 and dated June 2012 (Appendices 3.1, 3.2 and 3.3 to this report) be APPROVED.
2. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning from UH - Urban Holding to the following specified zone designations for the lands contained within the Harbour Landing Phase 6 subdivisions, be APPROVED:
 - (a) Harbour Landing Phase 6, Stage 1 (as shown on the plan attached as Appendix 4.1)
 - i) **To Direct Control District DCD-12 - Suburban Narrow-Lot Residential**
 - Lots 41 to 67 in Block 50;
 - All of Blocks 50A and 51;
 - Lots 1 to 12 in Block 52; and
 - Lots 1 to 18 in Block 53;

ii) **To DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)**

- Lots 1 to 40 and Walkway W1 in Block 50;

iii) **To R5 - Medium Density Residential**

- Lot/Parcel C in Block 52;
- Lot/Parcel B in Block 53; and
- Block/Parcel A;

iv) **To PS - Public Service**

- Environmental Reserve ER15;

(b) Harbour Landing Phase 6, Stage 2 (as shown on the plan attached as Appendix 4.2)

i) **To Direct Control District DCD-12 - Suburban Narrow-Lot Residential**

- Lots 1 to 4 in Block 54;
- Lots 1 to 13 and Lots 21 to 41 in Block 56; and
- Lots 20 to 24 in Block 57;

ii) **To DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)**

- Lots 1 to 19 in Block 57;

iii) **To R5 - Medium Density Residential**

- Lot/Parcel E in Block 55;

iv) **To PS - Public Service**

- Environmental Reserves ER16 and ER17; and
- Municipal Reserve MR5.

3. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning from UH - Urban Holding to the following specified zone designations for the lands contained within the Harbour Landing Phase 8 subdivisions, be APPROVED:

(a) Harbour Landing Phase 8, Stage 1 (as shown on the plan attached as Appendix 4.3)

i) **To Direct Control District DCD-12 - Suburban Narrow-Lot Residential**

- Lots 20 to 29 in Block 58;
- Lots 1 to 8 in Block 59; and
- Lots 1 to 10 in Block 60;

ii) **To DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)**

- Lots 1 to 19 in Block 58;

iii) **To R5 - Medium Density Residential**

- Lots E and F in Block 59; and
- Lots 1 to 10 in Block 61;

iv) **To R6 - Residential Multiple Housing**

- Lots A and B in Block 58;
- Lots C and D in Block 60; and
- Lots G and H in Block 61;

(b) Harbour Landing Phase 8, Stage 2 (as shown on the plan attached as Appendix 4.4)

i) **To Direct Control District DCD-12 - Suburban Narrow-Lot Residential**

- Lots 11 to 25 in Block 60;
- All of Block 62; and
- Lots 1 to 27 in Block 63;

ii) **To R5 - Medium Density Residential**

- Lot J in Block 63.

4. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning from UH - Urban Holding to the following specified zone designation for the lands contained within the Harbour Landing Phase 9 subdivision (as shown on the plan attached as Appendix 4.5), be APPROVED:

i) **To Direct Control District DCD-12 – Suburban Narrow-Lot Residential**

- Lots 1 to 21 in Block 64;
- Lots 1 to 16 in Block 65;
- All of Blocks 66 and 67; and
- Lots 1 to 28 in Block 68;

ii) **To R5 – Medium Density Residential**

- Lots R and S in Block 64;
- Lot Q in Block 65; and
- Lot P in Block 69;

iii) **To R6 – Residential Multiple Housing**

- Lot N in Block 69.

7. That pursuant to Section 18D.1.1 of the Zoning Bylaw, City Council waive the requirement to post public notification signs on the subject lands, due to their remoteness from surrounding urban development within the City of Regina.
8. That the City Solicitor be directed to prepare three separate bylaws to enact the subject Zoning Bylaw amendments for each of Phases 6, 8 and 9, as documented in recommendations 2, 3 and 4, respectively.
9. That this report be forwarded to the September 17, 2012 City Council meeting to allow sufficient time for advertising of the required public notices for the subject concept plan and Zoning Bylaw amendments.

CONCLUSION

The proposed amendments to the Harbour Landing Concept Plan are required to accommodate an increase and redistribution of residential densities associated with each of the rezoning applications for two stages of subdivision in both Phases 6 and 8 and for the proposed Phase 9 subdivision. The amendments are consistent with policy objectives under the Official Community Plan that support more sustainable and compact suburban communities, the

accommodation of a broader range of housing options and more safe, secure and pedestrian-friendly environment.

BACKGROUND

Applications have been received concurrently for Zoning Bylaw amendments pertaining to the following phases of subdivision, contained within the Harbour Landing Concept Plan:

- the first two stages of the Harbour Landing Phase 6 subdivision (File No. 12-Z-10);
- two stages that constitute the Harbour Landing Phase 8 subdivision (File No. 12-Z-7); and
- the Harbour Landing Phase 9 subdivision (File No. 12-Z-17).

A related application for amendments to the Harbour Landing Concept Plan has also been received. The concept plan was originally approved by City Council on August 20, 2007, with the most recent substantial amendments having been adopted on September 19, 2011.

The subject amendments are being considered pursuant to *Regina Zoning Bylaw No. 9250*, *Regina Development Plan Bylaw No. 7877* (Regina's Official Community Plan, or OCP) and *The Planning and Development Act, 2007*.

The related subdivision applications are being considered by the Administration in accordance with Bylaw No. 2003-3, by which subdivision approval authority has been delegated to the Development Officer.

DISCUSSION

Harbour Landing Phase 6

The proposed Phase 6, Stage 1 subdivision contains a total area of 13.59 hectares (ha), with a gross density of approximately 16.7 units/ha. It consists of 133 detached residential lots, a total of 2.13 ha devoted to medium-density residential on three separate parcels and 4.12 ha to be dedicated as Environmental Reserve ER15, which will accommodate existing petroleum and natural gas pipeline corridors. The proposed subdivision also includes two dedicated walkways: W1, extending from the intersection of Beacon Way and Crane Crescent, east to ER15; and W2, extending from the intersection of Cornell Gate and Crane Crescent, westward to Municipal Reserve MR5 in Stage 2.

The proposed Phase 6, Stage 2 subdivision contains a total area of 11.80 ha, with a gross density of approximately 6.2 units/ha. It consists of 62 detached residential lots, 0.30 ha devoted to medium-density residential, 3.39 ha to be dedicated as Environmental Reserve (ER16 and ER17) and 3.86 ha to be dedicated as Municipal Reserve MR5.

The proposed subdivisions contain a total of four medium-density parcels, three of which are intended to accommodate street-fronting multiple-unit (semi-detached or townhouse) dwellings, which parcels will be further subdivided to provide a separate lot for each dwelling unit. The latter three parcels represent an increase in density from what is identified under the current concept plan, with the affected lands having been identified for low-density residential development.

It is noted that the approved Harbour Landing Concept Plan contemplates a further extension of the Phase 6 subdivision to include “ramp lands” that currently form part of the TransCanada Highway right-of-way and which are situated within the Rural Municipality of Sherwood No. 159. In order to accommodate a subsequent stage of subdivision, these lands would have to be acquired by the applicant from the provincial Crown and brought within the City boundary.

The subject lands are currently zoned UH - Urban Holding. The applicant has requested that the residential lands be rezoned as follows:

Zone	Stage 1	Stage 2
R5 - Medium Density Residential	Lot/Parcel C in Block 52 Lot/Parcel B in Block 53 Block/Parcel A	Lot/Parcel E in Block 55
DCD-12 – Suburban Residential Narrow-Lot Residential	Lots 41 to 67 in Block 50 All of Blocks 50A and 51 Lots 1 to 12 in Block 52 Lots 1 to 18 in Block 53	Lots 1 to 4 in Block 54 Lots 1 to 13 and Lots 21 to 41 in Block 56 Lots 20 to 24 in Block 57
DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)	Lots 1 to 40 and Walkway W1 in Block 50	Lots 1 to 19 in Block 57

Environmental Reserves ER15, ER16 and ER17 and Municipal Reserve MR5 will be rezoned to PS - Public Service.

Surrounding land uses include the TransCanada Highway right-of-way to the immediate south and southwest; lands within the Rural Municipality of Sherwood No. 159, further to the south and west; and lands under development or approved for low-density residential to the north and east.

Harbour Landing Phase 8

The proposed Phase 8, Stage 1 subdivision contains a total area of 9.58 hectares (ha), with a gross density of approximately 29.7 units/ha. It consists of 47 detached residential lots, 10 lots intended for street-fronting townhouse and/or semi-detached dwelling units, a total of 0.98 ha devoted to medium-density residential on two separate parcels and a total of 4.16 ha devoted to high-density residential on six separate parcels.

The proposed Phase 8, Stage 2 subdivision contains a total area of 4.60 ha, with a gross density of approximately 22.4 units/ha. It consists of 82 detached residential lots and one 0.61 ha parcel devoted to medium-density residential.

Although neither of these stages of subdivision contains Municipal Reserve parcels, the requirements for dedicated public open space will be achieved elsewhere within the Harbour Landing Concept Plan area. In proximity to the Phase 8 subdivisions, there will be a 2.62 ha park developed adjacent to the future school site, which is situated across from the Stage 2 subdivision on the east side of James Hill Road and south of Albulet Drive.

The proposed subdivisions incorporate a substantial redistribution of residential densities, compared to what is contemplated under the current Harbour Landing Concept Plan. As well, a significant high-density component will be introduced.

The subject lands are currently zoned UH - Urban Holding. The applicant has requested that the residential lands be rezoned as follows:

Zone	Stage 1	Stage 2
DCD-12 – Suburban Residential Narrow-Lot Residential	Lots 20 to 29 in Block 58 Lots 1 to 8 in Block 59 Lots 1 to 10 in Block 60	Lots 11 to 25 in Block 60 All of Block 62 Lots 1 to 27 in Block 63
DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)	Lots 1 to 19 in Block 58	None
R5 - Medium Density Residential	Lots E and F in Block 59 Lots 1 to 10 in Block 61	Lot J in Block 63
R6 - Residential Multiple Housing	Lots A and B in Block 58 Lots C and D in Block 60 Lots G and H in Block 61	None

Surrounding land uses include the TransGas pipeline corridor contained within an approved Environmental Reserve parcel to the immediate south of the Stage 1 subdivision; approved but undeveloped phases of Harbour Landing further to the south and to the east; the proposed Phase 9 subdivision to the north; and lands currently under agricultural production within the Rural Municipality of Sherwood No. 159, to the west.

Harbour Landing Phase 9

The proposed Phase 9 subdivision contains a total area of 9.59 hectares (ha), with a gross density of 25.44 units/ha. It consists of the following components:

- 130 detached residential lots;
- a total of 1.58 ha contained in four parcels for medium-density residential development, which parcels ultimately will be further subdivided to create separate, street-facing lots with rear lane access for individual townhouse or semi-detached dwelling units; and
- one parcel intended for high-density residential development, with an area of 1.18 ha.

As with the Phase 8 subdivisions, Phase 9 does not include any Municipal Reserve dedication. Again, the requirements for dedicated public open space will be achieved elsewhere in the Harbour Landing Concept Plan area. The two closest parks to Phase 9 are the aforementioned park adjacent to the future school site and a 1.88 ha park to be developed further to the north at the southeast corner of James Hill Road and Tutor Way.

This proposed subdivision also incorporates a redistribution of residential densities from what is contemplated under the current concept plan, and introduces a high-density component.

The subject lands are currently zoned UH - Urban Holding. The applicant has requested that the lands be rezoned as follows:

Direct Control District DCD-12 - Suburban Narrow-Lot Residential - Lots 1 to 21 in Block 64; Lots 1 to 16 in Block 65; All of Blocks 66 and 67; and Lots 1 to 28 in Block 68;

R5 - Medium Density Residential - Lots R and S in Block 64; Lot Q in Block 65; and Lot P in Block 69;

R6 - Residential Multiple Housing - Lot N in Block 69.

Surrounding land uses include the proposed Phase 8, Stage 2 subdivision to the south; the approved but undeveloped Phase 7 of Harbour Landing to the east, with lands intended for both low- and high-density residential development along the east side of James Hill Road; lands intended for future residential development in Harbour Landing to the north; and lands currently under agricultural production within the Rural Municipality of Sherwood No. 159, to the west.

Proposed Concept Plan Amendments/OCP Implications

As noted above and taken together, the proposed subdivisions incorporate a substantial redistribution of residential densities, compared to what is contemplated under the current Harbour Landing Concept Plan, and introduce a significant high-density component. Accordingly, the applicant has applied for amendments to the concept plan.

As a result of the proposed amendments, the overall population projection for Harbour Landing will increase to 13,085, compared to the applicant's projection of 12,241 under the current/approved concept plan and 9,526 under the original 2007 plan.

It is noted that the population projection for this proposal actually exceeds the 12,500 population contemplated for Community 1 (i.e., Harbour Landing) in the Southwest Sector Plan (Part B of the OCP), which is responsive to the broader policy objective of increasing residential density in suburban neighbourhoods. The increase in population from that projected in the Southwest Sector Plan for Harbour Landing from 12,500 to just over 13,000 is considered relatively minor. The proposed concept plan amendments are also consistent with the principles and policies for community development in the Sector Plan. Therefore, amendments to the Southwest Sector Plan are not required to accommodate the proposed concept plan amendments.

The corresponding increase in the number of dwelling units and the percentage split between single detached dwellings and multi-family units are documented in the following table.

Dwelling Unit Type (number of units)	2007 Plan Projection	Current Plan Projection	Proposed Projection	Percentage Change	
				From 2007	From Current
Single Detached	2,227	2,668	2,563	15.1	-3.9
Multi-unit	1,345	1,918	2,256	67.7	17.6
Total Units	3,572	4,586	4,819	34.9	5.1
Single/Total (%)	62.3	58.2	53.2	-14.6	-8.6
Multi/Total (%)	37.7	41.8	46.8	24.1	12.0

The projected decrease in the number of detached dwellings is due to the introduction of more multiple-unit housing. Although the proposed concept plan amendments include high-density components, there has been an increasing shift to medium-density housing in the form of street fronting semi-detached and townhouse dwelling units on individual lots with rear lane access. It is further noted that these housing forms are responsive to OCP policies that encourage street fronting development along collector roads and transit routes, in order to maintain "eyes on the

street” and a sense of ownership as per CPTED (Crime Prevention through Environmental Design) principles. As such, they create a positive alternative to walled collectors and neighbourhood cells.

The proposed amendments are also consistent with the following policy objectives contained in Part A of the OCP:

- to increase the energy efficiency of the city through the land use planning process;
- to achieve a compact urban form by favouring developments of new areas with higher densities;
- to promote the development of sustainable suburban neighbourhoods;
- to achieve a mix of housing types and densities to suit different lifestyles, income levels and special needs in existing and future neighbourhoods; and
- to facilitate the development and integration of a range of housing types and prices.

As with other previous phases of subdivision in Harbour Landing, the applicant will be expected to confirm that adequate servicing capacity is available to accommodate the increase and redistribution of residential density in the subject phases, as well as addressing associated traffic impacts, prior to the City’s approval of the related subdivision applications.

RECOMMENDATION IMPLICATIONS

Financial Implications

Capital funding to provide municipal infrastructure that is required for subdivision and development in the concept plan area will be the sole responsibility of the developer. The municipal infrastructure that is built and funded by the developer will become the City’s responsibility to operate and maintain through future budgets.

Any infrastructure that is deemed eligible for Servicing Agreement Fee funding will be funded by the City of Regina in accordance with the *Administration of Servicing Agreements Fees and Development Levies* policy. The costs of water, sewer and storm drainage services are recovered through the utility charges.

Environmental Implications

The proposed subdivision forms part of an approved concept plan that is required to conform to the policies of the OCP, the fundamental principles of which are:

- to promote a sustainable community and encourage development that contributes to maintenance or improvements to the quality of urban life; and
- to ensure that development occurs in a cost efficient, environmentally responsible and socially equitable manner.

Strategic Implications

The proposed subdivision responds to the City’s vision and priorities by increasing land-use efficiency, contributing to a more compact urban form, and by allowing for greater diversity in housing type, density and streetscape form.

Other Implications

None with respect to this report.

Accessibility Implications

Provision has been made the future extension of public transit service along James Hill Road, adjacent or in proximity to all of the proposed subdivisions. Virtually all of the proposed lots and parcels will be located within 365 metres of the transit route, which is consistent with the applicable provisions of the Southwest Sector Plan (Part B of the OCP).

COMMUNICATIONS

Community Input

The subject lands were not sign-posted, due to their remoteness from surrounding urban development. The Administration acknowledges that according to Section 18D.1.1 of the Zoning Bylaw, the authority to waive the sign-posting requirement rests exclusively with City Council. Although occurring after the fact, a recommendation has been provided for Council to waive this requirement.

The applicant's proposals were circulated to the South Zone Board and the Albert Park Community Association. Comments were not received from either organization prior to the finalization of this report.

Other Agencies

The applicant's proposals were circulated to the Public and Separate School Boards for review and comment. Both boards have indicated in writing that they have "no concerns."

Public Notice of Proposed Zoning Bylaw Amendments

Subject to concurrence with the recommendations contained in this report, public notice of the proposed concept plan and Zoning Bylaw amendments will be published in the *Leader-Post* on September 1 and 8, 2012, in accordance with Section 207 of *The Planning and Development Act, 2007*.

The applicant and other identified interested parties will receive written notification of City Council's decision.

DELEGATED AUTHORITY

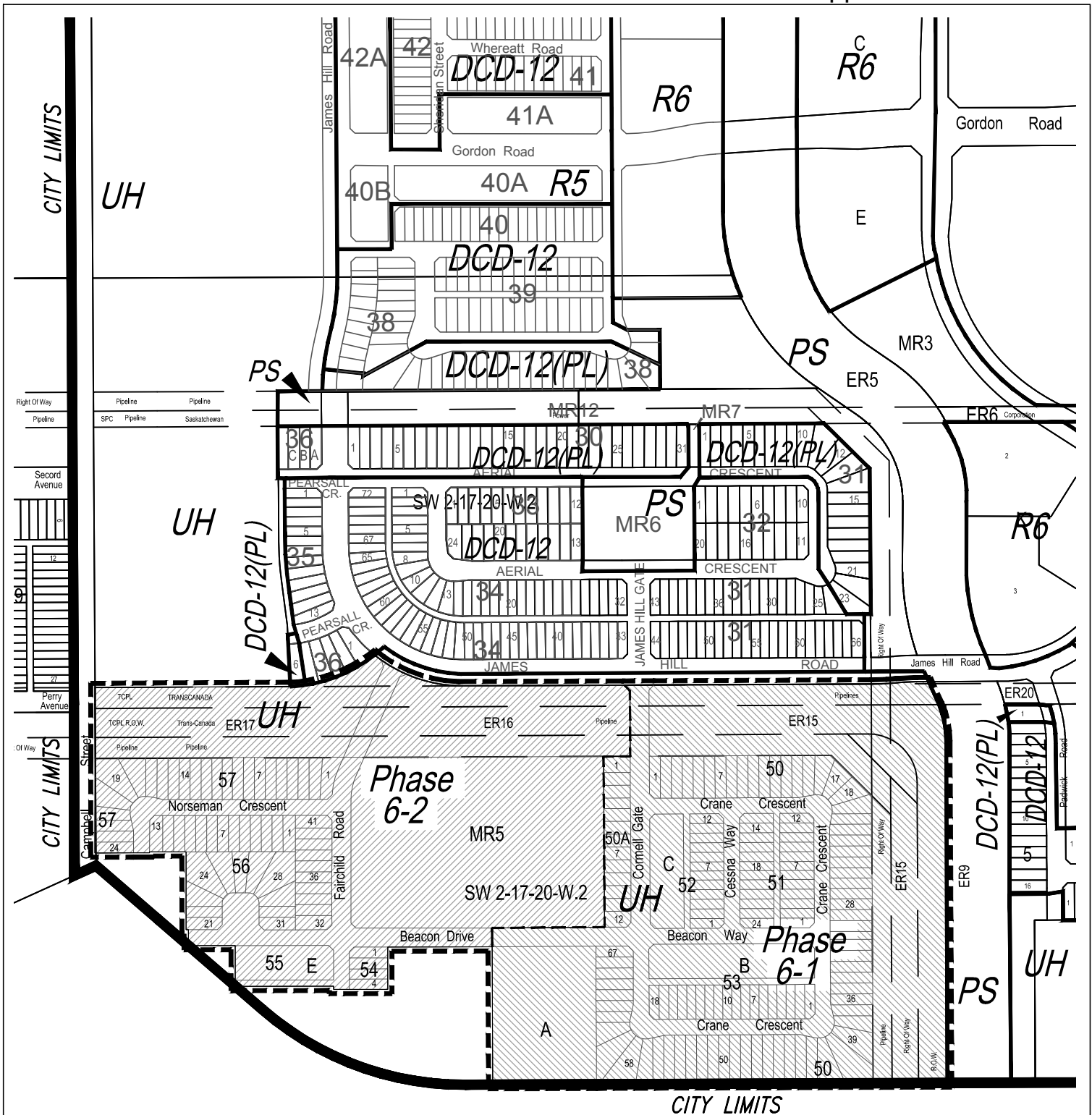
City Council's approval of concept plan and Zoning Bylaw amendments is required pursuant to Parts IV and V, respectively, of *The Planning and Development Act, 2007*.

Respectfully submitted,

REGINA PLANNING COMMISSION



Elaine Gohlke, Secretary



Phase 6-2



Phase 6-1



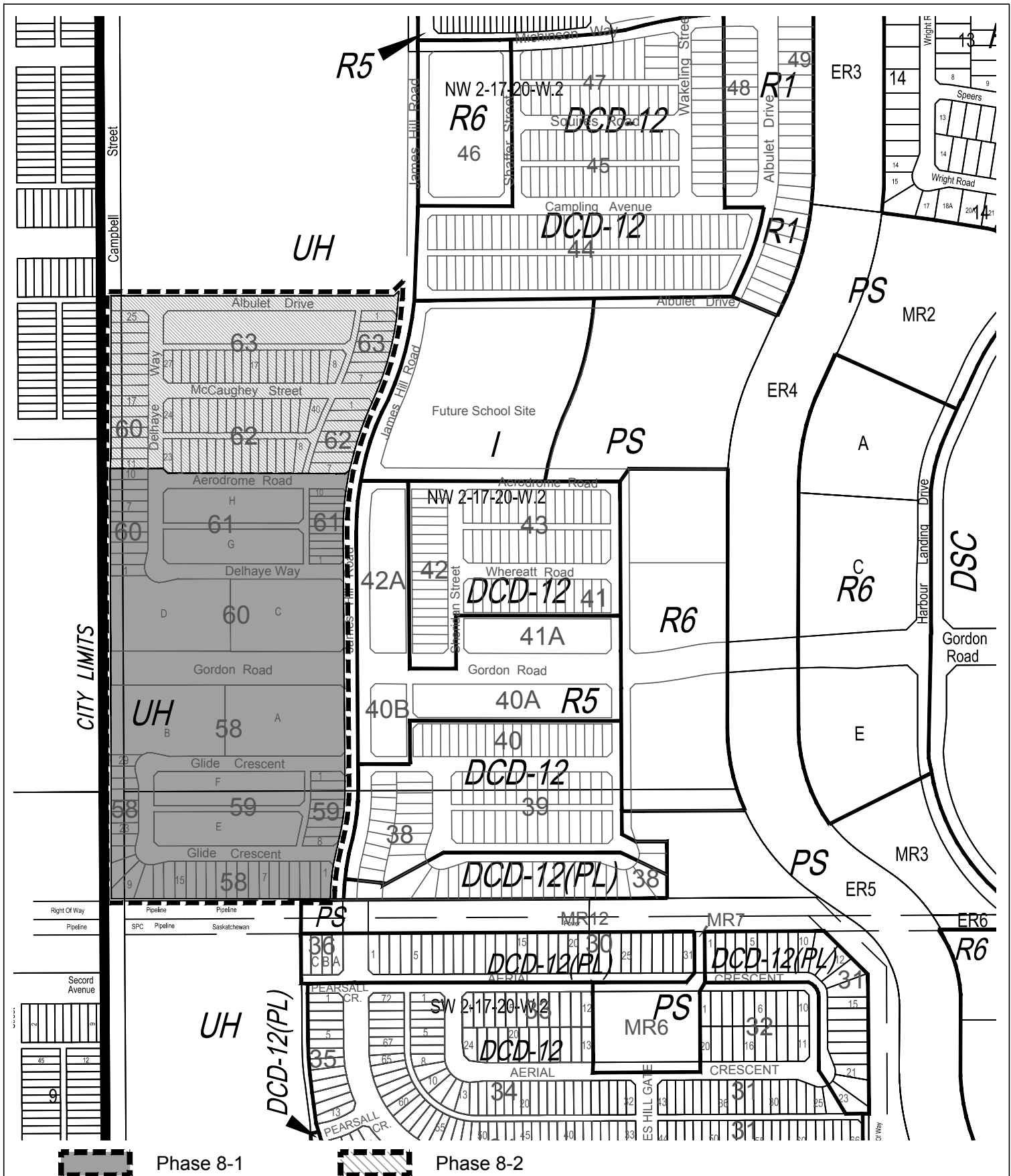
City of Regina

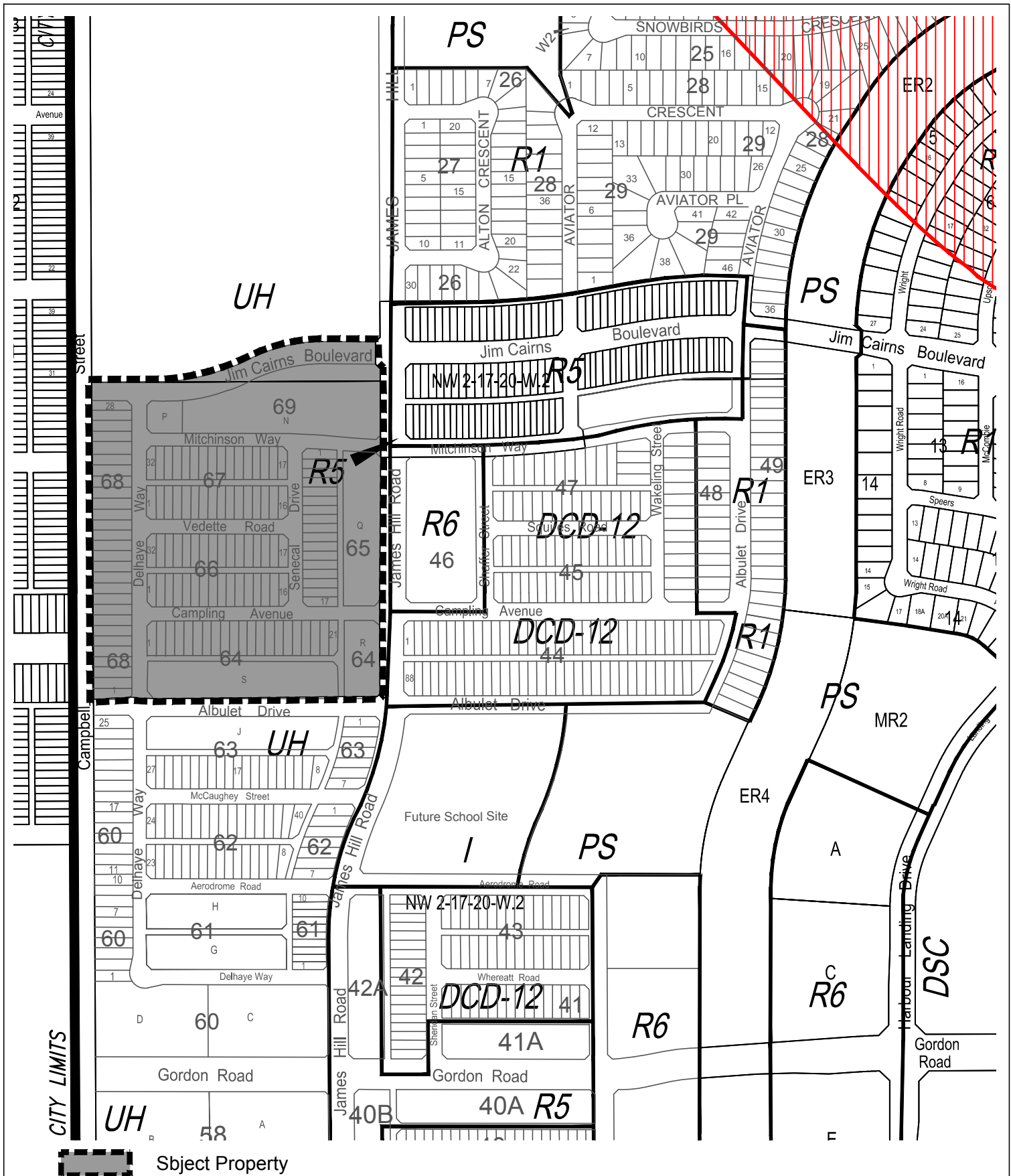
Planning & Sustainability Department



Project 12-Z-10
12-CP-4
12-SN-22

Civic Address/Subdivision Harbour Landing Phases 6-1 & 6-2







Subject Property

Date of Photography : 2009

Planning and Sustainability Department Planning & Development Division

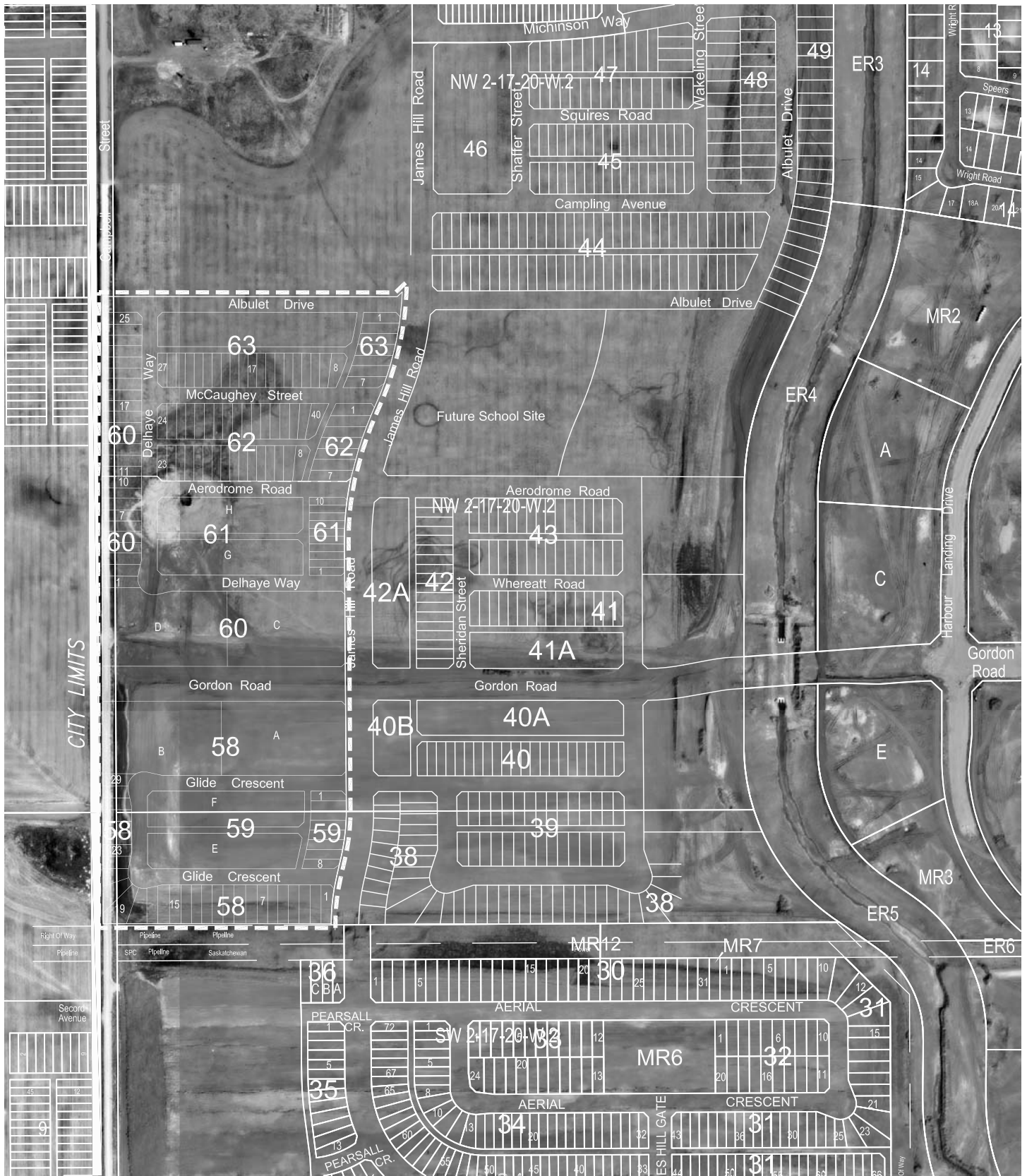


City of Regina

Project 12-Z-10
12-CP-4
12-SN-22

Civic Address/Subdivision Harbour Landing Phases 6-1 & 6-2





Subject Property

Date of Photography : 2009

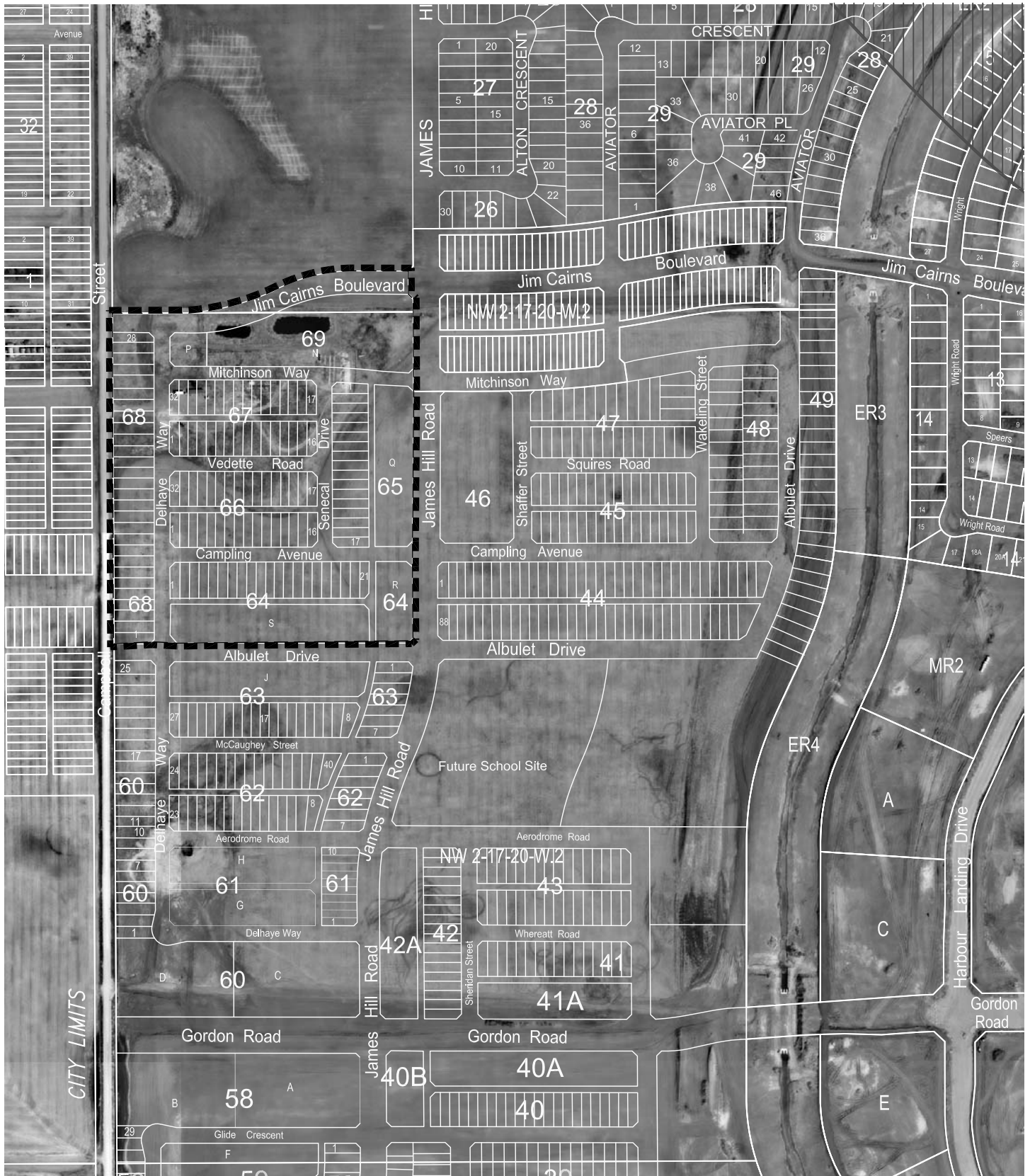
Planning and Sustainability Department Planning & Development Division



City of Regina

Project 12-Z-7
12-CP-3
12-SN-17

Civic Address/Subdivision Harbour Landing Phases 8-1 & 8-2



Subject Property

Date of Photography : 2009

Planning and Sustainability Department Planning & Development Division



City of Regina

Project 12-Z-17,
12-SN-33

Civic Address/Subdivision

Harbour Landing Phases 9
Portion of Parcel X, Plan 101926436 and
Portion of NW¼ Sec. 2-Twp.17-Rge.20- W2M.



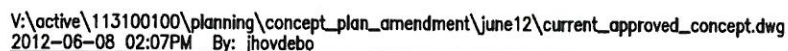
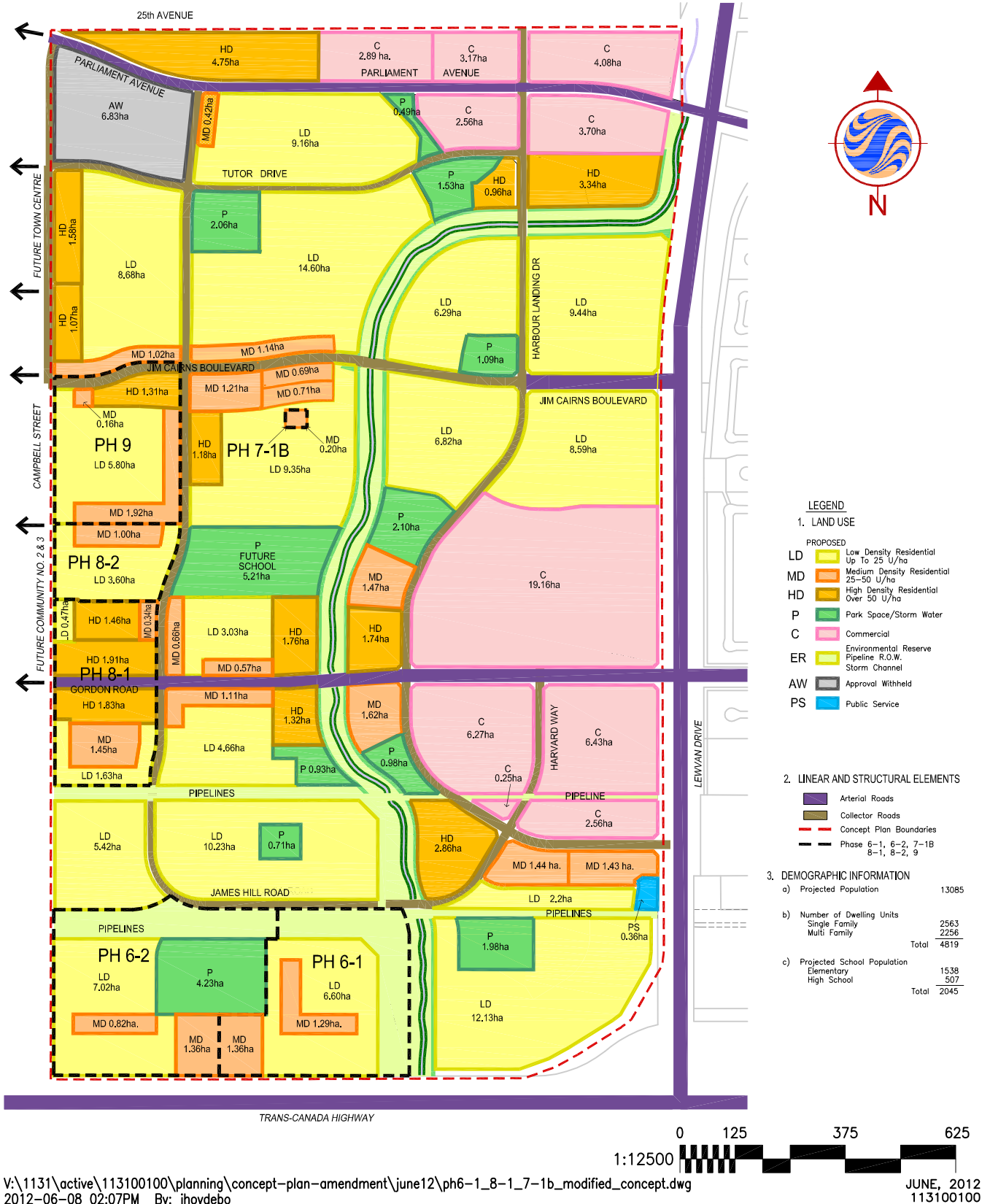


Figure No. 1.0
Title CURRENT APPROVED CONCEPT PLAN



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2012-06-08 02:07PM By: jhovdebo

JUNE, 2012
113100100

ORIGINAL SHEET - ANSI A



Stantec

Stantec Consulting Ltd.
300, 1919 Rose Street
Regina SK Canada
S4P 3P1
Tel. 306.781.6350
Fax. 306.359.0233
www.stantec.com



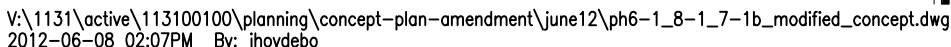
Client/Project
DUNDEE DEVELOPMENTS
HARBOUR LANDING CONCEPT PLAN

Figure No.

2.0

Title

PROPOSED CONCEPT PLAN



JUNE, 2012
113100100

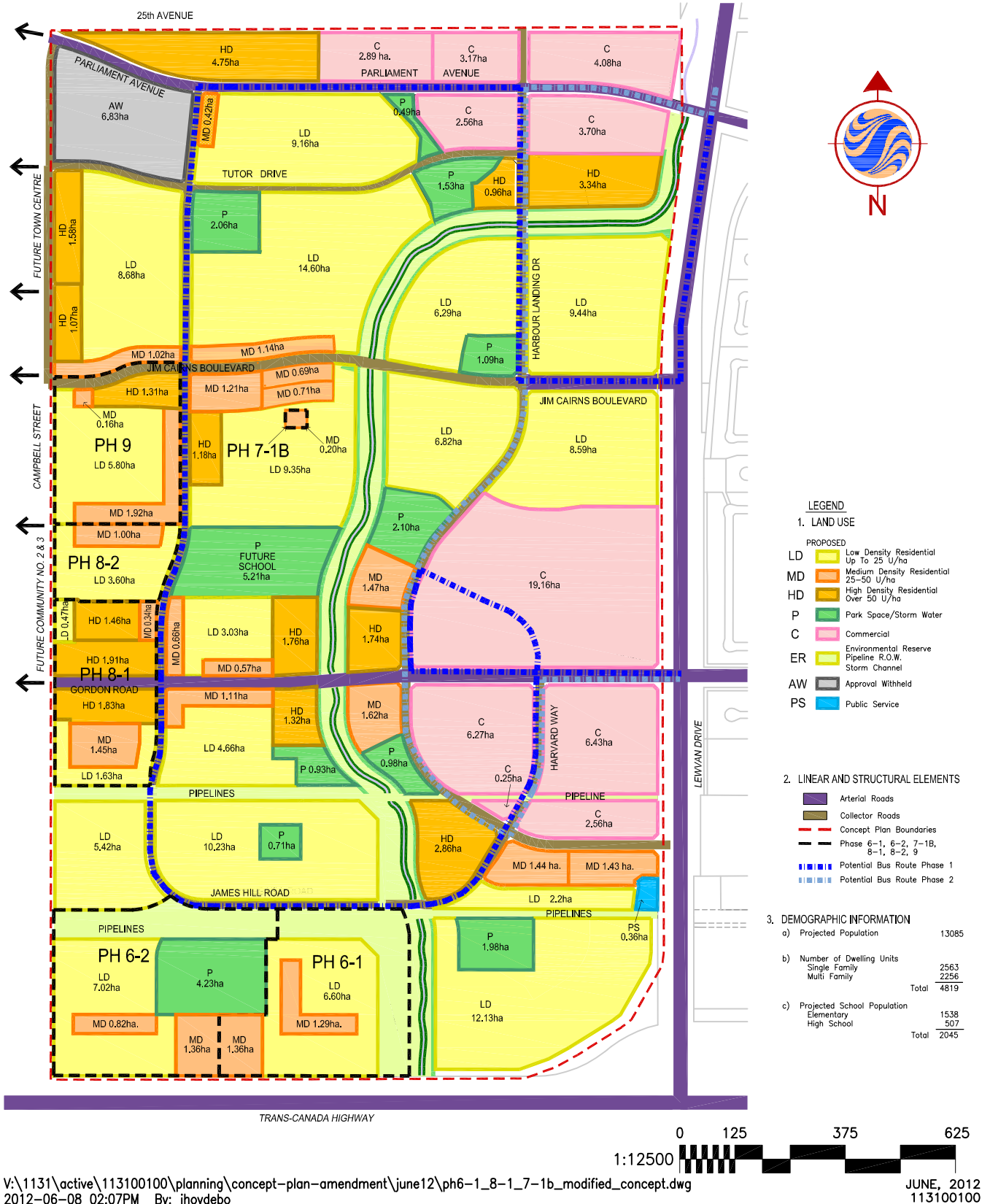
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Client/Project
DUNDEE DEVELOPMENTS
HARBOUR LANDING CONCEPT PLAN

Figure No.	
2.1	
Title	

CONCEPT PLAN - ON-STREET GREENWAYS & PEDESTRIAN LINKAGES



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2012-06-08 02:07PM By: jhovdebo

ORIGINAL SHEET - ANSI A



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Client/Project

DUNDEE DEVELOPMENTS
HARBOUR LANDING CONCEPT PLAN

Figure No.

2.2

Title

CONCEPT PLAN
TRANSIT ROUTING

HARBOUR LANDING
PHASE 6 STAGE 2
PLAN SHOWING
PROPOSED SUBDIVISION
OF PART OF
SW1/4 SEC.2,TWP.17,RGE.20,W.2MER.
REGINA, SASKATCHEWAN

NOTE

- Measurements are in metres and decimals thereof.
- The location of the proposed subdivision is shown in bold.
- The location of the proposed subdivision is shown in bold.
- Area to be approved is outlined by a bold dashed line and contains 11.80 ha (29.19 ac).
- Corner cut-offs are 4.5 metres.
- Lot widths of irregular shaped lots are shown as 10.35, and are at 6 or 18 metre setbacks.

DATE

Signature
 SASKATCHEWAN LAND SURVEYOR

CITY CLERK

CITY OF REGINA APPROVAL

The subdivision proposed herein is defined in bold in approved
 City of Regina
 City of Regina

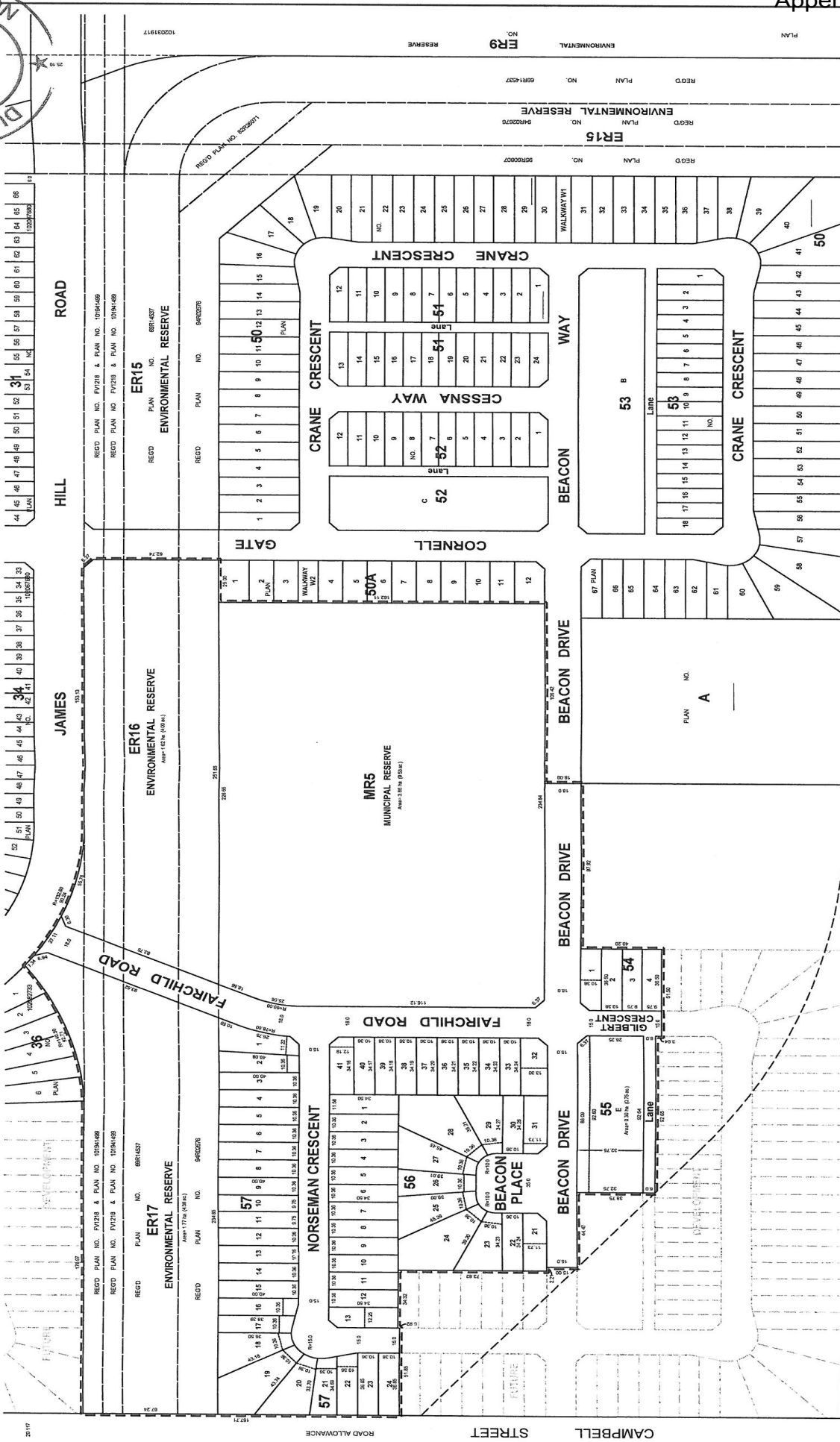
Dated this _____ day of _____, A.D. 20__

REDUCED DRAWING



OWNER - DEVELOPER:

DUNDEE REALTY CORPORATION



REGD. PLAN NO. 66526109

HIGHWAY #1

ROAD ALLOWANCE

HARBOUR LANDING**PHASE 8 STAGE 1**

PLAN SHOWING
PROPOSED SUBDIVISION
OF A PORTION OF

W. 1/2 SEC.2, TWP. 17, RGE. 20, W.2Mer.

REGINA, SASKATCHEWAN

SCALE 1 : 1000

NOTE:

- Measurements are in metres and decimals thereof.
- Some measurements are approximate and may differ from the final Plan of Survey by as much as 1.0 %.
- Area to be approved is outlined by a bold dashed line and contains 9.58 ha (23.88 ac).
- Corner outcrops are 4.6 metres.
- Lot widths of irregular shaped lots are shown as 10.35 and are at 6 or 18 metre setbacks.

MAY 8th 2012
Date

Saskatchewan Land Surveyor

CITY OF REGINA APPROVAL

The subdivision proposed herein outlined in bold is approved
under the provisions of Bylaw No. 7746-LA-894 of The
City of Regina.

Dated this _____ day of _____ A.D. 20__

CITY CLERK

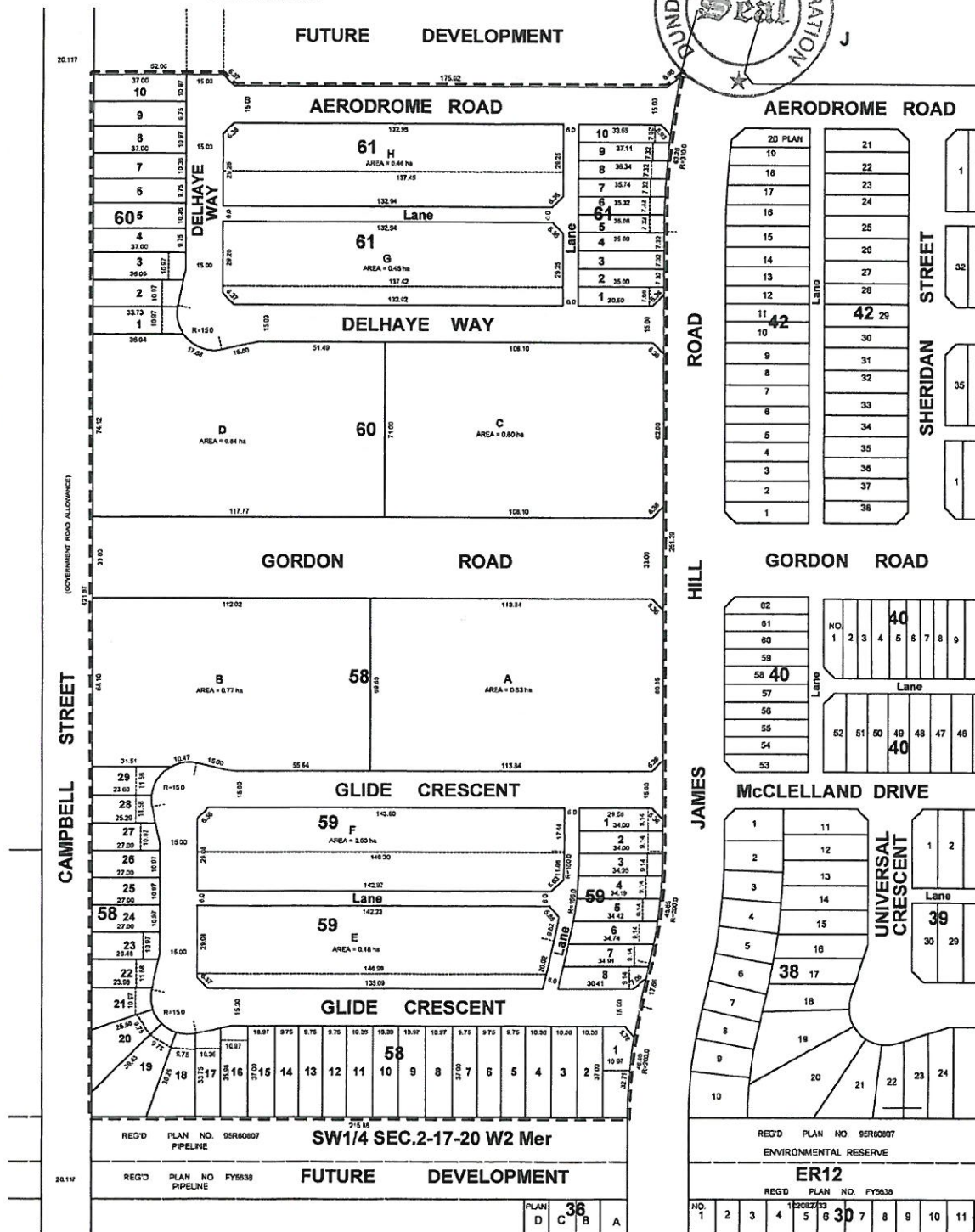
OWNER - DEVELOPER:

**DUNDEE
REALTY
CORPORATION**

Vice-President Regina Land

**REDUCED DRAWING
* NOT TO SCALE ***

REGISTRY
R-0013-12-PPE



HARBOUR LANDING

PHASE 8 STAGE 2

PLAN SHOWING

PROPOSED SUBDIVISION

OF A PORTION OF

N.W. 1/4 SEC.2, TWP.17,RGE.20,W.2Mer.

REGINA, SASKATCHEWAN

SCALE 1 : 1000

NOTE:

- Measurements are in metres and decimals thereof.
- Some measurements are approximate and may differ from the final Plan of Survey by as much as 1.0 %.
- Area to be approved is outlined by a bold dashed line and contains 4.64 ha (11.46 ac).
- Corner cutoffs are 4.5 metres.
- Lot widths of irregular shaped lots are shown as 10.36 and are at 6 or 19 metre setbacks.

CITY OF REGINA APPROVAL

The subdivision proposed herein outlined in bold is approved under the provisions of Bylaw No. 7748-LA-884 of The City of Regina.

Dated this _____ day of _____ A.D. 20 _____

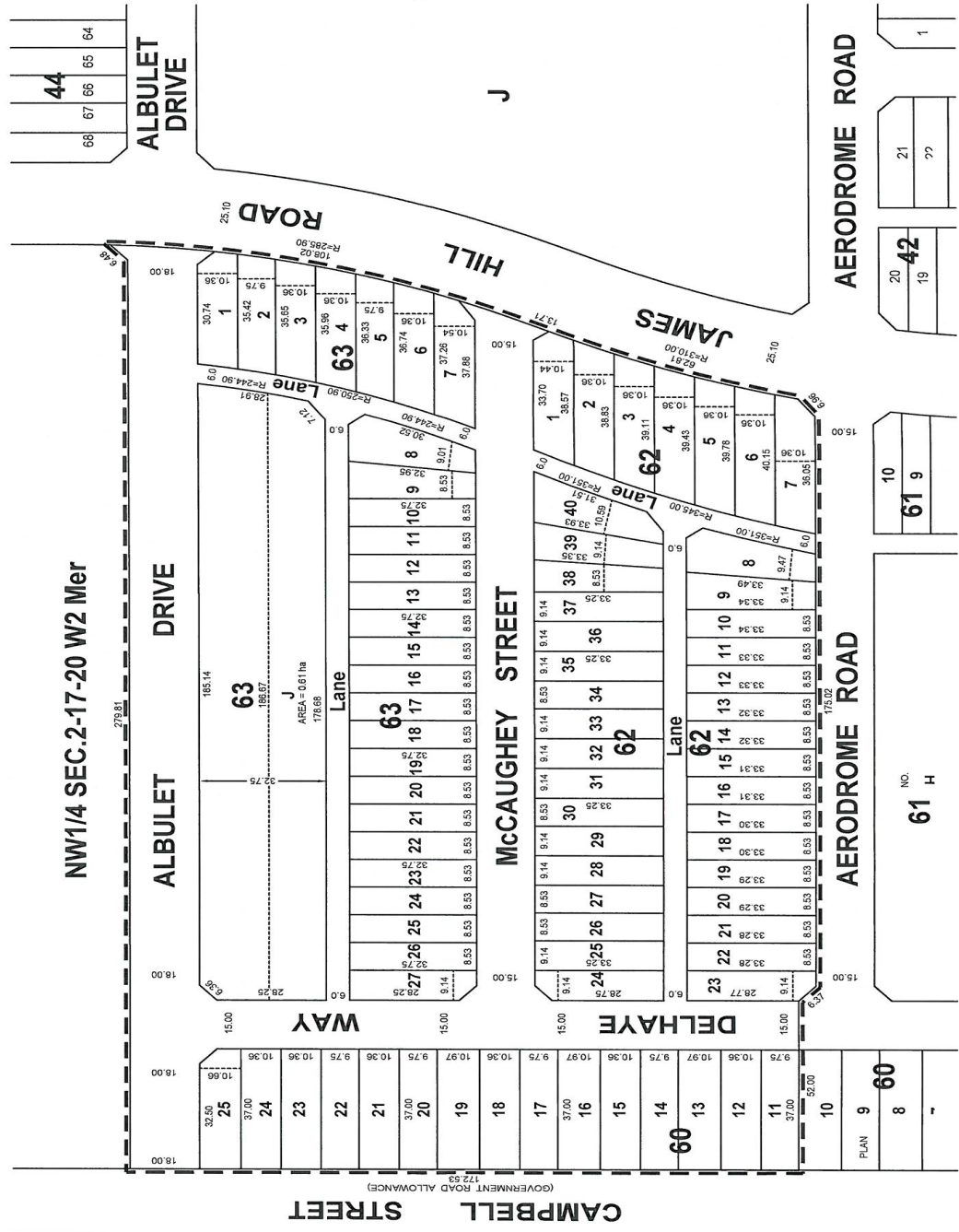
CITY CLERK

Saskatchewan Land Surveyor

JUNE 11 / 2012

Date

NW1/4 SEC.2-17-20 W2 Mer

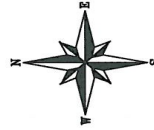


OWNER - DEVELOPER:

DUNDEE REALTY CORPORATION



Vice-President Regina Land



NOT TO SCALE
REDUCED DRAWING



R-0058-12.PPS

HARBOUR LANDING

PHASE 9

PLAN SHOWING
PROPOSED SUBDIVISION
OF A PORTION OF
PARCEL X, PLAN NO. 101926436

AND A PORTION OF
N.W. 1/4 SEC.2,TWP.17,RGE.20,W.2Mer.
REGINA, SASKATCHEWAN
SCALE 1 : 1000

NOTE:

- Measurements are in metres and decimals thereof.
- Some measurements are approximate and may differ from the final Plan of Survey by as much as 1.0 %.
- Area to be approved is outlined by a bold dashed line and contains 9.59 ha (23.70 ac).
- Corner cutoffs are 4.5 metres.
- Lot widths of irregular shaped lots are shown as 10.36 and are at 6 or 18 metre setbacks.

JUNE 11 / 2012
Date

Saskatchewan Land Surveyor



REDUCED DRAWING
* NOT TO SCALE *

CITY OF REGINA APPROVAL

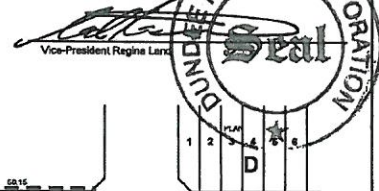
The subdivision proposed herein outlined in bold is approved under the provisions of Bylaw No. 7748-LA-884 of The City of Regina.

Dated this _____ day of _____ A.D. 20 ____

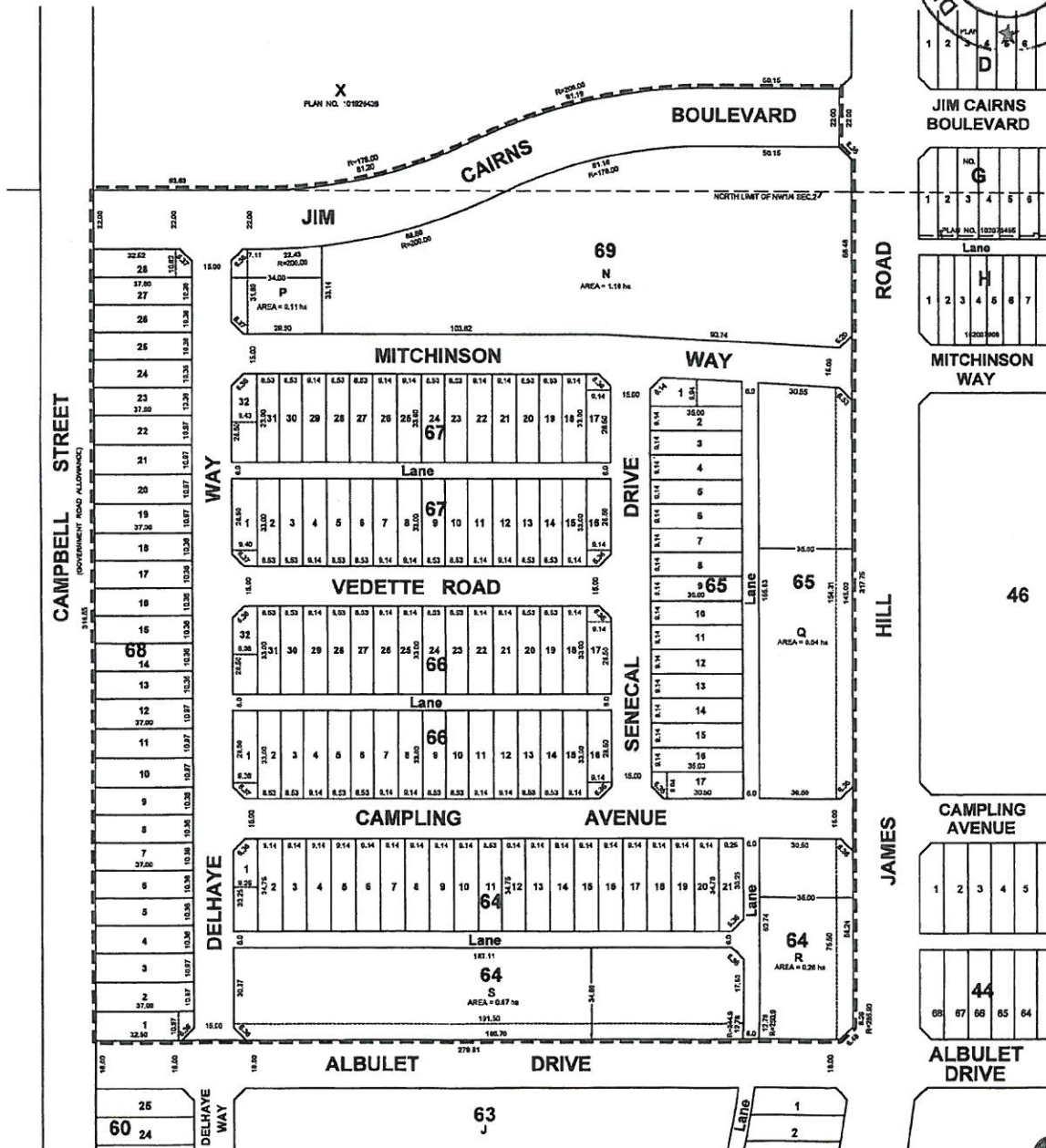
CITY CLERK

OWNER - DEVELOPER:

DUNDEE REALTY CORPORATION



Vice-President Regina Land



September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Applications for Rezoning and Discretionary Use Approval (12-Z-5; 12-DU-11)
Proposed Planned Group of Townhouse Dwelling Units
Former Stewart Russell School Site - 1920 East 7th Avenue

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
AUGUST 8, 2012**

1. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning the property described as Parcel F, Plan No. 73R39339 and located at 1920 E. 7th Avenue, from I - Institutional to R5 - Medium Density Residential, be APPROVED.
2. That the application for discretionary use approval to accommodate the development of a planned group of townhouse dwelling units on the subject property be APPROVED, and that a Development Permit be issued subject to the following conditions:
 - (a) The proposed development shall be consistent with the site plan, landscape plan and elevation drawings, prepared by North Ridge Development Corporation and contained in Appendices 3-1, 3-2 and 3-3 to this report.
 - (b) The proposed development shall otherwise comply with all applicable standards and regulations under *Regina Zoning Bylaw No. 9250*.
3. That the City Solicitor be directed to prepare the necessary bylaw to enact the subject Zoning Bylaw amendment.

REGINA PLANNING COMMISSION – AUGUST 8, 2012

Patrick Mah, representing North Ridge Developments, and Monique Kealey, representing Associated Engineering, addressed the Commission.

The Commission adopted a resolution to concur in the recommendation contained in the report.

Councillors: Michael Fougere and Mike O'Donnell; Commissioners: David Edwards, Phil Evans, Mark McKee, Ron Okumura, Phil Selenski, Laureen Snook and Sherry Wolf were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on August 8, 2012, considered the following report from the Administration:

RECOMMENDATION

1. That the application to amend *Regina Zoning Bylaw No. 9250* by rezoning the property described as Parcel F, Plan No. 73R39339 and located at 1920 E. 7th Avenue, from I - Institutional to R5 - Medium Density Residential, be APPROVED.

2. That the application for discretionary use approval to accommodate the development of a planned group of townhouse dwelling units on the subject property be APPROVED, and that a Development Permit be issued subject to the following conditions:
 - (c) The proposed development shall be consistent with the site plan, landscape plan and elevation drawings, prepared by North Ridge Development Corporation and contained in Appendices 3-1, 3-2 and 3-3 to this report.
 - (d) The proposed development shall otherwise comply with all applicable standards and regulations under *Regina Zoning Bylaw No. 9250*.
3. That the City Solicitor be directed to prepare the necessary bylaw to enact the subject Zoning Bylaw amendment.
4. That this report be forwarded to the September 17, 2012 City Council meeting to allow sufficient time for advertising of the required public notice for the subject Zoning Bylaw amendment.

CONCLUSION

The applicant's proposal to develop a planned group of 56 townhouse dwelling units on the subject property complies with the applicable provisions of the City's OCP and Zoning Bylaw. Because the property is a former school site, the proposed development has been reviewed in accordance with the development criteria contained within the "Reuse Options for Closed School Site" provisions of the OCP, which include consideration of density, site and building design, parking, traffic impacts and municipal servicing.

The OCP supports infill development to reduce the need for peripheral expansion, and to service more homes with existing infrastructure rather than adding more infrastructure. The proposed development would also contribute to neighbourhood sustainability by adding population that would support community amenities such as schools, churches and local businesses.

The applicant's proposal was circulated to 150 households and property owners in the surrounding area.

The Administration also held an open house to provide area residents with an opportunity to learn more about the proposal and to provide feedback. The open house was attended by about thirty people. Although limited in extent, resident feedback was mostly in opposition to the proposal. Concerns that were identified include the following:

- increased traffic congestion and parking conflicts;
- impacts on municipal infrastructure and servicing capacity;
- impacts on surrounding property values and building conditions;
- impacts on privacy and quality of life; and
- housing type, density and tenure.

BACKGROUND

Applications have been received for a Zoning Bylaw amendment and discretionary use approval, both of which pertain to a proposal to develop a planned group of 56 townhouse dwelling units

on the above-referenced property. The subject property is located within the Glencairn Subdivision and the boundaries of the Dewdney East Community Association.

These applications are being considered pursuant to *Regina Zoning Bylaw No. 9250*, *Regina Development Plan Bylaw No. 7877* (Regina's Official Community Plan, or OCP) and *The Planning and Development Act, 2007*.

DISCUSSION

Applicant's Proposal

The applicant proposes to redevelop the subject property (a former elementary school site) with a planned group of two-storey townhouse dwellings, consisting of 14 buildings with between three and five units each and containing a total of 56 dwelling units. The units will range in floor area from 1,216 ft² to 1,245 ft² (113 m² to 116 m²) and a choice of either two or three bedroom floor plans will be offered. The proposed development contains a total of 132 on-site parking stalls, with two stalls assigned to each unit and 20 stalls assigned to visitors. Note: 56 stalls are required. The proposal also includes a 1.2m wooden fence along the south, west and north sides of the property, with gates for pedestrian connections to 7th Avenue and the south leg of Stewart Russell Park.

The applicant intends to apply for condominium plan approval to enable the sale of individual units. According to the applicant, the proposed housing product will achieve a price point that will be attractive to first-time home buyers and newcomers to the Regina market.

The subject property is currently zoned I - Institutional. The applicant has requested that the property be rezoned to R5 - Medium Density Residential, in which a planned group of townhouse dwelling units is classified as a discretionary use. Surrounding land uses include public open space (Stewart Russell Park) to the immediate north and west, and low-density residential development in all directions.

Site Plan Revisions

The applicant's original site layout (Appendix 3-0) placed development up to the minimum front yard setback of 6 metres (m). It also incorporated a communal amenity area that would be located within the site interior, behind the centre block of dwellings.

However, subsequent to the public open house and further discussions with the Administration, the applicant has submitted a revised site layout that places the proposed amenity area in a centred position at the front of the property, thereby increasing the setbacks of the centre block of dwellings to approximately 20 m from the front property line (Appendix 3-1). In order to provide further visual interest, the placement of the centre block buildings has been staggered. The revised proposal also includes a series of internal sidewalks to enhance pedestrian movement within the site and to provide direct connections to the public sidewalk along 7th Avenue, separated from the driveway crossings.

According to the applicant, this arrangement will provide more visual separation from the residential properties along the south side of 7th Avenue and create a more aesthetically pleasing interface. It will also result in enhanced sight lines for vehicle access and egress, but also provides an opportunity to retain more of the existing trees along the 7th Avenue frontage.

OCP and Zoning Bylaw Compliance

The proposed development responds to the objective of the City's Official Community Plan to achieve a mix of housing types and densities to suit different lifestyles, income levels and special needs in existing and future neighbourhoods. Infill housing developments are also supported by energy conservation policies, by helping to maintain a compact urban form, to utilize existing infrastructure to its full potential instead of adding more infrastructure to new areas, and to support re-investment and renewal in mature neighbourhoods.

As well, the proposal is consistent with the following housing-related policies:

- That the City shall encourage infill development to minimize the need for annexing additional land on the periphery of the city, thereby promoting a more compact urban form.
- That higher density development should be encouraged along or near to public transit routes.

The proposal complies with the applicable development standards for a planned group of townhouse dwelling units in the R5 Zone. The site coverage of the proposed development is 25 percent, compared to the maximum allowable coverage of 50 percent. The calculated floor area ratio (FAR) is 0.53, compared to the maximum FAR of 0.85 for townhouse dwellings. The on-site parking ratio of 2.4 stalls per dwelling unit far exceeds the minimum requirement for townhouse dwellings, which is one stall per unit (i.e., a total of 56 stalls) in the R5 Zone.

Sufficient area is set aside in the identified communal amenity area at the front of the site for the provision of separate play spaces for pre-school and school-aged children, as contemplated for multi-unit residential developments with at least 20 dwelling units. These open spaces may be included as part of the minimum required amenity area. However, because of the subject property's adjacency to Stewart Russell Park and its structured play area, dedicated play space is not considered to be a necessary component of the proposed development. This arrangement has previously been approved for similar developments that are adjacent to parks with children's play areas. Overall, the proposal exceeds the minimum Zoning Bylaw requirements for both total site landscaping and communal amenity area.

Review of Development Criteria - Reuse Options for Closed School Sites

As the subject property is a former school site, the proposed development has been reviewed in the context of development criteria that have been established for determining reuse options for closed school sites, under section 10.1 in Part A (Policy Plan) of the OCP.

Site Context

The subject property is located within the Glencairn neighbourhood, which is a mature suburban community that was established in the mid-1960s. The built form of the housing stock in the area surrounding the property is largely single-detached, but there are also higher-density townhouse developments, located to the south along Dewdney Avenue and further east along 7th Avenue. There is a wide variety of community amenities in the neighbourhood, including the Glencairn Shopping Centre (about 700 m away in travelling distance), elementary schools and F.W. Johnson Collegiate, the Clarence Mahon Arena and the Glencairn Recreation Centre. According to the City's Open Space Management Strategy (OSMS, 2007), the neighbourhood has a substantial surplus of City-owned recreational open space, including the adjacent Stewart Russell

Park that was recently upgraded. The overall quality of open space in the neighbourhood is rated as “good”.

Density

According to the guidelines, the *net density* of new residential development (calculated on the basis of the area of the subject property as well as one-half the area of the fronting street) should be at least ten percent higher than the net density of existing residential development within 75 metres of the former school site. However, it should not exceed 2.5 times the existing density. Further, new development with a density of between 2.0 to 2.5 times the existing density should only be permitted where the public program opportunities provided by the former school are retained or replaced by the developer.

Based on the area of the former school site and the fronting portion of 7th Avenue, the net density for the proposed development is 42.94 units/ha, or 2.45 times that of the surrounding area (17.55 units/ha). It falls within the range established for medium-density residential development (between 25 and 50 units/hectare), and therefore complies with the density provisions of the OCP and the intent of the R5 Zone.

Given that the formal school building was demolished prior to the transfer of the property to the applicant, there is no practical or substantive opportunity for the applicant to address the public programming objective, on site. However, with the recent enhancement of Stewart Russell Park and the presence of upgraded play equipment on the west side of the subject property, a significant public amenity has been retained in the immediate area.

Site Design, Building Height and Setbacks

Buildings that have a direct interface with the adjacent residential area should be sensitive to its general design characteristics, including building form, scale and massing, orientation, landscaped area and setbacks.

The height of buildings situated on the edge of a site should be consistent with that of adjacent development, while interior buildings may be constructed to the maximum permitted height if windows and balconies are oriented to respect the privacy of existing residents.

The proposed development complies with the minimum front yard setback of 6 metres (m), applicable to all dwellings in the surrounding area. Rear and side yard setbacks exceed the minimum Zoning Bylaw standards for both planned groups of dwellings and detached residential lots.

With respect to the three buildings situated along the east property line and closest to the existing dwellings along the west side of Rosen Crescent, a minimum setback of 5.877 m has been provided, compared to the minimum rear yard setback requirement of 3m for planned groups of dwellings and 5m for dwellings on individual lots. That said, it is acknowledged that the rear yard setback of most of the adjacent dwellings along Rosen Crescent is at least 10 m.

The two-storey, multi-unit buildings contained within the proposed development are larger in size and different in form and massing than existing housing in the area, which consists primarily of detached bungalows. However, the individual townhouse units have a comparable floor area (between 113 m² to 116 m²), are ground-oriented with front and rear entrances and incorporate

other lower-density residential characteristics such as pitched roof lines and vinyl clapboard siding. The defined height of the proposed buildings, as measured to the mid-point of the sloped roofs, is approximately 8 m, compared to the maximum permitted height of 11 m, which applies to both townhouse and detached dwellings.

On-site Parking

The guidelines indicate that in addition to meeting the minimum on-site parking requirement under the Zoning Bylaw, parking areas for multi-unit developments are to be located internally on the site and screened to minimize the impact on the surrounding residential area. Provision should also be made for on-site visitor parking.

As previously noted, the proposed residential development exceeds the minimum on-site parking requirement of 56 stalls and includes 20 visitor stalls. The configuration of the parking areas is largely internalized, and there is adequate room for screening of the edges of the parking rows that are closest to the street.

Access/Traffic Impact

According to the guidelines, site redevelopment should consider the impact on traffic volumes and minimize traffic increases on the adjacent streets. The potential need for additional traffic controls or improvements should also be considered and the developer would be responsible for the costs associated with such improvements. Medium-density, multiple-unit housing development is considered to be appropriate for locations along a collector or arterial roadway, or on a local street where located within 40 metres of the intersection with a collector or arterial roadway. Transit service should also be available within 200 metres of the site.

The subject property is accessed from 7th Avenue, which is classified as a collector street. It is connected to Dewdney Avenue and the Ring Road via Cavendish and Cannon Streets. Fleet Street and Victoria Avenue can be accessed to the east via 7th and Dewdney Avenues.

The proposed development is expected to generate peak hour traffic of 50 vehicles per hour (vph) and an average daily volume of about 500 vehicles per day (vpd). The City's most recent traffic flow information (as of 2009) identifies an average volume of 4,300 vpd along 7th Avenue, between Cavendish and Cannon Streets. Cavendish Street between 7th and Dewdney Avenues carries an average volume of 5,800 vpd. Dewdney Avenue, west of Cavendish Street has an estimated peak hour volume of 2,000 vph and an average daily volume of 20,000 vpd.

On a comparative basis, the amount of daily traffic generated by the proposed development would represent:

- an 11.6 percent increase along the affected portion of 7th Avenue;
- an 8.6 percent increase along the identified portion of Cavendish Street; and
- a 2.5 percent increase along the identified portion of Dewdney Avenue.

Based on these comparisons, the City's Transportation Engineering section has determined that the proposed development should have a minor impact on existing traffic levels in the area.

Public transit service is provided by Route 7, which travels along Cannon and Cavendish Streets in a loop along the north side of Stewart Russell Park, and is less than 200 metres in walking distance from the subject property, in either direction along 7th Avenue.

Servicing

The Administration has conducted a preliminary review of the proposed development with respect to municipal servicing capacity (i.e., water, sanitary and storm sewers) and has not identified any major concerns. Assuming that the proposed development receives discretionary use approval, the Administration will review more detailed plans at the building permit stage. If necessary, the applicant will be responsible for the cost of any additional or changes to the existing infrastructure that may be required to directly or indirectly support the proposed development, in accordance with City standards and applicable legal requirements.

It is noted that on-site parking lots constructed to City standards provide additional storm-water management capacity by serving as detention facilities, with catch basins connected to the storm sewer system.

That portion of 7th Avenue between Cannon and Cavendish Streets has recently been recapped as part of a larger roadway improvement project along that street. The applicant will be responsible for any street repairs necessitated by the extension and/or connection of services to the subject property.

RECOMMENDATION IMPLICATIONS

Financial Implications

The subject area currently receives a full range of municipal services, including water, sewer and storm drainage. The applicant will be responsible for the cost of any additions or changes to existing infrastructure that may be required to directly or indirectly support the development, in accordance with City standards and applicable legal requirements.

Environmental Implications

The proposal conforms to the OCP, the fundamental principles of which are:

- to promote a sustainable community and encourage development that contributes to maintenance or improvements to the quality of urban life; and
- to ensure that development occurs in a cost efficient, environmentally responsible and socially equitable manner.

The development would make use of underused land within the existing urban footprint. As an infill residential development, the proposal helps to maintain a compact urban form and offset the need for peripheral expansion. Also, such developments are often supportive of public transit service.

Strategic Implications

The proposal responds to the City's strategic vision and priorities by increasing land use efficiency and contributing to a compact urban form.

The proposed development represents a significant investment in a mature suburban neighbourhood. It will add new population to the area, which will help to sustain neighbourhood services and make use of existing municipal infrastructure.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Public Notice and Community Engagement Process

On March 21, 2012, information regarding the applicant's proposal was mailed out to approximately 150 property owners and households in the surrounding area. As well, a public notification sign was posted on the subject property on March 21.

Included in the community mail-out was an invitation to attend a public open house, a come-and-go event which was held on April 5. Notice of that event was also advertised on the City Page of the *Leader-Post* and posted on the City's website. Twenty-one people signed the registration sheet that was provided at the open house, but there were as many as 30 people in attendance.

Comments regarding the proposal were requested by April 20, 2012. In response, the City received input from 13 respondents. These responses have been assigned to the following general categories, which are typically provided on the City's comment sheets to assist respondents in focussing or summarizing their positions regarding specific development proposals:

Statement	No. of Responses
I support this proposal	0
I would like it more if one or two features were different	2
I would accept the proposal if many features were different	2
I completely oppose this proposal	9
None of the above/other or neutral	0

Concerns that have been identified may be categorized as follows:

- increased traffic congestion and parking conflicts;
- impacts on municipal infrastructure and servicing capacity;
- impacts on surrounding property values and building conditions;
- impacts on privacy and quality of life; and
- housing type, density and tenure.

A more detailed summary of resident objections and concerns, as well as the Administration's responses, is contained in Appendix A to this report.

Consultation with Community-based Organizations

As part of the formal public review process, the applicant's proposal was circulated to the Dewdney East Community Association and the East Zone Board. Comments were not received from either organization prior to the finalization of this report.

Other Agencies

The applicant's proposal was circulated to the Public and Separate School Boards for review and comment. The Separate School Board has indicated in writing that it has "no concerns." Comments were not received from the Public School Board prior to the finalization of this report.

Public Notice of Proposed Zoning Bylaw Amendment

Subject to concurrence with the recommendations contained in this report, public notice of the required Zoning Bylaw amendment will be published in the *Leader-Post* on September 1 and 8, 2012, in accordance with Section of 207 of *The Planning and Development Act, 2007*.

The applicant and all other identified interested parties will receive written notification of City Council's decision.

DELEGATED AUTHORITY

City Council's approval of Zoning Bylaw amendments and discretionary use applications is required pursuant to Sections 46 and 56, respectively of *The Planning and Development Act, 2007*.

REGINA PLANNING COMMISSION



Elaine Gohlke, Secretary

APPENDIX A

Administration's Response to Area Residents' Concerns Proposed Planned Group of Townhouse Dwelling Units 1920 E. 7th Avenue (File Nos. 12-Z-5 and 12-DU-11)

The following documents the nature and extent of comments received from area residents with respect to a range of issues associated with the proposed development, and the Administration's response to these issues.

Issue: Traffic and Parking

Comments/Concerns

- There is a lack of traffic planning in the neighbourhood, which is particularly evident at the intersections of Dewdney Avenue with Cavendish and Fleet Streets.
- There is already traffic congestion occurring on Dewdney Avenue and Cavendish Street and the proposed development will make things worse.
- There is major traffic congestion when leaving and entering Glencairn via Dewdney Avenue.
- The off ramp to Ross Avenue from the Ring Road is subject to significant traffic congestion and safety concerns. This is also the case for the off ramp to Dewdney Avenue from the Ring Road.
- There is concern over the timing of constructing Fleet Street across the CPR mainline, which might not occur until 2020, at the earliest. Making this connection would significantly relieve traffic congestion in the neighbourhood by providing an alternate point of access/egress and a more direct route for people who work in the Northeast industrial area.
- The proposed development creates too many intersections on 7th Avenue. Between Cannon and Cavendish Streets, there will be four intersections within a distance of a couple of blocks. Only one vehicle access point to the proposed development should be allowed, which would make the on-site parking less visible and the development more visually appealing.
- On-street parking along 7th Avenue, adjacent to the subject property, should not be permitted. The street is too narrow and the addition of two access/egress points for the development will cause more congestion.
- "With no local amenities such as a grocery store, we are forced to drive our vehicles everywhere. The additional units will increase traffic congestion and probably make 7th Avenue even worse than it already is."
- "I will be very upset to have my quiet street disrupted by years of construction, and then congestion of traffic."
- One respondent suggested that the nearby public transit routes should follow 7th Avenue rather than travelling along the northern leg of Cavendish Street, in order to attract more ridership by residents of the proposed development.

Response

According to the City's transportation engineering staff, the proposed development is expected to generate a peak-hour trip volume of about 50 vehicles per hour (vph) and an average daily volume of approximately 500 vehicles per day (vpd). These volumes compare to the most recent (2009) estimates of 2,000 vph and 20,000 vpd for Dewdney Avenue, west of Cavendish Street.

The Administration acknowledges residents' concerns regarding traffic congestion in the area, including turning movements and several intersections in the neighbourhood, and is considering possible options to improve that situation. However, the amount of traffic that will be generated by the proposed development is very modest in comparison to existing volumes. The Administration is also aware of traffic congestion issues associated with the Ring Road interchanges.

The future Fleet Street crossing of the CPR mainline is intended to be grade-separated and as such, will constitute a significant infrastructure investment. The timing of this project has not been firmly established, but will rely on substantial development occurring on the East Regina Industrial Lands, situated to the north of the mainline between Fleet Street and Prince of Wales Drive.

The applicant's proposal includes an on-site parking complement of 132 stalls, which is more than twice the minimum Zoning Bylaw requirement of 56 stalls (one stall per unit) and includes 20 visitor stalls. Consideration may be given to restricting on-street parking along the north side of 7th Avenue, adjacent to the subject property, if it is determined that the sight lines for site egress are significantly compromised.

Issue: Impact on Municipal Infrastructure/Servicing

Comments/Concerns

- Will existing water and sewer infrastructure be able to handle the added demand generated by the proposed development?
- Was the work done on the sewer system in the past year an upgrade to allow for the proposed development? Does the sewer system have to be upgraded before 7th Avenue is repaved?
- The "shameful" condition of 7th Avenue will be worsened by additional traffic generated by the proposed development.
- Seventh Avenue has been dug up and patched up so many times. The street is in terrible condition, and should be repaired properly before any housing units are built.
- Will 7th Avenue be repaired before or after construction of the proposed development?
- Residents across the street should not have to pay for repaving of 7th Avenue if parking is to be allowed across the street from them.

Response

The City has very recently completed a two-layer repaving (recap) project for 7th Avenue, west of Cannon Street. The project was initially planned to proceed only with the bottom layer (lift) at this time, and then install the top layer after completion of the proposed development. However the underlying road base conditions necessitated completion of both layers in order to avoid the risk of structural failure and having to rebuild the street. It is noted that this project was funded wholly from the City's roadway budget and was not a local improvement project, which would have involved financial contributions, or levies paid by the adjacent property owners.

The existing municipal infrastructure for water, storm and sanitary sewer has sufficient capacity to accommodate the proposed development. The subject property has direct or adjacent access to water and sanitary connections from 7th Avenue. However, the closest existing storm-water main along 7th Avenue extends only as far east as the Fisher Street intersection, or just west of the subject property. From the east, the main would have to be extended from the intersection of 7th Avenue and Rosen Crescent. The applicant/ developer will be responsible for the cost of extending the storm-water main and for all service connections to the subject property, as well as all required surface repairs to the 7th Avenue roadway that result from the extension and connection of those services.

The underground infrastructure work that was undertaken along 7th Avenue in the past year involved an upgrade to the storm-water main, but was not associated with or done in anticipation of the proposed development.

Issue: Impacts on Surrounding Property Values and Building Conditions

Comments/Concerns

- The proposed development will lower the market value of detached dwellings in the surrounding area.
- Will construction activity cause damage (cracking) to the foundations of nearby homes?
- "Will there be heavy equipment – last time, someone came out [and] took pictures of our structure but we didn't notice any cracking or shifting until a year after the retention point went in after the winter and spring thaw. Now we are worried about more shifting and more damage."

Response

Infill residential development in established neighbourhoods often generates concerns about the impact on property values. The Administration acknowledges that residents have these concerns, but is not aware of any evidence that such development will necessarily have a negative impact on surrounding property values. The potential impact in this regard cannot be determined conclusively in advance, but will be affected by the perceptions, experiences and resultant actions of individual households, over time.

The subject property is currently level and so significant grading is not anticipated. The use of mechanized equipment should be limited primarily to basement excavation for the proposed townhouse dwellings.

Any claims for damage to surrounding properties resulting from the proposed development should be directed to the City Solicitor's Office for consideration.

Issue: Impact on Privacy/Quality of Life

Comments/Concerns

- "We have a nice, quiet residential area. I would like to see some type of development in the future, but not to the detriment of what we enjoy now."
- "The proposed development will result in a loss of green space.
- The subject property is an enjoyable space the way it is, and should be left alone.
- "A development such as this would make too BIG a footprint on our dense enough community population.

Response

The Administration is not aware of any documented evidence to suggest a direct correlation between an infill multi-unit development such as the one being proposed and a resultant, disproportional increase in noise, crime or safety. Although such concerns have been expressed by surrounding residents in relation to similar infill development proposals located elsewhere in the city, they appear to have been generally well received upon completion and occupancy.

For the most part, building entrances and sight lines to and from the proposed dwellings are visually screened or physically remote from other dwellings in the surrounding area, with only 12 of 56 dwelling units immediately backing or flanking the existing residential properties along the west side of Rosen Crescent.

The extent of the proposed development is limited to the property that contained the former school, which was never dedicated as public open space. According to the City's Open Space Management Strategy (OSMS, 2007), the Glencairn neighbourhood has a substantial surplus of City-owned recreational open space, including the adjacent Stewart Russell Park that was recently upgraded. The overall quality of open space in the neighbourhood is rated as "good".

Issue: Housing Type and Tenure

Comments/Concerns

- "I would have an issue if these units turned into rental accommodations. There are already too many of these housing units in Glencairn."
- The proposed development contains too many units. "Regular houses" would be preferred. "A new bay with houses would be beautiful and add value to our neighbourhood, not diminish it."

- Lower density housing should be considered. The housing should conform more to the look of the neighbourhood, e.g., bungalows as opposed to two-storey row housing.
- “If townhouses are built, it will make the whole area over crowded and have the worst effect on the whole community.”
- There are already enough apartments and condominiums in the neighbourhood. There are many townhouse dwellings at Cavendish and Dewdney, as well as on Cambridge Avenue further to the south. There are also numerous apartments and condominiums along Fines Drive. “I propose building houses which will both compliment and complete this area.”
- “I feel we have enough condos and need more rental units.”
- At the open house, a few people indicated that seniors housing would be more appropriate, to address the needs of aging residents who wish to remain in the neighbourhood.

Response

The proposed development is near the upper end of the suggested density range for infill housing as contemplated under the City’s guidelines for closed school sites (i.e., 2.45 versus 2.5 times the net density of surrounding residential area). However, the proposal fully complies with the development standards established in the Zoning Bylaw for a planned group of townhouse dwelling units, and in terms of development intensity it is substantially below the maximum standards for site coverage (25% versus 50%) and floor area ratio (0.53 versus 0.85).

Along the east side of the property, adjacent to the rear of the existing detached residential lots that front along Rosen Crescent, the applicant’s design provides a building setback that exceeds the minimum standard that would apply if detached dwellings were to back onto those properties. The applicant’s revised proposal provides the opportunity to retain more of the existing trees along the 7th Avenue frontage.

The applicant’s stated intention is to register a condominium plan for the proposed development in order to allow for the sale of individual units. According to the applicant, the proposed housing product will achieve a price point that will be attractive to first-time home buyers and newcomers to the Regina market.

The Administration has suggested to the applicant that consideration be given to including a mix of unit types, for example, some accessible single-storey dwellings for seniors. However, the applicant wishes to focus on the chosen sector of the housing market, and believes that detached dwellings on individual lots are not a financially viable option.

It is noted that any interest in acquiring units for lease purposes may be diminished in the absence of applicable housing incentives for planned groups of townhouse dwelling units, which are available only for owner-occupied units.

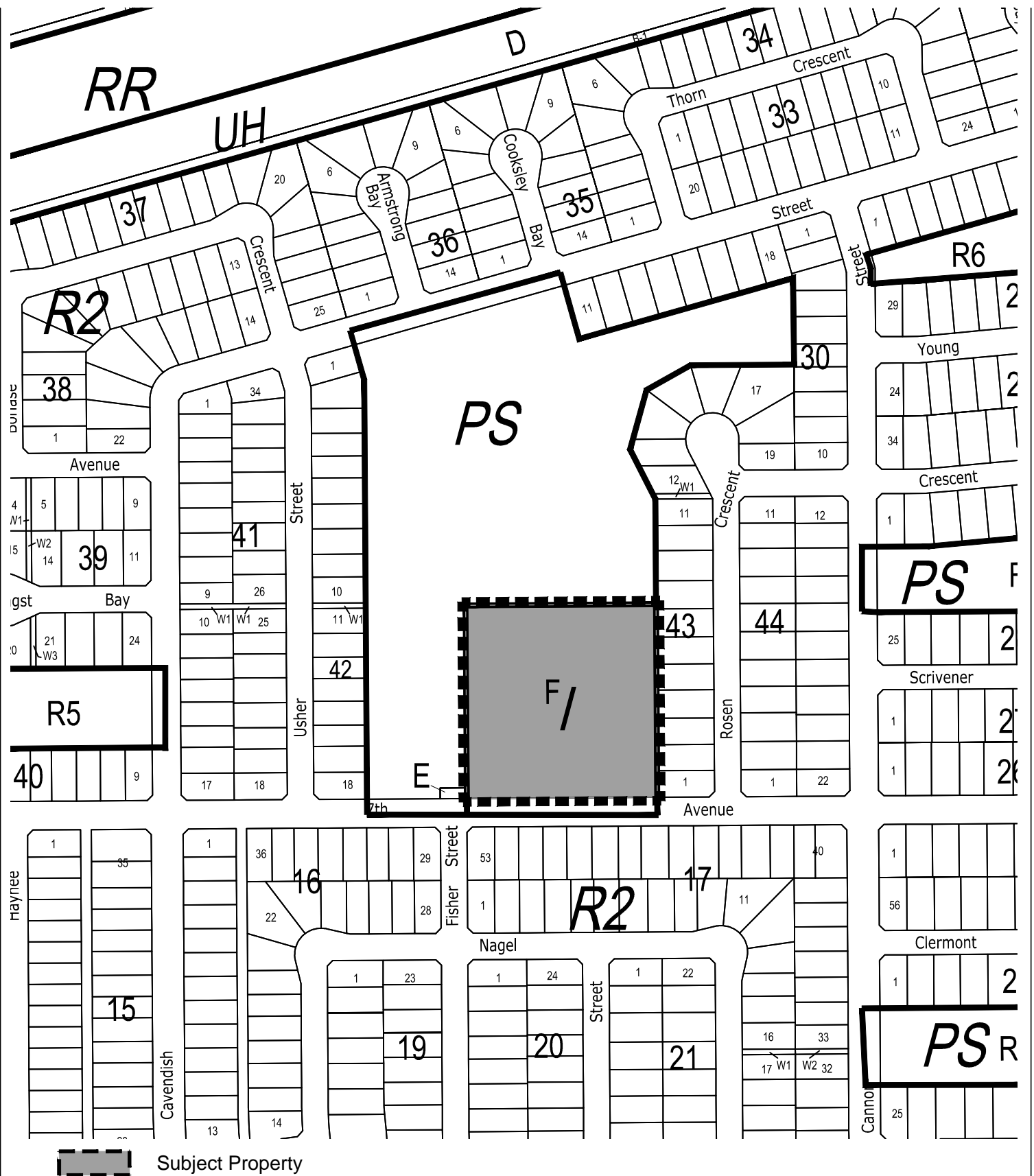
Issue: Alternative Use/DevelopmentComment

- The City should build a community centre or a gym on the subject property.

Response

The Glencairn Neighbourhood Recreation Centre currently provides such services in the facility located at 2626 E. Dewdney Avenue. The neighbourhood is also served by several other community-based facilities, including the Clarence Mahon Arena and the elementary and secondary schools in the area.

The subject property is owned by the applicant. It is acknowledged that the City's reuse guidelines for closed school sites recommend that proposals for higher density residential development include the retention or provision of opportunities for public programming. However, due to the prior demolition of the former school, and given the size and configuration of the remaining site and the nature of the proposed development, there is not a practical or substantive opportunity for the applicant to address that objective.





Subject Property

Date of Photography : 2009

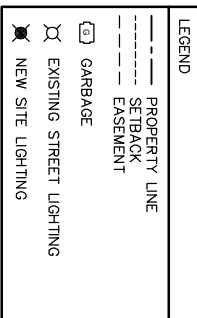


**Planning and Sustainability Department
Planning & Development Division**

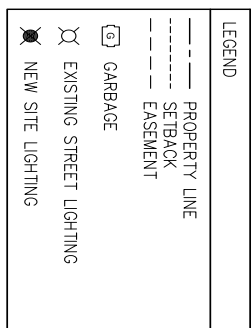


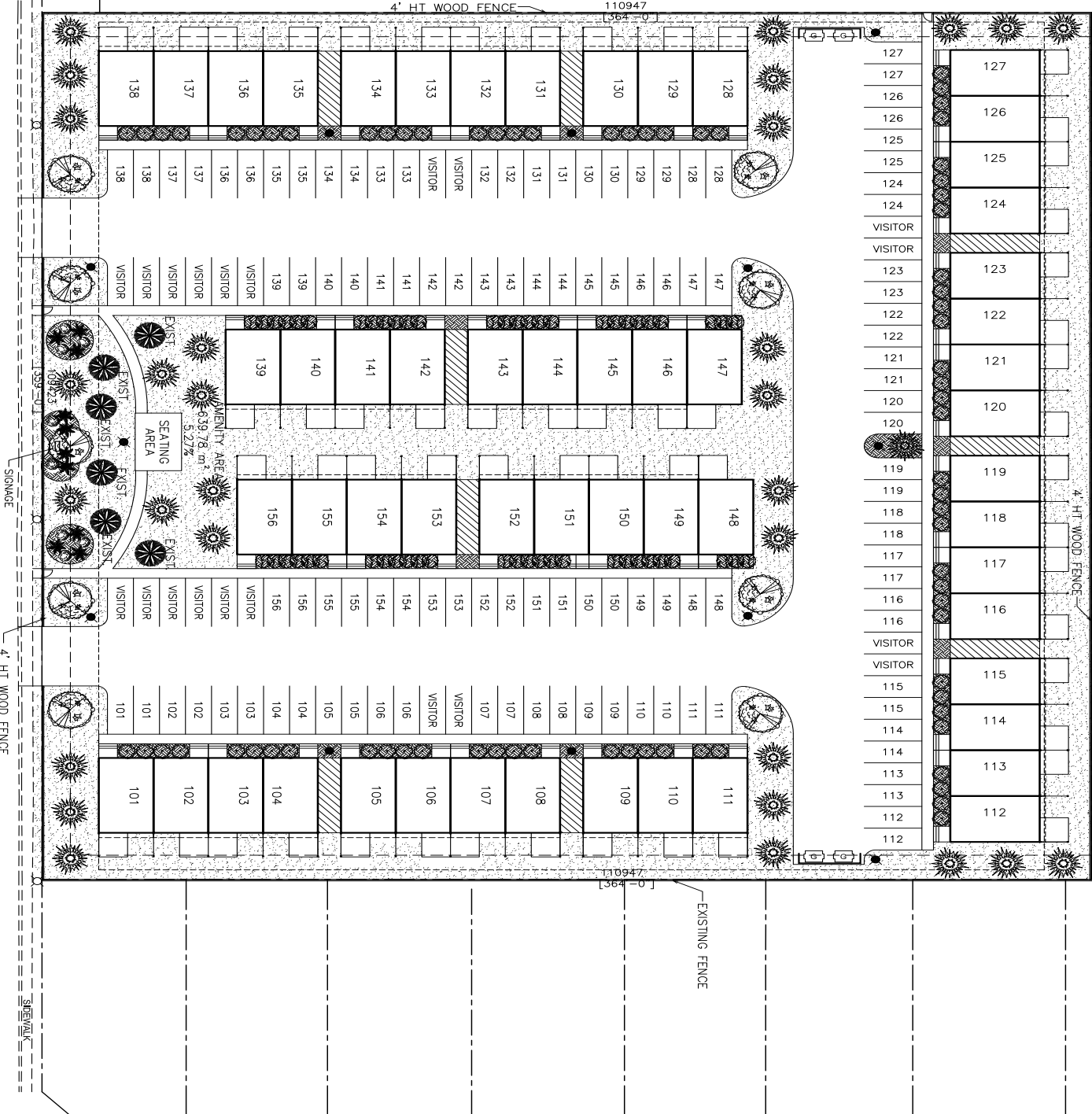
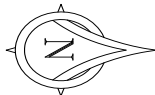
Project 12-Z-5
12-DU-11

Civic Address/Subdivision 1920 E. 7th Avenue/Glencairn

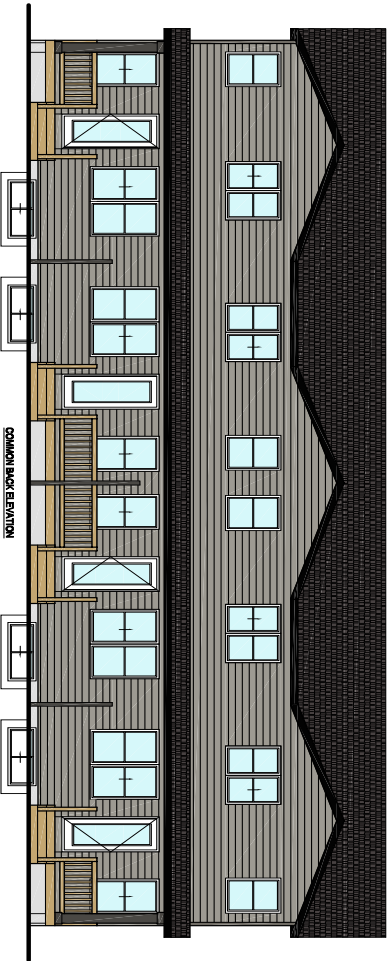
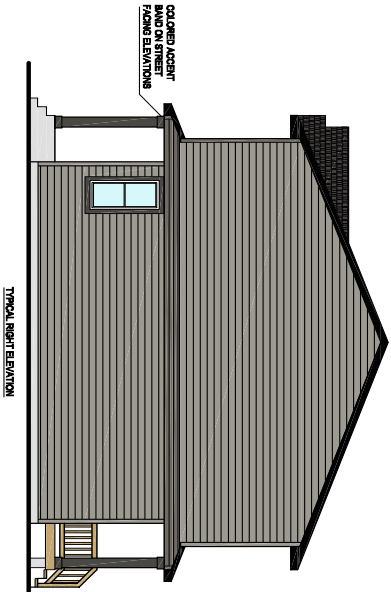
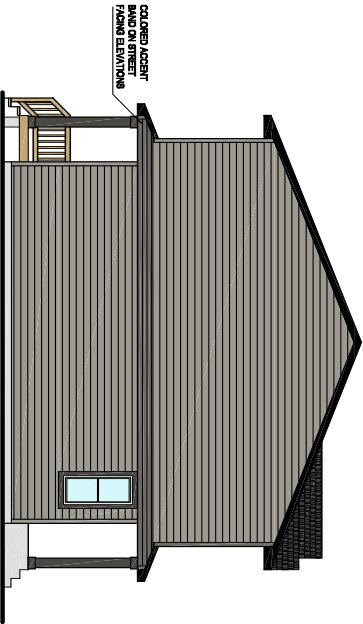


P2





LEGEND	
	GRASS
	WASHED ROCK
	PLANTER BED - MULCH
	ASPHALT
	CONCRETE
	EXISTING STREET LIGHT
	NEW SITE LIGHT
	GARBAGE w/ ENCLOSURE (3 SIDES)
	WOOD FENCE
TREE SYMBOLS:	
SHRUB SYMBOLS:	
EXISTING TREE SYMBOLS:	



September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Application for Zoning Bylaw and Concept Plan Amendment (12-Z-14/12-CP-6)
Skyview Phase 6, Skyview Subdivision

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
- AUGUST 22, 2012**

1. That the application to amend the Skyview Concept Plan, as depicted on the attached Revised Concept Plan, dated May 2012 be APPROVED;
2. That the application to rezone the lands (Part of NE ¼ 10-18-20 W2M) as shown on the shaded portion of the attached Subject Property Map be APPROVED as follows:
 - a) All lots in Blocks 1, 4, 6, and 7 be rezoned from UH – Urban Holding to R1 – Residential Detached
 - b) Parcel D be rezoned from UH to R5 – Medium Density Residential; and
 - c) Parcel MR2 be rezoned from UH to PS – Public Service;
3. That pursuant to Section 18D.1.1 of the Zoning Bylaw, City Council waive the requirement to post a public notification sign on the subject lands, due to their remote location and the current unavailability of direct public access; and
4. That the City Solicitor be directed to prepare the necessary bylaw.

REGINA PLANNING COMMISSION – AUGUST 22, 2012

Doug Rogers, representing Terra Developments Inc., addressed the Commission.

The Commission adopted a resolution to concur in the recommendation contained in the report.

Councillors: Michael Fougere, Mike O'Donnell and Chris Szarka; Commissioners: David Edwards, Phil Evans, Mark McKee, Ron Okumura, Phil Selenski and Laureen Snook were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on August 22, 2012, considered the following report from the Administration:

RECOMMENDATION

1. That the application to amend the Skyview Concept Plan, as depicted on the attached Revised Concept Plan, dated May 2012 be APPROVED;

2. That the application to rezone the lands (Part of NE ¼ 10-18-20 W2M) as shown on the shaded portion of the attached Subject Property Map be APPROVED as follows:
 - a) All lots in Blocks 1, 4, 6, and 7 be rezoned from UH – Urban Holding to R1 – Residential Detached
 - b) Parcel D be rezoned from UH to R5 – Medium Density Residential; and
 - c) Parcel MR2 be rezoned from UH to PS – Public Service;
3. That pursuant to Section 18D.1.1 of the Zoning Bylaw, City Council waive the requirement to post a public notification sign on the subject lands, due to their remote location and the current unavailability of direct public access;
4. That the City Solicitor be directed to prepare the necessary bylaw; and
5. That this report be forwarded to the September 17, 2012 City Council meeting to allow for sufficient time for the required public advertising of the proposed bylaw.

CONCLUSION

The applicant proposes to amend the Skyview Concept Plan to allow for the sanitary sewer to adequately serve the residential lots at the west end of the site. The proposal to rezone the subject properties to accommodate low and medium density residential development will result in a moderate increase in net density, from what has been proposed under the Skyview concept plan, as originally approved by City Council. The proposal is also consistent with the growth management policies contained in Part C – Northwest Sector Plan of *Regina Development Plan Bylaw No. 7877* (Official Community Plan) regarding the planned and sequential development of this sector of Regina.

BACKGROUND

An application for the amendment of the Skyview Concept Plan as well as a Zoning Bylaw amendment in relation to the proposed Skyview Phase 6 subdivision has been received. The initial concept plan was approved March 23, 2009. The subject property is within the Skyview Concept Plan area, which is adjacent to the Twin Lakes Community Association boundary. This application is being considered pursuant to *Regina Zoning Bylaw No. 9250*, *Regina Development Plan Bylaw No. 7877* (Regina's Official Community Plan) and *The Planning and Development Act 2007*.

DISCUSSION

The Applicant's Proposal

The applicant proposes to amend the Skyview Concept Plan originally approved March 23, 2009 (CR09-23), to allow for the sanitary sewer to maintain adequate depth to service the single-detached lots and the medium density parcel at the west end of the site. The relocation of the sewer trunk is required to improve servicing and will be accommodated by a road reconfiguration within the subdivision.

The sanitary sewer service issue was identified at the time of original concept plan approval in which it was identified that a lift station may be required to service the west end of the site and possible future development to the north. The initial phases of subdivision commenced at the east end of the concept plan area, which allowed the developer time to further define and resolve sanitary sewer service for the west end of the concept plan before development reached this location. The applicant's engineer consultant has now submitted a plan that has demonstrated sanitary sewer servicing capability for the west end of the concept plan area.

The proposed adjustment to the roadway network shifts the north-south Little Pine Loop right-of-way eastward and converts Balzer Bay into a through road. The park space within Skyview is increased while the future Dewalt Avenue is shifted south and centred between Koep Avenue and Balzer Street. As a result, the municipal reserve MR2 is increasing from 1.42 ha to 1.71 ha and the medium density Parcel D is increasing from 3.03 to 3.58 ha. With the increased area of MR2, the total municipal reserve now meets the minimum required area for the subdivision.

The proposed concept plan amendment is necessary to accommodate the next phase of sequential development of Skyview Phase 6, which is currently zoned UH – Urban Holding. The proposed subdivision contains a total land area of 9.36 ha and includes the following components, as shown on the attached plan of proposed subdivision:

- 36 detached residential lots, for which the applicant has requested rezoning from UH – Urban Holding to R1 – Residential detached;
- Parcel D with an area of 3.56 ha, intended for medium-density residential development and for which the applicant has requested rezoning from UH to R5 – Medium Density Residential; and
- Parcel MR2 with an area of 1.71 ha, for which the applicant is dedicating as a municipal reserve and rezoning from UH to PS.

Surrounding land uses include undeveloped lands to the west, future extension of Diefenbaker Drive to the north, future low density residential lots within the Skyview subdivision to the east and the Lakewood subdivision to the south of the environmental reserve.

The related subdivision application is being considered concurrently in accordance with Bylaw No. 2003-3, by which subdivision approval authority has been delegated to the Administration.

Official Community Plan (OCP)

The Skyview Concept Plan makes provision for residential development of various densities and house types. Thus, the applicant's proposal is consistent with the following policy objectives contained in Part A of the OCP:

- to achieve a mix of housing types and densities to suit different lifestyles, income levels and special needs in existing and future neighbourhoods; and
- to facilitate the development and integration of a range of housing types and prices.

The proposal to rezone the subject properties to accommodate low and medium density residential development will result in a moderate increase in net density, from what has been proposed under the Skyview concept plan, as originally approved by City Council. The proposal is also consistent with the policies concerning staged and sequential growth contained in Part C –

Northwest Sector Plan of the OCP and the overall growth management policies contained in Part A – Policy Plan of the OCP.

RECOMMENDATION IMPLICATIONS

Financial Implications

The associated development would be located on currently unserviced land. Capital funding for providing municipal infrastructure required for subdivision and development will be the sole responsibility of the developer. The public municipal infrastructure built and funded by the developer will become the City's responsibility to operate and maintain through future budgets.

Any infrastructure that is deemed eligible for Servicing Agreement Free funding will be funded by the City of Regina in accordance with the *Administration of Servicing Agreements Fees and Development Levies* policy.

Environmental Implications

The proposed subdivision forms part of an approved concept plan that is required to conform to policies concerning sustainability in the OCP, the fundamental principles of which are:

- to promote a sustainable community and encourage development that contributes to maintenance or improvements to the quality of urban life; and
- to ensure that development occurs in a cost efficient, environmentally responsible and socially equitable manner.

The proposed development is over the high sensitivity zone of the aquifer and as such, all the performance regulations for new developments under the *Zoning Bylaw No. 9250* must be implemented.

Strategic Implications

The proposed development accommodates both medium and low density lots, which will contribute to a compact urban form and sufficient supply of land for future growth. The revised concept plan will also help optimize infrastructure (sanitary sewer) capacity. This is aligned with and enables the City's vision aspirations to become Canada's most vibrant and sustainable community where people live in harmony and thrive in opportunity.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The subject lands were not sign-posted, due to their remoteness from surrounding urban development and the current unavailability of direct public access to the site. The Administration acknowledges that according to Section 18D.1.1 of the Zoning Bylaw, the authority to waive the sign-posting requirement rests exclusively with City Council. Although occurring after the fact, a recommendation has been provided for Council to waive this requirement.

The applicant's proposal was circulated to the Twin Lakes Community Association and the West Zone Board for review and comment. Responses were not received from either organization prior to the finalization of this report.

Other Agencies

The applicant's proposal was circulated to the Public and Separate School Boards for review and comment. Both school boards indicated that they did not have any concerns with the proposal.

Public Notice of Proposed Zoning Bylaw Amendments

Subject to concurrence with the recommendations contained in this report, public notice of the proposed Concept Plan and Zoning Bylaw amendments will be published in the *Leader-Post* on September 1 and 8, 2012, in accordance with Section 207 of *The Planning and Development Act, 2007*.

The applicant and other identified interested parties will receive written notification of City Council's decision.

DELEGATED AUTHORITY

City Council's approval of the Concept Plan and Zoning Bylaw amendments is required pursuant to Parts IV and V of *The Planning and Development Act, 2007*

REGINA PLANNING COMMISSION



Elaine Gohlke, Secretary

NE 10-18-20-W.2

UH

R6

Diefenbaker Drive

McCarthy Boulevard

M

Boulevard

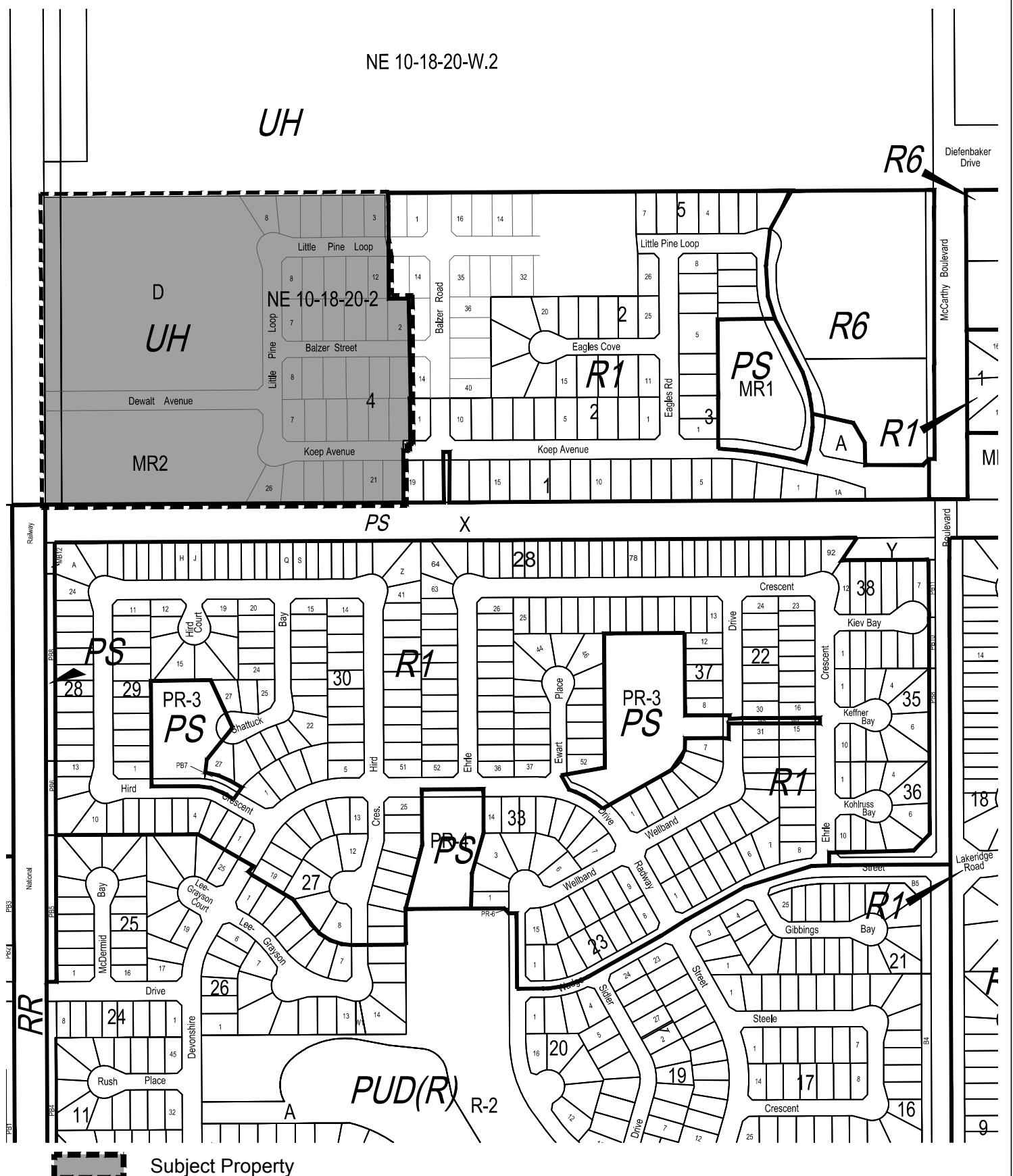
18

Lakeridge Road

9

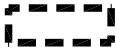
F

9



Subject Property





Subject Property

Date of Photography : 2009

**Planning and Sustainability Department
Planning & Development Division**



City of Regina

Project 12-Z-14
12-CP-6
12-SN-30

Civic Address/Subdivision Skyview Phase 6

PLAN SHOWING
PROPOSED SUBDIVISION
OF PART OF
PARCEL B, PLAN NO. 1016
AND PART OF
N.E. 1/4 SEC.10, TWP.18, RGE.
REGINA, SASKATCHEWAN
SCALE 1 : 1000

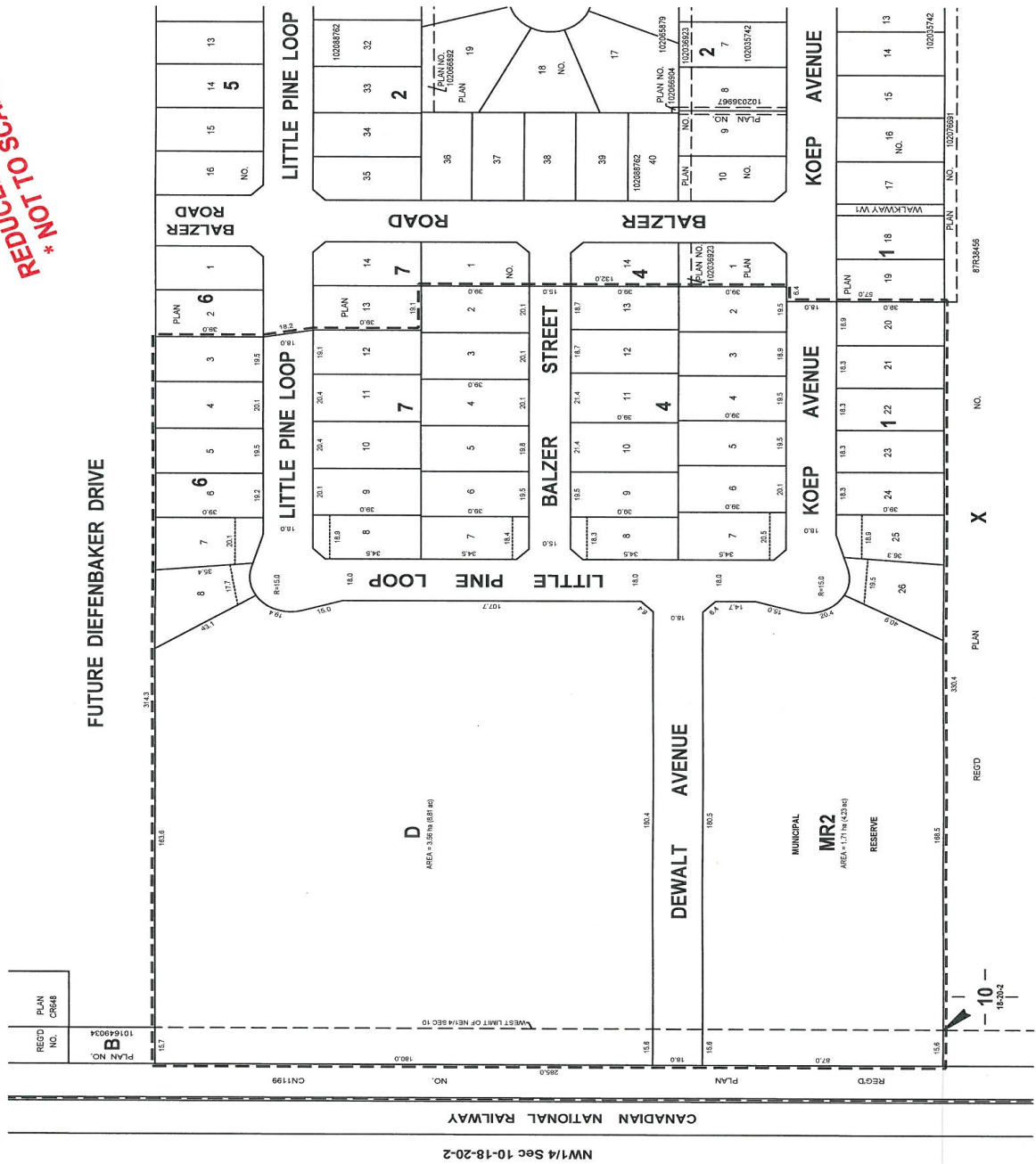
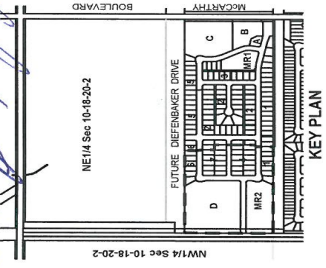
- Measurements are in metres and decimals thereof.
- Some measurements are approximate and may differ from the final Plan of Survey by as much as 1.0 %.
- Area to be approved is outlined by a bold dashed line and contains 3.36 ha (23.13 ac).
- Corner cutoffs are 4.5 metres.
- Lot widths of irregular shaped lots are shown as 18.9 m and are at 6 or 18 metre setbacks.

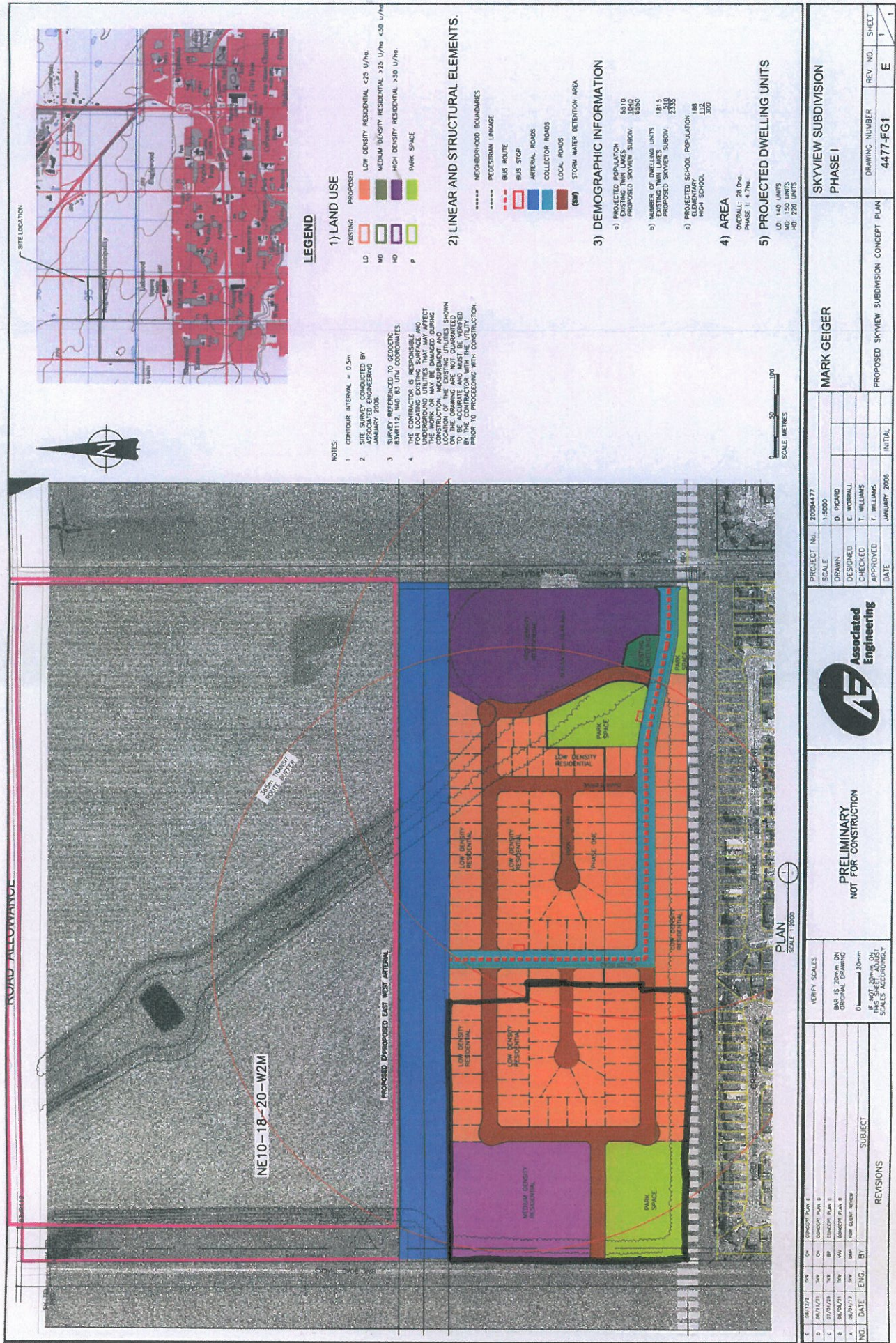
Date _____

The subdivision proposed herein outlined in bold is approved under the provisions of Bylaw No. 7748-LA-B84 of The City of Regina.

Dated this _____ day of _____ A.D. 20_____

OWNER: ~~Mark and Rita Geiger~~





Original Concept Plan



Concept Plan Amendment

September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Application for Zoning Bylaw Amendment (12-Z-06) – Kensington Greens Phase 2
Part of Parcel A, Plan No. 101868138, Part of Parcels B & D, Plan No. 101902610, Part
of Parcel E, As Approved, 1701 N. Albert Street

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
- AUGUST 22, 2012**

1. That the application to amend *Regina Zoning Bylaw No. 9250* related to 1701 N. Albert Street, be APPROVED as follows:
 - a. Rezoning of all residential lots located within Blocks 11-15 inclusive and residential Lots 1-20 located within Block 9, as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to R1 - Residential Detached;
 - b. Rezoning of residential Lots 8-27 located within Block 5 and Lots 21-72 located within Block 9, as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to R2 - Residential Semi-Detached;
 - c. Rezoning of all residential lots located within Block 10 as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to DCD-12 – Suburban Narrow-Lot Residential;
 - d. Rezoning of municipal buffer strips labelled as MB3, MB4 and MB5 as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to PS - Public Service;
 - e. Rezoning of municipal reserve land labelled as MR1 as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to PS - Public Service;
2. That the City Solicitor be directed to prepare the necessary bylaw to enact the subject Zoning Bylaw amendment.

REGINA PLANNING COMMISSION – AUGUST 22, 2012

Lorne Yagelniski, representing Yagar Developments, addressed the Commission.

The Commission adopted a resolution to concur in the recommendation contained in the report.

Councillors: Michael Fougere, Mike O'Donnell and Chris Szarka; Commissioners: David Edwards, Phil Evans, Mark McKee, Ron Okumura, Phil Selenski and Laureen Snook were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on August 22, 2012, considered the following report from the Administration:

RECOMMENDATION

1. That the application to amend *Regina Zoning Bylaw No. 9250* related to 1701 N. Albert Street, be APPROVED as follows:
 - a. Rezoning of all residential lots located within Blocks 11-15 inclusive and residential Lots 1-20 located within Block 9, as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to R1 - Residential Detached;
 - b. Rezoning of residential Lots 8-27 located within Block 5 and Lots 21-72 located within Block 9, as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to R2 - Residential Semi-Detached;
 - c. Rezoning of all residential lots located within Block 10 as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to DCD-12 – Suburban Narrow-Lot Residential;
 - d. Rezoning of municipal buffer strips labelled as MB3, MB4 and MB5 as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to PS - Public Service;
 - e. Rezoning of municipal reserve land labelled as MR1 as shown on the attached plan of proposed subdivision (prepared by Barry Clark S.L.S and dated July 10, 2012), from UH - Urban Holding to PS - Public Service;
2. That the City Solicitor be directed to prepare the necessary bylaw to enact the subject Zoning Bylaw amendment; and
3. That this report be forwarded to the September 17, 2012 City Council meeting to allow sufficient time for the required public advertising of the proposed bylaw.

CONCLUSION

The proposal to rezone lands to accommodate development of Kensington Greens Phase 2 is consistent with the Kensington Greens Concept Plan, as approved by City Council in 2005. The proposal is also consistent with the overall growth management policies contained in Part A – Policy Plan of the OCP that encourage the provision of a mix of housing types and densities to suit different lifestyles and income levels and with Part C – Northwest Sector Plan of the OCP with respect to accommodating future residential growth in defined areas in an orderly and cost effective manner.

BACKGROUND

An application for Zoning Bylaw amendment has been received in relation to the proposed Kensington Greens Phase 2 subdivision. The subject property is within the Kensington Greens Concept Plan area and the boundaries of the Upland Community Association.

The proposed amendment is being considered pursuant to *Regina Zoning Bylaw No. 9250*, *Regina Development Plan Bylaw No. 7877* (Regina's Official Community Plan, or OCP) and *The Planning and Development Act, 2007*.

The related subdivision application is being considered concurrently by the Administration, in accordance with Bylaw No. 2003-3, by which subdivision approval authority has been delegated to the Development Officer.

DISCUSSION

The applicant proposes to subdivide an 18.32 ha portion of the Kensington Greens Concept Plan area to accommodate the development of 276 residential lots. The proposed plan of subdivision is attached for reference purposes.

The proposed development also includes the dedication of three Municipal Buffer Strips (MB3, MB4, and MB5) that extend along the north, west and eastern edge of the subject property, which will provide a separation from Provincial Highways 6, 11 and Highway 6 Service Road E, as well as from the CP Railway and future incompatible uses as per the IPSCO buffer requirement. Municipal Reserve - MR1 will accommodate future open space.

The proposed Phase 2 subdivision is consistent with the Kensington Greens Concept Plan, which was approved by City Council in 2005, and meets the minimum lot area and lot frontage requirements of *Regina Zoning Bylaw No. 9250*.

The applicant has requested that the subject lands be rezoned from UH – Urban Holding to the following:

<u>Block, Lot (s)</u>	<u>Proposed Zone</u>
Block 5, Lots 8-27 Block 9, Lots 21-72	R-2 – Residential Semi-Detached
Block 9, Lots 1-20 Blocks 11-15	R-1 – Residential Detached
Block 10	DCD-12 – Suburban Narrow-Lot Residential
<u>Municipal Buffer Strips</u>	
MB3, MB4, MB5	PS – Public Service
<u>Municipal Reserve</u>	
MR1	PS – Public Service

The surrounding land uses include the first phase of the Kensington Greens community directly south and undeveloped lands in all other directions. The Canadian Pacific Railway line borders the subject property on the northeast side.

Official Community Plan (OCP)

The Kensington Greens Concept Plan makes provision for residential development of various densities and house types. Thus, the applicant's proposal is consistent with the following policy objectives contained in Part A of the OCP:

- to achieve a mix of housing types and densities to suit different lifestyles, income levels and special needs in existing and future neighbourhoods; and
- to facilitate the development and integration of a range of housing types and prices.

The proposal is also consistent with the policies concerning phased residential development and growth contained in Part C – Northwest Sector Plan of the OCP and the overall growth management policies contained in Part A – Policy Plan of the OCP.

RECOMMENDATION IMPLICATIONS

Financial Implications

Capital funding to provide municipal infrastructure that is required for subdivision and development in the concept plan area will be the sole responsibility of the developer. The municipal infrastructure that is built and funded by the developer will become the City's responsibility to operate and maintain through future budgets.

Any infrastructure that is deemed eligible for Servicing Agreement Fee funding will be funded by the City of Regina in accordance with the *Administration of Servicing Agreements Fees and Development Levies* policy. The costs of water, sewer and storm drainage services are recovered through the utility charges.

Environmental Implications

The proposed development forms part of an approved concept plan that is required to conform to the policies of the OCP, the fundamental principles of which are:

- to promote a sustainable community and encourage development that contributes to maintenance or improvements to the quality of urban life; and
- to ensure that development occurs in a cost efficient, environmentally responsible and socially equitable manner.

Strategic Implications

The proposed development responds to the City's vision and priorities by allowing for a variety of housing types throughout the city.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Community Input

The subject lands were sign-posted on July 25, 2012. The proposal was circulated to the Uplands Community Association and West Zone Board for review and comment on June 26, 2012. The deadline for comments was July 24, 2012. Comments were not received from either organization prior to the finalization of this report.

Other Agencies

The applicant's proposal was circulated to the Public and Separate School Boards for review and comment. Both school boards indicated that they did not have any concerns with the proposal.

Public Notice of Proposed Zoning Bylaw Amendments

Subject to concurrence with the recommendations contained in this report, public notice of the proposed Zoning Bylaw amendments will be published in the Leader-Post on September 1 and September 8, 2012, in accordance with Section 207 of the *Planning and Development Act, 2007*.

The applicant and other identified interested parties will receive written notification of City Council's decision.

DELEGATED AUTHORITY

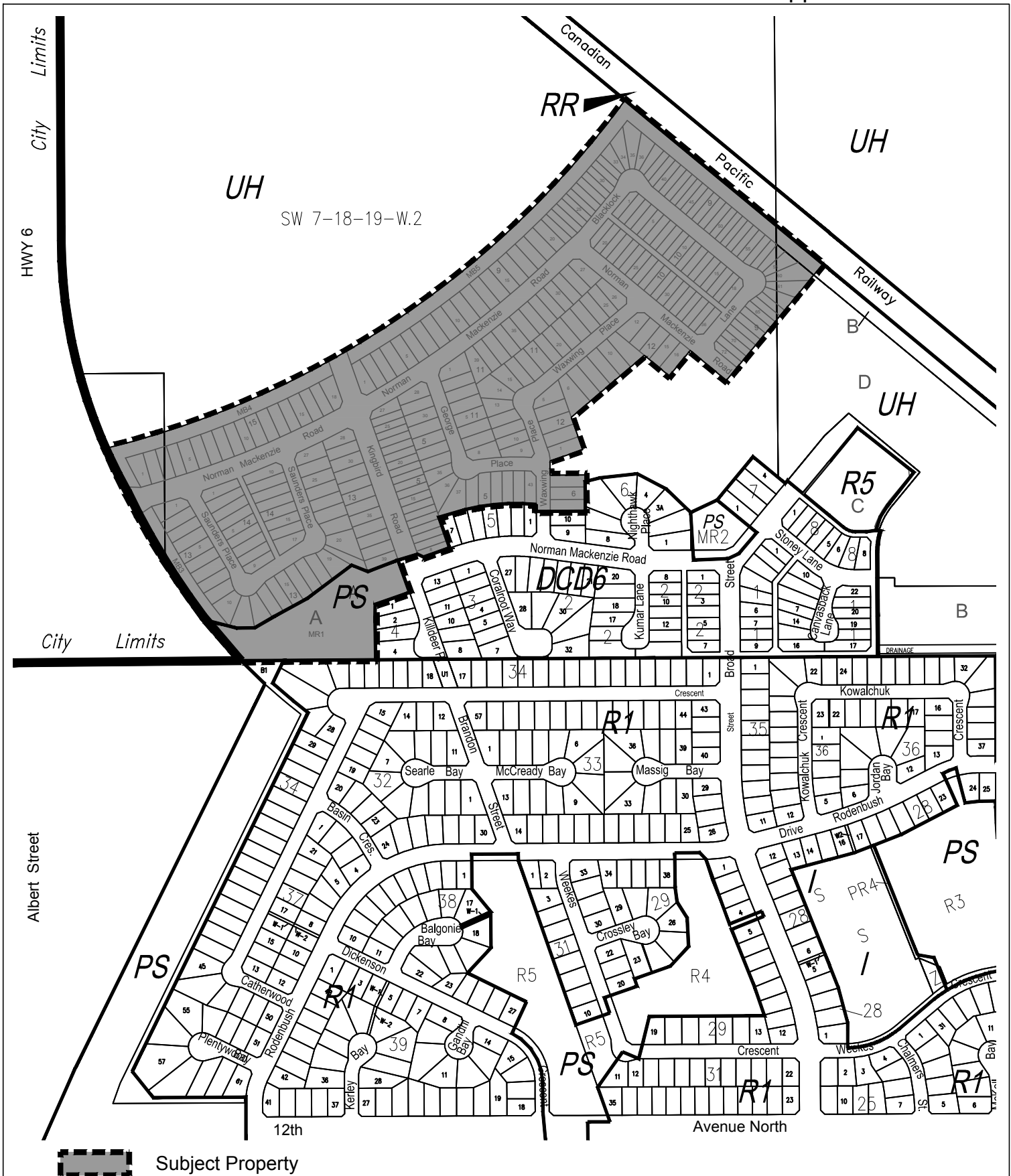
City Council's approval of Zoning Bylaw amendments is required pursuant to Part V of *The Planning and Development Act, 2007*.

Respectfully submitted,

REGINA PLANNING COMMISSION



Elaine Gohlke, Secretary



1. Land Use

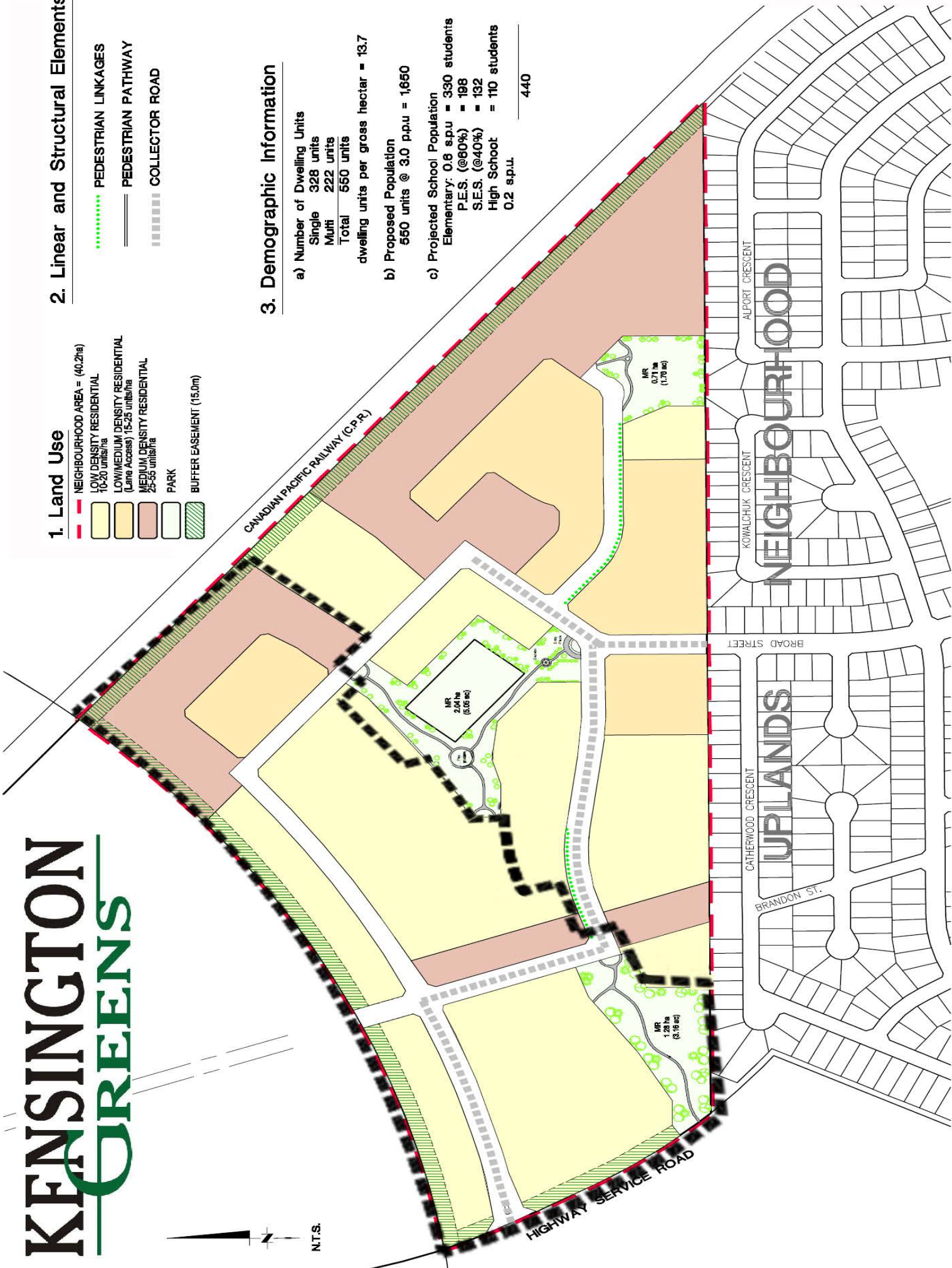
- NEIGHBOURHOOD AREA = (40.2ha)
- LOW DENSITY RESIDENTIAL
10-20 units/ha
- LOW/MEDIUM DENSITY RESIDENTIAL
(Lane Access) 15-25 units/ha
- MEDIUM DENSITY RESIDENTIAL
25-55 units/ha
- PARK
- BUFFER EASEMENT (15.0m)

2. Linear and Structural Elements

- PEDESTRIAN LINKAGES
- PEDESTRIAN PATHWAY
- COLLECTOR ROAD

3. Demographic Information

- a) Number of Dwelling Units
- | | |
|--------------|------------------|
| Single | 328 units |
| Multi | 222 units |
| Total | 550 units |
- dwelling units per gross hectare = 13.7
- b) Proposed Population
- | | |
|-----------------------|---------|
| 550 units @ 3.0 p.p.u | = 1,650 |
|-----------------------|---------|
- c) Projected School Population
- | | |
|-----------------------|----------------|
| Elementary: 0.8 s.p.u | = 330 students |
| P.E.S. (@80%) | = 198 |
| S.E.S. (@40%) | = 132 |
| High School | = 110 students |
| 0.2 s.p.u. | 440 |



September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Application for Zoning Bylaw Amendment (12-Z-11)
10 Detached Residential Lots – Parliament Avenue and Queen Street Extensions

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
AUGUST 8, 2012**

That the application to amend *Regina Zoning Bylaw No. 9250* be APPROVED as follows:

- a) That Proposed Lots 18-24, in Block 24; and Lots 22-24, in Block T as shown in Appendix A-1 be rezoned from PS-Public Service to R1-Residential Detached.

REGINA PLANNING COMMISSION – AUGUST 8, 2012

The Commission adopted a resolution to concur in the recommendation contained in the report.

Councillors: Michael Fougere and Mike O'Donnell; Commissioners: David Edwards, Phil Evans, Mark McKee, Ron Okumura, Phil Selenski, Laureen Snook and Sherry Wolf were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on August 8, 2012, considered the following report from the Administration:

RECOMMENDATION

1. That the application to amend *Regina Zoning Bylaw No. 9250* be APPROVED as follows:
 - a) That Proposed Lots 18-24, in Block 24; and Lots 22-24, in Block T as shown in Appendix A-1 be rezoned from PS-Public Service to R1-Residential Detached.
2. That this report be forwarded to the September 17, 2012 meeting of City Council to allow time for public advertising.

CONCLUSION

The City's Real Estate Branch proposes to rezone lands adjacent to the Parliament Avenue and Queen Street extensions for single detached residential development. The proposal is consistent with the Zoning Bylaw and the Lakeview/Albert Park Secondary Plan, which designates these lands for development of single-detached residential and is supported by general policies in the Official Community Plan with respect to infill development.

BACKGROUND

The City of Regina's Real Estate Branch has submitted an application for rezoning of a portion of the lands adjacent to the extensions of Parliament Avenue and Queen Street. The subject properties are within the Albert Park Community Association and Parliament Place Subdivision.

This application is being considered pursuant to *The Planning and Development Act, 2007*, *Regina Development Plan Bylaw No. 7877 (Official Community Plan)*, and *Regina Zoning Bylaw No. 9250*.

A related application for subdivision approval is being considered by the Administration pursuant to *The Subdivision Bylaw No 2003-3*, which delegates approving authority to the Administration.

DISCUSSION

The Applicant's Proposal

The applicant proposes to develop seven detached lots along an extension of Parliament Avenue and three detached lots along an extension of Queen Street. Only these 10 lots are being developed as adjacent lands are affected to a greater extent by aircraft noise. City policies recognize that residential development is not appropriate for certain areas where aircraft noise is more intense.

The lots would be rezoned as R1-Residential Detached, which is consistent with the zoning of lots in the surrounding residential area.

Analysis

Site Context

The surrounding land uses are detached residential to the south and east of both affected areas; the area north of the future lots fronting Parliament Avenue is an open space (Regina Rugby Park and Hudson Park); and the area to the west of the future lots fronting Queen Street is identified as future open space in the secondary plan.

Parliament Avenue and Queen Streets are under construction as of finalization of this report. Parliament Avenue is an arterial road that will be a key transportation link between new neighbourhoods in the southwest and Albert Street. Direct transit service will be provided to the Golden Mile Shopping Centre en route to downtown. The street will have one travelling lane in each direction and a parking lane on each side. It is expected to carry approximately 9,500 vehicles per day (VPD) at full build out with two driving lanes and two parking lanes. Queen Street is a collector road that services the Albert Park area and will carry much less volume than Parliament Avenue (3,500-4,000 VPD) and may provide for transit service in the future.

Regina Zoning Bylaw No. 9250

The subject property is currently zoned as PS-Public Service, which does not allow for detached residential development. The applicant intends to rezone the new lots to R1-Residential Detached, which is consistent with surrounding zoning. The intent of the zone is "to permit the

development of detached dwelling units in suburban areas of the city. It is intended to be the principal zone for single detached development in the city. Density and intensity standards for this zone are designed to ensure that the Residential Detached Zone shall serve as a designation which preserves and protects the suburban residential community character of its area, with a maximum net density of less than 25 dwelling units per hectare.”

The proposal conforms to the purpose and intent of the R1 Zone and all lots conform to the minimum standards (i.e. lot sizes, minimum lot frontage).

Official Community Plan

This rezoning represents implementation of a portion of the Lakeview/Albert Park Secondary Plan, which forms part of the City’s Official Community Plan. The secondary plan is attached for reference purposes as Appendix B. The plan was created in response to the need for a coordinated approach to development of lands that are largely constrained by airport noise.

The location of residential lands (identified as “b” on the Land Use Concept) within the plan area is largely informed by the 30 NEF (Noise Exposure Forecast) contour line for 2024. The NEF contour line is a projection of aircraft noise in the year 2024. The secondary plan prohibits residential land use where aircraft noise is within the 30 NEF contour, the precise location of which is shown on the attached subject property map. A portion of proposed Lot 24 is within the 30 NEF contour; however, the minimum rear yard setback of 5 m would prohibit development of a dwelling within the contour.

The proposed rezoning is also consistent with the Official Community Plan, Part A – Policy Plan with respect to promoting infill development opportunities to achieve a compact urban form.

RECOMMENDATION IMPLICATIONS

Financial Implications

The municipal infrastructure required for subdivision and development in the concept plan areas will be funded by servicing agreement fees as appropriate. The local servicing will be addressed through standard servicing agreements and funded by the developer, in this case the City’s Real Estate Branch. The costs of water, sewer and storm drainage services are fully recovered through utility charges.

The lots will be appraised and sold at market value. Funds from the sale will go towards the City’s Real Estate reserve.

Environmental Implications

The proposed development represents planned growth and utilization of vacant land that is surrounded by urban development. Development of the subject property would reduce the need for peripheral expansion of the urban footprint and thus contribute to the overall objective of the Development Plan (OCP) to encourage a compact urban form. There are no natural physical features or particular environmental sensitivities that may inform appropriate development of the subject property.

Strategic Implications

The proposal is consistent with the City’s Strategic Priority of managing growth and community development by optimizing infrastructure capacity. This achieves the outcomes of maintaining a

compact urban form, optimizing infrastructure capacity, and will help to populate the extensions of Parliament Avenue and Queen Street that will create a safer environment for people. This aligns and enables the city to become Canada's most vibrant, sustainable, and thriving city.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The Administration informed the public through the following measures:

- Posting of both subject properties with signage informing of the development proposal;
- Sending notice in the mail directly to property owners and residents in the vicinity;
- Circulation of the proposal to the South Zone Board and Albert Park Community Association for review and comment.

The South Zone Board indicated that it had no objections to the proposal. The Zone Board indicated that with the city's recent growth it is essential that new lots be made available and that open space not be compromised and that the proposal seems to respect both of these concerns. The Community Association also indicated that it had no concerns with the proposal.

The Administration received several calls from prospective purchasers throughout the review of the proposal. One area resident provided written comment, indicating that they would like the proposal more if one or two features were different. The person appreciated that open space in Rawlinson Park was being maintained for community use. However, they thought that Area b in the Secondary Plan should be categorized as Area e) Vacant Land, and possibly be used as a community garden.

In response, the Administration notes that the proposal is consistent with the Lakeview/Albert Park Secondary Plan and represents implementation of the approved plan. There is opportunity within the plan to allow for a community garden without leaving the subject property as vacant land.

The Zoning Bylaw amendment will be advertised in *The Leader-Post* prior to City Council's consideration in accordance with *The Planning and Development Act, 2007*.

DELEGATED AUTHORITY

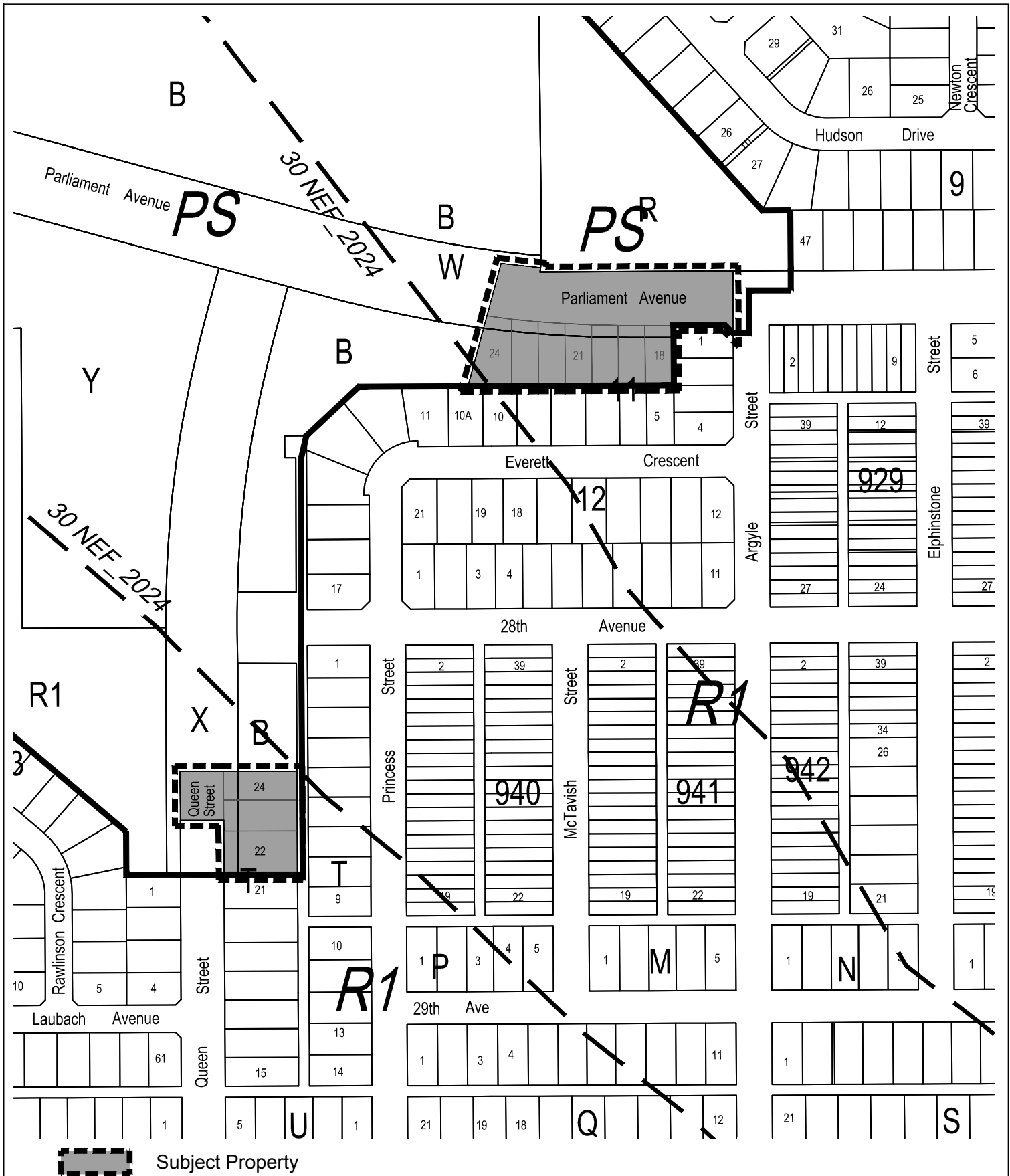
City Council's approval is required pursuant to Section V of *The Planning and Development Act, 2007*.

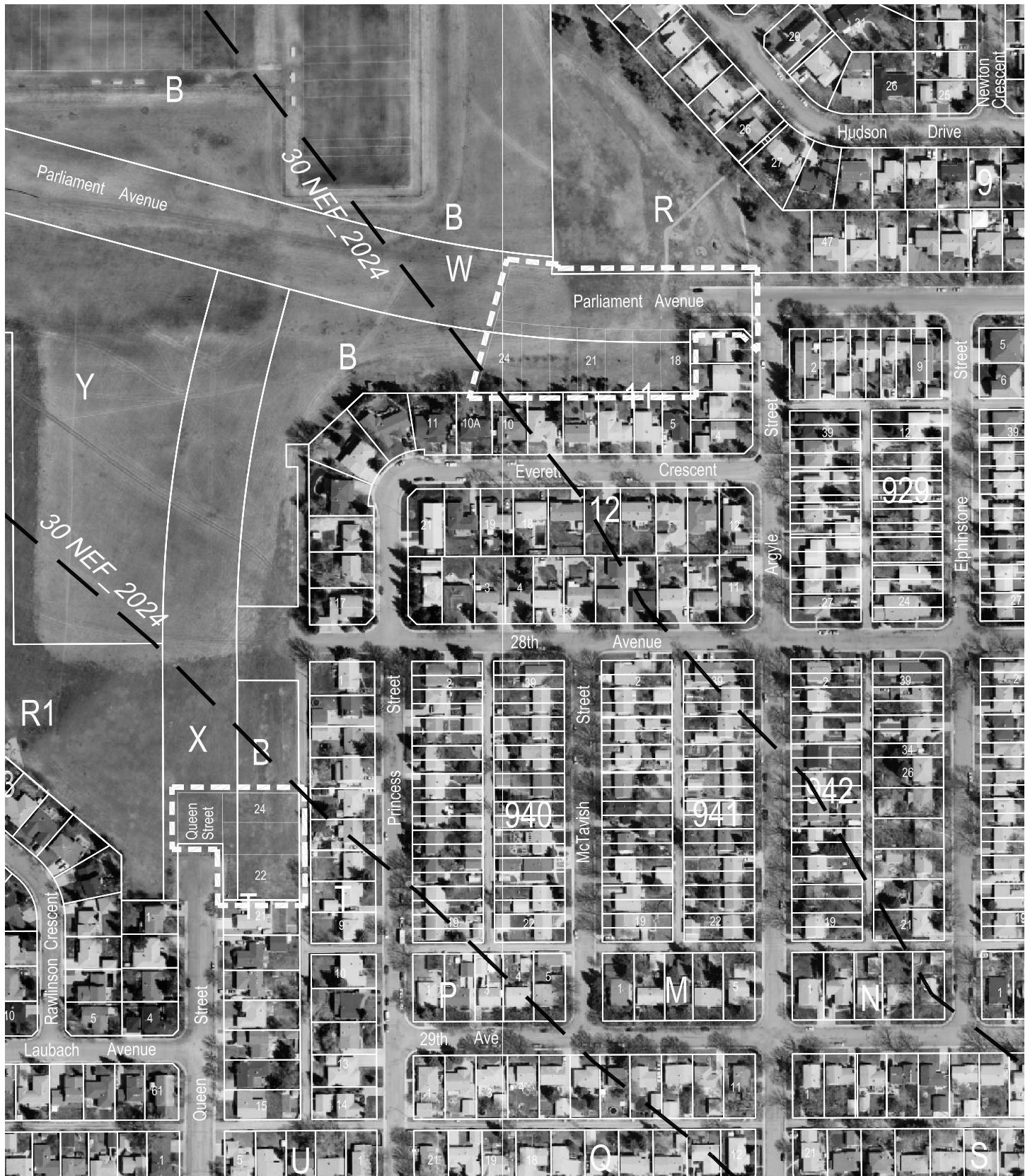
Respectfully submitted,

REGINA PLANNING COMMISSION



Elaine Gohlke, Secretary





Subject Property

Date of Photography : 2009

Planning and Sustainability Department Planning & Development Division



City of Regina

Project 12-Z-11
12-SN-23

Civic Address/Subdivision

Part of Parcel W Plan #89R48046;
Part of Parcel B Plan #AR1128;
Part of Parcel X Plan #89R48046;
Part of Parcel B Plan #73R14872;



LEGEND

- Existing Buildings
- Office/Institutional
- Park & open space
- Buffer
- Residential
- Future Roadways
- Reference to text (Land Use Guidelines)

REGINA AIRPORT

REGINA RUGBY CLUB PARK

30 NEF (Projected for 2024)

REGINA
CITY OF REGINA
COMMUNITY SERVICES DEPARTMENT
URBAN PLANNING DIVISION
December 2005

0:\JP\DEV\PLAN\MAP112 Lakeview-LU_Con_VL.dwg

11.3 Lakeview/Albert Park Secondary Plan

The *Regina Development Plan* identifies the need to prepare a Secondary Plan for Lakeview. Interest in development of vacant lands near the Regina Airport in Lakeview and Albert Park has highlighted the need for a plan to guide the orderly development of this area. A public opinion survey was conducted which provided information and confirmed that development of vacant lands is the single significant planning issue in Lakeview/Albert Park.

The areas north, south and east of the vacant lands in Lakeview/Albert Park consist of stable low-density residential development and related neighbourhood parks and schools. Lewvan Drive and the Regina Airport are located to the west. Development along Pasqua Street is constrained for residential development by airport noise, and includes non-residential uses such as offices, recreational uses and churches.

At the time areas in Lakeview and Albert Park were being developed in the 1950s and 1960s, vacant lands were retained to protect aircraft approach routes to the Regina Airport. Over time, development of offices, the Regina Court and Fitness Club, rugby fields and churches have occurred at the edges of the vacant lands. These developments were reviewed individually to determine their suitability. This Plan provides for a more coordinated approach, based on the following general planning considerations.

a) General Planning Considerations

The following general planning considerations are applied to:

- i) respect airport operations and prohibit residential infill development in high noise areas exceeding 30 NEF projected for 2024 as shown on Map 11.2.
- ii) ensure compatibility of new infill development with existing residential neighbourhoods in terms of use, development form and adequate buffering;
- iii) reflect existing and approved plans for parks and for roadway extensions; and,
- iv) generate revenue from the sale of surplus City-owned lands.

b) Land Use Guidelines

The following land use guidelines shall apply to the infill development of the respective areas shown on Map 11.2:

Area a): Prestige Office, Institutional, or Limited Service and Retail Uses **[2008-52]**

- buffer from houses via landscaping and setback of buildings.
- maximum 2 storey height.
- architectural control through agreements for sale to ensure compatible design.
- access from Pasqua Street.
- consult with Transport Canada regarding possible electronic navigation equipment interface.
- Limited Service and Retail Uses consistent with General Planning Considerations above be considered for 3775 and 3725 Pasqua Street (being Lots 1 and 2, Block E, Plan No. 101879860. **[2008-52]**

Area b) Residential – Single Family Housing

- Development Plan policies permit new housing only where aircraft noise is less than the 30 NEF projected for 2024 as shown on Map11.2

Area c) Open Space

- develop in consultation with Community Associations and South Zone Board.
- buffer passive park areas (Hudson Park and Rawlinson Crescent Park) via landscaping from athletic fields and prestige office developments.
- maintain linkage between park areas by ensuring common frontage on both sides of Parliament Avenue.

Area d) Prestige Offices

- office development guidelines are as per a) above.
- access from Parliament Avenue or Pasqua Street.
- contingent upon extension of roadways.
- minimum building setback, 120m from back of lots on Rawlinson Crescent.

Area e) Vacant Land

- development subject to further review of uses compatible with adjacent housing.
- Area f) Parliament Avenue and Queen Street Extension

- approved roadway plans, development subject to the availability of capital funding.

c) Policies And Implementation

- i) That vacant lands identified on Map 11.2 be developed consistent with subsection 11.3(b) – Land Use Guidelines - of this Plan.

BYLAW NO. 2012-61

PROPOSED ZONING BYLAW AMENDMENT, 2012 (No. 22)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 - Zoning Maps (Map No. 3089) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix "A", legally described as:

Legal Address: **Proposed Lots 18-24 in Block 24; and Lots 22-24 in Block T, being Part of Parcels X and W, Plan No. 89R48046**

**Portion of Block B, Plan No. AR1128, Extension 2
Surface Parcel Number 114120593**

**Portion of Block B, Plan No. AR1128, Extension 3
Surface Parcel Number 114120605**

**Portion of Block B, Plan No. AR1128, Extension 4
Surface Parcel Number 114120616**

**Portion of Block B, Plan No. 73R14872, Extension 0
Surface Parcel Number 109697350**

Civic Address: N/A

Current Zoning: PS – Public Service

Proposed Zoning: R1 – Residential Detached

- 3 This Bylaw comes into force upon the date of passage.

Approved as to form this _____ day of _____, 2012.

City Solicitor

READ A FIRST TIME THIS 17th DAY OF SEPTEMBER 2012

READ A SECOND TIME THIS 17th DAY OF SEPTEMBER 2012

READ A THIRD TIME AND PASSED THIS 17th DAY OF SEPTEMBER 2012

Mayor

City Clerk

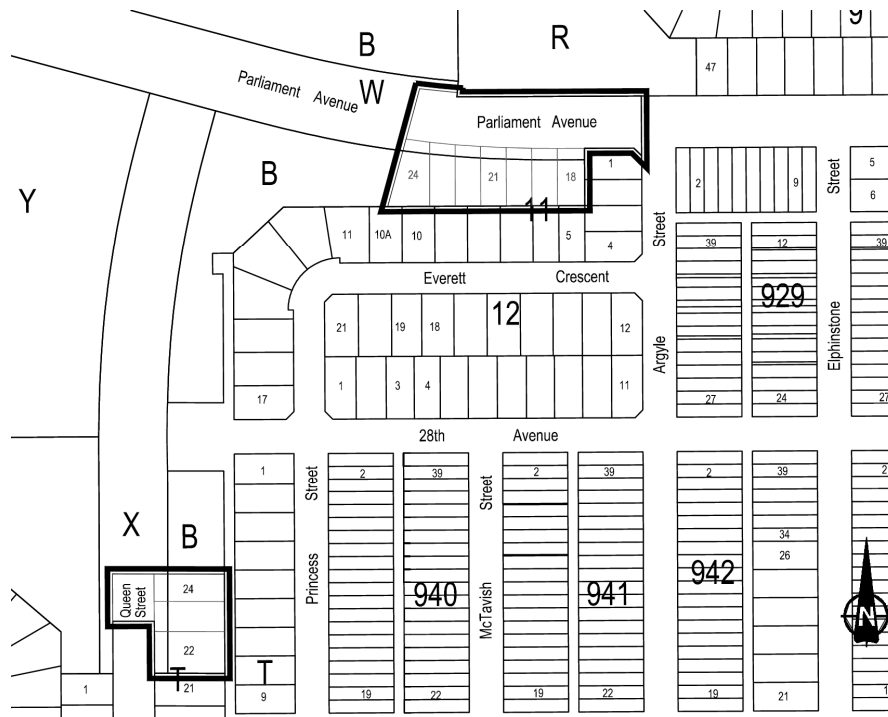
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City Clerk

Appendix “A”

Project 12-SN-23 / 12-Z-11:



ABSTRACT

BYLAW NO. 2012-61

PROPOSED ZONING BYLAW AMENDMENT, 2012 (No. 22)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The proposed Zoning Bylaw Amendment would allow for the rezoning of the lands adjacent to Parliament Avenue and Queen Street for the purpose of single detached residential development.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
REFERENCE:	Regina Planning Commission Meeting August 8, 2012; RPC12-58
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
ORIGINATING DEPARTMENT:	Planning and Sustainability Department Community Planning and Development

BYLAW NO. 2012-66

THE REGINA ZONING AMENDMENT BYLAW, 2012 (No. 24)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 - Zoning Maps (Map No. 3089) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix "A", legally described as:

Land Description: **Surface Parcel #107082547**
 Block F, Plan No. 73R39339, Extension 0

Civic Address: **1920 East 7th Avenue**

Current Zoning: **I - Institutional**

Proposed Zoning: **R5 – Medium Density Residential**

- 3 This Bylaw comes into force upon the date of passage.

READ A FIRST TIME THIS 17th DAY OF SEPTEMBER 2012

READ A SECOND TIME THIS 17th DAY OF SEPTEMBER 2012

READ A THIRD TIME AND PASSED THIS 17th DAY OF SEPTEMBER 2012

Mayor

City Clerk

(SEAL)

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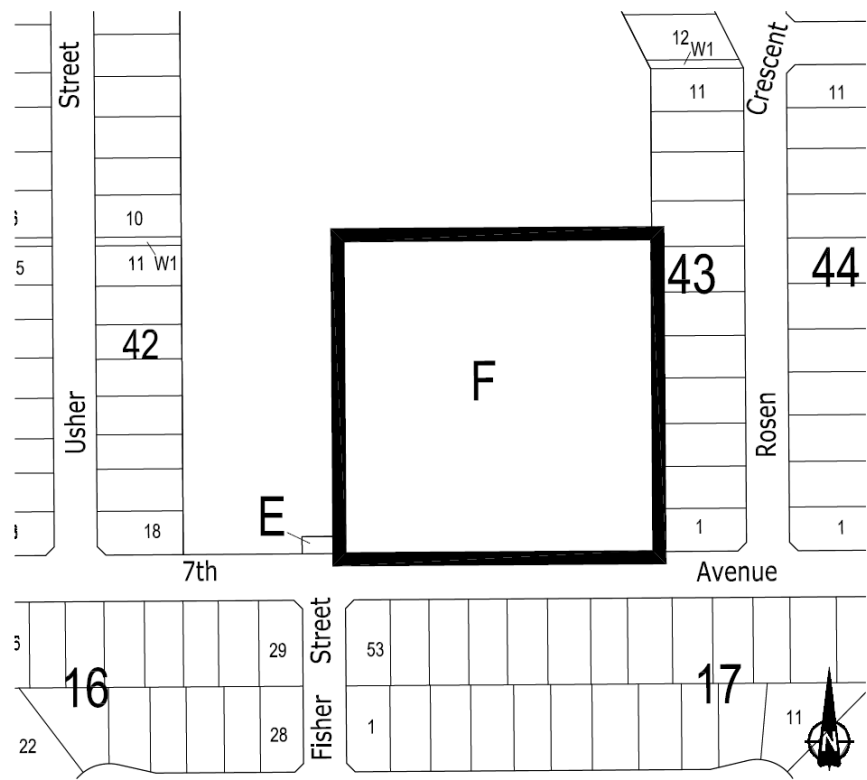
City Clerk

Approved as to form this _____ day of _____, 2012.

City Solicitor

Appendix “A”

Project: 12-Z-5



ABSTRACT

BYLAW NO. 2012-66

THE REGINA ZONING AMENDMENT BYLAW, 2012 (No. 24)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The proposed amendment will allow for redevelopment of a planned group of 56, two-storey townhouse dwelling units, consisting of 14 buildings and on-site parking for 132 vehicles.
STATUTORY AUTHORITY:	Section 46 and 56 of <i>The Planning and Development Act, 2007</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
REFERENCE:	Regina Planning Commission Meeting August 8, 2012; RPC12-59
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
ORIGINATING DEPARTMENT:	Planning and Sustainability Department Community Planning and Development

BYLAW NO. 2012-70

PROPOSED ZONING BYLAW AMENDMENT, 2012 (No. 27)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 – Zoning Map (Map No. 2694) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix “A”, legally described as:

Legal Address: **Portion of Parcel A, Plan No. 101868138**
 Portion of Parcels B & D, Plan No. 101902610

Civic Address: 1701 N. Albert Street

Current Zoning: UH – Urban Holding

Proposed Zoning: **R1 – Residential Detached**
 Block 9, Lots 1-20
 All of the proposed residential properties contained in
 Blocks 11-15, inclusive

R2 – Residential Semi-Detached

Block 5, Lots 8-27
Block 9, Lots 21-72

DCD-12 – Suburban Narrow-Lot Residential

All of the proposed residential properties contained in
Block 10

PS – Public Service

Municipal Reserve MR1
Municipal Buffer MB3, MB4 and MB5

Approved as to form this _____ day of _____, 2012.

City Solicitor

3 This Bylaw comes into force on the date of passage.

READ A FIRST TIME THIS 17th DAY OF SEPTEMBER 2012

READ A SECOND TIME THIS 17th DAY OF SEPTEMBER 2012

READ A THIRD TIME AND PASSED THIS 17th DAY OF SEPTEMBER 2012

Mayor

City Clerk

(SEAL)

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Appendix “A”

Bylaw No. 2012-70

Project 12-Z-6:



ABSTRACT

BYLAW NO. 2012-70

PROPOSED ZONING BYLAW AMENDMENT, 2012 (No. 27)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The Proposed Zoning Bylaw Amendment will accommodate the next phase of the Kensington Greens subdivision which will include 276 residential lots along with municipal reserve land to accommodate future open space. Buffer strips will also be dedicated to provide a separation between the subject lands and an adjacent portion of CP rail line as well as from surrounding provincial highways.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
REFERENCE:	Regina Planning Commission Meeting August 22, 2012; RPC12-61
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
ORIGINATING DEPARTMENT:	Planning and Sustainability Department Community Planning and Development

BYLAW NO. 2012-75

PROPOSED ZONING BYLAW AMENDMENT, 2012 (No. 29)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 – Zoning Map (Map Nos. 2282, 2283, 2482 and 2483) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix “A”, legally described as:

Legal Address: **Harbour Landing Phase 6, Stages 1 and 2**
 Portion of Surface Parcel #166175084
 SW 2 17 20 W2nd, Extension 5

Civic Address: N/A

Current Zoning: UH – Urban Holding

Proposed Zoning: As detailed in the following table

Zone	Stage 1	Stage 2
R5 - Medium Density Residential	Lot/Parcel C in Block 52 Lot/Parcel B in Block 53 Block/Parcel A	Lot/Parcel E in Block 55
DCD-12 - Suburban Residential Narrow-Lot Residential	Lots 41 to 67 in Block 50 All of Blocks 50A and 51 Lots 1 to 12 in Block 52 Lots 1 to 18 in Block 53	Lots 1 to 4 in Block 54 Lots 1 to 13 and Lots 21 to 41 in Block 56 Lots 20 to 24 in Block 57
DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)	Lots 1 to 40 and Walkway W1 in Block 50	Lots 1 to 19 in Block 57
PS - Public Service	Environment Reserve ER15	Environmental Reserve ER16 and ER17 Municipal Reserve MR5

This Bylaw comes into force on the date of passage.

READ A FIRST TIME THIS 17th DAY OF ⁴SEPTEMBER 2012

READ A SECOND TIME THIS 17th DAY OF SEPTEMBER 2012

READ A THIRD TIME AND PASSED THIS 17th DAY OF SEPTEMBER 2012

Mayor

City Clerk (SEAL)

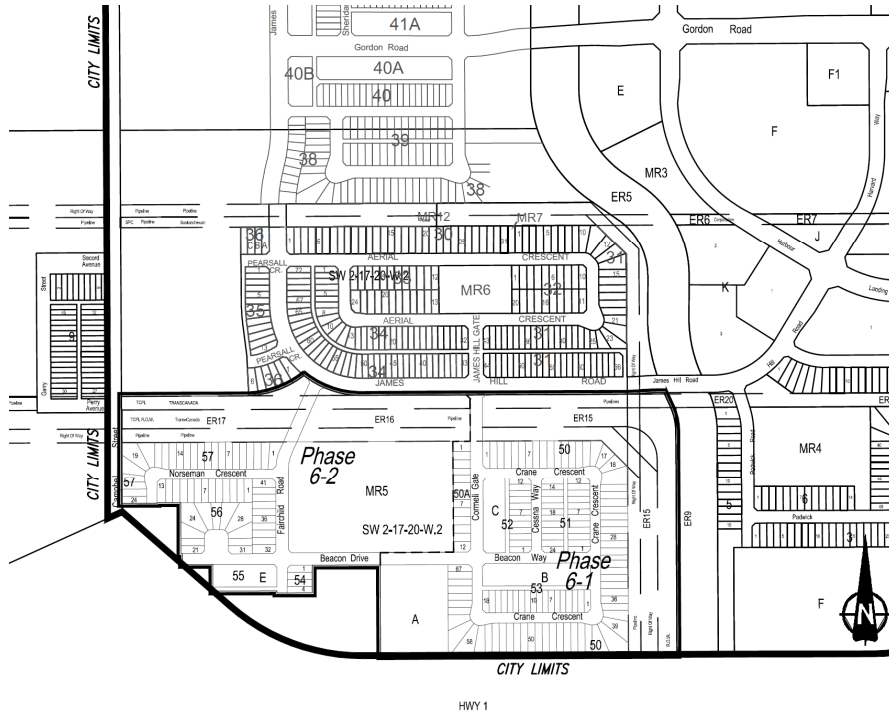
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Appendix “A”

Bylaw No. 2012-75

Project 12-Z-10:



ABSTRACT

BYLAW NO. 2012-75

PROPOSED ZONING BYLAW AMENDMENT, 2012 (No. 29)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The Proposed Zoning Bylaw Amendment will accommodate the first two of three stages in Harbour Landing Phase 6. This subdivision will incorporate residential forms ranging from low to high density. The subdivision will also include an Environmental Reserve parcel that will contain existing oil and gas pipelines but also accommodate unstructured pedestrian linkages, as well as a Municipal Reserve parcel that will be developed as public open space. An amendment to the Harbour Landing Concept Plan is required to accommodate this subdivision.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
REFERENCE:	Regina Planning Commission Meeting August 22, 2012; RPC12-62
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
ORIGINATING DEPARTMENT:	Planning and Sustainability Department Community Planning and Development

BYLAW NO. 2012-76

PROPOSED ZONING BYLAW AMENDMENT, 2012 (No. 30)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 – Zoning Map (Map Nos. 2283 and 2483) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix “A”, legally described as:

Legal Address: **Harbour Landing Phase 8, Stages 1 and 2**
Portion of Surface Parcel #166175084
SW 2 17 20 W2nd, Extension 5

Portion of Surface Parcel #166175196
NW 2 17 20 W2nd, Extension 4

Civic Address: N/A

Current Zoning: UH – Urban Holding

Proposed Zoning: As detailed in the following table

Zone	Stage 1	Stage 2
DCD-12 - Suburban Residential Narrow-Lot Residential	Lots 20 to 29 in Block 58 Lots 1 to 8 in Block 59 Lots 1 to 10 in Block 60	Lots 11 to 25 in Block 60 All of Block 62 Lots 1 to 27 in Block 63
DCD-12 with Pipeline Corridor Setback Overlay Zone (PL)	Lots 1 to 19 in Block 58	
R5 - Medium Density Residential	Lots E and F in Block 59 Lots 1 to 10 in Block 61	Lot J in Block 63
R6 - Residential Multiple Housing	Lots A and B in Block 58 Lots C and D in Block 60 Lots G and H in Block 61	

Approved as to form this _____ day of _____, 2012.

City Solicitor

3 This Bylaw comes into force on the date of passage.

READ A FIRST TIME THIS 17th DAY OF SEPTEMBER 2012

READ A SECOND TIME THIS 17th DAY OF SEPTEMBER 2012

READ A THIRD TIME AND PASSED THIS 17th DAY OF SEPTEMBER 2012

Mayor

City Clerk

(SEAL)

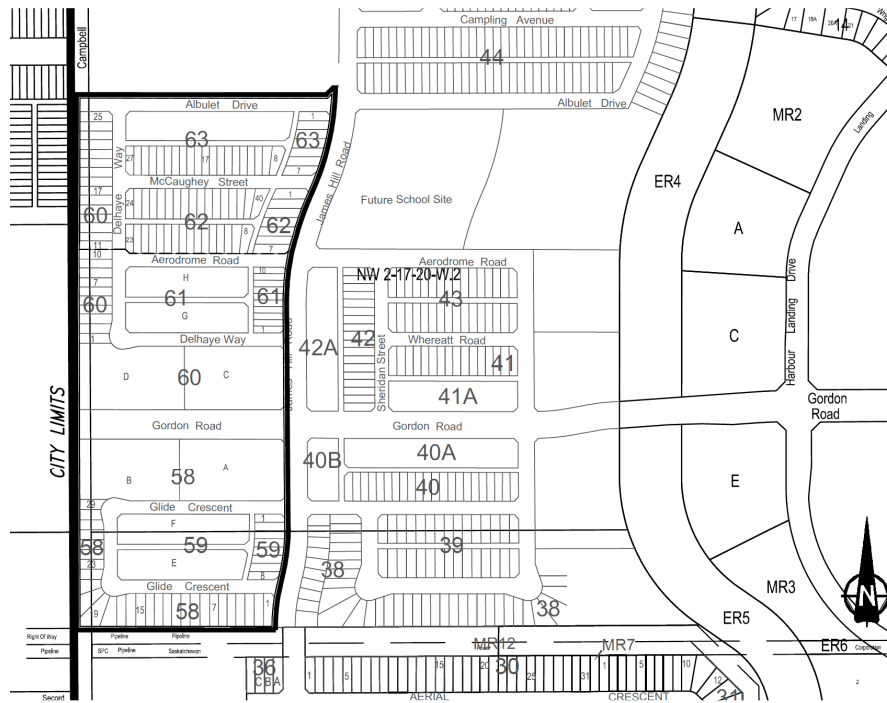
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City Clerk

Appendix "A"

Bylaw No. 2012-76

Project 12-Z-7:



ABSTRACT

BYLAW NO. 2012-76

PROPOSED ZONING BYLAW AMENDMENT, 2012 (No. 30)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The Proposed Zoning Bylaw Amendment will accommodate the two stages that comprise Harbour Landing Phase 8. This subdivision will incorporate residential forms ranging from low to high density. An amendment to the harbour Landing Concept Plan is required to accommodate this subdivision.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
REFERENCE:	Regina Planning Commission Meeting August 22, 2012; RPC12-62
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
ORIGINATING DEPARTMENT:	Planning and Sustainability Department Community Planning and Development

BYLAW NO. 2012-77

PROPOSED ZONING BYLAW AMENDMENT, 2012 (No. 31)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 – Zoning Map (Map Nos. 2283, 2284, 2483 and 2484) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix “A”, legally described as:

Legal Address: **Harbour Landing Phase 9**
 Portion of Surface Parcel #164861501
 Parcel X, Plan No. 101926436, Extension 6

Portion of Surface Parcel #166018260
Parcel X, Plan No. 101926436, Extension 9

Portion of Surface Parcel #166155925
Parcel X, Plan No. 101926436, Extension 10

Portion of Surface Parcel #166175196
NW 2 17 20 W2nd, Extension 4

Civic Address: N/A

Current Zoning: UH – Urban Holding

Proposed Zoning: **DCD-12 - Suburban Narrow-Lot Residential** - Lots 1 to 21 in Block 64; Lots 1 to 17 in Block 65; All of Blocks 66 and 67; and Lots 1 to 28 in Block 68;

R5 - Medium Density Residential - Lots R and S in Block 64; Lot Q in Block 65; and Lot P in Block 69;

R6 - Residential Multiple Housing - Lot N in Block 69

Approved as to form this _____ day of _____, 2012.

City Solicitor

3 This Bylaw comes into force on the date of passage.

READ A FIRST TIME THIS 17th DAY OF SEPTEMBER 2012

READ A SECOND TIME THIS 17th DAY OF SEPTEMBER 2012

READ A THIRD TIME AND PASSED THIS 17th DAY OF SEPTEMBER 2012

Mayor

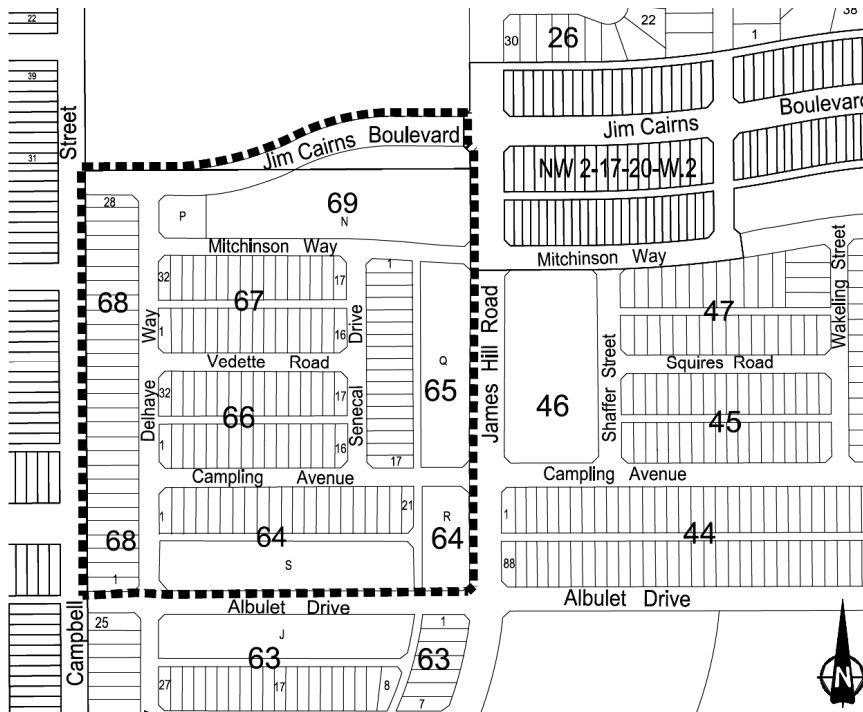
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Bylaw No. 2012-77

Project: 12-Z-17; 12-SN-33

ABSTRACT

BYLAW NO. 2012-77

PROPOSED ZONING BYLAW AMENDMENT, 2012 (No. 31)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The Proposed Zoning Bylaw Amendment will accommodate the subdivision and residential development of Harbour Landing Phase 9. This subdivision will incorporate residential forms ranging from low to high density. An amendment to the harbour Landing Concept Plan is required to accommodate this subdivision.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
REFERENCE:	Regina Planning Commission Meeting August 22, 2012; RPC12-62
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
ORIGINATING DEPARTMENT:	Planning and Sustainability Department Community Planning and Development

BYLAW NO. 2012-78

PROPOSED ZONING BYLAW AMENDMENT, 2012 (No. 32)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 – Zoning Map is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix “A”, legally described as:

Legal Address: Portion of Surface Parcel #166158052
NE 10 18 20 W2nd, Extension 6

Civic Address: N/A

Current Zoning: UH – Urban Holding

Proposed Zoning: All lots in Blocks 1, 4, 6, and 7 be rezoned from UH – Urban Holding to R1 – Residential Detached

Parcel D be rezoned from UH to R5 – Medium Density Residential

Parcel MR2 be rezoned from UH to PS – Public Service

- 3 This Bylaw comes into force on the date of passage.

READ A FIRST TIME THIS 17th DAY OF SEPTEMBER 2012

READ A SECOND TIME THIS 17th DAY OF SEPTEMBER 2012

READ A THIRD TIME AND PASSED THIS 17th DAY OF SEPTEMBER 2012

Mayor

City Clerk

(SEAL)

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City Clerk

Approved as to form this _____ day of _____, 2012.

City Solicitor

Appendix “A”

Bylaw No. 2012-78

Project 12-Z-14:



ABSTRACT

BYLAW NO. 2012-78

PROPOSED ZONING BYLAW AMENDMENT, 2012 (No. 32)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The Proposed Zoning Bylaw Amendment will accommodate the low and medium density residential development and will result in a moderate increase in net density. An amendment to the Skyview Concept Plan is required to accommodate this rezoning to allow for sanitary sewer to adequately serve the residential lots at the west end of the site.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
REFERENCE:	Regina Planning Commission Meeting August 22, 2012; RPC12-60
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
ORIGINATING DEPARTMENT:	Planning and Sustainability Department Community Planning and Development

Good evening, members of Council, Your Worship, City Administration....

My name is Colin Stewart, and I am here representing myself, as well as a City Council candidate for Ward 7 in the upcoming Civic Election.

I am here tonight to address my concerns about the curbside recycling program that will be implemented in 2013 to the citizens of Regina. I would first like to say that I am so very pleased that we are advancing as a community, in that we are focusing on reducing the needless waste that is sent to our landfill, and working to encourage our citizens to recycle and reduce that waste as much as possible.

What concerns me is the approach that is being taken in terms of charging people for recycling. I feel strongly that we have the situation completely backwards. We need to encourage people to reduce their personal waste as much as possible. In speaking to people about this issue, some feel it is essential that there is a financial penalty to them if they exceed a certain amount of garbage each week. As an example, we could allow them to have one or two free bags of garbage each week, and charge \$10 for each bag thereafter. This would force people to consider alternate ways to reduce the garbage they are sending out to the landfill, needlessly, and encourage them to adopt recycling and composting.

I feel that we should include both services in property taxes. If we must charge a separate fee for recycling or garbage pickup, a bar code could be placed on each bin, with a reader on the truck. As the truck picks up the bin, it reads the bar code, for billing purposes. This way, a system could be set up whereby residents would only be billed when their cart is placed out for pickup.

I feel we need to look at alternate ways to encourage our citizens to recycle. As I've already said, we should be including the recycling in the property taxes, so that there is no extra fee to citizens to participate in this program. As a forward thinking community, I feel this would be beneficial to those citizens who already participate in curbside recycling as well as those that do not. Charging them a fee, however minimal, seems to penalize those that want to get involved in green initiatives, when there are already viable alternatives that cost less, or potentially reward them, like returning bottles to Sarcen.

In closing, I would like to request that you revisit this program, and strongly consider a system where the recycling is included in property taxes and garbage is discouraged with financial penalties.

Thank you for your time and I will now welcome any questions you may have.

September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Recycling Fee Charge

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- SEPTEMBER 5, 2012**

1. That all designated properties be charged \$0.25 per day or \$91.25/year for residential recycling services.
2. That the recycling fee be established and effective from July 1, 2013 to December 31, 2015.
3. That the City Solicitor be instructed to prepare an amendment to *The Waste Management Bylaw 2012*, No. 2012-63 to incorporate the daily fee of \$0.25 into the Bylaw.

EXECUTIVE COMMITTEE – SEPTEMBER 5, 2012

Chad Novak, representing himself, addressed the Committee.

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #4 does not require City Council approval.

Mayor Pat Fiacco, Councillors: Sharron Bryce, Fred Clipsham, John Findura, Michael Fougere, Terry Hincks, Jocelyn Hutchinson, Wade Murray, Mike O'Donnell and Chris Szarka were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on September 5, 2012, considered the following report from the Administration:

RECOMMENDATION

1. That all designated properties be charged \$0.25 per day or \$91.25/year for residential recycling services.
2. That the recycling fee be established and effective from July 1, 2013 to December 31, 2015.
3. That the City Solicitor be instructed to prepare an amendment to *The Waste Management Bylaw 2012*, No. 2012-63 to incorporate the daily fee of \$0.25 into the Bylaw.
4. That this report be forwarded to the September 17, 2012 meeting of City Council.

CONCLUSION

The Administration is recommending that a recycling fee of \$91.25/year be introduced to designated properties as defined in *The Waste Management Bylaw 2012*. The recycling fee will provide for the full cost recovery of the residential recycling service. Those costs include:

- The new costs for recycling collection and processing;
- Internal costs for Waste Minimization staff to provide the new service and existing recycling programs;
- An all inclusive corporate overhead at 22%; and
- The costs to address increases in Consumer Price Index (CPI) and possible financial risk.

Residents would begin paying the new fee on the first day of the new service, which is targeted for July 1, 2013. The fee would continue to December 31, 2015, at which time there would be a review of the fee and an appropriate recommendation to Council.

BACKGROUND

On January 18, 2011 (CR10-147), Council confirmed its commitment to Waste Plan Regina (Enhanced Services), which included the introduction of a property side residential recycling service. In addition, Council requested that the Administration return to Council with additional information to address a number of issues with the proposed implementation plan. Information was brought forward for the March 23, 2011, meeting of Executive Committee and further considered by Council on April 4, 2011 (CR11-32). Council further made the decision at that April 4th meeting to retain charging for garbage from the General Operating Fund and introduce a new user fee for recycling.

On April 26, 2011, Council instructed the Administration to further review potential private involvement in providing recycling services. Administration returned to Council on October 17, 2011 (CR-124), with a report outlining the Request for Proposals (RFP) to be issued. On June 25, 2012 (CR12-100), City Council approved the preparation of a new waste management bylaw which included the provision for a user fee for recycling service.

DISCUSSION

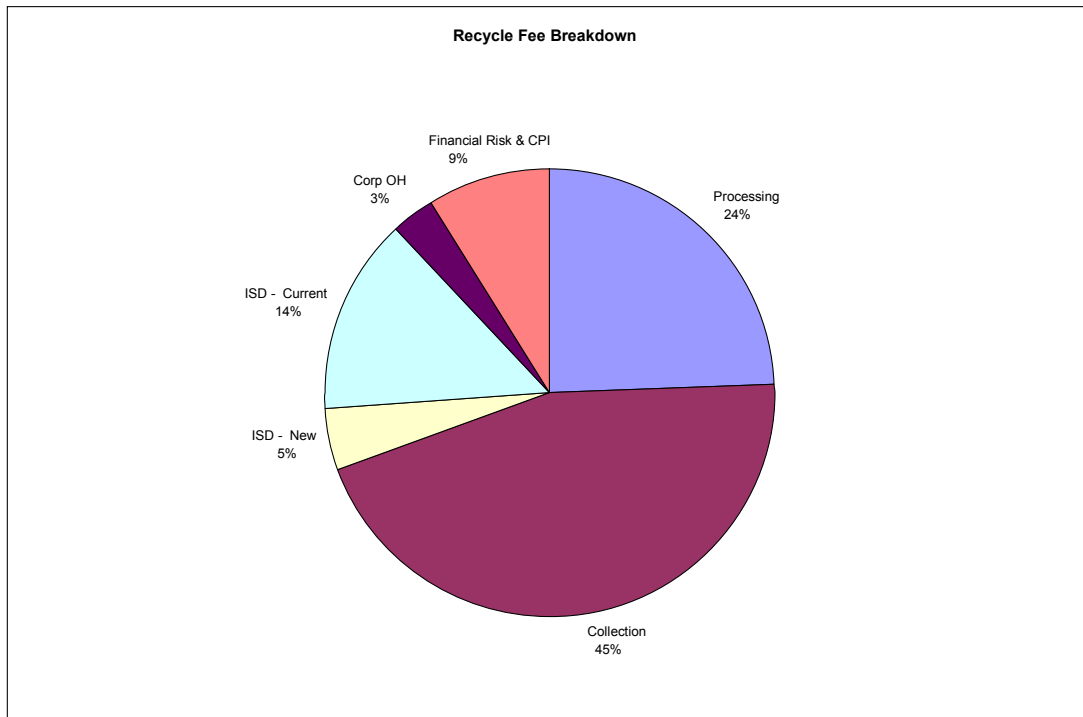
Recycling Fee

The following costs are included in the recommended recycling fee:

- Collection contract: The City issued an RFP for the delivery of the residential recycling collections. The RFP was based on the provision of a co-mingled recycling service to an estimated 63,500 designated properties. The contract was awarded to Loraas Disposal Services Ltd.;
- Materials processing contract: The City issued an RFP for the construction and operation of a materials recovery facility (MRF) to separate and market recyclable products. The processing contract was awarded to Emterra Environmental;
- Internal Service Delivery (ISD): Staff time and resources are required to manage both the collections and processing contracts. In addition, the fee will also encompass the costs of delivering existing recycling services and initiatives to residents;

- Corporate Overhead: The recycling fee incorporates corporate overhead costs of delivering the service at a rate of 22%; and
- Financial Risk & CPI Increases: The fee includes annual increases for inflation at 2.36% and costs related to risk. The highest risk component relates to the processing of recyclables and the increasing costs to the processor if there is a high rate of contamination in recycling loads.

The following chart illustrates the cost breakdown of the recycling fee:



The cost of the collections and processing contracts accounts for the bulk of the recycling fee at 69%. Internal staff costs account for 19%, risk accounts for 9% and Corporate Overhead 3% respectively.

Estimated Program Costs

The analysis in Table 1 outlines the estimated external and internal costs of providing recycling services. In developing the analysis for Table 1 the cost relating to MRF processing and revenue share are based on assumptions of tonnes collected, recovery, contamination rates and market rates for the materials. Risks associated with these assumptions are addressed in the financial risk analysis section of this report.

Table 1 – Estimated Costs

		# of Carts	Annual Fee/Cart
Direct External Costs:			
MRF Processing fee	\$1,715,652		
Less Revenue Share	-\$274,270		
	\$1,441,382	63,500	\$22.70
Collection Service	\$2,640,228	63,500	\$41.58
Total External Costs	\$4,081,610	63,500	\$64.28
Admin Current			
Waste Minimization	\$826,289		
	\$826,289	63,500	\$13.01
Admin New			
Communications	\$200,000		
Cart purchase	\$18,425		
Billing	\$48,867		
	\$267,292	63,500	\$4.21
Corporate Overhead	\$181,784	63,500	\$2.86
Financial Risk & CPI	\$437,400	63,500	\$6.89
Total Internal Costs	\$1,712,765	63,500	\$26.97
Total for full recovery of Costs	\$5,794,375	63,500	\$91.25

Based on the above analysis, customers would need to be charged \$91.25/year, to cover the internal and external costs for recycling services. This includes an amount estimated for the financial risk related to the processing and CPI increases over the 30 month period.

Financial Risk

The majority of the financial risk is directly related to public participation and processor effectiveness. If the public participates incorrectly (i.e. low volumes and high contamination) and if the materials processor is not effective in processing and marketing the material then the financial risk increases. The current agreement with the materials processor, applies a sliding scale rate for processing based on annual tonnage and a contamination rate. In other words, the processing fee is higher for less material with more contamination or lower for more material and less contamination.

The processing contract contains a revenue share component for the City. If markets are strong, the City's benefit will be greater than if markets are weak. Risk management of the variable processing rate and revenue share program needs to be built into the recycling fee.

Consumer Price Index

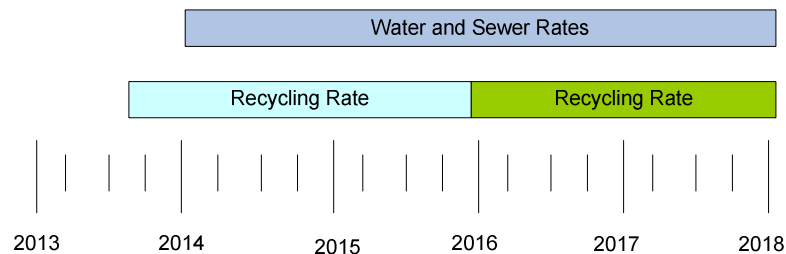
Both contracts have inflationary cost escalators based on the actual changes in the CPI. An average CPI – Regina rate of 2.36% was applied to determine the potential increases to the contractual rate over the 30 month period being analyzed. The CPI - Regina rate was determined by taking an average of the CPI increases over the last five years.

Proposed Fee

Taking into consideration the estimated costs, the CPI increases year over year and the exposure of the processing fees and revenue share program the Administration is recommending an annual fee of **\$91.25**. To validate the proposed fee, sensitivity analysis' were completed taking into account contamination levels, volume of recyclables, number of recycling carts deployed and rate variations. The recommended rate of \$91.25 applies a conservative approach and allows for an easily calculated daily rate.

Fee Schedule

The residential recycling fee will come into effect on the first day of service, July 1, 2013. The recommendation to Council will establish the fee up to December 31, 2015. A 30-month fee schedule is being recommended at this time, in recognition of the fact that this is a new service and adjustments may be required as we gain more experience. Renewal of a large number of garbage carts in 2016 provides an opportunity to review the entire suite of user pay solid waste and recycling services based on the success of residential recycling. The next cycle of fee setting for the water and sewer utility is from 2014 to 2018. It may be advantageous to parallel the fee schedule for residential recycling services with the Utility in the future. If so, a 2-year fee could be set from 2016-2018, at which time a four year fee could be brought in to align with the Utility fee setting schedule.



Recycling fees are unlikely to increase substantially over CPI. The current contracts with the two service providers include small inflationary cost adjustments and the remaining cost increases will be based on internal cost of service increases. There is a possibility that there is greater than expected variability in recycling markets or contamination rates; however, the Solid Waste Reserve has sufficient capacity to address those potential challenges over the 30-month timeframe. The proposed schedule will give the corporation the flexibility to be responsive and make adjustments to the fee.

Bill Presentation

Customers of the recycling service will be charged via their monthly utility bill and the amount will be based on the number of carts deployed to their property. The details of the calculation and the exact bill presentation are still in development.

Cross Jurisdictional Fee Comparison

A review of Western Canadian cities' waste management services and fees was completed to compare Regina's competitiveness (see Appendix A). Differences in local markets, program size and scope, as well as fee collection methodology make it difficult to provide direct comparisons.

Saskatoon has awarded an RFP and is currently negotiating contract details for collection and processing. A final recycling fee is yet to be determined based on the results of these negotiations and considerations of other costs.

Enhanced Services

Council's original endorsement of Waste Plan Regina included the Administration introducing further enhanced waste services that the City is not currently providing, namely:

- Bulky waste;
- Leaf and yard waste; and
- Household hazardous waste collection.

Work is currently underway to analyze options for these services and their costs in order to bring recommendations to Council. A significant part of the analysis of these new enhanced services will be to determine the way they are funded. Broadly speaking, any one or all of these enhanced waste services can be funded through a user fee, through the general fund or as a direct cost to the Solid Waste program. Also, the services could be operated directly by the City, or contracted out to the private sector similar to the recycling service. All of the options need to be further assessed.

Consideration of additional enhanced services will be brought forward in 2013, with implementation of some enhanced services being phased in as early as 2013.

RECOMMENDATION IMPLICATIONS

Financial Implications

The recycling fee will be \$91.25/year (billed at \$0.25/day) and collected through the Utility bill. The fee covers all the direct and indirect costs of recycling, including internal corporate overhead as well as an amount to mitigate financial risk.

There is a considerable complex financial risk that ranges from a loss of \$661,500 to a surplus of \$921,000 for the first 30 months of providing the service. The Solid Waste Reserve will function as an operating financial stabilization fund to cover the contract escalators, market volatility and public acceptance of the service. The Reserve balance will be reviewed regularly as part of the rate review process.

Environmental Implications

City Council has established a target to reduce the amount of waste going into the landfill by 40%. This residential recycling program will help move the City closer to this target.

Strategic Implications

The recommendation is consistent with the corporation's focus on financial sustainability. The fee will ensure that customers are paying for the full cost of providing the recycling service. Changes in the cost of the service over time will be reflected in increasing rates to match those costs. Additionally, funding current recycling activities through the residential recycling fee will shift pressure that currently exists in the General Fund, providing increased capacity to address other public priorities.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Immediately after a rate is approved, a community-update brochure will be delivered to all single-family residences. A communications strategy for recycling implementation is in development and will include a series of campaigns to build awareness and encourage effective participation.

DELEGATED AUTHORITY

This report requires approval from City Council.

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Smale, A/Secretary

APPENDIX A

COMPARISON OF COSTS & SERVICES FOR WESTERN CANADIAN CITIES

City	Type of Service	Fee / Year	Other Comments
Vancouver	<ul style="list-style-type: none"> • Garbage • Recycling • Yard trimmings 	<ul style="list-style-type: none"> • \$99 to \$216 • \$32 to \$104 • \$46 to \$75 	<ul style="list-style-type: none"> • Garbage and recycling are mandatory and fee varies on container size or number of pick ups for recycling. • Yard trimming program offers residents an additional container for their use.
Edmonton	<ul style="list-style-type: none"> • Full service 	<ul style="list-style-type: none"> • \$398.40 	<ul style="list-style-type: none"> • Full service includes all waste services (waste collection, blue bag/bin collection, eco stations, assisted collection, recycling depots, reuse centre, big bin events and waste management operations).
Calgary	<ul style="list-style-type: none"> • Garbage • Recycling 	<ul style="list-style-type: none"> • \$57.18 • \$86.38 	<ul style="list-style-type: none"> • One container size. • Piloting a green cart program for food and yard waste.
Saskatoon	<ul style="list-style-type: none"> • Garbage • Recycling 	<ul style="list-style-type: none"> • No fee • TBD 	<ul style="list-style-type: none"> • New recycling program to be launched in 2013. • Contracts are currently under negotiation.
Winnipeg	<ul style="list-style-type: none"> • Garbage • Recycling 	<ul style="list-style-type: none"> • \$51.10 (combined fee) 	<ul style="list-style-type: none"> • New service being implemented. • Fee is net of Provincial funding.
Regina	<ul style="list-style-type: none"> • Garbage • Recycling 	<ul style="list-style-type: none"> • No fee • \$91.25 	<ul style="list-style-type: none"> • Complete garbage collection conversion to carts in 2012. • New residential recycling service to be implemented July 1, 2013.

BYLAW NO. 2012-87

THE WASTE MANAGEMENT AMENDMENT BYLAW, 2012

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw No. 2012-63, being *The Waste Management Bylaw, 2012* is amended in the manner set forth in this Bylaw.
- 2 Schedule "D" is amended to read as follows:

"Daily Recycling Fee \$0.25"
- 3 Bylaw No. 9935, being *The Regina Waste Management Bylaw*, is repealed.
- 4 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 17th DAY OF September 2012.

READ A SECOND TIME THIS 17th DAY OF September 2012

READ A THIRD TIME AND PASSED THIS 17th DAY OF September 2012

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

ABSTRACT

BYLAW NO. 2012-87

THE WASTE MANAGEMENT AMENDMENT BYLAW, 2012

PURPOSE:	To amend Bylaw No. 2012-63, <i>The Waste Management Bylaw, 2012</i> .
ABSTRACT:	The Bylaw amends Schedule "D", Recycling Fee Rate in Bylaw No. 2012-63, <i>The Regina Waste Management Bylaw, 2012</i> to incorporate the daily recycling fee of \$0.25 into the Bylaw and to repeal Bylaw No. 9935, <i>The Regina Waste Management Bylaw</i> . The daily recycling fee will be applied when the recycling service is implemented on July 1, 2013.
STATUTORY AUTHORITY:	Section 8 of <i>The Cities Act</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	City Council, June 25, 2012, CR12-101 and Executive Committee, September 5, 2012, EX12-36
AMENDS/REPEALS:	Amends Bylaw No. 2012-63 Repeals Bylaw No. 9935
CLASSIFICATION:	Administrative
INITIATING DIVISION:	City Operations
INITIATING DEPARTMENT:	Environmental Services

I personally oppose the plan to build a new, expensive stadium in Regina at this time for many reasons, especially since almost all of the costs will be public, while most of the financial benefits will be private. Others will speak of the financial reasons, which I share. But, perhaps I am most concerned because taking on a large, long-term debt at this particular point in history seems very foolhardy (which is perhaps why there is no private investment). Given our global challenges, it is highly unlikely that the next 30 years will look much like the past 30. Climate change is likely to impose several unexpected challenges on everyone, including the citizens of Regina, and at least some of these challenges will involve expense. Furthermore, our economic systems and markets will likely also require adjustments because many agree that we are at the limits of material, or at least waste, growth. How we will solve these challenges is not clear at the moment. Thus, maintaining ourselves in a state of readiness to act on as-yet-unanticipated changes seems the wisest course. Saddling ourselves with a large, long-term public debt at this time would seriously impair our capacity for nimble and adaptive response in this uncertain time. This is just one of my serious concerns.

However, I am strongly committed to democracy, and have, many times in my life, willingly accepted actions that I do not personally support because the majority of my fellow citizens prefer them. So, if a majority of Regina citizens indicate support for taking on this debt, I would accept that. But as an imposition from our elected representatives, I cannot accept this potentially risky course of action. Therefore I call for a referendum on the stadium to be included on the ballot for the October 24 election.

PRESENTATION TO CITY COUNCIL — SEPTEMBER 17, 2012

I want to thank the Mayor and councilors for the opportunity to present to you about this very important issue. When the Executive Committee of Council adopted their 5 point recommendation related to the stadium project, I was astounded to see that this included the authorization of a \$2.5 million transfer from the General Fund Reserve to support the Design/Build/Finance procurement process! The question immediately came to my mind, “what is the hurry?” And why bind the hands of future councilors when a civic election is so close at hand?

The City has already spent \$14million to “dress up” the stadium and to provide temporary air-conditioned and cozy digs for a select few fans. Much of that money would have been better spent on any needed structural issues or on amenities that would benefit all stadium patrons for many years to come. That is my hope for any future spending.

As a mental health worker, I see the homelessness and the desperate need for affordable housing first hand. I ask Council to please not insult our intelligence by linking a new stadium project to affordable housing on the present stadium site.

It is critical that, before another dollar is spent, Regina’s citizens finally have a say in this extremely expensive project and I ask that Council include a referendum on it in the civic election.

Bob Hughes

Regina 352-4698

**A submission respecting the proposed Stadium
to be presented at the Council Meeting, Sept. 17/12**

.....

I have been a property tax payer in Regina for 44 years.

I respectfully request the Council to add to the ballots in the October Civic election a referendum respecting the advisability of pursuing the building of a new stadium for Regina.

When Taylor field was built I understand that was put to the citizens in a referendum and it passed. The times and needs are now different so I advise this council to use the same tactic in the 2012 election

Using the process of the election is a relatively inexpensive way to get the opinion of the electorate on the matter.

A simple question would be advisable:
for example:

**Do you want the city to use taxpayers' money
to build a sports stadium? Yes or No.**

Whether the result is a 'yes' vote or a 'no' vote, then the controversy would be over.

It is the democratic thing to do.

*Proposed by Beryl Forgay (BERYL FORGAY)
405, 2217 Angus Street
Regina SK. S4T 2A3
(306) 584-0519.*

AT THIS POINT THE MEMBERS OF REGINA CITY COUNCIL HAVE HAD HUNDREDS OF CITY RESIDENTS APPEAR BEFORE THEM EITHER AS DELEGATES OR AS MEMBERS OF THE GALLERY

VIRTUALLY ALL OF THESE PEOPLE HAVE MADE IT CLEAR THAT THE MAJORITY OF CITIZENS IN REGINA DO NOT WANT A NEW STADIUM.

THE DELEGATES HAVE PRESENTED NUMEROUS STRONG ARGUMENTS AGAINST BUILDING SUCH A STRUCTURE AND HAVE CITED A RANGE OF ISSUES IN SUPPORT OF THAT POSITION.

I WOULD LIKE TO TOUCH ON A FEW OF THESE CONCERNS BUT MAKE IT CLEAR THAT THESE ARE CERTAINLY NOT ALL OF THE PROBLEMS THAT REGINA CITIZENS HAVE TRIED TO EXPRESS TO CITY COUNCIL IN TERMS OF THE STADIUM

1) THE IDEA OF USING VAST FUNDS TAKEN IN LARGE PART FROM TAX PAYERS TO BUILD A NEW MOSTLY UNWANTED STADIUM WHEN THERE IS DESPERATE NEED FOR REVITALIZATION OF THE EXISTING OLD AND FAILING INFRASTRUCTURE IN THE CITY IS DISTURBING TO CITIZENS.

2) THE PROBLEM OF SIGNIFICANTLY INCREASING THE TAX BURDEN OF CITY RESIDENTS WITHOUT CONSULTING THEM ON WHETHER THEY AS A COLLECTIVE GROUP WANT TO CONTRIBUTE A VERY LARGE AMOUNT OF THEIR MONEY TO BUILDING A NEW STADIUM HAS NOT BEEN ADDRESSED OR PERHAPS EVEN GIVEN SERIOUS CONSIDERATION

3) THE FACT THAT THE CITY HAS A PENSION PLAN THAT IS IN CRISIS IS SOMETHING THAT IS FAR MORE CRITICAL TO DEAL WITH THAN THE BUILDING OF A STADIUM

4) THE AFFORDABLE AND SOCIAL HOUSING SITUATION IN REGINA IS DEPLORABLE. THERE IS A NEED FOR MANY MORE AFFORDABLE AND SOCIAL RENTAL HOUSING UNITS TO BE BUILT IN EACH AND EVERY AREA OF THE CITY SPECIFICALLY ANY NEW AREAS THAT ARE TO BE DEVELOPED AND ANY AND ALL OF THE EXISTING AREAS THAT DO NOT HAVE ANY OF THESE UNITS.

INSTEAD OF BEING ALLOCATED TO A STADIUM MUCH NEEDED FUNDS SHOULD BE ALLOCATED TO BUILDING SAFE MIXED INCOME COMMUNITIES OF CHOICE IN PARTICULAR BY ENSURING DEVELOPERS WHO BUILD IN AFFLUENT OR NEW NEIGHBOURHOODS ARE REQUIRED BY THE CITY TO PROVIDE A MINIMUM NUMBER OF BOTH SOCIAL AND AFFORDABLE HOUSING UNITS WITH AFFORDABLE MEANING RENT OF LESS THAN 700 PER MONTH.

THE IDEA BEING TO AVOID BUILDING OF CONDENSED POVERTY AND THE WAREHOUSING OF DISADVANTAGED FAMILIES INTO HIGH POVERTY, HIGH CRIME, HIGHLY STRESSED AREAS OF THE CITY AS WE HAVE SEEN IN THE PAST IN REGINA.

WE ARE ALL AWARE OF SOME OF THE CONSEQUENCES AND HUMAN SUFFERING REGINA HAS ENDURED BY HAVING ALLOWED THE MAINTAINING AND BUILDING OF AREAS OF CONDENSED POVERTY AND BY THE LACK OF MEANINGFUL FUNDING INTO HIGH POVERTY AREAS

DISADVANTAGED FAMILIES WHO ARE STRUGGLING WITH POVERTY NEED AFFORDABLE RENTAL HOMES IN SAFE NEIGHBORHOODS.

COMMUNITIES LIKE NORTH CENTRAL AND HERITAGE NEED TO BE PROVIDED WITH AMENITIES THAT ARE AVAILABLE IN AFFLUENT AREAS. PEOPLE WHO LIVE IN THESE NEIGHBOURHOODS MUST BE ABLE TO DEVELOP AND PARTICIPATE IN COMMUNITY SOLUTIONS FUNDED BY THE CITY.

SIGNIFICANT MONEY MUST BE PROVIDED BY THE CITY TO ENSURE THAT NORTH CENTRAL AND HERITAGE AND OTHER NEIGHBOURHOODS IN NEED CAN BECOME HEALTHY SUSTAINABLE NEIGHBOURHOODS. SEEING THAT THIS HAPPENS IMMEDIATELY SHOULD BE A PRIORITY FOR CITY COUNCIL NOT THE BUILDING OF A STADIUM.

6) THIS PAST JULY WHEN CITY COUNCIL UNANIMOUSLY VOTED TO GO AHEAD WITH THE NEARLY 300 MILLION STADIUM PROJECT IT SEEMED TO MOST OF THE OBSERVERS IN THE GALLERY THAT THEIR CONCERNSSOME OF WHICH I AND OTHERS HAVE MENTIONED TONIGHTHAD BEEN IGNORED BY CITY COUNCIL

CITY COUNCELLORS DIDN'T APPEAR TO HAVE QUESTIONS FOR THE DELEGATES AND THEY ALSO CHOSE NOT TO MAKE ANY REMARKS REGARDING THE CONCERNS RAISED.

IT SEEMED TO MANY OF US THAT NIGHT THAT REGINA CITY COUNCIL SIMPLY GAVE A UNANIMOUS STAMP OF APPROVAL FOR THE STADIUM TO GO AHEAD WITHOUT GETTING GENERAL PUBLIC APPROVAL.

AS YOU WILL RECALL THIS LACK OF RESPONSE FROM CITY COUNCILLORS PROMPTED MANY OF THE OBSERVERS IN THE GALLERY TO CALL OUT COMMENTS SUCH AS SHAME AND DISGRACEFUL.

TO CONTINUE TO IGNORE THE CONCERNS OF CITIZENS IN REGINA BY NOT HAVING THE STADIUM GO TO A REFERENDUM MAKES MANY OF US QUESTION WHEN WE STOPPED LIVING IN A DEMOCRACY.

IT IS FOR THESE REASONS AMONG MANY OTHERS THAT CITY COUNCIL MUST LISTEN TO THE VOICE OF THE PEOPLE AND THE QUESTION OF BUILDING A STADIUM MUST GO TO REFERENDUM

Regina Reviatlization Initiative: Sewage + Stadium

The stadium project must not proceed at this time because our city smells.

Several years ago I was told that our Sewage Treatment Plant was obsolete, and had to be replaced at great cost. I note that other cities obtained Federal funding to help with their sewage treatment plants, while we are to receive no Federal funding for the stadium project.

I assumed that this sewage problem would be taken care of by our city administration, mayor and council. I did not think about this issue, although I did notice a bad smell from time to time in my neighbourhood, which I attributed to the heavy oil upgrader. I also noticed this smell elsewhere, and there has certainly been the smell of sewage at the downtown plaza. This year, on our Sunday morning bike rides out Dewdney west to the Water Sewage Treatment Plant, I noticed a markedly increased foul odor coming from the sewage lagoon - and we did not linger that morning to enjoy the view of the valley. Still, I did not pay attention to these observations until a recent article in The Leader Post reported complaints from many citizens of the odor from the sewage lagoon in various neighbourhoods.

A properly functioning sewage system is surely a much higher priority than a flashy new stadium that would serve the same function as the old stadium. A Stadium is used only a few times per year, but every citizen uses the sewage system many times per day.

The ancient Roman civilization had a good sewage system, and the Coliseum is still there, after 2000 years, with its bench seats!

On the ballot for the next civic election, it would be most cost-effective to include this much needed referendum on the stadium.

Let me tell you a story. There is a family – a father, a mother and three children.

The oldest child wants almost everything - expensive hockey and football equipment, to eat at McDonald's every night, and to live a wasteful luxurious life. He is selfish and greedy and he doesn't want to share anything with his siblings.

The youngest one is sickly and weak, and is a woman and she is never very healthy. She also wants to receive her parent's love and so that she can also live a moderate lifestyle. Moreover she knows that her oldest brother doesn't want to share anything with her.

The middle brother supports his oldest brother in many ways even though he knows, deep down, he will not receive anything.

The parents' favourite child is the oldest one and they want to give anything he wants. Yet the youngest sister is totally and almost always neglected by the family.

What kind of family is this? To be sure, this is not a healthy family.

The City of Regina, our province, even our federal government is much like the real world for this family.

The Oldest brother is the wealthy class society.

The youngest daughter is the low income and working class society.

The middle child is almost always silent, hoping to receive at least something from the oldest child.

The father of the family is the leader and authority of Regina, Saskatchewan and of Canada.

Now, who is going to use the stadium? For sure, not the low income people. According to a recent study, statistics show that only 10 or 15 % of population of Regina even uses the current stadium. Is that ethically correct? I don't think so.

According to Statistic Canada, in Regina, 13.3 % of our population lives in poverty. These are people who have neither proper housing nor a good income. When families in Regina are so unequal, how can we dream of having a stadium which costs \$ 675 million? We are sick and unhealthy, so how can we even plan for a new stadium?

It would be nice to have a new stadium, but first we have to fix our social problems in affordable housing, getting a moderate income for every citizen, and not only to raise the minimum wage in our province and to even establish a maximum raise first – only once that everyone is included in the economic field – only then can we spend the more than \$ 675 million so that everyone can play in this new stadium because everyone will be healthy and happy.

So, to be just and democratic in this matter, we need a referendum.

Your Worship, Councillors:

I am here tonight to express my concern about the decision of the Council to go ahead with building a new stadium.

There are many reasons why I believe this is not the best way to spend existing tax money, or a good reason to raise our taxes.

I know that many other folks will articulate many of the reasons why this decision is not in the interest of the majority of tax-payers. I sympathise with much of what they have said or will say.

However, I would like to raise another concern.

I live in Ward 1, in Whitmore Park/Hillsdale. This very discrete area has a population of more than 10,000 residents. We have a varied demographic that includes many seniors and a lot of people – students, immigrants, for example – living in apartments. In this area we have only two city-owned and serviced buildings: a hockey rink and an outdoor pool. (I'm not including the shacks for outdoor hockey rinks.)

There is NO general recreation facility for these 10,000 people. There's no city facility in the neighbourhood where parents and preschoolers can meet in the winter months, nowhere for seniors to get together, nowhere for community social events – unless we rent space from a school (not possible during the day) or a church. There isn't even a single public place where we can post a notice!

I find it totally unacceptable that the ongoing needs of our population are ignored while the needs of the football fans (which are already being met!) are bumped to the top of the agenda.

I should mention that the situation is even worse in places like Harbour Landing or where there isn't even a single school or church. Even upscale Wascana View has no indoor facility within walking distance.

In our severe climate we need, **in each neighbourhood**, indoor spaces that are within walking distance, where we can meet and build community. This surely should take precedence over a new stadium.

At the very least I believe we need a referendum, at the time of the elections, to ensure that our voters have some say in this decision.

Thanks for your attention!

Hilary Craig

PRESENTATION TO CITY COUNCIL MEETING, SEPTEMBER 17 2012

RECOMMENDATIONS REGARDING RRI AND THE STADIUM

My name is Florence Stratton. I come before you as a concerned citizen. I am also a life-long Rider fan.

Tonight, City Council will decide whether or not to approve a parcel of recommendations concerning the Regina Revitalization Initiative and the proposed new stadium. One of these recommendations is to authorize the transfer of \$2.5 million from the General Fund Reserve in order to support the first stages of the stadium project.

I find City Council's determination to push the stadium project forward absolutely bewildering. We don't need a stadium. We already have one. It's called Mosaic Stadium, also known as Taylor Field. Why tear it down – especially after it has been refurbished to the tune of \$14 million for the 2013 Grey Cup?

As many Regina citizens have no doubt already told you, what we do so very desperately need in this city is more affordable housing. Yet City Council wants to spend at least \$300 million worth of Regina taxpayers' money on a new stadium. How many affordable housing units can we get for one stadium? At a cost of \$150,000 per unit, \$300 million will get us 2,000 affordable housing units.

City officials continue to tell us that the Regina Revitalization Initiative includes affordable housing. But it does not. What the plan actually calls for is "up to 700 new affordable, market-rate housing units." "Affordable, market-rate housing" is an oxymoron. As everyone knows, the market-rate for housing in Regina is anything but affordable.

I am also baffled by City Council's refusal to act in a democratic manner and consult the citizens of Regina about the stadium project. In 1977, the last time there was a major taxpayer-funded overhaul of the stadium, the City Council of the day held a referendum.

By contrast, you have simply decided that Regina taxpayers will shell out at least \$300 million for a new stadium. At no point have you asked us if we agree with your decision. Instead, you have forced it on us in a most undemocratic manner.

Fortunately, it is not too late for you to rectify the situation. In a little over a month, there will be a municipal election. I call on you to demonstrate your commitment to the democratic process. Please include on the ballot for the October 24th election a referendum on the stadium.

Good evening Mayor and City Council.

My name is Dawn Thomas and I am here tonight representing myself and the 5000+ Regina taxpayers who have signed the stadium petition asking the City of Regina to hold a referendum on the funding of the new stadium.

The total cost of the new stadium, including loan interest and maintenance over a 30 year period, will be almost 3/4 of a BILLION dollars. According to the City's funding plan, \$300 million will come from the pockets of Regina taxpayers.

City Council is telling us to "trust" them because they were elected within a democratic process. They are asking us, no, dictating to us, that we need to invest all of this money on a project we have had and continue to have no say in.

In the process of gathering signatures, I have found several individuals, businesses and organizations have been told to remain neutral and/or silent. I ask you, is silence in the best interest of a democracy?

It is obvious to me that we are no longer living in a democracy. A true democracy does not include having major initiatives forced upon the general public using their hard earned money. Like the stadium, created behind closed doors and without public consultation. This, my friends, has turned into an autocracy.

In calculating the cost of the stadium, City of Regina officials did not include cost overruns; my question was ignored in the July 23 meeting. In a project of this size, there are almost always cost overruns - as Mayor Fiocco was quoted saying in the last issue of the Prairie Dog - page 7, paragraph 3.

I am issuing a challenge to the current City Council - if you are SO sure that you are representing the majority of the citizens, put the question on the ballot for this year's municipal election. By holding a referendum on the October 24 ballot, not only will the city be saving taxpayers money (rather than running a separate vote after we gather our 20,000 signatures), they will restore the faith in democracy of ALL Regina residents. If the result of that referendum is that the majority of residents support the use of municipal taxes in the building of the new stadium, we will stand down and pay our taxes. Because we have had a say.

Thank you for your time.

Presentation to Regina City Council Meeting

17 September 2012

Regarding: Regina Revitalization Initiative

Thank you for the opportunity to speak to you about the Regina Revitalization Initiative.

Like many of Regina's residents, I have been following the ongoing process of building a new football stadium in the city. There have been many attempts and changes in direction over the last several months. Most of this has been done without public consultation even though there has been considerable opposition from some groups and individuals in the community. This is in contrast to a number of initiatives that have received more open public input such as the downtown planning, transportation, and cultural and recreational planning processes.

I personally have not made up my mind about whether we should or should not have a new stadium. I have only attended two Roughrider games even though I have lived in Regina for more than 40 years. One of those games was before I moved to Regina. In spite of this, it is obvious that the Riders are important to the community and to Saskatchewan.

I am concerned that we are not keeping up with many problems facing Regina residents. An obvious one is the high cost of housing which has the most serious effect on lower income people and is most obvious in observing homelessness in Regina. I am involved in the Knox Metropolitan United Church Outreach Ministry and see this problem regularly as people use the alcove in front of the church and the trees on the Victoria Street side for sleeping. There are also a number of homeless people sleeping in the caragana hedges and shrubs in the St. Chad's grounds along College Avenue east of Broad Street across the street from my house.

Many of my friends and neighbours are upset about the cost of the new stadium and its effect on taxes over the next 30 years and think increased tax dollars would be better used on more immediate needs. They are asking for a plebiscite to be held along with the civic election this fall.

There is a petition in circulation that questions the spending of tax dollars on this project without the public having the opportunity to vote on the issue. They have already received a few thousand signatures and may receive enough signatures to force a plebiscite after the election which would be an additional expense.

I am in favour of having the opportunity to vote on this project on October 24.

Thank you.

Bob Ivanochko

Presentation of Paul Gingrich to Regina City Council, September 17, 2012

In my presentation to Council on July 23 I argued for renovating Taylor Field, rather than building a new stadium. When Councillors responded to delegations, reference was made to how Council has been open in providing information about stadium plans. But when I checked the City web site, the only reference I could find to plans to renovating Taylor Field were in the 2010 document *Saskatchewan Multi-Purpose Entertainment Facility and Feasibility Report*. On page 11 of that report is a statement that a major redevelopment of Mosaic Stadium would cost \$109 million, although no details are provided. But at the July 23 meeting several Councillors mentioned a figure of \$150 million as the cost of renovation and I wonder how Councillors arrived at this figure. In the Regina Revitalization documents I found no information about redevelopment – either the cost or what it would involve – and I suggest that Council has either not thoroughly investigated the option of redevelopment or has not made information about it available.

Documents from the July 23 meeting and the City web site show there will be a \$100 million loan from the province to the City to assist in financing a new stadium. My understanding is that a facility fee incorporated into ticket prices will raise sufficient funds to repay most of this loan and interest on the loan. So if this facility fee were to be devoted to redevelopment of Mosaic Stadium, rather than building a new stadium, this would come close to meeting the \$109 million estimated cost of redevelopment. Undoubtedly there would be some cost to taxpayers to finance such a redevelopment. But using the figures in the July 23 Memorandum of Understanding, the bulk of the cost would be met by users of the redeveloped Stadium.

There are many reasons to redevelop Mosaic – reduced expenses for City taxpayers; budget flexibility for the City in the future, allowing the City to meet its other infrastructure and social needs; maintaining a stadium that is similar in size, location, and facilities to a new one; and Taylor Field is familiar and well-loved. In the 2010 feasibility report, two of the stadiums that were highlighted as illustrating best practices in stadium and entertainment facility design were Wrigley Field in Chicago (built in 1914) and Fenway Park in Boston (built in 1912). And Lambeau Field in Green Bay was opened in the mid 1950s. All of these have been redeveloped in the last decade and are among the most popular and outstanding stadiums in North America. They have not outlived their useful life but have been extremely successfully redeveloped. Why could Regina not do the same with Taylor Field?

In terms of allocating \$2.5 million from the City's general reserve fund to development of a stadium, I'd urge Councillors to approve this only on the condition that a major portion of these funds be used to develop a detailed plan and budget for redevelopment of Mosaic Stadium. Once these plans and costs become available and are provided to the public, I'd also urge

Councillors to schedule a referendum so City voters and taxpayers can decide which plan they support.

Paul Gingrich
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Regina, SK, S4T 6N2
352-0253
paul.gingrich@sasktel.net

Submitted September 13, 2012

Referendum Request- by Peter Gilmer

On behalf of the Regina Anti-Poverty Ministry I am here to call on Regina City Council to hold a binding vote of the citizens of the city in a referendum regarding the use of significant tax dollars to proceed with a new stadium.

While we have been involved in the petition campaign for such a referendum we would prefer if Regina City Council would agree now to hold the referendum in conjunction with the October 24, 2012 municipal election. This would be less expensive than holding a separate vote.

It has become increasingly clear since July 14th that the vast majority of Regina residents favour a referendum before proceeding with a project that has such large and lasting financial implications.

Up until this summer it was our understanding that a new stadium would only proceed with a much larger proportion of private sector funding. Instead it is the taxpayers of Regina who will be largely responsible to cover costs.

We believe that helping to ensure affordable housing for all should be a greater priority than a new stadium. You are well aware that Regina has the lowest vacancy rate in the country. The housing that is available is beyond the means of low-income people. We need to return to the traditional understanding that affordable housing costs no more than 30 percent of a household's income.

In recent years we have consistently heard that the City of Regina is not responsible for affordable housing because it does not have the revenue base. We have been sympathetic to this argument because we too believe that the federal and provincial governments must play a much

larger role in the development of affordable housing, particularly social housing. However, if Regina taxpayers are asked to put up \$300 million over the long run for this project, we would argue that responding to the housing crisis should be a greater priority for civic dollars than building a new stadium.

We have heard that the status quo is not on. But the estimated \$150 million needed to upgrade Mosaic Stadium is far less than \$675 for a new stadium.

Our preference is to place needs before wants but at the very least lets let the voters decide.

Thank you for your attention.

I would like to oppose the transfer of \$2.5 million dollars from the General Fund Reserve, meant to go towards the Regina Revitalization Initiative and a new stadium. I believe that we should revitalize the facilities which we already have, facilities which we are already ignoring.

The weather is often very hot in September. Year after year, we have pleaded and pleaded for the outdoor swim season to be flexible and weather-dependent, but, year after year, we are told: “There is no money! NONE!”

If Regina cannot afford to keep recreational services open for the appropriate season, if we cannot even maintain surface repairs for our inner city tennis courts, how we can possibly afford to build and operate a new Stadium, for \$275 million dollars, or more.... ! for a passive spectator sport, for 10 days of the year?

Active recreation for all ages is important to keep us healthy and happy! It is the easiest way to keep health care costs down, and to keep us young and fit. Swimming pools allow citizens of all ages to exercise and to have fun, but Wascana Pool offers happiness in the sun! Because winters in Saskatchewan are so long and so tough, we really should take advantage of all good weather; we should extend the good seasons so that we can enjoy our city to the fullest. Would it not be more sustainable and cost-effective to USE a facility for a suitable season, for as long as possible?

When it is 29c above in September, it is heartbreaking, frustrating and demoralizing to see an empty outdoor pool. Alas! The City still gears its outdoor pool season to the school year, but now, more and more adults are swimming, doing triathlons or rediscovering the joys of swimming. We swim daily, for

kilometres at a time. The demographics are in our favour: Regina should work to retain its Baby Boomer population, rather than forcing us to leave. We are your new seniors, and we are active! Exercising outdoors allows us to enjoy the beauty of our city. This is important: it bonds us to our city, deepening our loyalty and love of place.

We are told, year after year, that budget restraints will not allow for a longer season. (Other cities open on May 21st, as we once did. We open June 14th.) One year, a businessman offered to pay for an extra week in September for Wascana Pool, but then we are told: "No Staff! Impossible!!"

If we cannot afford to keep our most lovely (and oldest) outdoor pool open for two extra weeks in September, when the sun is glorious; if the pension fund is in arrears to almost \$300 million dollars; if 43 units of affordable housing can be approved for demolition the middle of a housing crisis; if we cannot afford to EVEN repair tennis court surfaces (for years on end!), how can we possibly afford to build a new stadium!!?

Do we REALLY need a new stadium? Or do we simply need more toilets at Taylor Field? Does it make economic sense to destroy Taylor Field (and its beloved history) after the 13 million dollar renovation project planned for next year's Grey Cup? Can we really afford to go into debt, and to force the next generation into debt?

Because of these questions, the City should hold a referendum on the stadium during this year's election. This would be the most cost-effective solution, and it would allow citizens to decide, now, how our tax dollars should be spent, and how much debt we should take on!

Thank you.

Regina already has a perfectly serviceable stadium. It's called Mosaic Stadium, also known as Taylor Field. Why tear it down – especially after it will be refurbished next year, to the tune of \$14 million for the 2013 Grey Cup?

Mosaic Stadium, properly called Taylor Field, is sacred ground. It has been the home of the Saskatchewan Roughriders since 1946. To quote from Heather Hodgson's essay in Regina's Secret Spaces:

Taylor Field was built in 1946. (...) The stadium was named after Neil J. "Piffles" Taylor, a lawyer and city alderman who was prominent in rugby and football as a player and an administrator in the early 1900s. The games had been moved around to various fields in Regina until 1928 when that year they were played in Park de Young on 10th Avenue. In 1947 the park was renamed Taylor Field.

Taylor Field was built for football fans. Famous across the land and beyond, they are the hopeful, the faithful and the stalwart; the throngs whose collective team spirit cannot be dampened by drought, cold, wind, the economy, or even a string of losses. Drawn here by their love of live football, those who sit in these stands have weathered decades of triumph and disappointment. The most loyal in the country, they show up through rain and snow, their hearts full of hope that their team will win! And it's this devotion that has caused the Saskatchewan Roughriders to be known as "Canada's Team."

The history of Taylor Field is precious. Because of this, the City should hold a referendum on the stadium.

I would like to challenge each and every one of you to explain just how you can create and sustain "affordable" housing in Regina while removing \$2.5 million from the general revenue fund and raising tax rates on Regina citizens by 0.45% *each year over 10 years? And this is just for consultation costs and stadium maintenance respectively~ let alone the building costs of the stadium! What about possible cost over-runs which would further tax Regina's citizens? What about the effect this tax hike will have on Regina rents once landlords pass on this extra cost to tenants!*

Just what is leftover for affordable housing in the general revenue fund? What other civic funding is available for the development of affordable housing? What housing programs are available that do not rely on the good faith of private developers to take up home building incentives alone? Affordable housing is far too vital for this hope and wish approach to housing. Housing is vital and crucial for Regina citizens.

Therefore, the creation of City of Regina housing programs and developments are crucial to the livelihoods of Regina citizens. Affordable housing ought not be left to the whim of private developers. Projects that are *not vital to Regina citizens' livelihoods, such as the stadium ought to proceed only when private developers choose to become involved and take up at least equal if not most of the risk? As they are actually the group who stands to profit the most from these types of developments. This regardless of whether or not or how much the city may benefit from the stadium development.*

We ask you is it really credible to simply go ahead with the stadium when clearly there is much opposition from many Regina citizens? We the citizens of Regina need to be respected. Not only listened to but really heard. In other words we appeal to you, the City Council of Regina to *not go ahead with this stadium development until ALL citizens of Regina have a proper, decent and affordable home. We may measure having succeeded in achieving this not only worthwhile goal but absolutely vital necessity by having a vacancy rate of not less than the 3% as recommended by the CMHC and a homelessness rate that is one of the smallest per capita in all of Canada.*

If this City Council approves the Stadium please be sure to include housing units within the stadium for not only the construction workers but the growing numbers of homeless citizens that Regina continues to experience, especially given that we are once again headed toward the winter season.

Good evening Councillors, City Administration, Fellow Taxpaying Citizens of Regina:

My name is Chad Novak, and I am here as candidate for Mayor of Regina in the upcoming Civic Election. I am here to address my concerns on the proposal that is before you tonight to approve spending another \$2.5 Million on this stadium project to support the Design/Build/Finance P3 model. I have addressed you numerous times in the past about this project, with my concerns about continually pouring money into this before you actually consult with the public as to what they want to see in their City. Each time I have been assured that nothing is set in stone, there is a long time ahead of us, and nothing is legally binding quite yet on the project.

First of all, I am offended that you would insult the taxpayers of Regina, myself included, by saying that you are taking this “one step at a time”. It is quite obvious to those of us that have been paying very close attention to this project, while you “technically” are approving one step at each meeting, there are things that are being worked on in the background and seems to be strategically released in order to make the process seem more transparent. Beginning with my first Council address on April 30, where I asked some pretty pointed questions about the project. I was asking legitimate questions, *as a taxpayer*, on a report that I read from front to back, and the responsible thing would be to answer those questions, not accuse a taxpayer of lying about something they did not fully understand based on the limited information that was publicly released at the time.

Secondly, the term “legally binding” is ambiguous in this situation, because while there aren’t any RFP’s or RFQ’s requested quite yet (or at least publicly announced that they have been requested), you continue to spend money on this project on consultants and other expenditures, to the tune of, if you approve this tonight, \$3.5 Million. \$3.5 Million is a big price tag to get to the point of nothing legally binding. You are spending \$3.5 Million of taxpayer dollars on something you don’t even know if the public honestly supports. You had touted to the public all along, from April 2011 to May 2012 that this was going to be a domed stadium on the CPR Lands. Then, after I addressed Council with some honest criticism on that project, less than a week later, it is announced that “Oh wait, we’re actually going to build an open air stadium on Evraz Place grounds.”

You had spent over a year getting people excited about a facility that could finally be used year round, nice and shiny and new, on a location that would be a great compliment to the downtown business core. You went to the extent of making a beautiful fly over video of what it “could” look like if the project came to fruition. Then, in the blink of an eye, that all changed. Suddenly, the downtown was receiving no benefit from this new stadium, there would be no year-round use of the facility, and the amount of seats would remain exactly the same as we currently have. When confronted on these details, I have been assured that this won’t be “Mosaic 2.0”, well at least indirectly by Mayor Fiocco. We have been assured that you have done your due diligence on this project. We have been assured that

this wouldn't come in WAY over budget, like the City Square Plaza did, which finally was announced and admitted to in August, five months after the report was completed. Interesting to note, the Plaza, according to the report anyways, was 2-3 times the expected budget, and one of the key mistakes identified in that report? Lack of planning and improper project management.

So, with these things in mind, how can we, the taxpaying citizens of Regina, honestly believe anything we are now being pitched about the latest incarnation of the stadium project? Sure, you're going to be releasing the fancy new design drawings this week, that, according to Mayor Fiocco, will "allow us to cross the field to the other side of the stadium", which is something I have long missed in this current stadium. Oh, and it will be able to host roller derbies and weddings and conferences. Because we have any lack of space for any of that in our City. You changed the concept from a pipe dream to a more "responsible" project, but unfortunately you failed to address the public perception of this project. Did you know that there are still citizens of Regina who think you are building a domed stadium at the CP lands? Believe it or not, there are people out there who do listen to what you have to say, and take you at your word. They don't do a lot of the legwork that I and a few others have done on this project.

In the end, all I ask is one simple thing. Put this to a vote. STOP SPENDING ON THIS PROJECT UNTIL THAT TIME. That means, tonight, I ask that you reject the proposal before you and allow a very short 6 weeks to elapse before it can reconvene with the new council. I implore you to listen to taxpayers, we have over 3,500 signatures in just over a month on our petition, and that was hampered only because of limited knowledge that it exists, and now apparently there are also individuals spreading lies about what the petition really is about, causing business owners to be concerned about displaying it.

Thank you and I will now welcome any questions you may have. I don't expect any, but I really hope there are some.

GOOD EVENING YOUR WORSHIP, MEMBERS OF REGINA CITY COUNCIL. MY NAME IS JOHN HOPKINS AND I AM THE CHIEF EXECUTIVE OFFICER OF THE REGINA & DISTRICT CHAMBER OF COMMERCE. I AM HERE TODAY IN SUPPORT OF THE RECOMMENDATIONS BEFORE YOU.

I WANT TO BEGIN MY COMMENTS TONIGHT BY STEPPING BACK AND LOOKING AT THE BIG PICTURE. THE REGINA REVITALIZATION INITIATIVE IS MORE THAN A STADIUM, IT IS MORE THAN A HOUSING PROJECT AND IT IS MORE THAN AN INDUSTRIAL LAND CONVERSION PROJECT, THIS IS AN URBAN REVITALIZATION PROJECT ON A LARGE SCALE THAT LOOKS TO ADDRESS A RANGE OF COMMUNITY NEEDS:

- THE NEED FOR A NEW STADIUM
- THE NEED FOR AN ADDITIONAL MIX OF NEW HOUSING IN A NEW INNER CITY NEIGHBOURHOOD

- THE NEED FOR ADDITIONAL OFFICE AND RETAIL SPACE
- IT'S ABOUT REDEVELOPING LAND THAT COULD EASILY BECOME URBAN BLIGHT AND MOST IMPORTANTLY:
 - IT'S ABOUT EMBRACING THE NEEDS OF TODAY FOR THE BENEFIT OF GENERATIONS TO COME

BRINGING THE FOCUS BACK TO THE FINANCING MODEL I WOULD LIKE TO EXPRESS OUR SUPPORT FOR THE DESIGN BUILD FINANCE MODEL BEING PROPOSED. THE REPORT DELVES INTO THE RATIONALE FOR THE CHANGE IN APPROACH IN DETAIL THROUGH ANALYSIS PROVIDED BY THE CITY OF REGINA IN THE REPORT AS WELL AS DELOITTE WHO HAVE BEEN INVOLVED IN PROJECTS LIKE THIS AROUND THE WORLD.

IF THE RECOMMENDATION BY A GLOBAL EXPERT IS TO MOVE TO A DESIGN BUILD FINANCE MODEL WE WOULD CERTAINLY SUPPORT THAT DIRECTION.

IN A NUTSHELL WHAT IS BEING PROPOSED IS BEST PRACTICE. THE CITY WILL BE ABLE TO MITIGATE THE RISK INVOLVED IN THE DESIGN, BUILD, AND FINANCE ASPECT OF THE PROJECT BY USING A GUARANTEED PRICE PROVISION WHICH SHOULD KEEP THE PROJECT ON TIME AND ON BUDGET AS LONG AS THERE ARE NOT MAJOR CHANGE ORDERS GIVEN.

I WOULD LIKE TO TAKE THIS OPPORTUNITY TO MENTION ANOTHER SIGNIFICANT REGINA PROJECT THAT CAME IN ON TIME AND ON BUDGET – THE COOPERATORS CENTRE – A QUALITY PRODUCT, ON TIME, AND ON BUDGET.

YOUR WORSHIP A LOT OF TALK HAS TAKEN PLACE ABOUT THE FINANCING OF THE STADIUM ITSELF. HOWEVER, FOR THE RECORD I WOULD LIKE TO CLEARLY STATE THAT THE PRIVATE SECTOR WILL BE INVOLVED IN A MAJOR WAY WITH REGINA REVITALIZATION INITIATIVE THROUGH THE REDEVELOPMENT OF THE CURRENT MOSAIC SITE AS WELL AS THE CP LANDS. THE TOTAL INVESTMENT BY THE PRIVATE SECTOR HAS BEEN ESTIMATED AT OVER HALF A BILLION DOLLARS.

AS FOR THE FINANCING OF THE STADIUM I WOULD LIKE TO DRAW YOUR ATTENTION TO THE DEVELOPMENT OF SOME OF THE MORE RECENT PROFESSIONAL SPORTING VENUES AND THE LEVEL OF PUBLIC INVESTMENT:

IVOR WYNNE STADIUM, IN HAMILTON

\$137.5 MILLION OR 95% OF THE TOTAL -
PUBLICALLY FUNDED

INVESTORS GROUP FIELD, IN WINNIPEG

\$105 MILLION OF THE TOTAL \$190 MILLION
PROJECT COST IS PUBLIC MONEY BUT IF YOU
COUNT THE PROVINCIAL LOAN TO THE
WINNIPEG BLUE BOMBERS IT JUMPS TO \$190
MILLION OR 100% OF THE CAPITAL COST

OILERS ARENA, IN EDMONTON

\$250 MILLION OUT OF A TOTAL OF THE \$450
MILLION PROJECT IS PUBLICALLY FUNDED WITH

THE SOURCE OF AN ADDITIONAL \$100 MILLION
IN REVENUE UNKNOWN

CONSOL CENTER, IN PITTSBURGH

\$290 MILLION OR 90% OF THE \$321 MILLION
PROJECT HAS BEEN FUNDED WITH PUBLIC
MONEY

PREDENTIAL CENTRE, IN NEWARK

\$210 MILLION OR 56% OF THE TOTAL OF \$375
MILLION IS PUBLICALLY FUNDED WITH THE
CAVEAT THAT THERE ARE FOUR TENANTS FOR
THIS FACILITY

LUCAS OIL STADIUM, INDIANAPOLIS

\$620 MILLION OR 86% OF THE \$720 MILLION
TOTAL CAPITAL COST IS FUNDED WITH PUBLIC
MONEY

VIKINGS STADIUM, MINNESOTA

\$548 MILLION OR 56% OF THE TOTAL \$975
MILLION PROJECT – ONCE AGAIN PUBLICALLY
FUNDED

COWBOYS STADIUM, IN DALLAS TEXAS

\$444 MILLION OR 37% of the \$1.6 billion
PROJECT, PUBLICALLY FUNDED

NOW TO BE FAIR THERE ARE A FEW FACILITIES THAT
HAVE BEEN DONE WITH NO PUBLIC MONEY ONE BEING
MET LIFE STADIUM IN NEW YORK WHICH HAS TWO NFL
TEAMS AS TENANTS.

YOUR WORSHIP THE POINT I AM TRYING TO RAISE HERE
IS: PUBLIC FUNDING FOR PROFESSIONAL SPORTING
FACILITIES IS NOT AN ANOMALY BUT RATHER THE
NORM. THESE ARE COMMUNITY ASSETS.

YOUR WORSHIP, THE WAY THIS REPORT HAS BEEN WRITTEN, USING LIFE CYCLE COSTS OVER 30 YEARS VERSUS THE TRADITIONAL CAPITAL COST ALONE IS NOT STANDARD PRACTICE, BUT IS QUICKLY BECOMING BEST PRACTICE. IF WE HAD THE LIFECYCLE COSTS FOR THE PRECEDING FACILITIES THE NUMBERS WOULD BE FAR HIGHER.

ONE OF THE ISSUES THAT HAS BEEN SOMEWHAT SKIRTED AROUND UNTIL RECENTLY IS THE IMPACT OF SASKATCHEWAN ROUGHRIDER FOOTBALL CLUB. ACCORDING TO A RECENT REPORT, THE RIDERS GENERATE OVER \$82 MILLION IN ECONOMIC IMPACT EACH YEAR WHICH WILL INCREASE TO OVER \$200M NEXT YEAR WITH THE GREY CUP.

IF ONE TAKES A LIFECYCLE OF 30 YEARS FOR THE STADIUM AND MULTIPLIES THE \$82 MILLION ECONOMIC IMPACT, THE IMPACT USING CONSTANT DOLLARS AMOUNTS TO \$2.5 BILLION OVER 30 YEARS. IF ONE APPRECIATES THE VALUE OF THE ECONOMIC IMPACT TO MATCH THE VALUE OF THE \$82 MILLION OVER THE 30 YEARS, THE IMPACT USING A 2% APPRECIATION RATE IS \$3.2 BILLION.

I HOPE WHAT IS CLEAR IS THAT THE SASKATCHEWAN ROUGHRIDERS HAVE A SIGNIFICANT ECONOMIC IMPACT TO THIS CITY AND THIS PROVINCE and should not be UNDERESTIMATED.

YOUR WORSHIP WHAT IS AT STAKE HERE IS A MAJOR REDEVELOPMENT OF REGINA'S INNER CITY, THE NEW STADIUM AND THE SASKATCHEWAN ROUGHRIDERS.

IN CLOSING I WOULD LIKE TO ENCOURAGE YOU TO SUPPORT THE RECOMMENDATIONS. LET'S KEEP REGINA GROWING!

JOHN HOPKINS

CHIEF EXECUTIVE OFFICER

September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Regina Revitalization Initiative (RRI) – Mosaic Stadium Replacement Procurement
Model Selection

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- SEPTEMBER 5, 2012**

1. That City Council authorize the Deputy City Manager & CFO to proceed with the Design/Build/Finance (DBF) procurement approach for the replacement of the Stadium, and to proceed with the preparation of the procurement documents (RFQ & RFP) and processes in support of initiating the DBF model.
2. That Administration prepare evaluation criteria for the Request for Qualifications (RFQ) and Request for Proposal (RFP) procurement process and bring the evaluation criteria back to City Council for approval prior to release of procurement documentation.
3. That up to \$2.5 million is authorized to be transferred from the General Fund Reserve to support the DBF procurement process in 2012/13.
4. That Administration brings the conceptual design of the stadium and the definitive agreements with the stadium funding partners to City Council for final approval prior to issuing the RFP for the DBF procurement.
5. That Administration develops an agreement with Regina Exhibition Association Ltd. (REAL) for the operations and maintenance of the new stadium, with the final agreement to be brought back to City Council for approval.

EXECUTIVE COMMITTEE – SEPTEMBER 5, 2012

The following addressed the Committee:

Chad Novak, representing himself; and
John Hopkins, representing the Regina & District Chamber of Commerce

The Committee adopted a resolution to concur in the recommendation contained in the report.

Mayor Pat Fiacco, Councillors: Sharron Bryce, Fred Clipsham, John Findura, Michael Fougere, Terry Hincks, Jocelyn Hutchinson, Wade Murray, Mike O'Donnell and Chris Szarka were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on September 5, 2012, considered the following report from the Administration:

RECOMMENDATION

1. That City Council authorize the Deputy City Manager & CFO to proceed with the Design/Build/Finance (DBF) procurement approach for the replacement of the Stadium, and to proceed with the preparation of the procurement documents (RFQ & RFP) and processes in support of initiating the DBF model.
2. That Administration prepare evaluation criteria for the Request for Qualifications (RFQ) and Request for Proposal (RFP) procurement process and bring the evaluation criteria back to City Council for approval prior to release of procurement documentation.
3. That up to \$2.5 million is authorized to be transferred from the General Fund Reserve to support the DBF procurement process in 2012/13.
4. That Administration brings the conceptual design of the stadium and the definitive agreements with the stadium funding partners to City Council for final approval prior to issuing the RFP for the DBF procurement.
5. That Administration develops an agreement with Regina Exhibition Association Ltd. (REAL) for the operations and maintenance of the new stadium, with the final agreement to be brought back to City Council for approval.

CONCLUSION

Based on the affordability results of the stadium financial model, the P3 Market Sounding process, delivery model assessment and risk assessment that were conducted, the City should proceed with a Design/Build/Finance (DBF) Public Private Partnership (P3) for the replacement of Mosaic Stadium. A transfer of \$2.5 million from the General Fund Reserve is required to support the contractual offers in 2012 for the associated planning, management, land servicing and environmental costs. This process will allow the City to achieve its community objectives, while sharing risk and leveraging the capabilities of the private sector to most effectively deliver a replacement for Mosaic Stadium.

The Administration considered the Design Build Finance Maintain (DBFM) model; however, the synergies of combining the operating and maintenance components under one provider were significant enough to limit the procurement to a DBF model. The Administration continues with the establishment of a new municipal corporation to leverage the capabilities of REAL as the long-term stadium operator and maintenance provider, while ensuring the desired community benefits are achieved.

The capital construction for the new stadium, inclusive of land and land servicing costs, is \$278.2 million. The DBF model will use a guaranteed maximum price concept in the RFP process to minimize the risk of cost over runs. The 30 year financing and maintenance costs are estimated at up to \$675 million, and are currently projected at \$664 million in the DBF financial analysis (\$193M maintenance, and \$471M in debt financing and interest charges). The long term maintenance costs may be reduced dependent on the conceptual and final design elements that are established.

As the RRI project moves forward, new issues and opportunities continue to develop, requiring ongoing adjustments and consideration of the potential scenarios. City Administration continues to measure and evaluate these issues and opportunities against City Council's Vision and Guiding Principles for the project. Based on the evaluation performed, it is expected that the DBF model will deliver the procurement objectives that were identified as follows.

KEY OBJECTIVES MET – DESIGN, BUILD, FINANCE model	
Achieve value for taxpayers	✓
Reduce risks during design and construction	✓
Accelerate project completion	✓
Improve on-time delivery	✓
Reduce exposure to cost overruns during construction	✓
Allow private sector innovation in design and construction	✓
Incorporate private sector financing	✓

BACKGROUND

The Regina Revitalization Initiative was formally initiated by City Council on May 30, 2011. It was discussed at that time that a process was to be developed to define a vision for the lands and a shared understanding of the outcomes of the project, which would see residential, commercial and retail development including a new state of the art facility to replace Mosaic Stadium.

On June 17, 2011, a formal business unit was created within the City Manager's office. Internal staff has been seconded to support the project and an internal Steering Committee has been created to guide the various project elements.

Based on the need to establish a clear future direction for the project, the Administration and external consultants, held a visioning session with members of City Council. City Council approved the Vision and Guiding Principles on August 22, 2011.

One of the focuses of the RRI project is to replace Mosaic Stadium. In the fall of 2011, a Market Sounding process was initiated through a consultant to assess the best delivery model that could be used to construct and operate a new stadium, and determine the interest in and feasibility of a P3 procurement process. The research resulted in a DBFM P3 model as a feasible approach to achieve the City's procurement objectives. On December 19, 2011, Council approved Administration to pursue the development of a process to establish a DBFM P3 procurement approach to construct and operate the replacement for Mosaic Stadium, with the final plan to be provided to City Council for approval.

In preparation for P3 procurement, on March 26, 2012, Council approved changes to the Regina Administration Bylaw 2003-69 to include Public Private Partnerships as an alternative procurement tool to the traditional procurement method. In addition, several RFP's have recently been awarded: ZW Group of Companies as the Project Manager, Mott MacDonald as

Owner's Engineer and Architectural Advisor, Deloitte & Touche LLP as Financial Business Advisor for Phase 1 and P1 Consulting as Fairness Advisor to support the procurement decision-making and process.

This report provides Council with a summary of the analysis undertaken to determine the preferred P3 procurement model for the replacement of Mosaic Stadium and the next steps in the P3 process. The detailed analysis is attached in Appendix A.

DISCUSSION

On March 26, 2012, Council approved the City's P3 procurement process.

The City's P3 policy framework identified three phases that requires Council approval.

- Phase 1: The Delivery Model Assessment Process:
- Screening Assessment; and
 - Strategic Assessment
- This portion was approved by Council December 19, 2011.
- Value for Money Business Case
- The Value for Money Assessment was prepared by Deloitte, and the results are presented as part of this report.
- Phase 2: The Procurement Process – to proceed with a DBF P3 procurement.
- Phase 3: The Contract Management Process – delegate authority to the Deputy City Manager to enter into a P3 project agreement with a preferred proponent subject to an unqualified opinion on the P3 process from the Fairness Advisor. Then proceed into project implementation followed by contract management.

This report is requesting Council approval on the first step of Phase 2, based on the results of the Phase 1 analysis. While the further development of Phase 2 is ready to begin, before this can be completed and Phase 3 can be initiated, City Council will need to approve the conceptual stadium design, the definitive funding agreements, and the evaluation methodology for the award of the RFP.

P3 DBF vs. DBFM Decision

Initial analysis of the DBFM model was completed in 2011 with a comparison to a Design-Bid-Build (DBB). It was determined that the DBB model did not meet the risk allocation requirements, including on-time delivery and cost certainty, and should not be pursued.

Through further research and analysis, it was determined that a comparison between a DBFM and DBF would be a more appropriate comparator. This comparison was used for the Value for Money Analysis. The results of the Value for Money Analysis showed that the difference between the two models was not economically significant. This meant the financial results should be similar and other factors would need to be considered to confirm a recommended approach.

Although there are no risks transferred to the successful proponent for the maintenance component in the DBF, the risk transfer for the design and construction phase is similar in both models and properly managed will result in an on-time, on-budget project delivery. It should be noted that the maintenance component described also includes major repairs and rehabilitation requirements over the long term.

The advantages, disadvantages and retained risks are further explained in the following section.

Both Models will provide the following benefits:

- A single source of responsibility for design and construction. The design, construction and financing services are contracted by a single entity known as Project Co.
- Price certainty for design and construction, use of a guaranteed maximum price.
- Contractor bears responsibility for design completion and coordination, minimizing change orders during construction.
- Contractor is responsible for both construction and design defects. The City can recover directly from the contractor for deficiencies in either design or construction of the project. Therefore, the City need not determine initially whether a defect was caused by an error in design or construction.
- Contractor bears any additional costs that may occur as a result of using defective or inadequate plans prepared by the architects and engineers.
- Faster project delivery to minimize inflationary costs. Construction can begin before the project's final plans and specifications are complete.

Both Models have the following risks:

- Unless the scope (performance specifications) is well-defined, the City is at risk for quality.
- Must balance between ensuring the specifications meet the funders' requirements vs. "over designing". The more advanced the design, the less opportunity the successful proponent has to bring innovation and design tailoring to achieve the most efficient and economic methods and outcomes.
- City has less control over the non-mandatory elements of the final design.
- City-initiated changes/variations after the conceptual/reference design will cause change orders and costs increases.

Both Models will follow the following procurement process:

- Request for Qualifications (RFQ) used to shortlist to three qualified proponents.
- Request for Proposals (RFP) used to select a Preferred Proponent. The RFP would include output specifications and a draft project agreement.
- An affordability cap concept would be identified in the RFQ and firmed up as an amount in the RFP. The cap would set an upper limit for the capital cost of the project. Proponents would be allowed to reduce the scope of the Project utilizing a scope ladder to come in under the cap.
- A conceptual design prepared by the City's Technical Advisor and based on stakeholder consultation would be included in the RFP. Bidders would be allowed to innovate and deviate from the design so long as the output specifications can be met.
- Consideration of lifecycle costs of the project will be included in the RFP evaluation.

DBF model has following additional advantages and disadvantages:

Design, Build, Finance (DBF) – The design, construction and financing services are contracted by a single entity known as Project Co. Project Co.'s obligations end when the construction and warranty period are completed. Project Co. has no responsibility for ongoing maintenance as compared to the DBFM model.

Advantages:

- i. Moderate cash flow savings over a 30 year period minimizing anticipated mill rate increases;
- ii. Project agreement will be structured with a significant holdback provision;
- iii. Allows for the integration of the M (maintenance) and O (operations) under one provider (REAL);
 - One point of contact for maintenance and operation;
 - Incentive on provider of O and M services to maintain facility so that revenue is not impacted on the operations side;
 - No conflict or coordination issues between Maintenance and Operation Group;
 - Better understanding of facility issues by Operations Group can translate to a more efficient maintenance plan;
 - Allows for improved day to day coordination and use of resources with other activities at Evraz Place; and
 - Allows for consistency in staff training and policies.

Disadvantages:

- i. No risk transference of maintenance component, cost of maintenance is not guaranteed for any time period; and
- ii. Future City Council decisions to decrease maintenance fund could impact the life cycle costing of the facility maintenance.

DBFM model has following additional advantages and disadvantages:

Design, Build, Finance, Maintain (DBFM) – The design, construction, financing and maintenance services are contracted by a single entity known as Project Co. Project Co. has an ongoing responsibility during the concession period (typically 30 years to maintain the facility).

Advantages:

- i. A single source of responsibility for maintenance in addition to the design and construction;
- ii. Cost certainty for entire concession period, in essence provides a 30 year warranty on the stadium; and
- iii. Maintenance entity may give more consideration to long-term impacts of products and systems during design phase (i.e. quality of mechanical systems, or quality of carpet, millwork, etc.).

Disadvantages:

- i. Cost of financing by Private Sector (Project Co.) is higher, City's cash flow requirements are moderately higher which could result in higher mill rate increases;

- ii. Does not allow for the integration of the M (maintenance) and O (operations) under one provider (REAL);
 - Loss of synergizes between Maintenance and Operation providers; and
 - Potential coordination and conflict issues between Maintenance and Operation providers.
- iii. More complex contract agreement and terms for Maintenance component. Project Co. would need to have experience with, or contract with stadium specific maintenance entities (i.e. stadium lighting, sound system, field of play, video boards) many typical maintenance companies are not familiar with these items day to day or on a longer term basis. Also, often times purchase of the stadium specific components also involves a longer term maintenance commitment for that product; and
- iv. Cost of alterations to the facility during the 30 year concession period will be more costly.

Taking into consideration the advantages and disadvantages, the DBF model provides the City with the best procurement solution. In addition to the various factors noted, the ability to have both the operations and maintenance provided by REAL provides the best opportunity for the lowest total cost of ownership, while ensuring asset integrity is maintained over the long term. Based on the approval of the recommendations in this report, an agreement that establishes the performance requirements for REAL will be developed, and REAL will continue to support the City throughout the procurement and design process.

Value For Money Analysis Summary

In developing the Value for Money Analysis (VFM) (see Appendix A) two procurement models were compared:

- a. Design, Build, Finance, Maintain
- b. Design, Build, Finance (with a Guaranteed Maximum Price)

As identified in the VFM Report, assuming a \$278.2M affordability cap, the value for money result as a percentage is positive 1.3% to negative 0.7% (amounts above 0% deliver value for money as compared to the alternative). In essence the VFM shows that the difference between the two models is not economically significant.

The cash flow analysis refined previous maintenance estimates to consider only the hard costs requiring ongoing maintenance. These estimates will be refined further as the conceptual and final design becomes more certain. In the current cash flow analysis, with maintenance at 2% of construction cost (\$193M over 30 years), and removing retained City risk, the funding comparative between the mill rate and debt for the DBF and DBFM models are:

- Mill rate comparison:
 - DBF – Mill Rate increase is estimated at between 0.45 per year for ten years
 - DBFM – Mill Rate increase is estimated at 0.479 per year for ten years
- In addition to the \$100 million loan from the Province, both models require City debt in the amount of \$130 million: however, in the DBFM model \$35 million is debt assumed directly by the City and \$95 million is assumed through the Private Sector which would be repaid by the City over the 30 Year Concession Period.

Based on the cash flow analysis, the procurement model with the lowest mill rate impact to citizens would be the DBF model. See below the “Stadium Cash Flow Decision Matrix” for comparison.

Stadium Cash Flow Decision Matrix

	City Debt Requirement	Incremental Mill Rate	Total Cumulative Mill Rate \$
DBFM - \$95M @ 2.0% Mtce of Construction Cost	35,000,000	0.479	327,411,986
**DBF - 6 Month @ 2.0% Mtce of Construction Cost	130,000,000	0.450	307,589,549
Possible Lower Maintenance Options:			
DBF - 6 Month @ 1.75% Mtce of Construction Cost	130,000,000	0.415	283,665,917
DBF - 6 Month @ 1.5% Mtce of Construction Cost	130,000,000	0.400	273,412,932

Note:

*** Recommended option.*

For the purposes of this analysis, ongoing maintenance costs utilized best practice facility management ranges of 1.5% to 2.0% of the facility cost on an annual basis. These maintenance costs may be reduced based on the final design of the facility, but for the purposes of this analysis the higher end of the range has been compared to ensure the more conservative approach was used.

Cost Estimates

As of May, 2012, Mott MacDonald was engaged as the Owner’s Engineer and Architectural Advisor to develop a procurement process and provide preferred conceptual stadium design with overall project timelines. The conceptual planning process began in June 2012. The resulting preliminary conceptual design, including a spectator roof, is based on an affordability budget of \$250 million (including escalation costs, but excluding land-related costs). The stadium conceptual design(s) will be brought to Council in a future report, once the technical work has been completed and the public has had the ability to understand and comment on the concepts being developed.

Deloitte, through Phase 1 of the P3 procurement, has assisted the City in developing and finalizing the financial analysis. Using the affordability cap and cost estimates from the Owner’s Engineer, and estimates on risk transfer and payment mechanism, a financial model was created with a summary of the costs below:

	Estimated Costs in Millions \$
Capital	
Capital (all inclusive of contingencies/escalation/ancillary/furniture/fixtures & ancillary costs)	250.0
Land Servicing & Environmental	28.2
Sub-total Capital	278.2
Finance and Maintenance (includes repayment of some capital contributions)	
Debt Financing, Servicing Fees and Interest	471.0
Maintenance Cost @ 2.0%	193.0
Sub-total Financing and Maintenance Costs	664.0

The financial model and the cost estimates have included a cap on capital costs (stadium, land and land servicing) to an overall budget of \$278.2 million.

Financial Funding Options

In December 2011, Council approved Administration to pursue the development of a process for a DBFM P3 to construct and operate the replacement for Mosaic Stadium. All public financial information presented until now has been based on the P3 DBFM financial model. However, as this report suggests that a P3 DBF model is the best City procurement alternative, all financial information presented in this report related to cash flows are based on a P3 DBF model.

The P3 DBF model was used to develop a 30 year cash flow analysis. In the DBF model, substantial capital construction costs are paid to the successful proponent after 100% construction completion. The City will have only \$205 million of the cash before construction completion; therefore, the City will require City debt for its portion of the capital, plus pay back the Provincial Government loan of \$100M over 30 years. As the maintenance is not part of the DBF model, maintenance is assumed to be paid over a 30 year period; therefore, cash flows have been presented to reflect the annualized payments over the 30 year term. While other benefits accrue from a P3 approach, such as innovation, and risk transfer, they are not easily represented in a quantitative cash flow analysis.

The financial model cash flow projects an \$80 million contribution from the Province over four years, plus a \$100 million loan from the Province and \$25 million from the SRFC. The remaining \$73.2 million will be provided through City debt, contribution of land and the allocation of municipal revenue streams.

Over the course of the 30 year life cycle of the stadium, the City will be contributing an estimated amount of \$471 million, which includes interest payable on the 30 year financing arrangements, as well as the principal repayment. Maintenance costs of \$193 million are estimated at 2.0% of construction and indexed by inflation compounded over 30 years.

In the financial model, the following assumptions are made:

1. Property tax mill rate increase of 0.45% for ten consecutive years starting 2013, plus cumulative growth.
2. Hotel Tax or some equivalent source of revenue is raised for municipal purposes by 2016.
3. Facility Fee of \$12.00 per game ticket revenue earned by the SRFC and submitted to the City in lieu of loan payment.
4. Sponsorship and/or naming rights of \$500,000 annually is provided to the City.
5. Inflationary rate of 2.2% annually over 30 years.
6. Interest is assumed based on best estimates at current market rates.

If any of these assumptions change or do not come to realization, contingent revenue options will be required, inclusive of additional mill rate increases or other revenue alternatives.

Next Steps

Once Council has approved the procurement model, the next steps are as follows:

- Public Information Process (September – November 2012)
 - Provide public with conceptual design
 - Confirm fan experience elements in the design
- City Council approval of Conceptual Design (November – December 2012)
- Develop Request for Qualifications (RFQ) (September 2012 – January 2013)
 - Develop RFQ evaluation criteria and scoring system
 - Obtain necessary approvals to proceed with release of RFQ
 - Release RFQ
 - Identify Preferred Proponent Shortlist that will be invited to submit a proposal to provide Design, Build and Financing (DBF) services.
- Develop Request for Proposal (RFP) (November 2012 – November 2013)
 - Draft Project Specific Output Specifications (PSOS) and Project Agreement(s)
 - Develop evaluation criteria and scoring system
 - Establish Technical and Financial Review Teams
 - Obtain Necessary Approvals to proceed with release of RFP
 - Publically release RFP
 - Evaluate RFP Submissions
 - Select Preferred Proponent
 - Final Negotiation – Commercial and Financial Close
 - Obtain Necessary Approvals to award DBF contract
- Start Construction upon approval to award contract (Construction completed in early 2017)

While the RFP process, as noted, may seem to have a long timeline to completion, it is generally consistent with the time required to complete a Design/Build/Finance RFP for a project such as the stadium. The RFP process is a more lengthy one, in that it includes development of the final contract, performance specifications, and evaluation criteria prior to issuance of the RFP, it allows time for the proponents to develop their initial stadium designs and meet with the funders as part of the process, and also considers the evaluation and approval time that will be required to move through each step of the process. As identified, these timelines continue to allow the stadium to be available for use in early 2017. In all cases, City Administration will be working to achieve a shorter timeline if that can be achieved without compromising the diligence required to successfully complete the project.

RECOMMENDATION IMPLICATIONS

Financial Implications

As noted, if any of assumptions in the financial model change or do not come to realization, contingent revenue options will be required, inclusive of additional mill rate increases or other revenue alternatives.

Key assumptions used in the DBF model:

- Capital is based on an upset limit of \$278.2M
- Maintenance is based on 2% of construction costs per annum equal to \$193M over a 30 year period
- Mill rate increase is estimated at 0.45% for ten years
- Proposed Hotel Tax, or equivalent revenue, generates \$80M over 30 years
- City debt of \$130M will be required to cash flow the project. Portions of this debt would be issued directly by private sector proponents and repaid by the City as part of the construction contracts.

The timing of the actual cash outflows for the capital, debt and maintenance commitments will be based on the final contracts with the preferred DBF and maintenance proponents and future debt bylaws. The expenditures are presented below:

Expenditures	
	(in millions)
Capital:	
Stadium	250.0
Land Servicing	28.2
	<u>278.2</u>
Capital Repayment & Ongoing Fund Requirements: (30 years)	
Long-Term Financing:	
Provincial Loan	100.0
Provincial Loan Interest	74.0
Capital Loan	67.4
Capital Loan Interest	49.5
Interim City Debt, Net Interest & Mgt	
Less Fund Balance	<u>180.1</u>
	<u>471.0</u>
Maintenance	
Maintenance	193.0
	<u>193.0</u>
Total Financing & Maintenance (over 30 years)	<u>664.0</u>

A transfer of up to \$2.5 million from the General Fund Reserve is required in 2012 to proceed with the preparation of the procurement documents (RFQ & RFP) in support of the DBF model and contractual offers for the planning, management, land servicing, and environmental costs associated with the replacement of the Stadium.

It is important to note, based on current construction inflation, delays past early 2017 could result in cost increases of approximately \$1.5 per month. As a result, Administration is moving concurrent elements of the project forward toward City Council approval to begin construction in late 2013 to be able to meet the 2017 target date. The allocation of General Fund Reserve funding will ensure the procurement processes can continue to move forward. However, the primary project elements cannot move forward until City Council approves the funding agreements, the conceptual/reference design, the RFP evaluation methodology, and the allocation of future municipal revenue sources to the project. The \$2.5 million funding allocation has been included within the City's contribution of 73.2 million, as identified in the Memorandum of Understanding with the funding partners.

Environmental Implications

Environmental assessments are currently being completed on the Evraz Place site. To date, no significant issues have been identified. This analysis will be completed prior to initiating an RFP process to ensure the City and potential proponents have an understanding of any relevant environmental factors.

Strategic Implications

A P3 approach to the construction and operation of the stadium will allow the City to achieve its objectives of an effectively designed replacement for Mosaic Stadium that delivers on community needs. The development of a process to partner with the private sector to develop an innovative stadium design should achieve a more effective sharing of project risks and minimize the long-term costs of operating a replacement for Mosaic Stadium.

Other Implications

The Regina Administration Bylaw No. 2003-69 considers Public Private Partnerships to mean a long-term contractual agreement with private sector participants that are involved in not only the initial design and construction phase but their roles extends beyond the initial capital construction of the project to include one or more of the following components being financing, maintenance and operation of infrastructure services. The proposed DBF model includes private sector financing terms that end soon after 100% construction completion. A short-term DBF financing structure with final payment terms after 100% construction completion is considered a P3 model in most jurisdictions. The City will undertake a review of the P3 Policy within the Regina Administration Bylaw to ensure the policy is clear and complete, based on the results of this first P3 procurement.

Accessibility Implications

None related to this report. The conceptual and final design of the stadium will address the accessibility requirements.

COMMUNICATIONS

The MOU between the City, the Province and the SRFC was announced on July 14, 2012. A report outlining key elements of a communications plan for RRI was approved by Council on July 23, 2012. The key outcomes of the communications plan are to build and maintain awareness and understanding for the project in the short term, and build support for RRI in the long term.

The public will be informed of this report through a notice to the media on August 31. The report will be posted to the RRI section of the City of Regina website, along with all other documents related to the project. The City Administration will also coordinate communications with the project partners.

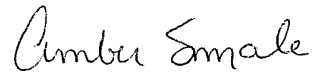
In keeping with the approved communications outcomes, the Administration will continue to keep the public and stakeholders informed of progress and decisions related to RRI.

DELEGATED AUTHORITY

The recommendations in this report require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE

A handwritten signature in cursive script that reads "Amber Smale".

Amber Smale, A/Secretary



Mosaic Stadium
Replacement Delivery
Model Selection
Value for Money Report

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1. Introduction

1.1 Background

The City of Regina (the “City”) continues to advance the Mosaic Stadium Replacement Project (the “Project”). A key upcoming decision point for the Project is the selection of a preferred delivery model which will define the roles and responsibilities of the City and third parties in all facets of the Project including its design, construction, financing, operations and maintenance. This decision is needed to allow the Project to move to the procurement phase.

A strategic assessment of delivery options for the Project was conducted by Deloitte and summarized in a Strategic Assessment Report dated December 9, 2011. The report examined in detail four different delivery models: Traditional Design-Bid- Build (DBB); Private Developer (PD); and two different public-private partnership (P3) models, namely design, build, finance, maintain (DBFM) and design, build, finance, maintain and operate (DBFMO). The primary conclusion of the report was that the Project would best be delivered under a P3 delivery model, specifically a DBFM, subject to the results of a value for money assessment. The report also identified that under the City’s P3 Policy Framework (which was draft at the time) the City could proceed with the next phase of its P3 Assessment Process, the Value for money assessment comparing DBFM to Traditional DBB, or proceed to procurement phase with a DBFM based on the favorable results of the strategic assessment.

Given the need for a more detailed understanding of project costs and risk, it was not possible to proceed with value for money assessment until the City retained a Technical Advisor for the project. With the recent appointment of Mott MacDonald as the Technical Advisor and ZW Group as the Project Manager, the City is now in a position to conduct a value for money assessment.

The purpose of this report is to discuss the results of the value for money assessment. Please refer to Deloitte’s Strategic Assessment Report for additional background information.

1.2 Scope of Work

The City has engaged Deloitte to provide advice and make recommendations on the delivery model options that may be viable for delivery of the Project. More specifically, Deloitte, through the development of this report, as guided by the City’s P3 Policy Framework, undertook a value for money assessment to confirm whether the DBFM remains the preferred delivery model for the Project. The scope of work includes:

- Considering the evolution of the Project since the time of the Strategic Assessment Report to determine implications for the delivery models selected for the value for money assessment;
- Undertaking a quantitative risk assessment to determine the risk profile of the Project under each assessed delivery model;
- Developing a cash flow model of the Project under each delivery model using cost inputs from the Technical Advisor and risk quantification results; and
- Using the cash flow model to determine value for money.

1.3 Limitations

This report was prepared for the exclusive use of the City, and is not intended for general circulation or publication, nor is it to be reproduced or used without written permission of Deloitte. It relies on certain information provided by third parties, none of which Deloitte has independently reviewed. No third party is entitled to rely, in any manner or for any purpose, on this report. Deloitte's services may include advice or recommendations, but all decisions in connection with the implementation of such advice and recommendations shall be the responsibility of, and be made by, the City.

2. Project description & methodology

2.1 Project Evolution

Since the time of the Strategic Assessment Report (December 9, 2011), the Project has evolved significantly. The following changes are relevant to the value for money assessment:

- The Project is now to be located on the Evraz Place property. Previously, the location of the Project was anticipated to be within the existing CP land north of the Regina downtown area. This change is relevant as it creates the opportunity for synergy with the existing assets and operations at Evraz Place.
- The City has advanced its discussions with the Regina Exhibition Association Ltd. ("REAL"), the anticipated operator of the Mosaic Stadium Replacement. The City intends to make REAL a City-owned entity. This confirms the operating model that was envisioned for the DBFM model in the Strategic Assessment Report. It is also noted that REAL has expressed an interest in undertaking the maintenance of the new stadium given its role in maintaining other City owned assets at Evraz Place. A maintenance role for REAL was not anticipated in the Strategic Assessment Report.
- Funding sources have been identified. The Province has offered to contribute \$80M to the Project. An additional \$100M in funding has been offered by the Province as a loan to the City for the Project. The Saskatchewan Roughriders Club (Riders) are to reimburse the City for the principal loan payments through a facility ticket surcharge. An additional \$25M funding has been identified by the Riders from internal revenues and sponsorships. These funding sources total to \$205M. We note that a key finding of the market sounding for the Strategic Assessment Report was that the private sector parties interested in delivery models with private finance (i.e., DBFM) are attracted to projects with at least \$100M in private financing requirements. Even with \$205M in available funding, it is possible to structure the Project to allow for \$100M of private financing. The preference for a minimum \$100M is only a guideline for attracting the market as there are many DBFM projects with significantly less private finance.
- The City has set an affordability cap of \$250M for capital costs and the City's out-of-pocket costs to plan and procure the Project through to commissioning. We note that the market sounding for the Strategic Assessment Report communicated a capital cost estimate of \$320M for an "all weather multi-use entertainment centre". The Mosaic Stadium Replacement will be procured without the requirement for a fully enclosed roof so that it fits within the affordability cap. An open-air stadium is a significantly less complex asset than a stadium with an enclosed roof from both a construction and maintenance perspective. However, it is likely that the interior corridors of the stadium will be required to be all-weather, meaning heated and not exposed to the elements.

2.2 Delivery Model Assessment Methodology

Following the City's P3 Policy Framework, and using the guidance of the City's P3 Policy Administrative Manual, the Project is in the Delivery Model Assessment Process phase.

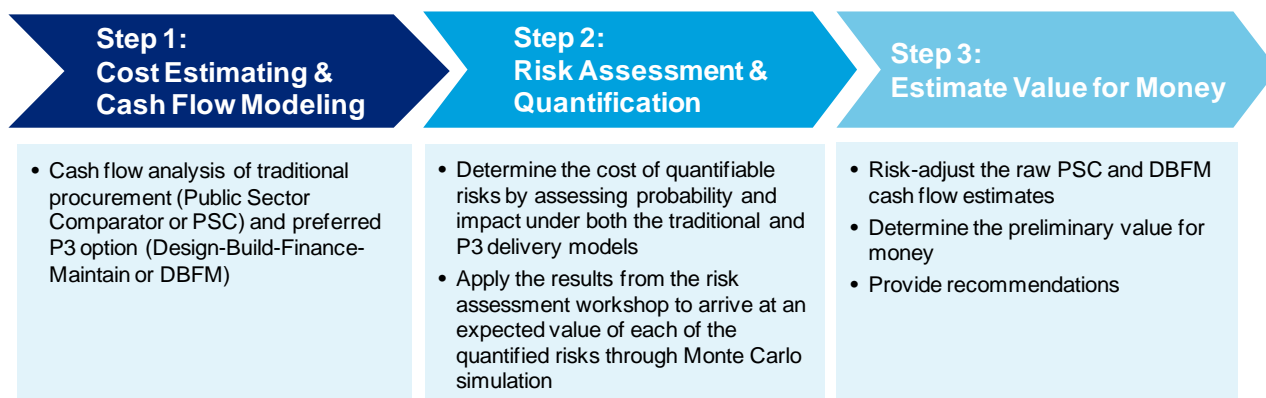
There are three levels of assessment that may be applied to determine if a project should be approved for P3 delivery, described as follows:

Table 1 – Stages of Delivery Model Assessment

Assessment Level	Description	Possible Outcomes
1 - Screening Assessment	High-level comparison of project characteristics against criteria to assist in determining potential suitability of a project for P3 delivery.	Opportunity Paper 1. Flag as potential P3 project 2. Flag for traditional procurement
2 - Strategic Assessment	A more detailed examination of the risks, costs, market of service providers, and objectives and constraints to identify, at the strategic level, if a project should be procured as a P3, which P3 delivery model(s) is most suitable, and whether or not further assessment is justified.	Strategic Assessment Report 1. Recommendation for traditional procurement 2. Recommendation to procure project as a P3, including recommended P3 delivery model 3. Recommendation to undertake Value for money Assessment prior to deciding on delivery model
3 - Value for Money Assessment	An extension of the Strategic Assessment, including quantification of project risks and a preliminary comparison of the relative cost of traditional procurement and P3 procurement through cash flow modelling.	Value for money Report 1. Recommendation for traditional procurement 2. Recommendation to procure project as a P3, including recommended P3 delivery model

The screening assessment and strategic assessment for the Project were previously completed. The preferred P3 delivery model for purposes of the value for money assessment is a DBFM. This report summarizes the findings of the value for money assessment.

A three-step process was used to complete the value for money assessment. The results from each step are presented in subsequent sections of this report.

Figure 1 – Value for Money Assessment Methodology

3. Delivery models

3.1 P3 Delivery Model - DBFM

The DBFM delivery model defined in the Strategic Assessment Report has been refined based on further discussions with the City and its' Technical Advisor and Project Manager. For purposes of the value for money assessment, the DBFM has the following key attributes:

- The private partner will be responsible for designing, building and maintaining the stadium over a long period of time, as well as providing the long term financing for a portion of its capital cost.
 - The repayment of capital cost, financing costs and maintenance costs are rolled into a series of uniform performance payments to the private partner made by the City over the term of the maintenance contract (assumed to be 30 years). Only the maintenance portion of the performance payment will be subject to indexation for inflation.
 - Capital costs are not paid to the private partner when they are incurred, they are financed by the partner and recovered by the partner in two ways: 1) the portion of the capital cost that is not to be financed over the long term is paid on a milestone basis during construction; and 2) the remaining portion of the capital cost is paid for over the maintenance contract, much like a lease. The proportion of capital costs to be financed long term is a key variable in the value for money assessment.
 - The City owns the stadium and the land it's built on – the private partner has a license to build and maintain the asset.
 - The private partner's maintenance responsibilities will be defined in detail in an output specification but will include at a minimum, all scheduled maintenance, emergency repairs and replacement or investment required to extend the useful life of:
 - the stadium structure;
 - artificial turf;
 - exterior cladding;
 - drip line roofing;
 - seating;
 - lighting;
 - glazing; and
 - electrical and mechanical systems.
 - REAL will be responsible for operating the stadium and booking all events at the stadium. In terms of the physical asset, operations will include housekeeping and minor maintenance.
- The procurement strategy and process used by the City to engage the private partner is assumed to have the following key attributes:
- Request for Qualifications (RFQ) used to shortlist to three qualified proponents.
 - Request for Proposals (RFP) used to select a Preferred Proponent. The RFP would include output specifications and a draft project agreement.
 - An affordability cap concept would be identified in the RFQ and firmed up as an amount in the RFP. The cap would set an upper limit for the capital cost of the project. Proponents would be allowed to reduce the scope of the Project utilizing a scope ladder to come in under the cap.

- A conceptual design prepared by the City's Technical Advisor and based on stakeholder consultation would be included in the RFP. Bidders would be allowed to innovate and deviate from the design so long as the output specifications can be met.

The DBFM delivery model was assessed in the Strategic Assessment Report as being of highest benefit to the City in terms of:

- Enhancing the ability to deliver the Project on time;
- Reduce exposure (of the City) to cost over-runs;
- Ensure the proper long-term maintenance of assets;
- Encourage innovation and collaboration – drawing on the respective expertise and strengths of the public and private sectors; and
- Reduce overall project risks over the full lifecycle of the Project.

The DBFM was assessed of being medium benefit to the City in terms of ensuring a high level of customer service. It was viewed that delivery models that combine operations and maintenance would have the highest benefit to the City.

The refinements made to the DBFM delivery model have no material implications for the above assessment.

3.2 Public Sector Comparator Selection

The public sector comparator (PSC) is the delivery model that would be utilized by the City if it did not pursue a P3 delivery model.

For most value for money assessments, the PSC is defined as the Traditional DBB delivery model. The Traditional DBB model was defined in the Strategic Assessment Report. In summary, it's a model in which the City would contract with an engineer/architect to develop design documents (detailed design drawings, specifications, etc.) based on the City's requirements. The design documents are then tendered and awarded to the lowest cost construction contractor. The City pays for design and construction costs as incurred and is responsible for operations and maintenance upon commissioning of the asset. Under the DBB, the City has considerable exposure to all project risks including cost overrun, delays, deferred maintenance, and the functionality/performance of the asset.

The DBB delivery model was assessed in the Strategic Assessment Report as being of lowest benefit to the City in terms of:

- Enhancing the ability to deliver the Project on time;
- Reduce exposure (of the City) to cost over-runs;
- Ensure the proper long-term maintenance of assets;
- Encourage innovation and collaboration – drawing on the respective expertise and strengths of the public and private sectors; and
- Reduce overall project risks over the full lifecycle of the Project.

Conversely, the criteria regarding ensuring a high level of customer service was rated to be of the highest benefit to the City because of the integrated operations and maintenance function.

Given the poor overall assessment of the DBB and the evolution of the Project since the time of the Strategic Assessment, a new delivery model was identified for consideration that would draw on the maintenance capabilities of REAL while preserving the on-time, on budget risk transfer benefits of the P3 models. This model is the design-build-finance (DBF).

It was decided by the City that the DBF model would be the PSC for purposes of comparing to the DBFM for the value for money assessment.

3.3 Public Sector Comparator – DBF

For purposes of the value for money assessment, the DBF has the following key attributes:

- The DBF contractor will be responsible for designing and building the stadium.
- The repayment of capital cost will be via a six month holdback of monthly construction costs based on progress (this form of security is described in more detail in the value for money section of the report). Also considered was a related design-build (DB) model where the construction costs would be paid via a monthly draw.
- The City owns the stadium and the land it's built on – the DBF contractor has construction contract and provides a limited time warranty (usually 1 year max although the Technical Advisor has identified the opportunity to obtain extended warranties for certain building components that could extend up to 10 years).
- REAL or a third party would be responsible for operating and maintaining the stadium. A performance based contract could be utilized but in the case of REAL the risk for performance would flow back to the City as REAL would be a City owned entity. An alternative is for a third party maintenance contract but this is counter to the expected benefit of combined operations and maintenance.
- The City would commit to funding an adequate annual maintenance budget for the stadium (somewhere in the range of 1.5% to 2% of the capital cost).

The procurement strategy and process used by the City to engage the private partner is assumed to have the following key attributes (same as the DBFM):

- Request for Qualifications (RFQ) used to shortlist to three qualified proponents.
- Request for Proposals (RFP) used to select a Preferred Proponent. The RFP would include output specifications and a draft project agreement.
- An affordability cap concept would be identified in the RFQ and firmed up as an amount in the RFP. The cap would set an upper limit for the capital cost of the project. Proponents would be allowed to reduce the scope of the Project utilizing a scope ladder to come in under the cap.
- A conceptual design prepared by the City's Technical Advisor and based on stakeholder consultation would be included in the RFP. Bidders would be allowed to innovate and deviate from the design so long as the output specifications can be met.

For completeness, Deloitte undertook a strategic assessment of the DBF model using the same criteria as set out in the Strategic Assessment Report and reached the following conclusions:

The DBF model is assessed as being of highest benefit to the City in terms of:

- Enhancing the ability to deliver the Project on time (assuming something equivalent to a six month holdback is utilized so that the DBF has a liquid form of security that is comparable with DBFM);
- Reduce exposure (of the City) to cost over-runs (assuming something equivalent to a six month holdback is utilized so that the DBF has a liquid form of security that is comparable with DBFM); and
- Ensure a high level of customer satisfaction (with O and M provided by the same entity although not the DBF contractor).

The DBF model is assessed as being of medium or lowest benefit to the City in terms of:

- Ensure the proper long-term maintenance of assets;
- Encourage innovation and collaboration – drawing on the respective expertise and strengths of the public and private sectors; and

- Reduce overall project risks over the full lifecycle of the Project.

3.4 Project Schedule

One important criteria that was not assessed for the delivery models in the Strategic Assessment Report which has implications for the value for money assessment is the ability of the delivery model to accelerate the Project.

Based on input from the Technical Advisors, it was determined that either DBFM or DBF delivery models can meet the target opening date of spring 2017. However, given significant cost escalation of 7% per annum forecast for the Saskatchewan construction industry, the ability to accelerate the Project is an important consideration.

Based on schedule analysis, it was determined by the City's Project Manager that the DBF model is likely to advance delivery of the Project by four to six months due to a lower level of complexity and lower level of effort required for development of the procurement documentation.

Deloitte concurs with this assessment of relative complexity, although we believe this lag can be avoided by leveraging DBFM procurement documentation successfully used in other jurisdictions and with experienced legal and financial advisor resources.

4. Value for money assessment

4.1 Overview

The value for money assessment builds on the strategic assessment. The term “value for money” is used to describe the difference in risk-adjusted cost to the City between PSC and the P3 procurement model. The premise of the value for money assessment is that by including the cost of all risks to the City under each model, they can be compared on a financial basis to determine the optimum approach. However, the value for money results should be considered alongside the strategic findings, because while the value for money approach is a highly illustrative tool, it is not perfect and should not be considered in isolation.

As described in the previous section, a DBF delivery model was selected as the PSC. The DBF model assumes a six month holdback of construction costs to achieve a similar profile to a DBFM in term so of cost overrun and delay risk transfer. A straight forward DB model was also quantified that assumed monthly progress draws against a guaranteed maximum price.

For the DBFM model, we also conceived of three different models that vary only in terms of the portion of the capital cost financed by the private partner. The first DBFM model involves the private sector financing the gap between funds available and the affordability cap for a total private financing of approximately \$42.6M. The second DBFM model involves a level of private financing that we know through market sounding is attractive to the market – approximately \$95M. The final DBFM model was set using an amount of private finance of \$78M that would provide an exact breakeven with the DBF.

4.2 Cost Estimates and Key Assumptions

Each examined model includes all costs for the 30 year lifecycle of the Project plus procurement and construction stages. Major assumptions are:

Capital Costs

The capital costs were determined by the Technical Advisor and Project Manager working backwards from a \$250M affordability cap. The base construction costs are assumed to be equivalent between the DBF and DBFM procurement models.

Cost Escalation

Regina and Saskatchewan more generally has been experiencing construction escalation rates much higher than historical norms in recent years. This financial analysis assumes escalation continuing at approximately 7% p.a. to the midpoint of construction. Construction costs are escalated to the time they are expected to be spent according to the most recent project schedule.

Site Servicing Costs

Costs related to site servicing are to be paid from a separate budget outside of the \$250M affordability cap.

Maintenance Costs

The long term major maintenance cost was developed by the Technical Advisor. They are assumed to be \$4.94M per year in 2012 dollars; they are forecast to escalate at 2.2% per year for the 30 year term of the maintenance period.

Funding

The project is expected to be the recipient of significant external finance commitments from the Provincial Government and the Riders. The expectations for this capital is that the Province will contribute \$80M, the Riders \$100M, and internal and sponsorship revenues from the Riders of an additional \$25M for a total of \$205M. The DBF and DBFM models both assume that the City would receive the funding before it is used in the project.

Discount Rate

All financial analysis was undertaken using a discount rate of 5% at the direction of the City.

Cost of Financing

For the DBFM a long-term debt rate of 4.5% (4.17% short-term) was assumed. Equity returns of 13% were assumed and a gearing of 90% debt and 10% equity. For the DBF model, a short-term financing rate of 4.17% was assumed. The funding gap financed by the City is external to the value for money analysis.

Project Schedule

For both the DBF and DBFM the project schedule is assumed identical for the purpose of financial modeling. The procurement phase is scheduled to end by April 30, 2014. Construction is expected to last 24 months.

4.3 Risk Quantification

Analyzing and quantifying project risk is a key element of value for money analysis. The project team followed a best practice risk assessment process that is commonly used in Canada.

The project team convened risk analysis sessions in late June 2012. The team members involved covered the full range of required experience and skills including construction costing, architecture and engineering, finance, procurement, project management and stadium knowledge.

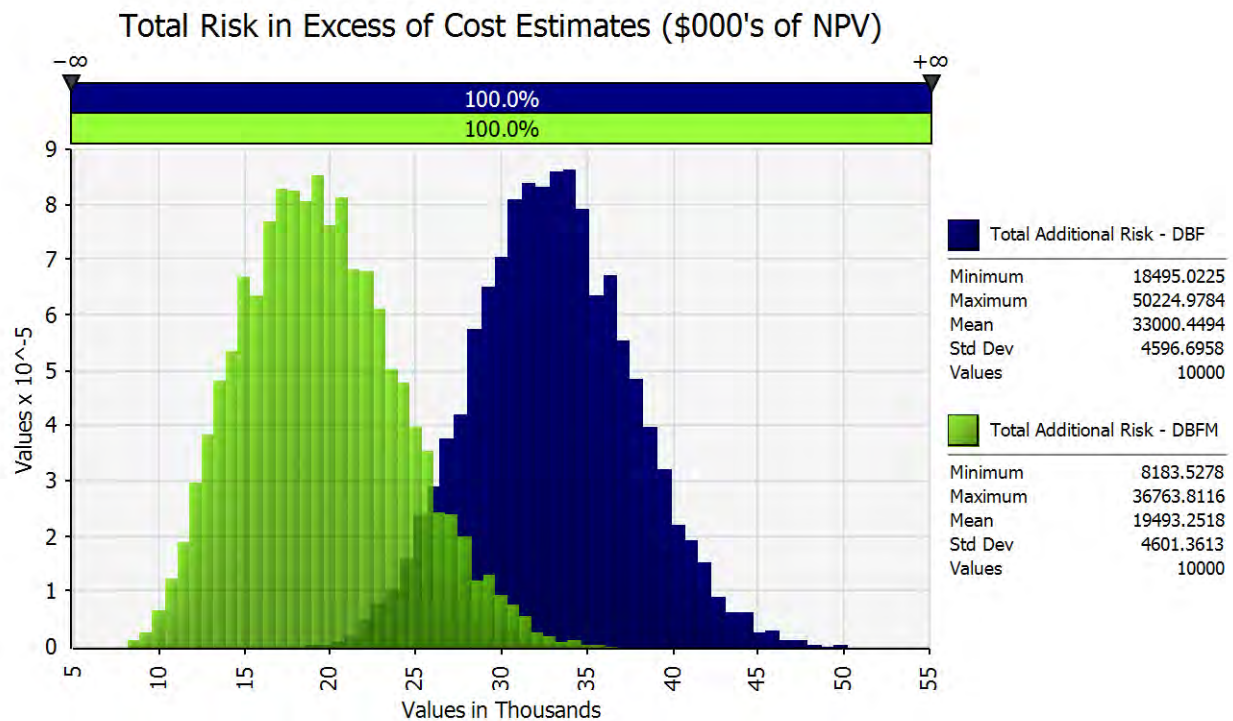
A preliminary risk matrix was developed by Deloitte and distributed in advance of the first risk session. At the first risk session (i.e. risk workshop) project risks were discussed individually and for each risk assessments were made on the likelihood of realizing the risk and an estimate of the impacts should the risk be realized for DBFM and DBF delivery models. Subsequently each risk was classified according to what party in a transaction would bear the risk; broadly the risks are characterized as retained or transferred.

Utilizing the risk assessment inputs collected from the team a "Monte Carlo" simulation was run. The results from the simulation are a probability distribution. The distribution then provides inputs for the financial model. Risks are entered into the financial model in the capital section or lifecycle cost section depending on what aspect of the project they pertain to.

The risk is the total risk to the Project expressed in Net Present Value (NPV) terms. Both retained and transferred risks were considered during all project phases (e.g. procurement phase, construction phase and maintenance phase). The mean values of the risks were included in the financial model; this is a moderately conservative assumption.

Not all of the project risks needed to be added to the financial model - some identified as risks were implicitly included in the general project cost expectations. A contractor for instance assumes certain risks when they undertake a construction project. In a DBFM model the long term maintenance risk is included in the modeled costs for the equity return. Where the costs are already included in the other modeled costs they are not included in the financial model to avoid double counting. The chart below shows the project risk profile after excluding already embedded risk costs.

Figure 2 - Risk Quantification Results



The above graph clearly indicates a lower overall risk profile of the Project under a DBFM delivery model when compared to a DBF. This is consistent with expectations based on results observed in other projects in Canada.

The risk analysis for the DBFM model assumed an optimal level of private finance – it did not differentiate between the \$42.6 and \$95M scenarios. For the DBF model, the DB Progress Payment was considered for the risk analysis but the risk discussion and quantification assumed same level of construction period risk transfer as a DBFM. We believe the DBF Six Month Holdback best reflects the risk assessment and allows for the best comparison to the DBFM.

Based on the initial risk results a member of the Technical Advisor team wished to revisit some of the quantified risks. The belief was that some of the DBF project risks were overstated in terms of likelihood of occurrence. After discussion the analysis was re-run to incorporate the suggested changes.

The Deloitte team did not agree with these changes given the potential for optimism bias given that adjustments were made after the initial results were known and as such, the changes have not been used in this analysis. As well, experience with similar projects suggests these changes would have reduced the expected project risk below levels that the City can realistically expect for the Project.

4.4 Financial Results

The cost estimates and key assumptions were entered into a discounted cash flow model developed by Deloitte that models the Project over the 32 year period (2 year construction plus 30 year maintenance period). Added to the model was the risk quantification as defined in the previous section.

The financial model was independently reviewed within Deloitte for quality assurance. The financial model was also reviewed in detail by City staff to ensure an understanding of the mechanics of the model. Cost estimate inputs and schedule used in the financial model was confirmed by the City's Project Manager.

The value for money results are presented in the table below.

Table 2 - Value for Money Results

	DBFM \$42.6M Private Finance	DBFM \$78M Private Finance	DBFM \$95M Private Finance
DB - Progress Payments	\$466K	(\$2,781)K	(\$4,477)K
DBF - Six Month Holdback	\$3,249K	\$0K	(\$1,694)K

* All Figures in NPV at June 1, 2012, 5% Discount Rate

The row highlighted in green, the DBF with a six month holdback, we view as the best model to compare with DBFM given it offers the City a similar liquid form of security during the construction period. Using this scenario, the value for money range is between positive \$3.2M and negative \$1.7M. The difference is expressed as the DBF model costs minus the DBFM costs. A positive value indicates the DBFM model is expected to have lower costs.

Assuming a \$250M affordability cap, the value for money result as a percentage is positive 1.3% to negative 0.7%.

Overall there is expected to be a benefit (small) of the DBFM transaction over the DBF procurement model.

The other key findings of this analysis:

1. The range of value for money depends largely on how much private finance is included in the transaction and \$42.6M and \$95M scenarios provide bookends. Based on current market conditions \$95 million is sufficient to be attractive to the market and provide security for risk transfer, \$42.6 million is likely too low to be attractive to the market. An amount of private finance between these bookends could achieve the goals for risk transfer and still be attractive to project bidders. A break-even scenario with zero value for money can be achieved with \$78M of private finance. Deloitte is of the view that this level of private finance is sufficient to attract good competition in the current market conditions. Future consideration could also be given to a "wide equity" model as well. The optimal amount of private finance needs to be determined prior to RFQ issuance.
2. In essence the value for money results are a tie economically. It bears recalling that the expected project costs are an important part of the project delivery selection but by no means the only determinate. There are many project factors that are not contemplated in the financial analysis and must be considered (i.e. the strategic assessment findings) to ensure a defensible and robust decision.

4.5 Comparison with DBB

The value for money assessment was undertaken utilizing a DBF delivery model as the PSC. While DBB was not assessed, it was the unanimous view of the external advisors to the City that participated in the risk workshop that DBB would have produced a significantly higher retained risk result and thus both DBF and DBFM would have compared favourably to DBB had it been used as the PSC in the value for money assessment.

The actual value for money results for completed vertical infrastructure DBFM projects in other Canadian jurisdictions ranges from 5.9% to 17.4% when comparison is made to DBB. Table 3 below provides a summary of value for money results for a representative sample of projects completed in the past 5 years.

Table 3 - Actual Value for Money Results for Vertical Infrastructure Projects

Project	Location	Contract Value (\$M)	Value for Money (NPV)	Status	Comparison	Source
Surrey Outpatient Hospital	Surrey, BC	\$234	\$22.5M (8.8%)	Operational	DBFM vs. DBB	Partnerships BC
Fort St. John Hospital	Fort St. John, BC	\$306	\$20.7M (6.7%)	Operational	DBFM vs. DBB	Partnerships BC
BC Cancer Agency Centre for the North	Prince George, BC	\$70	\$4.9M (6.3%)	Near Completion	DBFM vs. DBB	Partnerships BC
Surry Pre-Trial Services Centre	Surrey, BC	\$133	\$15M (10.0%)	Construction	DBFM vs. DBB	Partnerships BC
Alberta Schools Alternative Procurement	18 Alberta locations	\$634	\$97M (13%)	Operational	DBFM vs. DBB	Alberta Ministry of Education
Durham Courthouse	Oshawa, ON	\$334	\$49M (11.5%)	Operational	DBFM vs. DBB	Infrastructure Ontario
Woodstock General Hospital	Woodstock, ON	\$269	\$71M (17.4%)	Operational	DBFM vs. DBB	Infrastructure Ontario
Forensic Science and Coroner's Complex	Toronto, ON	\$497	\$115M (13.5%)	Construction	DBFM vs. DBB	Infrastructure Ontario
St. Thomas Consolidated Courthouse	St. Thomas, ON	\$249	\$27.1M (10.1%)	Construction	DBFM vs. DBB	Infrastructure Ontario
Southwest Detention Centre	Windsor, ON	\$247	\$14.3M (5.9%)	Construction	DBFM vs. DBB	Infrastructure Ontario
Quinte Consolidated Courthouse	Belleville, ON	\$247	\$12.8M (6.0%)	Construction	DBFM vs. DBB	Infrastructure Ontario
OPP Modernization Project	16 Ontario locations	\$293	\$51.3M (10.5%)	Construction / Operation	DBFM vs. DBB	Infrastructure Ontario

Although a DBB was not considered in the value for money assessment, it was the unanimous view of the City's external advisors that the DBB would not provide value for money to the City compared to either DBF or DBFM.

4.6 Ontario Pan-Am Games Project (Ivor Wynne) Stadium

As part the preparation for the 2015 Pan-Am Games there are a number of infrastructure projects in procurement and development. A major project is the replacement of Ivor Wynne stadium in Hamilton. The facility shares many characteristics with Mosaic and the Replacement Stadium. The most important similarity is having a CFL team as the primary tenant. The new facility is expected to accommodate 22,500 for football and soccer.

The project is still in procurement and details are subject to change but the current financial arrangement contemplates Interim Completion Payments that will require the contractor to provide short term finance for a significant portion of the construction value, ensuring optimal risk transfer.

The project is currently in procurement proceeding as DBF type procurement. The main reasons for the selection of the DBF procurement method were:

- Consistency with other projects being procured at the same time for the Pan-Am Games.
- The facility is owned by the City of Hamilton (population 520,000), they have a large maintenance staff that maintains other civic recreation assets including the existing stadium.
- Funding arrangement for the project from senior government sources were contingent on spending during the construction build out eliminating the need and ability to procure using a method that included any sort of long-term financing.

5. Strategic assessment reconsidered

5.1 P3 Objectives

The City has determined that P3 delivery models should be considered as an alternative to traditional procurement. The objectives to be achieved through use of P3 models are defined in the City's Public-Private Partnership Policy and listed in the table below.

Table 4 - City Objectives for P3

Objective
1. Accelerate Project delivery
2. Enhance the ability to deliver the Project on time
3. Reduce exposure to construction cost over-runs
4. Ensure the proper long-term maintenance of assets
5. Ensure a high level of customer service
6. Encourage innovation and collaboration
7. Reduce overall project risks over the full lifecycle of the Project
8. Achieve value for taxpayers

5.2 Assessment of Delivery Models against P3 Objectives

Accelerate Project Delivery - A preliminary schedule has been developed for the project and it appears that DB-GMP has a slight advantage over DBFM in terms of duration of the planning stage. The DBF is four to six months shorter in duration due to less complexity and level of effort required in the development of procurement documentation. The procurement period and construction period is expected to be the same for both DBF and DBFM. Conclusion: slight advantage overall to DBF in terms of Project acceleration.

Enhance the Ability to Deliver the Project On-Time - The DBFM and the DBF incentivizes on time or ahead of schedule completion of large capital projects due to the financial penalties applied to liquid security incurred with a delayed completion. We do not view a DB with progress payments as having an equivalent risk transfer as the DBFM. Conclusion: DBFM and DBF are equal in ability to deliver the project on time.

Reduce Exposure to Construction Cost Overrun - The DBFM model results in a 30 year fixed price bid that is scrutinized by lenders. As result, there is a significant level of due diligence on pricing. There is also no opportunity for the private partner to turn back to government for claims since the private partner has full responsibility for design and construction. As such, completed P3 projects have a strong track record of being built on budget or if over budget, at no additional cost to the owner. The DBF model may involve some lender due diligence if not financed through the working capital of the bidder. The DB progress payments would have no lender scrutiny. Conclusion: DBFM and DBF are likely equal in terms of reducing City's exposure to construction cost overrun.

Ensure the Proper Long-Term Maintenance of Assets - The DBF delivery model leaves responsibility for long-term maintenance with the City. There is no consideration by the contractor to lifecycle costs – the City's only protection against excessive maintenance costs is to provide a higher level of design and

specifications for the construction of the asset so as to minimize such costs in the future. The other challenge with the DBF model is that maintenance spending is subject to the overall budgeting processes of the City and may not be considered a priority and therefore deferred. This often leads to even larger maintenance costs in the future. The DBFM model is designed so that the bidder must price long term maintenance and rehabilitation over the duration of the contract (30 years) in their bid submission. The P3 agreements are drafted so that the maintenance and rehabilitation risks are transferred to the private partner. The private partner is only paid the maintenance price bid in the contract plus escalation. If maintenance is not conducted at a level to ensure the asset performs as required, the City can withhold capital payments. This approach provides cost certainty for the City and incentive for the Private partner to undertake maintenance when needed. Conclusion: The DBFM is of highest benefit to the City to achieve this objective. While City may establish a maintenance budget of 1.5% to 2% of capital cost for long term maintenance under the DBF model, there is no guarantee it will be used effectively or remain in place for the life of the asset.

Ensure a High Level of Customer Service - The customer service experience at the Mosaic Stadium replacement is between users of the facility including both tenants and attendees and the parties responsible for operating and maintaining the facility. For DBF, the O&M function would be carried out by a REAL or a third party. For the DBFM, the operation function would be carried out by REAL with the maintenance responsibility falling to the private partner. It could be argued that the DBFM might be slightly inferior since there is a separation of O and M responsibility; however, a well-structured contract with clearly defined O & M responsibilities and interface between the activities should address this concern. This fact was confirmed through market sounding carried out by Deloitte in the Strategic Assessment Report. It could also be argued that the lack of an enforceable O&M contract with REAL would not ensure high level of customer service. Conclusion: we believe both DBF and DBFM are equal in terms of ensuring a high level of customer service.

Encourage Innovation and Collaboration - The DBFM model has a higher potential for innovation and collaboration by bundling together design, construction, and maintenance responsibilities in a single contract that is performance based. The DBF model has less opportunity to achieve this objective given the design and construction is separated from O&M responsibilities. Conclusion: the advantage goes to DBFM for encouraging innovation and collaboration.

Reduce Overall Project Risks over the Full Lifecycle of the Project - The results of the risk workshop showed qualitatively that the DBFM model is superior to DBF in terms of reducing overall project risks over the full lifecycle of the project. Conclusion: the advantage goes to DBFM for achieving this objective. We note that the City is fully exposed to operating risk in both models – there is something to be said for the City to isolate its exposure to only operating risk in the DBFM as opposed to be exposed to both operating and maintenance risk in the DBF.

Achieve Value for Taxpayers

The value for money assessment indicates that DBF and DBFM are essentially tied in terms of value for money. What this means is that the cost premium of private finance under the DBFM is offset by the value offered by risk transfer.

The relative assessment of each of the delivery models against the objectives is summarized below.

Figure 3 - Assessment of Delivery Models

Criteria	Delivery Model	
	DBF	DBFM
Accelerate Project delivery	●	◐
Enhance the ability to deliver the Project on-time	●	●
Reduce exposure to construction cost over-runs	●	●
Ensure the proper long-term maintenance of assets	○	●
Ensure a high level of customer service	●	●
Encourage innovation and collaboration - drawing on the respective expertise and strengths of the public and private sectors	◐	●
Reduce overall project risks over the full lifecycle of the Project	◐	●
Achieve value for taxpayers	●	●

○ Lowest Benefit ◐ Medium Benefit ● Highest Benefit

Assuming the Criteria are of equal importance from the City's perspective, the DBFM proves to be of slightly higher benefit as a delivery model in comparison to DBF.

6. Summary findings

6.1 Summary Finding for Each Delivery Model

A summary of our findings for each of the delivery models examined is as follows:

DBF

The DBF delivery model will provide similar benefits to the DBFM model in terms of on-time delivery, avoidance of construction cost overruns and competition on the design and construction similar to that of the DBFM.

The DBF delivery model's advantages over the DBFM are:

- Potential for O and M integration which may reduce complexity in terms of definition of O & M responsibilities and the interface between the activities.
- Potential for a four to six month shorter procurement which may save some amount of cost escalation.
- Provides the City a greater degree of flexibility to make changes to the new stadium after it is built. This could be a material benefit if the stadium is intended to be upgraded with an enclosed roof within a 30 year time horizon.

The DBF model also avoids the cost of capital premium associated with long-term private finance although the cost of capital premium in the DBFM is overcome through additional risk transfer from the City to the private partner.

The disadvantages of the DBF compared to the DBFM are:

- There is no 30 year warranty over the asset – the City is fully exposed to maintenance and rehabilitation risk.
- There is no cost certainty over the 30 year maintenance period. The private partner of the DBFM provides a bid cost for maintenance and rehabilitation for a 30 year period that is subject to change only for changes in inflation indexation.
- No direct integration of design and construction with operations and maintenance resulting in lower levels of innovation and collaboration.

It is true that an open-air stadium is not a relatively complex asset to construct and maintain which is demonstrated by the results of the risk analysis. However, even though a stadium is a simple asset, the value for money assessment demonstrates that the City retains significant risk in the maintenance period stage, mostly related to the scale of the asset.

In terms of procurement, the DBF is somewhat less complicated to procure given that there is no maintenance period in the procurement; however, it doesn't mean that the City can avoid this complexity if the arrangements with REAL or a third party are intended to mitigate such risk. The maintenance agreements with REAL or a third party introduces a separate stream of negotiations and planning that is outside of the DBF procurement.

DBFM

The DBFM delivery model will provide the City with:

- On time and on budget delivery of the Project similar to the DBF.
- A 30 year warranty over the asset – the City is not exposed to maintenance and rehabilitation risk.
- Cost certainty over the 30 year maintenance period. The private partner of the DBFM provides a bid cost for maintenance and rehabilitation for a 30 year period that is subject to change only for changes in inflation indexation.
- Integration of design and construction and maintenance resulting in high levels of innovation and collaboration. Trade-offs between upfront investment in capital costs versus long-term maintenance costs can be expected.
- Overall reduction of lifecycle risks over the Project lifecycle.

Some strategic advantages of DBFM to consider are:

- Ability to leverage the knowledge and expertise gained to future P3 projects in the City anticipated by the City's P3 policy framework.
- First mover advantage – the market of P3 private partners are keen to establish a foothold in Saskatchewan. Intense competition in financing and pricing of risk can be expected.

The potential disadvantage of DBFM is higher cost of private financing but the value for money assessment demonstrates that this higher cost is overcome by the benefits of risk transfer.

Disadvantages of DBFM compared with DBF are:

- Higher complexity and required level of effort to procure potentially adding four to six months to the Project schedule. While not an issue for achieving the target date, this issue could add escalation cost to the Project.
- Reduced flexibility to make changes to the stadium after its built. Generally, making changes to the functionality of a DBFM asset is difficult and expensive due to the fact that changes have to be approved by the private partner and its lender giving consideration to impacts on the risk profile of the asset.
- There would be a separation of facility maintenance from operation. While this has proved not to be an issue with other assets delivered under DBFM models in Canada, there is some potential for coordination and interface issues between the M of the DBFM and the O contractor (REAL). Based on discussions with two leading North American entertainment facility operators as part of the market sounding for the Strategic Assessment Report, separation of O from M, while less common, is a model they are experienced with particularly for university owned stadiums.

DBB

Although a DBB was not considered in the value for money assessment, it was the unanimous view of the City's external advisors that the DBB would not provide value for money to the City compared to either DBF or DBFM.



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September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Final Draft Transportation Directions for Transportation Master Plan

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- SEPTEMBER 5, 2012**

That the Transportation Directions as determined through the Transportation Master Plan project be endorsed. The Transportation Directions are as follows:

- Offer a range of sustainable transportation choices for all
- Integrate transportation and land use planning
- Elevate the role of public transit
- Promote active transportation for healthier communities
- Optimize road network capacity
- Invest in an affordable and durable system
- Support a prosperous Regina and region

EXECUTIVE COMMITTEE – SEPTEMBER 12, 2012

The Committee adopted a resolution to concur in the recommendation contained in the report.

Mayor Pat Fiocco, Councillors: Fred Clipsham, John Findura, Michael Fougere, Terry Hincks, Jocelyn Hutchinson, Wade Murray, Mike O'Donnell and Chris Szarka were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on September 5, 2012, considered the following report from the Administration:

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- AUGUST 15, 2012**

That the Transportation Directions as determined through the Transportation Master Plan project be endorsed. The Transportation Directions are as follows:

- Offer a range of sustainable transportation choices for all
- Integrate transportation and land use planning
- Elevate the role of public transit
- Promote active transportation for healthier communities
- Optimize road network capacity
- Invest in an affordable and durable system
- Support a prosperous Regina and region

EXECUTIVE COMMITTEE – AUGUST 15, 2012

The Committee adopted a resolution to concur in the recommendation contained in the report.

Councillors: Louis Browne, Fred Clipsham, John Findura, Michael Fougere, Jocelyn Hutchinson and Wade Murray were present during consideration of this report by the Executive Committee.

The Executive Committee, at the **PRIVATE** session of its meeting held on August 15, 2012, considered the following report from the Administration:

RECOMMENDATION

That the Transportation Directions as determined through the Transportation Master Plan project be endorsed.

CONCLUSION

Since May 2012, the City of Regina has conducted a number of engagement activities to gather input from the community for the new Transportation Master Plan (TMP) project. These initial activities were focussed on introducing the project to the community and receiving feedback on draft Transportation Directions. The Transportation Directions identify areas of focus and will guide the development of policies and plans for the TMP. The Transportation Directions are aligned to support the City's Vision and the Community Priorities developed as part of the Official Community Plan (OCP) process referred to as Design Regina. It is recommended that Council endorse the Transportation Directions as they have been described in this report so that the TMP plans and policies can begin development. The TMP will continue to be developed alongside the OCP until both studies are completed and taken to Council for approval in the latter part of 2013.

BACKGROUND

The City of Regina initiated the development of its TMP in 2010 and it is scheduled to be completed in 2013. The TMP will provide a framework for how the City of Regina will address its transportation needs over the next 25 years. The TMP will evaluate the existing transportation system and identify ways to improve the way we drive, use transit, walk, and cycle around Regina.

The extensive engagement activities conducted since May 2011 for Design Regina's "Advancing the Vision" phase provided important community feedback to the TMP. The Design Regina feedback combined with a statistically valid telephone survey and stakeholder meetings completed in Stage One of the TMP in 2011 formed the basis of creating draft Transportation Directions. Final review and refinement of the Directions was then conducted by consulting with City staff from various departments as well as through a City Council briefing session on April 16, 2012.

Stage Two of the TMP, "Plan Development", was launched to the public in May 2012. The TMP launch provided an introduction to the project and its connection to Design Regina and also gathered feedback on the draft Transportation Directions.

The May 2012 launch began with a series of four public open houses held in shopping malls at different times of day and in different areas of the City. This approach was done in order to reach a broad audience and obtain a wide cross-section of input. It was successful in reaching over 800 individuals that stopped to view materials and interact with a TMP project team member. The open houses gathered input on the draft Transportation Directions and general transportation issues through a variety of exercises and tools. Additionally, an online survey on the Directions was open for a four-week period for public input and yielded 274 responses.

In June 2012, a series of stakeholder meetings was held in order to meet face to face with important community organizations to introduce them to the TMP, discuss their transportation needs and concerns and obtain their feedback on the draft Transportation Directions. A total of 50 stakeholders were invited to these meetings and 30 were able to attend. These stakeholders will continue to be engaged throughout the TMP.

Since these events, the Administration has been refining the feedback received to ensure the language and concepts are reflective of the feedback heard from the community. Overall, the responses received strongly support the draft Transportation Directions. A summary of the open houses, online survey and first round of stakeholder meetings is attached to this report as Appendix A. The full version of this summary, with appendices of detailed comments from the public, will be posted to the TMP website at www.designregina.ca.

DISCUSSION

The Transportation Directions will guide the development of policies and plans in the TMP, which will comprise the majority of work for the remainder of the project. Below are the final draft Transportation Directions that have resulted from the TMP process, in no particular order:

- **Offer a range of sustainable transportation choices for all**
Regina's residents will have a choice of travel modes that complement access by private automobile. Strategies around transit, walking, cycling, and carpooling, combined with programs that educate and maximize existing transportation infrastructure, will offer travel choices that are easy, affordable, sustainable and more enjoyable for all users.
- **Integrate transportation and land use planning**
By planning land use and transportation concurrently, Regina can tailor new and existing neighbourhoods to make it easier to get around by all modes. *Complete Streets*, which feature a range of transportation modes, will help support vibrant, active and *Complete Neighbourhoods*.
- **Elevate the role of public transit**
Public transit will play a pivotal role in Regina's transportation future by becoming a competitive travel choice tightly integrated with our neighbourhoods. Transit will work toward a more accessible system with frequent and reliable service, extended hours, and enhanced customer amenities. The identification of primary transit corridors suitable for express routes will help shape land use.
- **Promote active transportation for healthier communities**
Active modes – walking, rolling, and cycling – will be an integral mode for day-to-day travel and for recreation. Pathways and bikeways will be extended to provide a connected network of green, comfortable, and safe active corridors between key destinations. Educational programs will promote mutual respect among all road users and advocate the benefits of active transportation.

- **Optimize road network capacity**
Road network planning will focus on optimizing existing capacity to minimize the need for widening and expansion, thereby reducing infrastructure costs while managing congestion. A hierarchy of road classes will provide city-wide connectivity while minimizing neighbourhood traffic impacts. New and existing roads will be tailored to reflect community context and modern design standards.
- **Invest in an affordable and durable system**
Investment in the transportation system will be made based on a long-term outlook through a framework of life cycle costing. Existing infrastructure will be monitored, inspected regularly, and undergo timely maintenance to maximize life span. Maintenance will demonstrate leadership through adopting environmentally responsible procedures and practices.
- **Support a prosperous Regina and region**
The transportation network will provide efficient and effective movement of goods and people to support economic growth, particularly in Regina's key employment areas. Regional and inter-governmental partnerships will help to ensure Regina is competitive in a global economy.

Along with these Transportation Directions, the following guiding principles will be considered as the TMP is developed and written:

- **Accessibility**
 - The TMP will continue advancing towards an inclusive, universally accessible transportation system that is responsive to changing demographics, mobility needs, and best practices in universal and barrier-free design.
- **Environmental Protection**
 - Improving the environmental performance of the transportation system through travel reduction, modal shift, alternative fuels, and emissions reduction will be identified to help conserve resources and preserve the environment for future generations.
- **Social Equity**
 - Transportation strategies will aim to promote equitable access to mobility, develop safe and healthy communities, and maximize opportunities for all citizens in Regina.
- **Technology**
 - Transportation in Regina will take advantage of advances and innovations in technology to improve the efficiency of the network and improve traveler information. Open data would encourage local solutions to local challenges.
- **Fit for Four Seasons**
 - The TMP recognizes that Regina is a city with four distinct seasons. Policies and strategies must consider the challenges of, but also the opportunities provided by, the climate.
- **Safety**
 - Ensuring the safe movement of people and goods, regardless of travel mode, is paramount within the TMP.

These Transportation Directions will provide clarity on where focus is required as the City moves towards achieving its vision and will provide direction for the policies that will be developed in the TMP and OCP. A more detailed summary document on the development of the Transportation Directions is attached to this report as Appendix B. Council endorsement is sought to finalize the Transportation Directions in order to confirm the focus of planning and policy development for the remainder of Stage Two of the TMP which will focus on:

- Creating an updated Road Network Plan to guide the development of major roadways infrastructure projects and supports the OCP's recommended growth structure; and
- Developing policies and mode-specific strategies to guide decisions on development, investments, services and actions for roadways, traffic, transit, active transportation, goods movement and travel demand management (TDM) which seeks to reduce single-occupant auto travel.

RECOMMENDATION IMPLICATIONS

Financial Implications

The Transportation Directions will provide guidance to the City on where to focus policy and investment efforts. As such, the financial implications will be considered through the development of policies in the new TMP and its implementation plan. This importance of understanding the financial implications in the TMP will be underscored by the Direction to invest in an affordable and durable system.

Environmental Implications

The environmental implications will be considered through the development of policies in the new TMP and its implementation plan. The importance of understanding the environmental implications in the TMP will be underscored by the Direction to offer sustainable transportation choices which encourage alternative modes of transportation and the guiding principle of Environmental Protection.

Strategic Implications

The public engagement process to provide direction for the OCP's development also feeds the development of the new Corporate Strategic Plan along with other major plans that are being developed, including the TMP, Comprehensive Housing Strategy, and Culture Plan. By continuing to closely align the TMP with the OCP, these documents will use the Transportation Directions to move the City towards the Vision.

Accessibility Implications

The accessibility implications will be considered through the development of policies in the new TMP and its implementation plan. The importance of understanding the accessibility implications in the TMP will be underscored by the Direction to offer sustainable transportation choices for all users, including those with mobility challenges and the guiding principle of Accessibility.

Other Implications

None with respect to this report.

COMMUNICATIONS

Upon endorsement, a communication strategy to advise the community about the finalized priorities will be developed and implemented. This may include posting the information on the Design Regina and TMP websites, creating a link from the City of Regina's main website, and using social media, such as Facebook.

DELEGATED AUTHORITY

This report requires City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Smale, A/Secretary



Engagement Summary: Transportation Directions



**Submitted to City of Regina
by IBI Group**

July 2012

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1. Introduction

The purpose of this report is to summarize stakeholder and public engagement for the initial phase of the Regina Transportation Master Plan (TMP). The objective of the first phase of engagement was:

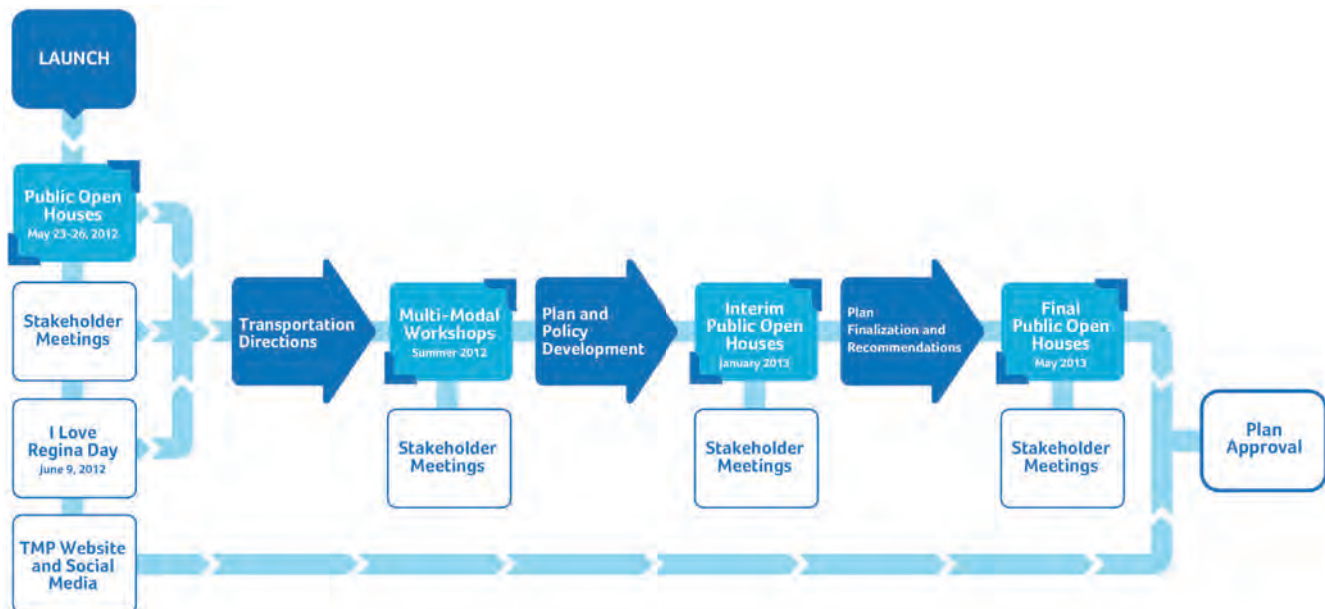
- To introduce the Transportation Master Plan process to the public and stakeholders;
- To present the draft Transportation Directions for comment; and,
- To receive input on overarching and local transportation issues and ideas for consideration in the development of the Plan.

This report provides a review of the events and activities in this phase of the TMP and summarizes the key themes of input received.

1.1 Engagement Process

This report represents the conclusion of the first stage of public and stakeholder engagement for the Transportation Master Plan. The engagement process for this and subsequent phases is shown in Exhibit 1.1. The next phase of engagement is expected to be complete in early 2013. In the interim, a series of multi-modal workshops are scheduled throughout summer 2012.

Exhibit 1.1: Public and Stakeholder Engagement Process





2. Engagement Activities

2.1 Public Open Houses

"We're happy to see you come out to us, instead of making us come out to you." – Comment by open house attendee

As part of the launch activities for the Transportation Master Plan, a series of open houses were held at four locations throughout Regina. The purpose of these open houses were to introduce the Transportation Master Plan process to the public, present the draft Transportation Directions for feedback and comment, and to gain an understanding of citizen attitudes, opinions, and ideas for the future of transportation in the city. The open houses took place at shopping centres to reach a broader audience and gain a greater cross-section of input.

The open houses took place at the following locations and times:

- May 23, 2012 – 3:00 p.m. to 8:00 p.m. at Cornwall Centre
- May 24, 2012 – 5:00 p.m. to 8:00 p.m. at Northgate Mall
- May 25, 2012 – 11:00 a.m. to 3:00 p.m. at Southland Mall
- May 26, 2012 – 11:00 a.m. to 3:00 p.m. Victoria Square Mall

The project team received a tremendous positive response to the open houses in both the number of contacts made and the quality of citizen input. Overall, the open houses were seen to be an effective launch of the Transportation Master Plan.

Format and Materials Presented

Each open house followed a drop-in format with members of the consultant project team and city staff present to answer questions and engage with citizens and solicit input and comments. The materials presented included:

- display boards containing background information on the study process and existing transportation trends;
- display boards presenting the seven draft Transportation Directions;
- city map and markers; and,
- comment forms and other handout information.

Input was encouraged through several channels, including:

- “dotmocracy” exercise, which asked each citizen to read all seven Transportation Directions and choose three that are most important to them using sticky dots;
- a direct comment exercise, entitled “Edit with a Post-It”, using post-it notes where participants could write their comments specific to a Transportation Direction onto the display boards, essentially sharing their thoughts for all to see;
- mapping exercise which allowed participants to draw directly on a shared map of the city to geographically show issues and ideas for transportation in the city; and,
- traditional comment forms for more detailed comments and ideas.

Comments received through the forms and post-it notes are summarized by mode and theme in Section 3 and attached to this report as **Appendix B**.



Attendance

Because of the open nature of the open house venues at shopping centres, attendance was gauged by the number of “contacts” made with members of the public. A “contact” was defined as where the individual stopped and viewed the materials presented and was greeted by a project team member. The majority of contacts did not specifically attend the venue for the open house and instead were passing by while shopping or for other purposes. The result is a high proportion of contacts made with non-traditional audiences.

A total of 818 “contacts” were made at the four open house events:

- Cornwall Centre: 401 contacts
- Northgate Mall: 75 contacts
- Southland Mall: 177 contacts
- Victoria Square Mall: 165 contacts

2.2 Stakeholder Meetings

The first round of stakeholder meetings provided an opportunity to introduce the Transportation Master Plan process to four stakeholder groups:

- The **Community Working Group** comprises of representatives of various community interests and included representatives from advocacy groups, community organizations, school boards, and business members;
- The **Multi-Modal Working Group** included representatives from various mode-specific organizations, such as rail companies, emergency services, transit, cycling, and car share. The intent of this working group is to have focused conversations on the needs of different modes in Regina;
- The **Regional Stakeholders** included representatives from government agencies around the Regina region, including Provincial departments and surrounding rural municipalities; and,
- The **Homebuilders and Community Developers** included representatives in the homebuilder and development industry. A meeting with this group was not arranged in time for inclusion in this engagement summary. However, their input on the Transportation Directions was received.

The purpose of the first set of stakeholder meetings was to introduce the TMP to the stakeholders, solicit feedback on the draft Transportation Directions, and provide an opportunity for representatives to share their initiatives and issues. The minutes for each working group meeting are attached as **Appendix D**.

Community Working Group Meeting #1 June 18, 2012

Twelve representatives attended the Community Working Group meeting. Four themes emerged from the discussion:

- **Greater consideration of the baby boomer generation** and the implications of an aging population to mobility in the city. This includes greater demand for transit and the greater need for universal accessibility in mobility in Regina communities;
- **Improving transit throughout Regina as an attractive travel choice.** The general consensus that transit often does not meet the travel needs for most people, especially when compared to the speed and convenience of driving. However, many see an opportunity with immigrants and migrants from other centres where transit service is better and use is more prevalent who may be more willing to use transit. Combined with shifts in demographics and housing types/occupancy, transit could play a major role in how people move about Regina, as long as good service is provided;

- **Recognition that Regina is a winter city** and that there are unique challenges resulting from cold and snowy environments. This includes planning transportation for all four seasons and providing a high standard of maintenance of roadways and sidewalks with an emphasis of improving snow clearing policy and practice; and,
- **Reviewing the governance structure** for transportation and transit in Regina and throughout the region should be considered in the TMP. This includes building relationships with the province and surrounding rural municipalities, reviewing funding mechanisms, and considering the implementation of a transportation authority on a regional scale.

Multi-Modal Working Group Meeting #1 June 18, 2012

Eleven representatives from various groups attended the Multi-Modal Working Group meeting. Three key themes emerged from the discussion:

- **Improving accessibility should be a priority**, including specific measures related to improving paratransit and conventional transit services. It was maintained by the project team that accessibility will remain as a key guiding principle for all Transportation Directions;
- **Leverage technological change to improve travel choice and operations.** Group members have observed that rapid changes in technology have changed how people approach mobility, such as the increasing use of GPS, real-time information, and cellular data and smart phones. “Embracing technology” was seen as a potential additional key guiding principle for the TMP, taking advantage of open data, encouraging innovation in the developer community, and becoming flexible to changing technologies;
- **Balancing needs on roadways** is seen as a key priority, with a focus on moving *people* efficiently regardless of how they move around. Much of the discussion focused on how to improve transit; however, there was recognition that conditions for cycling and walking must also be improved. There was also the acceptance that automobile use will continue to be the predominant mode of transportation in the city, but group members believed that it should not come at the expense of other mode choices.

Regional Stakeholders Meeting #1 June 19, 2012

Six representatives attended the Regional Stakeholders meeting, including from the Ministry of Highways and Infrastructure, Ministry of Government Relations, the South Central Transportation Planning Committee, the RM of Edenwold, and the Regina Regional Opportunities Commission (RROC). This meeting focused on a discussion of overall regional transportation initiatives and issues and identifying opportunities for greater regional coordination. Key points of discussion included:

- **Continued regional coordination within existing frameworks**, such as the South Central Transportation Planning Committee and initiatives under the Ministry of Government Relations and Ministry of Highways and Infrastructure. Recognition that “bottom-up” approaches have a greater chance for success and there was appreciation for the inclusion of a Regional Stakeholders Group as part of the TMP process;
- **Changing urban patterns and shifts in key traffic generators will change travel demand.** Recent economic growth shifting jobs out of Regina, such as the Global Transportation Hub and planned potash mines and other heavy industry which are locating in adjacent RMs. Traditional inbound flows to Regina may shift in the future as people may start commuting out of Regina to these new job centres. There is a need to protect for transportation corridors that may not be needed now, but even far in the future, for example, to accommodate rapid transit; and,
- **Achieving balance between land use objectives and transportation infrastructure needs.** There is recognition of the development pressures that result from expanding transportation infrastructure, particularly in the outskirts of the city, where, for example, a new bypass may create development pressures similar to how the Victoria East and Ring Road corridors have developed. Coordinating land use and transportation planning is seen to be of high importance.

2.3 Online Consultation

The third engagement channel for this first stage of the Transportation Master Plan was an online survey to solicit feedback on the draft Transportation Directions. The survey was publicized on the TMP section of the Design Regina website and responses were encouraged through the Design Regina mailing list.

Exhibit 2.1: Screenshot from Online Survey

TRANSPORTATION MASTER PLAN

Your Input : Draft Transportation Directions

Draft Transportation Direction #1

36%

Offer a range of sustainable transportation choices for all.

Regina's residents will have a choice of travel modes that complement access by private automobile. Strategies around transit, walking, cycling, and carpooling, combined with programs that educate and maximize existing transportation infrastructure, will offer travel choices that are easy, affordable, sustainable and more enjoyable for all users.

This draft Transportation Direction is important to me.

Strongly Disagree Disagree Neither Agree nor Disagree Agree Strongly Agree

How could the Transportation Master Plan achieve this draft Transportation Direction?

Prev Next

The survey focused on gauging support for and providing feedback to the draft Transportation Directions. For each direction, respondents were asked to indicate their attitude through a five-point Likert scale (strongly agree, agree, neither, disagree, strongly disagree) followed by an open-ended comment field to provide feedback.

A total of 274 responses were received to the online survey, with a total of 171 respondents completing the survey in full. Respondents were asked for their neighbourhood of residence, age cohort, and main mode of transportation as part of the survey. These responses are shown in Exhibits 2.2 to 2.4.

The attitudes and opinions expressed in the online survey are summarized in Section 3 of this report and a full record of responses received is attached as Appendix C.

Exhibit 2.2: Online Survey Respondents by District/Zone

District/Zone	Number of Respondents	Proportion
Central ¹	47	18%
East ²	54	21%
North ³	21	8%
South ⁴	55	21%
West ⁵	84	32%

Exhibit 2.3: Online Survey Respondents by Age Cohort

Age	Number of Respondents	Proportion
Under 18	6	2%
18 to 34	137	50%
35-49	76	28%
50-64	44	16%
65 and over	10	4%

Exhibit 2.4: Online Survey Respondents by Primary Mode of Transportation

Mode	Number of Respondents	Proportion
Car, as driver	174	64%
Car, as passenger	23	8%
Transit/Paratransit	52	19%
Cycling	9	3%
Walking	16	6%

¹ Central Zone includes: Al Ritchie, Cathedral, Centre Square/ Transitional, Downtown, Eastview, Gladmer Park, Heritage/ Core Group, North Central

² East Zone includes: Arcola East, Boothill, Dewdney East

³ North Zone includes: Argyle Park/Englewood, Coronation Park, Northeast, Uplands

⁴ South Zone includes: Albert Park, Harbour Landing, Hillsdale, Lakeview, Whitmore Park

⁵ West Zone includes: Dieppe, McNab, Normanview, Normanview West, Prairie View, Regent Park, Rosemont/Mount Royal, Sherwood/McCarthy, Twin Lakes, Walsh Acres



3. What We Heard

3.1 Transportation Master Plan Process

Based on discussions with citizens and other attendees at the public open houses and the stakeholder meetings, there is a high level of anticipation for the outcomes of a Transportation Master Plan. Many participants expressed support for conducting the TMP and even more were supportive of developing the plan in coordination with the Official Community Plan (OCP). There is a high level of understanding and comprehension of transportation issues and land use connections amongst the public at the open houses, which could be attributed to the high degree of engagement as part of the Design Regina process.

A universal opinion among those who participated in this first stage of engagement was the desire for the Plan to result in action and tangible results, especially in addressing acute transportation issues. Many feel that many plans are made, but not implemented.

Exhibit 3.1: Display Boards at Cornwall Centre Open House with Stickers and Post-It Note Comments



3.2 Transportation Directions

At the open houses and in the online survey, participants were asked to express their attitudes toward each of the seven draft Transportation Directions. The purpose of this was twofold: to encourage participants to read *all* the directions and to make a critical decision on which directions best reflect their values and vision.

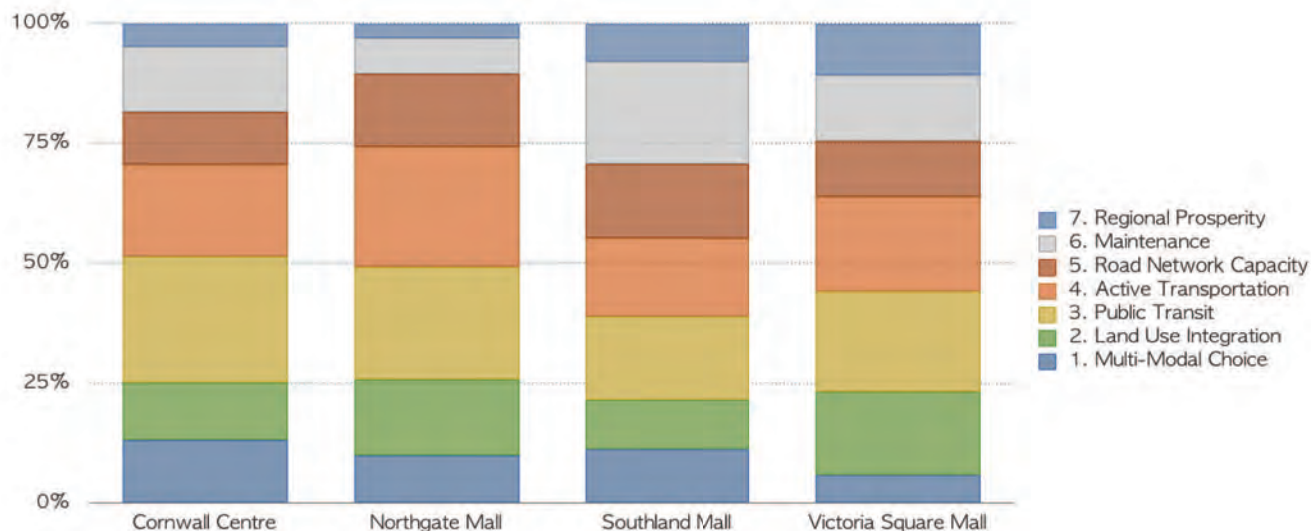
Open House “Dotmocracy” Exercise

At the open houses, attendees were asked to choose three of the seven Transportation Directions that they felt were “important” or a “priority” to them. This was accomplished using stickers, as pictured in Exhibit 3.1. The total number of stickers was tabulated following each open house, with the results of the tabulation presented in Exhibit 3.2 as the proportion of total responses.

The results of the sticker exercise shows that the Transportation Directions related to transit and active transportation are most important to attendees of the open houses across the city. Prioritizing transit was greatest at the open houses at Cornwall Centre and Northgate Mall, while maintenance was a major priority for attendees at Southland Mall.

The majority of attendees at the open houses understood and supported the intent of each of the Transportation Directions. There were concerns that some of the directions were too “high level” or were not unique to the Regina context. However, it became understood that the Transportation Directions are meant to be the guiding statements of the plan itself, which would provide the policies and actions to implement the direction.

Exhibit 3.2: Prioritization of Transportation Directions by Open House Location



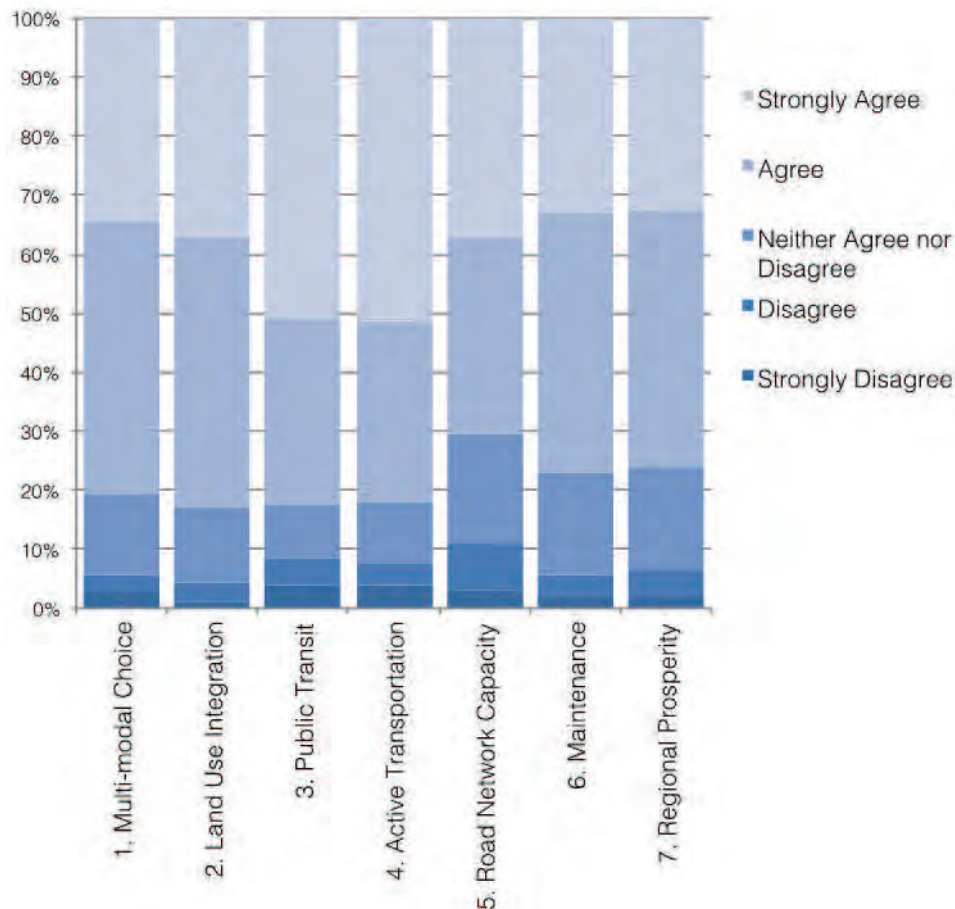
In addition to the dotmocracy exercise, open house attendees were encouraged to provide specific comments on post-it notes for each Transportation Direction. The comments received on the sticky notes and the comment forms are attached as Appendix B and key themes summarized later in this section of the report.

Online Survey Responses

The online survey used a different approach for gauging attitudes toward the Transportation Directions by using a five-point scale for each, asking respondents to indicate their level of agreement, or disagreement, to the statement. The results of this survey are presented in Exhibit 3.3.

The responses provided a high degree of support or agreement with the Transportation Directions, with over 70% of respondents either agreeing or strongly agreeing with each of the seven directions. Support was greatest for the directions relating to public transit (#3) and active transportation (#4), where over 50% of survey respondents “strongly agreed” with the statement. Respondents disagreed most with the direction related to road network capacity (#5), with 10% disagreeing or strongly disagreeing; however, a fairly significant number did not decide either way, which may reflect comments that the direction could be refined to provide greater clarity of its intent.

Exhibit 3.3: Attitudes toward Transportation Directions from Online Survey



In addition to the Likert scale responses, survey respondents provided comments on each Transportation Direction. The key themes from this input, as well as that from the public open houses, are summarized in the following sections. All comments received through the online survey are attached as Appendix D.

3.3 Roads

There were many comments received through the public engagement process on the road network, which is not unexpected given the high proportion of Regina residents who drive as their primary mode of transportation. Many respondents feel that the road network has not kept up with the pace of growth, particularly in the past several years. Key themes in comments related to the road network include:

- Major corridors are heavily congested during peak periods, such as Arcola Avenue and Pasqua Street;
- Road widenings, such as on Saskatchewan Drive east of Broad Street, are long overdue;
- Gaps in the road network impact connectivity and closing them could alleviate congestion at some locations. A common example given was the missing connection on Rochdale Boulevard between Pasqua Street and Albert Street;
- Many comments expressed the need for the Southeast Bypass. Some respondents and attendees hope that the bypass is built at a distance far enough from the urban area so development does not lead it to become congested like Ring Road or Victoria Avenue;
- Road connections and truck bypasses to the Global Transportation Hub need to be built or improved, residents near Dewdney Avenue concerned for increased truck traffic;
- Many concerns regarding the street network in downtown Regina and the recent conversion to two-way streets and the closure of 12th Avenue at City Square plaza. However, there were supporters of recent changes as well and feel that changes have not had an opportunity to settle, but are concerned by constant changes to traffic flow downtown as a result of construction; and,
- Traffic signal synchronization and timing is perceived as an opportunity for improvement to create more efficient flow of vehicular traffic.

3.4 Transit

Transit is seen by most members of the public as an essential element of the Transportation Master Plan. Improving the transit system is a high priority, as reflected in the prioritization of the Transportation Directions at the open houses and the comments received at stakeholder meetings and online consultation. While many of the citizens consulted do not currently take transit, most understand the role transit plays in the city and the opportunities transit provides to improve the transportation network.

Comments received regarding transit include:

- Transit is perceived by non-transit users as slow and inconvenient. Many claimed that they gave transit a try, but the service did not provide a competitive alternative to driving their own vehicle;
- Conversely, most transit riders indicated that they feel that while there could be improvements, they generally are satisfied with the level of service provided by Regina Transit;
- Common theme between riders and non-riders include:
 - More direct and express service between key destinations; and,
 - Improving customer information or awareness of transit tools. For example, many transit customers were unaware of Transit Live for real-time information and many non-transit users were not aware of trip planning tools or even the route of their nearest bus.
- Transit is seen by many as a social service and not a competitive or attractive mobility choice. However, it was recognized that new residents from other countries or cities with better transit systems view transit differently, which could represent an opportunity to increase role of transit in Regina;
- Improving service through higher frequencies, shorter travel times, and better Sunday service were seen as priorities. Transit service to the airport for travellers and employees seen as a major gap;
- Developing a major transit hub downtown and in other areas of the city is seen as a way to shift from the downtown focus of the route network, which some riders felt is inconvenient; and,
- Some stakeholders and attendees expressed concern that there is not enough priority placed on improving paratransit, especially given the aging population and increased demand on the service.

3.5 Walking and Cycling

Improving walking and cycling environments in Regina are also seen as a priority for many stakeholders and members of the public during this stage of engagement on the Transportation Directions. There is recognition that the city is compact, flat, and destinations are often within walking or cycling distance; however, many feel that streets and roads are not conducive to walking and cycling. The benefits of walking and cycling are clear to most – more active streets, healthier lifestyles, and less reliance on cars.

Common themes on walking and cycling include:

- The existing off-street trail system was universally praised and seen as a key amenity in the city, particularly in the Wascana Creek trail system and the recreational opportunities in Wascana Centre. However, linkages and connections from communities to the trail system is seen a major gap;
- Walking and cycling are perceived, especially outside of downtown, as recreational activities. Increasing the role of walking and cycling for utilitarian purposes should be a priority for the TMP;
- Many attendees expressed the need for more and better cycling infrastructure including expanding the on-street bikeway network, improving connections to trails, and providing more facilities for cyclists, such as bike parking;
- There needs to be improved education and awareness for both cyclists and motorists on how to share the road;
- Winter maintenance was a common concern for the pedestrian network, with many sidewalks not cleared of snow;
- There was concern about the health of children in neighbourhoods where they no longer walk or cycle to school;
- Filling in gaps in the sidewalk network, for example, when they are only on one side of the road, is seen as a priority; and,
- Focus on improving pedestrian realm, including better streetscaping, more shade, wider sidewalks to accommodate mobility devices and other wheeled users.

4. Next Steps

The input received through this first stage of engagement for the Transportation Master Plan will be used to:

- Update and finalize the draft Transportation Directions for approval by City Council;
- Identify issues, constraints, and opportunities for transportation in Regina; and,
- Determine policy and network responses through the development of transportation network alternatives and draft policies in the next phase of the Transportation Master Plan process.

Public and stakeholder engagement will continue throughout the Transportation Master Plan process. The next phase of engagement will occur through the plan and policy development stage.

Appendix A: Draft Transportation Directions



Backgrounder - TRANSPORTATION DIRECTIONS

Transportation Directions will guide the development of policies and strategies for the city-wide Transportation Master Plan (TMP). The following Draft Transportation Directions reflect the input received from the Design Regina public and stakeholder consultations and are aligned to support the City's Vision and the Design Regina Community Priorities. Transportation Directions are based on the guiding principles of accessibility, environmental protection, and social equity. They will enable Regina to provide a transportation system that is safe, affordable and compatible with all four seasons.

Offer a range of sustainable transportation choices for all

Regina's residents will have a choice of travel modes that complement access by private automobile. Strategies around transit, walking, cycling, and carpooling, combined with programs that educate and maximize existing transportation infrastructure, will offer travel choices that are easy, affordable, sustainable and more enjoyable for all users.

Integrate transportation and land use planning

By planning land use and transportation concurrently, Regina can tailor new and existing neighbourhoods to make it easier to get around by all modes. *Complete Streets*, which feature a range of transportation modes, will help support vibrant, active and *Complete Neighbourhoods*.

Elevate the role of public transit

Public transit will play a pivotal role in Regina's transportation future by becoming a competitive travel choice tightly integrated with our neighbourhoods. Transit will work toward a more accessible system with frequent and reliable service, extended hours, and enhanced customer amenities. The identification of primary transit corridors suitable for express routes will help shape land use.

Promote active lifestyles through active transportation

Active modes – walking, rolling, and cycling – will be integral parts of Regina's daily life. Pathways and bikeways will be extended to provide a connected network of green, comfortable, and safe active corridors to key destinations. Educational programs will promote mutual respect among all road users and advocate the benefits of active transportation.

Optimize road network capacity

Road network planning will focus on optimizing existing capacity to minimize the need for widening and expansion, reducing infrastructure costs while managing congestion. A hierarchy of road classes will provide city-wide connectivity while minimizing neighbourhood traffic impacts. New and existing roads will be tailored to reflect community context and modern design standards.

Invest in an affordable and well-maintained system

Investment in the transportation system will be made based on a long-term outlook through a framework of life cycle costing. The lifespan of existing infrastructure will be maximized through progressive maintenance practices coupled with continuous monitoring and evaluation. Maintenance will demonstrate leadership through adopting environmentally responsible procedures and practices.

Support a prosperous Regina and region

The transportation network will provide efficient and effective movement of goods and people to support economic growth, particularly in Regina's key employment areas. Regional and intergovernmental partnerships will help to ensure Regina is competitive in a global economy.



City of Regina



TRANSPORTATION MASTER PLAN

Transportation Directions



July 2012



This document presents the Transportation Directions for Regina's Transportation Master Plan. These directions will be the guiding statements for the development of the plan, its policies and strategies, and transportation network alternatives.

Development of the Transportation Directions

The Transportation Directions were developed to reflect the input received through the Design Regina public and stakeholder consultation process and are intended to align with the City's Vision and the Design Regina Community Priorities, which were approved by City Council in its meeting on April 30, 2012.

The initial draft Transportation Directions were completed in early May 2012, culminating in the public launch of the Transportation Master Plan process and presentation of the draft directions on May 23, 2012. Four open houses were held between May 23 and 26, 2012 at Cornwall Centre, Northgate Mall, Southland Mall, and Victoria Square Mall to solicit public input and feedback on the draft directions. Stakeholder meetings were also held with representatives of community groups, transportation service providers, and regional government partners. Online consultation also took place through a survey on the Design Regina website.

Feedback on the draft Transportation Directions was positive, with many stakeholders and members of the public supporting the draft directions. Minor changes were suggested to improve wording and terminology; the majority of the draft Transportation Directions have been left intact in the final format presented in this document.

A full summary of engagement related to this first stage of the Transportation Master Plan can be found in a separate report entitled "Engagement Summary: Transportation Directions", dated July 2012.



Structure of the Transportation Directions

There are two components to the Transportation Directions:

The **Guiding Principles** represent the broad objectives that should be a consideration throughout the Transportation Master Plan and for transportation planning and operations in general.

The **Transportation Directions** set out the objectives of the Transportation Master Plan and will guide the development of strategies and policies.





Guiding Principles



Accessibility

The Transportation Master Plan will continue advancing towards an inclusive, universally accessible transportation system that is responsive to changing demographics, mobility needs, and best practices in universal and barrier-free design.



Environmental Protection

Improving the environmental performance of the transportation system through travel reduction, modal shift, alternative fuels, and emissions reduction will be identified to help conserve resources and preserve the environment for future generations.



Social Equity

Transportation strategies will aim to promote equitable access to mobility, develop safe and healthy communities, and maximize opportunities for all citizens in Regina.



Technology

Transportation in Regina will take advantage of advances and innovations in technology to improve the efficiency of the network and improve traveller information. Open data would encourage local solutions to local challenges.



Fit for Four Seasons

The Transportation Master Plan recognizes that Regina is a city with four distinct seasons. Policies and strategies must consider the challenges of, but also the opportunities provided by, the climate.



Safety

Ensuring the safe movement of people and goods, regardless of travel mode, is paramount within the Transportation Master Plan.



TRANSPORTATION DIRECTION #1

Offer a range of sustainable transportation choices for all

Regina's residents will have a choice of travel modes that complement access by private automobile. Strategies around transit, walking, cycling, and carpooling, combined with programs that educate and maximize existing transportation infrastructure, will offer travel choices that are easy, affordable, sustainable and more enjoyable for all users.



TRANSPORTATION DIRECTION #2

Integrate transportation and land use planning.

By planning land use and transportation concurrently, Regina can tailor new and existing neighbourhoods to make it easier to get around by all modes. *Complete Streets*, which feature a range of transportation modes, will help support vibrant, active and *Complete Neighbourhoods*.



TRANSPORTATION DIRECTION #3

Elevate the role of public transit.

Public transit will play a pivotal role in Regina's transportation future by becoming a competitive travel choice tightly integrated with our neighbourhoods. Transit will work toward a more accessible system with frequent and reliable service, extended hours, and enhanced customer amenities. The identification of primary transit corridors suitable for express routes will help shape land use.



TRANSPORTATION DIRECTION #4

Promote active transportation for healthier communities.

Active modes – walking, rolling, and cycling – will be an integral mode for day-to-day travel and for recreation. Pathways and bikeways will be extended to provide a connected network of green, comfortable, and safe active corridors between key destinations. Educational programs will promote mutual respect among all road users and advocate the benefits of active transportation.



TRANSPORTATION DIRECTION #5

Optimize road network capacity.

Road network planning will focus on optimizing existing capacity to minimize the need for widening and expansion, reducing infrastructure costs while managing congestion. A hierarchy of road classes will provide city-wide connectivity while minimizing neighbourhood traffic impacts. New and existing roads will be tailored to reflect community context and modern design standards.



TRANSPORTATION DIRECTION #6

Invest in an affordable and durable system.

Investment in the transportation system will be made based on a long-term outlook through a framework of life cycle costing. Existing infrastructure will be monitored, inspected regularly, and undergo timely maintenance to maximize life span. Maintenance will demonstrate leadership through adopting environmentally responsible procedures and practices.



TRANSPORTATION DIRECTION #7

Support a prosperous Regina and region.

The transportation network will provide efficient and effective movement of goods and people to support economic growth, particularly in Regina's key employment areas. Regional and inter-governmental partnerships will help to ensure Regina is competitive in a global economy.

September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Reserve Balances in Comparison to Minimum and Maximum Target Balances

**RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE
- SEPTEMBER 4, 2012**

1. That \$233,000 be transferred from the Small Tools Fleet Replacement Reserve to the General Civic Fleet Replacement Reserve.

FINANCE AND ADMINISTRATION COMMITTEE – SEPTEMBER 4, 2012

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #2 does not require City Council approval.

Councillors: Sharron Bryce , Michael Fougere, and Wade Murray were present during consideration of this report by the Finance and Administration Committee.

The Finance and Administration Committee, at its meeting held on September 4, 2012, considered the following report from the Administration:

RECOMMENDATION

2. That \$233,000 be transferred from the Small Tools Fleet Replacement Reserve to the General Civic Fleet Replacement Reserve.
3. That this report be forwarded to the September 17, 2012 meeting of City Council for approval.

CONCLUSION

Section 8.1 in Schedule A of *The Regina Administration Bylaw* requires the Deputy City Manager & CFO to submit a report to City Council by September 30th of each year that ensures reserves have an appropriate balance.

A review has been conducted on the City reserves minimum and maximum target balances. Reserve balances that fall outside their minimum and maximum balances are presented in the report and either have a transfer requested or an explanation for their shortfall or overage.

BACKGROUND

In 2011, minimum and maximum target balances were established for some reserves in order to help ensure an appropriate balance remains in these reserves that is neither too high nor too low. The target balances were inserted into Schedule A of *The Regina Administration Bylaw*.

Section 8.1 in Schedule A of *The Regina Administration Bylaw* requires the Deputy City Manager & CFO to submit a report to City Council by September 30th of each year that includes the following:

- (a) a list of every reserve in Schedule A that as of the previous December 31st had a balance that is greater than its maximum target balance or less than its minimum target balance;
- (b) a list of recommended transfers to and from the reserves set out in clause (a) that will bring these reserves within the target minimum and maximum ranges;
- (c) where there are reserves that are to remain outside the range, a three year plan that sets out how these reserves will be replenished or reduced to the target minimum and maximum ranges; and
- (d) where the conditions in clauses (b) and (c) cannot be met, the report shall advise of the rationale for not replenishing or reducing the reserve balance.

Therefore this report addresses this section of *The Regina Administration Bylaw*.

DISCUSSION

As of December 31, 2011 the following reserves are outside of their target minimum and maximum range:

	\$ (000's)		
	December 31, 2011		
	Balance	Target Minimum	Target Maximum
General Fund Reserve	35,946	15,525	31,051
Facilities Reserve	-	100	750
Fleet Replacement Reserve			
General Civic Fleet	855	2,500	5,500
Fire Fleet	-	450	900
Transit Fleet	201	1,800	3,600
Small Tools Fleet	317	42	84

In accordance with Section 8.1 in Schedule A of *The Regina Administration Bylaw* we recommend the following:

General Fund Reserve and Facilities Reserve – based on planned 2012 reserve transfers it is expected that these reserves will be within their target ranges by December 31, 2012. Therefore, no additional transfers are recommended at this time.

Fleet Replacement Reserves – due to a portion of the mill rate now being dedicated as an inflow to this reserve it is expected that this reserve will increase in the next few years. Based on projections Fire and Transit are expected to increase and be within their target ranges by 2012 and 2013, respectively. General Civic is not expected to be within its target range until the end of 2016. We recommend a transfer from Small Tools to Civic for \$233,000 which will result in Small Tools being approximately at its maximum targeted balance.

For information purposes the following reserves are within their target minimum and maximum range:

	\$ (000's)		
	December 31, 2011		
	Balance	Target Minimum	Target Maximum
General Utility Reserve	49,292	33,000	80,000
Solid Waste Reserve	10,752	300	13,000
Land Development Reserve	8,364	2,000	12,000
Asset Revitalization Reserve	4,794	-	10,000
Winter Road Maintenance Reserve	3,523	3,523	3,923
Golf Course Reserve	850	500	2,000
Planning and Sustainability Reserve	781	500	7,000
Cemetery Reserve	479	-	625
Pest Management Reserve	137	-	700

RECOMMENDATION IMPLICATIONS

Financial Implications

The financial implications are to ensure that all reserves maintain their year-end balances between the approved minimum and maximum target balance for each reserve, as identified in the Reserve Policy.

The \$233,000 transfer from the Small Tools Fleet Replacement Reserve to the General Civic Fleet Replacement Reserve will result in the Small Tools Fleet Replacement Reserve being within the targeted range of \$42,000 to \$84,000.

Environmental Implications

None related to this report.

Strategic Implications

Reserves with appropriate balances assist the City in having funds to meet its goals and priorities.

Other Implications

None related to this report.

Accessibility Implications

None related to this report.

COMMUNICATIONS

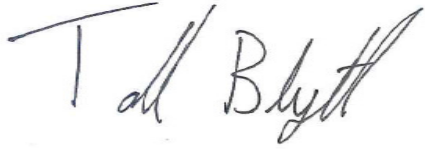
None related to this report.

DELEGATED AUTHORITY

The disposition of this report requires Council approval.

Respectfully submitted,

FINANCE AND ADMINISTRATION COMMITTEE

A handwritten signature in black ink, reading "Todd Blyth". The signature is written in a cursive style with a large, stylized "T" and "B".

Todd Blyth, Secretary

September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Portions of NW & NE 1/4 Section 8, Township 18, Range 19, W2M
& Portions of NW & NE 1/4 Section 9, Township 18, Range 19, W2M
Roadway Dedication of Land to Her Majesty the Queen in Right of Saskatchewan

**RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE
- SEPTEMBER 4, 2012**

1. That the dedication of land to Her Majesty the Queen in right of Saskatchewan be approved under the terms and conditions shown in the body of this report;
2. That the City Manager be authorized to finalize the terms and conditions of the road right-of-way dedication documents;
3. That the City Clerk be authorized to execute the legal Plan of Survey and any other legal land transfer documents as provided by the City Solicitor.

FINANCE AND ADMINISTRATION COMMITTEE – SEPTEMBER 4, 2012

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #4 does not require City Council approval.

Councillors: Sharron Bryce , Michael Fougere, and Wade Murray were present during consideration of this report by the Finance and Administration Committee.

The Finance and Administration Committee, at its meeting held on September 4, 2012, considered the following report from the Administration:

RECOMMENDATION

1. That the dedication of land to Her Majesty the Queen in right of Saskatchewan be approved under the terms and conditions shown in the body of this report;
2. That the City Manager be authorized to finalize the terms and conditions of the road right-of-way dedication documents;
3. That the City Clerk be authorized to execute the legal Plan of Survey and any other legal land transfer documents as provided by the City Solicitor; and
4. That this report be forwarded to City Council September 17, 2012 for consideration in order for public notice to be given.

CONCLUSION

When considering the sale of any City-owned land, the Administration normally ensures that the land is made publicly available. In this case, the subject land is proposed for road right-of-way dedication without any public process and at less than market value. The R.M. of Sherwood approached the City and stated that this land is necessary for the proposed widening of Inland Drive and Fleet Street (see attached Appendix A).

BACKGROUND

The subject property is part of the R.M. of Sherwood's road construction project to widen Inland Drive and Fleet Street along the west portion from Inland Drive to the CNR rail crossing.

The subject property has never been made publicly available for sale. Subsection 101 (1) of *The Cities Act* stipulates that "No council shall delegate: (k) ...the sale or lease of land for less than fair market value and without a public offering". Accordingly, City Council's approval of this land dedication is required and is the subject of this report.

DISCUSSION

The R.M. of Sherwood is requesting the City to dedicate that portion of the subject property into road allowance as referenced on the attached Appendix A. Fleet Street from Highway 46 to Inland Drive, and Inland Drive from Fleet Street to Highway 6 make up the northeast section of the over-dimensional route around the City of Regina. Whenever an over-dimensional load is bypassing the City from the east to the north or the north to the east, this over-dimensional route is used. Having over-dimensional vehicles use this route benefits the City by not exposing its bridges and overhead structures to the risk of being struck. In addition, over-dimensional vehicles tend to be heavy and slow-moving; by not entering the City, they do not impact roads or city traffic. Currently, there are times of the year when the over-dimensional route is unavailable due to weather conditions. By widening and improving the condition of the road this will allow the City to route over-dimensional loads year-round.

The proposed land dedication will include the following terms and conditions:

Purchaser:	Her Majesty the Queen in right of Saskatchewan
Purchase Price:	\$1.00 + GST
Additional Costs:	The R.M. of Sherwood shall be responsible or all costs associated with the preparation of the required Plan of Survey, and land registration fees
Property Description:	<p>The most Northerly 15.0 metres in perpendicular width throughout of the NW $\frac{1}{4}$ of Section 8, Township 18, Range 19, West of the Second Meridian</p> <p>The most Northerly 15.0 metres in perpendicular width throughout of the NE $\frac{1}{4}$ of Section 8, Township 18, Range 19, West of the Second Meridian</p>

The most Northerly 15.0 metres in perpendicular width throughout of the NW ¼ of Section 9, Township 18, Range 19, West of the Second Meridian

The most Northerly 15.0 metres in perpendicular width throughout of the NE ¼ of Section 9, Township 18, Range 19, West of the Second Meridian

Excepting thereout: all that portion shown as Parcel A, Plan 101080853

The most Easterly 43.528 metres in perpendicular width throughout of the NE ¼ of Section 9, Township 18, Range 19, West of the Second Meridian

Excepting thereout: all that portion taken for Roadway on Reg'd Plan No. 67R30923

The most Easterly 43.528 metres in perpendicular width throughout of the SE ¼ of Section 9, Township 18, Range 19, West of the Second Meridian lying North of Plan 101123345

Excepting thereout: all that portion taken for Roadway on Reg'd Plan No. 67R30923

Possession Date:

Closing Date

Closing Date:

Within 30 days upon receipt of a Transform Approval Certificate and Plan of Survey

Other Terms:

Conditional upon the approval of City Council

RECOMMENDATION IMPLICATIONS

Financial Implications

The sale of this property is at a nominal value of \$1.00 + GST.

Environmental Implications

None associated with this report.

Strategic Implications

The dedication of the roadway allowance will benefit transportation by maintaining and upgrading an over-dimensional vehicle route.

Other Implications

None associated with this report.

Accessibility Implications

None associated with this report.

COMMUNICATIONS

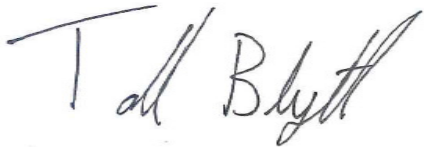
The R.M. of Sherwood shall be kept informed on the progress of this land dedication.

DELEGATED AUTHORITY

As provided in clause 101 (1) (k) of *The Cities Act*, the sale of City-owned property without a public offering and at less than market value cannot be delegated to the Administration; therefore, it requires the approval of City Council.

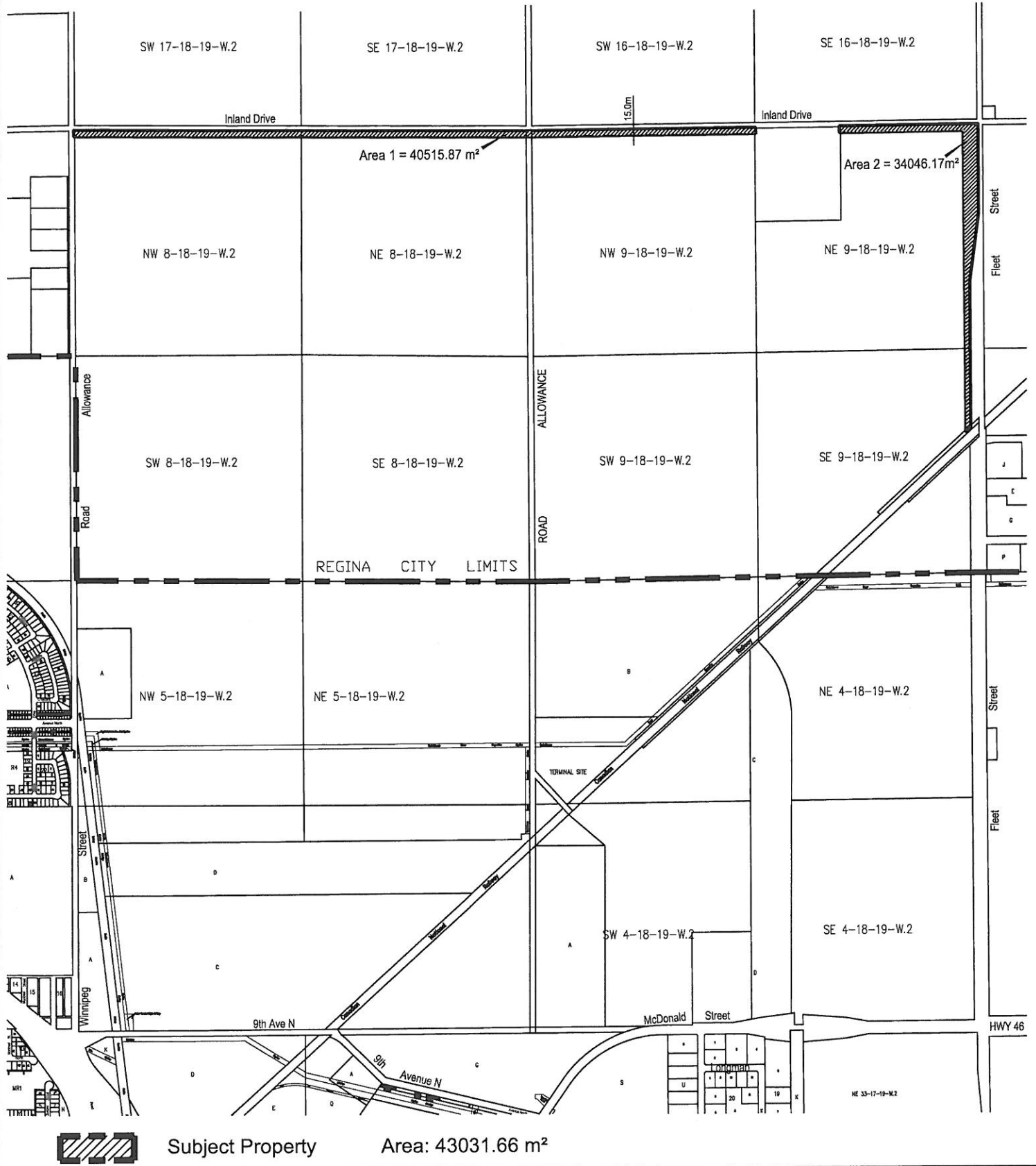
Respectfully submitted,

FINANCE AND ADMINISTRATION COMMITTEE

A handwritten signature in black ink, appearing to read "Todd Blyth". The signature is written in a cursive, flowing style.

Todd Blyth, Secretary

Appendix A



September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: 2013 Alley Maintenance Strategy and Special Tax Levy Funding Options

**RECOMMENDATION OF THE PUBLIC WORKS COMMITTEE
- SEPTEMBER 6, 2012**

That the City Solicitor be instructed to prepare the appropriate bylaw for alley maintenance in 2013, which includes the following levies, proposed revenues, and estimated costs:

Paved Alleys **\$3.56** per assessable foot
Gravel Alleys **\$2.33** per assessable foot

The proposed revenues and estimated costs for maintenance of alleys in 2013 are:	
Paved Alleys	\$2,816,700
Gravel Alleys	\$1,427,600
TOTAL	\$4,244,300

PUBLIC WORKS COMMITTEE – SEPTEMBER 6, 2012

The Committee adopted a resolution to concur in the recommendation contained in the report.

Councillors: Sharron Bryce, Fred Clipsham, John Findura and Jocelyn Hutchinson were present during consideration of this report by the Public Works Committee.

The Public Works Committee, at its meeting held on September 6, 2012, considered the following report from the Administration:

RECOMMENDATION

That the City Solicitor be instructed to prepare the appropriate bylaw for alley maintenance in 2013, which includes the following levies, proposed revenues, and estimated costs:

Paved Alleys **\$3.56** per assessable foot
Gravel Alleys **\$2.33** per assessable foot

The proposed revenues and estimated costs for maintenance of alleys in 2013 are:	
Paved Alleys	\$2,816,700
Gravel Alleys	\$1,427,600
TOTAL	\$4,244,300

CONCLUSION

The proposed increase for the 2013 Alley Maintenance Program is consistent with the previously approved strategy to continue to maintain the City's alley inventory in an acceptable and sustainable condition. The 2012 alley maintenance budgets have increased by amounts that reflect rising costs of labour, equipment, and materials. For paved alleys, this represents an increase of 8.7% and for gravel alleys, an increase of 6.8%. Additionally, the Administration recommends a 22% administrative corporate overhead cost, which was phased in starting last year (7% in 2012) and will continue to be phased in over the next two years (7% in 2013 and 8% in 2014).

The Administration is committed to ensuring that the full costs of delivering alley maintenance services are reflected in the levy's charged to residents. Ongoing reviews will be necessary given the upcoming changes occurring in service delivery and impact on alleys. In particular, once the solid waste conversion to cart containers is completed, it has the potential to alter or influence the public's view on the preferred level of service associated with the alleys.

BACKGROUND

Historical information on the Alley Maintenance Program and special tax levy has been included in Appendix A.

DISCUSSION

The City of Regina's Alley Maintenance Program is intended to provide a sustainable alley system that is passable, safe, affordable, efficient and environmentally responsible. There are approximately 304 kilometres of alleys in the city. This alley inventory consists of 172 kilometres of paved alleys and 132 kilometres of gravel alleys.

The City of Regina's Alley Maintenance Program is governed by *The Cities Act*, Sections 275 – 278, which provides the authority to levy a special tax on properties for specific services. Property owners abutting paved or gravel alleys are required to pay the special tax. Revenues collected from the special tax provide 100% of the operating funding dedicated to the Alley Maintenance Program.

Proposed 2013 Paved Alley Budget

The proposed budget for 2013, as shown by activity, and the special tax levy for paved alleys are summarized in Table 1. These are based on the continuation of the strategy for a sustainable alley system. The approved 2012 budget and special tax levy are provided for comparison. An 8.7% increase to the paved alley budget to adjust for the estimated increased costs of labour, equipment, materials and 14% for the corporate overhead.

Table 1 – Proposed and Existing Paved Alley Maintenance Budgets

Program Item	2012 Operating Budget	Proposed 2013 Operating Budget	Proposed 2013 Budget Including 14% Corporate Overhead
Pavement Maintenance	\$ 593,605	\$ 645,200	\$ 735,500
Paved Alley Reconstruction	\$ 1,679,495	\$ 1,825,600	\$ 2,081,200
Total	\$ 2,273,100	\$ 2,470,800	\$ 2,816,700

Paved Alley Levy	2012	Proposed 2013
Assessable Footage*	787,674	791,626
Levy Rate	\$ 3.09/ft.	\$ 3.56/ft.
Levy Amount per 50 ft. lot	\$ 154.50	\$ 178.00

* Any change in assessable footage can be attributed to continual updating of City records.

Proposed 2013 Gravel Alley Budget

The proposed budget for 2013, as shown by activity, and the special tax levy for gravel alleys are summarized in Table 2. These are based on the continuation of the revised strategy for a sustainable alley system. The approved 2012 budget and special tax levy are provided for comparison. A 6.8% increase to the gravel alley budget to adjust for the estimated increased costs of labour, equipment, materials and 14% for the corporate overhead.

Table 2 – Proposed and Existing Gravel Alley Maintenance Budgets

Program Item	2012 Operating Budget	Proposed 2013 Operating Budget	Proposed 2013 Budget Including 14% Corporate Overhead
General Maintenance	\$ 378,542	\$ 404,200	\$ 460,800
Reconstruction/Refreshing	\$ 794,057	\$ 848,100	\$ 966,800
Total	\$ 1,172,599	\$ 1,252,300	\$ 1,427,600

Gravel Alley Levy	2012	Proposed 2013
Assessable Footage*	613,921	613,836
Levy Rate	\$ 2.04/ft	\$ 2.33/ft
Levy Amount per 50 ft. lot	\$ 102.00	\$ 116.50

* Any change in assessable footage can be attributed to continual updating of City records.

Full Level of Service Cost Recovery

While the Administration is committed to the principle of full cost recovery, it has become apparent in the process of identifying those costs that more detailed level of service statements are required for all budget line items. It is important that the public, administration and operations have a common understanding of what services are, and are not, provided based on the fees being paid. The original 1996 Alley Maintenance Strategy approved by City Council provided a basic clarity on the reconstruction/gravel refresh components of the gravel and paved alley budgets. In summary, that strategy provided a 30-year reconstruction life cycle for paved alleys and a 40-year reconstruction life cycle for gravel alleys. However, there are currently no defined levels of service statements for routine alley maintenance. This gap in the Alley Maintenance Service will require further clarification.

RECOMMENDATION IMPLICATIONS

Financial Implications

The recommended increases to paved and gravel alley levy's will allow the administration to maintain its current service levels. The increases are a result of cost increases for labour, equipment, materials and the phasing in of corporate overhead rates. The alley maintenance program is fully funded by revenues obtained through the special alley tax levy to property owners abutting alleys.

Environmental Implications

None with respect to this report.

Strategic Implications

The Alley Maintenance Strategy approved by City Council in 1996 was intended to maintain the alley inventory in an acceptable and sustainable condition. Funding to fully implement that strategy was phased in over a ten year period. Full funding for the strategy was achieved in 2006 and has continued since that time. The primary focus of the strategy is the provision of a 30 year reconstruction cycle in paved alleys and a 10 year systematic gravel refreshment cycle in gravel alleys.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Public notice of the special tax levy will be carried out in accordance with the requirements contained in *The Cities Act*. The Administration also provides information to various parties, including affected property owners upon request. In addition, construction notices where the scope of construction is significant are hand delivered to affected abutting properties prior to the commencement of work.

DELEGATED AUTHORITY

Special tax levies for 2013 require approval of City Council.

Respectfully submitted,

REGINA PLANNING COMMISSION



Elaine Gohlke, Secretary

September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Discretionary Use Application (12-DU-6) Proposed Planned Group of Dwellings in R6
Zone, 4801 Trinity Lane, Harbour Landing

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
- SEPTEMBER 5, 2012**

That the discretionary use application for a proposed planned group of dwellings located at 4801 Trinity Lane, being Lot 3 in Block S, Plan No. 102050974, be APPROVED, subject to the following conditions:

1. The development shall be consistent with the attached site plan, elevations, and floor plans dated June 5, 2012 and labelled Reimer Custom Designed Homes;
2. The development shall comply with all applicable standards and regulations in Regina Zoning Bylaw No. 9250.

REGINA PLANNING COMMISSION – SEPTEMBER 5, 2012

The Commission adopted a resolution to concur in the recommendation contained in the report.

Councillors: Michael Fougere, Mike O'Donnell and Chris Szarka; Commissioners: David Edwards, Phil Evans, Dallard Legault, Ron Okumura, Phil Selenski and Sherry Wolf were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on September 5, 2012, considered the following report from the Administration:

RECOMMENDATION

1. That the discretionary use application for a proposed planned group of dwellings located at 4801 Trinity Lane, being Lot 3 in Block S, Plan No. 102050974, be APPROVED, subject to the following conditions:
 - a. The development shall be consistent with the attached site plan, elevations, and floor plans dated June 5, 2012 and labelled Reimer Custom Designed Homes;
 - b. The development shall comply with all applicable standards and regulations in Regina Zoning Bylaw No. 9250.
2. That this report be forwarded to the September 17, 2012 meeting of City Council.

CONCLUSION

The applicant proposes to develop a planned group of townhouses on the subject property, which will include two townhouse buildings with a total of 13 condominium units. The density of the

development conforms to the approved Harbour Landing concept plan, which identifies the property for high density residential development.

The proposal meets the regulations and requirements of *Regina Zoning Bylaw No. 9250*. The proposal is also consistent with the policies contained within *Regina Development Plan Bylaw No. 7877 (Official Community Plan)* with respect to encouraging a variety of housing options on a city wide basis. The proposal is a complementary addition to the mix of residential uses in the Harbour Landing subdivision.

BACKGROUND

An application for discretionary use has been submitted for approval. The subject property is located within the Harbour Landing subdivision.

The application is being considered pursuant to *Regina Zoning Bylaw No. 9520*, *Regina Development Plan Bylaw No. 7877 (Official Community Plan)*, and *The Planning and Development Act, 2007*.

DISCUSSION

The applicant proposes to develop a planned group of dwellings comprised of two townhouse buildings on the subject property. The building at the north end of the site accommodates nine condominium units and the building at the south end of the site accommodates four condominium units for a total of 13 units.

The proposal provides 19 parking stalls, which exceeds the minimum parking requirement by six stalls. Each unit has three bedrooms with basements. The subject property is currently zoned R6 – Residential Multiple Housing zone, in which a planned group of dwellings is a discretionary use.

Surrounding land uses are townhouses to the immediate south and a future apartment building to the immediate west, which share access with the subject property. Apartment buildings are located to the east, the future park (Tutor Park) will be located further to the west, an environmental reserve to the south and undeveloped lands intended for commercial development to the north.

Site Design

The applicant has designed the townhouses to have windows and entrances facing both Harbour Landing Drive and the interior parking lot. This helps to maximize natural surveillance onto neighbourhood streets (Tutor Way and Harbour Landing Drive) as well as onto community amenity spaces resulting in a safer residential area and a sense of ownership. The units also directly face an on-street greenway (along Harbour Landing Drive), which also helps create a safer pedestrian friendly environment along a key corridor in Harbour Landing.

Regina Development Plan (Official Community Plan)

The proposal responds to the following policies in the Housing Objectives section in Part A – Policy Plan of the *Regina Development Plan Bylaw No. 7877 (Official Community Plan)*:

- **That the City should achieve a mix of housing types and densities to suit different lifestyles, income levels and special needs in existing and future neighbourhoods**

Thirteen three-bedroom condominium units comprise the proposed townhouses. These units will add to the housing choices available in the Harbour Landing subdivision to suit residents with different lifestyles and income levels.

- **That the City should encourage higher density housing along or adjacent to major arterial streets**

The proposed townhouses are along Harbour Landing Drive, which is a collector roadway. Transit service is currently provided adjacent to this property on Harbour Landing Drive in both directions. The greenway along Harbour Landing Drive also encourages increased pedestrian, bicycle and transit use.

The proposal is also consistent with the policies concerning staged and sequential growth contained in Part B – Southwest Sector Plan of the OCP and the overall growth management policies contained in Part A – Policy Plan of the OCP.

The Harbour Landing concept plan identifies the subject property for development of high density dwellings, or greater than 50 units per hectare. The density of the proposed development exclusively on proposed Lot 3 would be 48 units/ hectare. However, assuming that other phases (Phase 1 and 2) are executed as planned, the density of the entire Parcel S would be approximately 60 units/ha and would therefore be consistent with the approved concept plan.

As such, the Administration is considering this proposal in the context of the entire three phases for the purpose of consistency with the overall density requirements of the concept plan.

RECOMMENDATION IMPLICATIONS

Financial Implications

The applicant will be responsible for the cost of any additional or changes to existing infrastructure that may be required to directly or indirectly support the development, in accordance with City standards and applicable legal requirements. The costs of water, sewer and storm drainage services are fully recovered through the utility charges.

The applicant is not proposing to develop the townhouse as rental units. As such, the proposal does not qualify for tax abatement under the City of Regina's Housing Incentive Program.

Environmental Implications

The proposed high density residential development contributes to the overall objective of the Development Plan (OCP) to encourage a compact urban form. There are no natural physical features or particular environmental sensitivities that may inform appropriate development of the subject property.

Strategic Implications

The proposed development provides high density dwellings, which contributes to a compact urban form and sufficient supply of land for future growth. Proximity to arterial streets with transit service and greenway will also encourage increased pedestrian, bicycle and public transit use. This aligns with and enables the City's vision of managing growth and community

development to become Canada's most vibrant and sustainable community, where people live in harmony and thrive in opportunity.

Accessibility Implications

The applicant is required to provide a minimum of one accessible parking stall for residents/visitors on the site, which has been achieved.

COMMUNICATIONS

Public Notice

The Administration notified the public through the following measures:

- Posting of notification signage on the subject property on July 23, 2012;
- Public notification of the proposal was sent to 27 property owners and occupants in the vicinity of the subject property; and
- Circulation of the proposal to the Albert Park Community Association and the South Zone Board. No comments were received from the Community Association or Zone board prior to the finalization of this report.

In response to the public notification, two comments were received. Both were in support of the development. Respondents feel that the proposed planned group of dwellings would be a welcome addition to the area with attractive elevations and would also enhance the streetscape of the neighbourhood.

Other Agencies

The applicant's proposal was circulated to the Public and Separate School Boards for review and comment. Both school boards indicated that they did not have any concerns with the proposal.

DELEGATED AUTHORITY

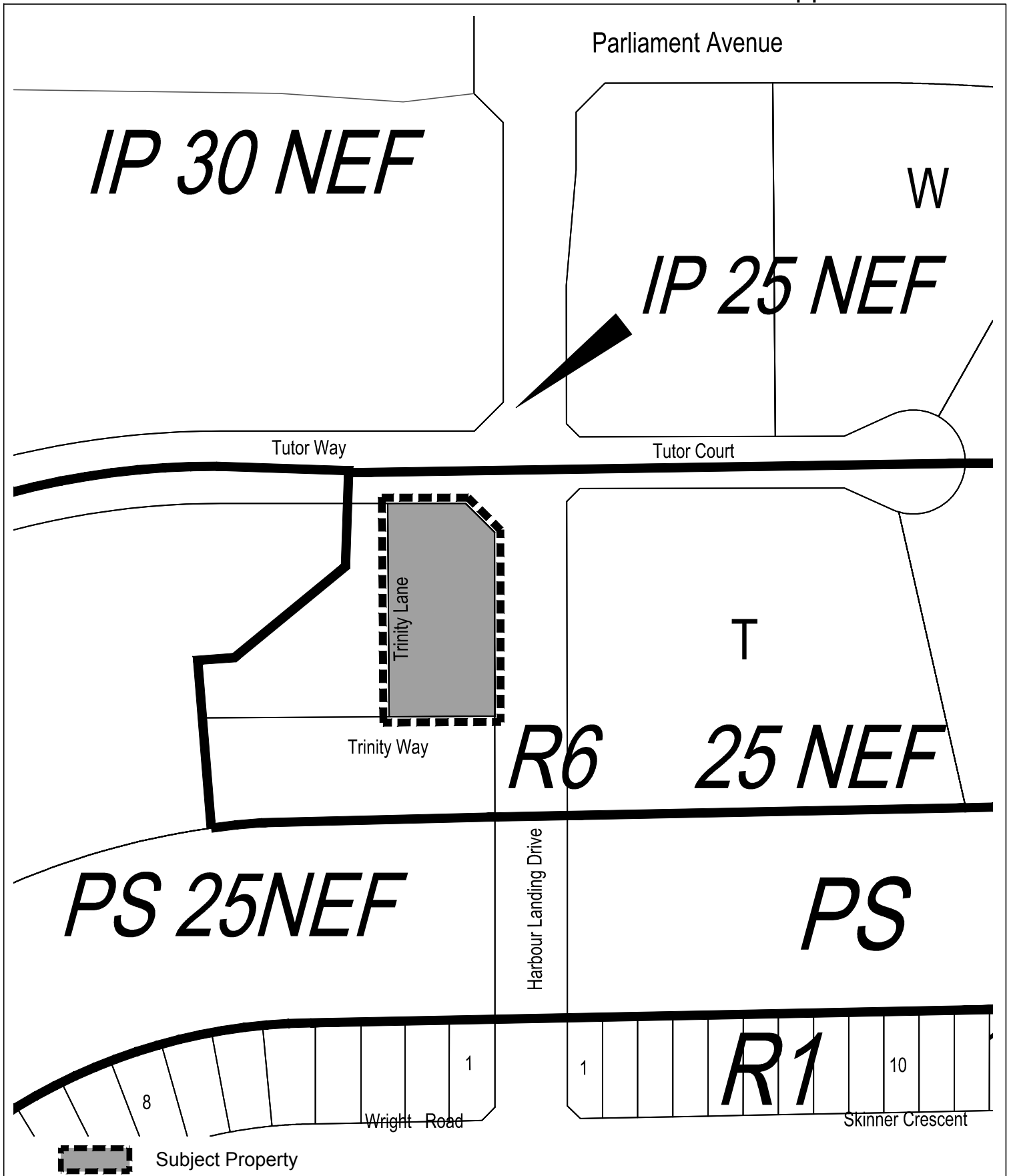
City Council's approval is required, pursuant to Section 56 of the *Planning and Development Act*, 2007.

Respectfully submitted,

REGINA PLANNING COMMISSION



Elaine Gohlke, Secretary





Subject Property

Date of Photography : 2009



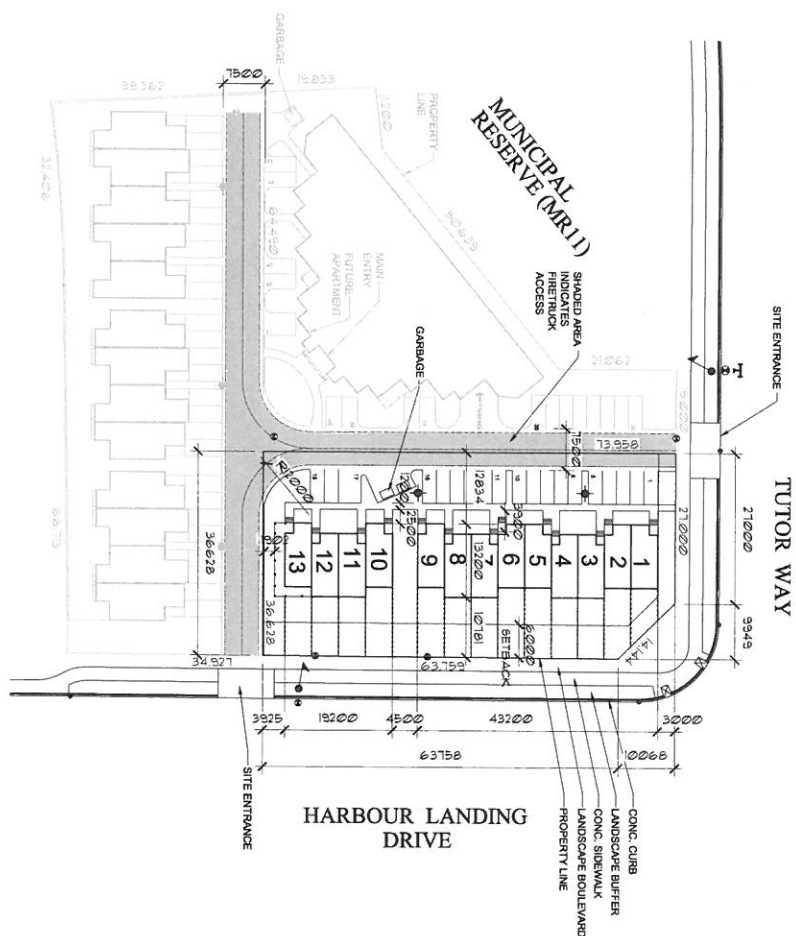
City of Regina

Planning and Sustainability Department Planning & Development Division



Project 12-DU-6

Civic Address/Subdivision 4801 Trinity Lane

[illegible]ENVIRONMENTAL
RESERVE (ER2)

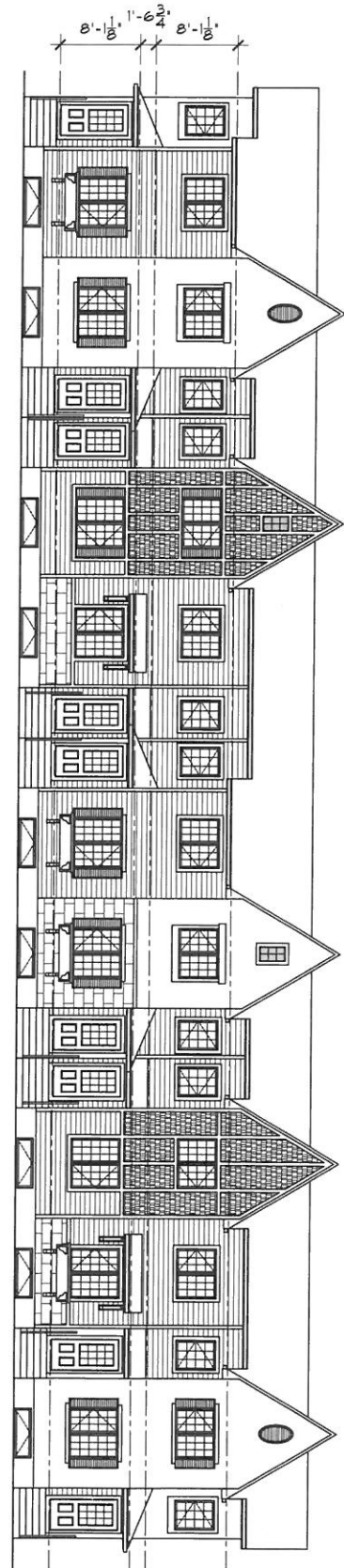
 SITE PLAN
SCALE: N.T.S.



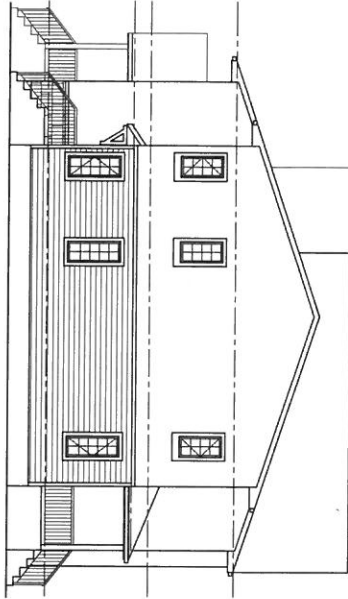
PROJECT
REIMER CUSTOM DESIGNED HOMES

SCALE N/A	DRAWN BY DAVES	DRAWING TITLE SITE PLAN
DATE JUNE 5, 2002	BASIS PLAN # CUSTOM	

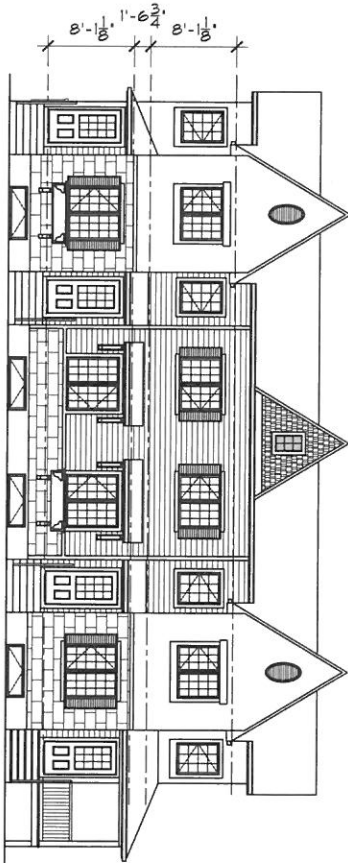
ERBA WZNO NO.
A-5



WEST ELEVATION
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION
SCALE: 1/8" = 1'-0"

DISCLAIMER
1. The design of this house is based on the information provided by the client. The client is responsible for the accuracy of the information provided.
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243 A BROAD STREET
CANADA, SASKATCHEWAN
S4N 1Y9
TEL: (306) 332-2432
FAX: (306) 332-2419

PROJECT
REIMER CUSTOM HOMES
TRINITY LANE VILLAGE
REGINA, SASKATCHEWAN

SCALE
1/8" = 1'-0"
DATE
JUNE 19, 2002

DRAWN BY
DAVES
BASE PLAN #
CUSTOM

DRAWING TITLE
EXTERIOR ELEVATIONS

DRAWING NO.
A-1



1. All parties involved in the joint venture must have the Canadian National Building Code (CNBC) Due to Local building codes, special inspections and other local codes, plans must be reviewed at the local level. This may be done by the local building department or a consultant. All structural components involved on these drawings must be reviewed and engineered by a licensed architect or engineer.
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3. Failure to conform to National Building Code of Canada (NBCC) Part 9.



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CANADA S4P 1Y9
TEL: (306) 352-6617
FAX: (306) 352-6619

PROJECT
TRINITY
REGINA

MEER CUSTOM HOMES
THE VILLAGE
BY A TCHERIAN

1/8" - 1'-0"

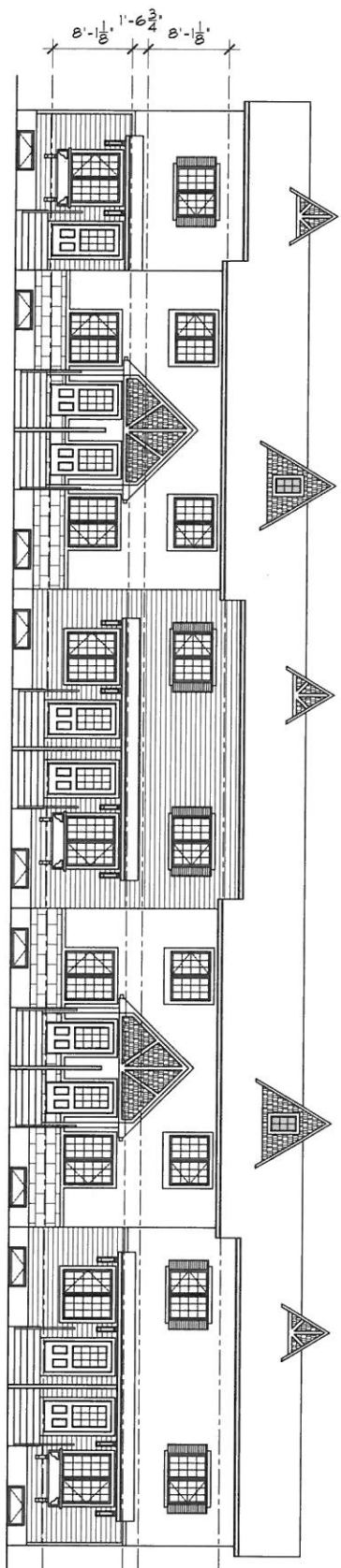
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JUNE 19, 2000

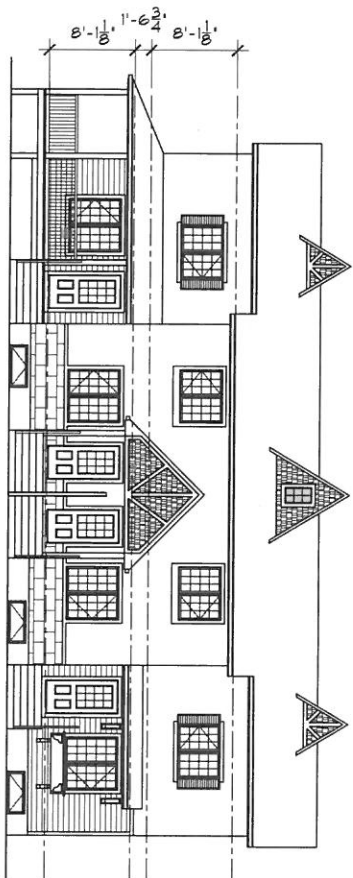
DRAWN BY	DAVIES
BASE PLAN	CUSTOM

DRAWING TITLE
MAIN FLOOR PLAN

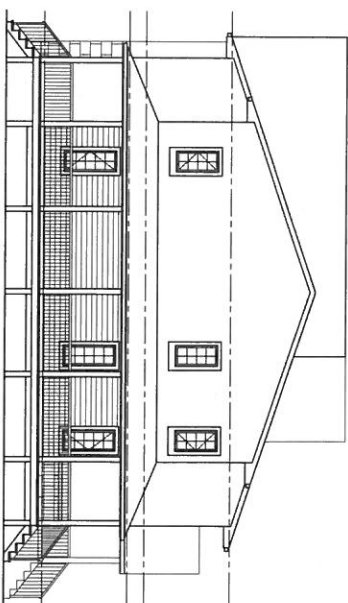
DRAWING NO.
A-4



EAST ELEVATION
SCALE: 1/8" = 1'-0"



EAST ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

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FAX: (306) 332-6619

PROJECT
REIMER CUSTOM HOMES
TRINITY LANE VILLAGE
REGINA, SASKATCHEWAN

SCALE
1/8" = 1'-0"

DRAWN BY
DAVIES
BASE PLAN #
CUSTOM

DRAWING TITLE
EXTERIOR ELEVATIONS

DRAWING NO.
A-2



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PROJECT
REIMER C
TRINITY LANE VILLAGE
REGINA, SASKATCHEWAN

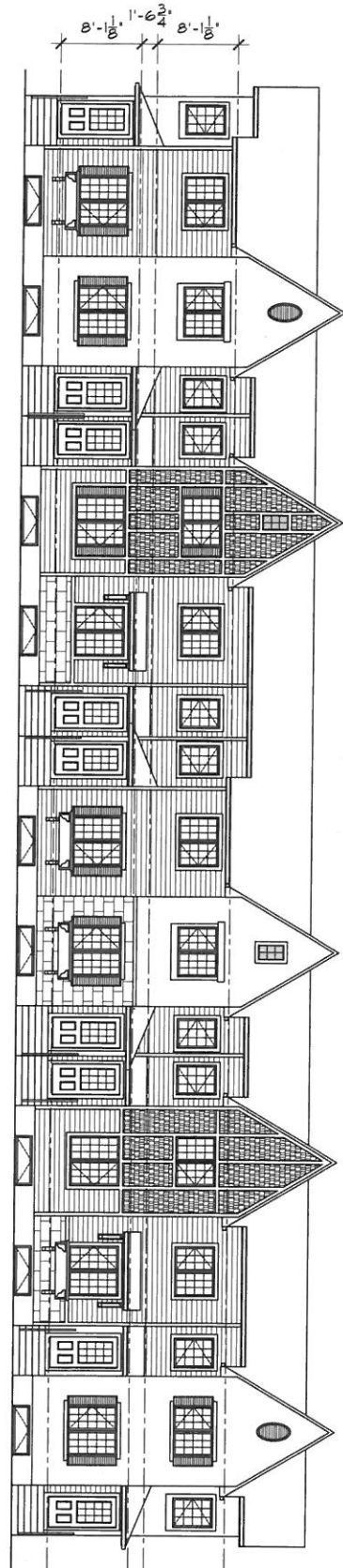
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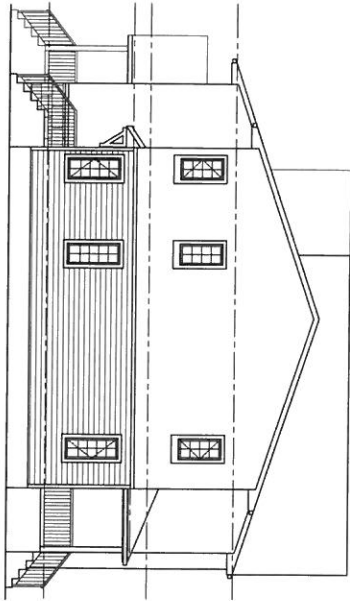
DRAWN BY DAVIES	BASE PLAN # CUSTOM
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DRAWING TITLE
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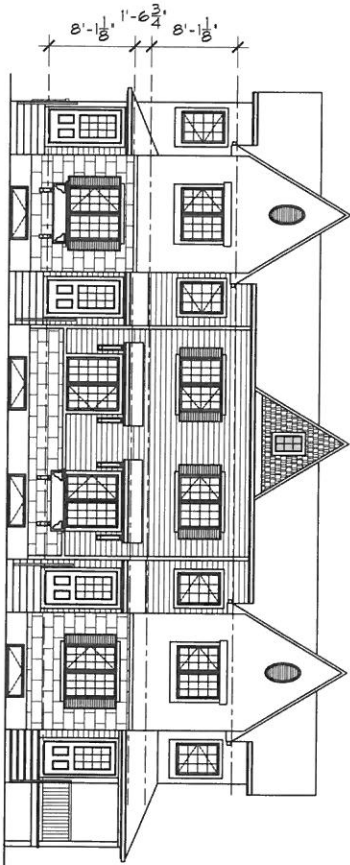
DRAWING NO.
A-3



WEST ELEVATION
SCALE: 1/8" = 1'-0"



NORTH ELEVATION
SCALE: 1/8" = 1'-0"



WEST ELEVATION
SCALE: 1/8" = 1'-0"

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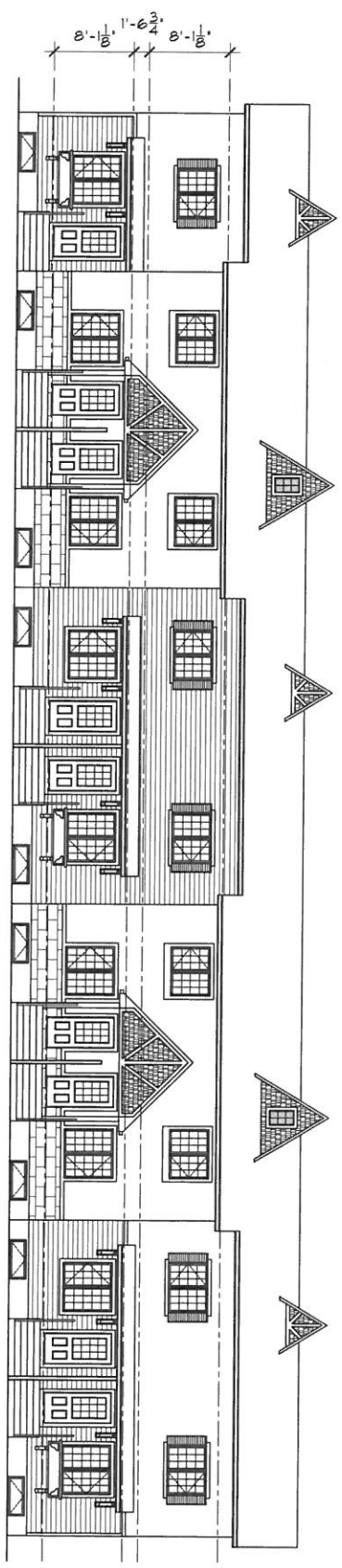
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REIMER CUSTOM HOMES
TRINITY LAKE VILLAGE
REGINA, SASKATCHEWAN

SCALE
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JUNE 19, 2012

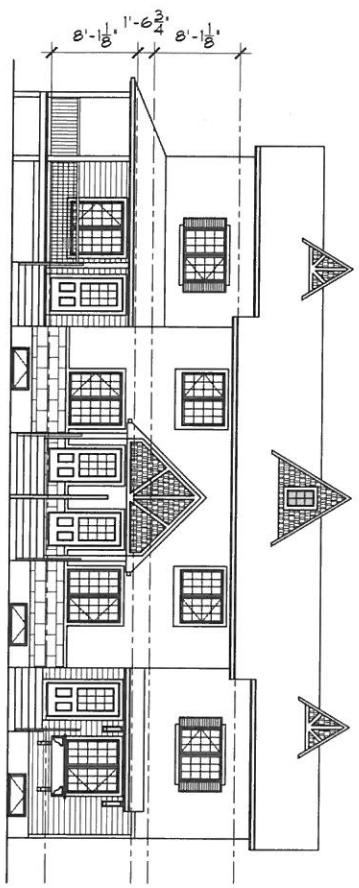
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DAY/ES
BASE PLAN #
CUSTOM

DRAWING TITLE
EXTERIOR ELEVATIONS

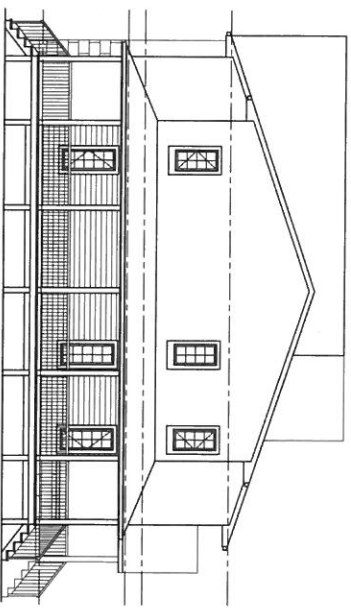
DRAWING NO.
A-1



EAST ELEVATION
SCALE: 1/8" = 1'-0"



EAST ELEVATION
SCALE: 1/8" = 1'-0"



SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

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FAX: (306) 352-5619

PROJECT
REIMER CUSTOM HOMES
TRINITY LANE VILLAGE
REGINA, SASKATCHEWAN

SCALE
1/8" = 1'-0"

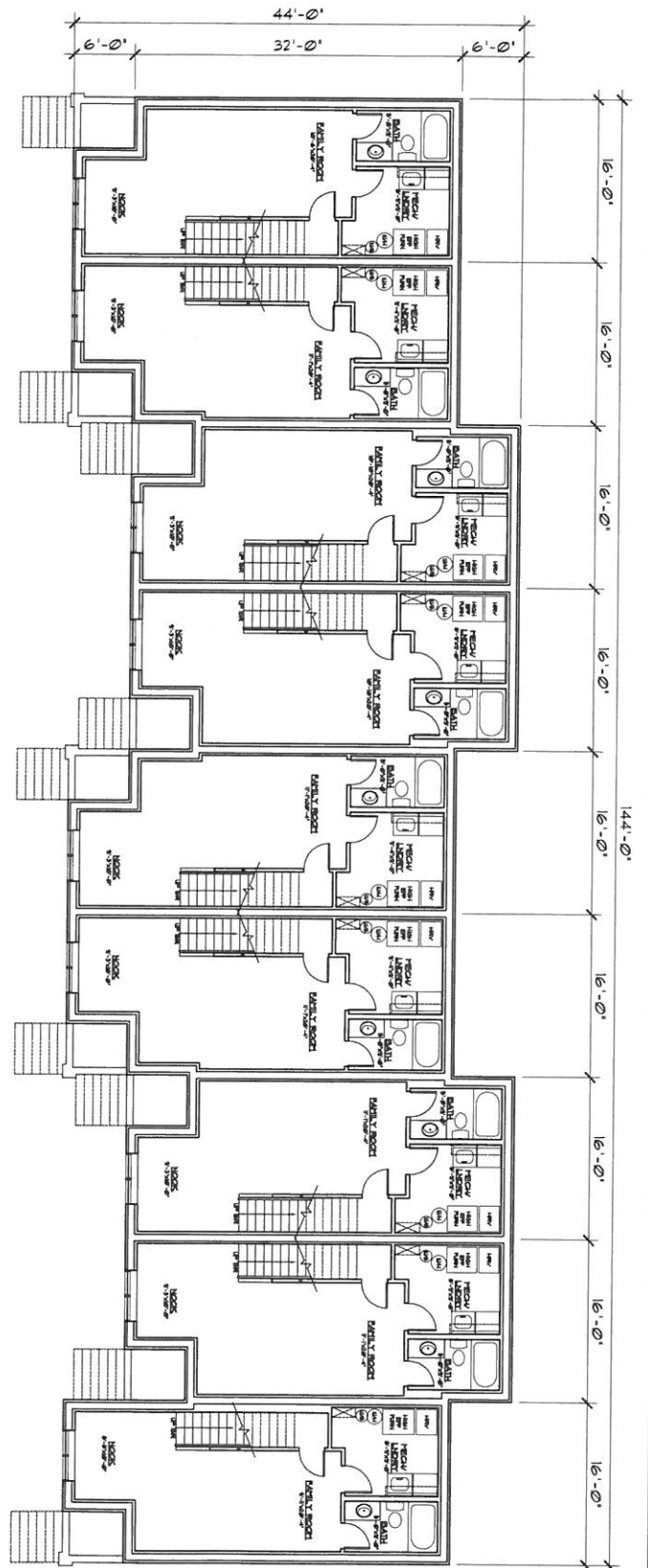
DATE
JUNE 19, 2012

DRAWN BY
DAVES

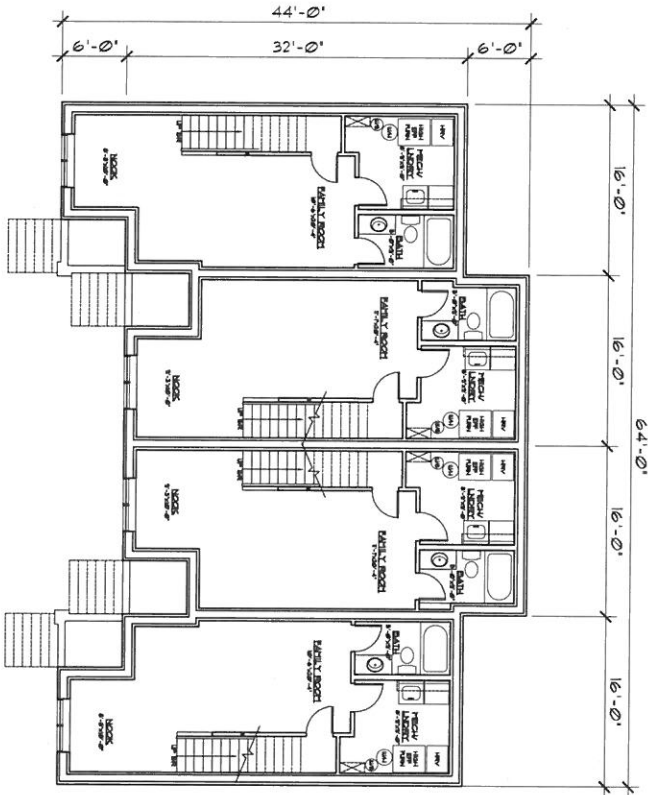
BASE PLAN #
CUSTOM

DRAWING TITLE
EXTERIOR ELEVATIONS

DRAWING NO.
A-2



BASEMENT PLAN
SCALE: 1/8" = 1'-0"



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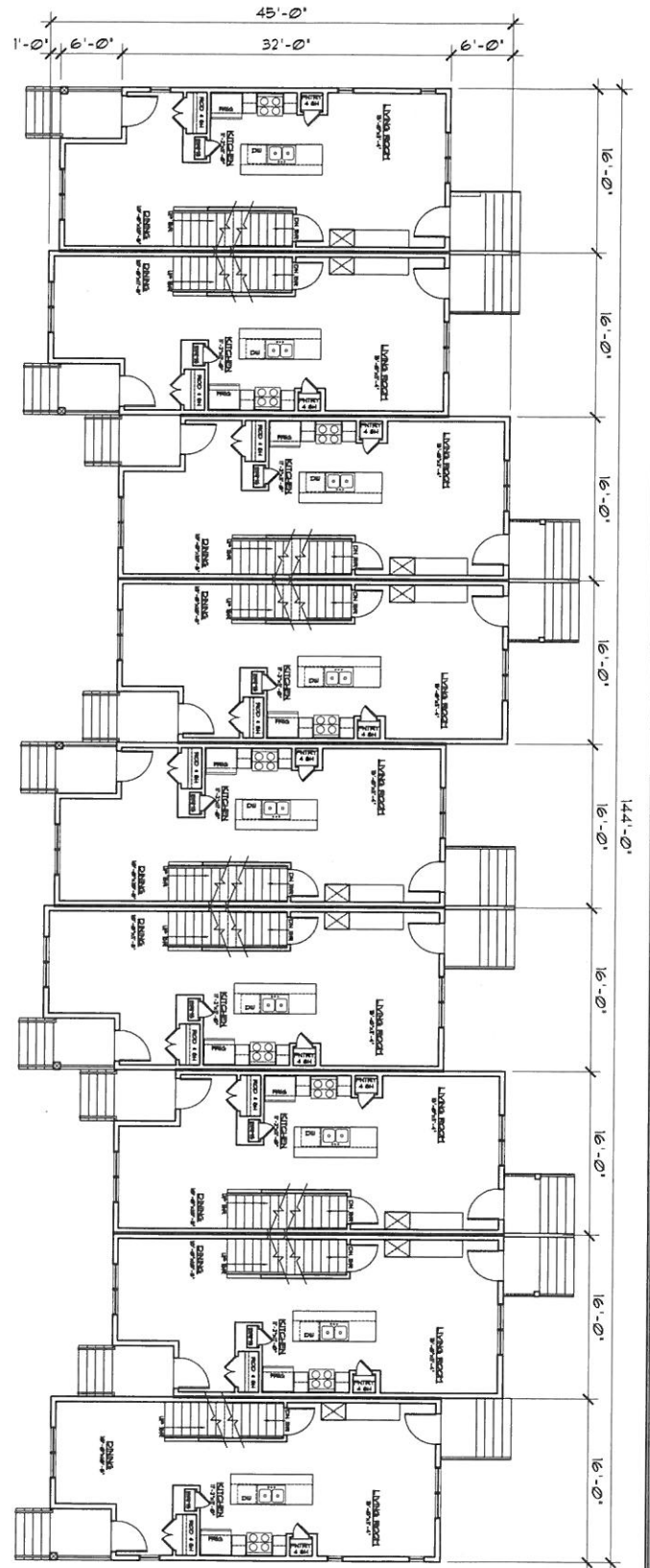
PROJECT
REIMER CUSTOM HOMES
TRINITY LAKE VILLAGE
REGINA, SASKATCHEWAN

SCALE
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DATE
JUNE 19, 2012

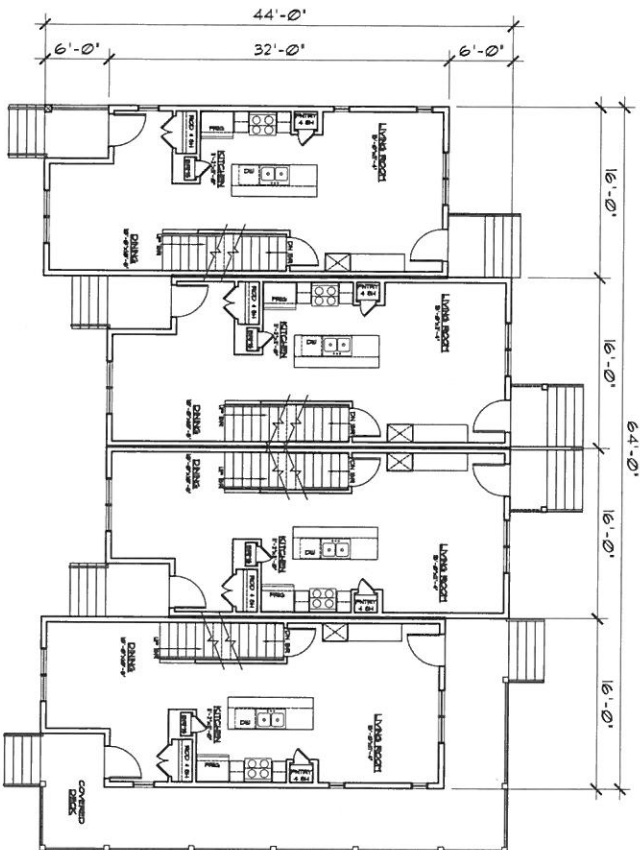
DRAWN BY
DAVIES
DRAWING #
CUB101

DRAWING TITLE
BASEMENT PLAN

DRAWING NO.
A-3



MAIN FLOOR PLAN
SCALE: 1/8" = 1'-0"



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5. Draw to conform to National Building Code of Canada.



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PROJECT
REIMER CT
TRINITY LANE VILLAGE

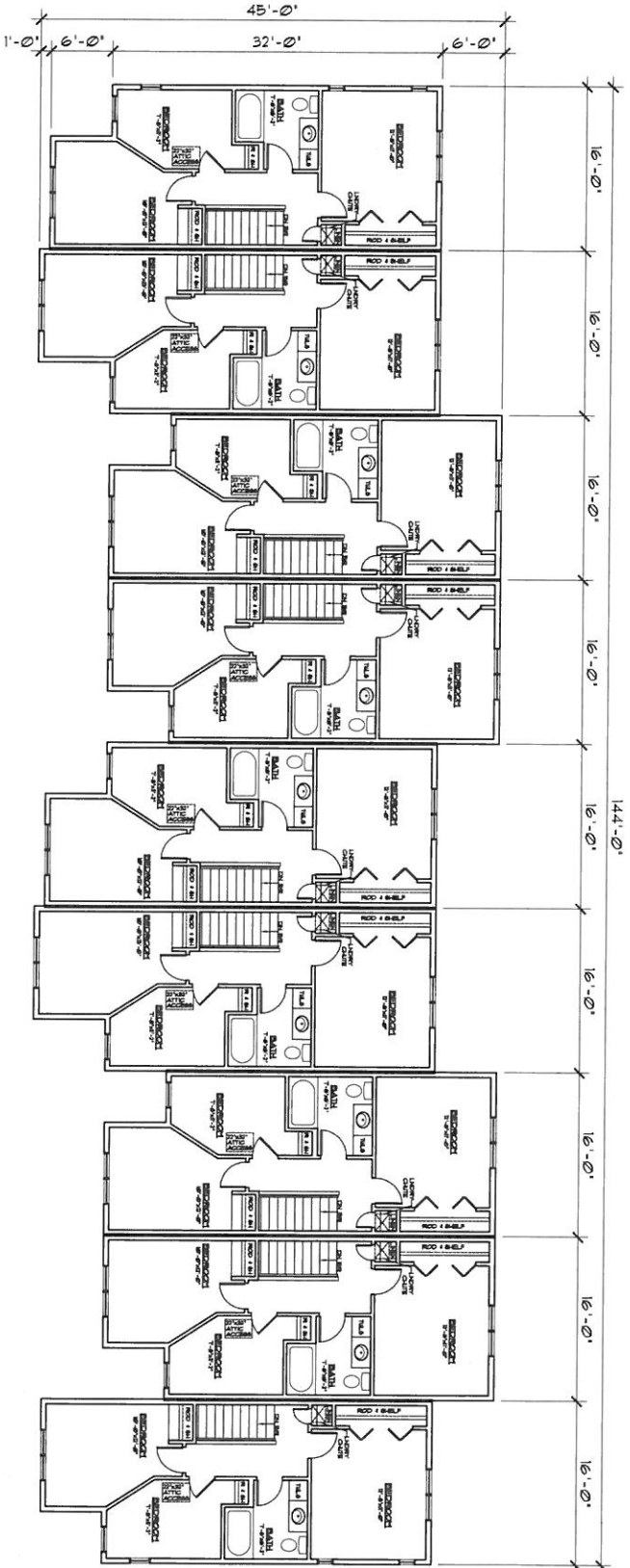
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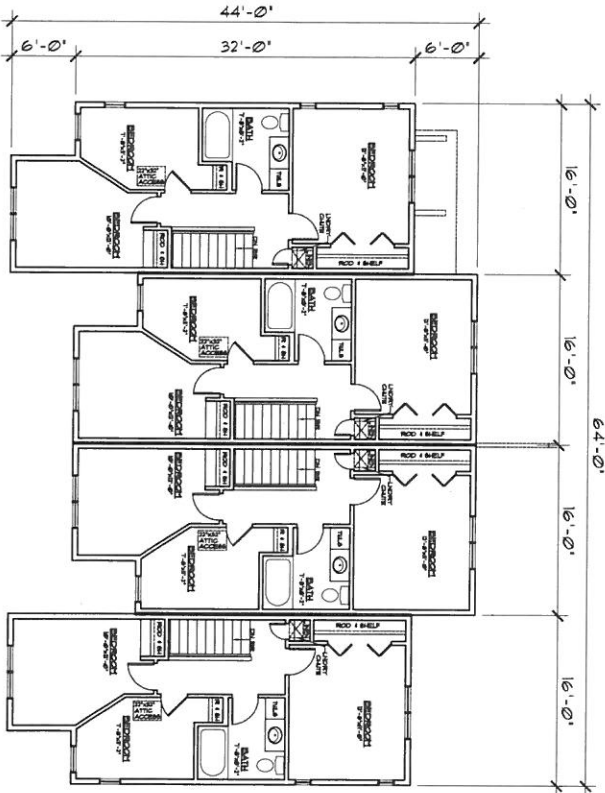
DRAWN BY DAVIES	
BASE PLAN	

	DRAWING TITLE
	MAIN FLOOR PLAN

DRAWING NO.	A-4
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SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



1. The owner of the building hereby certifies that the building was constructed in accordance with the plans and specifications of the architect and that the building is a sound and substantial structure.

2. The owner of the building hereby certifies that the building was constructed in accordance with the plans and specifications of the architect and that the building is a sound and substantial structure.

3. The owner of the building hereby certifies that the building was constructed in accordance with the plans and specifications of the architect and that the building is a sound and substantial structure.

4. The owner of the building hereby certifies that the building was constructed in accordance with the plans and specifications of the architect and that the building is a sound and substantial structure.

5. The owner of the building hereby certifies that the building was constructed in accordance with the plans and specifications of the architect and that the building is a sound and substantial structure.

6. The owner of the building hereby certifies that the building was constructed in accordance with the plans and specifications of the architect and that the building is a sound and substantial structure.

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S4S 0A7
TEL: (306) 353-3619
FAX: (306) 353-3619

PROJECT
REIMER CUSTOM HOMES
TRINITY LANE VILLAGE
REGINA, SASKATCHEWAN

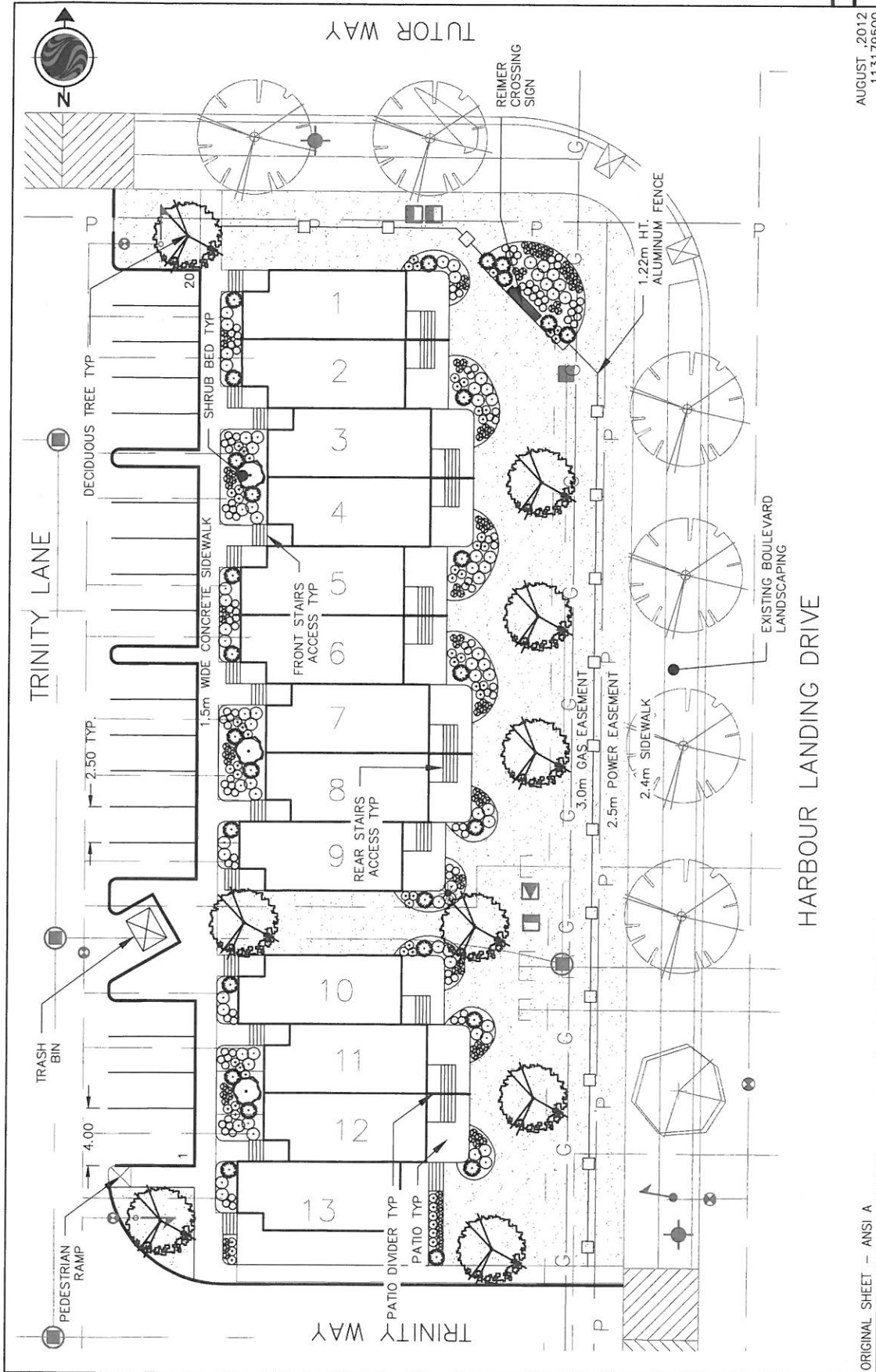
SCALE
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DATE
JUNE 19, 2002

DRAWN BY
DAVIES
BASE PLAN #
CUSTOM

DRAWING TITLE
SECOND FLOOR PLAN

DRAWING NO.
A-5

Appendix 3.3



AUGUST .2012
113179500

Stantec Consulting Ltd.
300 - 1919 Rose Street
Regina SK Canada
S4P 3P1
306.781.6400
306.359.0233



LANDSCAPE REQUIREMENTS - PHASE III

TOTAL OVERALL AREA	2644m ²
TOTAL LANDSCAPE AREA	1110m ²
REQUIRED LANDSCAPE AREA	264m ²
REQUIRED TREES (1/40m ²)	7
REQUIRED SHRUBS (1/20m ²)	14

Client/Project
REIMER CUSTOM HOMES
HARBOUR LANDING SUBDIVISION
PARCEL S CONDOMINIUMS
Figure No.
1.0
Title
PRELIMINARY LANDSCAPE PLAN
PHASE III

Dear Mayor & Members of Council,

At the proposed application for discretionary use application (12-DU-20) - Proposed Restaurant - 1450 Park Street, Innismore Subdivision, I made a submission to the Regina Planning Commission that this property proposal must include bicycle parking stalls on the property so that all residents of the city could be assured that there be a place to lock up their vehicle on the property so that they can attend the restaurant.

I was told that this is not a requirement but would be pursued through the permitting process. I feel that this is not sufficient. Currently parking lots introduced must include parking places for bicycles. At the Executive Committee they are being asked to endorse the directions for the Transportation Master Plan. The directions are as follows:

- Offer a range of sustainable transportation choices for all
- Integrate transportation and land use planning
- Elevate the role of public transit
- Promote active transportation for healthier communities
- Optimize road network capacity
- Invest in an affordable and durable system
- Support a prosperous Regina and region

I see all of the directions of the Transportation Master Plan asking that there be a place for bicycles and for an accommodation of this mode of transportation in all commercial locations.

To not require this requirement in this and other developments in this city now and in the future, in my mind, seems to contradict the citizen's vision and plans for a more active and appropriate transportation master plan.

I therefore ask that you go further than the Regina Planning Commission would go and require in your recommendations that the proponent of the restaurant at 1450 Park Street be required to include bicycle parking stalls on their property for customers.

Respectfully submitted,

Jim Elliott
2108 Reynolds Street,
Regina, Sask. S4N 3N1

September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Application for Discretionary Use Application (12-DU-20) - Proposed Restaurant
1450 Park Street, Innismore Subdivision

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION
- SEPTEMBER 5, 2012**

That the discretionary use application for a proposed restaurant located at 1450 Park Street, in Block E, Plan No. 59R15534, be APPROVED, subject to the following conditions:

- a. The development shall conform to the attached site plan, in Appendix 3.1, landscape plan, in Appendix 3.2 and exterior elevation drawings, in Appendix 3.3 and 3.4, dated May 24, 2012 and designed by Avenue Architecture Inc.;
- b. Street trees shall be planted and spaced as per zoning requirements along both Dewdney Avenue and Park Street; and
- c. Notwithstanding a) above, the development shall conform to all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.

REGINA PLANNING COMMISSION – SEPTEMBER 5, 2012

Jim Elliott addressed the Commission.

The Commission adopted a resolution to concur in the recommendation contained in the report.

Councillors: Michael Fougere, Mike O'Donnell and Chris Szarka; Commissioners: David Edwards, Phil Evans, Dallard Legault, Ron Okumura, Phil Selenski and Sherry Wolf were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on September 5, 2012, considered the following report from the Administration:

RECOMMENDATION

1. That the discretionary use application for a proposed restaurant located at 1450 Park Street, in Block E, Plan No. 59R15534, be APPROVED, subject to the following conditions:
 - a. The development shall conform to the attached site plan, in Appendix 3.1, landscape plan, in Appendix 3.2 and exterior elevation drawings, in Appendix 3.3 and 3.4, dated May 24, 2012 and designed by Avenue Architecture Inc.;

- b. Street trees shall be planted and spaced as per zoning requirements along both Dewdney Avenue and Park Street; and
 - c. Notwithstanding a) above, the development shall conform to all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
2. That this report be forwarded to the City Council meeting on September 17, 2012.

CONCLUSION

The applicant proposes to construct a restaurant with a drive-thru on a portion of the subject property, which is a discretionary use in the IT – Industrial Tuxedo Park Zone. The restaurant (Tim Horton's) is small in scale, with a maximum seating capacity of 43 patrons, and as such will not cause negative impacts on surrounding land uses. The applicant has also proposed recommendations to mitigate traffic impacts from the site through a site impact traffic study including operating proposed mid-block accesses on Dewdney Avenue and Park Street as right-in and right-out intersections and creating a new northbound left turn lane at the Park Street site access. The development of this property will improve the appearance of the site as it will partially screen existing parking and outdoor storage areas and introduce landscaping along the perimeter of the proposed restaurant site.

The proposal conforms to the regulations and standards of *Regina Zoning Bylaw No. 9250*.

BACKGROUND

An application for discretionary use approval has been received for a restaurant at 1450 Park Street. The subject property is within the Innismore Subdivision and adjacent to the Dewdney East Community Association.

The application is being considered pursuant to *Regina Zoning Bylaw No. 9520*, *Regina Development Plan Bylaw No. 7877* (Official Community Plan), and *The Planning and Development Act, 2007*.

DISCUSSION

The Applicant's Proposal

The applicant proposes to construct a restaurant (Tim Horton's) on a portion of the subject property. The building would be approximately 269.4 m² (2,900 ft²) in gross floor area, would seat a maximum of 43 patrons, and provides a drive-thru service with a stacking capacity for 23 vehicles.

Currently, the property contains an industrial refrigeration and distribution warehouse (Regina City Warehouse Business Centre) in a 14,500 m² (15,6077 ft²) building. The applicant intends to create a new parcel for the proposed development which is intended to function independently from the existing warehouse. The applicant has indicated that vehicular access will not be shared between the portion of property with the restaurant and the remainder of the property.

Site Context

The subject property is a corner lot with a surface parking lot/outdoor storage. The proposed restaurant will partially screen the parking and outdoor storage areas and introduce landscaping around the perimeter of the site interfacing directly with Park Street and Dewdney Avenue. Furthermore, the other side of Park Street is zoned MAC – Major Arterial Commercial, where restaurants are permitted uses. As such, the location of the proposed restaurant will fit into the streetscape and uses along Park Street.

The subject property is currently zoned IT – Industrial Tuxedo Park, in which a restaurant is a discretionary use. The surrounding land uses are zoned for light to medium industrial land use to the south and west and a storm water detention area to the north (Parcel F) that is owned by the City of Regina. Commercial uses zoned MAC and low density dwellings are located further to the east in Rothwell Place subdivision.

Zoning Analysis

The proposal includes a total of 36 on-site parking stalls where nine are required. The applicant provides a drive-thru service with two lanes to accommodate a total of 23 vehicles at and before the order box. This exceeds the minimum requirement of five waiting spaces per lane. The proposal also includes a double row of shrubs along Dewdney Avenue and Park Street, which is required to screen the drive-thru from the street and interior landscaping within the parking lot.

The purpose of the IT zone is “to provide for light to medium industrial uses in existing industrial properties in the Tuxedo Park area. Allowable uses in the zone will include commercial and service establishments associated with industrial uses.” As indicated above, restaurants are accommodated in the zone as a discretionary use. In this case, the restaurant is deemed to be a compatible use with its surroundings and would add to the mix of services for individuals working and living in the vicinity.

Development Plan (OCP) Analysis

The proposal generally complies with OCP policies concerning sustainability, including the fundamental principle “to ensure that development occurs in a cost efficient, environmentally responsible and socially equitable manner.”

The proposed development makes use of under-used lands, provides a complementary amenity to the area and reduces the need for peripheral expansion in the city.

Traffic Impact Study

As part of the discretionary use application, the applicant was required to provide a site impact traffic study to determine whether the subject property can accommodate traffic to/from and within the site.

To mitigate potential traffic impacts surrounding the subject property, the following are recommended in the site impact traffic study:

- That the proposed mid-block accesses on Dewdney Avenue and Park Street should operate as a right-in and right-out intersection;

- That a concrete island be constructed at the Dewdney Avenue site access to prohibit left-in and left-out;
- That a new northbound left turn lane should be created at the Park Street site access; and
- That no mitigative measures are required at the intersection of Dewdney Avenue and Park Street as a result of the addition of site-generated trips.

The Administration has reviewed the recommendations from the traffic study and is in agreement with them. Accesses and driveways should be designed to City of Regina standard specifications and proper signs are required. The Administration will review the site plan in more detail during the building permit process to determine if further amendments are required. The applicant is responsible for payment of all traffic recommendation improvements.

The proposed development, which will only take up approximately 8% of the entire property, will not impact on the parking needs of, or access to, the remainder of the subject property. In the case that the proposed restaurant is approved, the warehouse will use the other gate on Park Street as access to the site. As shown in Appendix 3.5, ample parking for vehicles and trucks would still be available to meet the needs of the existing warehouse use on site. Under the provisions of the Zoning Bylaw the existing warehouse requires approximately 100 parking stalls. As indicated, the existing parking on site is not being impacted and the proposed restaurant will in fact add an additional complement of 36 parking stalls of which only nine are required for the restaurant. In summary, the proposal will result in the development of an under utilized portion of the subject property and not impact existing development.

RECOMMENDATION IMPLICATIONS

Financial Implications

The subject property is located within an established neighbourhood that already receives a full complement of municipal services. The applicant will be responsible for the cost of any additional changes to existing infrastructure that may be required to directly or indirectly support the development, in accordance with City standards and applicable legal requirements. The costs of water, sewer and storm drainage services are fully recovered through the utility charges.

Environmental Implications

The proposed development contributes to the overall objective of the Development Plan (OCP) to encourage a compact urban form. There are no natural physical features or particular environmental sensitivities that may inform appropriate development of the subject property.

Strategic Implications

As the proposed development is an existing serviced site, it is consistent with the City's vision of managing growth and community development, by optimizing existing infrastructure capacity and helping to achieve a compact urban form and sufficient supply of land for future growth. This is aligned with and enable's the City of Regina's aspirations to become Canada's most vibrant, inclusive, attractive, sustainable community, where people live in harmony and thrive in opportunity.

Accessibility Implications

The proposed restaurant will be required to comply with provisions of the National Building Code with respect to access. The applicant proposes to develop a wheelchair accessible building with barrier-free washrooms, which meets the requirements of the Building Code. The applicant also proposes to accommodate two parking stalls for people with disabilities where one is required.

COMMUNICATIONS

Public Notice

The Administration notified the public through the following measures:

- Posting of notification signage on the subject property on May 23, 2012;
- Direct notice of the proposal, mailed to 5 property owners in the vicinity;
- The Innismore Subdivision does not have a Community Association or Zone Board. The proposal was circulated to the nearby Dewdney East Community Association and the Central Zone Board. No comments were received from the community association or zone board prior to the finalization of this report.

In response to the public notification regarding this proposal, five comments were received. One supported the development, two opposed the development, and two would support the development if some features were different. The following are concerns from respondents.

Concern: Traffic lights are needed at the corner of Dewdney and Fleury Street. During rush hours, it is impossible to turn onto Dewdney from Fleury Street and this will worsen with a new restaurant at Dewdney and Park.

Administration's Response: The Traffic Control & Signals Branch will review the Dewdney Avenue corridor between Winnipeg Street and Park Street to assess if traffic control signals are required at any intersections along the corridor.

Concern: High volumes of traffic currently exist at this intersection (Park and Dewdney) and a Tim Horton's will cause more congestion during mornings, lunch and the end of the workday.

Administration's Response: The Traffic Impact Assessment (TIA) completed by the proponent's consultant indicated that there would be no significant impact on traffic operations at the Park Street and Dewdney Avenue intersection.

Concern: A boulevard should be installed to prevent left turns into the Dewdney Avenue entrance.

Administration's Response: The Site Impact Traffic Study recommended the installation of right-in and right out access at Dewdney Avenue. As such, left turns will not be permitted into the Dewdney Avenue access.

Concern: Drivers should not be allowed to stop along Dewdney Avenue while waiting for space in the drive-thru lanes.

Administration's Response: The Dewdney Avenue access will function as a right-in and right-out access, and as such, drivers travelling along Dewdney Avenue will not have to wait for individuals turning left into the proposed site.

The applicant has been working with the Administration to design the site to accommodate sufficient parking and access to and from the subject property. Driveway locations and site accesses have been designed to meet engineering standards and specifications to mitigate any traffic related impacts at this location.

Other Agencies

The proposal was circulated to the Public and Separate School Boards for review and comment. Both school boards indicated that they have no concerns with the proposal.

DELEGATED AUTHORITY

City Council's approval is required, pursuant to Section 56 of the *Planning and Development Act, 2007*.

Respectfully submitted,

REGINA PLANNING COMMISSION



Elaine Gohlke, Secretary



Subject Property

Date of Photography : 2009

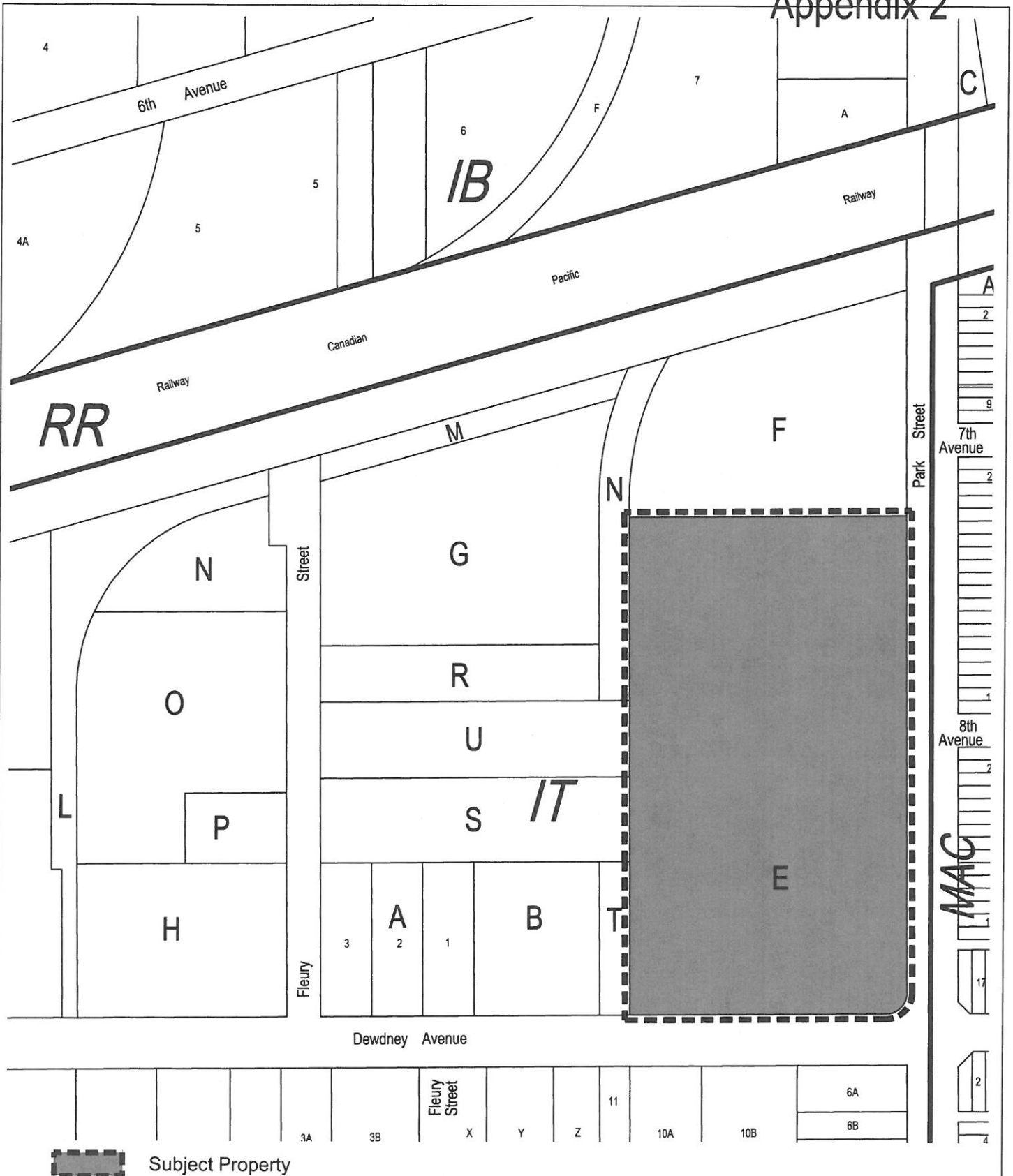
Planning and Sustainability Department Planning & Development Division

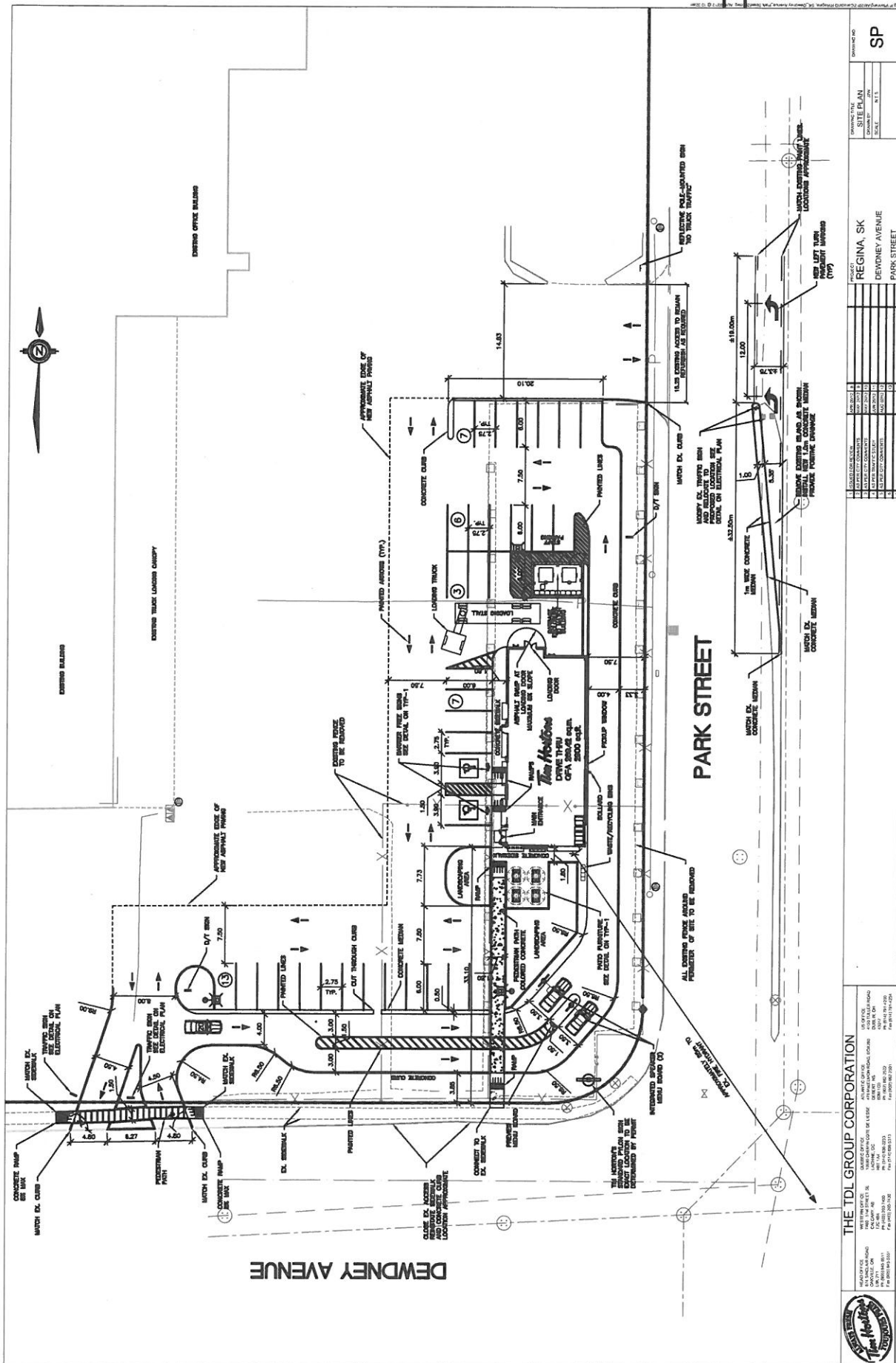


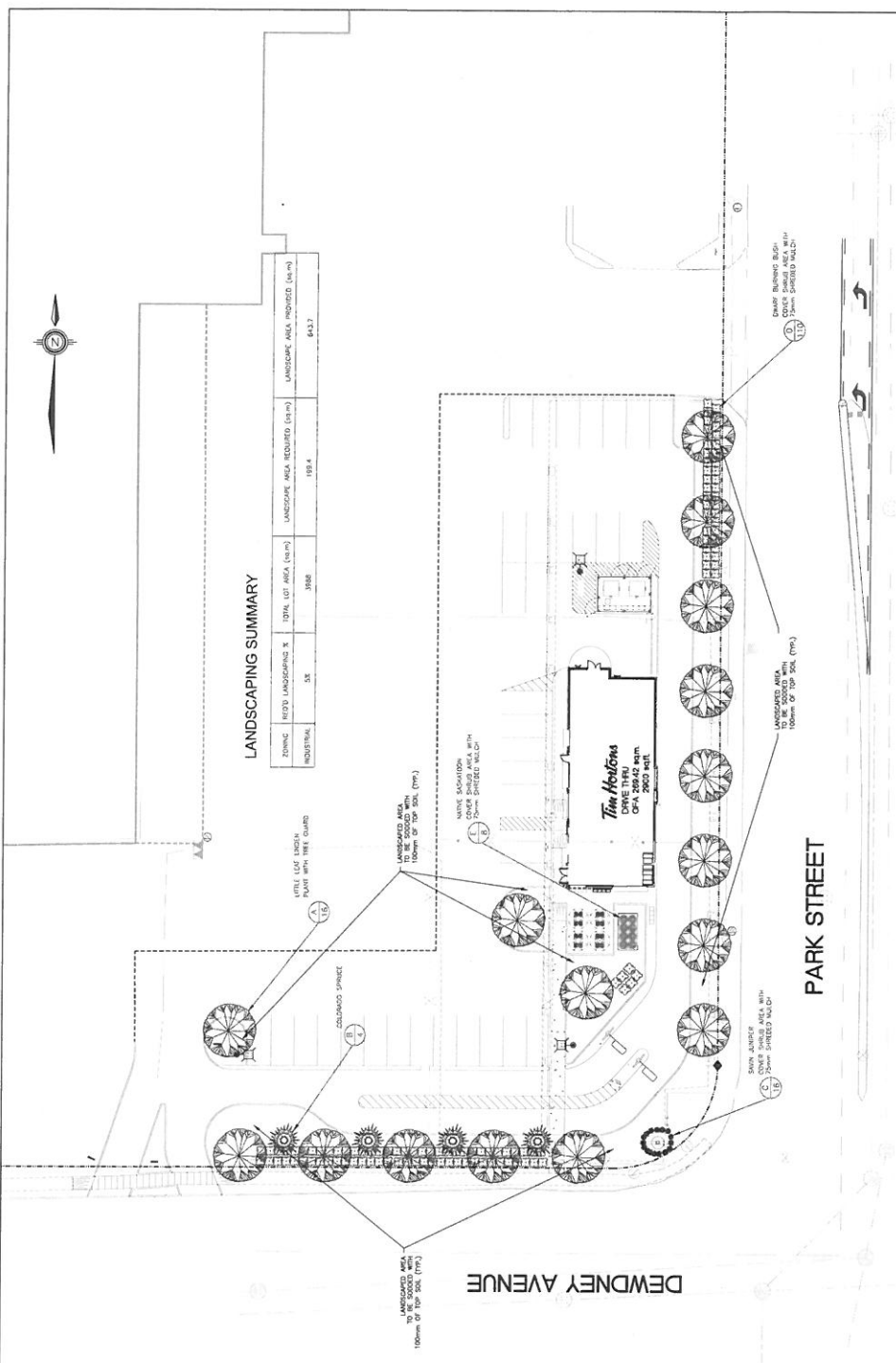
City of Regina

Project **12-DU-20**

Civic Address/Subdivision **1450 Park Street**







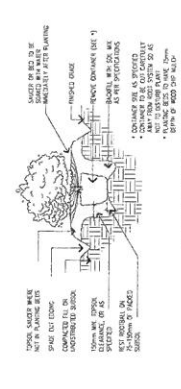
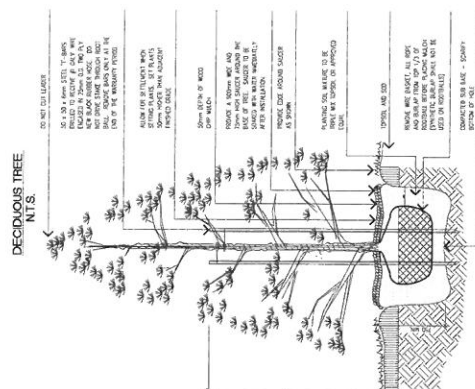
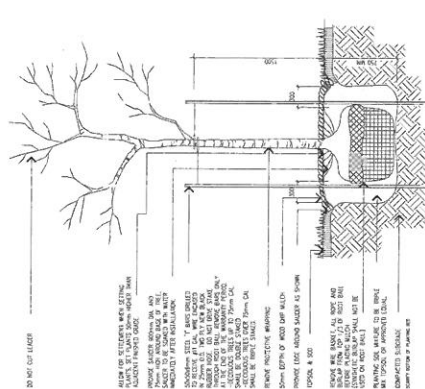
LANDSCAPING SUMMARY

ZONING	REQ'D LANDSCAPING %	TOTAL LOT AREA (sq.m)	LANDSCAPE AREA REQUIRED (sq.m)	LANDSCAPE AREA PROVIDED (sq.m)
INDUSTRIAL	5%	3968	198.4	643.7

NOTE: CONTRACTOR TO DESIGN AND BUILD IRRIGATION SYSTEM FOR ALL LANDSCAPED AREAS. TDL PROJECT MANAGER TO APPROVE IRRIGATION DESIGN PRIOR TO INSTALLATION

Species	Sex	Reproductive state	Common name	Homing Site
A	16	Late oviducts	Little Leaf Lizard	Adm. Col.
B	4	Early anovulatory	Chloroceryle Sparrow	2500 cm W.B.
C	16	Salmon anovulatory	Sage Wren	600 cm C.G. #4
D	110	Egg-laying (late 'Compass')	Dark Bunting	800 cm C.G. #4

Plant List

[illegible]

[illegible]

GENERAL NOTES

1. CONTROL JOINTS AND VERTICAL JOINTS TO BE CALLED.
2. CALK AROUND YELLOW METAL DOOR FRAMES AT EXTERIOR.
3. CALK K BETWEEN WINDOW FRAME AND VENTIL.

TYPE	SIZE	QUANTITY
ARMCHAIR TYPE #1	21 1/2 x 8 1/2	3
ARMCHAIR TYPE #2	30 00 x 9 1/2	1
ARMCHAIR TYPE #3	33 00 x 8 1/2	1
ARMCHAIR TYPE #4	30 00 x 8 1/2	1
ARMCHAIR TYPE #5	42 7/8 x 8 1/2	1

TYPE	LENGTH	QUANTITY
BAND TYPE #1	4480mm	1
BAND TYPE #2	6070mm	1
BAND TYPE #3	8877mm	1
BAND TYPE #4	7972mm	1

SECTION NUMBER
GROUND SHEET NUMBER

SECTION NUMBER
GROUND SHEET NUMBER

1

NOTE: REFERENCE
REFER TO ELEVATION NOTES

IMPORTANT NOTE:

ALL DIMENSIONS AND CONDITIONS TO BE VERIFIED ON SITE. NO SITE VISIT UNDERTAKEN BY ARCHITECT.

The contractor shall check and verify all dimensions and report all errors and omissions to the architect. Do not exceed the drawings.

and report all errors and omissions to the editor.
Do not scale the drawings.

ISSUED FOR CONSTRUCTION	DATE
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Project

A =

Livingston

www.1000.com

Place Tree

NEW RESTAURANT #00671

Location

PARK ST. @ DEMONEY AVE. E.,
REGINA, SASKATCHEWAN

Overriding Title

EXTERIOR

ELEVATIONS

Drawn	Checked
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JS	KE
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AS NOTED	APR 18, 2012
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Project No.	Dwelling No.

TH-2012-4186	A5.1 2 OF 2
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Appendix 3.5

N

Dewdney Avenue

Park Street

THE TDL GROUP CORPORATION

HEAD OFFICE
1000-100 STREET SE
SUITE 100
VANCOUVER, BC V6P 6E1
TEL: 604-271-1000
FAX: 604-271-1001
WWW.TDLGROUP.COM

REGIONAL OFFICE
1000-100 STREET SE
SUITE 100
VANCOUVER, BC V6P 6E1
TEL: 604-271-1000
FAX: 604-271-1001
WWW.TDLGROUP.COM

US OFFICE
1000-100 STREET SE
SUITE 100
VANCOUVER, BC V6P 6E1
TEL: 604-271-1000
FAX: 604-271-1001
WWW.TDLGROUP.COM

NO.	REVISION	DATE	BY	CHKD	APP'D
1	ISSUED FOR REVIEW	10/11/11	1	2	3
2			4	5	6
3			7	8	9
4			10	11	12
5			13	14	15
6			16	17	18
7			19	20	21

PROJECT
REGINA, SK
DEWDNEY AVENUE
PARK STREET

DRAWING NO.
SP-0



September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Annual Status Report on City Debt

**RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE
- SEPTEMBER 4, 2012**

That this report be received and filed.

FINANCE AND ADMINISTRATION COMMITTEE – SEPTEMBER 4, 2012

Councillors: Sharron Bryce , Michael Fougere, and Wade Murray were present during consideration of this report by the Finance and Administration Committee.

The Finance and Administration Committee, at its meeting held on September 4, 2012, considered the following report from the Administration:

RECOMMENDATION

That this report be forwarded to City Council for information.

CONCLUSION

The City's Debt Management Policy requires the Director of Finance to annually report to Council the status of City debt in the context of its debt limit and debt ratios to help determine the affordability of its debt.

This report shows that the City's consolidated debt appears to be reasonable within the affordability measures as of December 31, 2011. Debt will be monitored to ensure this continues to be the case considering the forecast debt borrowings in the future.

BACKGROUND

In 2011 the Administration created a Debt Management Policy and presented it to Executive Committee. The policy establishes a set of parameters by which public debt obligations will be undertaken by the City of Regina. This policy reinforces the commitments by the City to manage the financial affairs that will minimize risk and ensure transparency while still meeting the capital needs of the City. A clearly laid out Debt Management Policy signals to the public, as well as credit agencies, that the City takes debt management seriously and is using a policy approach to finance capital needs.

The City's Debt Management Policy requires the Director of Finance to annually report to Council the status of City debt. Therefore this report discusses the City's debt in the context of its debt limit and debt ratios to help determine the affordability of its debt.

DISCUSSION

The affordability of debt will be examined as of December 31, 2011 using the debt limit and three measures in the Debt Management Policy which are: Debt burden percentage, Debt Capitalization Ratio, and Debt Service Ratio. Debt, revenues and expenses are consolidated and include: City of Regina, Regina Downtown Business Improvement District, Regina Public Library, Regina Regional Opportunities Commission, Regina's Warehouse Business Improvement District and Buffalo Pound Water Administration Board.

Debt Limit

The City's debt limit is \$200 million with approximately \$92 million outstanding as of December 31, 2011. The City applied to the Saskatchewan Municipal Board in May 2012 to have its debt limit increased to \$350 million in order make room for future debt borrowings. The debt limit increase is intended for projects such as the Mosaic Stadium replacement and the waste water treatment plant. Future debt will only be issued as required, and with City Council's approval.

Debt Burden Percentage

Calculation: Consolidated Debt Interest and Principal Payments/Total Consolidated City Expenditures

This ratio measures the City's debt service burden as a percentage of total City expenditures. The target for this ratio is intended to maintain the City's long-term operating flexibility to finance existing capital requirements and new capital projects. A high ratio suggests that a municipality has relatively little budget flexibility (in that it has taken on too much debt). It could also mean that the municipality has taken an aggressive approach to debt repayment and is paying down the debt quicker to avoid interest costs.

A low debt service ratio could imply that a municipality is strong financially and is able to finance most capital projects through the operating budget. It may also mean that a municipality is financially weaker and has deferred capital projects and allowed important infrastructure to deteriorate. Credit rating agencies normally recommend that this ratio not exceed 5%.

The City of Regina's debt burden percentage was 3.2% at December 31, 2011 and has ranged from 2.1% to 3.8% in the past five years. This ratio will be monitored as the City's plans to borrow significant debt in the future.

	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Debt Burden Ratio	3.8%	2.5%	2.1%	3.4%	3.2%

Debt Capitalization Ratio

Calculation: Total Consolidated Debt/(Accumulated Surplus and Consolidated Debt)

This ratio measures what percentage of City capital comes from debt. A City that relies too much on debt capital could be in a position of being over-leveraged and thus limit their access to capital markets. Conversely, a City that fails to strategically access debt as a means of capital may fail to optimize its funding mix which may lead to not accessing low-cost funding to invest in capital infrastructure. Typically this ratio should be less than or equal to 5%. Although there is

no specific targeted ratio per say, it is suggested that this ratio be no higher than the debt service ratio being proposed (i.e. 5%). Credit rating agencies become concerned when this ratio exceeds 10%, as it signals that a local government's proportion of capital as debt may be too high.

The City of Regina's debt capitalization ratio was 7% at December 31, 2011 and has ranged from 2.9% to 9.7% in the past four years. Although 7% is higher than the suggested 5% target, it is low relative to Saskatoon, Winnipeg, Calgary and Edmonton (which averaged 12.8% using 2010 figures) and is not significantly higher than the target. Again this ratio will be monitored as the City's plans to borrow significant debt in the future.

Debt Service Ratio

Calculation: Consolidated Debt Interest and Principal Payments/Consolidated Revenues

This ratio takes the percentage of annual interest and principal payments on debt to total City revenues. This ratio indicates the amount of own-source revenue that is being used to service the municipality's debt. A high debt servicing ratio implies that there is less revenue available for providing services. It is recommended that a service of the debt burden of the City should not exceed 5% of its annual total revenue. For general purpose governments, rating agents tend to consider ratios in excess of 10% to be the threshold at which debt service begins to 'crowd' other operating priorities out of the budget.

Market factors affecting debt servicing costs include interest rates and inflation. Interest costs are affected by the interest rates and length of borrowing. Interest rates can significantly affect the interest costs. The longer the time for financing also results in a higher interest cost (which occurs as investors demand a premium for investing their money for an extended period of time).

Inflation impacts interest costs. When inflation increases, interest costs are also higher because future dollars will be worth less than current dollars. Investors will want to offset their lower purchasing power by knowing they will get a higher return (interest) on their investment. When determining the cost of borrowing, projections are made on both the anticipated interest rates and inflation rates.

The City of Regina's debt service ratio was 2.5% at December 31, 2011 and ranged from 1.8% to 3.2% in the past five years. Currently this ratio is below the benchmark of 5%. This ratio will also be monitored as the City's plans to borrow significant debt in the future.

Overall this report shows that the City's debt is within the affordability measure as of December 31, 2011. However, the debt should be monitored to ensure this continues to be the case, considering the significant debt borrowings in the future.

RECOMMENDATION IMPLICATIONS

Financial Implications

This analysis is intended to ensure that all debt issuances and obligations are affordable and assessed using the debt affordability ratios, as per the criteria identified in the Debt Management Policy. It is important to consider all three ratios and their historical trends, as opposed to isolating specific measures or points in time from a decision-making perspective.

Environmental Implications

None related to this report.

Strategic Implications

Reviewing the status of debt with regards to affordability measures helps ensure the City's debt is effectively managed. The financial implications are to ensure that all debt issuances and obligations are affordable and assessed using the debt affordability ratios, as per the criteria identified in the Debt Management Policy. Financial implications include annual debt servicing costs.

Other Implications

None related to this report.

Accessibility Implications

None related to this report.

COMMUNICATIONS

This report will be posted on Regina.ca>Open Government>Open Info, and provided to the public upon request.

DELEGATED AUTHORITY

As per the Debt Management Policy we recommend this report be forwarded to Council as an information item.

Respectfully submitted,

FINANCE AND ADMINISTRATION COMMITTEE



Todd Blyth, Secretary

NOTICE OF MOTION

September 17, 2012

City Clerk
City Hall
Regina, SK

Dear Madam:

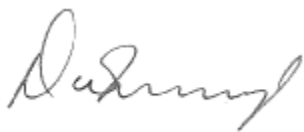
Please be advised that I will submit the following MOTION at the meeting of City Council on Monday, September 17, 2012.

Re: 2013 Reassessment

WHEREAS 2013 is a reassessment year for the residents of Regina, and with housing values in older neighbourhoods sharply increasing in recent years, many residents will see a proportional shift of taxes.

THEREFORE BE IT RESOLVED that the report on tax policy options, to be provided to Council for the 2013 tax year, include analysis of options for a phase-in for residential properties that are significantly affected.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'Wade Murray', is written over a light blue horizontal line.

Wade Murray
Councillor, Ward 6

WM/am

NOTICE OF MOTION

September 17, 2012

City Clerk
City Hall
Regina, SK

Dear Madam:

Please be advised that I will submit the following MOTION at the meeting of City Council on September 17, 2012.

Re: YMCA and Regina Food Bank - Parking Lots

WHEREAS the YMCA is a valuable partner in the community by providing recreation and leisure opportunities outside of City facilities; and

WHEREAS by providing these leisure and recreation opportunities that relieves pressure from the City facilities; and

WHEREAS the condition of the parking lot at the north YMCA is in a deteriorated condition; and

WHEREAS there are other organizations that provide community benefit such as the Regina Food Bank that are in similar circumstances with deteriorated infrastructure.

THEREFORE BE IT RESOLVED that the Administration provide a report to City Council by March of 2013 to consider repairing the North YMCA's parking lot and the Regina Food Bank's parking lot at the City's cost.

Respectfully submitted,

A handwritten signature in black ink, appearing to be 'T. Hincks', followed by a long horizontal line.

TERRY HINCKS
Councillor – Ward 9

TH/am

September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Changes to The Regina Administration Bylaw No. 2003-69 – Community Investment Reserve

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- SEPTEMBER 5, 2012**

That the City Solicitor be instructed to prepare the necessary amendments to *The Regina Administration Bylaw*, Bylaw No. 2003-69 to incorporate a minimum and maximum balance for the Community Investment Reserve as follows:

Committee	Minimum Balance	Maximum Balance
Community and Protective Services	\$0	\$175,000
Finance and Administration	\$0	\$25,000
Executive	\$0	\$150,000
Total Balance	\$0	\$350,000

EXECUTIVE COMMITTEE – SEPTEMBER 5, 2012

The Committee adopted a resolution to concur in the recommendation contained in the report.

Mayor Pat Fiacco, Councillors: Sharron Bryce, Fred Clipsham, John Findura, Michael Fougere, Terry Hincks, Jocelyn Hutchinson, Wade Murray, Mike O'Donnell and Chris Szarka were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on September 5, 2012, considered the following report from the Administration:

RECOMMENDATION

That the City Solicitor be instructed to prepare the necessary amendments to *The Regina Administration Bylaw*, Bylaw No. 2003-69 to incorporate a minimum and maximum balance for the Community Investment Reserve as follows:

Committee	Minimum Balance	Maximum Balance
Community and Protective Services	\$0	\$175,000
Finance and Administration	\$0	\$25,000
Executive	\$0	\$150,000
Total Balance	\$0	\$350,000

CONCLUSION

In 2011, the Administration conducted reviews on several of the reserves outlined in Schedule “A” of *The Regina Administration Bylaw*, Bylaw No. 2003-69. The objectives of these reviews were to establish administrative and authoritative guidelines respecting the reserves, as well as set up appropriate minimum and maximum target balances for each of the reserves. Council approval was given for these recommendations. The remainder of the reserves, including the Community Investment Reserve (CIR), are being reviewed to also reflect these objectives. Amendment to *The Regina Administration Bylaw*, Bylaw No. 2003-69 with respect to the CIR is recommended in this report. In summary, the amendment will incorporate minimum and maximum reserve balances for the CIR as follows:

Committee	Minimum Balance	Maximum Balance
Community and Protective Services	\$0	\$175,000
Finance and Administration	\$0	\$25,000
Executive	\$0	\$150,000
Total Balance	\$0	\$350,000

BACKGROUND

In 2003, Schedule “A” of *The Regina Administration Bylaw*, Bylaw No. 2003-69 was created, specifying the purpose of reserves and the procedure for calculating year-end reserve balances. Since then, multiple amendments to this Bylaw have occurred, including addition of new reserves and establishment of target balances for some reserves.

The CIR was established to accumulate unexpended community investment funds allocated to the Community and Protective Services Committee, Finance and Administration Committee, and Executive Committee to help fund future revenue shortfall in community investments. An administrative review of this reserve shows that the reserve balance increased from \$71,000 in 2007 to approximately \$832,000 in 2011, with no established measures to manage this growth to effectively achieve the purpose of this reserve. This has implications for the City, especially at this time that efforts are being made to ensure that available resources are utilized in ways that align with the City’s core services framework.

DISCUSSION

The City of Regina invests approximately \$6.5 million annually to support community and social development programs, economic and promotional programs, as well as events and corporate sponsorship programs. These investments are allocated through various Committees to eligible individuals, community based organizations, and corporations, including the Regina Exhibition Association Limited, the Regina Regional Opportunities Commission (RROC), and the Wascana Centre Authority. At the end of the year, unallocated (unexpended or surplus) community investment funds are transferred to the CIR.

The amount of unallocated community investments and other transfers to the CIR have continued to grow since 2007, leading to a large accumulation of funds in this reserve. In 2010, the reserve balance grew to a record high of \$836,000, with a balance of \$832,224 in 2011. Included in the balance was \$338,660 of community investments where the recipient was identified but the cheque was not issued. After seeking clarification with the Legal Department with the respect to the wording in the Regina Administration Bylaw governing this reserve,

Community Investments allocated but not paid out do not have to be returned to the reserve. These amounts can be recorded as a liability. When we take this clarification into account the balance in the reserve at the end of 2011 would have been \$493,564. The application of this process will be put into practice for 2012 and future fiscal years.

To deal with these issues, it is essential to establish target balances for this reserve, which will also help ensure compliance with Schedule “A” Section 8.1 (a) of *The Regina Administration Bylaw*, Bylaw No. 2003-69. This bylaw requires the Deputy City Manager & CFO to submit a report to City Council for approval that includes a list of every reserve in Schedule “A” that as of the previous December 31st had a balance that is greater than its maximum target balance or less than its minimum target balance.

To test target balances for the CIR, consideration was given to 10 years historic reserve balances, including annual transfers to this reserve and over-expenditures on community investments. In addition, criteria related to the purpose of the reserve, degree of risk, City’s Core Continuum, and the strategic direction and priorities of the City were employed to assess the reasonability of the target balances. The result of the assessment indicates that the CIR is a low risk as it lies at the lower continuum of the core services framework, which lends support to having a low reserve balance. Also, given that this reserve is not intended for capital projects, maintaining a high balance was considered unreasonable and detracts from the City’s move towards narrowing the gap.

Based on these considerations, the Administration is recommending that the minimum and maximum target balances for the CIR be set at \$0 and \$350,000 respectively.

The recommended minimum and maximum target balances by Committee is shown in Table 1.

Table 1: Minimum and Maximum Balances for the CIR based on Committee

Committees	Minimum Balance	Maximum Balance	2011 Reserve Balance
Community and Protective Services	\$0	\$175,000	\$419,588
Finance and Administration	\$0	\$25,000	\$147,406
Executive	\$0	\$150,000	\$265,231
Total	\$0	\$350,000	\$832,225

Based on the 2011 reserve balance, no injection of funds is required into the CIR. When the allocated but unpaid community investment funds are taken out of the reserve, any amounts in excess of the maximum balance at the end of the year are required to be transferred out as per the criteria outlined in the City’s Reserve Policy and Bylaw. However, given that the target minimum and maximum balances are just being newly established and there is a new Community Grants Program for implementation in 2013, the Administration is recommending that transfers out of the CIR should not be made at this point. In 2013, the reserve balance will be reviewed and transfers will be recommended at that time, if necessary.

Changes required to Bylaw:

Changes are required to Schedule “A” Section 12 of *The Regina Administration Bylaw*, Bylaw No. 2003-69, to incorporate these target balances, and to give authority to reduce the CIR when in excess of the maximum target balance.

In addition, the following reserves are currently being reviewed and will be ready for Council approval in the future:

- Technology Reserve
- Asphalt Reserve
- Employer Provided Parking Reserve
- Social Development Reserve

RECOMMENDATION IMPLICATIONS

Financial Implications

No injection of funds is required into this reserve. Amounts in excess of the recommended maximum target of \$350,000 are expected to be transferred out of the CIR based on criteria outlined in the City's Reserve Policy. Given that the target minimum and maximum are just being newly established and there is a new Community Grants Program for implementation in 2013, we are recommending that transfers out of the CIR should not be made at this point. In 2013, the reserve balance will be reviewed and transfers will be recommended at that time, if necessary.

Environmental Implications

None with respect to this report.

Strategic Implications

The establishment of minimum and maximum balances for the CIR in the bylaw will help improve governance and financial management of this reserve.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

None with respect to this report.

DELEGATED AUTHORITY

This report requires City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Amber Smale, A/Secretary

September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Municipal Incentive Policy for the Preservation of Heritage Properties – Application for
Property Tax Exemption at 2310 McIntyre Street

**RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE
- SEPTEMBER 4, 2012**

1. That a tax exemption for the property located at 2310 McIntyre Street be approved in an amount equal to the lesser of:
 - (a) Fifty percent of eligible costs as described in Appendix C;
 - (b) \$150,000; or
 - (c) An amount equivalent to the total property taxes payable for the years 2013 to 2017 inclusive.
2. That the provision of the property tax exemption be subject to the following conditions:
 - (a) Eligibility for the property tax exemption includes the requirement that the property possesses and retains its formal designation as Municipal Heritage Property in accordance with *The Heritage Property Act*.
 - (b) The property owner shall submit detailed written documentation of payments made for actual costs incurred (i.e. itemized invoices and receipts) in the completion of identified conservation work, as described in Appendix C. In the event that actual costs exceed the corresponding estimates by more than 10 percent, the property owner shall provide full particulars as to the reason(s) for such cost overruns. It is understood that the City may decline to approve any cost overrun, or portion thereof, if considered not to be reasonably or necessarily incurred for eligible work.
 - (c) Any property tax exemption shall be applied in the year following the completion of the eligible work items or any portion thereof, or in the current year for any work items completed and confirmed by the City prior to December 31, and shall be limited to 50 percent of actual costs.
3. That the City Solicitor be instructed to prepare the necessary agreement and authorizing bylaw for the property tax exemption as detailed in this report.

FINANCE AND ADMINISTRATION COMMITTEE – SEPTEMBER 4, 2012

Councillors: Sharron Bryce , Michael Fougere, and Wade Murray were present during consideration of this report by the Finance and Administration Committee.

The Finance and Administration Committee, at its meeting held on September 4, 2012, considered the following report from the Administration:

RECOMMENDATION

4. That a tax exemption for the property located at 2310 McIntyre Street be approved in an amount equal to the lesser of:
 - (d) Fifty percent of eligible costs as described in Appendix C;
 - (e) \$150,000; or
 - (f) An amount equivalent to the total property taxes payable for the years 2013 to 2017 inclusive.
5. That the provision of the property tax exemption be subject to the following conditions:
 - (d) Eligibility for the property tax exemption includes the requirement that the property possesses and retains its formal designation as Municipal Heritage Property in accordance with *The Heritage Property Act*.
 - (e) The property owner shall submit detailed written documentation of payments made for actual costs incurred (i.e. itemized invoices and receipts) in the completion of identified conservation work, as described in Appendix C. In the event that actual costs exceed the corresponding estimates by more than 10 percent, the property owner shall provide full particulars as to the reason(s) for such cost overruns. It is understood that the City may decline to approve any cost overrun, or portion thereof, if considered not to be reasonably or necessarily incurred for eligible work.
 - (f) Any property tax exemption shall be applied in the year following the completion of the eligible work items or any portion thereof, or in the current year for any work items completed and confirmed by the City prior to December 31, and shall be limited to 50 percent of actual costs.
6. That the City Solicitor be instructed to prepare the necessary agreement and authorizing bylaw for the property tax exemption as detailed in this report.

CONCLUSION

This report seeks the Committee's recommendation to approve an application for property tax exemption submitted by the owner of the municipal heritage property at 2310 McIntyre Street. The owner has requested the property tax exemption to assist in covering the costs associated with conserving the roof, windows, porticos and balconies, and staircases. The Administration has determined that the work is eligible for assistance under the *Municipal Incentive Policy for the Preservation of Heritage Properties*. The work will ensure the building continues to contribute to the architectural character of Regina's Centre Square neighbourhood. If the Committee concurs in the recommendation, a property tax exemption agreement will be prepared to secure the City's interests in ensuring the building is promptly conserved and maintained.

BACKGROUND

On December 19, 2011 City Council approved Bylaw No. 2011-66 designating the property at 2310 McIntyre Street as municipal heritage property.

Existing Council Policy Direction

The *Municipal Incentive Policy for the Preservation of Heritage Properties* was established by City Council to provide property tax exemption as an incentive for the conservation of heritage properties. The policy was originally adopted by City Council on July 29, 1991 and amended on October 22, 2001. The policy has been effective to date with 35 buildings approved under the policy. Financial assistance in the form of a property tax exemption may be granted to the owner of taxable property over a term of up to eight years (ten years for properties in the downtown). The amount of assistance available is a maximum value equivalent to the lesser of:

- (a) Fifty percent of eligible work costs, that is, expenses incurred to restore or preserve architecturally significant elements of a building or structure, to extend its effective life, and/or to ensure its structural integrity;
- (b) \$150,000 (\$250,000 in the downtown); or
- (c) The total property taxes that would otherwise be payable in the five years (eight years for downtown properties) immediately following the year in which the exemption is approved by City Council;

The type of work that may be eligible for assistance are listed below.

- 1. Professional architectural or engineering services.
- 2. Façade (exterior) improvements, including:
 - a. Preservation/restoration of original building elements, including significant architectural detail;
 - b. Cleaning of surfaces, removal of unsympathetic materials and painting required under (a).
- 3. Structural stabilization.
- 4. Improvements required to meet the *National Building Code* (NBC) or City of Regina Bylaw requirements, including the repair or upgrading of mechanical and electrical systems.
- 5. Improvements to energy efficiency (e.g. insulation, windows, furnace). Such work will be evaluated on the basis of its importance to the rehabilitation or restoration of architecturally important or historically significant elements of the building.
- 6. Restoration of architecturally or historically significant interiors or interior elements.

Cosmetic interior work, regular maintenance and new additions are not eligible for assistance.

In general, property tax exemptions are initiated in the fiscal year following City Council's approval of assistance and completion of any or all approved work items, in accordance with any performance guidelines and/or time schedules that may be negotiated between the City and the property owner. It is noted that no abatement of outstanding or current taxes will be negotiated with the property owner.

According to the application procedure, certain information must be provided to the City, including detailed specifications that clearly indicate the type of work and/or degree of finish proposed, two detailed estimates, and a schedule for the work to be undertaken.

DISCUSSION

Heritage Value: The Turgeon International Hostel, built c.1907, is of heritage value for its architectural design and historical association with both the Honourable W.F.A. Turgeon and William Logan. William Logan, a successful businessman, was the first manager of the Northern Bank. The house was constructed for Logan who lived in the house until 1910. The Honourable W.F.A. Turgeon is a figure of local, provincial and national historic significance. He was a politician, lawyer, judge and diplomat and was invested as an Officer of the Order of Canada in 1967 for over a half century of service to his country. He lived in the house from 1910 to 1920.

The building is also of value for its association with the dedicated efforts of Heritage Regina and Hostelling International in the Saskatchewan Region. In 1981, both groups were instrumental in saving the building from demolition which included moving it from its original location at 2320 Angus Street.

Conservation work: A request has been submitted by the owner for approval to undertake certain exterior alterations to the property located at 2310 McIntyre Street, as described in Appendix C. City Council has delegated to the Director of Planning, or his/her delegate, the power to approve alteration of this designated property. The house is symmetrically massed, lacking applied surface ornamentation while retaining traditional Classical features such as the balustraded balcony above the entryway, large wood columns, low-pitched roof, and front gable on the entry portico designed to resemble a Classical pediment. The owner proposes to undertake alterations which will contribute to the conservation of the character-defining roof, windows, portico, porch, balconies and staircases. For more information about the character-defining elements of the building, please refer to Appendix D. The proposed work will be consistent with the direction provided in the *City of Regina's Municipal Architectural Heritage Design Guidelines* as set forth in Schedule A to City of Regina Bylaw No. 2007-78 and national best practices provided in the *Standards and Guidelines for the Conservation of Historic Places in Canada*.

Based on the collective contribution to the improved energy efficiency, prolonged economic life of the subject property, and protection of the building's character-defining elements, the Administration supports the proposed work to conserve the roof, windows, staircases, porticos and balconies as the next step in the current owner's endeavour.

Eligible Costs: The cost to undertake the work described in Appendix C is estimated to be \$86,000. The owner submitted two cost estimates for the work which were reviewed by the Administration. The owner has requested five years of exemption from property taxes (i.e. approximately \$32,000) to assist in covering the costs associated with the work. The Administration has determined that the work is eligible for financial assistance under the policy.

RECOMMENDATION IMPLICATIONS

Financial Implications

The 2012 property assessment based taxes not including the laneway portion are \$5,956.98.

Municipal portion:	\$3,297.66
Education portion:	\$2,305.22
Library portion:	\$354.10

It should be noted that laneway charges will not be exempted as they are a special levy and not a property tax. The maximum value of assistance available to the applicant would be five years of estimated property taxes (i.e. approximately \$32,000 based on a 2.5% annual increase in taxes, which was the increase in taxes between 2011 and 2012). The policy maximum of \$150,000 and 50% of eligible costs (approximately \$43,000) are more than five years of estimated property taxes. If the property tax exemption is granted, the City's share would be approximately \$3,500 on average per year.

Based on acceptance of receipts by the City of Regina for eligible conservation work completed by December 31, 2012, the owner of 2310 McIntyre Street will start to receive the applicable tax exemption beginning in 2013. The owner will have until December 31, 2020 to claim the maximum value of assistance at which time the agreement with the City will conclude. The maximum value of assistance available to the applicant would be five years of estimated property taxes, although the assistance could be spread over an 8 year period.

Section 28 of *The Heritage Property Act* enables municipalities to provide grants, loans, tax relief or other forms of assistance with regard to heritage properties. The *Cities Act* allows municipalities to exempt properties from property taxation for not more than 5 years, but *The Heritage Property Act* includes a “notwithstanding” clause (Part III, Section 28, a.) that allows municipalities to exceed the 5 year limit in providing tax relief for heritage properties.

Environmental Implications

The proposed work forms part of an endeavour to conserve the property at 2310 McIntyre Street, which will ensure its continued contribution to the architectural character of Regina's Centre Square neighbourhood. Conservation of the roof will protect the character-defining elements and contribute to the improved energy efficiency and prolonged economic life of the subject property. Further, the work will contribute to the City's objective of promoting environmentally sustainable development.

Strategic Implications

The proposed work supports the continuing residential use of the property at 2310 McIntyre Street, which responds to the City's vision and strategic priority of managing growth and community development by enhancing the financial and cultural vibrancy of Regina's core.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS


Public communications are not required for this application. All heritage properties are listed on the City of Regina website. The Municipal Heritage Advisory Committee, the Regina Public School Board, the Regina Catholic School Division, and the Regina Public Library Board will be provided with a copy of this report.

DELEGATED AUTHORITY

Applications for assistance under the *Municipal Incentive Policy for the Preservation of Heritage Properties* must be approved by City Council.

Respectfully submitted,

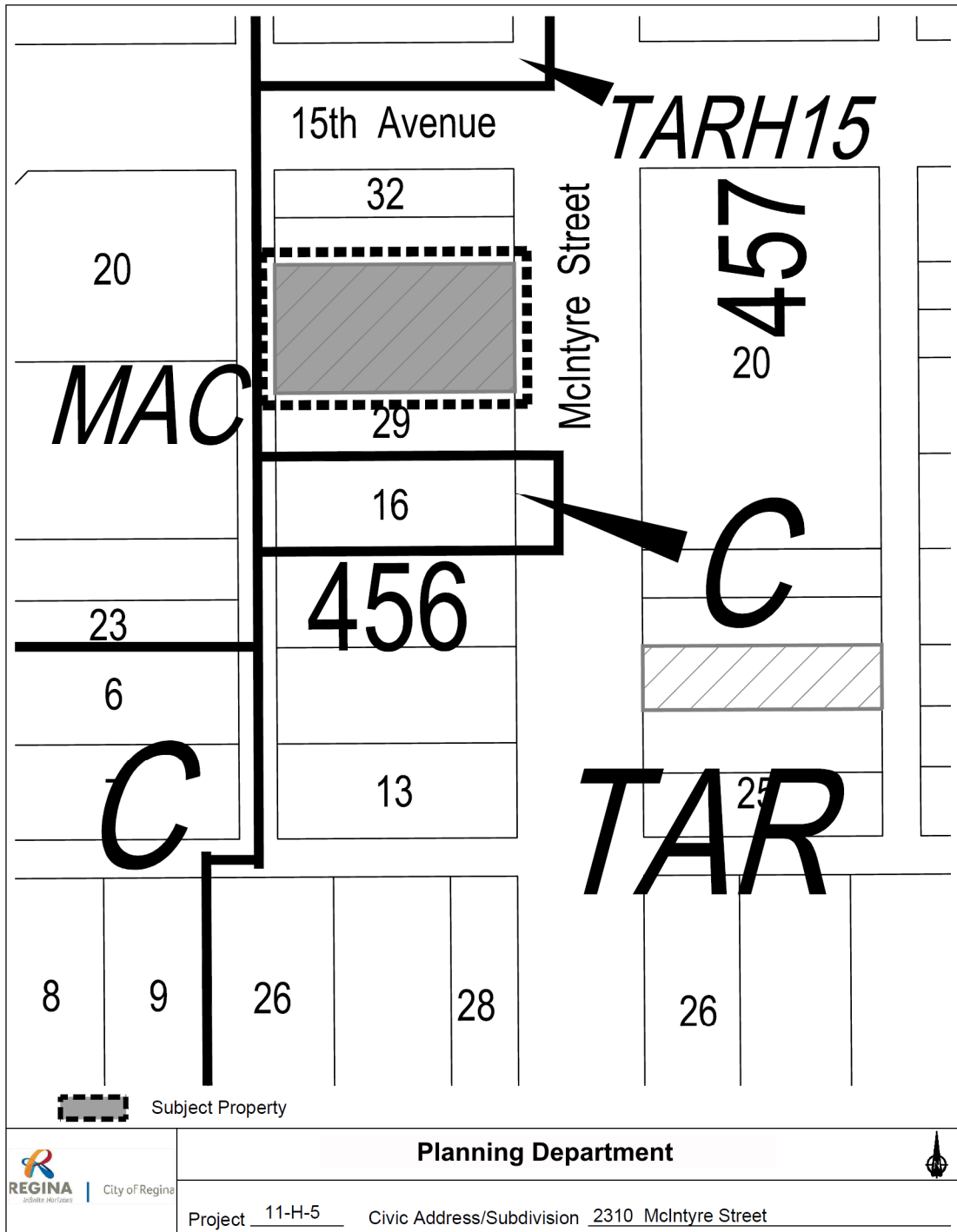
FINANCE AND ADMINISTRATION COMMITTEE

A handwritten signature in dark ink, appearing to read "Todd Blyth". The signature is written in a cursive, flowing style. The first name "Todd" is written with a large, sweeping 'T' and the last name "Blyth" follows in a similar cursive script.

Todd Blyth, Secretary

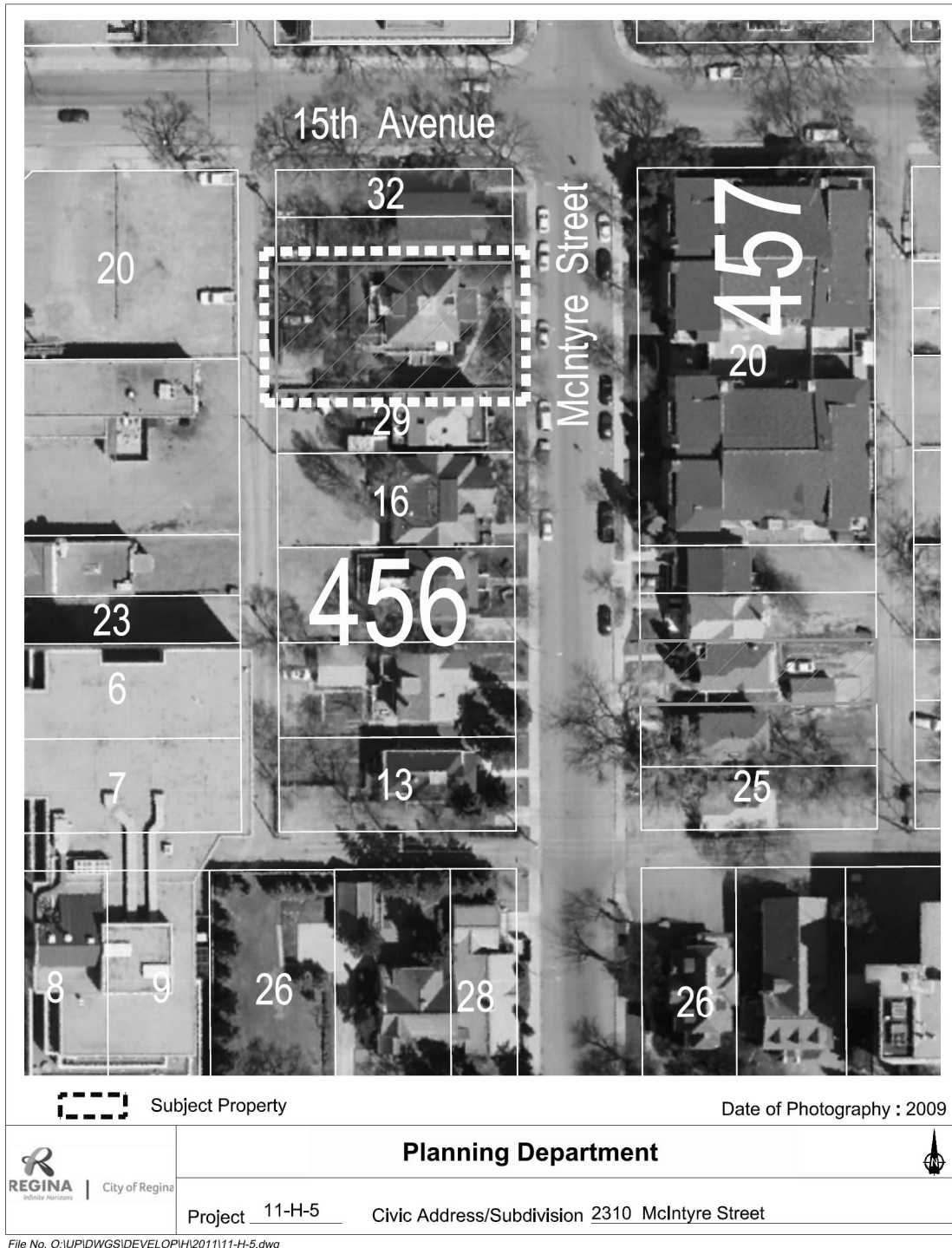
APPENDIX A

Context Map



APPENDIX B

Aerial



APPENDIX C

Conservation Work and Eligible Costs

The project is expected to take eight years to complete, depending on available funds. The total project cost is estimated to be approximately \$80,000 plus other work not described below.

1. Windows

Current condition: Three wood windows are in poor condition. All windows do not date to the original construction of the house but were probably installed when the house was moved to its current location in 1982. Two outward opening awning style windows on the south elevation have deteriorated significantly and need to be replaced. The window on the north elevation is currently fitted with an air conditioner and appears to be of similar age. Most windows are designed as fixed awning style wood windows, which are generally compatible with the style of double-hung sash windows originally used on the house.

Proposed approach: The two windows on the south elevation will be replaced in kind with similar wood, double-glazed awning windows. The window on the north elevation will be replaced with a wood, double-glazed fixed awning window to match the other fixed awning windows used on the south and east facades. As the window on the north elevation is not on a character-defining elevation, the fixed awning style of the window is supportable.

2. Roof

Current condition: The roof assembly as a whole must perform a variety of functions. Generally, the materials and components in the assembly are selected based on the properties that make them suitable for various tasks. The original roof assembly could not be documented as there is insufficient remaining physical and archival evidence. However, site visit observations confirm that the current cedar shingles are in poor condition. There is evidence of water access on the northwest side of the house. The wood shingle roof has deteriorated particularly where the trees were in contact with roofing. Several branches have now been removed to prevent further deterioration. It is unknown if the flashing has been poorly executed, however the flashing will be replaced. Continued deferred maintenance of the roof will lead to further deterioration of the building. In order to protect and maintain the building, the deteriorated or missing parts of the roof assembly will need to be replaced as described below. Roof sheathing should also be checked for proper venting to prevent moisture condensation and water penetration, and to ensure materials are free from insect infestation.

Proposed approach: Replace in-kind with cedar shingles of similar profile. Strip the roof and install cedar shingles. The shingles are #1 grade with an 18 inch length and a 40 year warranty. Install ice and water shield (first 3 feet of eaves and valleys, and low slope area), 26 gauge valley metal (open valleys), 30 lb. felt paper, attic vents, plumbing flashing, and drip edge. The replacement, in kind, of the roofing assembly will not be based on the remaining physical evidence as this is unavailable. Nevertheless, the choice of cedar shingles is based on the type of shingle currently used on the building.

3. Second Floor Balcony (west elevation)

Current condition: The second floor balcony on the west elevation provides access to the fire escape from the third floor. The second floor balcony currently does not have a proper drainage system and there is evidence of water damage in the building. Therefore, the decking of the second floor balcony is in poor condition. There is also evidence that 36" high railings of the stairs leading from the second floor balcony to the third floor balcony are in poor condition.

Proposed approach: Railings leading to the third floor will be replaced with wood to match the existing railings. The wood decking will be selectively replaced in kind. Until the decking is removed, it is unknown if there is further deterioration affecting the roof underneath. If discovered, deteriorated components of the roof will be addressed.

4. Entry Portico (east elevation)

Current condition: The front stairs including the 36" high handrails and newel posts of the first floor entry portico staircase are in poor condition.

Proposed approach: The front stairs and handrails will be replaced to match existing. Deteriorated wood in the two newel posts at the foot of the staircase will be repaired or replaced in kind. The concrete foundation underneath the staircase will be replaced with piles underneath the first step.

5. Porch staircase (south elevation)

Current condition: The porch stairs including the 36" handrails and newel posts of the porch staircase are in poor condition.

Proposed approach: The front stairs and handrails will be replaced to match existing. Deteriorated wood in the two newel posts at the foot of the staircase will be repaired or replaced in kind. The concrete foundation underneath the staircase will be replaced with piles underneath the first step.

Eligible Costs (Estimated)

(a) Structural Repairs, façade restoration	\$86,000
(b) Mechanical/electrical/sewer system upgrades	\$0
(c) Fire and Safety Code enhancements	\$0
(d) Professional fees	\$0

Total Eligible Costs:	\$86,000
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Notes:

- It is recommended that the owner consider including a gentler method of removing existing paint. Rather than pressure-wash the siding, a gentler method should be incorporated into the painter's proposed scope of work.
- Additional vigilance will be required to maintain clear gutters and downspouts given the proximity of the trees to the roof area.

APPENDIX D

Statement of Significance 2310 McIntyre Street – Turgeon International Hostel



Description

The Turgeon International Hostel is a two-and-one-half storey wood frame house located at 2310 McIntyre Street in Regina's Centre Square neighbourhood.

Heritage Value

The Turgeon International Hostel, built in c. 1907, is valued for its architectural design and historical association with both the Honourable W.F.A. Turgeon and William Logan. The historic place has value for its architectural design influenced by the revival of classical architecture in the early twentieth century.

William Logan, a successful businessman, was the first manager of the Northern Bank. The Northern Bank was important in the early development of Western Canada and Regina. The house was constructed for Logan who lived in the house until 1910.

The Honourable W.F.A. Turgeon is a figure of local, provincial and national historic significance. He was a politician, lawyer, judge and diplomat and was invested as an Officer of the Order of Canada in 1967 for over a half century of service to his country. He lived in the house from 1910 to 1920. W.F.A. Turgeon was instrumental in the transition of the area from the North West Territories to the Province of Saskatchewan, both in his capacity as jurist and as the second Saskatchewan Attorney General. He filled the post of Saskatchewan Attorney General between 1907 and 1921. In 1921 he was named to the Provincial Court of Appeal of which he became Chief Justice in 1938. He received the degree of Doctor of Laws from the University of Saskatchewan in 1940, and was appointed to the Privy Council in 1941. Between 1941 and 1956 he held seven ambassadorial posts representing the Government of Canada. He was known as a spokesman for the Francophone community in the province. He is also credited with the development of the provincial telephone system, the University of Saskatchewan, and co-operative elevator system.

The building is also of value for its association with the dedicated and committed efforts of Heritage Regina and Hostelling International in the Saskatchewan Region. In 1981, both groups were instrumental in saving the building from demolition.

Heritage Regina purchased the building and turned it over to Hostelling International (HI). HI moved the house to its current location in 1982 and proceeded to designate the building as municipal heritage property. The building was successfully rehabilitated and opened as the Turgeon International Hostel in 1983.

Character-Defining Elements

Key elements that define the character of the building's classical style include:

- two-and-a-half storey wood frame construction;
- symmetrical façade with central entry portico defined by full height paneled columns, and a frieze and pediment at the first floor;
- entry portico incorporating a second storey balcony with turned columns and balustrades on each level;
- wood sash windows often arranged in pairs;
- steeply pitched hipped roof with wood shingle roofing material;
- walls faced with wood shiplap siding.

September 17, 2012

To: His Worship the Mayor
and Members of City Council

Re: Exemption Request for Leased Locations of Regina Public Library

**RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE
- SEPTEMBER 4, 2012**

1. That a property tax exemption for 2012 be provided to the Regina Public Library for the portion of the property at 331 Albert Street that they occupy and use as a library branch location;
2. That the City Solicitor be instructed to amend Bylaw No. 2012-27 being *The Properties Exempt From Taxation Bylaw, 2012* to add the property at 331 Albert Street to the list of 2012 annual tax exemptions;
3. That the portions of property that are leased and occupied by the Regina Public Library be placed on the Annual Exemption Bylaw in 2013 and subsequent years.

FINANCE AND ADMINISTRATION COMMITTEE – SEPTEMBER 4, 2012

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #4 does not require City Council approval.

Councillors: Sharron Bryce , Michael Fougere, and Wade Murray were present during consideration of this report by the Finance and Administration Committee.

The Finance and Administration Committee, at its meeting held on September 4, 2012, considered the following report from the Administration:

RECOMMENDATION

3. That a property tax exemption for 2012 be provided to the Regina Public Library for the portion of the property at 331 Albert Street that they occupy and use as a library branch location;
4. That the City Solicitor be instructed to amend Bylaw No. 2012-27 being *The Properties Exempt From Taxation Bylaw, 2012* to add the property at 331 Albert Street to the list of 2012 annual tax exemptions;
5. That the portions of property that are leased and occupied by the Regina Public Library be placed on the Annual Exemption Bylaw in 2013 and subsequent years; and
6. That this report be forwarded for consideration at the August 20, 2012 meeting of City Council.

CONCLUSION

The Regina Public Library has requested that the two leased locations be exempt for property taxes for the portion of the property that they occupy and use as a library branch. While the intention of *The Cities Act* appears to be that library property is exempt, it is not clearly defined in legislation. City Council has authority to provide property tax exemptions. It is recommended that the portion of 331 Albert Street that is used as a library branch be exempt from property tax for 2012. It is also recommended that in 2013 the leased locations occupied and used by the library be added to the Annual Property Tax Exemption Bylaw.

BACKGROUND

A letter was received from Regina Public Library (RPL) dated June 19, 2012, attached as Appendix "A", requesting an exemption of property taxes for the portion of the property at two locations leased and used as a library branch.

The RPL relocated a branch to 331 Albert Street which is a multi tenant property. In reviewing how the exemption provisions in legislation should be applied to a leased library location, the question of how the existing leased location at 2715 Gordon Road should be exempted was also reviewed.

The wording in *The Cities Act* in Section 263 (1) (j) is unclear in regards to exemptions for library locations that are leased. In Section 263 the legislation also provides that City Council may exempt any property from taxation in whole or in part with respect to a financial year.

DISCUSSION

The Regina Public Library Board was established pursuant to *The Libraries Board 1996 Act*. While *The Cities Act* discusses exemptions for libraries it is not clear on how to treat leased locations. Council has the authority to provide property tax exemptions. It is recommended that the property at 331 Albert St. be added to Bylaw No. 2012-27 being *The Properties Exempt From Taxation Bylaw, 2012* so an exemption is in place for the 2012 year and in 2013 and subsequent years the libraries leased locations be added to the Annual Property Tax Exemption Bylaw.

The RPL leases 11,625 square feet out of the total area of 42,632 (27.27%). The 2012 assessment and estimated property taxes for the portion of 331 Albert Street used for the library location are shown in the following table.

331 Albert St	
* For the Portion used by the RPL Library Branch	2012
Assessment (27.27% share)	1,183,154
Property Taxes:	
Municipal	21,977
School	17,114
Library	2,335
Total Taxes	41,426

RECOMMENDATION IMPLICATIONS

Financial Implications

If the recommendation in this report is approved there would be a 2012 property tax exemption provided for 331 Albert Street of \$41,426 with the municipal share being \$21,977. For 2013 the RPL's leased locations would be added to the Annual Property Tax Exemption Bylaw and the report on the bylaw will include the 2013 financial implications.

Environmental Implications

None with regards to this report.

Strategic Implications

The RPL is funded through Property Taxes. If the recommendation in this report is approved an exemption will be provided that is aligned with the intention of legislation that Library Branches be exempt from property taxes.

Other Implications

None with regards to this report.

Accessibility Implications

None with regards to this report.

COMMUNICATIONS

A copy of this report will be provided to the Library and School Boards.

DELEGATED AUTHORITY

This report must be considered by City Council.

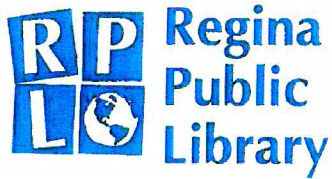
Respectfully submitted,

FINANCE AND ADMINISTRATION COMMITTEE

A handwritten signature in dark ink, appearing to read "Todd Blyth". The signature is written in a cursive, flowing style with a large initial "T".

Todd Blyth, Secretary

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Library Director's Office
P.O. Box 2311, 2311 – 12th Avenue
REGINA, Saskatchewan
Canada S4P 3Z5
(306) 777-6000
www.reginalibrary.ca

June 19, 2012

Mr. Gerry Krismer
Assistant City Assessor
Assessment and Property Taxation
City of Regina
P.O. Box 1790
2476 Victoria Avenue
REGINA, SK S4P 3C8

Dear Mr. Krismer:

On behalf of the Regina Public Library, I would like to request that two of our library branches be given tax exempt status. The two branches we are requesting tax exempt status for are George Bothwell located in the Southland Mall and Regent Place located in the Market Mall at 331 Albert Street. *The Municipalities Act*, 292(1)(k), exempts public library property but does not specifically exempt public library occupied space. Historically, public library occupied space has been exempted from property tax, whether or not the library owns the land and/or building. I understand that this request would apply to the 2013 year and beyond.

Secondly, I ask your consideration to have tax exempt status given to the Regent Place branch for the 2012 year. I understand that property taxes have already been levied for the 2012 year and that the property owner of the space occupied by Regent Place (in its temporary location at 309 Albert Street, and as of August this year, in its permanent location at 331 Albert Street) will have already been billed for the portion of the building occupied by the library. However, the Library would appreciate consideration of providing tax exempt status in retrospect to these properties.

Thank you for considering our requests. If you need further information or require clarification about any of the above, please feel free to contact me at 777-6070 or jbarber@reginalibrary.ca.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jeff Barber'.

Jeff Barber
Library Director & CEO

c: Joni Swidnicki, City Clerk

BYLAW NO. 2012-62

THE HERITAGE PROPERTY TAX EXEMPTION FOR PROPERTY
LOCATED AT 2310 MCINTYRE STREET BYLAW, 2012

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

Purpose

- 1 The purpose of this Bylaw is to provide a heritage property tax exemption to the owner of property located at 2310 McIntyre Street pursuant to the City of Regina's *Municipal Incentive Policy for the Preservation of Heritage Properties*.

Authority

- 2 The authority for this Bylaw is clause 28(a) of *The Heritage Property Act*.

Exemption

- 3 An exemption for taxation pursuant to the City's *Municipal Incentive Policy for the Preservation of Heritage Properties* is granted for the real property owned by Canadian Hostelling Association-Association Canadienne De L'Ajisme-Saskatchewan Region and located at 2310 McIntyre Street and legally described as:

Surface Parcel: 111000227
Lot 30
Block 456
Regina, Saskatchewan
Plan No. Old 98R28309, Extension 0
As described on Certificate of Title 98RA28309EO

Scope of Exemption

- 4 The City shall exempt from taxation, or provide a partial exemption for, the Property in an amount equal to the lesser of:
- (a) 50 percent of the actual cost incurred by, or on behalf of, the Owner in completing the Eligible Work;
 - (b) \$150,000; or
 - (c) an amount equivalent to the total property taxes on the Property payable for the years 2013 to 2017, inclusive.
- 5 Notwithstanding section 2 of the attached Agreement, the term of this Agreement shall not exceed December 31, 2020.

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

City Solicitor

Agreement

- 6 The exemption in sections 3 and 4 shall be governed by the attached agreement between The City of Regina and Canadian Hostelling Association-Association Canadienne De L'Ajisme-Saskatchewan Region marked as Schedule "A".
- 7 The City Clerk is authorized to sign and seal the Agreements in section 6 on behalf of the City of Regina.
- 8 The Director of the Planning Department is authorized to determine whether the work done to the property is Eligible Work, within the meaning of the Agreement, and the cost of the Eligible Work.

Coming Into Force

- 9 This Bylaw comes into force on the day of passage of the Bylaw, or on the date the Agreement is executed, whichever is later.

READ A FIRST TIME THIS 17th DAY OF September 2012.

READ A SECOND TIME THIS 17th DAY OF September 2012.

READ A THIRD TIME AND PASSED THIS 17th DAY OF September 2012.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

Schedule "A"

**PRESERVATION OF HERITAGE PROPERTIES
TAX EXEMPTION AGREEMENT – 2310 MCINTYRE STREET**

Agreement dated _____, 2012
(City Clerk to put in date)

Between:

THE CITY OF REGINA
(the "City")

- and -

**CANADIAN HOSTELLING ASSOCIATION-ASSOCIATION CANADIENNE
DE L'AJISME-SASKATCHEWAN REGION**

(the "Owner")

The Parties agree as follows:

Definitions

1 In this Bylaw:

"**Eligible Work**" means the work on the improvement as determined by the Director to be eligible for consideration pursuant to the City's *Municipal Incentive Policy for the Preservation of Heritage Properties*, and which corresponds with the Conservation Work and Eligible Costs presented to the Finance and Administration Committee on September 4, 2012 (as set out in Appendix C of Report FA12-31), which work is generally described in Schedule A.

"**Property**" means the real property owned by the Owner located at 2310 McIntyre Street, Regina, and legally described as:

Surface Parcel: 111000227
Lot 30
Block 456
Plan No. 98R28309, Extension 0
as described on Certificate of Title 98RA28309EO

"**Director**" means the person occupying the position of Director of the Planning Department or his/her designate of the City.

Tax Exemption

- 2 Pursuant to section 28(a) of *The Heritage Property Act*, and subject to the terms of this Agreement, the City shall exempt from taxation, or provide a partial exemption for, the Property in an amount equal to the lesser of:
- (a) 50 percent of the actual cost incurred by, or on behalf of, the Owner in completing the Eligible Work;
 - (b) \$150,000; or
 - (c) an amount equivalent to the total property taxes on the Property payable for the years 2013 to 2017, inclusive.
- 3 Notwithstanding section 2 of this Agreement, the term of this Agreement shall not exceed December 31, 2020.

Owner's Covenants

- 4 The Owner shall promptly:
- (a) notify the City of any occurrences which would, pursuant to this Agreement, discontinue or terminate the tax exemption;
 - (b) provide the City Assessor with any information or documentation requested by the City Assessor to complete and check the assessment of the Property;
 - (c) provide the Director with any information, documentation, or access to the Property requested by the Director to check the progress of construction for the purposes of this Agreement.
- 5 The Owner shall ensure all work undertaken to the improvement, including replacement materials used and finishing treatments applied, shall correspond with, or be of a comparable nature to existing materials and finishes.
- 6 The Owner shall ensure the Property retains its formal heritage designation as Municipal Heritage Property, in accordance with *The Heritage Property Act*; and advise the City if the heritage designation is discontinued, for whatever reason.
- 7(1) Upon completion of the Eligible Work, or in the alternative, upon completion of an item of the Eligible Work, the Owner shall submit to the Director detailed

written documentation of payments made for actual costs incurred (i.e. itemized invoices and receipts) in the completion of identified eligible work items.

- (2) If a work item that is submitted does not qualify as an Eligible Work item, then it shall not be included for the purposes of calculating this Tax Exemption.
 - (3) The Director may request further documentation from the Owner and may independently gather estimates as to the Eligible Work in order to confirm the authenticity of the documentation of payments made for actual costs incurred (i.e. itemized invoices and receipts).
 - (4) In the event that actual costs exceed the corresponding estimates by more than 10 percent, the Owner shall provide full particulars as to the reason(s) for such overruns.
 - (5) It is understood that the City may decline to approve any cost overrun, or portion thereof, if considered not to be reasonably or necessarily incurred for eligible work.
 - (6) The tax exemption will not be granted unless and until the Director receives the documentation in subsections (1), (2), (3) and (4) and has confirmed the authenticity of the same.
 - (7) The Director will conclusively determine the cost of Eligible Work in Schedule A after he or she has viewed the estimates and received information pursuant to section 7.
- 8 Upon completion of the Eligible Work, or portion thereof, the Director:
- (a) shall review the documentation submitted pursuant to section 7;
 - (b) may inspect the improvement to confirm the completion of the Eligible Work, or portion thereof; and
 - (c) shall certify the amount of the tax exemption to be conferred pursuant to this Agreement.
- 9 Once the Director has certified the amount(s) of the exemption to be granted to the Owner, the Director shall provide the particulars of the amount(s) to the City Assessor.
- 10 The tax exemption shall be applied in the year following completion of the Eligible Work items or any portion thereof, or in the current year for any work

items completed and confirmed by the City prior to December 31 and shall be limited to 50 percent of eligible expenditures.

Termination

- 11(1) The tax exemption shall continue only for so long as the Owner complies with the terms of this Agreement.
- (2) Where the Owner has not complied with a term of the Agreement, the City may terminate the Agreement by notice to the Owner.
- 12(1) The tax exemption shall cease if the Owner:
- (a) becomes bankrupt or insolvent or is so adjudged; or
 - (b) makes a general assignment for the benefit of creditors.
- 13 If the City terminates the Agreement pursuant to section 11, or if the tax exemption ceases pursuant to section 12, the Property shall be taxable on a pro-rated basis for that portion of the year during which the exemption granted no longer continues.

Notices

- 14(1) Any notice required or permitted to be given to either Party pursuant to this Agreement shall be in writing and may be delivered to the Party in person, or to its authorized agent, or by sending it by mail, addressed:

To the City at:

City Clerk
City of Regina
2476 Victoria Avenue
P.O. Box 1790
Regina, SK S4P 3C8

To the Owner at:

Canadian Hostelling Association-Association
Canadienne De L'Ajisme-Saskatchewan
2310 McIntyre Street
Regina, SK
S4P 2S2

or to such alternate address as either Party may, from time to time, by notice advise.

- (2) If a notice is mailed pursuant to subsection (1), it is deemed to be given on the third business day after the date of such mailing.
- (3) If postal service is interrupted or substantially delayed, any notice shall be hand-delivered.

General

- 15 The scope of the tax exemption, including calculation of any percentage or proportion and the determination of any use or cost, shall be conclusively determined by the City Assessor, subject to any statutory right of appeal against the assessment of the Property.
- 16 The amount of the assessment is subject to change in future years.
- 17 The tax exemption granted pursuant to this Agreement does not include special taxes, local improvement levies, utility charges, development fees or other such charges or fees properly imposed by the City or other taxing authority.
- 18 This Agreement will be void if the taxes on the Property are not current as of December 31, 2012.
- 19 This Agreement is not assignable without the prior written consent of the Director.
- 20 In the event that this Agreement or any part of it is found to be invalid or ultra vires of Council, then the City shall not be liable to the Owner for any amount of the invalid or unlawful exemption which would otherwise have been granted to the Owner.
- 21 The City may register this Agreement by caveat on the Property at the Land Titles Registry, Saskatchewan Land Registration District.
- 22 This Agreement shall not become effective until adopted by bylaw of the Council of the City and fully executed by the parties to the Agreement.
- 23 This Agreement may be executed by the parties in separate counterparts each of which when so executed and delivered to all of the parties shall be deemed to be and shall be read as a single agreement among the parties.

The Parties have executed the Agreement on the date first written above.

CITY OF REGINA

**CANADIAN HOSTELLING ASSOCIATION-
ASSOCIATION CANADIENNE DE
L'AJISME-SASKATCHEWAN REGION**

City Clerk

SCHEDULE A

ELIGIBLE WORK ITEMS 1504 Victoria Avenue, Regina	ESTIMATED COST
<p>A. Façade restoration/exterior structural repairs</p> <p>The eligible work, as described in the Conservation Work and Eligible Costs presented to the Finance and Administration Committee on September 4, 2012 (as set out in Appendix C of Report FA12-31), which will contribute to the conservation of the character-defining roof, windows, portico, porch, balconies and staircases.</p>	<p>\$86,000.00</p>
<p>TOTAL ESTIMATE OF ELIGIBLE COSTS</p>	<p>\$86,000.00</p>

AFFIDAVIT OF CORPORATE SIGNING AUTHORITY

CANADA)

PROVINCE OF SASKATCHEWAN)

I, _____, of _____, _____,
 (Print Full Name of Signing Authority) (City) (Province)

MAKE OATH/AFFIRM AS FOLLOWS:

- 1 I am an _____ (insert position) of Canadian Hostelling Association-Association Canadienne De L'Ajisme-Saskatchewan Region, named in the Tax Exemption Agreement to which this Affidavit is attached.
- 2 I am authorized by Canadian Hostelling Association-Association Canadienne De L'Ajisme-Saskatchewan Region to execute the Tax Exemption Agreement without affixing the Corporate Seal of Canadian Hostelling Association-Association Canadienne De L'Ajisme-Saskatchewan Region.

SWORN BEFORE ME at _____)
 _____, Saskatchewan,)
 on _____ 2012)

 Signature of Signing Authority

 A Commissioner for Oaths or a Notary Public
 in and for the Province of _____
 My Commission/Appointment expires _____
 Or Being a solicitor

ABSTRACT

BYLAW NO. 2012-62

THE HERITAGE PROPERTY TAX EXEMPTION FOR PROPERTY LOCATED AT 2310 MCINTYRE STREET BYLAW, 2012

PURPOSE:	To provide a heritage property tax exemption to the owner of the property located at 2310 McIntyre Street Avenue.
ABSTRACT:	The owner of the property located at 2310 McIntyre Street will receive a heritage property tax exemption, which is governed by a tax exemption agreement between the parties.
STATUTORY AUTHORITY:	Clause 28(a) of <i>The Heritage Property Act</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	Finance and Administration Committee, September 4, 2012, FA12-31
AMENDS/REPEALS:	N/A
CLASSIFICATION:	Executory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning and Sustainability

BYLAW NO. 2012-71

THE PROPERTIES EXEMPT FROM TAXATION AMENDMENT BYLAW, 2012

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw No. 2012-27, being *The Properties Exempt from Taxation Bylaw, 2012*, is amended in the manner set forth in this Bylaw.
- 2 The following section is added after section 16:

“16.1 Melcor Developments Ltd. is exempted from payment of property tax for the portion of the land and improvements located at 303 Albert St. Plan: 68R23751 Block: 17 Lot: 2 / Plan: 68R23751 Block: 17 Lot: 1 which is occupied and used by the Regina Public Library.”
- 3 This Bylaw comes into force as of August 1, 2012.

READ A FIRST TIME THIS 17th DAY OF September 2012.

READ A SECOND TIME THIS 17th DAY OF September 2012.

READ A THIRD TIME AND PASSED THIS 17th DAY OF September 2012.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

ABSTRACT

BYLAW NO. 2012-71

THE PROPERTIES EXEMPT FROM TAXATION AMENDMENT BYLAW, 2012

PURPOSE:	That a property tax exemption for 2012 be provided to the Regina Public Library for the portion of the property at 303 Albert Street that they occupy and use as a library branch. The civic address for the Regina Public Library is 331 Albert Street but the civic address for the whole parcel is 303 Albert Street.
ABSTRACT:	This Bylaw provides an exemption to the Regina Public Library for the portion of the property at 303 Albert Street that they occupy and use as a library branch.
STATUTORY AUTHORITY:	Subsection 262(3) of <i>The Cities Act</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	Finance and Administration Committee, September 4, 2012, FA12-30
AMENDS/REPEALS:	Amends Bylaw 2012-27
CLASSIFICATION:	Administrative
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Assessment and Property Taxation

BYLAW NO. 2012-85

THE REGINA TRAFFIC AMENDMENT BYLAW, 2012

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

Statutory Authority

- 1 The statutory authority for this Bylaw is clause 8(1)(f) and clause 8(3)(b) of *The Cities Act*.

Bylaw No. 9900 amended

- 2 Bylaw No. 9900, being *The Regina Traffic Bylaw, 1997*, is amended in the manner set forth in this Bylaw.

- 3 Clause 7(1) is repealed and the following substituted:

“The following streets are hereby established as one-way streets:

Street	From	To	Direction of Travel
3 rd Avenue North	Alley E. of Pasqua Street	Pasqua Street	Westbound
6 th Avenue	Knight Crescent	Pasqua Street	Eastbound
12 th Avenue	Scarth Street	Cornwall Street	Westbound
12 th Avenue	Cornwall Street	Lorne Street	Westbound
13 th Avenue	Broad Street	Albert Street	Eastbound
14 th Avenue	Albert Street	Broad Street	Eastbound
15 th Avenue	Broad Street	Albert Street	Westbound
Broad Street Service Road	Saskatchewan Drive	South Railway	Northbound
College Avenue	Angus Street	Albert Street	Eastbound
Cornwall Street	Victoria Avenue	College Avenue	Southbound
Elizabeth Crescent	King Street - N. Leg	King Street – S. Leg	Southbound
Grant Road	Massey Road	50 m East	Eastbound
Hamilton Street	Saskatchewan Drive	College Avenue	Southbound
Knight Crescent	Pasqua Street	7th Avenue	Southbound
Lorne Street	College Avenue	12th Avenue	Northbound
	11th Avenue	Saskatchewan Drive	Northbound
Massey Road	MacPherson Avenue	50 m South	Southbound
McIntyre Street	College Avenue	Saskatchewan Drive	Northbound
McKinley Avenue	Pasqua Street	Wascana Street	Eastbound
Pasqua Street	3rd Avenue North	McKinley Avenue	Southbound
Rose Street	College Avenue	Saskatchewan Drive	Northbound
Scarth Street	College Avenue	12th Avenue	Northbound
Sinton Lane	Albert Street	Angus Street	Westbound
Smith Street	Saskatchewan Drive	College Avenue	Southbound
Sussex Crescent	Pasqua Street - N. Leg	Pasqua Street - S. Leg	Southbound

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

City Solicitor

”

4 Clause 10(1)(a) is repealed and the following substituted:

“(a) The speed limits for the following streets are set out in the table below:

Description	From	To	Limit (km/h)
9 th Avenue North	Pasqua Street	West City Limit	70
12 th Avenue	Lorne Street	Scarth Street	20
13 th Avenue	150 m. West of Campbell Street	West City Limit	70
22 nd Avenue	Campbell Street	Courtney Street	70
25 th Avenue	Campbell Street	Lewvan Drive	70
Albert Street	South City Limit	400 m. South of Gordon Road	70
Albert Street	400 m. North of Ring Road	200 m. South of North City Limits	70
Albert Street	200 m. South of North City Limits	North City Limits	100
Arcola Avenue	50 m. East of Victoria Avenue	Hwy #1 Entrance Ramp	60
Arcola Avenue	150 m. East of Prince of Wales Drive	Hwy #1 Entrance Ramp	70
Arcola Avenue	East City Limit	150 m. East of Prince of Wales Drive	100
Broad Street	150 m. South of Hillsdale Street	23 rd Avenue	70
Campbell Street	22 nd Avenue	25 th Avenue	70
Century Crescent	All	All	30
Courtney Street	22 nd Avenue	Dewdney Avenue	70
Frederick W. Hill Mall	All	All	20
Fleet Street	50 m. North of the CNR tracks	50 m north of Highway No. 46	60
Fleet Street	50 m. North of Highway No. 46	North City Limit	70
Highway #1 Bypass	780 m. East of Albert Street	Victoria Avenue	100
Lewvan Drive	150 m. South of 13 th Avenue	3 rd Avenue North	70
Lewvan Drive	South City Limit	150 m. South of 13 th Avenue	80
McDonald Street	East City Limit	100 m. East of Kress Street	70
Pasqua Street	150 m. North of 9 th Avenue North	150 m. North of Pasqua Gate	60
Pasqua Street	150 m. North of Pasqua Gate	North City Limit	70
Pinkie Road	1.6 km. South of 9 th Avenue North	9 th Avenue North	80
Pioneer Drive	All	All	30
Prince of Wales Drive	50 m. North of Assiniboine Avenue	50 m. South of Quance Street	60
Ring Road	200 m. East of Pasqua Street	Pasqua Street	70
Ring Road	Victoria Avenue	200 m. East of Pasqua Street	100
Ross Avenue	150 m. West of Park Street	150 m. East of Winnipeg Street	70
Saskatchewan Drive	150 m. West of McTavish Street	Lewvan Drive	70
St. Chads Crescent	All	All	40
Victoria Avenue	East City Limit	150 m. East of Park Street	70
Wascana Parkway	150 m. North of Grant Road	23 rd Avenue	70
Winnipeg Street	50 m. North of 9 th Avenue North	North City Limit	60

”

Coming into force

5 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 17th DAY OF September 2012.

READ A SECOND TIME THIS 17th DAY OF September 2012

READ A THIRD TIME AND PASSED THIS 17th DAY OF September 2012

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

ABSTRACT

BYLAW NO. 2012-85

THE REGINA TRAFFIC AMENDMENT BYLAW, 2012

PURPOSE:	To purpose of this Bylaw is to make a number of amendments to <i>The Regina Traffic Bylaw, 1997</i> , relating to the direction of traffic and speed limit on 12 th Avenue between Lorne Street and Scarth Street, known as City Square plaza.
ABSTRACT:	This amendment to section 7(1) of the Bylaw permits one-way traffic in a westbound direction on 12 th Avenue in separate segments between Scarth Street and Cornwall Street and Cornwall Street and Lorne Street. The amendment to section 10(1)(a) reduces the speed limit to 20 kilometres an hour on 12 th Avenue from Lorne Street to Scarth Street.
STATUTORY AUTHORITY:	Clauses 8(1)(f) and 8(3)(b) of <i>The Cities Act</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	Executive Committee, July 18, 2012, EX12-25 and City Council, July 23, 2012, CR12-105
AMENDS/REPEALS:	This Bylaw amends Bylaw No. 9900.
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning & Development
INITIATING DEPARTMENT:	Construction & Compliance

BYLAW NO. 2012-92

THE REGINA ADMINISTRATION AMENDMENT BYLAW, 2012 (No. 3)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw 2003-69 being *The Regina Administration Bylaw*, is amended in the manner set forth in this Bylaw.
- 2 Schedule A of Bylaw 2003-69 is amended by repealing section 12 and substituting the following:
 - “12. The account balance for the Community Investment Reserve shall include the account balance of the reserve at the start of the year adjusted by:
 - (a) transfers to the reserve of the unexpended community investment allocation as provided for in the approved General Operating budget or by resolution or bylaw of Council for the Community and Protective Services Committee, Finance and Administration Committee, and Executive Committee;
 - (b) transfers to fund community investments allocated by Committee or Council that are in excess of the approved budget for community investment allocations for the Committee;
 - (c) transfers to and from the reserve as approved by Council in accordance with section 8.1 based on the following target minimum and maximum amounts:
 - (i) a minimum amount equal to or more than \$0 and a maximum amount equal to or less than \$175,000 for the account balance for the Community and Protective Services Committee;
 - (ii) a minimum amount equal to or more than \$0 and a maximum amount equal to or less than \$25,000 for the account balance for the Finance and Administration Committee;
 - (iii) a minimum amount equal to or more than \$0 and a maximum amount equal to or less than \$150,000 for the account balance for the Executive Committee.”

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

City Solicitor

3 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 17th DAY OF September 2012.

READ A SECOND TIME THIS 17th DAY OF September 2012.

READ A THIRD TIME AND PASSED THIS 17th DAY OF September 2012.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

ABSTRACT

BYLAW NO. 2012-92

THE REGINA ADMINISTRATION AMENDMENT BYLAW, 2012 (No. 3)

PURPOSE:	The purpose of this Bylaw is to amend the Community Investment Reserve to add minimum and maximum target levels.
ABSTRACT:	The Bylaw amends the Community Investment Reserve provisions to add minimum and maximum target levels for each Committee. The minimum for each Committee is \$0 and the maximums are as follows: \$175,000 for the account balance for the Community and Protective Services Committee; \$25,000 for the account balance for the Finance and Administration Committee; \$150,000 for the account balance for the Executive Committee.
STATUTORY AUTHORITY:	Section 129 of <i>The Cities Act</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	Report EX12-38 from the September 5, 2012 meeting of the Executive Committee.
AMENDS/REPEALS:	Amends Bylaw 2003-69
CLASSIFICATION:	Administrative
INITIATING DIVISION:	Corporate Services
INITIATING DEPARTMENT:	Financial Services

September 11, 2012
File No.: 0235 LIP Gen

To: His Worship the Mayor
and Members of City Council

Re: Response to Enquiry - Plans for Grant Drive

The following enquiries were filed at the City Council meeting on August 20, 2012:

1. Will there be options for the residents of Grant Drive to consider?
2. How will any such options be communicated to the residents of Grant Drive?
3. What is the timing of the Administration's Plan?

The Administration is providing the following information in response to the above enquires:

In 2013, Grant Drive will be added to the list of locations to receive repair under the Local Improvement Act through the Local Improvement Program (LIP).

The construction options will be analyzed based on the results of the survey and on the structural assessment to make sure that proposed solutions resolve the existing issues without creating new problems for the home owners. Therefore, this option will be initially communicated to the residents of Grant Drive through advertisements in the City page of the Leader Post. Residents will be notified by mail, with a letter and pamphlet that will provide formal details of the proposed work, as well as provide information about the Act and the Program. Open houses will also be held for residents to communicate any concerns and ask for additional information.

Grant Drive will be prioritized with other locations that have been previously selected for construction under the LIP. Underground utilities investigations, structural assessments, traffic; and, the general condition of the road will determine its position on the list. These LIP locations will be systematically repaired based on the severity of disrepair; however, construction at locations will be dependent upon budget availability.

Respectfully submitted,



Nigora Yulyakshieva
Manager of Roadways Preservation
Roadway Operations

Respectfully submitted,



W. Dorian Wandzura
Deputy City Manager & COO
City Operations

NY/slg/cp/jg

NOTICE OF ENQUIRY

September 17, 2012

City Clerk
City Hall
Regina, Saskatchewan

Dear Madam:

Please be advised that I will lodge the following ENQUIRY at the meeting of City Council on Monday, September 17, 2012 and I request the response be forwarded to City Council:

Re: Current Affordable Housing Policy

The current policy provides \$10,000 per affordable unit that a qualified group builds and has been static for the past 5-6 years.

Would the Administration provide the following information:

- (1) With the cost of construction in recent years growing, and the average house price climbing, is the \$10,000 per home enough to provide the same incentive it originally did?

Respectfully submitted,



Wade Murray
Councillor, Ward 6

WM/am

NOTICE OF ENQUIRY

September 17, 2012

City Clerk
City Hall
Regina, Saskatchewan

Dear Madam:

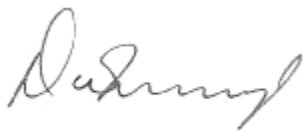
Please be advised that I will lodge the following ENQUIRY at the meeting of City Council on Monday, September 17, 2012 and I request the response be forwarded to City Council:

RE: Recyclable Compostable Waste

With over 100,000 planted elms and many more trees, shrubs, grass clippings all generating tonnes and tonnes of material every year, and our need to reduce landfill destined recyclable compostable waste; and

Given the numerous resident concerns and calls regarding garbage, etc. that I have received, is the Administration able to provide information on the high level costs to implement curb side compostable collection as part of Waste Plan Regina?

Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'Wade Murray', written in a cursive style.

Wade Murray
Councillor, Ward 6

WM/am

September 17, 2012

To: His Worship the Mayor and Members of City Council

Re: Recommended Disposition for Communications

Pursuant to the provisions of Section 10(5) of City Council's Procedure Bylaw, listed below is my recommendation for disposition of the communications on this evening's agenda.

Respectfully submitted,

Joni Swidnicki
City Clerk

ITEM NO.	AUTHOR AND SUBJECT	RECOMMENDED ACTION
CP12-15	Regina Regional Intersectoral Committee's appointment to the Community Investment Review consultative Group and the Community Leaders' Advisory Committee	Brenda Bathgate be appointed as the Regina Regional Intersectoral Committee's appointment to the Community Investment Review consultative Group and the Community Leaders' Advisory Committee.



RRIC

Regina Regional
Intersectoral Committee

1672 Albert Street
Regina, Saskatchewan
S4P 2S6

July 30, 2012

Ms Joni Swidnicki
City Clerk
City of Regina
P.O. Box 1790
Regina, Saskatchewan
S4P 3C8

Dear Ms. Swidnicki:

Further to our April 2nd, 2012 letter to you, please be advised that the new Regina Regional Intersectoral Committee representative for the Community Investment Review Consultative Group and the Community Leaders Advisory Committee will be Brenda Bathgate. She can be reached at 766-6797 or by email at Brenda.Bathgate@rqhealth.ca.

Thank you for your attention to this change. If you require further information, please contact either of the RIC Co-Chairs, Bob Layne 766-7612 or Greg Enion 523-3015.

Sincerely,

Bob Layne
Regina Qu'Appelle Health Region
Regina RIC Co-Chair

Greg Enion
Regina Public Schools
Regina RIC Co-Chair