



# **REGINA PLANNING COMMISSION**

**Wednesday, November 13, 2013  
4:00 PM**

**Henry Baker Hall, Main Floor, City Hall**



**Public Agenda  
Regina Planning Commission  
Wednesday, November 13, 2013**

**Approval of Public Agenda**

**Minutes of the meeting held on October 23, 2013.**

**Administration Reports**

RPC13-78 Proposed SomerSet Concept Plan (09-CP-01)

**Recommendation**

1. That the proposed SomerSet Concept Plan, attached as Appendix F, be approved.
2. That the proposed SomerSet Concept Plan, attached as Appendix F, be forwarded to the December 16, 2013 City Council meeting to allow sufficient time for advertisement.

RPC13-79 Applications for Zoning Bylaw Amendment (13-Z-02), Concept Plan Amendment (13-CP-02) and Discretionary Use (13-DU-06) – 510 University Park Drive, Gardiner Park Addition

**Recommendation**

1. That the attached Gardiner Park Addition Concept Plan, marked as “Proposed” be APPROVED;
2. That the application to amend *Regina Zoning Bylaw No. 9250*, with respect to Parcel G in the Gardiner Park Subdivision, from MAC-Major Arterial Commercial to R6- Residential Multiple Housing be APPROVED;
3. That the discretionary use application for a proposed planned group of dwellings located at 510 University Park Drive, being Parcel G, Plan No. 101875530 be APPROVED, 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 prepared by Seymour Pacific Developments Ltd., and dated June 10, 2013 and attached to this report as Appendix A-3.1 to A-3.3b; and



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- c. That the applicant / developer provide the City with confirmation that the Saskatchewan Ministry of Environment has confirmed that the site has been sufficiently remediated prior to the issuance of a building permit
4. That the City Solicitor be directed to prepare the associated bylaw; and
5. That this report be forwarded to the December 16, 2013 meeting of City Council to allow sufficient time for the required public notice of the proposed bylaw.

RPC13-80      Application for Zoning Bylaw Amendment (13-Z-24) R4A to LC3, 2075 Cameron Street

### **Recommendation**

1. That the application to rezone Lots 5 and 1A, Block 376, Plan No. CE5560 located at 2075 Cameron Street from R4A to LC3, be APPROVED.
2. That Section 7C.4.5(2) be amended by adding the following:  
Notwithstanding, the front yard setback of Lot 5, Block 376, Plan No. CE5560 shall be consistent with that of adjacent setbacks.
3. That the Cathedral Area Neighbourhood Plan be amended by adding the following to the table in Section 6.0 Exception:

2075 Cameron Street	Lots 5 and 1A, Block 376, Plan No. CE5560	LC3-Local Commercial Zone
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4. That the City Solicitor be directed to prepare the necessary bylaws to authorize the respective Zoning Bylaw and Official Community Plan amendments.
5. That this report be forwarded to the December 16, 2013 Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

RPC13-81      Applications for Zoning Bylaw Amendment (13-Z-06) and Road Closure (13-CL-02) Portion of 1800 Block 2<sup>nd</sup> Avenue (West of Broad Street)

### **Recommendation**

1. That the application to amend *Regina Zoning Bylaw No. 9250* as follows be APPROVED:
  - (a) That the proposed Lot L encompassing a portion of the Second Avenue Right-of-Way located west of Broad Street, north of Parcel K, Plan No. FN5273, be rezoned from PS – Public Service to IA – Light Industrial;



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2. That the application for the closure and sale of a portion of the Second Avenue Right-of-Way described as "all that portion of Second Avenue, Reg'd Plan No. FN5273, between Cornwall Street and Broad Street as shown as the shaded area on the Plan of Proposed Subdivision signed by Scott L. Colvin, Saskatchewan Land Surveyor, March 1, 2013," be APPROVED;
3. That the City Solicitor be directed to prepare the required Zoning Bylaw amendments and the bylaw to authorize closure and sale of the aforementioned lane; and
4. That this report be forwarded to the December 16, 2013 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

RPC13-82      Application for Zoning Bylaw Amendment (13-Z-18) Laneway Suites Pilot Project in Harbour Landing McCaughey Street and James Hill Road

### **Recommendation**

1. That the application to rezone Lots 1-7, 29, 31, 33, and 35-37 in Block 62; and Lots 1-7 in Block 33; Plan No. (TBD) in the Harbour Landing Subdivision, McCaughey Street and James Hill Road, from DCD-12 to DCD-14, be APPROVED.
2. That Appendix B replace Chapter 11, Section 3.20 in *Regina Zoning Bylaw No. 9250*.
3. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment.
4. That this report be forwarded to the December 16, 2013 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.
5. 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.

RPC13-83      Application for Discretionary Use (13-DU-27) Proposed House-Form Commercial Office, 2317 Smith Street

### **Recommendation**

1. That the discretionary use application for a proposed House-Form Commercial Office located at 2317 Smith Street, being Lot 22, Block 458, Plan 98RA28309, Centre Square neighbourhood be APPROVED, and that a Development Permit be issued subject to the following conditions:





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- a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.4 inclusive, prepared by KRN Residential Design and dated August 29, 2013; and
  - 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 November 25, 2013 meeting of City Council.

## Adjournment

AT REGINA, SASKATCHEWAN, WEDNESDAY, OCTOBER 23, 2013

AT A MEETING OF THE REGINA PLANNING COMMISSION  
HELD IN PUBLIC SESSION

AT 4:00 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: Councillor Mike O'Donnell, in the Chair  
Councillor Jerry Flegel  
Councillor Shawn Fraser  
David Edwards  
Phil Evans  
Dallard LeGault  
Ron Okumura  
Daryl Posehn  
Phil Selenski  
Laureen Snook  
Sherry Wolf

Also in Attendance: Committee Assistant, Elaine Gohlke  
Solicitor, Cheryl Willoughby  
Deputy City Manager, Community Planning & Development, Jason Carlston  
Manager of Current Planning, Fred Searle  
Manager of Infrastructure Planning, Geoff Brown  
Manager of Real Estate, Chuck Maher  
Senior City Planner, Jennifer Barrett  
Senior City Planner, Lauren Miller  
City Planner II, Mark Andrews  
City Planner II, Francis Wallace  
City Planner II, Blaine Yatabe

APPROVAL OF PUBLIC AGENDA

**David Edwards moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted, and that the delegations be heard in the order they are called by the Chairperson.**

ADOPTION OF MINUTES

**Phil Evans moved, AND IT WAS RESOLVED, that the minutes for the meeting held on October 2, 2013 be adopted.**

ADMINISTRATION REPORTS

RPC13-72      Application for Discretionary Use (13-DU-26) - Proposed Planned Group of Townhouses, Narcisse Drive – Hawkstone Subdivision

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**Recommendation**

1. That the discretionary use application for a proposed planned group of townhouses located on Parcel R , Hawkstone be APPROVED, and that a Development Permit be issued subject to the following conditions:
  - a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.4 inclusive, prepared by North Ridge Development Corporation and dated August 29, 2013; and
  - b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
2. 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.
3. That this report be forwarded to the November 6, 2013 meeting of City Council.

Sue Luchuck, City Planner, made a presentation, a copy of which is on file in the City Clerk's Office.

**Councillor Jerry Flegel moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.**

RPC13-74      Application for Contract Zoning (13-CZ-05) Proposed Parking Lot 1124 Dewdney Avenue East

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**Recommendation**

1. That the application to amend *Regina Zoning Bylaw No. 9250* to rezone 1124 Dewdney Avenue East, being Lot 2, Block 5 Plan BE636 Ext.0 from R2-Residential Semi-Detached to C – Contract be DENIED.
2. That this report be forwarded to the November 6, 2013 City Council meeting.

The following addressed the Commission:

- Sue Luchuck, City Planner, made a presentation, a copy of which is on file in the City Clerk's Office; and
- Ryan Tappin, Local 771.

**Phil Evans moved that this report be received and filed.**

**Phil Evans withdrew his motion of receive and file.**

**Dave Edwards moved, AND IT WAS RESOLVED, that his mater be referred to Administration for a report in January 2014, that allows for further discussion between the developer and the community association.**

RPC13-73      Application for Zoning Bylaw Amendment (13-Z-23) - Harbour Landing Phase 4-4D, Parcel Q between Parliament Avenue and 25th Avenue

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**Recommendation**

1. That the application to rezone a portion of land between Parliament Avenue and 25<sup>th</sup> Avenue located in Harbour Landing, proposed Parcel Q from portion of parcel X, Plan No. 101926436) from PS - Public Service to IP - Industrial Prestige, be APPROVED.
2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment.
3. That this report be forwarded to the November 25, 2013 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

The following addressed the Commission:

- Blaine Yatabe, City Planner, made a presentation, a copy of which is on file in the City Clerk's Office; and
- Paul Moroz, representing Dundee Developments.

**David Edwards moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.**

RPC13-71      Application for Discretionary Use (13-DU-24) - Proposed Planned Group of Apartment Dwellings, Chuka Boulevard and Green Apple Drive, The Greens on Gardiner

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(Laureen Snook declared a conflict of interest on this item, abstained from discussion and voting, and temporarily left the meeting.)

**Recommendation**

1. That the discretionary use application for a proposed Planned Group of Apartment Dwellings located at Chuka Boulevard and Green Apple Drive (Parcel K, being NE-11-17-19 W2) in The

Greens on Gardiner subdivision be APPROVED, and that a Development Permit be issued subject to the following conditions:

- a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.4 inclusive, prepared by Pekarbilt Homes and dated June 9, 2013; and
  - b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
2. 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.
  3. That this report be forwarded to the November 6, 2013 meeting of City Council.

The following addressed the Commission:

- Blaine Yatabe, City Planner, made a presentation, a copy of which is on file in the City Clerk's Office; and
- Tim Hubbard, Ben Colclough and Dale Metcalf, representing Village North Architecture.

**Phil Selenski moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.**

(Laureen Snook returned to the meeting.)

RPC13-77      Condominium Conversion Policy Amendment

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**Recommendation**

1. That *The City of Regina Condominium Policy Bylaw, 2012* (Bylaw No. 2012-14) be amended to:
  - a) increase the CMA Vacancy Rate and Zone Vacancy Rate thresholds that applies to the approval of conversion of properties containing five or more units to three percent or more;
  - b) clarify that a secondary suite is not eligible for conversion to condominium ownership;
  - c) clarify the language requirements for conversions of buildings with 2 to 4 units to encompass the existing number of rental units, not the number of proposed condominium units;
  - d) provide the Development Officer authority to deny condominium conversion applications that do not comply with the requirements established in Bylaw No. 2012-14;

- e) correct typographical errors through housekeeping amendment.
2. That *The Development Fee Bylaw, No. 2008-66* be amended in a separate report brought to Executive Committee to correct condominium conversion fees as established and approved in Council report (CR12-4) dated January 23, 2012 and that *The Condominium Application Fees Bylaw, No. 2001-100* be repealed.
3. That the City Solicitor be directed to prepare the necessary bylaw to authorize the amendments, as described above.
4. That this report be forwarded to the November 25, 2013 City Council meeting, which will allow sufficient time to advertise the required public notice for the subject bylaw amendment.
5. That this report be forwarded to the Mayor's Housing Commission for information.

Francis Wallace, City Planner, made a presentation, a copy of which is on file in the City Clerk's Office.

**Councillor Phil Evans moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.**

RPC13-75      Applications for Zoning Bylaw Amendment (13-Z-07) and Lane Closure (13-CL-01) – Portion of East-West Lane, Block 204 between Lots 12 and Lot C1435 Lorne Street and 2226 Dewdney Avenue

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**Recommendation**

1. That the application to amend *Regina Zoning Bylaw No. 9250* as follows be APPROVED:
  - (a) That the proposed Lot E located at 2226 Dewdney Avenue (south of existing lane) and comprised of Lots 16, 17, 18, 19, and part of east-west Lane, Block 204, Plan No. OLD33 and Lot C, Block 204, Plan No. 98RA02313, be rezoned from WH – Dewdney Avenue Warehouse and IA1 – Light Industrial to WH – Dewdney Avenue Warehouse; and
  - (b) That the proposed Lot D located at 1435 Lorne Street (north of existing Lane) and comprised of Lots 11, 12 and part of east-west Lane, Block 204, Plan No. OLD33 retain the current Zoning of IA1 – Light Industrial.
2. That the application for the closure and sale of a portion of the lane described as "all that portion of the east-west Lane in Block 204, Plan OLD33 lying between Lot 12, Plan Old 33 and Lot C, Plan 98RA02313 in Regina, Saskatchewan," as shown on the Plan of Proposed Subdivision, prepared by P. Shrivastava S.L.S. and dated December 6, 2012", be APPROVED.

3. That the City Solicitor be directed to prepare the required Zoning Bylaw amendments and the bylaw to authorize closure and sale of the aforementioned lane; and
4. That this report be forwarded to the November 6, 2013 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

The following addressed the Commission:

- Mark Andrews, City Planner, made a presentation, a copy of which is on file in the City Clerk's Office;
- Adam Kress, representing Kress Electric;
- Mark Carroll, representing Saskbattery, and Shontell Sigda, representing Automobility Medical; and

(Phil Selenski left the meeting.)

- James Dupuis and Rick Krieger, representing 2226 Dewdney Holdings.
- (Councillor Flegel left the meeting.)

**Councillor Dallard LeGault moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.**

RPC13-76      Application for Discretionary Use (13-DU-02) - Proposed Planned Group of Low Rise Apartments, 1060 Dorothy Street

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**Recommendation**

1. That the discretionary use application for a proposed Planned Group of Low Rise Apartments located at 1060 Dorothy Street, being a Portion of Parcel Q, Plan No. 101882370, Normanview West Addition be APPROVED, and that a Development Permit be issued subject to the following conditions:
  - a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.3 inclusive, prepared by Casola Koppe Architects and dated September 17, 2013 and October 8, 2013; and
  - 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 November 6, 2013 meeting of City Council.

The following addressed the Commission:

- Lauren Miller, City Planner, made a presentation, a copy of which is on file in the City Clerk's Office;

- Bob Sax;
- Jeff Bubyn; and

(Laureen Snook left the meeting.)

- Tony Casola, representing Boardwalk Communities.

**David Edwards moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.**

ADJOURNMENT

**David Edwards moved, AND IT WAS RESOLVED, that the meeting adjourn.**

The meeting adjourned at 6:50 p.m.

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Chairperson

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Secretary



November 13, 2013

To: Members,  
Regina Planning Commission

Re: Proposed SomerSet Concept Plan (09-CP-01)

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### RECOMMENDATION

1. That the proposed SomerSet Concept Plan, attached as Appendix F, be approved.
2. That the proposed SomerSet Concept Plan, attached as Appendix F, be forwarded to the December 16, 2013 City Council meeting to allow sufficient time for advertisement.

### CONCLUSION

The proposed SomerSet Plan establishes a strategy for accommodating a population of, approximately, 3,100 people in a mixed-use environment that includes: a variety of residential types; a mixed-use “village commercial” node; a small “prestige industrial” node; a centrally located neighbourhood park. The proposed servicing strategy is acceptable, but will require further verification, and is contingent on interconnectivity with systems built to accommodate future phases of Kensington Greens. Suitable measures are proposed to buffer residential development from adjacent railway operations.

The proposed SomerSet Plan complies with both the Regina Development Plan (existing OCP), as well as the new Design Regina OCP. The NW Sector Plan of the existing OCP recognizes the subject property as a mixed-use site and the Design Regina OCP supports an appropriate mix of uses in future neighbourhoods generally. Both OCPs recognize the subject property as constituting part of the “235,000 population”, which means that the build-out of the subject property should be a priority, relative to phases constituting the “300,000 population”. The SomerSet Plan conforms with the requirements from both OCPs relating to Consumers Coop Refinery Limited (CCRL) and EVRAZ proximity.

Administration recommends that the SomerSet Plan be approved in two stages:

- Approval of the SomerSet “Concept Plan” (Appendix F), in accordance with the existing OCP, as an interim measure until the Design Regina OCP is approved by the Province;
- Approval of the SomerSet “Neighbourhood Plan” (Appendix G), in accordance with the requirements of the Design Regina OCP, following approval of the Design Regina OCP by the Province. The SomerSet Neighbourhood Plan will replace the SomerSet Concept Plan and will provide a more comprehensive planning strategy and policy framework for development.

### BACKGROUND

The proposed SomerSet Plan is the culmination of a process that began in 2009, when the development proponents (Proponents) submitted a draft concept plan to the City.

Although the existing OCP, at that time, identified the subject property as a future residential area, there was no indication as to what population phase applied to the subject property, nor was there any substantial direction regarding the issue of railway and CCRL proximity. Due to the issues of railway and industrial proximity, and the absence of guiding policy, Administration directed that studies be undertaken to assess the implications of railway and industrial proximity, and that a subsequent amendment to the existing OCP would be required if the studies provided reasonable assurance to the City that the subject property was appropriate for residential land-use.

At its March 18, 2013 meeting, Council approved an amendment to the existing OCP to: 1) recognize the subject property as a near-term (235,000 population) development area; 2) support a mix of land-uses and residential densities on the subject property; and 3) to establish requirements relating to the issue of CCRL proximity. Regarding the issue of CCRL proximity: there was concern from the Ministry of the Environment, the Health Authority and the CCRL operators that the subject property was not suitable for residential land-use due to its proximity to the CCRL complex.

In order to assess the CCRL proximity issue, the City reviewed a study (“Risk Study”) undertaken by the CCRL operators, which outlined the probable level of risk associated with a “major incident”. According to the City’s assessment, which was based on a third party review, the Risk Study indicates that the probable degree of risk would be at a low and acceptable level. Furthermore, it is the City’s understanding that upgrades to the CCRL complex are expected to decrease emissions relative to present day levels. For these reasons, and others, Administration recommended approval of amendments to the existing OCP to allow for near-term residential development. RPC and Council concurred with the recommendation.

Following Provincial approval of amendments to the existing OCP to accommodate SomerSet, the City has been working with the Proponent to develop a strategy to provide transportation and utility services to the proposed development and to mitigate potential issues, such as proximity to the railway corridor. Furthermore, an open house was held on November 20, 2012. Attached as Appendix E, is a summary of the public and stakeholder comments received through the open house process, as well as a summary of revisions that were undertaken to address concerns.

The Design Regina OCP is another important factor that has implications for the proposed SomerSet Plan. When the SomerSet Plan was originally considered, the existing OCP, including the NW Sector Plan, acted as the guiding policy document for directing land-use, servicing and concept plan submission. As the process evolved, it was determined that conformity with the Design Regina Plan was also important. The SomerSet Plan conforms with the policies of the proposed Design Regina Plan respecting the submissions of “neighbourhood plans”.

Neighbourhood plans differ from “concept plans” by addressing a broad range of issues, and by including a policy element. In other words, neighbourhood plans are much more comprehensive than concept plans. To reconcile the overlap of both the existing OCP and the proposed Design Regina Plan, it was determined that the SomerSet Plan should be approved as both a concept plan and, following Provincial approval of the Design Regina Plan, a Neighbourhood Plan, in accordance with the requirements of the proposed Design Regina Plan.

## DISCUSSION

### **Plan Area Context**

The proposed SomerSet neighbourhood is to be located on a 57 hectare tract of land located immediately north of the Kensington Greens neighbourhood. (See Appendix A and B) The plan area is bounded by a CPR corridor to the south-west and the city's boundary to the east and north. Lands to the east and north are in the RM of Sherwood and are used for primarily for agricultural purposes; however, there is one industrial development located immediately north of the plan area's NE corner (trucking operation). The current district plan identifies the area to the north of SomerSet as commercial. However, the RM of Sherwood's proposed Official Community Plan indicates the long term plan for this area is industrial development. Lands to the south-west constitute Kensington Greens, which is in the process of being developed as a residential neighbourhood. The plan area is in relative close proximity to the CCRL and EVRAZ industrial facilities. (See Appendix C)

### **Vision Summary**

The proposed Plan contemplates a mixed-use development that includes: a variety of residential types; a mixed-use "village commercial" node; a small "prestige industrial" node; a centrally located neighbourhood park. The overall community design is based on Traditional Neighbourhood Development (TND) principles: grid pattern for blocks and streets; rear-lane access; small detached dwellings and townhouse dwellings and a mix of land-uses. (See Appendix D – Land-Use Strategy) Measures are included that address potential issues associated with industrial and railway proximity; core services are expected to connect with adjacent systems in the Kensington Greens neighbourhood.

### **Land Use Summary**

Residential	<ul style="list-style-type: none"> <li>• Typology: single detached (30%); attached/ townhouse (17%); multi-unit, medium density (46%); mixed-use context (6%)</li> <li>• Population: 3,119 (total); 350 (school age children); 55 people/ha (density)</li> <li>• Affordable: no specific strategy; however, Plan supports accessory dwelling units, multi-unit buildings, small lot single detached dwellings</li> </ul>
Industrial/ Commercial	<ul style="list-style-type: none"> <li>• Industrial: low intensity, "prestige industrial" node, constituting 5% of total area, to be located within the EVRAZ buffer area</li> <li>• Commercial: low intensity, "village commercial" node, constituting 5% of total area; neighbourhood retail and service oriented uses only</li> </ul>
Open Space/ Recreation	<ul style="list-style-type: none"> <li>• Municipal Reserve: a park (including athletic field and playground), will comprise 75% of reserve potential; balance will be taken as cash-in-lieu</li> <li>• Municipal Buffers: a 6.5 m strip of land adjacent to the railway corridor, and forming part of a 12.5 m buffer, will be dedicated as Municipal Buffer</li> </ul>
Civic Uses	<ul style="list-style-type: none"> <li>• Schools: school boards consulted: no new schools required</li> <li>• No other civic uses (e.g. fire halls, libraries, community centers, etc.) are contemplated for this development</li> </ul>

## Servicing Summary

Water	<ul style="list-style-type: none"> <li>Proposed loop system connecting with Kensington Greens; 12<sup>th</sup> Ave main</li> <li>Service contingent on activation of second pressure zone and tie-in with Kensington Greens future development phase</li> </ul>
Wastewater	<ul style="list-style-type: none"> <li>Proposed gravity system connecting with Kensington Greens</li> <li>Service contingent on Rochdale sub-trunk extension and tie-in with Kensington Greens future development phase and infrastructure upgrades</li> </ul>
Stormwater	<ul style="list-style-type: none"> <li>On-site detention (park and utility detention pond) with discharge to minor system through Kensington Greens or Uplands</li> <li>Tie-in with Kensington Greens future development is preferred but it may not be possible without pumping</li> <li>At the subdivision stage, the Administration will work with the developers of SomerSet and Kensington Greens to determine the best solution</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>Winnipeg St. will be improved from 12<sup>th</sup> Avenue to the north city limit</li> <li>The development proponent will be required to coordinate with the developer of Kensington Greens to provide a roadway connection across the CPR line</li> <li>The design will allow for a transit route and easy residential access once funding becomes available</li> </ul>

## Industrial Proximity

The subject property is located in relative close proximity to the EVRAZ and CCRL industrial facilities. (See Appendix C) A portion of the subject property is located within a 1 km buffer zone surrounding EVRAZ. Because the City does not allow residential within the EVRAZ buffer, the proposed Plan has identified industrial for this area, which is supported by the existing OCP and the Design Regina OCP. A small portion of the subject property is also located within 1 km of CCRL; however, no regulatory buffer exists for this facility. As noted above (Background Section), the City has assessed the CCRL proximity issue and concludes that the risk of a major incident does not appear to be sufficiently severe as to prohibit residential land-use. In order to address the possibility of nuisance associated with aerial emissions, the Plan requires the landowner to register a caveat on all land titles apprising prospective lot buyers of the industrial proximity issue (e.g. odour, noise, dust).

It should be noted the CCRL operators, the Ministry of the Environment (MoE) and the Health Region authorities (RQHR) were provided an opportunity to comment on the proposed SomerSet Plan. CCRL, the MoE and the RQHR oppose the development due to the close proximity of heavy industrial activity; however, the MoE acknowledges that approval rests with the City. Both the MoE and the RQHR recommend that caveats be placed on lot titles warning of the industrial issue (the City will ensure that this is undertaken). The aforementioned concerns were submitted to the City as part of the concept plan open house (November 2012) and the process to revise the existing OCP, to accommodate SomerSet (March 2013).

## **Railway Proximity**

The subject property is located next to a CPR corridor (“Lanigan Line”), which is classified as a “secondary mainline”. The City’s only railway setback requirement is that “...no residential development in previously unsubdivided lands or rezonings to residential shall take place within 300 metres of the CNR or CPR Mainline, except in areas with existing approved concept Plans.” (OCP Policy 5.11e) In the case of CPR, Administration assumes this policy relates specifically to the central east-west mainline that runs through the city and GTH. Because the City does not have policy for secondary mainlines or branch lines, setbacks have been applied on a case-by-case basis. For future consideration, the City may refer to, or implement, the “Guidelines for New Development in Proximity to Railway Operations” prepared for Railway Association of Canada and the Federation of Canadian Municipalities. These guidelines recommend a 25 m setback between residential buildings and a railway property line where the line is a secondary mainline and an enhanced buffer is used, or a 15 m setback where the line is a branch line.

In the case of SomerSet, a 20 m setback was deemed acceptable for the following reasons:

- CP acknowledges that only 4-8 trains per day run along the Lanigan Line and that the average speed at the Ring Road crossing is approximately 40 km/hr. As the guidelines define branch lines as having 5 or less train trips per day at speeds less than 50 km/hr, the Lanigan Line only modestly exceeds branch line parameters, where a 15 m setback is used.
- The Proponents are planning to develop an enhanced berm that is 12.5 m wide and 2.5 m in height, landscaped, and will have an acoustic wall constructed on the apex. A 6.5 strip of the berm, abutting the CPR corridor, will constitute municipal buffer.
- On the other side of the CPR corridor, in Kensington Greens, the setback is approximately 20 m; however, no berm was required; therefore, SomerSet will exceed these standards.

## **OCP Conformity**

Because approval of the proposed SomerSet Plan falls within the transition period between the existing OCP and the proposed Design Regina OCP, it was determined that, to the greatest extent possible, the proposed SomerSet Plan should conform to both OCPs. Administration’s conclusion is that the SomerSet Plan is substantially supported by the both the existing OCP and the proposed Design Regina OCP, as noted below.

	<b>Regina Development Plan</b>	<b>Design Regina Plan</b>
Land Use	<ul style="list-style-type: none"><li>• NW Sector Plan allows for the mix of land-use and densities proposed</li><li>• NW Sector Plan supports industrial in EVRAZ buffer area</li></ul>	<ul style="list-style-type: none"><li>• OCP supports mixed-use development within new neighbourhoods (7.5)</li><li>• OCP supports industrial in EVRAZ buffer area (Growth Plan)</li></ul>
Phasing	<ul style="list-style-type: none"><li>• OCP recognizes the subject property as forming part of 235,000 population (Map 4.1)</li></ul>	<ul style="list-style-type: none"><li>• OCP recognizes the subject property as an “approved neighbourhood” (Growth Plan)</li></ul>
Density	<ul style="list-style-type: none"><li>• Plan exceeds minimum density targets of NW Sector Plan (3.2)</li></ul>	<ul style="list-style-type: none"><li>• Plan conforms with minimum density requirement of 50 people/ha (2.11.2)</li></ul>
Design	<ul style="list-style-type: none"><li>• Substantially conforms with the “Subdivision Design” policies of the NW Sector Plan (3.3)</li></ul>	<ul style="list-style-type: none"><li>• Substantially conforms with “Guidelines for Complete Neighbourhoods” (Appendix A)</li></ul>

## **Connectivity**

The subject property is encumbered by the CPR corridor, which severs the site from the adjacent neighbourhood to the south. Inter-connectivity has been partially addressed through a proposed pedestrian/servicing connection, which will connect the central park of the subject property to a core street in Kensington Greens and will allow for utility connections and pedestrian and emergency vehicle access. This connection will be established within the earliest phases of the project build-out. In addition to the pedestrian/servicing connection, the Plan also contemplates a road connection between the industrial areas of SomerSet and Kensington Greens, which will be constructed as part of later development phases. Crossings over the CPR corridor will require approval by CPR.

Interconnectivity is an issue also raised by the Regina School Division, in a letter dated September 12, 2013:

*Regina Public Schools does, however, wish to ensure that the City of Regina and developer continue to consider ease of access, safety and minimized walking distances to school sites with respect to the development. Specific concerns relate to the provision of a safe crossing at roadway and railway crossings, which could be addressed through a variety of methods, including the installation of signals or pedestrian over/ under passages.*

As the SomerSet development does not require a school, existing schools in adjacent neighbourhoods will be utilized (e.g. Ruth Pawson in Uplands). It is expected that school buses will be relied upon, however, the SomerSet Plan does allow for pedestrian passage via the aforementioned linkage over the CPR corridor. The exact design and control of the linkage will be determined as part of the crossing application process.

## **Transit**

Transit service currently exists to the Uplands neighbourhood, and the SomerSet Plan does include options for transit routing. The approximate cost of extending transit into SomerSet would be: \$375,000 in operating funding plus \$160,000 in capital for the purchase of a shuttle bus and for the improvement of a transit point in Uplands. There is no intention at this time to include, in the City's budget, the cost of extending transit to SomerSet.

## **Inter-Municipal**

Lands contiguous to the north boundary of the subject property are located in the RM of Sherwood (RM), are zoned industrial and include an industrial operation (trucking operation). The District Plan, which applies to the Urban/ Rural Fringe Area, identifies lands to the north as future commercial. Despite the zoning and land-use identified in the District Plan and Zoning Bylaw, the proposed new RM OCP supports heavy industrial. The City supports the intent of the District Plan to transition the adjacent RM lands to commercial, as the City's OCP was amended in 2004 to allow for residential on the subject property. Administration suggests that light industrial may also be an appropriate neighbouring land-use, and has conveyed this message to the RM and the Province as a means of reconciling this issue. However, if this cannot be reconciled, the Neighbourhood Plan for SomerSet includes policy statements that caveats will be put on title to notify land owners of the proximity to industrial development and the potential noise, odour and aerial pollution associated with industrial development.

The City's response to the RM's concerns is outlined in Appendix E; however, it can be summarized here that the main concerns of the RM relate to potential land-use incompatibility and the nature and function of Winnipeg Street.

## **Plan Submission**

As set forth in the proposed Design Regina Plan, the City has new requirements for plans associated with large-scale master-planned developments. In the past, the City required the submission of a "concept plan". Although concept plans would include supporting analysis and rationale, only key plan maps were approved by Council (e.g. land-use plan, servicing plan), and no policy element was required. In order to provide a more comprehensive solution for large-scale, master-planned developments, the City will be requiring the submission of "neighbourhood plans", which address a spectrum of issues beyond what a concept plan would normally address, and include a policy element (policy statements that direct land-use, design and servicing). Because approval of the SomerSet Plan falls in the transition phase between the existing OCP and the proposed Design Regina OCP, it was determined that the SomerSet Plan should be approved in two stages:

- Approval of the SomerSet "Concept Plan" (Appendix F), in accordance with the existing OCP, as an interim measure until the Design Regina OCP is approved by the Province;
- Approval of the SomerSet "Neighbourhood Plan" (Appendix G), in accordance with the requirements of the Design Regina OCP, following approval of the Design Regina OCP by the Province. The SomerSet Neighbourhood Plan will replace the SomerSet Concept Plan and will provide a more comprehensive planning strategy and policy framework for development.

The SomerSet Neighbourhood Plan is attached to this report as information; however, it will be brought forward to RPC and Council as a separate and future item, following provincial approval of the Design Regina OCP.

## **RECOMMENDATION IMPLICATIONS**

### **Financial Implications**

Capital funding to provide municipal infrastructure that is required for subdivision and development in the 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 Free funding will be funded by the City of Regina in accordance with the *Administration of Servicing Agreements Fees and Development Levies* policy.

The approximate cost of extending transit into SomerSet would be: \$375,000 in operating funding plus \$160,000 in capital for the purchase of a shuttle bus and for the improvement of a transit point in Uplands. There is no intention at this time to include, in the City's budget, the cost of extending transit to SomerSet.

### **Environmental Implications**

The only constraint associated with the natural environment identified through the report is the high sensitivity nature of the underlying aquifer.

Although the property sits atop an aquifer with high sensitivity, Administration regards residential and “prestige industrial” as compatible with these conditions. Furthermore, the proposal is required to comply with the applicable performance standards of the Zoning Bylaw, which regulate development over aquifers.

Proximity to adjacent industrial poses another environmental consideration, especially so considering the prevailing wind direction (primarily from NW and SE). The issue of industrial proximity is addressed in the “Discussion” section of this report; however, it can be added here that the CCRL operators do monitor air quality and provide annual reports, which are available to the City for viewing. Furthermore, The MoE is considering establishing air management zones, and is in the process of establishing one for the Moose Jaw/Regina/Yorkton area, which may provide the City an opportunity to become more proactively engaged with this issue

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

- Public and stakeholders were engaged during an open house held on November 20, 2012. Open house comments are summarized in Appendix E.
- The Council date, where the proposed SomerSet Plan will be considered, will be advertised.
- The City circulated the proposed SomerSet Plan to affected Stakeholders, including the RM of Sherwood, CCRL operators, MoE, Uplands Community Association and Kensington Greens proponent, in March 2013, and offered to meet directly with these parties to discuss issues. These stakeholders have provided comments, which are summarized in Appendix E of this report.
- The City has apprised the development proponent of Kensington Greens, the RM of Sherwood and the CCRL operators of the RPC date associated with this file.
- Through the OCP amendment process, which was undertaken in March 2013 to support the near-term development of SomerSet, affected stakeholders were provided an opportunity to submit comments regarding the SomerSet file to Council.

DELEGATED AUTHORITY

City Council’s approval of OCP amendments is required pursuant to *The Planning and Development Act, 2007*.

Respectfully submitted,



Diana Hawryluk, Director  
Planning

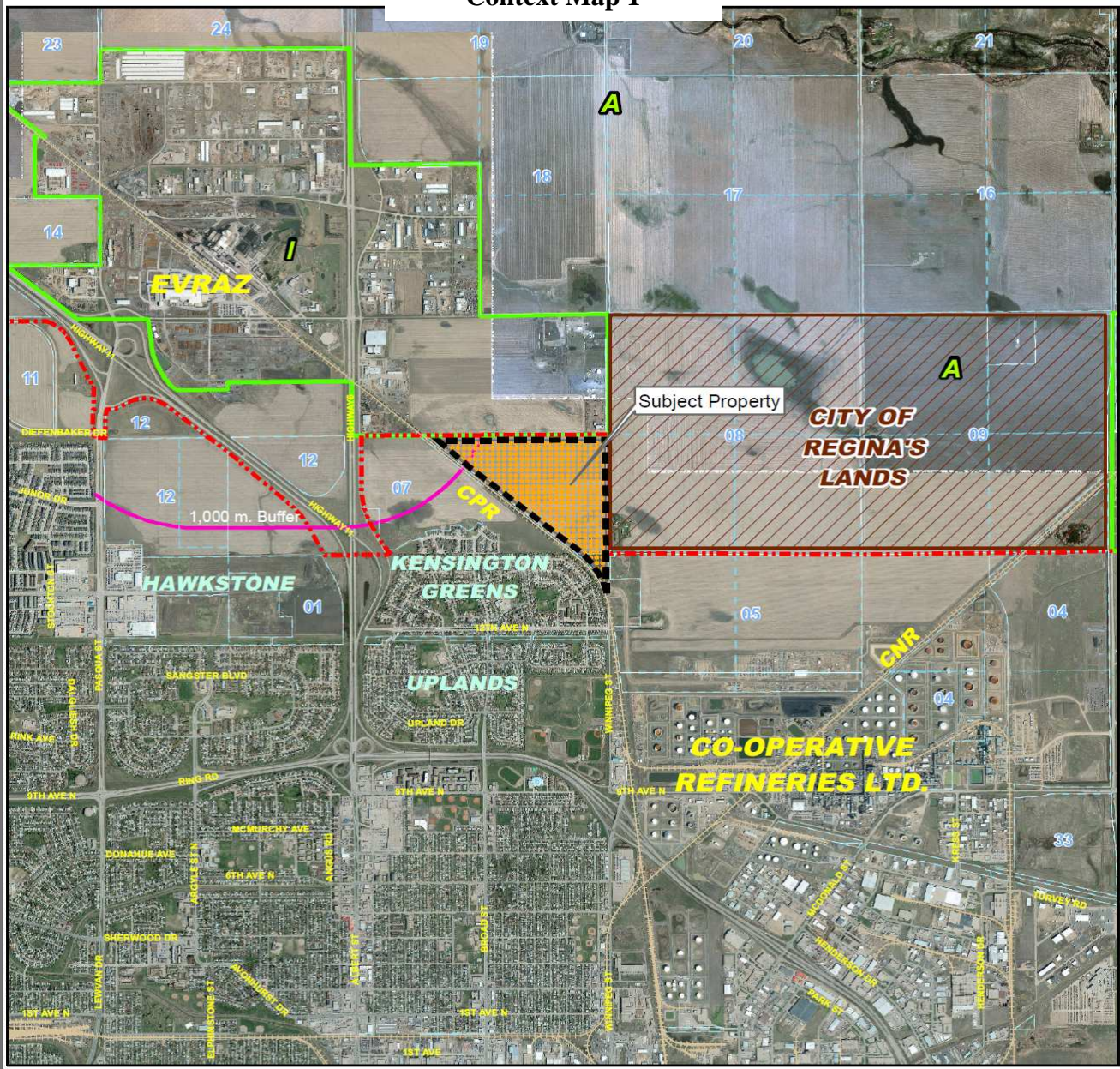
Respectfully submitted,



Jason Carlston, Deputy City Manager  
Community Planning and Development



Somerset  
Context Map 1



Legend

- EVRAZ Boundary
- EVRAZ 1,000 m. Buffer
- City Limits
- Railways

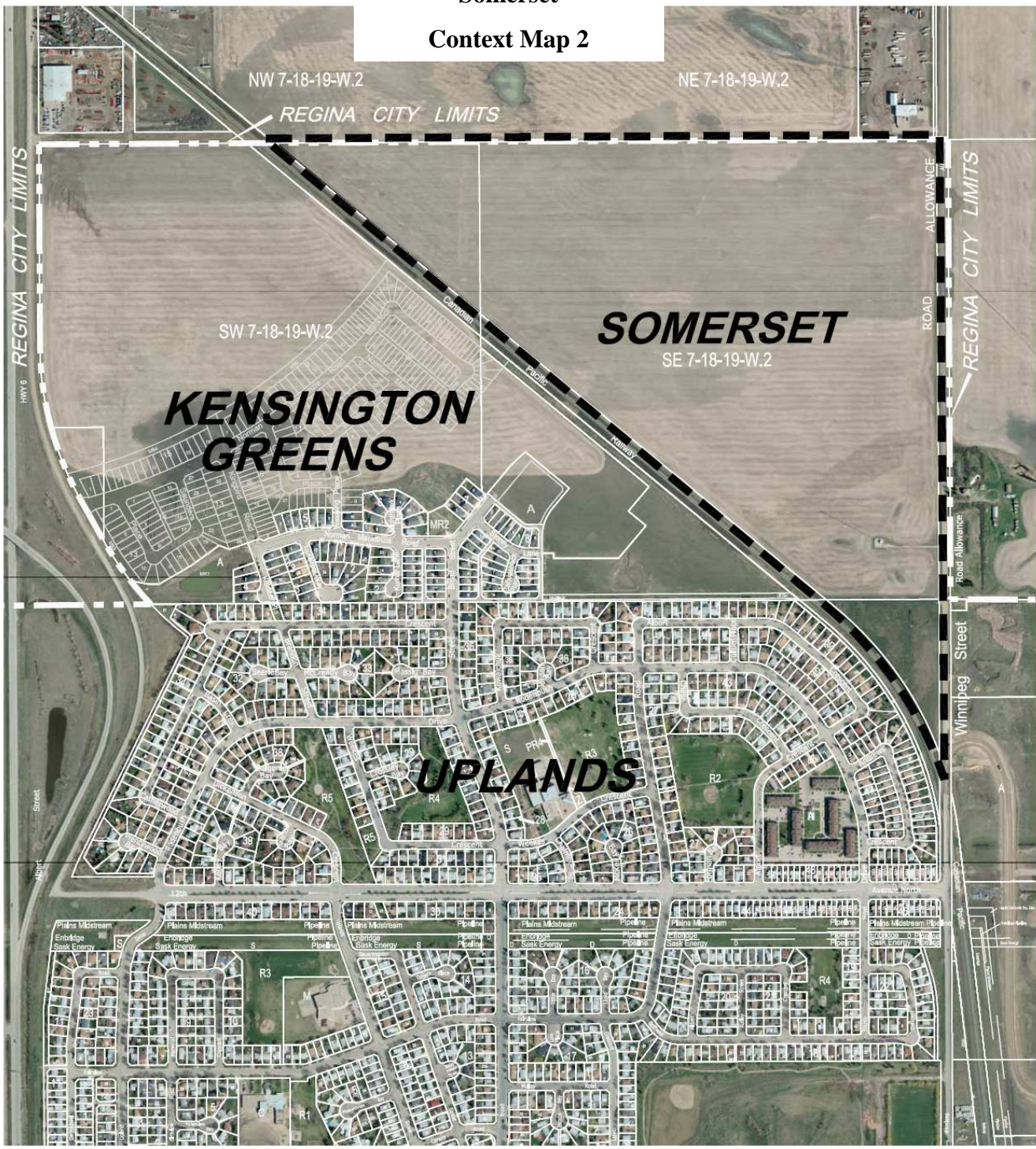
February, 2013  
PLANNING DEPARTMENT



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Somerset  
Context Map 2

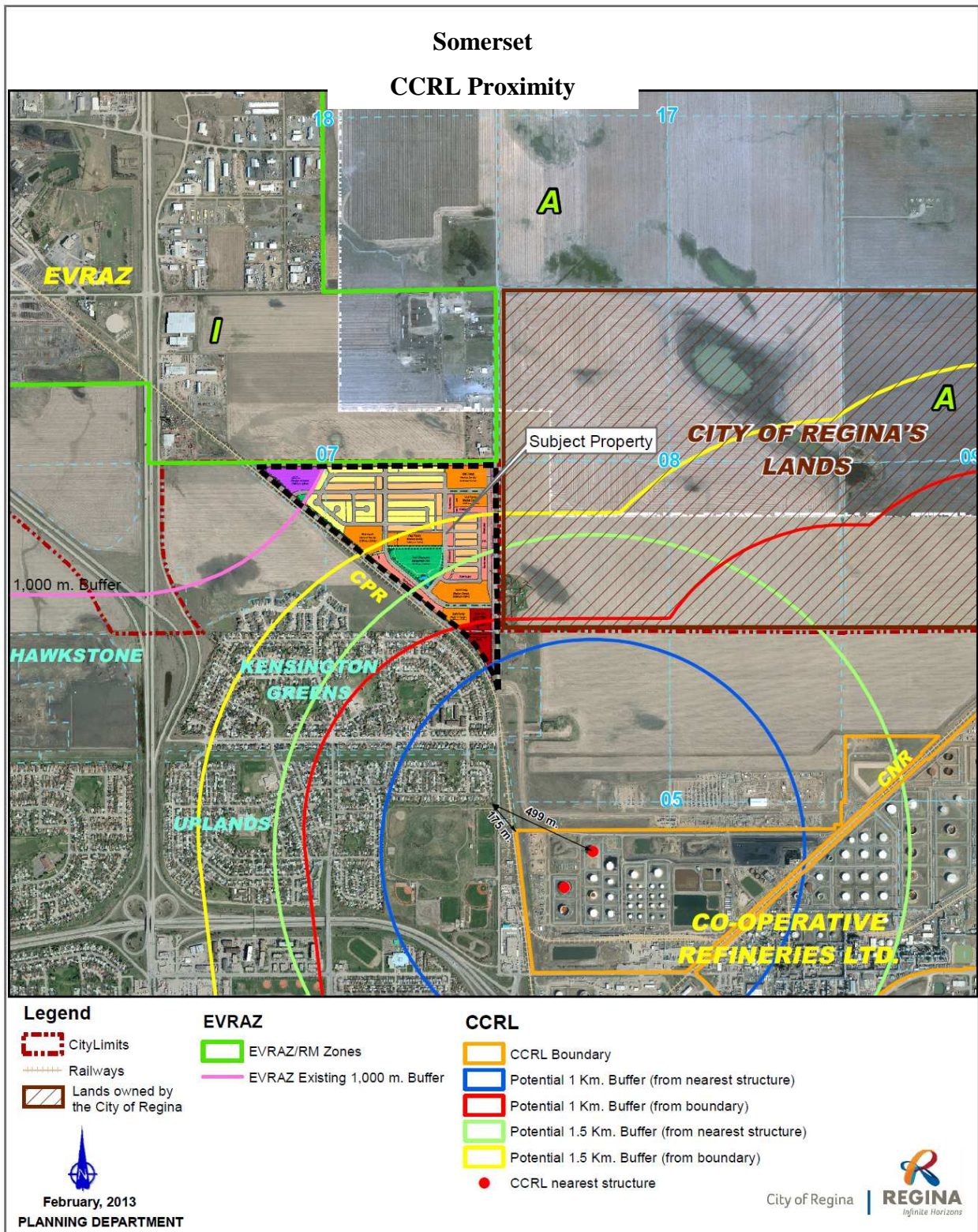


 Subject Property

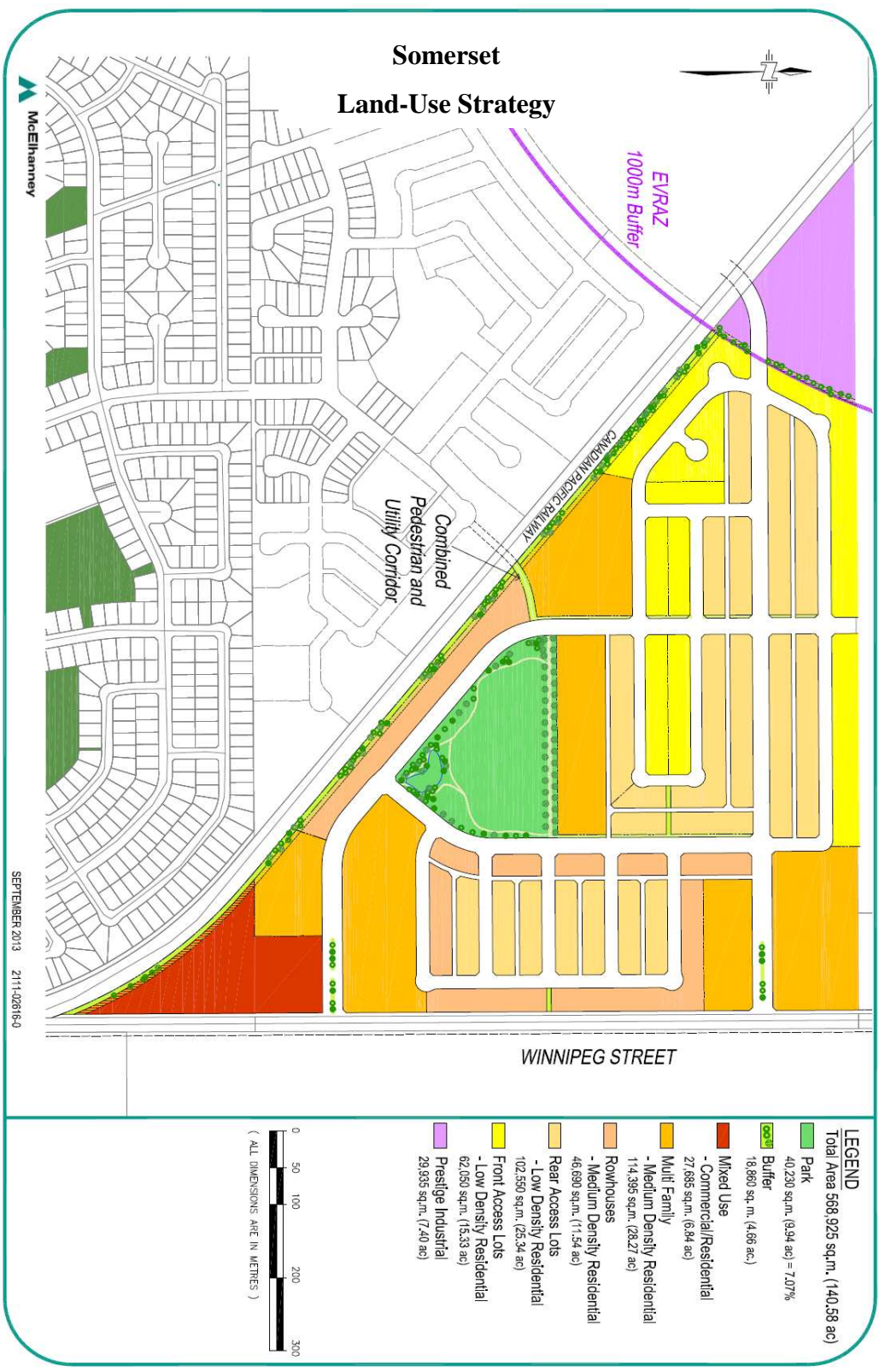
Date of Photography: 2012











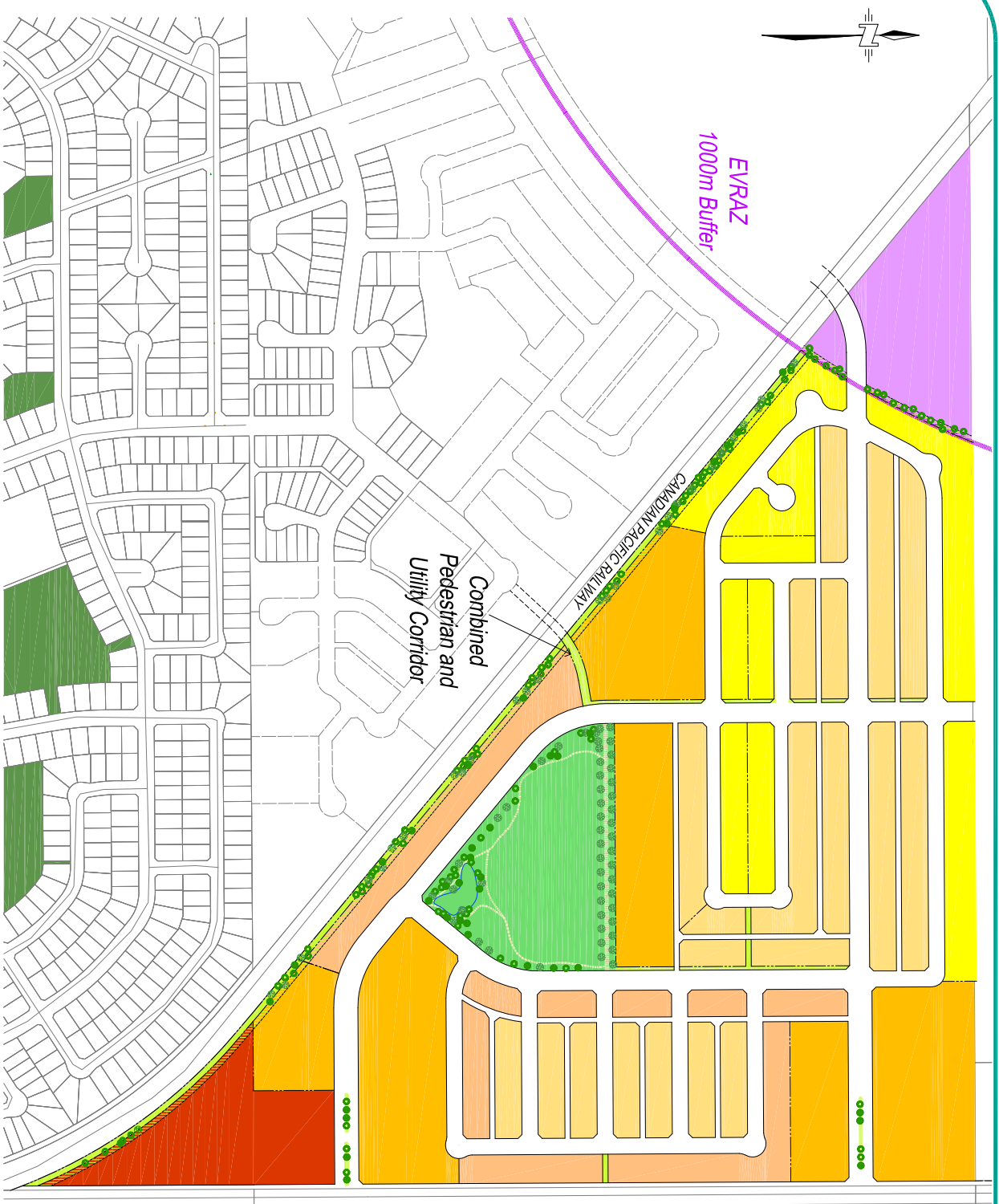
Administration's Response to Public and Stakeholder Comments			
RM of Sherwood Comments			
1	Land-Use Compatibility	Comment	Residential is inappropriate on the subject property due to the RM's plan to support heavy industrial on adjacent land in the RM, as per proposed new RM OCP.
		Response	<p>The City, through an amendment to its official community plan, identified the subject property for residential in 2004. The existing District Plan recommends that lands immediately north of SomerSet transition from industrial to commercial.</p> <p>The City Administration suggests that applying commercial or light industrial zoning to the adjacent lands in the RM would support land-use compatibility, as well as the economic development potential of the affected properties. In addition, a caveat will be placed on titles to notify future land owners of potential noise, odour and aerial pollution associated with heavy industrial uses.</p>
2	North Buffer Design	Comment	The proposed 3 m buffer, to be located along the north boundary of the property, is insufficient.
		Response	In lieu of the proposed 3 m landscape buffer, the City will be requiring a 6 foot high noise fence. This fence will provide superior visual buffering and sound attenuation as compared to a 3 m landscape buffer. Should development occur to the north, a buffer may be required by the RM at that time, depending on the land use. Often, buffering from commercial or light industrial uses can be accomplished through private site landscape elements.
3	Winnipeg Street	Comment	Winnipeg St, north of subject property and City boundary will need to be upgraded due to increased traffic resulting from the development.
		Response	Traffic associated with the proposed development is not expected to travel, in significant amounts, northward along Winnipeg Street. Furthermore, the traffic volumes on this section of Winnipeg Street are expected to be below a threshold where the City would typically pave the street. The City will require the developer to install a dust free surface on Winnipeg Street from the north SomerSet access to the north City limit; however, this is only due to its proximity to residential development. The City does remain committed to working on the relationship with the RM of Sherwood to develop a comprehensive solution to inter-municipal cost sharing arrangements for the upgrading of main roadways into and out of the city.

4	Road Linkage to RM	Comment	Connector road from the subject property to lands in the RM should be removed.
		Response	This connection may not ever be constructed, but the City believes it is essential to preserve the ROW to allow connectivity to future development to the north, regardless of jurisdiction or land use.
5	North Access	Comment	North access road to the subject property should be relocated further south.
		Response	Winnipeg Street is an arterial roadway within the urban boundary and an important corridor for both the RM and the City. If more intensive development occurs immediately to the north in the future, Winnipeg Street should be developed to Transportation Association of Canada (TAC) standards and no direct driveway access should be provided in order to preserve the function of the corridor (i.e. access to the existing site would be provided by means of an internal road network). For the interim, the intersection spacing provided between the proposed SomerSet development and the existing driveway is adequate.
Public Comments			
1	Water Pressure	Comment	Water pressure is already low in Uplands/ Kensington Green. It may get worse with the new development
		Response	City is currently constructing a “2 <sup>nd</sup> pressure zone”, which will provide additional water pressure to Uplands, Kensington Greens and SomerSet. Rezoning is contingent on the 2 <sup>nd</sup> pressure zone being operational.
2	Winnipeg Street	Comment	Concern with the existing conditions of Winnipeg St. (dust, traffic, winter conditions)
		Response	City will work with development proponent to upgrade Winnipeg St. from 12 <sup>th</sup> Avenue North to the city boundary.
3	Property Values	Comment	Concern with the quality of the development; higher densities proposed
		Response	The overall community design, land-use and density composition conforms with the new OCP
4	Schools	Comment	Concern with the capacity of the existing schools; implications associated with new students
		Response	School boards have been consulted: additional students expected will not result in the need for a new school(s)

5	Rail; Industrial Proximity	Comment	Concern with the proximity of residential with existing industrial and rail line; appropriate buffers should be required
		Response	<ul style="list-style-type: none"><li>Residential will be outside of the 1 km. buffer area established for EVRAZ and will be located beyond 1 km. of the nearest major structure in CCRL.</li><li>Risk studies completed for CCRL do not indicate a level of risk that would warrant the prohibition of residential.</li><li>The Plan requires a buffer adjacent to the rail line that will be 20 m. in width and will include a berm and acoustic wall.</li></ul> <p>This solution is deemed satisfactory to Administration.</p>
CCRL, MoE and RQHR Comments			
1	Industrial Proximity	Comment	Oppose development due to proximity of heavy industrial activity
		Response	<p>Letters from CCRL, MoE and the RQHR, which oppose the proposed SomerSet development, were submitted to, and considered by, Council as part of the process to amend the OCP to support SomerSet in March 2013.</p> <p>Suggestions from these agencies that, at a minimum, the developer required be required to place a caveat on all property titles, which acknowledges the proximity of heavy industrial, are supported by the City. The proposed SomerSet Neighbourhood Plan includes policy requiring the placement of caveats on title.</p>
Regina School Division			
1	Connectivity	Comment	<i>Regina Public Schools does, however, wish to ensure that the City of Regina and developer continue to consider ease of access, safety and minimized walking distances to school sites with respect to the development. Specific concerns relate to the provision of a safe crossing at roadway and railway crossings, which could be addressed through a variety of methods, including the installation of signals or pedestrian over/ under passages.</i>
		Response	As the SomerSet development does not require a school, existing schools in adjacent neighbourhoods will be utilized (e.g. Ruth Pawson in Uplands). It is expected that school buses will be relied upon, however, the SomerSet Plan does allow for pedestrian passage via a centralized pedestrian linkage over the CPR corridor. The exact design and control of the linkage will be determined as part of the crossing application process.



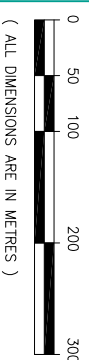
# SOMERSET CONCEPT PLAN CONCEPTUAL LAND USE PLAN



## LEGEND

Total Area 568,925 sq.m. (140.58 ac)

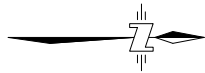
- Park  
40,230 sq.m. (9.94 ac) = 7.07%
- Buffer  
18,860 sq. m. (4.66 ac.)
- Mixed Use  
- Commercial/Residential  
27,885 sq.m. (6.84 ac)
- Multi Family  
- Medium Density Residential  
114,395 sq.m. (28.27 ac)
- Rowhouses  
- Medium Density Residential  
46,690 sq.m. (11.54 ac)
- Rear Access Lots  
- Low Density Residential  
102,550 sq.m. (25.34 ac)
- Front Access Lots  
- Low Density Residential  
62,050 sq.m. (15.33 ac)
- Prestige Industrial  
29,935 sq.m. (7.40 ac)







# SOMERSET CONCEPT PLAN CONCEPTUAL TRAFFIC PLAN



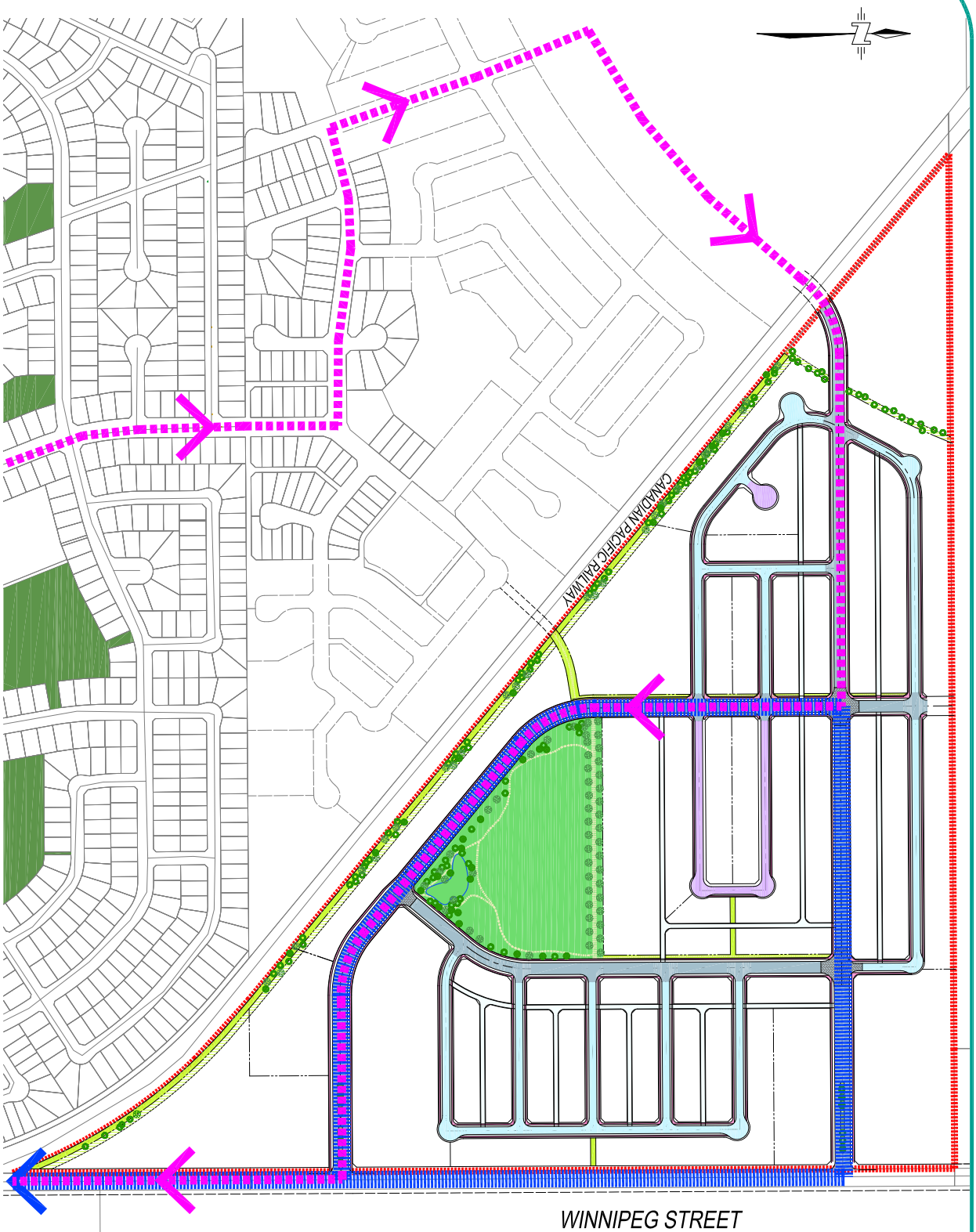
## LEGEND

- Collector Road  
- 22.0m ROW 13.4m TW
- Local Road  
- 18.0m ROW 8.7m TW
- Local Road  
- 15.0m ROW 8.7m TW
- Alley  
- 6.0m ROW 5.5m TW
- Sidewalk
- Pedestrian Path



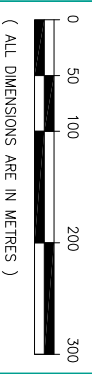


# SOMERSET CONCEPT PLAN CONCEPTUAL TRANSIT ROUTE PLAN



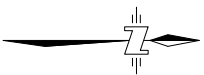
## LEGEND

- Transit Route
- Alternate Transit Route
- Collector Road  
- 22.0m ROW 13.4m TW
- Local Road  
- 18.0m ROW 8.7m TW
- Local Road  
- 15.0m ROW 8.7m TW
- Alley  
- 6.0m ROW 5.5m TW
- Sidewalk
- Pedestrian Path

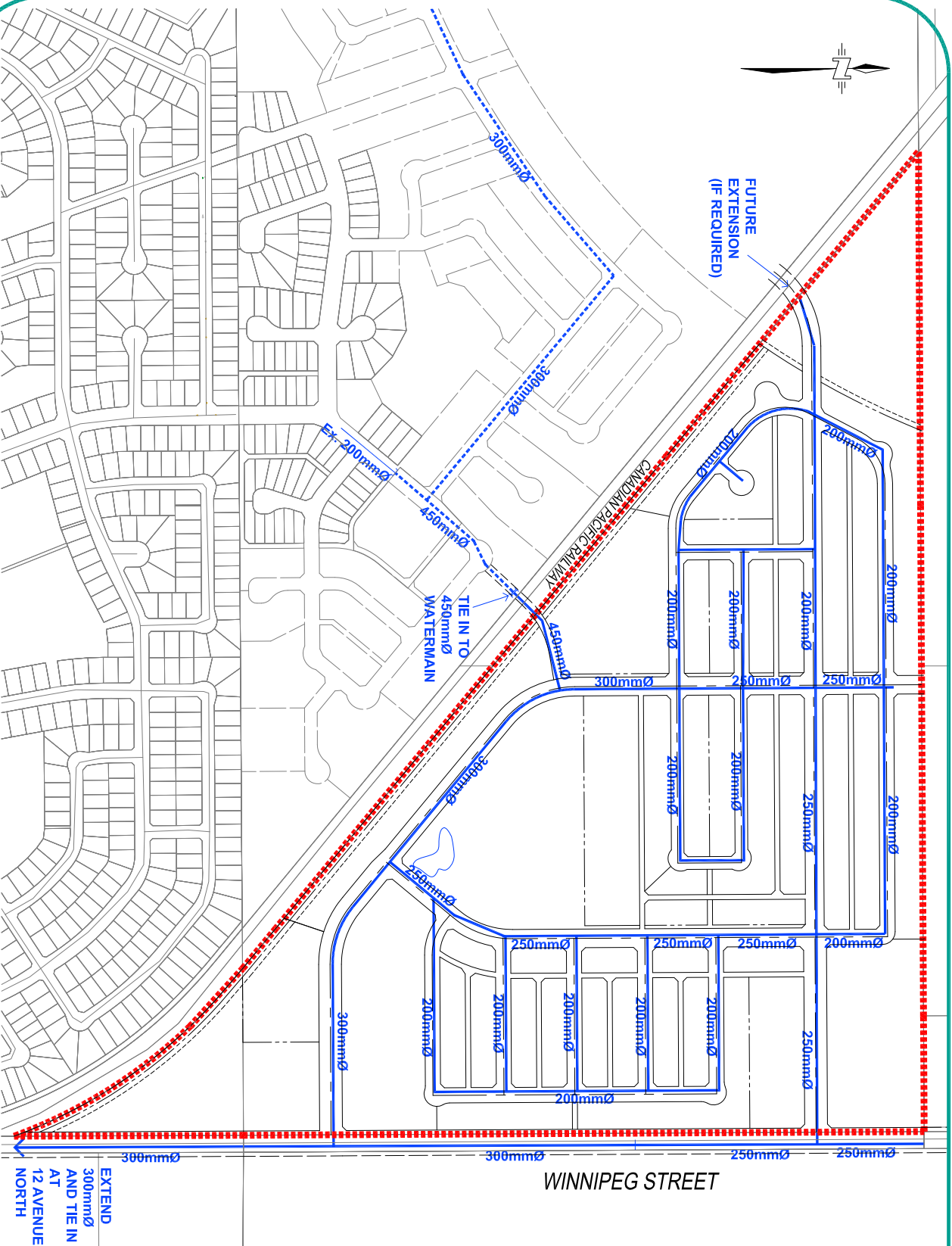




# SOMERSET CONCEPT PLAN CONCEPTUAL WATER PLAN

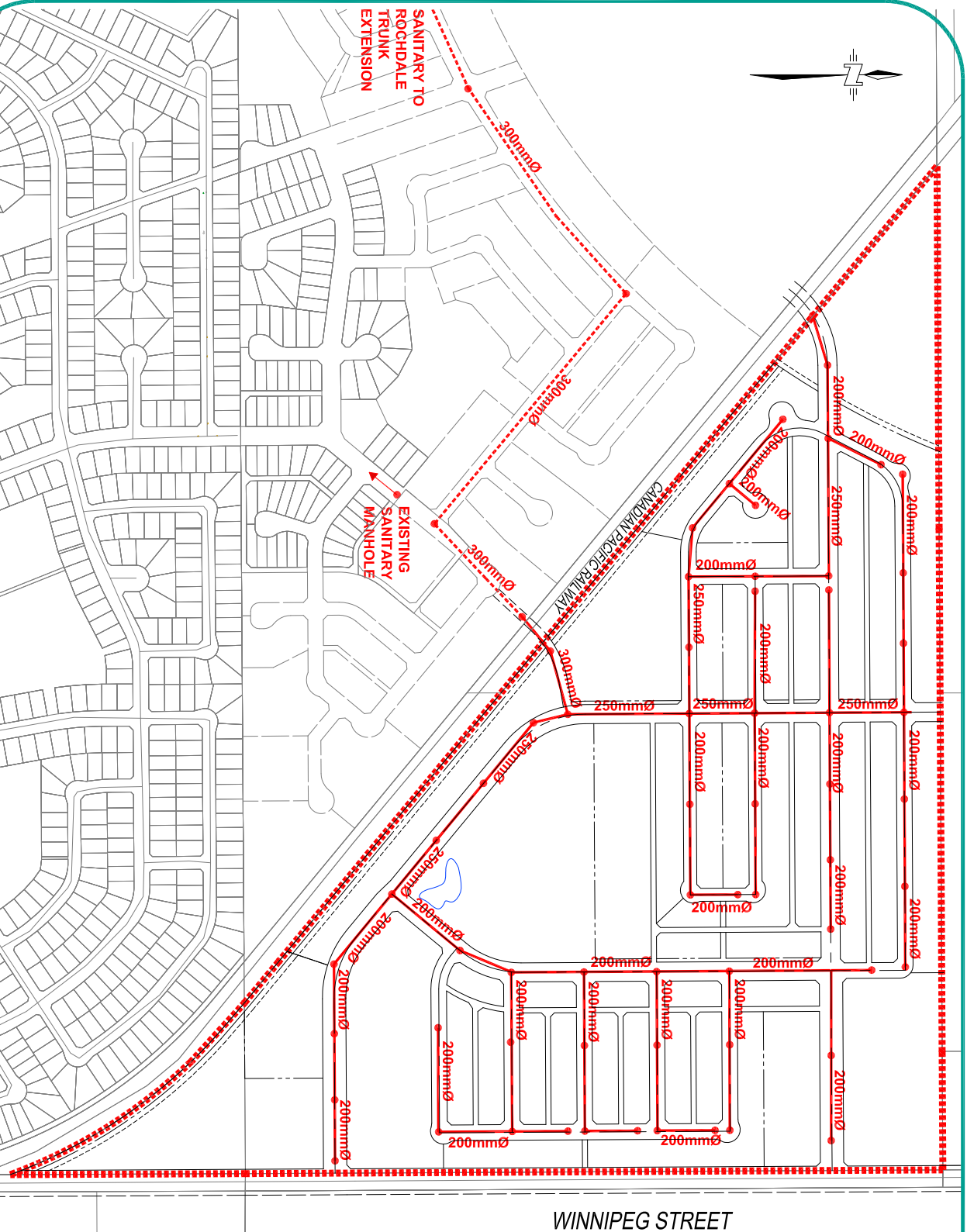
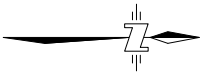


FUTURE  
EXTENSION  
(IF REQUIRED)





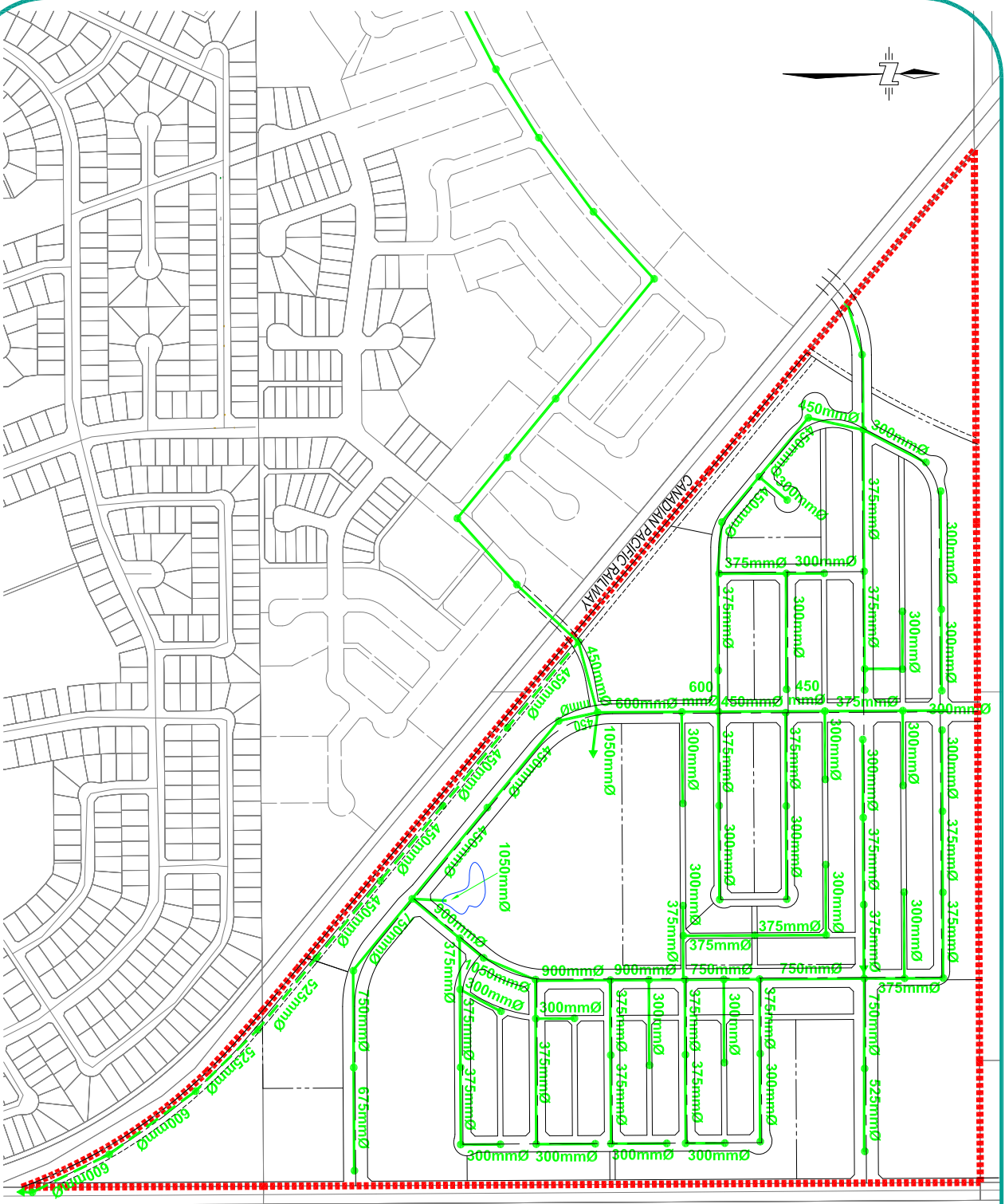
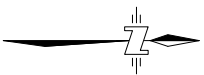
# SOMERSET CONCEPT PLAN CONCEPTUAL SANITARY SEWER PLAN





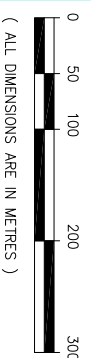


# SOMERSET CONCEPT PLAN CONCEPTUAL STORM SEWER PLAN



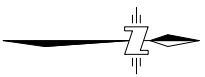
## LEGEND

- PREFERRED
- - - ALTERNATE





# SOMERSET CONCEPT PLAN CONCEPTUAL PHASING PLAN



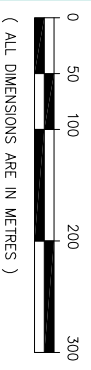
EVRAZ  
1000m Buffer

CANADIAN PACIFIC RAILWAY

WINNIPEG STREET

## LEGEND

- Park
- Buffer
- Mixed Use
  - Commercial/Residential
- Multi Family
  - Medium Density Residential
- Rowhouses
  - Medium Density Residential
- Rear Access Lots
  - Low Density Residential
- Front Access Lots
  - Low Density Residential
- Prestige Industrial
- Phasing Line







# SomerSet Neighbourhood Plan

Earth King 135 Ventures Ltd. | Version H | September 2013

Prepared by



**McElhanney**

McElhanney Consulting Services Ltd.  
Suite 2300 Central City Tower  
13450 102 Avenue  
Surrey BC V3T 5X3

MCSL Project Number 2111 02616-0

City of Regina Number 09-CP-01

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## DISCLAIMER

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## ACKNOWLEDGEMENT

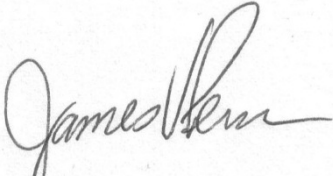
The proposed SomerSet Neighbourhood Plan has been prepared by McElhanney Consulting Services Ltd., at the request of Earth King 135 Ventures Ltd., the owner / proponent of the proposed development, for submission to the City of Regina.

City of Regina staff have been instrumental in helping develop and refine the SomerSet Neighbourhood Plan.

The preparation of the SomerSet Neighbourhood Plan would not have been possible without the involvement of Bercha Engineering Ltd., AECOM Canada Ltd. and Durante Kreuk Ltd., who contributed their extensive knowledge and expertise to the creation of the SomerSet Neighbourhood Plan.

## SIGNATURES

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Senior Planner

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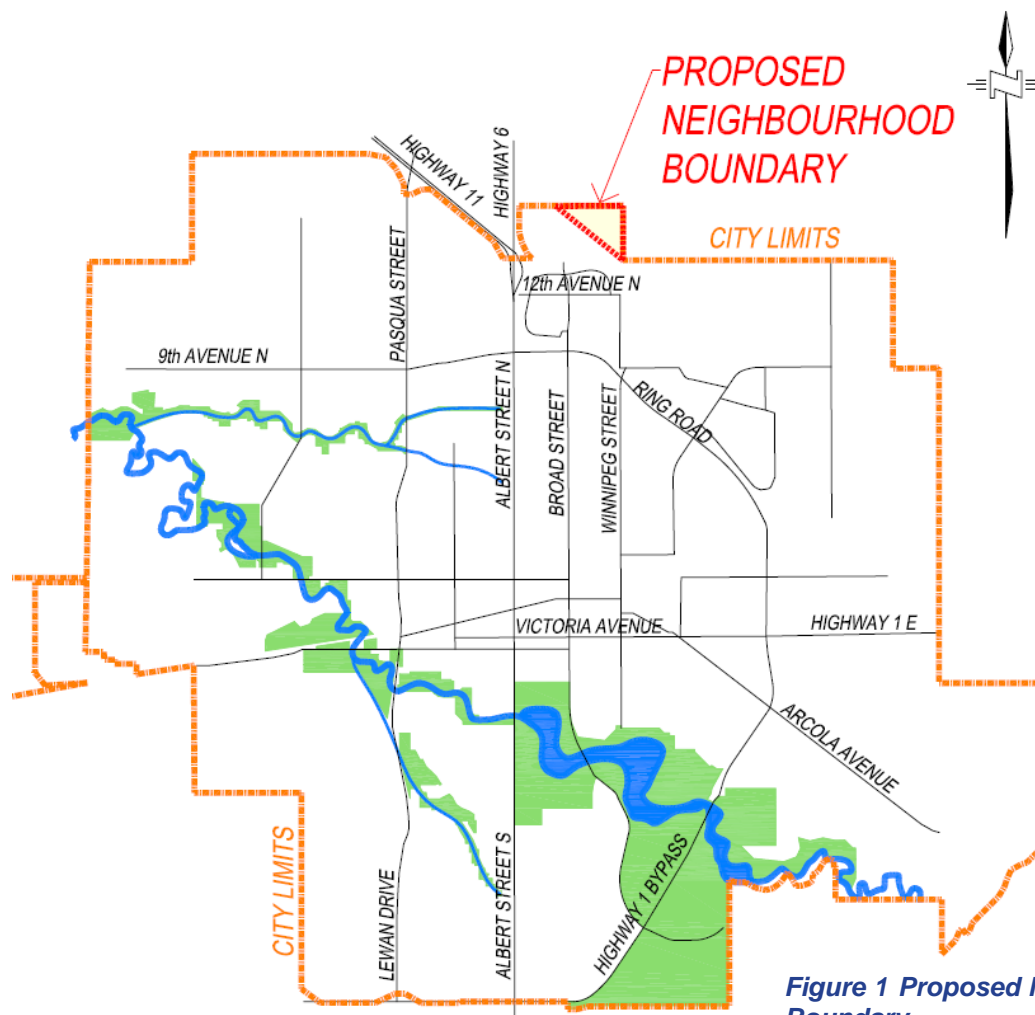
# 1. INTRODUCTION

## 1.1. BACKGROUND

The City of Regina has identified areas within its city limits for future urban expansion. To facilitate the orderly and planned growth of such areas, the City requires the establishment of Neighbourhood Plans. These plans provide a land use, servicing and policy framework for the future development of future urban lands. In accordance with this City policy, the landowners of the subject lands have engaged a consulting team to prepare a Neighbourhood Plan for a new urban neighbourhood known as “SomerSet.”

## 1.2. SITE CONTEXT

The proposed SomerSet Neighbourhood plan area is located at the north approach to the City of Regina (see Figures 1 and 2). The lands are triangular in configuration with a Canadian Pacific Rail (CP Rail) corridor (the Lanigan Line) running along the southwest boundary of the property. The lands to the north and east are currently outside the City limits and are used for agricultural purposes. The SomerSet Neighbourhood is located at the southerly edge of a 1000m buffer around the Evraz (formerly “IPSCO”) Industrial facility located north of the City of Regina.



**Figure 1 Proposed Neighbourhood Boundary**



**Figure 2 Subject Site**

 Subject Property

Date of Photography: 2009

There are existing residential neighbourhoods south of the SomerSet Neighbourhood. The Uplands neighbourhood is a well-established residential neighbourhood consisting primarily of single family detached housing. Immediately south of the SomerSet Neighbourhood Plan area is the Kensington Greens neighbourhood, which neighbourhood includes a planned mix of detached single family and attached / multi-family residential, along with a possible future Industrial component at the northwest corner of the site. Figure 3 provides an overview of the surrounding neighbourhood and land use context for the Northeast Sector of the City.

The existing CP Rail line located at the southeast boundary of the site affects opportunities to connect the proposed SomerSet Neighbourhood with adjacent neighbourhood areas to the south. Despite challenges with connectivity, site planning has attempted to capitalize on the opportunities to achieve a greater degree of visual and physical connectivity with the surrounding community through the placement of similar land use types along the CP Rail corridor (visual) and extension of roads to the north and south (physical). In terms of land use and servicing, the SomerSet Neighbourhood represents an extension and completion of the Uplands / Kensington Greens.



**Figure 3** Neighbourhood Context Plan

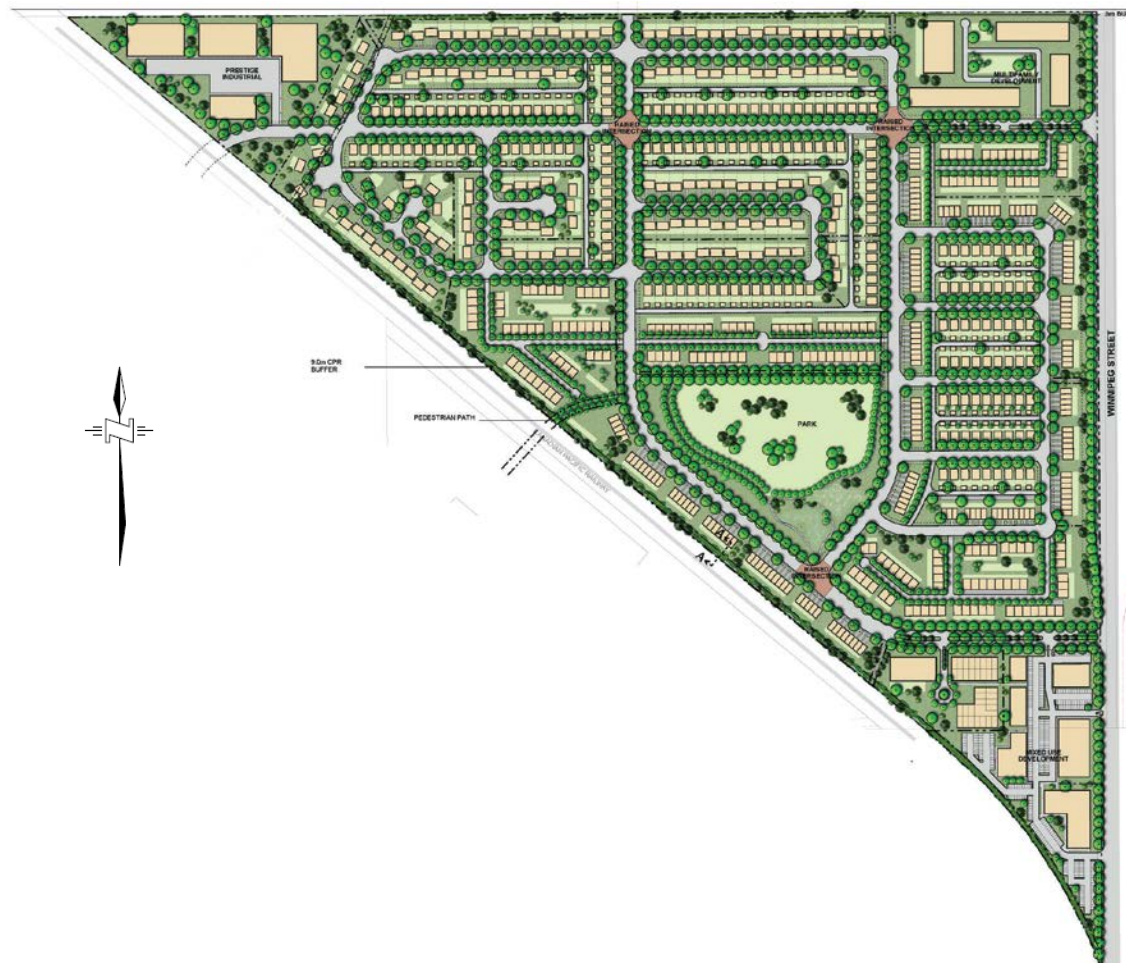


The proposed SomerSet Neighbourhood area is geographically located within the Northeast Sector Study Area. The servicing strategy for this area was updated by the City in August 2011. Major trunk sewer and water infrastructure identified within the Northeast Sector Study area is currently under construction and is expected to be completed by 2014.

### 1.3. PROJECT VISION

The planning for the new SomerSet Neighbourhood is based on a desire to create a complete community in the City of Regina's Northeast Sector. The overall vision for the SomerSet Neighbourhood is to create a place for people to **Live, Work and Play**.

The notion of a complete community is extended to include the larger, existing residential neighbourhoods to the south by providing complimentary and compatible uses to help 'support' these neighbourhoods (see Figure 4). The Vision is to foster a more self-sufficient, less auto-dependent community in this sector of the City.



**Figure 4** A Complete Community – Conceptual Rendering



## **1.4. GOALS & OBJECTIVES**

In order to realize the vision of a complete community, the following key planning objectives must be successfully achieved.

### **1.4.1. Provide Housing Choices**

The SomerSet Neighbourhood plan represents a broad range of housing choices, from small lot detached single family to mixed use condo above village commercial. This broad range of housing forms is designed to respond to housing and affordability needs of an increasingly dynamic marketplace and the City's vibrant economy. Macro-scale demographic trends will likely lead to diverse housing needs that cannot be fully satisfied with traditional housing stock represented by larger detached homes on large lots.

### **1.4.2. Create Recreation and Village Amenities**

SomerSet creates a social focus by organizing itself around a central park area and an adjacent commercial mixed use development. Orientation of land uses around the social hub will reinforce a sense of community and encourage neighbour interaction and fewer vehicle trips. The established Uplands and Kensington Greens residential neighbourhoods are not currently served by local commercial areas and will also benefit from the provision of this community hub.

### **1.4.3. Foster Sustainable Neighbourhoods**

A complete community is more sustainable as the organization of land use allows a broad range of housing forms to meet lifestyle /economic needs of residents and allows people to live closer to places of work, shopping and recreation. SomerSet's more compact neighbourhood form and overall higher density are more supportive of public transit and result in a more efficient use of the land resource.

### **1.4.4. Create Safe Neighbourhoods**

The creation of a safe neighbourhood requires attention to the design and arrangement of public realm areas (such as sidewalks and parks) and private realm areas (such as front yards). The SomerSet Neighbourhood considers these design elements through attention to CPTED (Crime Prevention Through Environmental Design) in the overall planning design. Basic design elements include the elimination of garage-dominated streetscapes, and front porch requirements on all detached dwellings. Additionally, pedestrian safety must be carefully considered in neighbourhood design.

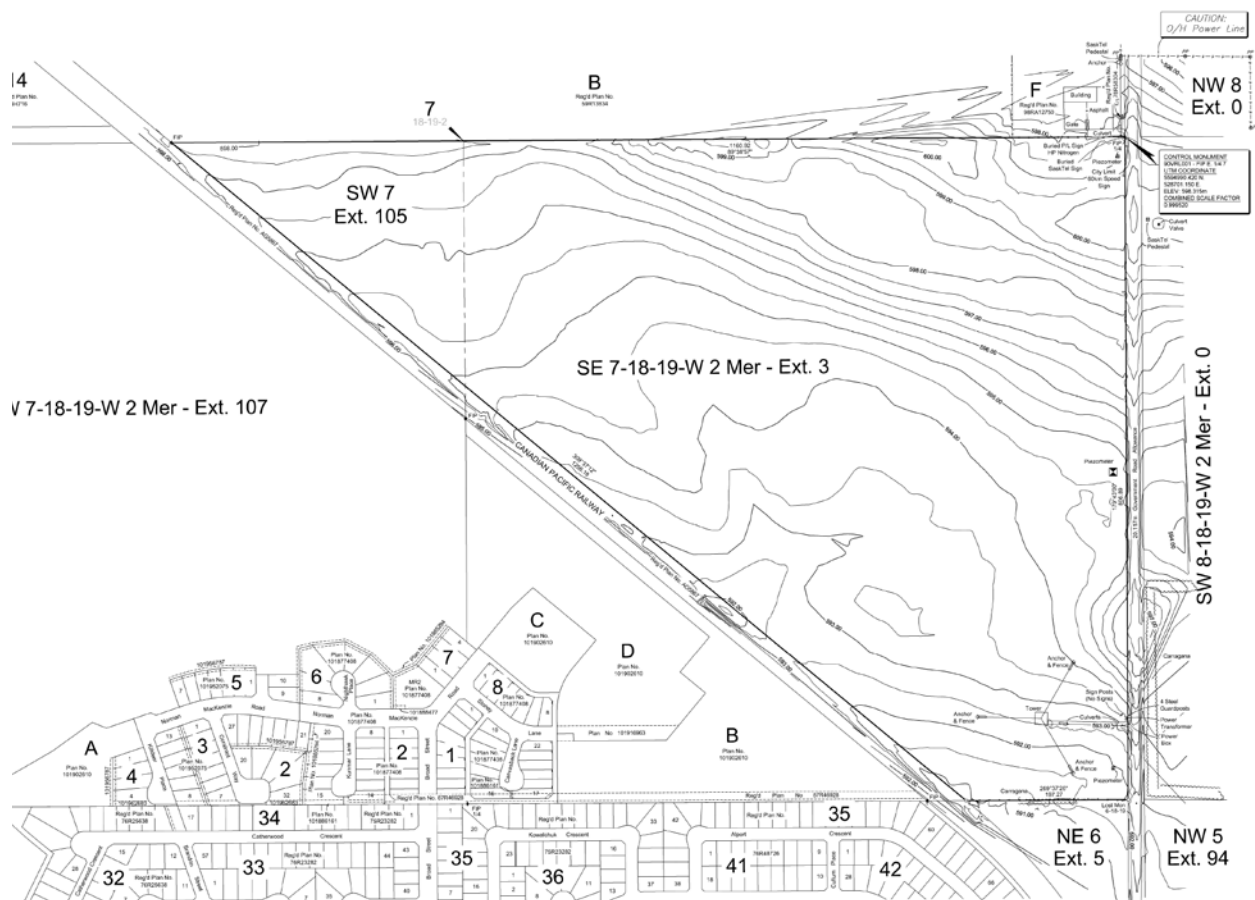
### **1.4.5. OCP Conformity**

Located in the northeast quadrant of the City, the SomerSet Neighbourhood represents what is effectively the final extension / completion of the Uplands Neighbourhood (see Figure 3). The SomerSet Neighbourhood Plan conforms with the City's Official Community Plan growth plan objectives and principles for "complete neighbourhoods."

## 2. SITE ANALYSIS

### 2.1. TOPOGRAPHY

The subject lands include 56.89 hectares (140.6 acres) of lands configured in a distinctive triangular geometry (see Figure 5). The lands vary in elevation between 592.0 metres to 600.5 metres. The terrain is gentle and slopes from the northeast to the southwest.



**Figure 5** Topographic Survey Plan

### 2.2. NATURAL FEATURES

The proposed neighbourhood site has been actively farmed. The majority of the site was covered in wheat crop. There are no natural wetland areas, watercourses or trees on the subject lands, resulting in an expected biota that is consistent with active farming use.

The subject site is situated above the Condie and Regina Aquifers and is listed as a “high sensitivity zone.” Geotechnical investigations done on the subject site suggest that the water tables for the Condie and Regina Aquifers are located at depths of approximately 20 metres and 40 metres respectively. Development of the subject site is not expected to impact these aquifers and is required to meet all City Standards as they pertain to aquifer protection.

### 2.3. BUILT FEATURES

The subject site has its only frontage on Winnipeg Street, which is generally elevated 0.5 metres (1.6 feet) to 1.0 metre (4 feet) above the adjacent lands.

The south perimeter of the subject lands interfaces with the CP Rail Lanigan Line. This active rail line is elevated approximately 1.0 metre (4 feet) above the adjacent lands on the subject site.

The subject site also has a telecommunications tower with an adjacent equipment shed located in its southeast portion (see Figure 6). This tower and accessory shed are scheduled to be relocated to another property. There are no other buildings or structures on the lands.



**Figure 6**     *Subject Site – View to the West*

NOTE: Telecom tower to be relocated prior to development

### 3. SERVICING ANALYSIS

The SomerSet Neighbourhood will be serviced with an infrastructure network of roads, complete with sidewalks, landscaping, storm and sanitary sewers, water mains, and storm water management facilities to municipal standards. There will also be provision for underground electrical, telephone, cable and gas utilities.

Analysis and review of site servicing issues was undertaken to determine how the SomerSet Neighbourhood would tie into the City's existing servicing infrastructure. This analysis considered water, sewer, storm water and transportation issues.

#### 3.1. TRANSPORTATION

##### 3.1.1. Roads and Streets

The SomerSet Neighbourhood fronts onto Winnipeg Street, which is currently classified as an Arterial road and will act as the main access road to the development. SomerSet will be required to provide a dust free surface north of the north access. The remainder of Winnipeg Street will be constructed in accordance with the Servicing Agreement Fee Policy. A secondary access road is proposed to connect via the Kensington Greens Neighbourhood through the Industrial designated lands at the northwest corner of the planned development. This secondary access will directly connect to SomerSet's onsite collector road network.

Winnipeg Street, south of the neighbourhood, currently exists as a two-lane paved surface without sidewalks. Drainage appears to be accommodated by open ditches on either side of the street. Winnipeg Street is proposed to be constructed as a 12.0 metre (40 foot) wide paved road surface along the majority of the frontage of the site with left turn lane channelization at the two collector road collection points. The segment of Winnipeg Street north of the northwest collector road will be constructed as a transition standard road with a narrower paved surface as it connects to Winnipeg Street beyond City limits. Conceptual design details and sections are described in Sections 4.0 and in Appendix B.

##### Traffic Estimation

Trip generation analysis of the SomerSet Neighbourhood was undertaken based on the anticipated unit yields. Table 1 summarizes weekday AM and PM peak hour trips generated by the SomerSet Neighbourhood, including trips from the 4.99 acre mixed-use village-commercial and the "Prestige Industrial" area that form part of the entire SomerSet Plan.

The SomerSet Neighbourhood will generate a total of 744 peak hour trips leaving the neighbourhood in the morning and 927 peak hour trips returning to the neighbourhood in the evening.

Generated trips were assigned to the north and south site accesses on Winnipeg Street assuming a distribution of 85% to / from the south and 15% to / from the north. Peak hour turning volumes at each site access are listed in Table 2. Figure 7 illustrates trip distribution at the site accesses to Winnipeg Street.

The intersection of Winnipeg Street and 12<sup>th</sup> Avenue North is expected to experience a significant impact as SomerSet-generated trips will add approximately 1,100 vehicles per hour (vph) and 1,700 vph to this intersection during the weekday AM and PM peak hours, respectively. Improvements to this intersection will be in accordance with the Servicing Agreement Fee Policy. If the alternative storm water solution is implemented, however, the development proponent will be required to restore the intersection.

**Table 1** *SomerSet Neighbourhood Trip Generation*

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
SomerSet – Residential / Industrial Areas	269	670	939	666	482	1,148
SomerSet – Mixed Use Area	79	74	153	260	257	517
<b>TOTAL TRIPS</b>	<b>348</b>	<b>744</b>	<b>1,092</b>	<b>927</b>	<b>739</b>	<b>1,665</b>

**Table 2** *Trip Distribution at North and South Site Accesses on Winnipeg Street*

Time Period	Access	Outbound		Inbound			
				Southbound		Northbound	
		Left	Right	Right	Thru	Left	Thru
AM	North	25	143	7	34	40	71
	South	71	402	34	143	195	40
PM	North	15	84	25	116	141	93
	South	93	526	116	85	658	141

### 3.1.2. Rail Transportation

SomerSet Neighbourhood sits adjacent to CP Rail's Lanigan Line. This rail line is actively used and delivers industrial materials to the Evraz (formerly "IPSCO") Steel Plant. To evaluate potential impacts associated with this rail line, a *Risk Factor Review* was conducted by Bercha Engineering Ltd. Bercha's review (report dated September 7, 2010) concluded that the risk levels along the southwest extremities were considered "manageable." Bercha recommended mitigation measures including the provision of minimum development setbacks of 15.0 metres (50 feet) for adjacent residential development. The minimum development setbacks proposed for SomerSet are 20 metres (66 feet), which exceeds the Bercha Report's minimum recommendations.





Figure 7 AM / PM Traffic Volumes

### 3.2. WATER & SEWER

The site will be fully serviced to provide storm water collection and management, wastewater collection and discharge and water supply and distribution in accordance with City of Regina Development Standards. It is anticipated that storm, sanitary and water connections to existing and/or proposed pipe networks located south of the development site are feasible.

AECOM Canada Ltd. undertook a study to evaluate the City's existing / proposed water, wastewater and storm water networks to provide recommendations and network upgrades required to accommodate the proposed development. AECOM's *Report for Area North of Uplands High Level Water, Wastewater and Storm Water Serviceability* (September 21, 2009) should be read in conjunction with this Utility Services section.

The possibility of future development north of the subject site (i.e. beyond the current City boundary) has not been specifically addressed in this Neighbourhood Plan, other than showing the potential for storm and water pipe connections to this area. The conceptual servicing plans, including pipe sizes shown, may change if the area to the north is to be accommodated. To enable a detailed evaluation of the magnitude of these changes, the City of Regina will be consulted to provide information regarding possible development to the north. With respect to sanitary sewer servicing, the City has conveyed that the lands north of SomerSet will connect directly to the Rochdale Trunk Sewer.

#### 3.2.1. Water Serviceability

The AECOM report (September 21, 2009) concluded that the City's existing water network, as of 2013, does not have adequate pressure or flow to provide fire protection to the proposed SomerSet development. However, the SomerSet development has proposed an offsite watermain extension on Winnipeg Street to 12<sup>th</sup> Avenue North to loop the City's water system. Additionally, a future connection to the NW Second Pressure Zone will enhance overall service to the surrounding area.

McElhanney conducted a Water Network Study Report (August 2013) that employed a WaterCAD model with hydraulic parameter inputs provided by City staff. Two proposed water networks were evaluated: an "Interim Condition" with two tie-in connections and a "Future Condition" with three tie-in connections.

Both of the proposed watermain networks incorporated an offsite connection from SomerSet along Winnipeg Street, connecting to the existing watermain on 12<sup>th</sup> Avenue North to loop the City's water system.

The "Interim Condition" water network has two tie-in connections. One is a 200 mm main located on Broad Street near Norman MacKenzie Road in Kensington Greens and the second is on 12<sup>th</sup> Avenue North east of Winnipeg Street in the Uplands community.

The "Future Condition" water network has three tie-in connections. They are the same two utilized in the "Interim Condition" and a third tie-in connection to the 300 mm stub off the NW Second Pressure Zone's 600 mm trunk watermain.

The WaterCAD pipe network modeling results for both the "Interim Condition" and the "Future Condition" satisfy the City's design criteria for pipe velocity and pressure at all nodes.

#### 3.2.2. Wastewater Serviceability

The AECOM report states that wastewater can be adequately serviced through an extension of the existing Rochdale Sub Trunk sewer and a minor parallel upgrade pipe from Devonshire Drive to McCarthy Boulevard. Based on the report, it is expected that there would be sufficient capacity downstream of the extension to service the entire catchment area. SomerSet's

connection to the Rochdale Trunk Sewer will require the upsizing of proposed sewer mains on Norman MacKenzie Road and Broad Street within the Kensington Greens development.

### **3.3. STORM WATER**

The storm water management strategy for the SomerSet Neighbourhood will conform to the City's preferred approach of collecting drainage in an onsite dry-bottom detention facility and releasing flows into a minor storm water system once downstream capacity is available.

The onsite storm sewer system consists of a network of pipes, manholes, catch basins and appurtenances to initially convey storm water runoff to the proposed detention facility. Ultimately, the runoff will be conveyed to offsite connection points once the existing downstream / receiving storm sewer system has sufficient capacity. Initial preliminary calculations estimated that storm water detention volumes, to detain 100% of the Regina 1-in-100-years Chicago Storm Event, was in the order of 80,000 cubic metres. Preliminary storm water model calculations suggest that detention volumes could be substantially lower than this initial estimate. A storm water model of the actual storm sewer pipe network and detention facilities will be required to confirm design requirements and capacities.

AECOM's report (September 21, 2009) indicated that there are no specific storm water constraints for the site. Storm water can be managed by applying the City's preferred method of assuming that the existing downstream / receiving storm sewer system does not have any available capacity. Therefore, all rainfall runoff is to be detained onsite and then released to the existing adjacent minor system once capacity becomes available. The report states that existing offsite connections are available and that additional connections could become available in the future.

The preferred concept under review is the release of storm water to storm sewer mains within the Kensington Greens development to the south. An alternate concept under review is the release of storm water to a connection south of the site off Winnipeg Street (possibly at 12<sup>th</sup> Avenue North).

### **3.4. SHALLOW UTILITIES**

It is anticipated that electrical, telephone, cable and gas services will be installed by the utility companies SaskPower, SaskTel, Access Communications and SaskEnergy, respectively. There will likely be a requirement for the installation of electrical, telephone and cable civil works (pre-ducting) to be in place prior to the utility companies installing their cables. These utilities will require offsite extension to the site and will require the undertaking of offsite design and construction. Coordination with the various utility companies will be necessary to determine both the on- and offsite requirements to service the SomerSet Neighbourhood.

### **3.5. EMERGENCY SERVICES**

The SomerSet Neighbourhood would be served by the existing 9th Avenue North Fire Hall. The Neighbourhood, at build out, will have primary vehicle access via Winnipeg Street to the east and a secondary access via a new road connection located at the west part of the site via Kensington Greens Neighbourhood.

The SomerSet Plan also includes provision for emergency vehicle access via the primary pedestrian link connecting SomerSet to Broad Street via Kensington Greens / Uplands. This emergency linkage would be constructed in the earliest phases of development.



Adequate water pressure for firefighting will be available prior to the completion of any new development construction. The City intends to complete a capital works project to install a second water pressure zone that would facilitate the build-out of the approved Kensington Greens Neighbourhood and, at the same time, provide sufficient capacity for the development and servicing of SomerSet by 2014.

## 4. DEVELOPMENT STRATEGY

### 4.1. LAND USE

The SomerSet Neighbourhood is designed as a “complete neighbourhood.” As such, a broad range of complementary land use categories is envisioned (refer to Figure 8 – Land Use). A summary description of the proposed land use categories, including anticipated built forms, is as follows.

#### 4.1.1. Detached Single Family Lots

The Land Use Plan for the SomerSet Neighbourhood includes approximately 16.5 hectares (40.7 acres) allocated to detached single family housing. Detached Single Family Residential lots represent approximately 28% of the site’s developable area.

The proposed land use plan distinguishes between Rear Access and Front Access detached single family housing types. Areas identified for Rear Access single family lots will be required to have off street parking (garage / carport / parking pad) accessed only from the rear alley (Figure 9). Often referred to as a Neo-Traditional design, the rear access lots provides for many urban design benefits, such as:

- Improved streetscape aesthetics by reduction of the appearance of vehicles and garages;
- Improved traffic safety, particularly for through roads and collectors;
- Enhanced front yard / public realm landscaping opportunities; and
- Enhanced public safety through a greater amount of casual street surveillance from dwellings with front facades not dominated by garages (i.e. Crime Prevention Through Environmental Design [CPTED]).

Additional benefits are gained when Rear Access dwellings are constructed with an attached front porch, allowing for greater neighbour interaction.

Detached single family Front Access lots are distributed throughout the SomerSet Neighbourhood, primarily on local through roads or dead-end local roads (Figure 10). Front Access detached single family lots have off-street parking as a garage / carport / parking pad that connects directly to the fronting public street. This form of single family housing has been located on the lowest traffic volume roads to reduce traffic movement conflicts with the pedestrian network and improve overall traffic safety and function.

The areas allocated for Rear Access and Front Access single family lots are 10.3 hectares (25.3 acres) and 6.2 hectares (15.3 acres), respectively. It is anticipated that a modest range of lot sizes (width, area and/or depth) is possible within the two single family housing forms.



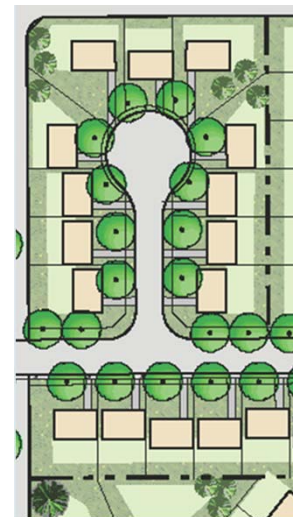
Figure 8 Conceptual Land Use Plan



**Figure 9** *Rear Access Lot Typical House Design*



**Figure 10** *Front Access Lot Typical House Design*



## Detached Single Family Objectives

The intent of the residential development policies is to encourage development of a broad range of housing types while ensuring a strong and unified residential character throughout the SomerSet Neighbourhood. These development policies also support the Project Vision and Goals and Objectives with particular emphasis on **housing choices**, **sustainability** and **safety**.

### Detached Single Family Development Policies

- 4.1.1.a) The distribution of detached single family residential land use development will be in accordance with Figure 8 – Land Use Plan.
- 4.1.1.b) The City shall support and encourage a diversity of housing types and sizes through different lot sizes to accommodate a wide range of household needs.
- 4.1.1.c) The City shall encourage developers to follow the design guidelines for residential development outlined in Appendix A, and shall encourage and support private regulatory instruments (e.g. restrictive covenants) as a means of controlling the design of landscaping and buildings.
- 4.1.1.d) The design guidelines outlined in Appendix A shall be regarded as recommendations or suggestions only, and shall not constitute binding requirements, unless they are carried forward into a regulatory instrument, such as a restrictive covenant agreement or the City's Zoning Bylaw.
- 4.1.1.e) In order to promote a more active and pedestrian friendly street environment, the City shall ensure that:
  - i) garages and vehicular access are oriented toward rear lanes, where a lot abuts a rear lane, as shown conceptually on Figure 9; and
  - ii) the appearance of a garage is reduced, relative to the living space of the dwelling, where a fronting street is used for vehicular access, as shown conceptually on Figure 10.
- 4.1.1.f) Residential development located along Winnipeg Street shall not be permitted to have direct vehicular access to this road.
- 4.1.1.g) The City shall ensure that the owners of land located in the SomerSet development area register a caveat or similar instrument on the titles of all new lots, as part of any applicable subdivision process, in order to notify future landowners / residents of potential noise, odour and aerial pollution associated with adjacent heavy industrial uses, in accordance with the Official Community Plan policy requirements.
- 4.1.1.h) All residential dwellings abutting the CP Rail corridor shall be set back from the CP Rail property line a minimum of 20.0 metres (66 feet), excepting non-habitable structures, such as decks, balconies, roof overhangs, etc., as well as sheds, which may encroach up to 7.5 metres (25 feet) into this setback area.

### 4.1.2. Attached Housing

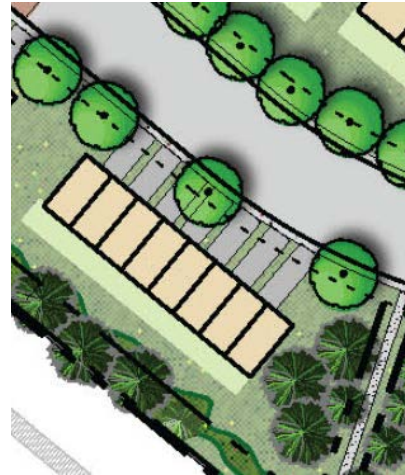
The SomerSet Neighbourhood Plan includes approximately 4.7 hectares (11.5 acres) of Attached Housing or Rowhouses (refer to Figure 8 – Land Use Plan). This built form consists of ground-oriented units with direct vehicular access to the fronting public street (Figure 11). The number of attached units forming a block will vary but is not intended to have a specific limit. The form of land tenure for Rowhouses can be either strata or fee simple. This form of housing is located closer to the SomerSet Neighbourhood's planned amenities such as parks, village



commercial area and transit routes and is intended to provide a more affordable ground oriented dwelling unit option with usable outdoor space.



Source: City of Surrey, East Clayton Neighbourhood Concept Plan, 2003



**Figure 11 Rowhouse Typical Design**

### Attached Housing Objectives

The intent of the residential development policies is to encourage development of a broad range of housing types while ensuring a strong and unified residential character throughout the SomerSet Neighbourhood. These development policies also support the Project Vision and Goals and Objectives with particular emphasis on **housing choices, sustainability and safety**.

#### Attached Housing Development Policies

- 4.1.2.a) The distribution of Attached Housing residential land use development will be in accordance with Figure 8 – Land Use Plan.
- 4.1.2.b) The City shall encourage the development of Attached Housing in the locations identified for Rowhouse development on the Land Use Plan; however, the ultimate type of residential unit shall be in accordance with the Zoning Bylaw, and may include single-detached, semi-detached, duplexes, triplexes, quadplexes, etc.
- 4.1.2.c) The City shall support and encourage a diversity of housing types and sizes through different lot sizes to accommodate a wide range of household needs.
- 4.1.2.d) The City shall encourage developers to follow the design guidelines for residential development outlined in Appendix A, and shall encourage and support private regulatory instruments (e.g. restrictive covenants) as a means of controlling the design of landscaping and buildings.

- 4.1.2.e) The design guidelines outlined in Appendix A shall be regarded as recommendations or suggestions only, and shall not constitute binding requirements, unless they are carried forward into a regulatory instrument, such as a restrictive covenant agreement or the City's Zoning Bylaw.
- 4.1.2.f) In order to promote a more active and pedestrian friendly street environment, the City shall ensure that:
  - i) garages and vehicular access are oriented toward rear lanes, where a lot abuts a rear lane, as shown conceptually on Figure 9; and
  - ii) the appearance of a garage is reduced, relative to the living space of the dwelling, where a fronting street is used for vehicular access, as shown conceptually on Figure 10.
- 4.1.2.g) Residential development located along Winnipeg Street shall not be permitted to have direct vehicular access to this road.
- 4.1.2.h) The City shall ensure that the owners of land located in the SomerSet development area register a caveat or similar instrument on the titles of all new lots, as part of any applicable subdivision process, in order to notify future landowners and/or residents of potential noise, odour and aerial pollution associated with adjacent heavy industrial uses, in accordance with the Official Community Plan policy requirements.
- 4.1.2.i) All residential dwellings abutting the CP Rail corridor shall be set back from the CP Rail property line a minimum of 20 metres (66 feet), excepting non-habitable structures, such as decks, balconies, roof overhangs, etc., as well as sheds, which may encroach up to 7.5 metres (25 feet) into this setback area.

#### 4.1.3. Multi-Family Housing

The SomerSet Neighbourhood includes approximately 11.4 hectares (28.3 acres) of Multi-Family residential lands (refer to Figure 8 – Land Use). The placement of the multi-family development sites is geographically balanced throughout the neighbourhood, providing for a fuller integration of housing types / options within and throughout the entire SomerSet Neighbourhood. Additionally, the proposed multi-family sites are all located on the proposed transit route.

Multi-Family Housing will be medium density and may consist of ground oriented townhouses, stacked townhouses or apartment building types up to a height of four stories (refer to Figure 12). Additionally, the specific design and layout of buildings for each Multi-Family Housing site should be submitted to the City for review and approvals at a future date under separate development applications.

The Multi-Family site located north of the proposed park / storm water management area is unique in that the design of the units is expected to orient directly onto the main east-west pedestrian path within the park. As a result, all adjacent units shall be expected to have front pedestrian entries onto the park, with direct pedestrian connection to this recreational focal point.



**Figure 12 Multi-Family Housing – Medium Density – Typical Design**

### Multi-Family Objectives

The intent of the Multi-Family Housing residential development policies is to encourage development of a broad range of housing types while ensuring a strong and unified residential character throughout the SomerSet Neighbourhood. These development policies also support the Project Vision and Goals and Objectives with particular emphasis on **housing choices**, **sustainability** and **safety**.

#### Multi-Family Development Policies

- 4.1.3.a) The distribution of Multi-Family (medium density) Housing shall be in accordance with Figure 8 – Land Use Plan.
- 4.1.3.b) Notwithstanding Policy 4.1.3.a), the City may allow low density residential in the north east corner of the development site, should detailed servicing analysis demonstrate that insufficient capacities or water pressure exists, or should market conditions warrant a less dense dwelling form.
- 4.1.3.c) Multi-Family residential development located along Winnipeg Street shall not be permitted to have direct vehicular access to this road.
- 4.1.3.d) Multi-Family Housing residential site planning should integrate on-site open space areas and pedestrian features with public open spaces, sidewalks and trail networks. Delineation of private and public space should be achieved through appropriate landscaping and signage rather than fencing and gates.
- 4.1.3.e) The City shall ensure that the owners of land located in the SomerSet development area register a caveat or similar instrument on the titles of all new lots, as part of any applicable subdivision process, in order to notify future landowners and/or residents of potential noise, odour and aerial pollution associated with adjacent heavy industrial uses, in accordance with the Official Community Plan policy requirements.
- 4.1.3.f) All residential dwellings abutting the CP Rail corridor shall be set back from the CP Rail property line a minimum of 20 metres (66 feet), excepting non-habitable structures, such as decks, balconies, roof overhangs, etc., as well as sheds, which may encroach up to 7.5 metres (25 feet) into this setback area.



#### 4.1.4. Mixed Use Village Commercial / Residential

The SomerSet Neighbourhood Plan includes a 2.8 hectare (6.8 acre) Mixed Use Village Commercial / Residential area located near the southeast corner of the site (refer to Figure 8 – Land Use). This location was selected due to its prominent traffic location and proximity to established neighbourhoods to the south (Kensington Greens and Uplands). The type of village commercial retail services and scale of commercial development are intended to serve local needs only.

These lands are designated Mixed Use Village Commercial / Residential and are intended to provide both local commercial and multi-family (medium density) uses (Figures 13 and 14). The development of Mixed Use Village Commercial / Residential sites may be required to provide a reciprocal access easement through their site(s) to facilitate proper access / egress; alternatively, this form of development may be situated on a public lane, which is the preferred option.

The built form of this type of development will typically consist of at-grade commercial with one to three levels of residential above. Residential units should generally be smaller in size and have access separated from the ground level commercial facade. Opportunities for upper floor office commercial may be considered provided that this contributes to the intended village commercial design theme.

The commercial component will serve local retail, commercial, service, and professional needs. Reasonable limitations on unit sizes and/or hours of operation may be deemed appropriate and form part of development requirements at the site-specific development approvals stage.

The development of the village commercial component would be subject to detailed site planning and design as part of the requisite City review and approvals process. Although the entire area is designed for mixed use, the residential component may be clustered more towards the northwest portion of these lands.



**Figure 13** Mixed Use Village Commercial / Residential – Typical Design



**Figure 14 Local Village Commercial / Retail – Typical Design**

#### Mixed Use Village Commercial / Residential Objectives

The intent of the residential development policies is to encourage street-oriented mixed use village commercial / residential developments of appropriate densities, built to meet the needs of the new SomerSet Neighbourhood and the surrounding neighbourhoods. The policies are intended to provide direction and convey a village-like character that supports pedestrian activity. These design principles also support the Project Vision and Goals and Objectives with particular emphasis on **housing choices**, **sustainability** and **safety**.

#### Mixed Use Village Commercial / Residential Development Policies

- 4.1.4.a) The distribution of the Mixed Use Village Commercial / Residential land use shall be in accordance with Figure 8 – Land Use Plan.
- 4.1.4.b) Housing in the form of units above village commercial space shall be permitted.
- 4.1.4.c) The City shall encourage building and site design that emphasizes the pedestrian realm by locating buildings closer to streets and including pedestrian weather protection street-level design details.
- 4.1.4.d) The City shall encourage entries to all Mixed Use Village Commercial / Residential buildings to be visible and/or readily accessible from a public street.
- 4.1.4.e) The City shall encourage bicycle parking and storage facilities to be considered as part of the design of Mixed Use Village Commercial / Residential development.
- 4.1.4.f) The City shall ensure that the owners of land located in the SomerSet development area register a caveat or similar instrument on the titles of all new lots, as part of any applicable development approval process, in order to notify future landowners / residents of potential noise, odour and aerial pollution associated with adjacent heavy industrial uses, in accordance with the Official Community Plan.



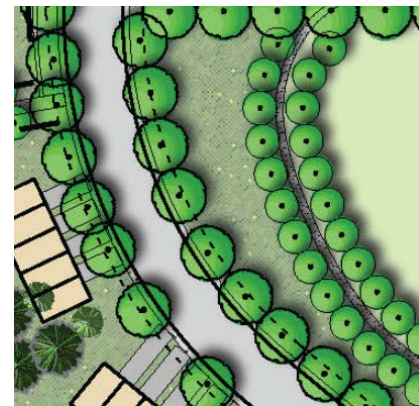
- 4.1.4.g) The City may use a Contract Zone to direct development within the “Mixed Use Village,” including hours of operation, land use typologies, lighting and signage, parking and access, etc.
- 4.1.4.h) Notwithstanding Policy 4.1.4.a), the City may consider medium density residential and park space in the area identified as “Mixed Use”, should market conditions suggest that local commercial development is not viable or desirable.
- 4.1.4.i) As a prerequisite to subdivision approval or development affecting the “Mixed Use Village”, the development proponent shall submit a site plan showing, to the City’s satisfaction, access, circulation, parking, conceptual landscaping and building configuration, etc.

#### 4.1.5. Open Space

##### Park

The SomerSet Neighbourhood includes one major centrally located park area totaling approximately 4.0 hectares (9.9 acres) or 7.1% of the total land area of the site (refer to Figure 8 – Land Use). The proposed park area is expected to fulfill a dual purpose of active park space and storm water detention facility (Figures 15 and 16).

The City of Regina Open Space Management Strategy recommends 1.2 to 1.6 hectares (3 to 4 acres) of neighbourhood open space per 1,000 population. At a projected population of approximately 3,200, SomerSet Neighbourhood would require up to between 3.8 and 5.1 hectares of public park space. The 4.0 hectares (9.9 acres) proposed is within the green space range identified by City policy for active park space.



**Figure 15** Park – Typical Pedestrian Pathway



**Figure 16** Park – Typical Landscaping Treatment

Notwithstanding the City's open space provision standards, development of the lands is also subject to provincial requirements with respect to "Municipal Reserve" (MR) allocation. Based on MR allocation requirements of 10% for residential and 5% for non-residential development, the subject site would be required to provide approximately 5.4 hectares (13.3 acres) of MR. As shown, SomerSet is providing approximately 4.0 hectares (9.9 acres). The shortfall is to be addressed by the developer as a cash-in-lieu payment to the City.

Through discussion with the City, it has been determined that the primary open space of the development should include a multi-purpose athletic field and playground with accessible equipment. As per the City's requirements, construction of the recreation facilities shall be the responsibility of the development proponent and shall be developed in accordance with a landscaping / park design plan approved by the City.

### Buffers

The SomerSet Neighbourhood Plan includes three linear buffer types:

1. CP Rail Buffer: This buffer is located parallel to the CP Rail Lanigan line along the southwest periphery of the SomerSet lands. This buffer is required where residential uses directly abut the CP Rail right-of-way. The CP Rail Buffer shall be 12.5 metres (41 feet) in width and is intended to serve as a noise attenuation, privacy and access control feature of the SomerSet Plan. This buffer is further supplemented by a 7.5 metre (25 foot) dwelling setback requirement, which results in a total dwelling setback of 20.0 metres (66 feet) from the CP Rail property line as shown in Figure 17. A portion of the CP Rail Buffer is to be conveyed to the City of Regina, with the remaining 6.0 metres (20 feet) located on private property, as shown in Figure 17.

2. “Prestige” Industrial Buffer: This buffer is located at the northwest corner of the SomerSet Neighbourhood (refer to Figure 8). This buffer is to be located wholly within the “Prestige” Industrial designated lands and is intended to provide privacy screening between the “Prestige” Industrial and the abutting residential lands. This buffer should be a minimum of 6.0 metres (20 feet) in width, but will ultimately conform with the City’s Zoning Bylaw or the terms of a legal agreement between property owners.
3. Future Industrial Buffer: The lands north of the SomerSet Neighbourhood are located within the RM of Sherwood and are anticipated to be future industrial uses. In order to address potential interface impacts, the northern residential perimeter of the SomerSet lands will be required to have a solid noise attenuation wall installed on private land.

The buffer areas do not constitute part of the open space calculation but represent approximately 1.9 hectares (4.7 acres) of land. Figure 17 illustrates the proposed CP Rail Buffer in cross-section, along with a conceptual planting treatment. The final design of all buffers, including landscaping and/or fencing / wall details, shall be determined in consultation with City staff at the appropriate phase of development.

### Open Space and Buffer Objectives

The SomerSet neighbourhood has as its focal point a 4.0 hectare (9.9 acre) park that is integrated into the neighbourhood’s overall pedestrian network and storm water management concept. This is designed to accommodate standard sized playing fields in addition to natural areas. The proposed open space also supports the overall Project Vision and Goals and Objectives with particular emphasis on **sustainability**.

The central park area shall function primarily as an active recreation area with the following amenities:

- Grass fields (multi-purpose)
- Pedestrian / cyclist network
- Landscaped / garden areas

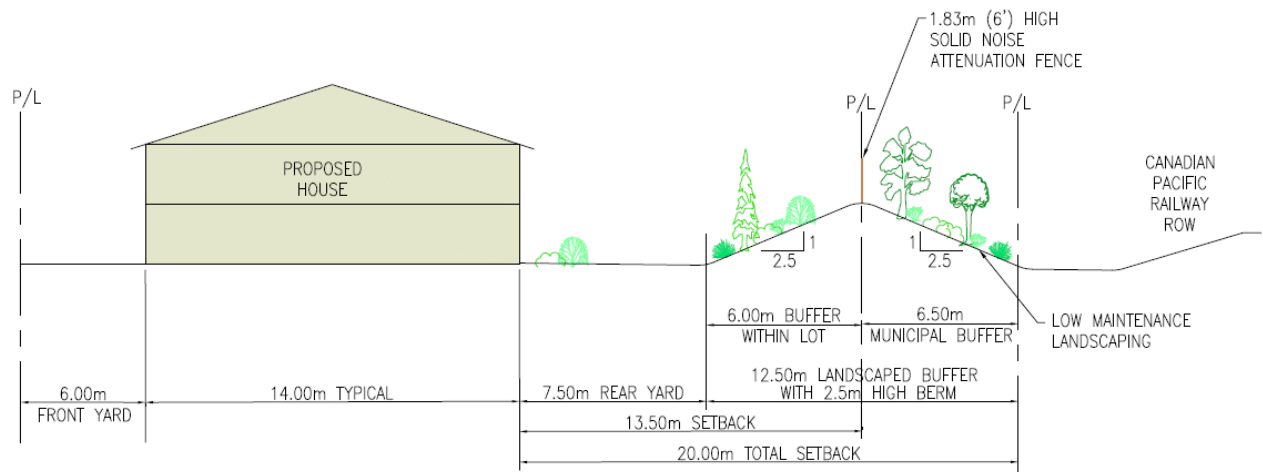
The area shall also be designed to accommodate temporary storm water management.

### Open Space and Buffer Development Policies

- 4.1.5.a) The distribution of open space and buffer areas shall be in accordance with Figure 8 – Land Use Plan.
- 4.1.5.b) The development shall incorporate a central open space area, in accordance with the Land Use Plan (Figure 8), that includes, at a minimum, a multi-purpose athletic field and playground with accessible equipment.
- 4.1.5.c) The construction of the central open space features shall be the responsibility of the development proponent, and shall be in accordance with a landscape plan and servicing agreement that is approved by the City as a prerequisite for subdivision approval (pertaining to the phase of development that includes the central open space area).
- 4.1.5.d) A buffer shall be developed along the full length of the railway corridor (the “CP Rail buffer”, excepting access locations and other exceptions, in accordance with the following:
  - i) The buffer shall be designed and constructed in accordance with Figure 17.



- ii) The portion of the buffer from the apex (excluding fence) to railway property line, measuring approximately 6.5 metres in width, shall be owned and maintained by the City of Regina as a Municipal Buffer (but shall not constitute Municipal Reserve land).
  - iii) The buffer shall include a berm, a sound attenuation fence located on private property, and landscape buffer planting. The landscape buffer planting shall consist of low maintenance species and elements to the City's satisfaction.
  - iv) The buffer, including all landscaping and fencing, shall be constructed by, and at the expense of, the development proponent as part of the earliest phase(s) of development that abut the railway corridor.
  - v) The landowner shall register a legal instrument, through the subdivision process, to ensure that lot owners are responsible for maintaining the safety, aesthetic and noise attenuation (including fence) qualities of those portions of the buffer that are located within residential and commercial lots.
- 4.1.5.e) A landscaped buffer shall be developed on lots constituting the "Prestige" Industrial Area in order to provide noise and visual between industrial operations and abutting residential, in accordance with the City's Zoning Bylaw or the terms of a legal agreement between property owners.
- 4.1.5.f) Along the north boundary of the subject property, all residential lands shall install and maintain a solid 1.8 metre (6 foot) noise attenuation wall / fence, which shall serve as a buffer to future industrial uses within the RM of Sherwood.



## LANDSCAPED BUFFER DETAIL

20.0m total setback



TYPICAL DETAILS

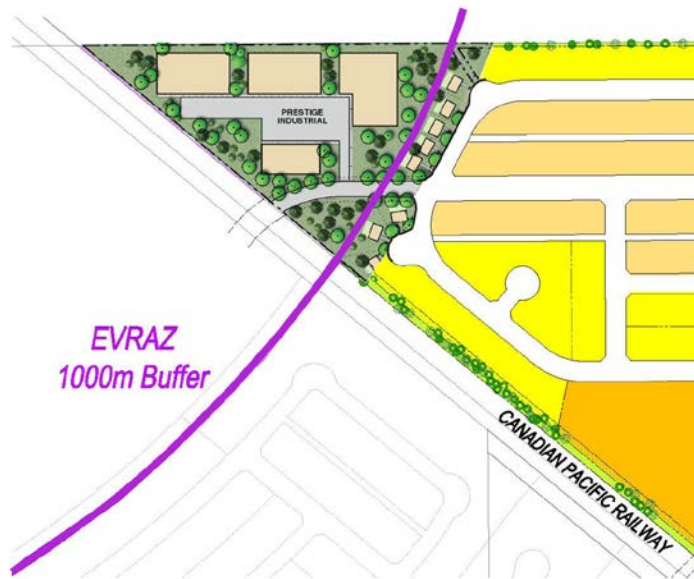
**Figure 17 Landscaped Buffer Detail**



#### 4.1.6. Industrial

The northwest corner of the SomerSet Neighbourhood is identified for “Prestige” Industrial use. Approximately 3.0 hectares (7.4 acres) of land is allocated for a low impact, high quality industrial use (refer to Figure 8 – Land Use). The “Prestige” Industrial use represents an extension of a potential Industrial use area as shown currently in the City’s OCP. A future secondary vehicular access to this area will be provided via the Kensington Greens development. The general location of the access is shown in Figure 18.

The Industrial area is located within the City’s 1000m Evraz (formerly “IPSCO”) Industrial buffer which restricts residential land uses. Consistent with the Evraz Industrial Buffer policy, the SomerSet plan includes buffers, fencing and intervening land uses / structures (i.e. Industrial).



**Figure 18 Conceptual Road Access Location to Kensington Greens**

#### Industrial Objectives

Industrial designation is intended to help achieve the long term vision of creating a complete community including places for people to Live, Work and Play. It is intended to encourage advanced technology, office, research, artisan industrial and other uses with potential low impact on adjacent future residential uses. These development policies also support the Project Vision and Goals and Objectives with particular emphasis on **sustainability**.

##### Industrial Development Policies

- 4.1.6.a) The distribution of “Prestige” Industrial land use shall be in accordance with Figure 8 – Land Use Plan.
- 4.1.6.b) The City shall support design that encourages safe and clean business while addressing area character and environmental concerns.
- 4.1.6.c) The City shall support and encourage onsite storm water infiltration systems and landscaping areas to facilitate storm water management objectives.
- 4.1.6.d) Industrial uses will be limited to those that require flows of 150 l/s or less, unless it can be demonstrated that additional levels of service can be provided.

- 4.1.6.e) The City shall encourage site planning that includes the extensive use of tree plantings within large parking areas to facilitate shading / cooling and reduce energy consumption.
- 4.1.6.f) A landscaped buffer shall be developed on lots constituting the “Prestige” Industrial Area in order to provide noise and visual between industrial operations and abutting residential, in accordance with the City’s Zoning Bylaw or the terms of a legal agreement between property owners.
- 4.1.6.g) Overhead loading doors should be avoided on building facades facing residential areas in order to minimize noise impacts on (future) residential areas.
- 4.1.6.h) The type of uses permitted within the Industrial designated lands shall be specified by City zoning regulations at the time of development.

## 4.2. CIRCULATION

The SomerSet plan proposes an integrated vehicular and pedestrian / cyclist approach based on a modified grid network. Both vehicular and pedestrian traffic is to be accommodated with a hierarchy of roads and trails that serve the SomerSet Neighbourhood and connect it to adjacent neighbourhoods. Reflecting the importance of pedestrian circulation throughout the SomerSet Neighbourhood, every road has been designed to include sidewalks.

Several key connection elements are proposed that are deemed critical in achieving a functional interconnectivity between the SomerSet Neighbourhood and the adjacent neighbourhoods. These are:

- 4. Full access road connection to Kensington Greens neighbourhood via the “Industrial” portion of Somerset at the northwest corner of the site (refer to Figure 18). This road connection will require a rail crossing permit and be subject to CP Rail safety design guideline requirements at the affected land owner’s expense.
- 5. A major pedestrian connection located approximately mid-site, connecting SomerSet to the Kensington Greens neighbourhood area. The location of this crossing is intended to link the major green space area in each neighbourhood. This pedestrian connection shall also include provision of emergency vehicle only access. A rail crossing permit will be required and be subject to CP Rail safety design guideline requirements.
- 6. Full road connection to the adjacent northern parcel. The establishment of the road allowance to accommodate a future connection to these lands may need to be considered. Construction of services and/or road works will not be completed by the SomerSet Neighbourhood.

### Roads and Streets

The SomerSet Neighbourhood fronts on Winnipeg Street, which is currently classified as an Arterial road and will act as the main access road to the development. A secondary access road is proposed to connect via the Kensington Greens Neighbourhood through the Industrial designated lands at the northwest corner of each planned development. This secondary access will directly connect to SomerSet’s onsite collector road network.

SomerSet has made provision for a future connection to lands located north of the development. These lands are presently located within the Rural Municipality of Sherwood. It is proposed that only the dedicated road right-of-way be provided at this time and that a physical road be constructed, if appropriate, at a future date.

The pattern of roads and lanes is arranged in a modified grid network where the vast majority of roads provide a through connection. This grid network is necessary to support a proposed land use plan offering narrow rectangular lots with rear yard lane access. It is proposed that all roads include sidewalks and a double row of street trees.

To complement the onsite road network, an integrated pedestrian network is provided. Enhanced sidewalk widths on key roads are proposed at key locations where main pedestrian networks connect to on- and offsite parks. Driveway crossings of the primary pedestrian routes have been minimized through the integration of rear yard access.

Figure 19 indicates the proposed road hierarchy and geometry for the proposed development.

The SomerSet Neighbourhood Plan includes the following hierarchy of road types:

1. Arterial Road (Winnipeg Street)
2. Collector Roads
3. Collector Road (with Greenway)
4. Local Roads
5. Alleys

In order to accommodate SomerSet's unique vision for a sustainable complete neighbourhood and to address the unique design circumstances affecting Winnipeg Street, conceptual designs have been developed for all road types except alleys. These conceptual designs are based on the design parameters specified in the City's Development Standards Manuals (DSM), with modifications made to accommodate elements such as sidewalks, central treed boulevards, etc., identified as design objectives. The final detailed design of SomerSet roads will be subject to further staff review and approval at the development stage.

Conceptual designs for roads, alleys and pedestrian paths (plan view and cross section) are included in Appendix B.



## Circulation Objectives

The SomerSet Neighbourhood endeavours to create a highly-interconnected community based on a fine-grained modified grid network. The network of roads, sidewalks and pathways is designed to:

- Provide a safe pedestrian / cyclist environment
- Complement potential transit routes
- Support the village commercial / residential mode
- Reduce local vehicular trips
- Improve the local environment through the planting of shade trees along roads

## Circulation Policies

- 4.2.a) The road and transit network shall generally be in accordance with Figure 19 and Figure 20; however, the City may require deviations to the proposed networks to address practical or technical considerations.
- 4.2.b) All roads shall incorporate, on each side of the road, street trees planted within the road allowance, as well as sidewalks that are separated from traffic by a barrier curb and landscaped strip, except:
  - i) where the road is classified as “local”, the City may only require a sidewalk on one side of the road;
  - ii) within bays, sidewalks shall not be required; and
  - iii) where the City considers an alternative design solution more practical.
- 4.2.c) Streets and pedestrian paths shall be designed and constructed in accordance with the cross sections included in Appendix B, except where the City considers an alternative design solution more practical.
- 4.2.d) The City shall support traffic calming measures, especially at key intersections, and will consider stamped asphalt / concrete raised intersections as shown conceptually in Appendix B.
- 4.2.e) The City may consider the use of decorative street lighting and street signage, should the development proponent demonstrate a funding, construction and maintenance strategy that is acceptable to the City.
- 4.2.f) SomerSet’s two entry roads from Winnipeg Street may be designed to include a central treed boulevard strip.
- 4.2.g) Reciprocal access rights (cross over agreements) may be required between portions of the Village Commercial / Residential and Medium Density Residential lands at the southeast corner of the site fronting Winnipeg Street. Vehicular access locations shall be planned and coordinated in this area at the development stage.
- 4.2.h) As a requirement of subdivision and servicing agreement(s), the City shall require the establishment of a full road connection between the SomerSet and Kensington Greens Neighbourhoods in accordance with Figure 18.
- 4.2.i) As part of the earliest development phase/ stage possible, a lane shall be developed between SomerSet and Kensington Greens Neighbourhood, in accordance with Figure 19, which allows for pedestrian and emergency vehicle access and utility routing.



- 4.2.j) Winnipeg Street, along the entire portion of the development site, shall be constructed to an acceptable City standard that shall include a paved surface plus left turn channelization to serve traffic demands generated by the SomerSet Neighbourhood (refer to Appendix B).
- 4.2.k) Notwithstanding 4.2.j), as a requirement of a subdivision and servicing agreement, the City shall require that the development proponent be responsible for providing an acceptable dust attenuation treatment from the north access road to the City limit.
- 4.2.l) The upgrading of Winnipeg Street from 12<sup>th</sup> Avenue to the south access of the development site shall occur as part of the first phase of development.
- 4.1.m) The City shall consult with the Rural Municipality of Sherwood, as necessary, where road construction or traffic in the city may have implications for adjacent RM infrastructure.

#### 4.2.1. Rail Transportation

SomerSet Neighbourhood sits adjacent to CP Rail's Lanigan Line. This rail line is actively used and delivers industrial materials to the Evraz (formerly "IPSCO") Steel Plant. For SomerSet, a setback distance of 20 metres (66 feet) has been applied along the entire length of the spur line as a combination of landscape buffer and building setback (refer to Figure 17). CP Rail crossing permits will be required to be obtained by the developer to accommodate proposed rail crossings.

#### 4.2.2. Transit Services

SomerSet has been designed to accommodate future transit services.

The proposed transit route through the SomerSet Neighbourhood would enter the site from the southern access point off Winnipeg Street following the main 22 metre wide collector road in a P-Loop configuration. An alternative may ultimately involve routing of buses through the west portion of the site, linking the Kensington Greens and SomerSet Neighbourhoods to proposed Light Industrial areas. This arrangement, along with the ultimate bus stop locations, is subject to final review by the Regina Transit Authority subject to City budget approval.

Figure 20 Conceptual Transit Route Plan indicates the proposed transit routing.

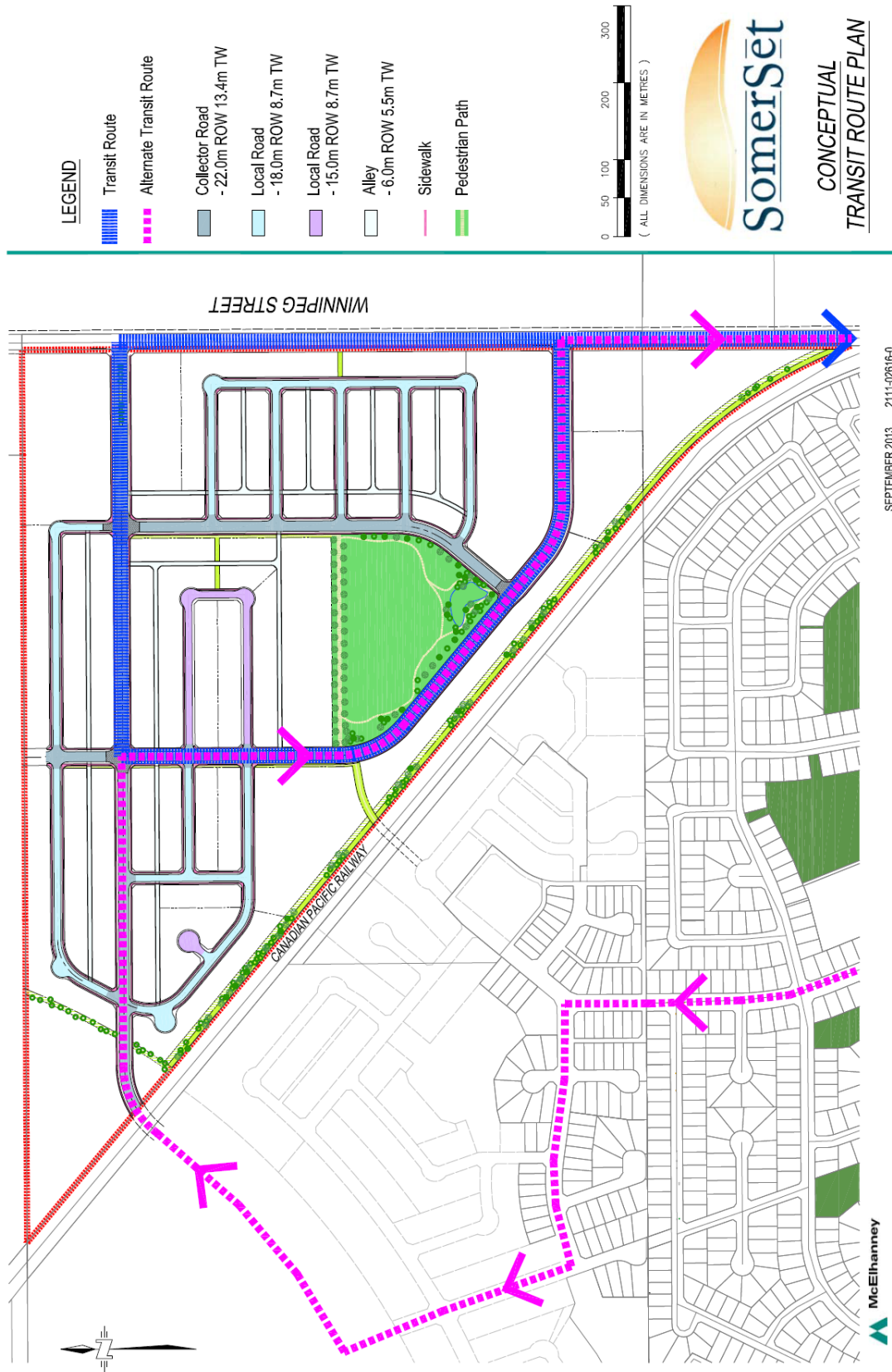


Figure 20 Conceptual Transit Route Plan

### 4.3. SERVICING

In order to support the land uses described, the lands will require the design and construction of above and below grade services. While the design parameters generally reflect the City's engineering design criteria, there are several key differences impacting the proposed road cross sections for the SomerSet Neighbourhood. Conceptual street cross sections are included in Appendix B. Further design refinements respecting site servicing may be necessary at the detailed design stage of the SomerSet project.

The design of on-site servicing will be considered at the development stage of the SomerSet project. The required coordination and off-site servicing works are outlined in Section 3 and are further reflected in the Servicing Policies set out later in this section. The implementation policies necessary to achieve this coordinated servicing (e.g. sewer, water and storm drainage) as well as vehicle / pedestrian connectivity are identified elsewhere in this Section. These policies are intended to provide a framework to guide the development of SomerSet and the adjacent lands.

#### Water Servicing

The proposed water service network consists of a looped system of 200 mm, 250 mm and 300 mm diameter pipes located within all roads (but not in alleys). Figure 21 provides a conceptual view of the proposed water main network for the SomerSet Neighbourhood. It is anticipated that a water main will be required along Winnipeg Street in order to complete the looping of the onsite system. The size of the proposed water main along Winnipeg Street south to 12<sup>th</sup> Avenue, currently shown as 300 mm, will require detailed model confirmation.

Details and the actual sizing of proposed water mains will be determined at the detailed design stage. At that time, modeling of the proposed pipe network, including connections to the proposed NW Second Pressure Zone, will be undertaken to confirm required pipe sizes.



## Storm Water Servicing

All rainfall runoff is to be detained in on-site detention facilities and then released into a minor storm sewer system once capacity becomes available.

The location of the primary detention facility is within the proposed park area. Additional detention facilities, if required, may consist of “onsite” underground detention tanks, surface storage in “onsite” parking lots, a combination of “onsite tanks and surface storage in parking areas for multi-family and commercial areas, as well as within oversized storm sewer pipes.

Initial very preliminary calculations estimate that storm water detention volume, to detain 100% of the Regina 1-in-100-year Chicago Storm Event, is in the order of 80,000 cubic metres. More recent preliminary storm water modelling suggests that the detention volume may be substantially lower than 80,000 cubic metres.

A storm water model of the proposed storm sewer pipe network and detention facilities will be prepared during the detailed design stage. Output from the storm water model will aid in the design of required storm sewer pipes, quantity and location of catch basins and lawn drains and detention facility needs and location. Figure 22 provides a conceptual view of the proposed storm sewer system. At this time the pipe sizes indicated are very preliminary and are subject to change. The majority of storm sewer pipes are anticipated to range in size from 300 mm to 450 mm diameter, and certain pipes may be either 750 mm, 900mm or 1,050 mm diameter in size.



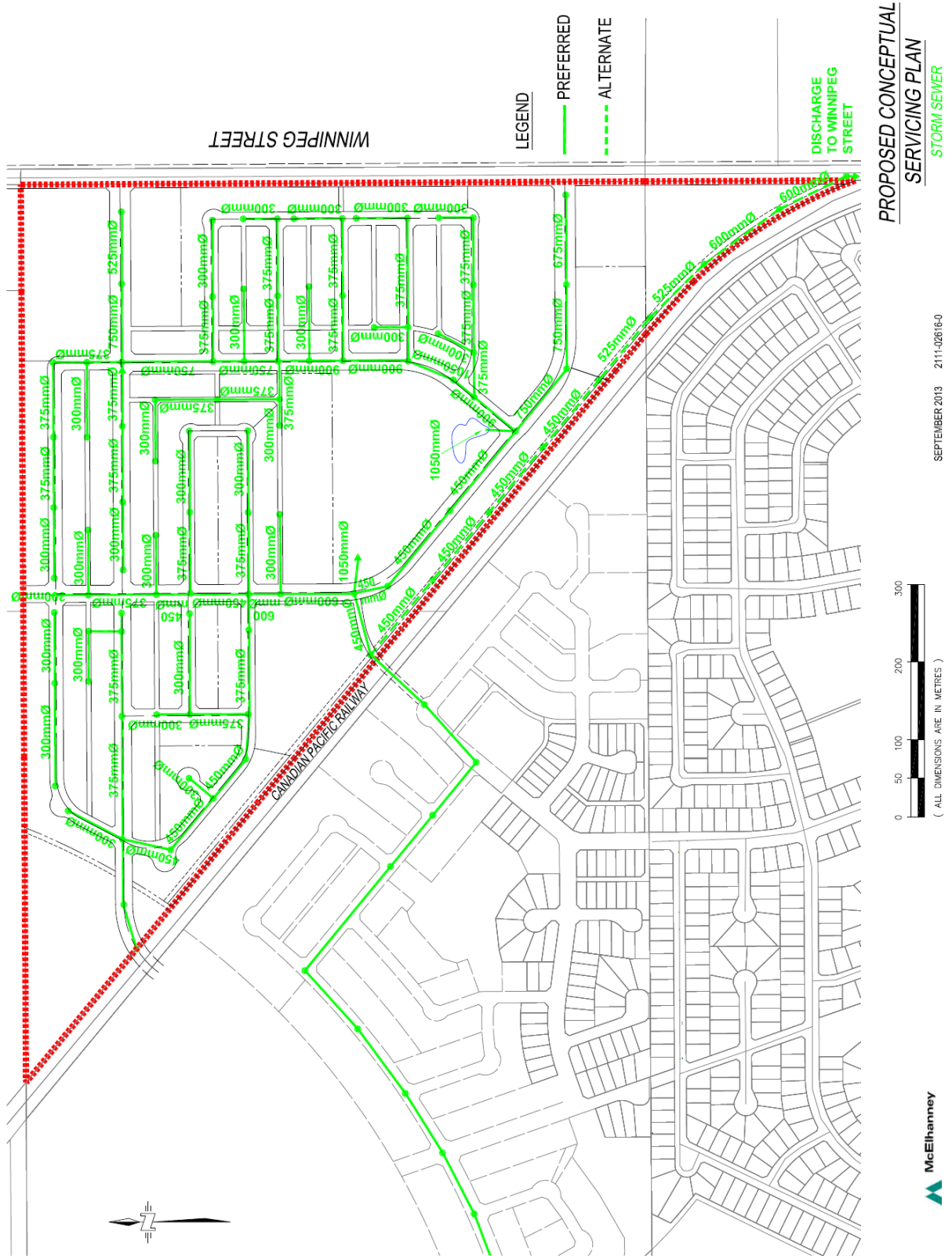
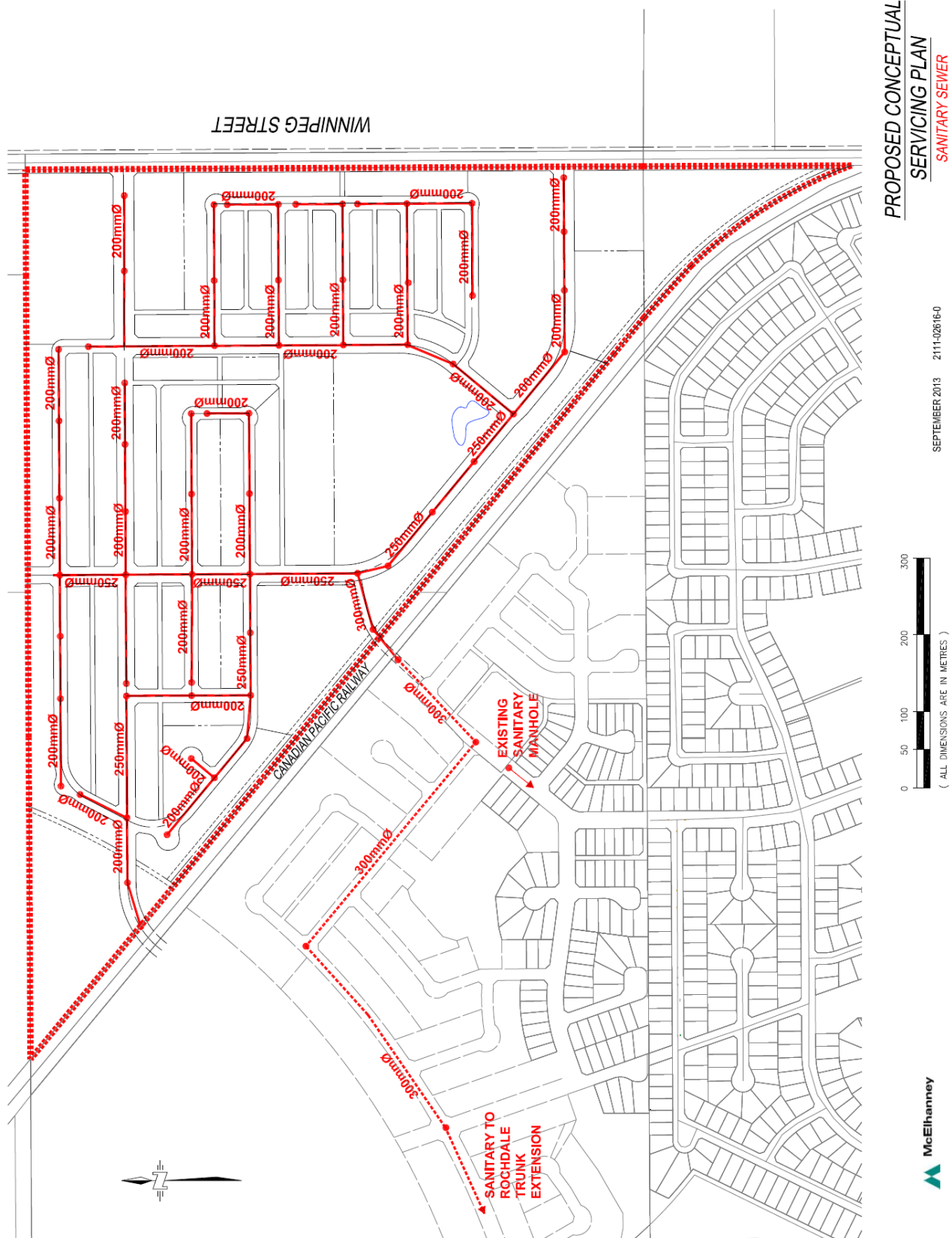


Figure 22 Proposed Conceptual Servicing Plan – Storm Water

### Wastewater Serviceability

A conceptual view of the proposed sanitary sewer pipe network is provided in Figure 23. The majority of pipes are anticipated to be in the 200 mm to 250 mm diameter range and may vary to an anticipated maximum size of 300 mm. The majority of the sewer mains are proposed to be located along most of the main road network. Exact pipe sizes and slopes will be determined at the detailed design stage and will depend on calculated design flows based on the proposed land uses. Single family areas will likely be serviced with 200 mm diameter pipes while the multi-family and commercial areas may require pipe sizes of 200 or 275 mm diameter, depending on available pipe grades. It is anticipated that the entire internal network will drain to a single main that will cross the CP Rail track north east of Broad Street in Kensington Greens and ultimately discharge into the Rochdale Trunk Extension via Norman MacKenzie Road.

The AECOM report states that wastewater can be adequately serviced through an extension of the existing Rochdale Sub Trunk sewer and a minor parallel upgrade pipe on Rochdale Boulevard from Devonshire Drive to McCarthy Boulevard. Based on the report, it is expected that there would be sufficient capacity downstream of the extension to service the entire catchment area.



## Shallow Utilities

It is anticipated that electrical, telephone, cable and gas services will be installed by the utility companies SaskPower, SaskTel, Access Communications and SaskEnergy, respectively. There will likely be a requirement for the installation of electrical, telephone and cable civil works (pre-ducting) to be in place prior to the utility companies installing their cables. These utilities will require offsite extension to the site and will require the undertaking of offsite design and construction. Coordination with the various utility companies will be necessary to determine both the on- and offsite requirements to service the SomerSet Neighbourhood.

## General Servicing Objectives

The development of SomerSet requires installation of below ground (sewer and water pipes, etc.) and above ground (roads, sidewalks, street lights, etc.) services. Some of these servicing elements are situated outside of SomerSet lands. The objectives of the SomerSet servicing strategy are:

- Ensure availability of servicing capacity to support the proposed SomerSet development.
- Ensure coordination of servicing design between the Kensington Greens and SomerSet Neighbourhoods including parameters for cost-sharing between development services.
- Harmonization of City design standards with SomerSet's overall design vision.
- Ensure servicing design compliance with other stakeholder grounds such as SaskPower, transit and protection services, etc.

## General Servicing Policies

The following policies are intended to ensure the coordination and proper installation of servicing impacting both the SomerSet and adjacent Kensington Green Neighbourhoods.

- 4.3.a) As a prerequisite for subdivision approval, the proponent shall submit detailed design solutions (location, design and function), which is supported by analysis, for water, wastewater and storm water servicing for the proposed subdivision and the entire development area.
- 4.3.b) The water, wastewater and storm-water networks for SomerSet shall generally be in accordance with Figures 21-23; however, the ultimate configuration, design and construction shall be in accordance with more detailed analysis associated with each development and/ or subdivision phase, and shall be in accordance with the City's requirements.
- 4.3.c) Through the subdivision approval process, the development proponent shall enter into a standard Servicing Agreement with the City covering the construction of all typical infrastructure services.
- 4.3.d) Onsite servicing shall be installed in general accordance with the identified phase plan (see Figure 24). Servicing, including roads, in the proceeding phase of development shall take into consideration the next phase of development within SomerSet.
- 4.3.e) The proponents for the SomerSet and Kensington Greens Neighbourhoods shall cooperate and coordinate in order to facilitate the required servicing and access necessary for each neighbourhood. The design and/or installation of such servicing works should be cost effective for both neighbourhoods.
- 4.3.f) Any costs associated with the upsizing of services within the Kensington Greens Neighbourhood to facilitate SomerSet development shall be paid by

- the SomerSet development proponent; this payment shall be made through the City prior to the next scheduled phase of development proceeding.
- 4.3.g) Through the subdivision and servicing agreement process, or another legal agreement satisfactory to the City, at the appropriate phase of development (pertaining to either SomerSet or Kensington Greens), as identified by the City, a strategy for constructing the two identified rail crossing segments (central emergency vehicle/ utility crossing and northwest road crossing) shall be identified, which addresses the following:
- i) the design, function and construction of the crossings;
  - ii) cost sharing / payment and construction responsibilities shared between the development proponents for SomerSet and Kensington Greens and the City; and
  - iii) a method, if necessary, for cost recovery and/ or rebating costs from one developer to another.
- 4.3.h) The City shall ensure that an agreement to secure and construct the two identified rail crossing segments (central emergency vehicle/ utility crossing and northwest road crossing), including utility components, shall be undertaken at the appropriate stage of development pertaining to either the SomerSet or Kensington Greens development. It shall be the responsibility of the development proponent to request the agreement on the City's behalf and to provide all necessary drawings and analysis required by the Canadian Pacific Railway.
- 4.3.i) As a prerequisite for subdivision approval, the "NW Second Pressure Zone" and the "Rochdale Sub-Trunk Extension" must be operational and able to accommodate the expected servicing requirements of the proposed SomerSet development.
- 4.3.j) Should the alternative storm water solution, as shown on Figure 22, be implemented, the development proponent will be responsible to restore the intersection of Winnipeg Street and 12<sup>th</sup> Avenue in addition to the cost of the storm sewer installation.

#### 4.4. COMMUNITY NEEDS

##### Parks / Recreation

The SomerSet Neighbourhood includes a main central open space and other areas totaling approximately 4.0 hectares (9.9 acres) or 7.1% of the total land area of the site. The proposed park area is expected to fulfill a dual purpose: active park space and temporary storm water detention (refer to Figure 8 – Land Use).

The size and geometry of the main park area is sufficient to facilitate the installation of a soccer pitch plus minor league-size ball field(s). The programming of this space shall be determined by the City at the time of development approval and in accordance with specific policies located in 4.1.5.

##### Population and Schools

The SomerSet Neighbourhood is projected to have a total of approximately 1,190 residential units of both detached single family and multi-family dwelling units. The numbers of units are subject to change; however, any changes will not have a significant impact on serviceability.



Table 3 identifies the projected population and anticipated resident unit yields based on density ranges specified for the various land use categories. In the case of the Attached Housing land use category, unit yield and population per unit was based upon medium density development. Based on these assumptions, the SomerSet Neighbourhood is anticipated to provide approximately 1,190 units resulting in an estimated neighbourhood population of 3,119 persons.

The anticipated number of new school children resulting from the SomerSet Neighbourhood is identified in Table 4. The assumed per unit rates for new school children is based on the expected demographic profile of new residents rather than the local census demographics for the area as that is expected to change as the Kensington Greens Neighbourhood builds out.

**Table 3** *SomerSet Neighbourhood Estimated Unit Yield & Population*

Dwelling Unit Type	Number of Units	Population Density per Unit	Population
Mixed Use Commercial Residential	75	1.5	112
Multi-Family (Medium Density)	550	2.5	1,375
Attached Housing (Medium Density)	200	2.5	500
Single Family – Rear Access (Low Density)	180	3.1	558
Single Family – Front Access (Low Density)	185	3.1	574
<b>TOTAL</b>	<b>1,190</b>		<b>3,119</b>

Note: All numbers are estimates only.

**Table 4** *SomerSet Neighbourhood Anticipated New School Population*

Dwelling Unit Type	Number of Units	Elementary Children		Secondary Children	
		Number per Unit Type	Anticipated Number	Number per Unit Type	Anticipated Number
Mixed Use Commercial Residential	75	0.2	15	0.1	7
Multi-Family (Medium Density)	550	0.5	275	0.2	110
Attached Housing (Medium Density)	200	0.5	100	0.25	50
Single Family – Rear Access (Low Density)	180	0.75	135	0.5	90
Single Family – Front Access (Low Density)	185	0.75	139	0.5	93
<b>TOTAL</b>	<b>1,190</b>		<b>664</b>		<b>350</b>

Note: All numbers are estimates only.

## 4.5. GENERAL IMPLEMENTATION POLICIES

The following policies may apply throughout the proposed SomerSet Neighbourhood Plan area. These policies are intended to establish a policy framework upon which future decisions by the City of Regina can be based.

### 4.5.1. Affordable and Seniors' Housing

The SomerSet Neighbourhood seeks to support opportunities for seniors' housing and affordable home ownership options as well as other forms of tenure, such as rental. In order to facilitate opportunities for affordability and seniors' housing, the following policies are included for SomerSet.

- 4.5.1a) The City shall encourage and support affordable housing and seniors' housing initiatives.
- 4.5.1b) The City may consider alternative densities and/or built forms for selected appropriate sites within the Neighbourhood if they are to be developed in whole or in part as an eligible seniors' or affordable housing project.
- 4.5.1.c) The City may consider reductions to off-street parking requirements should be considered to reduce costs and increase land use efficiency subject to applicable City policy and supported by transportation analysis.
- 4.5.1.d) The City may consider, subject to supporting policies, the inclusion of secondary suites located either within the principal dwelling or as a unit above a detached garage, provided that additional off-street parking is provided.

### 4.5.2. Phasing

It is anticipated that the SomerSet Neighbourhood will be developed according to the 12-phase plan proposed in Figure 24. Each phase is anticipated to go through an independent development approval process.

The Phase Plan is based on requisite site servicing needs, access and community amenity needs organized in a logical sequence according to anticipated market conditions. Given the nature of market conditions, the Phase Plan may be subject to change at future dates.

- 4.5.2.a) The development of the SomerSet Neighbourhood shall be undertaken in a phased manner generally in accordance with Figure 24.
- 4.5.2.b) Notwithstanding Policy 4.5.2a), the SomerSet Neighbourhood area phasing may be adjusted to combine and/or subdivide phases to respond to future marketing / servicing needs.
- 4.5.2.c) Notwithstanding Policy 4.5.2a), the specific sequencing of phases may be adjusted provided that critical transportation, open space, and/or servicing elements are provided to facilitate current or future phases of the SomerSet Neighbourhood.

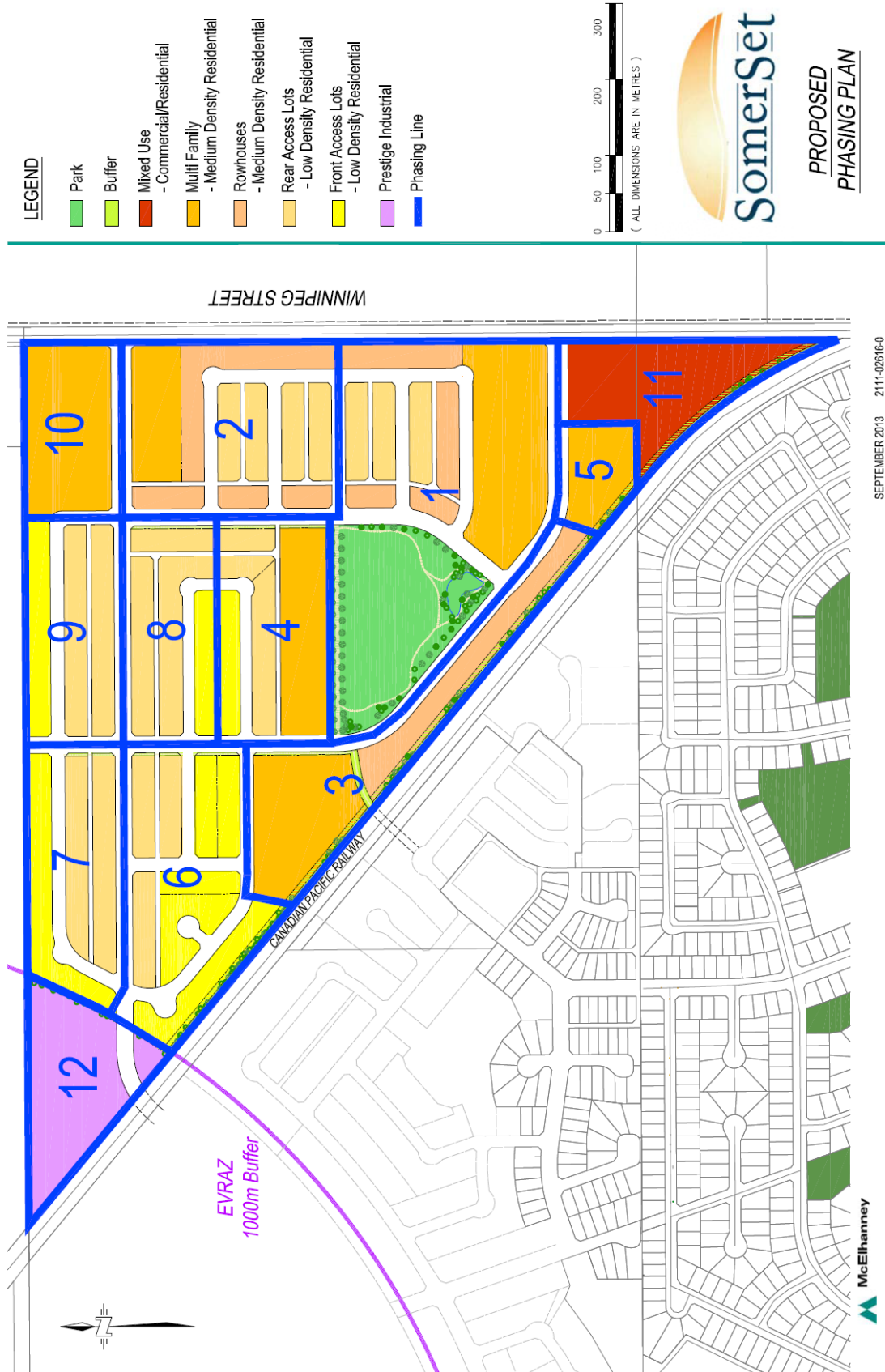


Figure 24 Proposed Phasing Plan

## APPENDIX A: DESIGN GUIDELINES

The following guidelines are supplemental to the policies provided in Section 4.0. The purpose of these guidelines is to support the objectives and policies by illustrating specific design elements or procedures considered desirable in the implementation of the SomerSet Neighbourhood Plan. It is anticipated that the appropriate design guideline elements will be implemented via a private regulatory instrument such as a restrictive covenant.

### 1. Detached Single Family Guidelines

- i. Encourage additional landscape requirements to supplement City Zoning requirements for all detached residential lots within a Building Scheme. These requirements shall include the installation of front yard tree(s) and shrubs.
- ii. Encourage residential design that includes covered front porches and/or verandas that define a semi-private area in front of the unit. In the case where a lot has two street frontages, the porch and/or veranda should address both streets.
- iii. The porch / veranda / entry should be elevated above the level of the fronting street.
- iv. Encourage residential design that places the storage of vehicles (in a garage, carport and/or parking pad) either at the rear of the building or recessed from the front porch and/or veranda.
- v. Ensure that the front façade is appropriately articulated and proportioned with windows and roof projections.
- vi. Encourage the use of steep sloped gable roofs to provide a simple and strong design statement to the streetscape and to permit natural light penetration into side and/or rear yard areas. The design should maximize the amount of habitable floor area within gable and/or dormer projects to reduce the apparent massing of dwellings.
- vii. Encourage a mix of quality exterior finishing materials and maximize the design and aesthetic benefit by concentrating the application of these materials on street facing elevations.
- viii. Encourage street orientation of all residential units through reduced front yard setbacks.
- ix. All residential design should encourage the internal location of primary living areas to create views onto the public realm (i.e. street, lanes and/or park) to permit casual surveillance.
- x. Through a private party residential building scheme, restrictions shall be placed such that no street block should have more than two consecutive homes with identical house models and the same models should have variations in the expression of design towards the street.

### 2. Attached Housing Guidelines

- i. Encourage residential design that includes covered front porches and/or verandas that define a semi-private area in front of the unit. In the case where a lot has two street frontages, the porch and/or veranda should address both streets.
- ii. The porch, veranda and/or entry should be elevated above the level of the fronting street.

- iii. Encourage residential design that places the storage of vehicles (in garage, carport and/or parking pad) either at the rear of the building or recessed from the front porch and/or veranda.
- iv. Ensure that the front façade is appropriately articulated and proportioned with windows and roof projections.
- v. Encourage the use of steep sloped gable roofs to provide a simple and strong design statement to the streetscape and to permit natural light penetration into side and/or rear yard areas. The design should maximize the amount of habitable floor area within gable / dormer projects to reduce the apparent massing of dwellings.
- vi. Encourage a mix of quality exterior finishing materials and maximize the design and aesthetic benefit by concentrating the application of these materials on street facing elevations.
- vii. Avoid and/or de-emphasize the presence of garages, carports and/or parking pads along public streets in the design of attached housing residential.

### 3. Multi-Family Guidelines

- i. Ensure that the front façade is appropriately articulated and proportioned with windows and roof projections.
- ii. Encourage a mix of quality exterior finishing materials and maximize the design and aesthetic benefit by concentrating the application of these materials on street facing elevations.
- iii. Ensure that medium density residential dwellings are designed with identifiable front entries that relate primarily to the public street or major pedestrian network.
- iv. Encourage street orientation of all residential units through reduced front yard setbacks.
- v. All residential design should encourage the internal location of primary living areas to have views onto the public realm (i.e. street, lanes and/or park) to permit casual surveillance.

### 4. Mixed Use Village Commercial / Residential Guidelines

- i. Encourage residential entries and lobbies in mixed use development area located separately from village commercial entries and designed with a distinctive character to reduce confusion.
- ii. Exterior materials should be reflective of residential character to reinforce their local service role.
- iii. Public and semi-private spaces should be designed to ensure maximum surveillance opportunities. Recessed entries and/or blind corners should be avoided.
- iv. Design should provide adequate levels of lighting and directional signage throughout the village commercial development.

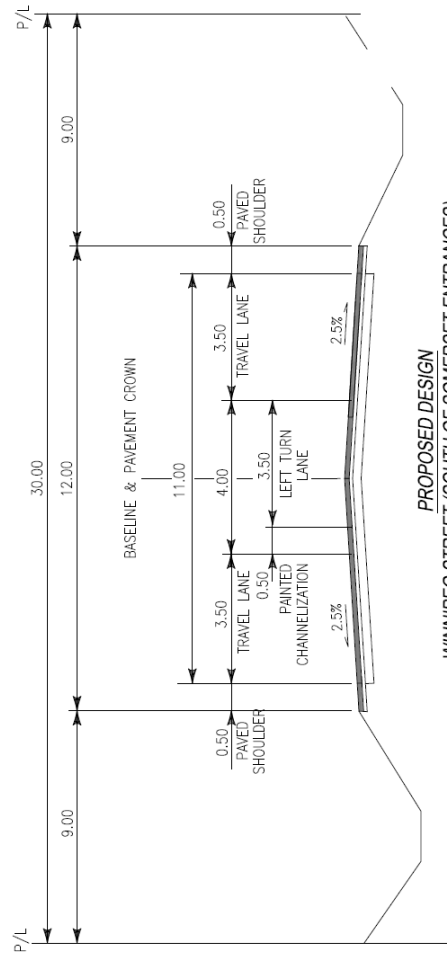
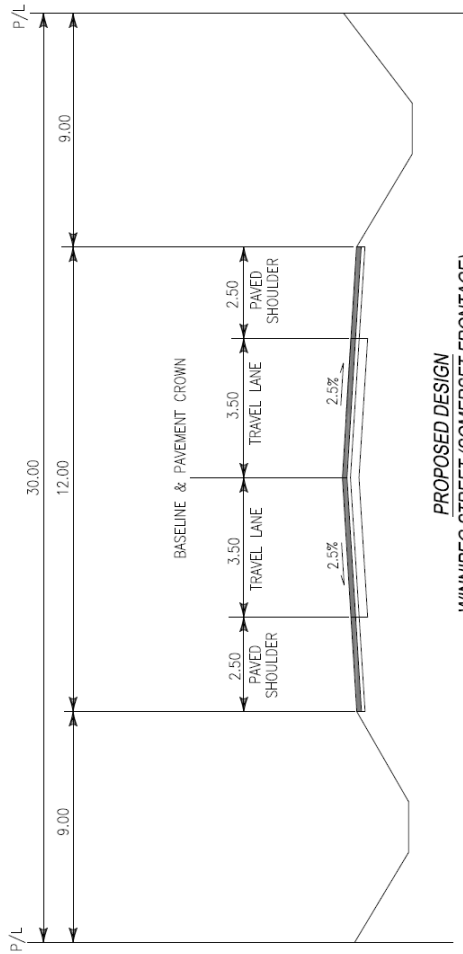


## APPENDIX B: CONCEPTUAL ROAD DESIGNS

The following conceptual designs are intended to be used in the development of final detailed engineering design as development proceeds.

### List of Drawings

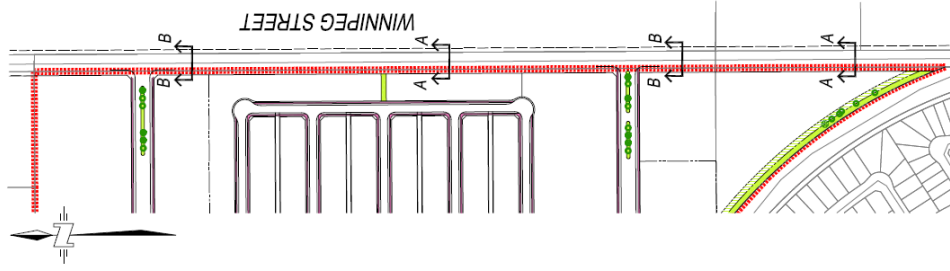
- |     |  |
|-----|--|
| B.1 | Winnipeg Street (30m ROW Proposed Design)                    |
| B.2 | Collector Road Typical Section (22m ROW – Transit Route)     |
| B.3 | Collector Road Typical Section (27m ROW)                     |
| B.4 | Collector Road Typical Section (25m ROW with Greenway)       |
| B.5 | Local Road Typical Section (18m ROW – Medium & High Density) |
| B.6 | Local Road Typical Section (15m ROW – Low Density)           |
| B.7 | Conceptual Intersection Design                               |
| B.8 | Walkway Typical Section (10m ROW)                            |

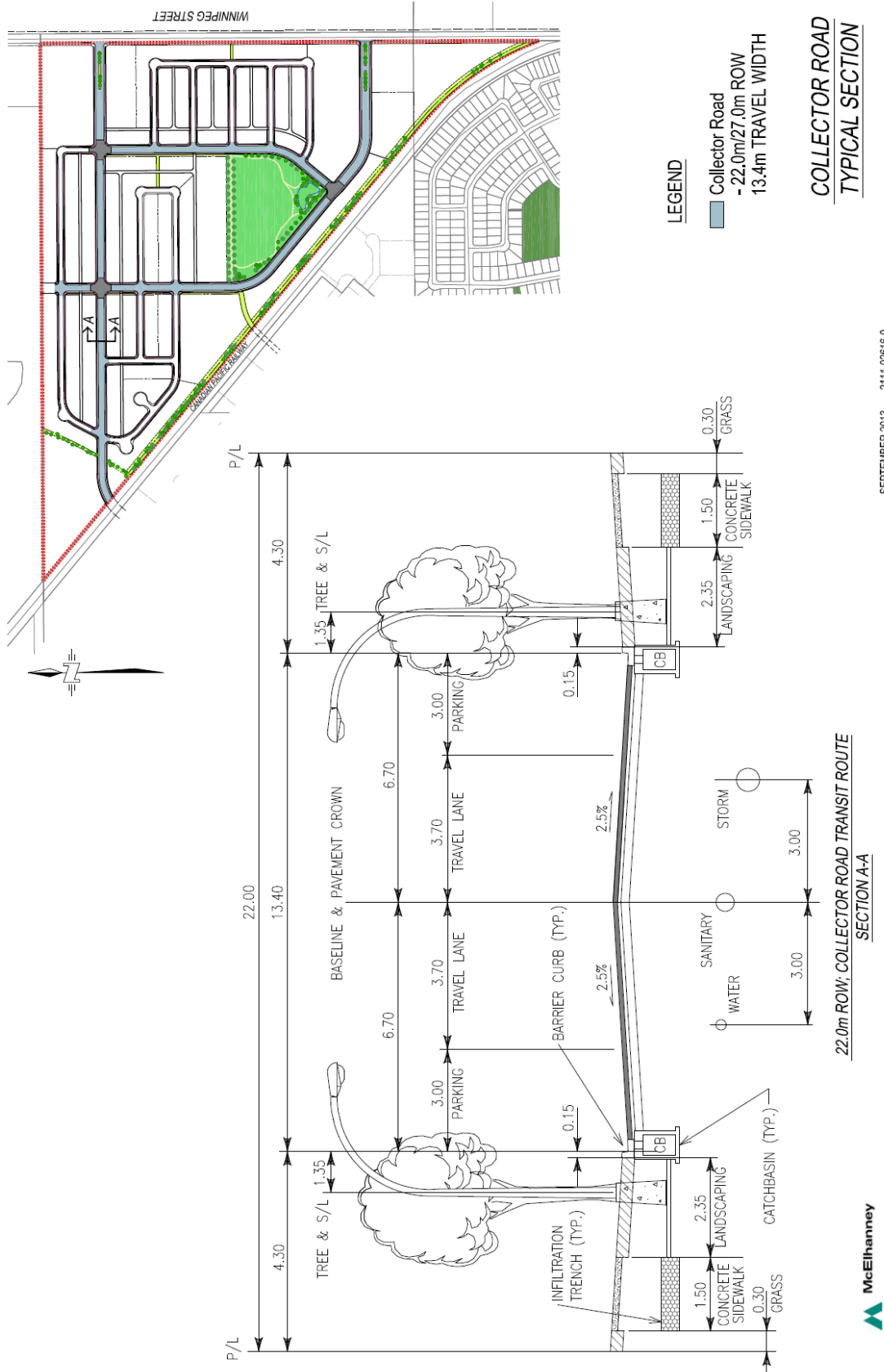


SEPTEMBER 2013 2111-02616-0

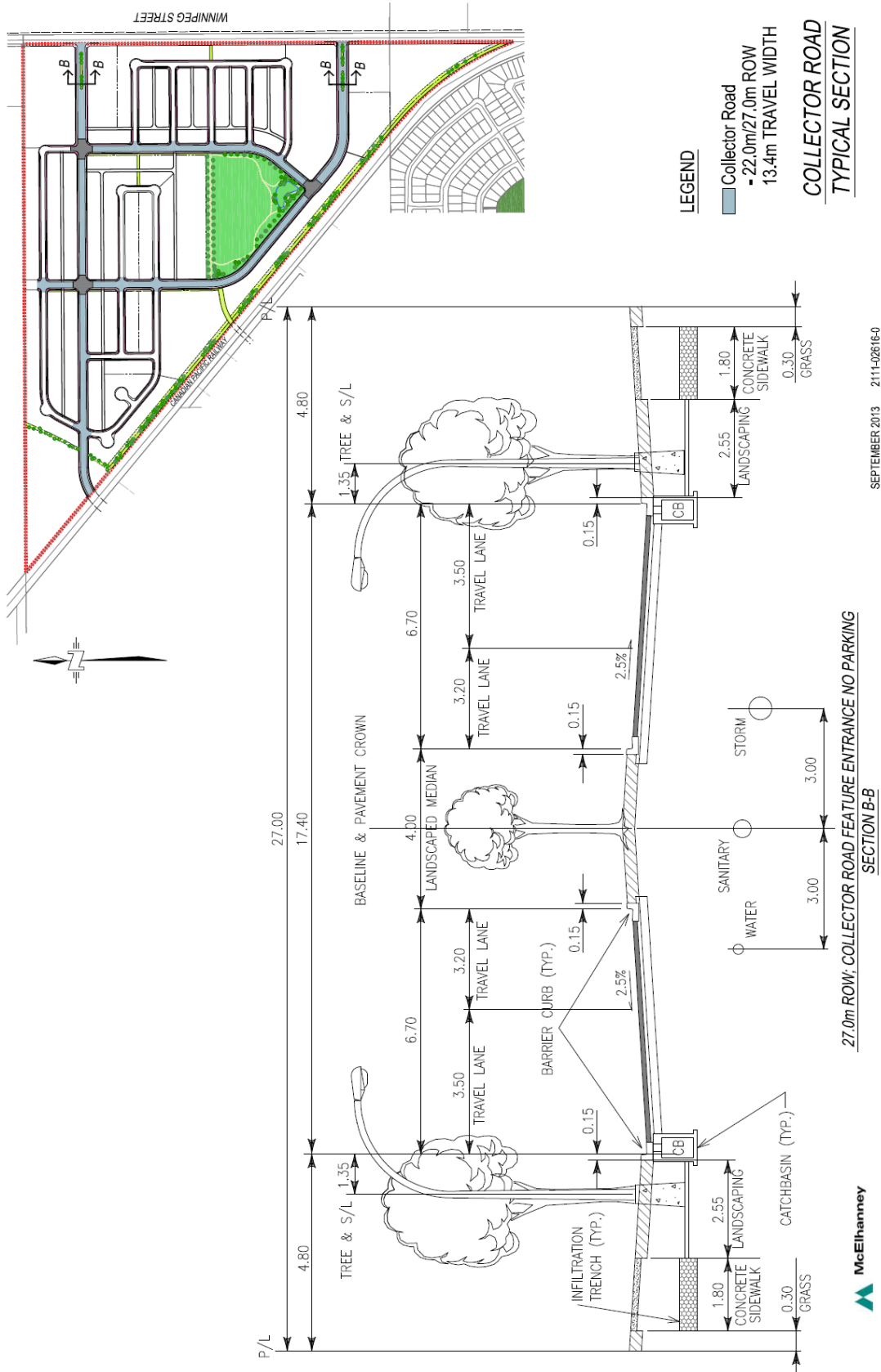
McElhanney

Drawing B.1 Winnipeg Street (30m ROW Proposed Design)

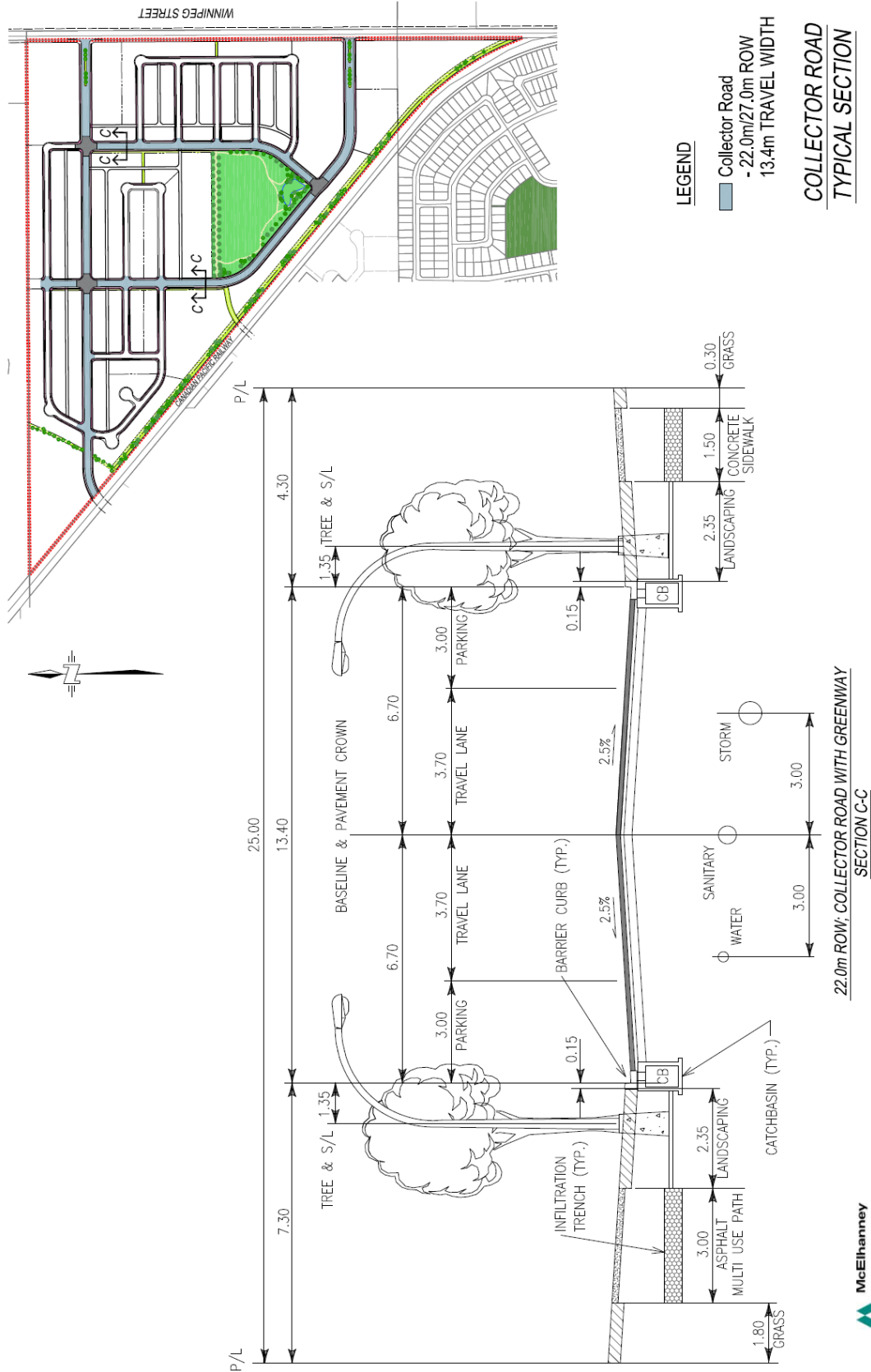




Drawing B.2 Collector Road Typical Section (22m ROW – Transit Route)

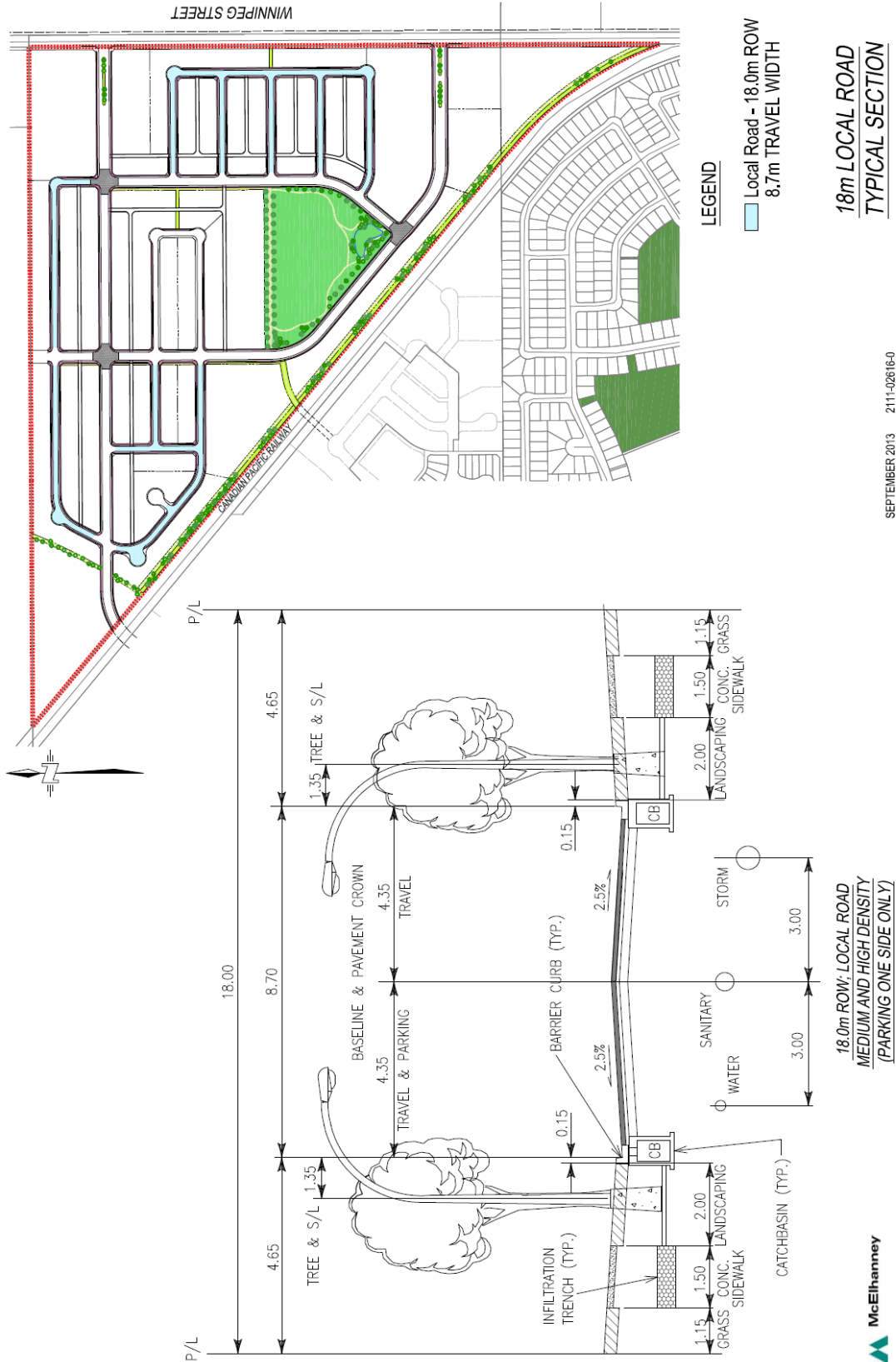


Drawing B.3 Collector Road Typical Section (27m ROW)

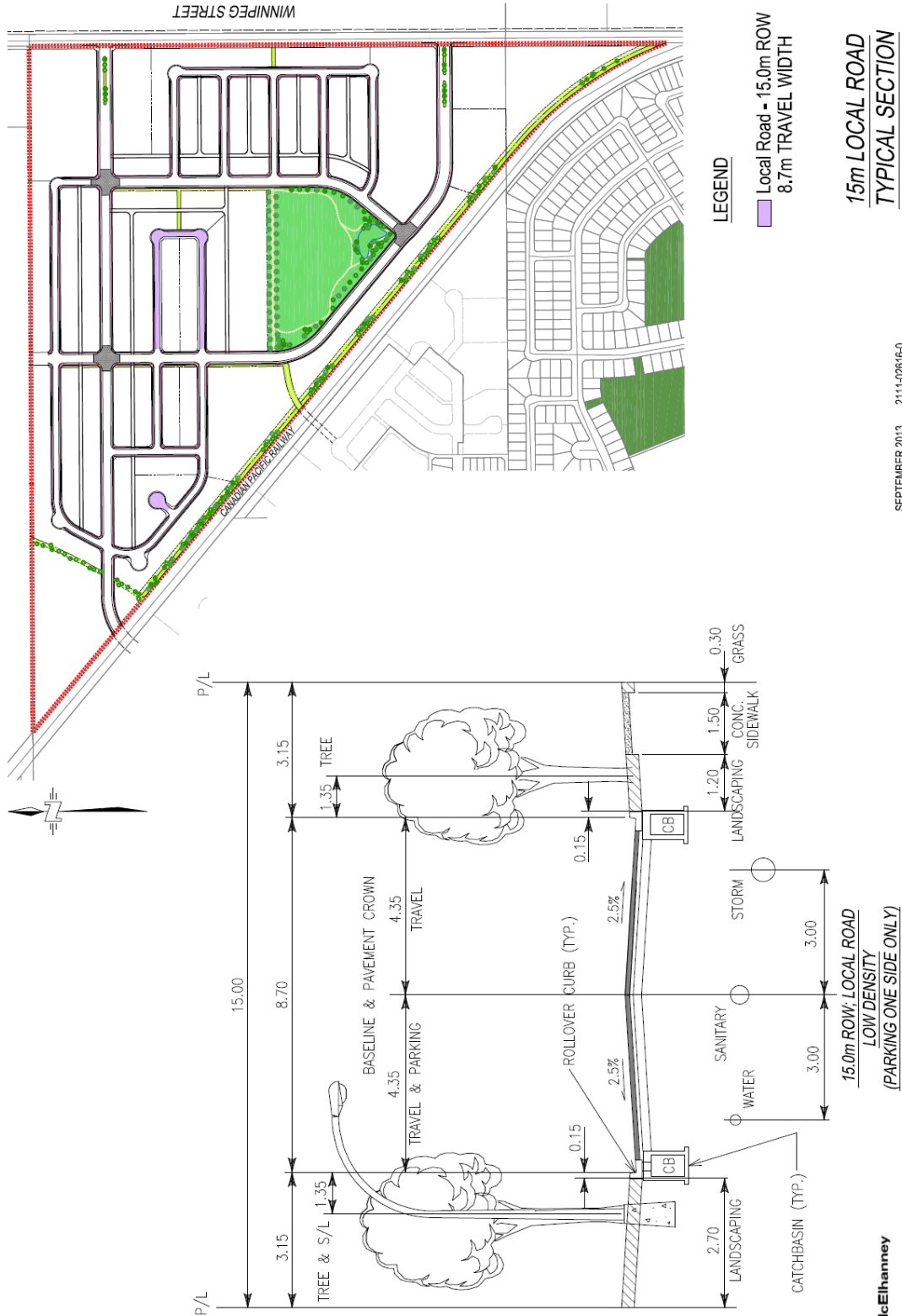


**Drawing B.4 Collector Road Typical Section (25m ROW with Greenway)**

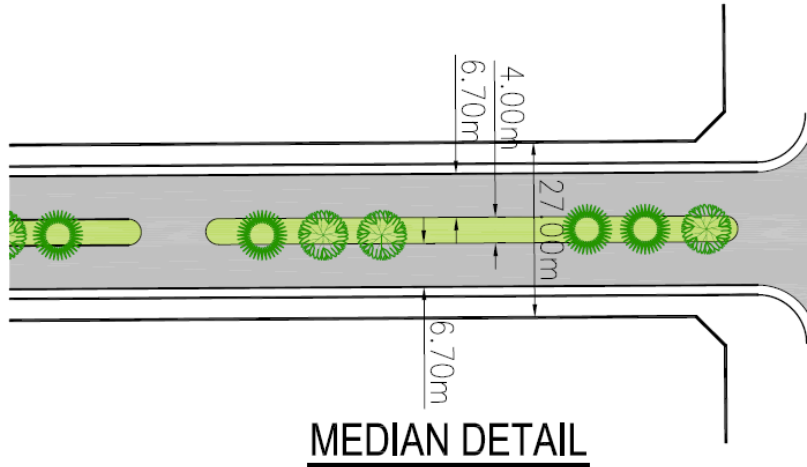




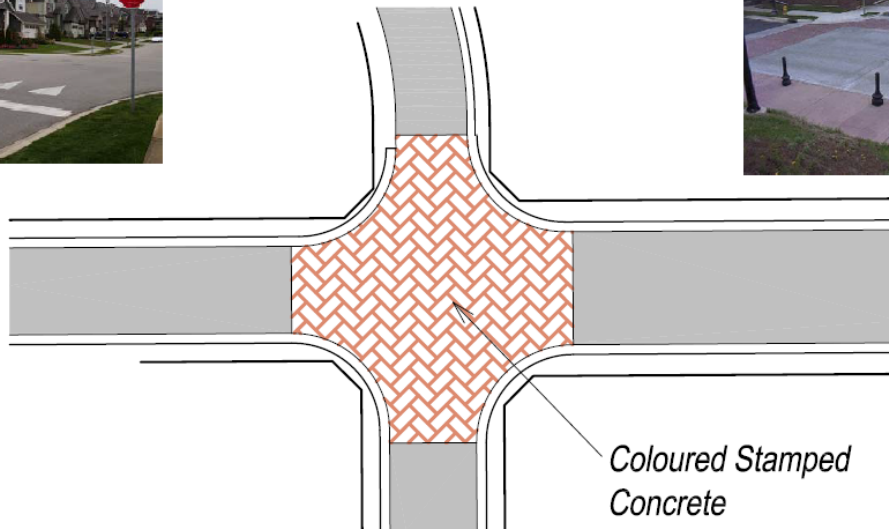
**Drawing B.5 Local Road Typical Section (18m ROW – Medium & High Density)**



**Drawing B.6 Local Road Typical Section (15m ROW – Low Density)**



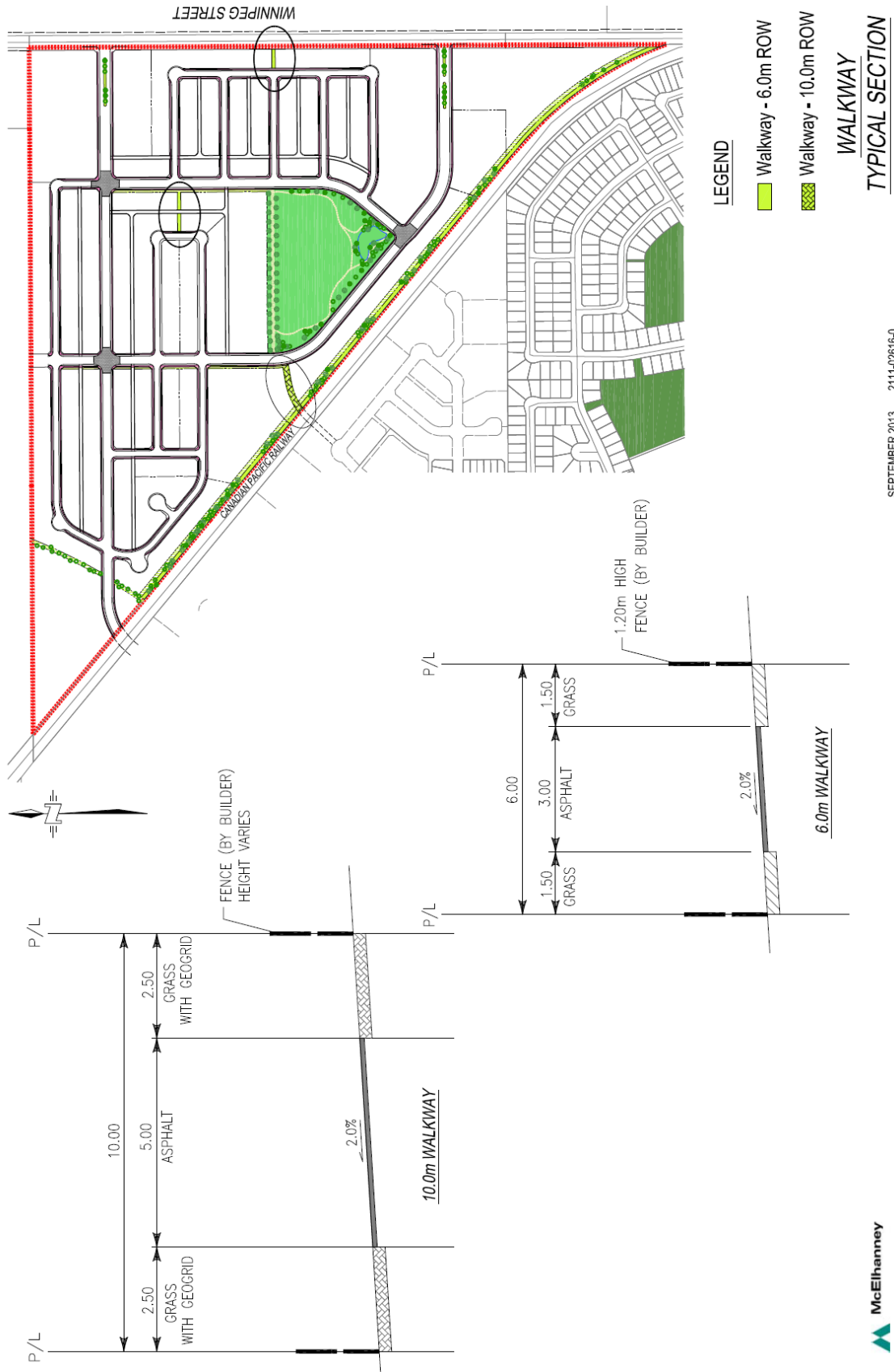
**MEDIAN DETAIL**



**RAISED INTERSECTION  
DETAIL**



**TYPICAL DETAILS**



SEPTEMBER 2013 2111-02616-0

**Drawing B.8 Walkway Typical Section (10m ROW)**



**McElhanney**

**McElhanney Consulting Services Ltd.**

Suite 2300 Central City Tower  
13450 102 Avenue  
Surrey BC V3T 5X3

MCSL Project Number 2111 02616-0



November 13, 2013

To: Members,  
Regina Planning Commission

Re: Applications for Zoning Bylaw Amendment (13-Z-02), Concept Plan Amendment (13-CP-02) and Discretionary Use (13-DU-06) – 510 University Park Drive, Gardiner Park Addition

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RECOMMENDATION

1. That the attached Gardiner Park Addition Concept Plan, marked as “Proposed” be APPROVED;
2. That the application to amend *Regina Zoning Bylaw No. 9250*, with respect to Parcel G in the Gardiner Park Subdivision, from MAC- Major Arterial Commercial to R6- Residential Multiple Housing be APPROVED;
3. That the discretionary use application for a proposed planned group of dwellings located at 510 University Park Drive, being Parcel G, Plan No. 101875530 be APPROVED, 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 prepared by Seymour Pacific Developments Ltd., and dated June 10, 2013 and attached to this report as Appendix A-3.1 to A-3.3b; and
  - c. That the applicant / developer provide the City with confirmation that the Saskatchewan Ministry of Environment has confirmed that the site has been sufficiently remediated prior to the issuance of a building permit
4. That the City Solicitor be directed to prepare the associated bylaw; and
5. That this report be forwarded to the December 16, 2013 meeting of City Council to allow sufficient time for the required public notice of the proposed bylaw.

CONCLUSION

The applicant proposes to construct a planned group of apartment buildings consisting of the following:

- Four apartment buildings each containing 55 suites for a total of 220 dwelling units on site
- Each building will be 4 storeys
- A total of 349 surface parking stalls, which will exceed the minimum parking requirement
- One of the buildings will feature leasable office space in addition to the residential suites

- Issues and objections identified by area residents during the review process include significant traffic and parking generation along Quance Street and University Park Drive, property maintenance and impact on surrounding property values and vehicles speeding in the area
- An amendment of the approved Gardiner Park Addition Concept Plan is necessary to accommodate high density residential.

The Official Community Plan supports either commercial or medium to high density residential development of the subject property and supports a mix of dwelling unit types throughout the City to accommodate a range of lifestyles and housing demands.

## BACKGROUND

Applications have been received for concept plan amendment, zoning amendment and discretionary use to accommodate development of the proposed Planned Group of Dwellings (Apartments). The Gardiner Park Addition Concept Plan was originally approved by City Council on July 21, 2004 and most recently amended in 2008.

This application is being considered pursuant to *Regina Zoning Bylaw No. 9250, Regina Development Plan Bylaw No. 7877 (Official Community Plan)*, and *The Planning and Development Act, 2007* and the Gardiner Heights Addition (2004) Concept Plan.

## DISCUSSION

### Zoning and Land Use Details

<b>Land Use Details</b>		
	<b>Existing</b>	<b>Proposed</b>
Zoning	MAC – Major Arterial Commercial	R6 – Residential Multiple Housing
Land Use	Vacant Lot (former industrial)	Planned Group of Dwellings (Apartments)
Number of Dwelling Units	N/A	220
Building Area	N/A	5,553.7 sq. m. (total 4 buildings)

<b>Zoning Analysis</b>		
	<b>Required</b>	<b>Proposed</b>
Number of Parking Stalls Required	324 (216 units x 1.5)	349 (incl. 8 handicapped/25 visitor)
Bicycle Parking Stalls	16 (5% of required stalls)	16
Minimum Lot Area (m <sup>2</sup> )	500 m <sup>2</sup>	24,402 m <sup>2</sup>
Minimum Lot Frontage (m)	15 m	74.68 m
Maximum Height (m)	13 m	10.91 m
Floor Area Ratio	3.00	0.92
Site Coverage (%)	50%	23%

With respect to the calculation of building height, the height calculation is defined in *Regina Zoning Bylaw No. 9250* as the vertical distance from grade level to the highest ceiling of the occupied area of the building.

Vehicular access will be provided from Arens Road and University Park Drive. Access to parcel from University Park Drive will require a Shared Access Agreement with the property to the north to ensure the free flow of traffic to and from the parcel.

The Gardiner Heights Addition Concept Plan currently identifies the subject property for commercial use and the applicant is proposing an amendment to the concept plan to permit high-density residential (>50 dwelling units/hectare) on the vacant parcel. The development will have a proposed density of 88.5 units/hectare, which is consistent with the high density land use classification.

Surrounding land uses include medium-density residential to the south, low-density residential to the west, high density residential and commercial to the north, and high density residential to the east, across University Park Drive.

The proposed development is consistent with the purpose and intent of the proposed R6 – Residential Multiple Housing Zone with respect to:

- Encouraging the provision of affordable housing, particularly for low and moderate income households and special need groups; and
- Encouraging higher density housing and mixed use development along major arterial streets.

### Transportation Study

A Traffic Impact Analysis (TIA) was completed in February 2013 to evaluate the impact of the proposed development on the existing transportation network in the area. The study forecast that 116 trips would be generated during the AM peak period and that 141 trips would be generated during the PM peak period by the proposed development. Analysis of the impact of the proposal on intersections determined that intersections in close proximity to the development, most notably University Park Drive and Arens Road, have available capacity to accommodate the projected trip generations resulting from the proposed development.

A concern raised during the initial review of this proposal was that Quance Street and Arens Road not having a signalized intersection and that this may result in significant backups during the AM and PM peak periods at this locations as result of the proposed development. However, the projected trips generated by the development indicate that the additional traffic would not warrant the requirement for signals at Quance Street and Arens Road. The predicted trips generated during the peak hour (between 4:00 – 6:00pm) are approximately 2 vehicles per minute and that the intersection can accommodate these projected traffic flows.

Although a TIA is a prediction of the impacts on traffic flow, traffic patterns will continue to be monitored by the City to ensure the existing road network and level of service of existing vehicular control devices are sufficient.

The Administration does not have any concerns with regards to the impacts of this development on the flow of traffic along Quance Street, Arens Road and University Park Drive and that the existing road network in the vicinity of the site has capacity.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

The development must meet the requirements of Building Bylaw 2003-7 as well as meet City development standards for storm water management. These include requiring the applicant to demonstrate that the proposed development will not block existing storm water flow paths or impact neighbouring properties. These requirements are reviewed in further detail at the building permit stage and any upgrades required are the responsibility of the applicant.

The development will require a looped water system that has connections to more than one City water main to provide increased fire flows, improved water quality and a redundancy of supply. Internal private fire hydrants to the site will also be required. These requirements are reviewed in further detail at the building permit stage and any upgrades required are the responsibility of the applicant.

### Environmental Implications

The site was developed as a ready-mix and precast concrete plant in the 1950's and was further excavated during the 1960's as a source of clay for the manufacture of light weight aggregate. Accordingly, the site has been identified by the Saskatchewan Ministry of Environment as contaminated and remediation has been and/or will be completed to the applicable standards. Evidence of this approval from the SMOE is required prior to the issuance of a building permit.

### Policy/Strategic Implications

The proposal is consistent with the policies contained within Part A: Policy Plan of *Regina Development Plan, Bylaw No. 7877 (Official Community Plan)* with respect to:

#### 5.4 – Energy Conservation Policies

- That a compact urban form be achieved by promoting infill development and rehabilitation
- That higher density development be encouraged along transit routes

#### 7.1 – Housing Objectives

- To accommodate the demand for a variety of housing types throughout the City of Regina to encourage higher density housing and mixed use developments along or adjacent to major arterial streets
- To ensure that residential development and redevelopment is compatible with adjacent residential and non-residential development

#### 7.14 – Higher Density Housing Adjacent to Major Arterial Streets

- That the City shall ensure that higher density residential development is compatible with adjacent land uses and will not be affected by noise from industrial uses or major truck transportation routes

The proposal conforms to provisions of the Official Community Plan including the interface with surrounding land uses as it was demonstrated that there are a number of destinations within walking distance of the subject property and that the development would have little impact on surrounding properties. On a City-wide scale, the proposal presents an opportunity to remediate a contaminated, vacant lot and develop infill residential accommodation required to meet the land requirements of the City's growth scenarios while curbing the physical expansion of the urban footprint.

In accordance with the OCP, higher density residential land uses should generally be located in proximity to transit service and near major roads to mitigate traffic impact. In addition to meeting these basic criterion of the OCP the subject site is located in close proximity to a number of amenities within walking distance as noted below:

Amenities within 5 minute Walk (400 m)

- Grocery and convenience stores
- Victoria Square Mall shopping
- Quance Street shopping
- Wilfred Walker School and Park
- Pilot Butte Creek and pathway system
- Transit stops

Amenities within 10 minute walk (800 m)

- Local commercial area at Argyle and University Park Drive
- Other commercial services on Quance Street
- Ready Park

Future residents would have the opportunity to walk to several destinations in close proximity, reducing automobile use and traffic impact.

Other Implications

None with respect to this report.

Accessibility Implications

The proposed development provides 8 parking stalls for persons with disabilities which meets the minimum parking requirements calculated at 2% of the required parking stalls.

COMMUNICATIONS

Public notification signage posted on:	March 20, 2013
Will be published in the Leader Post on:	November 30, 2013 December 7, 2013
Letter sent to immediate property owners	March 28, 2013
Public Open House Held	May 6, 2013
Number of Public Comments Sheets Received	<b>96</b>

A more detailed accounting of the respondents' concerns and the Administration's response to them is provided in Appendix B. Also included are the applicant's and Administration's response to those issues, as well as the actual community comments received during the review process.

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



DELEGATED AUTHORITY

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

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Fred Searle'.

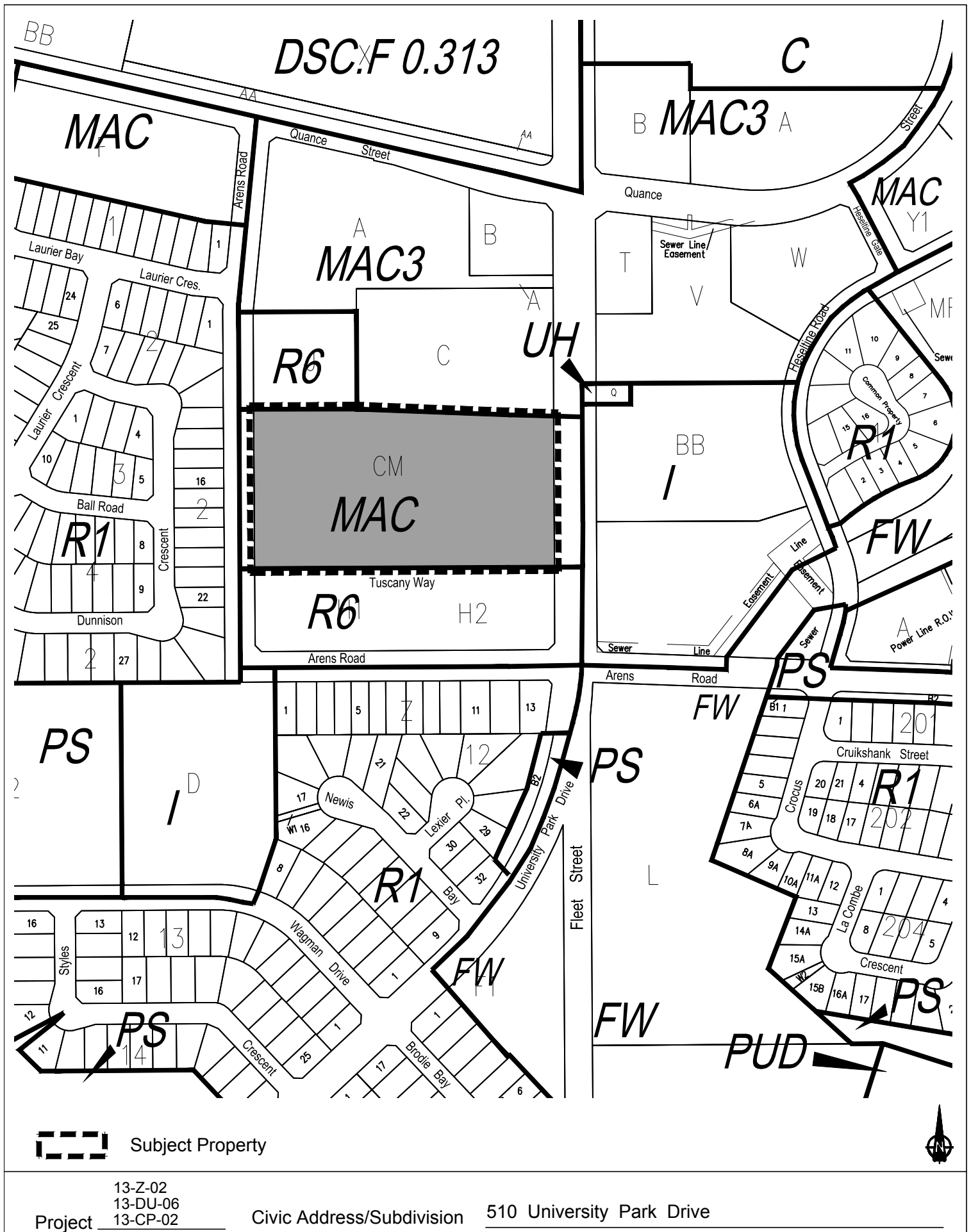
Fred Searle, Manager  
Current Planning

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Jason Carlston'.

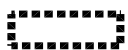
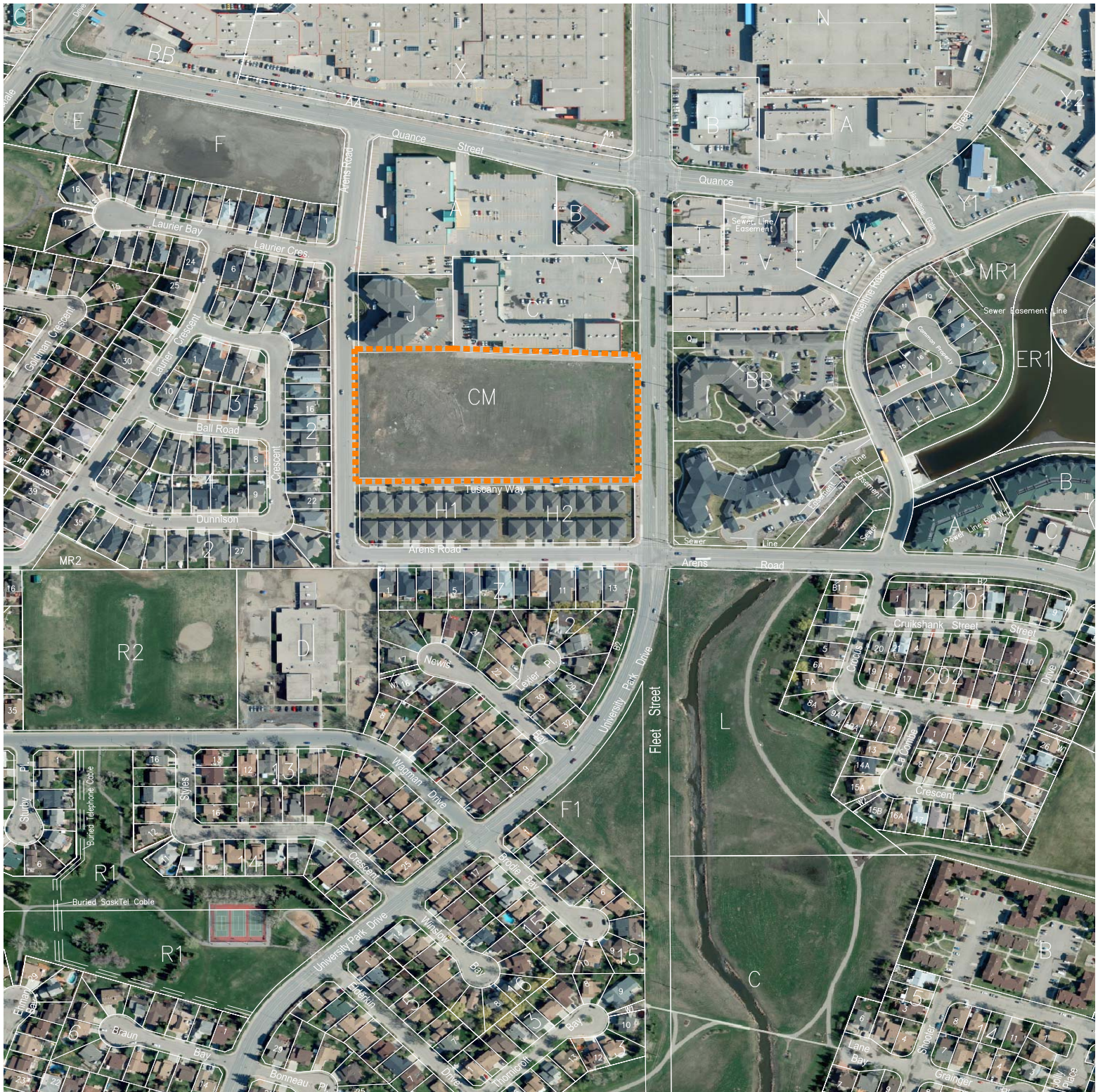
Jason Carlston, Deputy City Manager  
Community Planning and Development

Prepared by: Mark Andrews





# Appendix A-2



Subject Property

Date of Photography: 2012

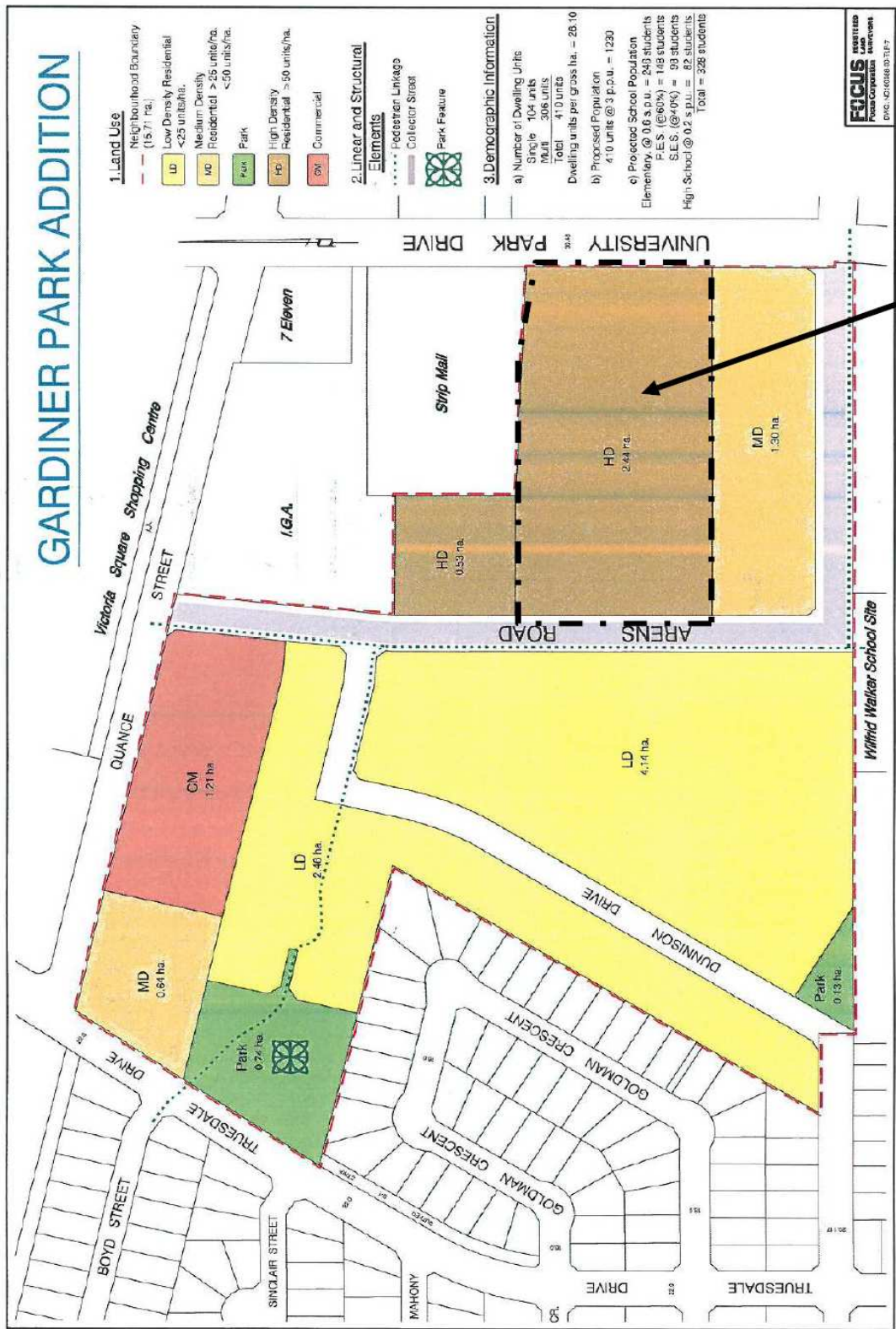


Project 13-Z-02  
13-DU-06  
13-CP-02

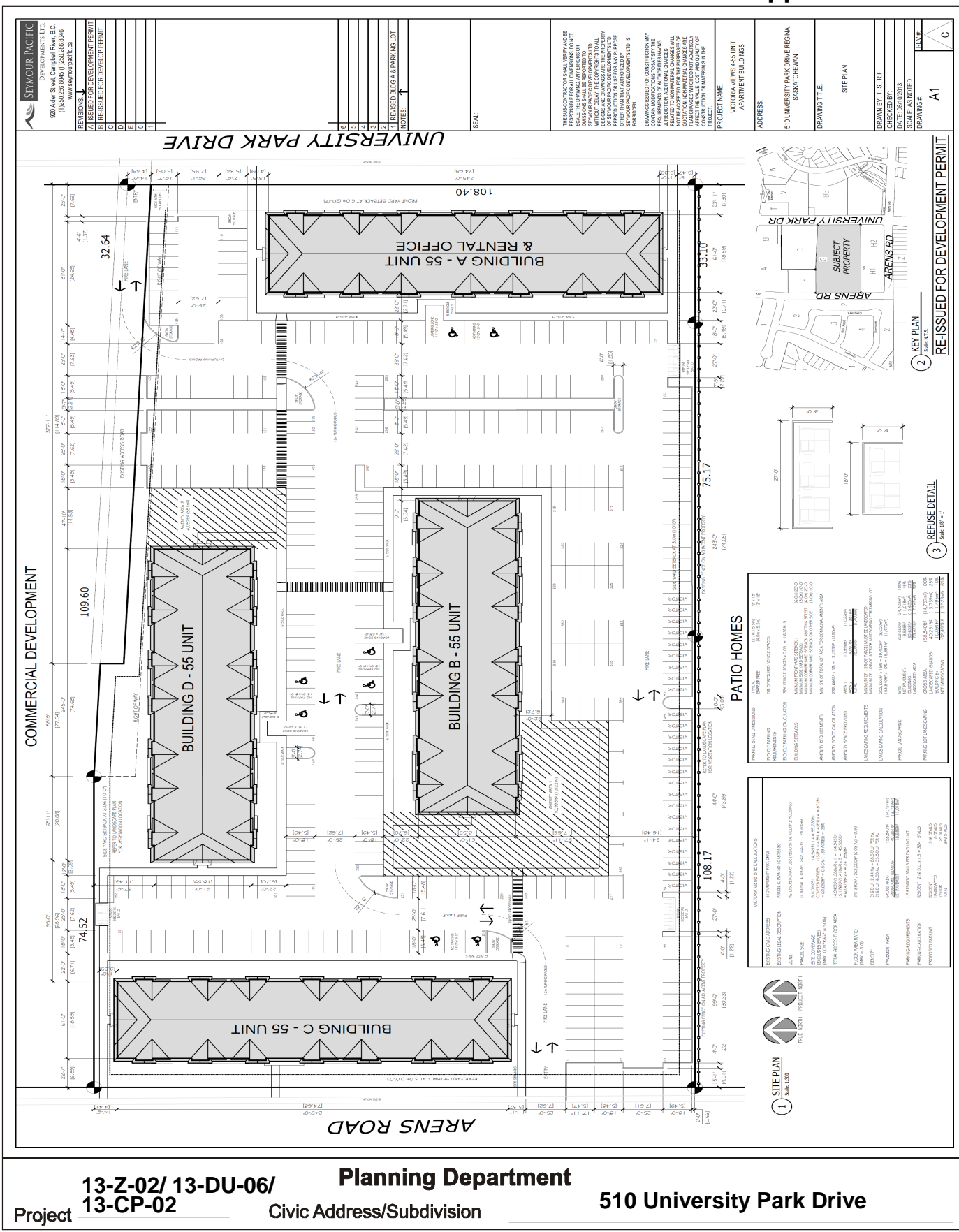
Civic Address/Subdivision 510 University Park Drive



Proposed Concept Plan



Subject Property







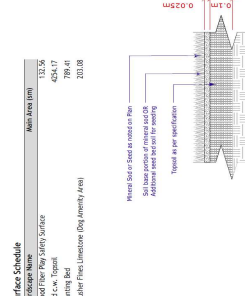
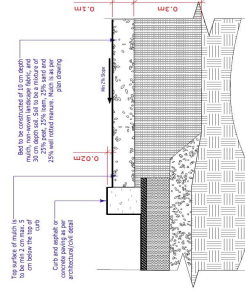
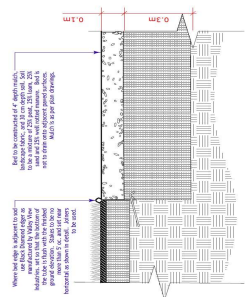
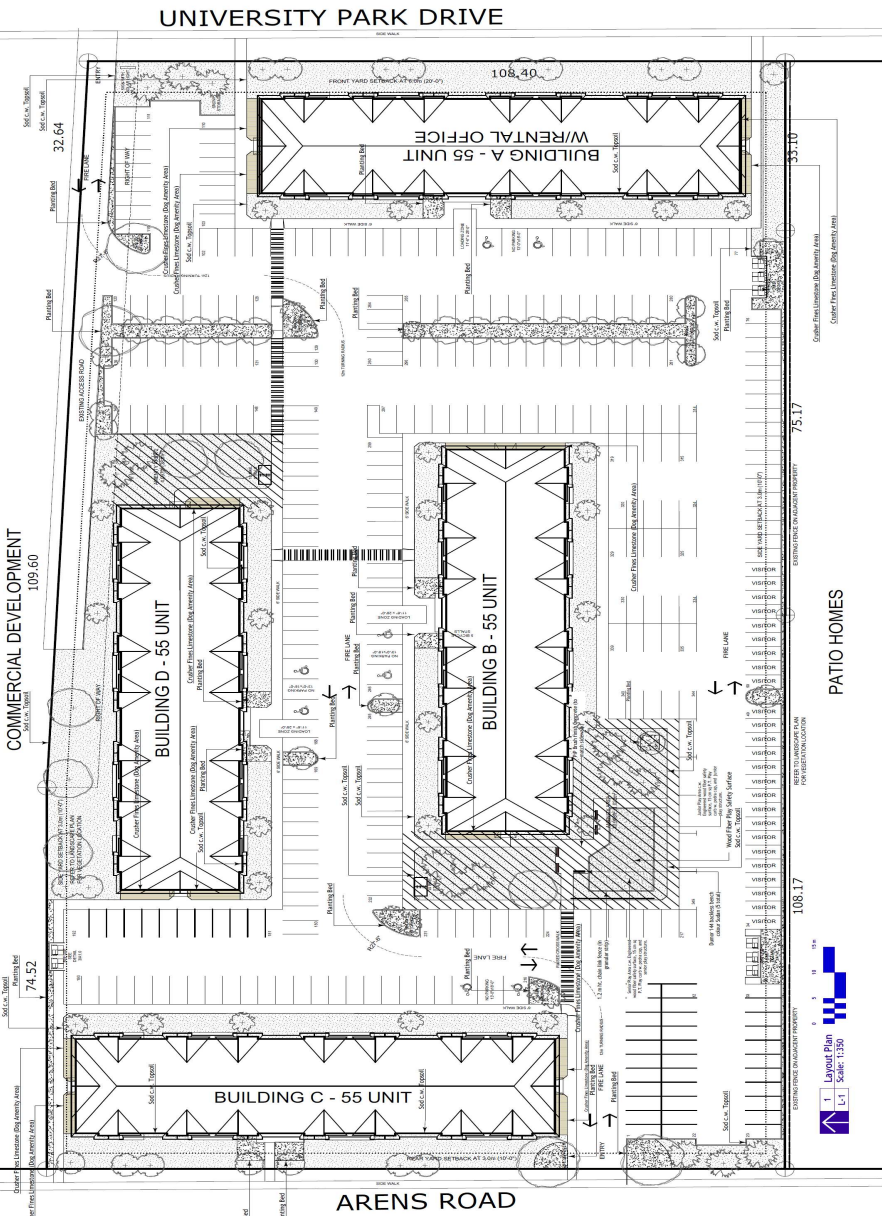
General Notes

1. All existing trees, sidewalks, curbs, catch basins, etc. shall be preserved and protected during construction. Any damage to them is to be made good by the contractor prior to the start of construction. All catch basins and curbs shall be replaced with new catch basins and curbs.
2. All trees to be removed shall be removed for a period of not less than 1 year.
3. Contractor is to protect operations in the area. Should areas outside of this limit be damaged, the contractor is to make good the damage at his own expense.
4. Contractor is to obtain location of all utilities prior to construction. If utility power is to be installed, the contractor is to obtain the location of all utilities and to install them in accordance with the City of Regina's standards.
5. All trees to be removed shall be removed for a period of not less than 1 year.
6. Contractor is to confirm all dimensions and report any discrepancies to Contract Administrator prior to any construction or installation.
7. All trees to be removed shall be removed for a period of not less than 1 year.
8. Notes 18 to be 1.2 River Wash Stone.

1. This drawing shall not be used for construction unless signed and sealed by a professional engineer.
2. All trees to be removed shall be removed for a period of not less than 1 year.
3. Contractor is to protect operations in the area. Should areas outside of this limit be damaged, the contractor is to make good the damage at his own expense.
4. Contractor is to obtain location of all utilities prior to construction. If utility power is to be installed, the contractor is to obtain the location of all utilities and to install them in accordance with the City of Regina's standards.
5. All trees to be removed shall be removed for a period of not less than 1 year.
6. Contractor is to confirm all dimensions and report any discrepancies to Contract Administrator prior to any construction or installation.
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8. Notes 18 to be 1.2 River Wash Stone.

- D 10/29/13 Revised Building Location & Area  
C 6/19/13 Revised Building Location & Area  
B 1/18/13 Revised Building Location & Area  
A 12/29/13 Per Client Review

No.	Date	Issue
1	12/29/13	Per Client Review
2	1/18/13	Revised Building Location & Area
3	6/19/13	Revised Building Location & Area
4	10/29/13	Revised Building Location & Area



City of Regina Zoning	Required	Proposed
Residential (R-10)	75402	75402
General (G-1)	3062.3	3062.3
Planting Requirements (General)	92	98
Tree Forage (1 per 10 m)	23	24
Shrub (one per 20 m)	184	178
Planting Schedule		
Planting (1st year)	1048	1048
Planting (2nd year)	1048	1048
Planting (3rd year)	1048	1048

1 Planting Bed at Turf  
L-1 Scale: 1:10

2 Planting Bed at Curb  
L-1 Scale: 1:10

3 Sod Detail  
L-1 Scale: 1:10













Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	98	<p><b>PARKING/ TRAFFIC</b></p> <ul style="list-style-type: none"> <li>• 347 parking stalls provided on-site (surface parking stalls) is not sufficient for the number of dwelling units and anticipated density of the site</li> <li>• Multi bedroom units will most likely generate more than 1 or 2 vehicles per unit and will force additional vehicles on local streets</li> <li>• Additional vehicles will create traffic congestion on narrow local streets and pose a risk of serious accidents as there are children in the neighbourhood</li> <li>• The additional vehicles will generate excessive noise in a quiet residential neighbourhood</li> <li>• Tenants moving in and out (since it is rental property) will generate noise, affect the flow of traffic with moving vans and trailers and with limited space to maneuver, will end up either blocking the street or the alley</li> <li>• The additional vehicles will strain and create unnecessary wear and tear on the roads (requiring additional maintenance)</li> <li>• Intersections in the neighbourhood (mainly Quance/Arens) do not have dedicated signals and will cause severe traffic congestion, and backups (possibly accidents) during morning and evening rush hour</li> </ul> <p><b>PROPERTY VALUES</b></p> <ul style="list-style-type: none"> <li>• Four storey rental apartment building will significantly decrease the surrounding property values</li> <li>• Rental properties will bring in low-income tenants or create subsidized housing that could lead to lower property values</li> <li>• The homes located to the north of the proposed building will decrease in value as privacy and sunlight will be reduced as the building is above the tree line and in a neighbourhood that is predominantly single storey homes</li> <li>• Rental housing will lead to increased crime, theft and vandalism in a peaceful neighbourhood that is dominated by younger families with children</li> </ul> <p><b>SCALE/MASSING</b></p> <ul style="list-style-type: none"> <li>• The four proposed buildings are too large for the lot and is not sensitive to the character of the</li> </ul>

		<p>surrounding neighbourhood of single storey homes with no rental buildings in the immediate vicinity</p> <ul style="list-style-type: none"> <li>• The proposed density between the units on-site will be very high and only exacerbate traffic congestion and affect overall quality of life for tenants</li> <li>• Since the parking stalls are located all on the surface, this will reduce the amount of green space and outdoor amenity space for the residents with limited dedicated outdoor space for recreational use and for children to play</li> </ul> <p>OTHER ISSUES</p> <ul style="list-style-type: none"> <li>• Rental properties are not always well-maintained and managed and may be an increase in litter, storage of vehicles and a lack of green space and mature trees</li> </ul> <p>Local streets are old and narrow and snow banks will force vehicles to park farther from the edge of the street, congesting the streets and posing serious risks of collisions</p>
<i>Accept if many features were different</i>	0	
<i>Accept if one or two features were different</i>	0	
<i>I support this proposal</i>	2	

**1. Issue: Parking and traffic generation - Multi bedroom units will most likely generate more vehicles than parking space provided and will force additional vehicles on local streets thus creating traffic congestion on local streets and posing a risk of accidents.**

*Administration's Response:* Parking provided on-site is compliant with the City's Zoning Bylaw, which calculates the required number of stalls at 1.5 stalls per residential unit.

A Traffic Impact Analysis study was completed to predict the flow of inbound and outbound traffic flows during peak AM and PM times, based on traffic models and the number of proposed units. The study concluded that an average of 116 trips during the AM and 141 trips during the PM peak times would be generated. There is sufficient capacity in the immediate road network to accommodate the projected traffic volumes.

As with any development, including single detached homes, there will always be times when there will be an overflow of parking, thus forcing vehicles to park along the streets (especially during special events, holidays, etc). Though the TIA is a prediction of traffic flow, actual pattern will be monitored by the City post development to ensure the existing infrastructure is accommodating the increased traffic flow, therefore, the Administration does not expect any concerns related to parking and traffic generation. While the development would meet the minimum parking requirements it is acknowledged that there will likely be some parking spill over onto the streets where on-street parking is permitted. Parking is not permitted along University Park Drive.

**2. Issue: Property Values – Apartment complexes lack maintenance in the long run and lower values of surrounding properties.**

*Administration's Response:* The City encourages the provision of affordable housing for low and moderate income households and the demand for a variety of housing types throughout the City.

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

It is noted that a mix of housing types are being developed city-wide within existing and Greenfield development areas with no evidence of negative impact on property values.

**3. Issue: Scale of the Building and Density - The buildings are too large for the lot and is not sensitive to the character of the surrounding neighbourhood with densities that are not sensitive or reflective of the established residential neighbourhoods**

*Administration's Response:* The Administration supports a mixture of housing types and flexibility in design in locations that are both suitable and can accommodate higher density residential units. It is the intention of the [proposed] R6 Zone to regulate the location and standards for apartment buildings, townhouses and multi unit dwellings. It also provides developers with a variety of development options, with a net density in excess of 50 dwelling units per hectare. The proposed development meets all applicable development standards and regulations in the *Zoning Bylaw*.

Based on the number of proposed units and area of the site, the projected net density is 88.5 units per hectare (total site area is 2.44 hectares). The Concept Plan identifies this site currently for Major Arterial Commercial development, which could accommodate large format retail (box stores) and various other developments including, but not limited to restaurants, shopping plazas, hotels all demanding a high level of parking requirements and noise.

**4. Issue: Vehicles currently speed in the area, specifically along Arens Road. There is an elementary school nearby (Wilfred Walker) and this poses a serious hazard to school-aged children walking to and from school that cross Arens Road from the proposed apartment buildings.**

*Administration's Response:* Experience has indicated that traffic generally calms after development of adjacent properties proceeds.

The permitted on-street parking along Arens Road is a practical measure of decreasing the effective road width by allowing vehicles to park adjacent and parallel to the road edge. The primary benefit of allowing on-street parking as a traffic calming measure is the reduction in vehicle speeds due to the narrowed travel space.

**5. Commercial development of neighbourhood amenities or condominium ownership is preferred to development of rental residential uses.**

*Administration's Response:* The Administration acknowledges the value of commercial amenities within close proximity of residential neighbourhoods. However, it is also noted that there are a number of amenities in the Quance Street area. Specific commercial uses develop according to market demand. In this case a commercial site has been left vacant for a number of years, allowing a proposal for residential use, which may proceed only at the discretion of City Council.

The application is for a residential apartment complex and the Administration has considered the merits of that proposal for this location.

**6. Residents were under the impression that the site would be developed into condominium ownership units, and not rental apartment dwellings.**

*Administration's Response:* The property is currently Zoned as MAC – Major Arterial Commercial and the current Concept Plan identifies this site for commercial use. Prior to 2004, the Concept Plan identified the site for institutional use.

Further, a proposal was brought forward in 2009 to develop a low-rise apartment building, yielding 150 dwelling units for condominium ownership. The feedback received from the neighbouring property owners at that time were generally not in favour of the proposed condominium unit building and similar concerns were raised. The former proposal was tabled due to the environmental condition of the land, pending an environmental assessment and remediation plan to bring the site to residential standards.

In addition, the tenure of dwellings is not regulated or is a consideration in zoning analysis.

**7. Issue: There will be an increase in crime rates in the neighbourhood associated with rental housing (including vandalism and litter).**

*Administration's Response:* The applicant's proposal was circulated to the Regina Police Service and no response was received.

The Regina Police Service website provides information on discouraging crime. Busy and well-lit streets that are active contribute positively to the feelings of safety. The proposed development will add more "eyes on the street" and create a more active space that will contribute to a safer environment.

The Administration feels that perceived crime rates and/or vandalism will not change with the addition of the proposed apartment buildings.

**8. There are no signalized crosswalks along Arens Road and Quance Street is already too busy for pedestrians to be crossing.**

*Administration's Response:* The TIA concluded that the projected traffic volumes would not warrant the requirement for signals at Quance and Arens.

There are signalized crossings currently at the intersections of Quance Street and University Park Drive and Arens Road and University Park Drive.

9. **There is not enough green and open space on-site to be used by the projected number of tenants and much of this valuable space is taken up by parking.**

*Administration's Response:* Pursuant to the *Zoning Bylaw*, a minimum of 5% of the total lot area shall be allocated to communal amenity areas (open space) and a minimum of 15% of the total site shall require landscaping.

The proposed development meets these minimum requirements stipulated in the *Zoning Bylaw*. In addition, total site landscaping includes, but is not restricted to parking area landscaping, boulevards and visual screening and buffering. The proposal includes parking lot and parcel landscaping.



November 13, 2013

To: Members,  
Regina Planning Commission

Re: Application for Zoning Bylaw Amendment (13-Z-24) R4A to LC3, 2075 Cameron Street

### RECOMMENDATION

1. That the application to rezone Lots 5 and 1A, Block 376, Plan No. CE5560 located at 2075 Cameron Street from R4A to LC3, be APPROVED.
2. That Section 7C.4.5(2) be amended by adding the following:

Notwithstanding, the front yard setback of Lot 5, Block 376, Plan No. CE5560 shall be consistent with that of adjacent setbacks.

3. That the Cathedral Area Neighbourhood Plan be amended by adding the following to the table in Section 6.0 Exception:

2075 Cameron Street	Lots 5 and 1A, Block 376, Plan No. CE5560	LC3-Local Commercial Zone
---------------------	--	---------------------------

4. That the City Solicitor be directed to prepare the necessary bylaws to authorize the respective Zoning Bylaw and Official Community Plan amendments.
5. That this report be forwarded to the December 16, 2013 Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

### CONCLUSION

A summary of the review is as follows:

- The subject property is located within Cathedral Area.
- A rezoning from R4A - Residential Infill Housing to LC3 – Local Commercial is required to accommodate the proposed development.
- The applicant intends to use the property as an art gallery or boutique in the immediate term; however, the zone would allow for uses provided for in the LC3 zone.
- The proposal requires an amendment to the Cathedral Area Neighbourhood Plan, which does not provide for expansion of commercial uses into residential areas.
- The Administration maintains that the proposal is consistent with an objective of the policy to ensure commercial development is compatible with its surroundings.
- Comments both in support of, and opposed to the proposal, were received in the public notification process.

### BACKGROUND

A Zoning Bylaw amendment application has been submitted concerning the property at 2075 Cameron Street.

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

## DISCUSSION

### Zoning and Land Use Details

<b>Land Use Details</b>		
	<b>Existing</b>	<b>Proposed</b>
Zoning	R4A	LC3
Land Use	Residential (Townhouse Dwelling Unit)	Local Commercial
Number of Dwelling Units	1	0
Building Area	150m <sup>2</sup>	150m <sup>2</sup>

<b>Zoning Analysis</b>		
	<b>Required</b>	<b>Proposed</b>
No. of Parking Stalls Required	0	1
Minimum Lot Area (m <sup>2</sup> )	100 m <sup>2</sup>	118 m <sup>2</sup>
Minimum Lot Frontage (m)	5.0 m	6.9 m
Maximum Height (m)	13 m	(approx) 11 m
Floor Area Ratio (maximum)	1.0	1.0
Site Coverage (%) (maximum)	100%	n/a

Surrounding land uses include commercial to the south, commercial and seniors housing to the west, residential to the north, and a rear lane to the east.

The property is part of a townhouse building with each unit being on an individual lot, with physically separated parking units tied to each lot. The uniqueness of the building in Regina's heritage landscape as a row townhouse developed in 1912 has warranted its listing on the Heritage Holding Bylaw as a potential heritage property. Those units in the building facing 13<sup>th</sup> Avenue are currently zoned LC3 and contain local commercial uses. This designation would extend the LC3 Zone boundary to include the subject property and be consistent with other local commercial uses along the 13<sup>th</sup> Avenue corridor.

Currently there is very little vacancy in the 13<sup>th</sup> Avenue shopping area. The applicant has indicated that suitable space for small scale retail is very scarce. In recent years City Council has approved extensions to the shopping area along the 3200 block of 13<sup>th</sup> Avenue (current home of Groovy Mama), and four lots south of Safeway to accommodate the grocery store expansion which is currently under construction.

The applicant has indicated that they intend to open an art gallery boutique which is considered to be a retail use in the Zoning Bylaw. While the applicant intends only to accommodate this use at this time, the rezoning would allow for any permitted or discretionary in the LC3 zone. The range of permitted uses in the zone include: residential uses, a religious institution, club, community centre, humanitarian service facility, library, general office, personal service, recreation service facility, repair service, bakery shop and retail use. Higher impact uses in the zone, such as a restaurant or confectionary store are discretionary and would be subject to City Council's review and approval.

The proposed development is consistent with the purpose and intent of the LC3 - Local Commercial zone with respect to:

- Accommodating small business in unique areas of the city,
- Supporting the development plan objective to integrate neighbourhood shopping facilities in residential areas.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

The property will be assessed as a commercial use after the commercial operation commences. 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 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.

### Environmental Implications

None to this report.

### Policy/Strategic Implications

The proposal is consistent with the policies contained within Part A- Policy Plan of *Regina Development Plan, Bylaw No. 7877 (Official Community Plan)* with respect to:

- Section 8.1 g) To encourage the adaptive reuse of heritage properties through zoning relaxations.
- Section 4.11 b) That neighbourhood commercial development in residential areas shall be located on major arterial or collector streets.

While the property is not designated as heritage, it is listed as a potential heritage building, meaning it has recognized heritage value. Expanding the range of uses permitted on site will help to maintain market interest in the property and assist in its maintenance. Also, the property is located adjacent to and will maintain a strong connection with the 13<sup>th</sup> Avenue commercial corridor.

The proposal is not consistent with the policies contained in Part J- Cathedral Area Neighbourhood Plan of the OCP with respect to section 4.17 Policy Recommendation 2 - that the existing shopping district zoned LC3 and LC1 be recognized. No extension of the commercial areas should be permitted along 13<sup>th</sup> Avenue or in the adjacent residential area.

The stated objective of the above policy is (1) "To ensure that commercial development occurs in a manner which is compatible with adjacent residential areas," and (2) "To encourage the consolidation of the existing commercial area and to prevent further commercial encroachment along 13<sup>th</sup> Avenue and into abutting residential neighbourhoods." Conditions in the neighbourhood have changed since the plan was created in 1988. Commercial vacancy rates in the neighbourhoods are very low, and therefore there is no particular need to encourage the consolidation of the existing commercial area to ensure its success.

Other incremental expansions to the 13<sup>th</sup> Avenue commercial corridor have been successful and with little negative impacts on the historic commercial corridor.

The Administration maintains that this and other incremental expansions of the commercial area have been compatible with the residential surroundings and in keeping with the policy objectives and will contribute positively to the vibrancy of the 13<sup>th</sup> Avenue commercial precinct.

#### Other Implications

None with respect to this report.

#### Accessibility Implications

The property is not barrier free. As an existing building, current accessibility standards would not apply.

#### COMMUNICATIONS

Public notification signage posted on:	August 26, 2013
Will be published in the Leader Post on:	November 30, 2013 December 7, 2013
Letter sent to immediate property owners	August 23, 2013
Public Open House Held	N/A
Number of Public Comments Sheets Received	5

A more detailed accounting of the respondents' concerns and the Administration's response to them is provided in Appendix B. Also included are the applicant's and Administration's response to those issues, as well as the actual community comments received during the review process.

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

The Applicant presented the proposed amendment to the Cathedral Community Association prior to submitting the application to the City. The Community Association did not provide any formal comment before this report was finalized.

#### DELEGATED AUTHORITY

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

Respectfully submitted,

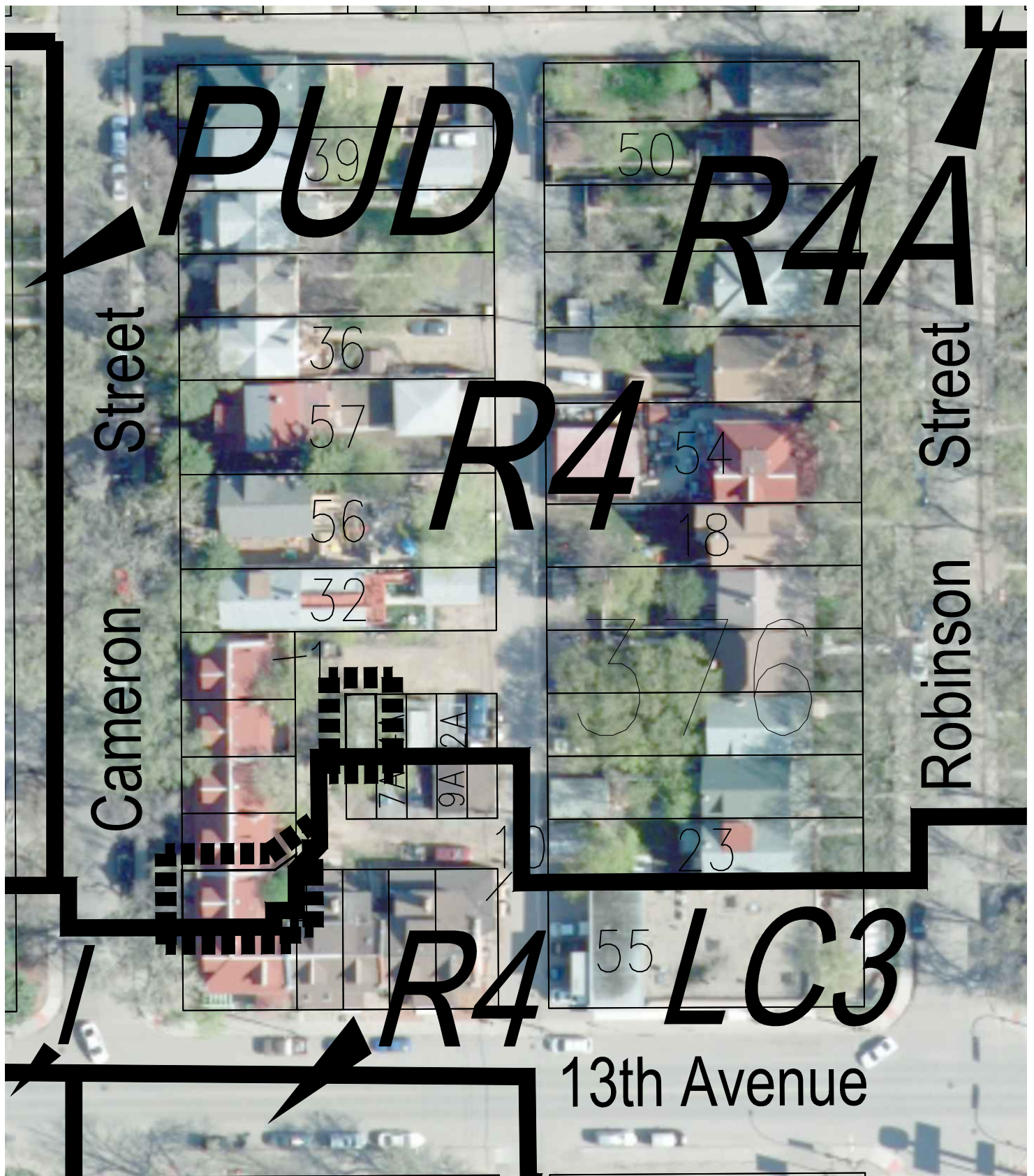


Fred Searle, Manager  
Current Planning

Respectfully submitted,



Jason Carlston, Deputy City Manager  
Community Planning and Development



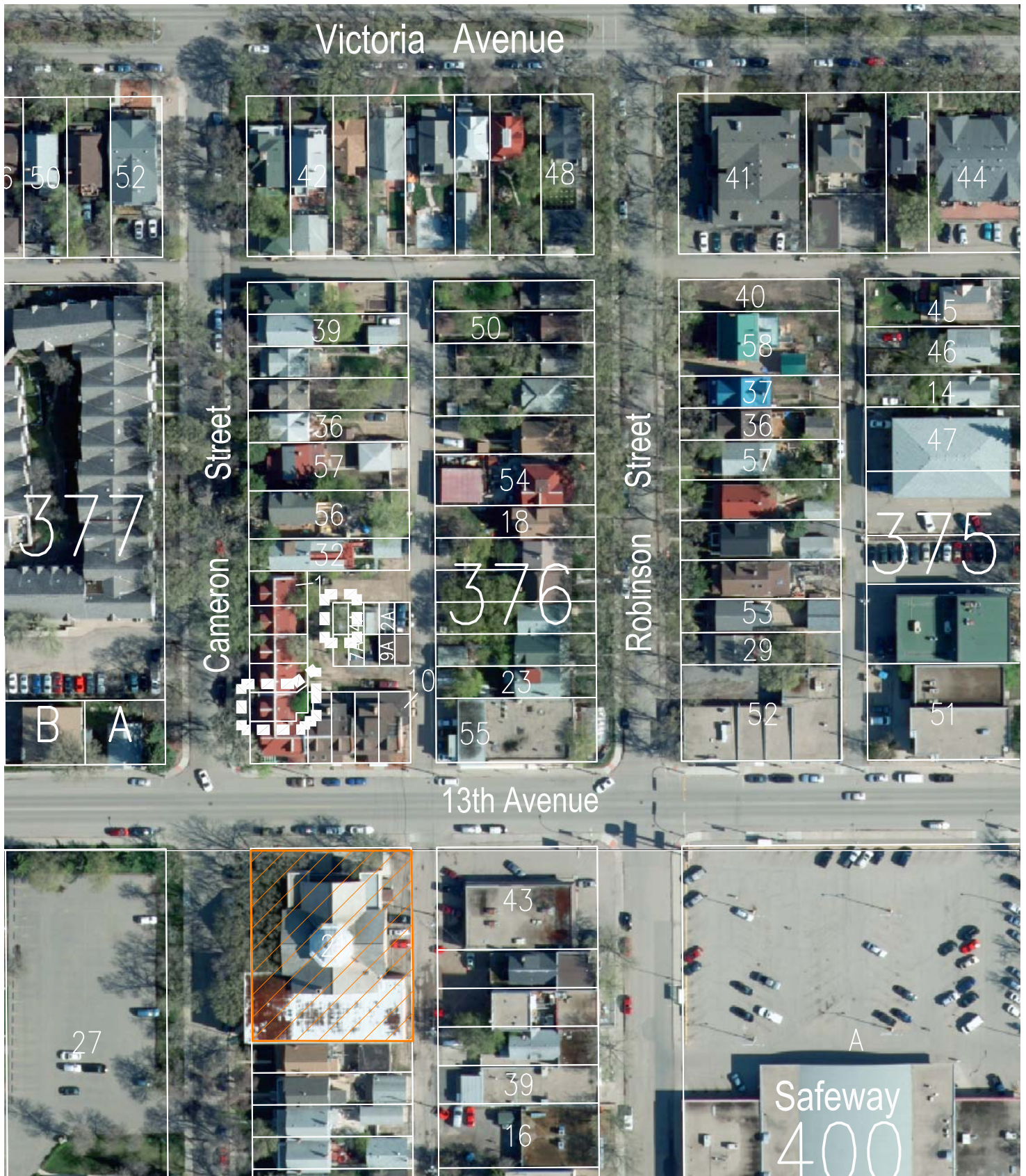
Subject Property



Project 13-Z-24

Civic Address/Subdivision 2075 Cameron Street





Subject Property

Date of Photography: 2012



Project 13-Z-24

Civic Address/Subdivision 2075 Cameron Street

Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	2	<ul style="list-style-type: none"> <li>-The retail businesses create a garbage problem</li> <li>-Retail should stay on 13<sup>th</sup> Avenue</li> <li>-Retail would bring traffic down the street.</li> <li>-Parking is already scarce.</li> <li>-decrease of property values.</li> </ul>
<i>Accept if many features were different</i>	0	
<i>Accept if one or two features were different</i>	0	
<i>I support this proposal</i>	4	<ul style="list-style-type: none"> <li>-There are very few retail vacancies on 13<sup>th</sup> and this will add to the vibrancy of the neighbourhood.</li> <li>-The area improves with this type of investment.</li> <li>-The business and residential is well-balanced in the neighbourhood.</li> </ul>

**1. Issue – Garbage in the alley**

*Administration's Response:* There is unlikely to be an immediate increase in garbage as an art gallery of this nature would not generate much waste. Significant commercial operations are required to have private garbage pick-up.

**2. Issue – Retail should stay on 13<sup>th</sup> Avenue**

*Administration's Response:* While the Cathedral Neighbourhood Plan notes that commercial should not expand into residential areas, the Administration maintains that this is small scale and would not have a negative impact on the surrounding residential area.

**3. Issue Parking and Traffic on Cameron Street**

*Administration's Response:* The street is currently used by residents and patrons of nearby commercial businesses. There is unlikely to be significant change from its current state, given the size and nature of the proposed business.

**4. Issue Lower property values**

*Administration's Response:* Changes in land use in established neighbourhoods often generate such concerns. 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 cannot be determined conclusively in advance, but will be affected by the perceptions, experiences and resultant actions of individual households, over time.

November 13, 2013

To: Members,  
Regina Planning Commission

Re: Applications for Zoning Bylaw Amendment (13-Z-06) and Road Closure (13-CL-02)  
Portion of 1800 Block 2<sup>nd</sup> Avenue (West of Broad Street)

---

RECOMMENDATION

1. That the application to amend *Regina Zoning Bylaw No. 9250* as follows be APPROVED:
  - (a) That the proposed Lot L encompassing a portion of the Second Avenue Right-of-Way located west of Broad Street, north of Parcel K, Plan No. FN5273, be rezoned from PS – Public Service to IA – Light Industrial;
2. That the application for the closure and sale of a portion of the Second Avenue Right-of-Way described as "all that portion of Second Avenue, Reg'd Plan No. FN5273, between Cornwall Street and Broad Street as shown as the shaded area on the Plan of Proposed Subdivision signed by Scott L. Colvin, Saskatchewan Land Surveyor, March 1, 2013," be APPROVED;
3. That the City Solicitor be directed to prepare the required Zoning Bylaw amendments and the bylaw to authorize closure and sale of the aforementioned lane; and
4. That this report be forwarded to the December 16, 2013 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

CONCLUSION

The proposal is summarized below:

- A portion of the 1800 Block Second Avenue Right-of-Way is proposed to be closed and sold to the purchaser (Bennett Dunlop Ford) for the storage of new vehicles.
- The portion to be closed, which is zoned PS – Public Service will be Zoned in entirety to IA – Light Industrial for consistency with the parcel to the north.
- Parcel is vacant and not developed as part of the street (Second Avenue)
- The subject property is abutting the Regina Cemetery to the south

BACKGROUND

A Zoning Bylaw amendment application and closure of lane has been submitted concerning the 1800 Block Second Avenue Right-of-Way.

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

The related subdivision application (our file no. 13-SN-10) is being considered concurrently in accordance with Bylaw No. 2003-3, by which subdivision approval authority has been delegated to the Administration.

A copy of the plan of proposed subdivision is attached for reference purposes only. The proposed subdivision is intended to create a new parcel from the existing portion of the Right-of-Way to be used by the purchasers (Bennett Dunlop Ford) for the storage of new vehicles.

## DISCUSSION

The City of Regina's Real Estate Branch proposes to legally close a portion of Second Avenue Right-of-Way to the west of Broad Street and north of the Regina Cemetery. A total area of 2,347.6 m<sup>2</sup> is to be sold to the purchaser which would then be rezoned to accommodate the storage of new vehicles for the automotive dealership across the street to the north.

As the portion of the 2<sup>nd</sup> Avenue Right-of-Way abuts the Cemetery, which is zoned PS – Public Service, a Zoning Bylaw amendment is required to rezone this parcel to IA – Light Industrial to ensure consistency with the proposed use.

The subject land was never developed as a street, but significant underground City infrastructure runs through. As such, the applicant must register an easement on the entire lot to grant the City access for repairs and or maintenance of the underground infrastructure. Given this situation, there will be no future building or development on site.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

The closure and sale of the Right-of-Way will result in a modest increase in the property tax assessment attributable to the purchasers. The closure of the lane will relieve the City of any obligations for its maintenance or physical condition, though will still retain access through a registered easement for repairs and/or maintenance of the underground infrastructure.

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 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.

### Environmental Implications

Surface grading must be kept in such a way that it will not block or alter the existing storm water flow route.

### Policy/Strategic Implications

The proposed street closure and sale responds to the City's strategic priority of managing growth and community development through optimization of existing infrastructure capacity.

### Other Implications

None with respect to this report.



### Accessibility Implications

None with respect to this report.

### COMMUNICATIONS

Will be published in the Leader Post on:	November 30, 2013 & December 7, 2013
Public notification signage posted on:	June 21, 2013
Public Open House Held	N/A
Number of Public Comment Sheets received:	2

The Administration did receive two responses expressing concerns regarding the environmental implications that may occur as a result of selling and closing the portion of the right-of-way. Some of these concerns included compatibility of the intended use of the parcel for the storage of vehicles that is abutting a cemetery, the use of screening to separate the parking area from the cemetery and drainage issues. No development, grading or surfacing should cause ponding in the cemetery as this could lead to the unintended disturbing of internment sites. The Administration also received a concern regarding the public process involved with the sale and rezoning of City-owned land.

The Administration recognizes the sensitive nature of the proposal given its proximity to the cemetery and will ensure that the purchaser takes proper measures to prevent flooding and mitigating any interruptions on the existing storm water flow route. Finally, property owners within 75m of the subject property were notified of the rezoning and sale of the right-of-way through a letter dated June 19, 2013 detailing the proposal, which included a comment sheet to address any concerns. A sign was also posted on the site advising of the application on June 21, 2013.

The applicant and other interested parties will receive written notification of the date and time this matter will be considered by the Regina Planning Commission and of City Council's decision.

### DELEGATED AUTHORITY

City Council's approval is required, pursuant to Section 13 of *The Cities Act*.

Respectfully submitted,



Fred Searle, Manager  
Current Planning

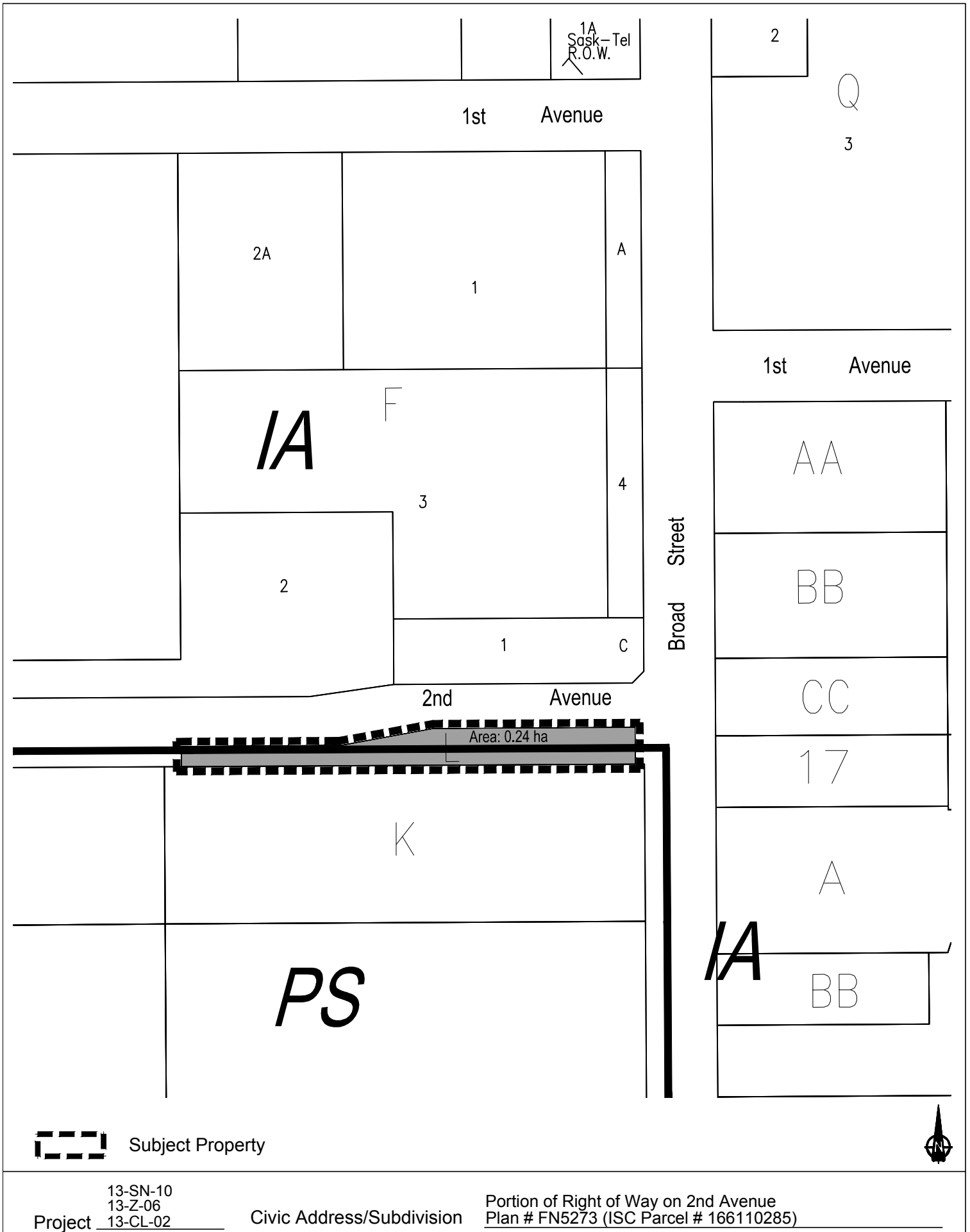
Respectfully submitted,



Jason Carlston, Deputy City Manager  
Community Planning and Development



# Appendix A-1





Date of Photography: 2012



Project 13-SN-10  
13-Z-06  
13-CL-02

Civic Address/Subdivision

Portion of Right of Way on 2nd Avenue  
Plan # FN5273 (ISC Parcel # 166110285)





November 13, 2013

To: Members,  
Regina Planning Commission

Re: Application for Zoning Bylaw Amendment (13-Z-18) Laneway Suites Pilot Project in  
Harbour Landing McCaughey Street and James Hill Road

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RECOMMENDATION

1. That the application to rezone Lots 1-7, 29, 31, 33, and 35-37 in Block 62; and Lots 1-7 in Block 33; Plan No. (TBD) in the Harbour Landing Subdivision, McCaughey Street and James Hill Road, from DCD-12 to DCD-14, be APPROVED.
2. That Appendix B replace Chapter 11, Section 3.20 in *Regina Zoning Bylaw No. 9250*.
3. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment.
4. That this report be forwarded to the December 16, 2013 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.
5. 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.

CONCLUSION

The following is a summary of the applicant's proposal and Administration's review:

- The subject property is located within Harbour Landing Subdivision.
- The applicant proposes to rezone 20 lots to accommodate laneway suites.
- The rezoning is a second phase of a pilot program to evaluate the impacts of laneway suites in neighbourhoods, and their potential to be accommodated elsewhere in the city.
- A new direct control district is proposed to accommodate the development.

BACKGROUND

A Zoning Bylaw amendment application has been submitted concerning the property within phase 8-2 of the Harbour Landing Subdivision. The lands were rezoned to accommodate residential development on September 17, 2012 (CR12-128).

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

## DISCUSSION

### Comprehensive Housing Strategy

The Comprehensive Housing Strategy considered by Council on April 29, 2013 contains several recommendations, two of which are to “Foster the creation of secondary suites” and to “Develop and promote prototypes and pilot initiatives of innovative housing forms.” The City was approached by the applicant to amend the Zoning Bylaw to accommodate secondary suites above detached garages on 20 lots within the Harbour Landing Subdivision. The Administration is proposing to accommodate this initiative by the developer as an extension of the initial laneway suites pilot project in the Greens on Gardiner, which was approved earlier in June of 2013.

### Laneway Housing Pilot Project

A laneway suite is a form of secondary suite that is detached from the detached dwelling. Currently the Zoning Bylaw allows for development of a secondary suite in any detached home in any zone, but it must be attached to the principal building. Although this alone can be viewed as a meaningful way that the City has attempted to accommodate the demand for rental housing (not all cities so permissively accommodate secondary suites) and overall housing affordability, it does not appeal to all home owners or renters. Some are not willing to sacrifice space within their homes for rental accommodation; some basements are not physically appropriate or are difficult to retrofit into a living space; and some consider basement suites to be too invasive to privacy.

In other cities such as Vancouver and neighbouring cities in the lower mainland, Calgary and Edmonton, and the greater Toronto area, laneway suites have emerged as an attractive option to increase the supply of rental housing. Each city has taken its own approach and has amassed its own experiences in accommodating and regulating detached secondary suites. This puts the City of Regina in a fortunate position as it can borrow best practises and avoid pitfalls that others have experienced.

While the Administration is currently learning a great deal from other cities it is also important to build capacity through its own experience and study the issue in more detail before it can determine if or under what circumstances laneway suites or detached secondary suites can be accommodated in other areas of the city.

The Administration is also interested in learning the experiences and perceptions of the home owners, renters, and surrounding community after the units are constructed and functioning within a built neighbourhood. Certainly within an infill context laneway homes may raise concerns regarding impact on neighbouring properties, and questions about water and sewer services, lane maintenance, parking, and other issues. As such, a cautious approach in accommodating laneway housing is being recommended at this time.

As a pilot project the Administration is fully supportive of the developer’s proposal. The applicant proposes to develop detached secondary suites on 20 lots in a greenfield location. Each lot would be developed with a principle detached dwelling in accordance with zoning standards. The rear of each lot would contain a secondary suite above a garage (or laneway suite).

As noted above, this application represents an expansion to the laneway suites pilot program. This application varies in location, context, floor plans, and layout from the first pilot project and provides the Administration to evaluate the differences between the two projects and also raise first hand awareness of the new building form for residents in a different area of the city.



### Applicant's Proposal

The Applicant's proposal consists of the following:

- 20 lots currently zoned as DCD-12 Suburban Narrow Lot Residential are proposed for this laneway suite pilot project.
- 14 of the lots would front James Hill Road on two entire block faces. Most of these lots are approximately 480m<sup>2</sup>. Laneway suites would be single bedroom and approximately 65 m<sup>2</sup> (700 ft<sup>2</sup>).
- Six of the lots are located on a local street (McCaughey Street). These lots are not in a contiguous row. The arrangement addresses how laneway suites might be developed in an infill situation where development would occur sporadically rather than pre-planned on an entire block. This creates an opportunity to evaluate its performance and collect more data. These lots are approximately 300m<sup>2</sup> and laneway suites would also be one bedroom and about 50 m<sup>2</sup> (540 ft<sup>2</sup>) in floor space.
- The rear yard setback of the laneway suites is proposed to be 1.5m. The Greens on Gardiner project requires 2.5m setbacks to address the concern that parked cars at the rear may block laneway traffic. However, a 2.5m setback may encourage vehicle parking in rear lanes, defeating the purpose of the setback. The Administration is recommending a 1.5m setback to test difference between the two regulations.
- The design and massing of the buildings is similar to those approved in the Greens on Gardiner. Both are two storeys in height and would have balcony access.
- One stall per dwelling unit would be provided, which meets the minimum standard in the Zoning Bylaw. Parking impacts will be included in the Administration's review of the laneway suites.

### Pilot Project Evaluation

Following construction of the laneway suites project, the administration will monitor the performance and operational aspects of the pilot project. Following this evaluation, a report to Regina Planning Commission will be prepared which addresses any issue and the overall performance of the project.

### RECOMMENDATION IMPLICATIONS

#### Financial Implications

The subject area is currently under development and will receive a full range of municipal services, including water, sewer and storm drainage. 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.

#### Environmental Implications

None to this report.

#### Policy/Strategic Implications

The proposal is consistent with the policies contained within Part A: Policy Plan of *Regina Development Plan, Bylaw No. 7877 (Official Community Plan)* with respect to:

- 7.1a) To accommodate the demand for a variety of housing types throughout the city.
- 7.1b) To encourage the provision of affordable housing particularly for low and moderate income households and special needs groups.
- 7.1d) To promote the development of sustainable suburban neighbourhoods.
- 7.1h) To ensure that residential development and redevelopment is compatible with adjacent residential and non-residential development.

While the applicant's proposal represents the development of only 20 laneway suites, if successful, the development form could be applied more widely and represent an entirely new accommodation of rental housing and new investment possibility for individual households. The proposal is compatible with its surroundings, adds diversity to the neighbourhood, and helps to maintain a compact urban form.

#### Other Implications

None with respect to this report.

#### Accessibility Implications

As secondary suites on detached lots the laneway suites will not be required to be barrier free.

#### COMMUNICATIONS

Public notification signage posted on:	The subject lands were not signposted, 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 <i>Regina Zoning Bylaw No. 9250</i> , the authority to waive the signposting requirement rests exclusively with City Council. Although occurring after the fact, a recommendation has been provided for Council to waive those requirements.
Will be published in the Leader Post on:	November 30, 2013 & December 7, 2013
Letter sent to immediate property owners	Not Applicable
Public Open House Held	Not Applicable
No. of Public Comments Sheets Received	Not Applicable

#### Government Agencies

The Regina Public School Board raised concern with "the potential for increased on-street resident parking and possible vehicle congestion along James Hill Road adjacent to the future school site. As such, Regina Public Schools would not be in favour of the proposed changes occurring for the area adjacent to the future school site."

DELEGATED AUTHORITY

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

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Fred Searle'.

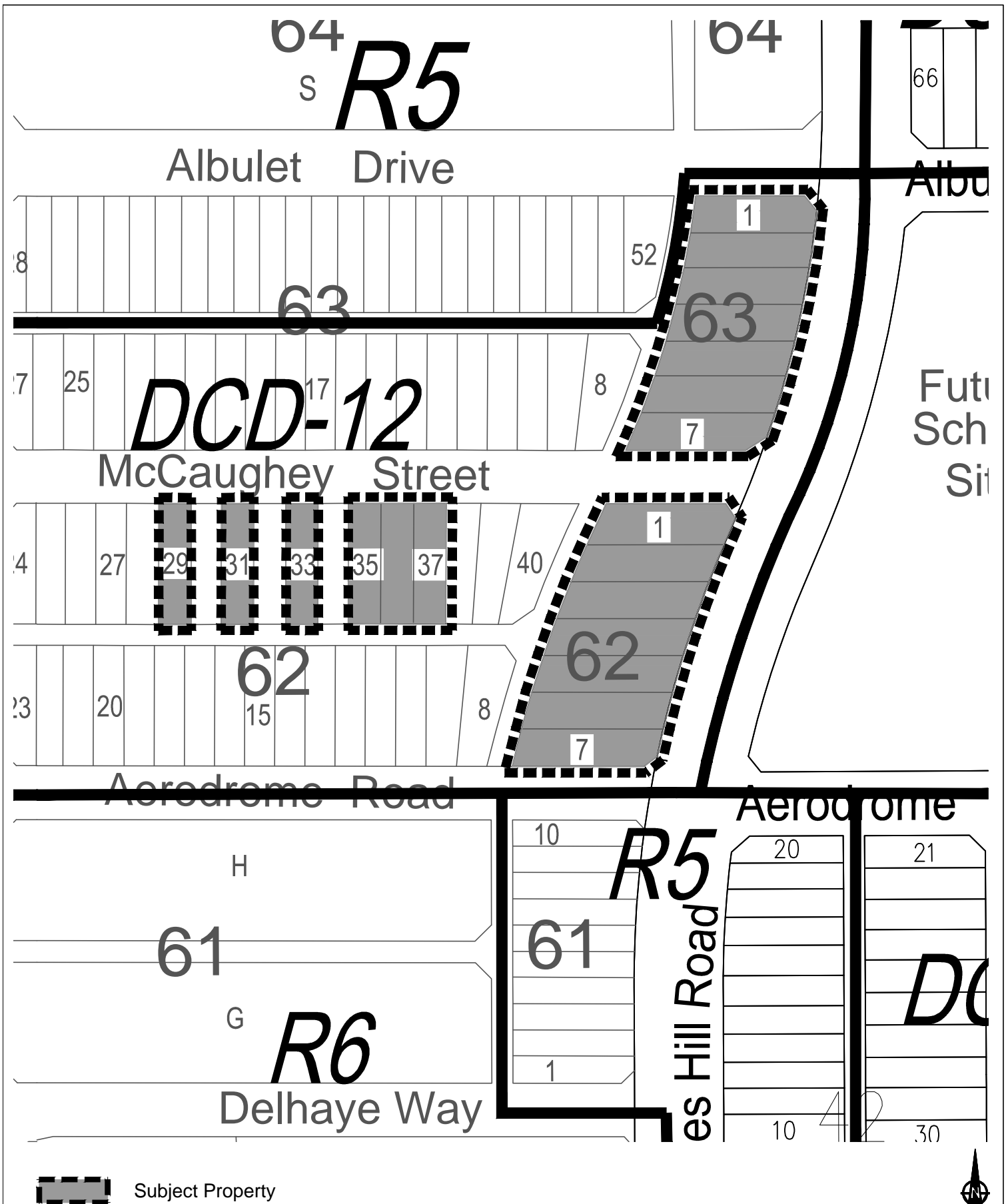
Fred Searle, Manager  
Current Planning Branch

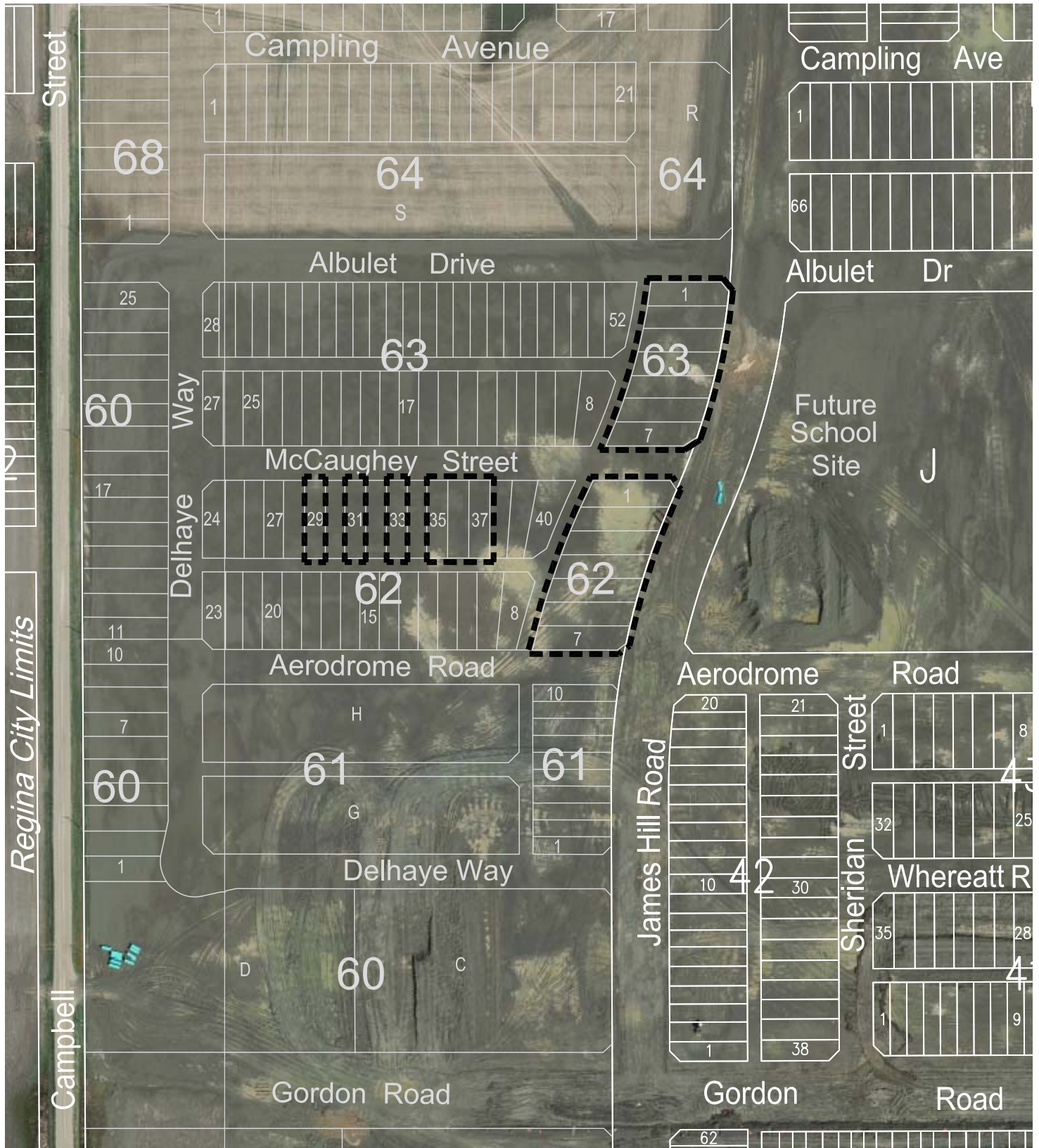
Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jason Carlston'.

Jason Carlston, Deputy City Manager  
Community Planning and Development

Prepared by: Ben Mario





Subject Property

Date of Photography: 2012



Project 13-Z-18

Civic Address/Subdivision

Harbour Landing Lane Homes, NW 02-17-20-2





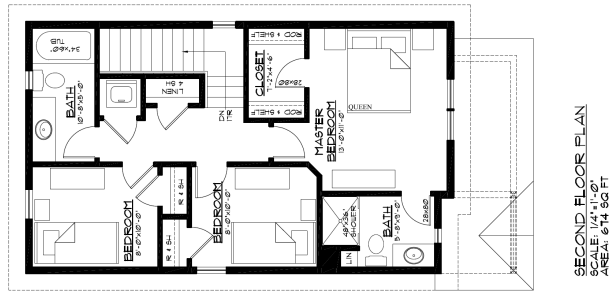
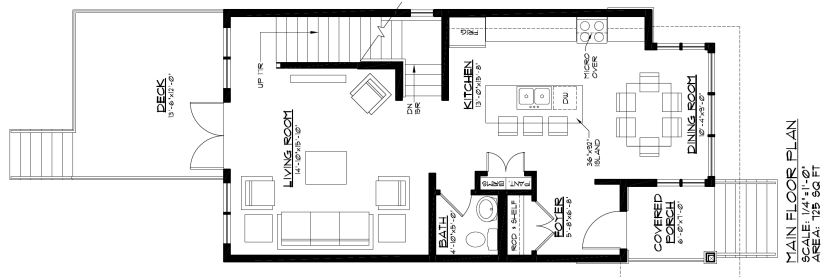
<div><div>20' TWO STOREY PLAN</div><div><p>ELEVATION - OPTION 'A-1' SCALE: 1/4" = 1'-0"</p></div><div><p>ELEVATION - OPTION 'A-2' SCALE: 1/4" = 1'-0"</p></div></div>		<div><div>24' TWO STOREY PLAN</div><div><p>PRAIRIE FRONT ELEVATION SCALE: 1/4" = 1'-0"</p></div></div>	<div><div>PROJECT</div><div>HARBOUR LANDING LANE HOMES</div></div>		<div><div>OWNER</div><div>ROBINSON RESIDENTIAL</div></div>	<div><div>DESIGNER</div><div>HOMES by DEVERAUX .modernliving.</div></div>	<div><div>DATE</div><div>2018-08-15</div></div>	<div><div>SCALE</div><div>1/4" = 1'-0"</div></div>	<div><div>REVISION</div><div>P-1</div></div>
<div><div>13-Z-18</div><div>Project</div></div>		<div><div>Planning Department</div><div>Civic Address/Subdivision</div></div>	<div><div>Harbour Landing Ph 8-2</div><div></div></div>						



<b>ROBINSON</b> RESIDENTIAL	<b>PROJECT</b> 200 RIVER STREET EDINA, MINNESOTA 55120 TEL: (612) 555-5678 FAX: (612) 555-5679	<b>DRAWING TITLE</b> 26 TWO STOREY PLAN ELEVATION OPTIONS	<b>DRAWING NO.</b> P-2
<b>SCALE</b> 1/4" = 1'-0" 1/8" = 1'-0" 3/16" = 1'-0"		<b>REVISIONS BY</b> BMMG THG 02/27/80	



## 20' TWO STOREY PLAN



**HOMES** *by* **DEVERAUX.**  
MODERN.LIVING.

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**ROBINSON  
RESIDENTIAL**  
PERSONALIZING HOME DESIGN

2343 BROAD STREET  
REGINA, SASKATCHEWAN  
CANADA S4P 1Y9  
TEL: (306) 352-6617  
FAX: (306) 352-6619

HARBOUR LANDING LANE HOMES

SCALE	DESIGNED BY
1/4" = 1'-0"	BUSKO
DATE	DRAWN BY
OCT 2, 2013	BUSKO

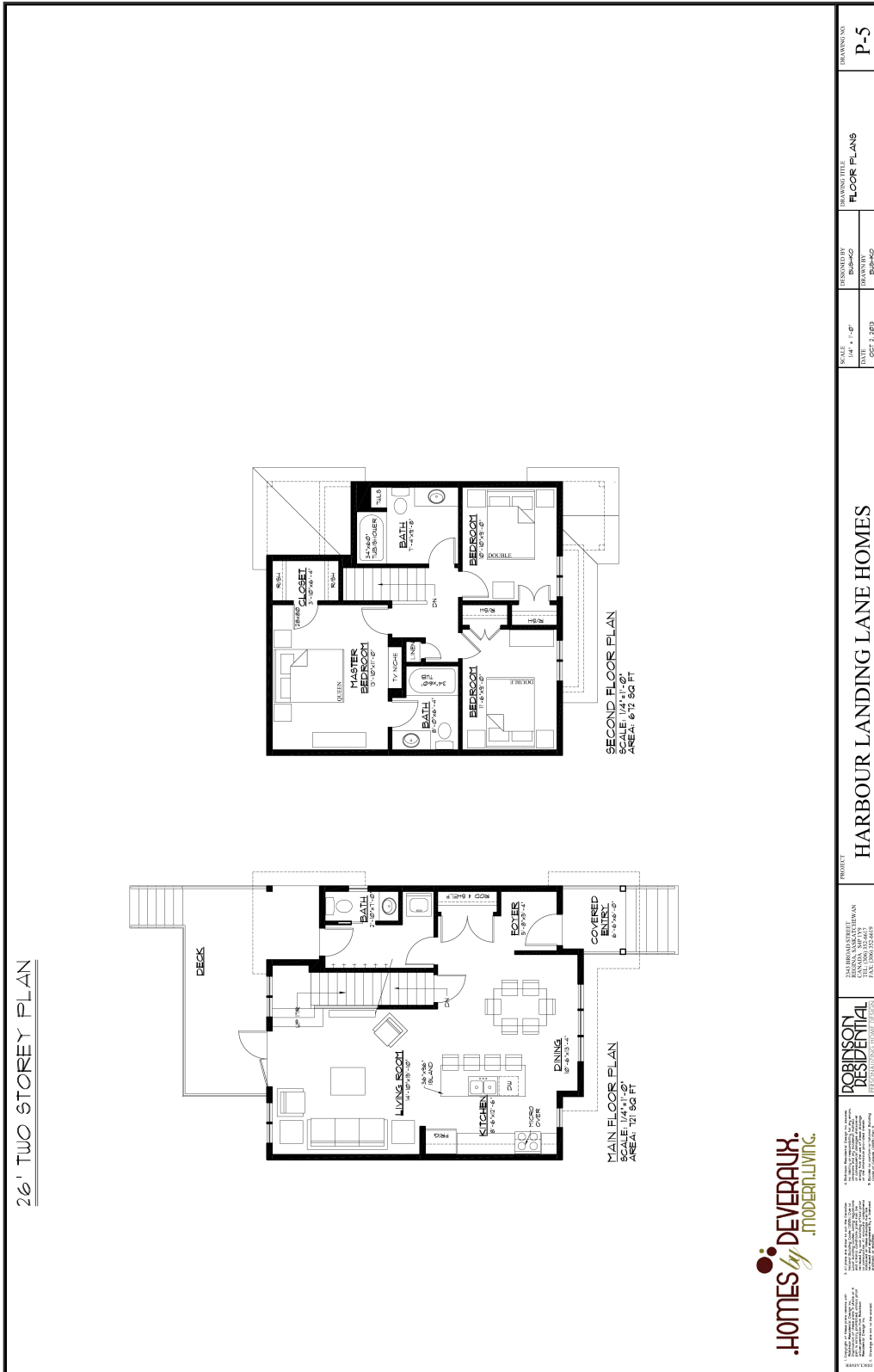
P-4

Project 13-Z-18

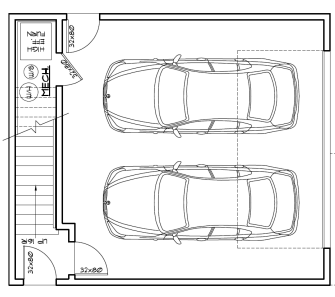
**Planning Department**  
Civic Address/Subdivision

Harbour Landing Ph 8-2

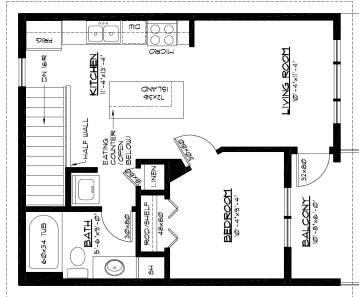




22' GARAGE SUITES

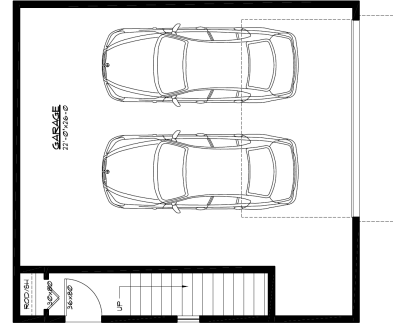


MAIN FLOOR PLAN  
SCALE: 1/4" = 1'-0"

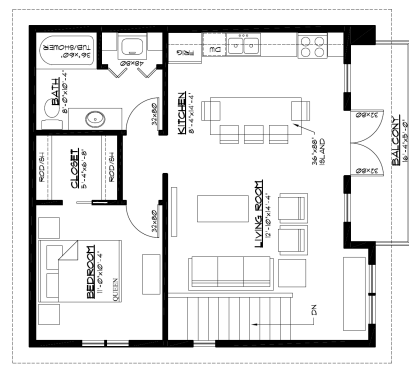


SECOND FLOOR PLAN  
SCALE: 1/4" = 1'-0"  
AREA: 593 SQ FT

26' GARAGE SUITES



MAIN FLOOR PLAN  
SCALE: 1/4" = 1'-0"

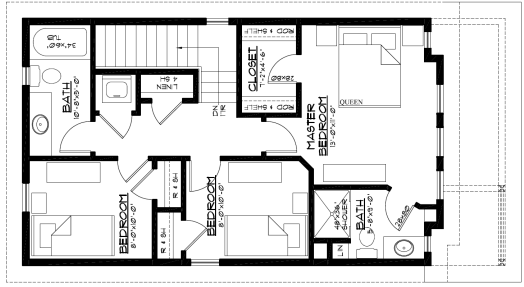
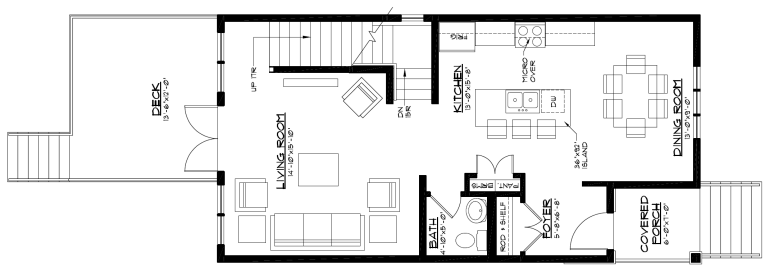


SECOND FLOOR PLAN  
SCALE: 1/4" = 1'-0"  
AREA: 656 SQ FT



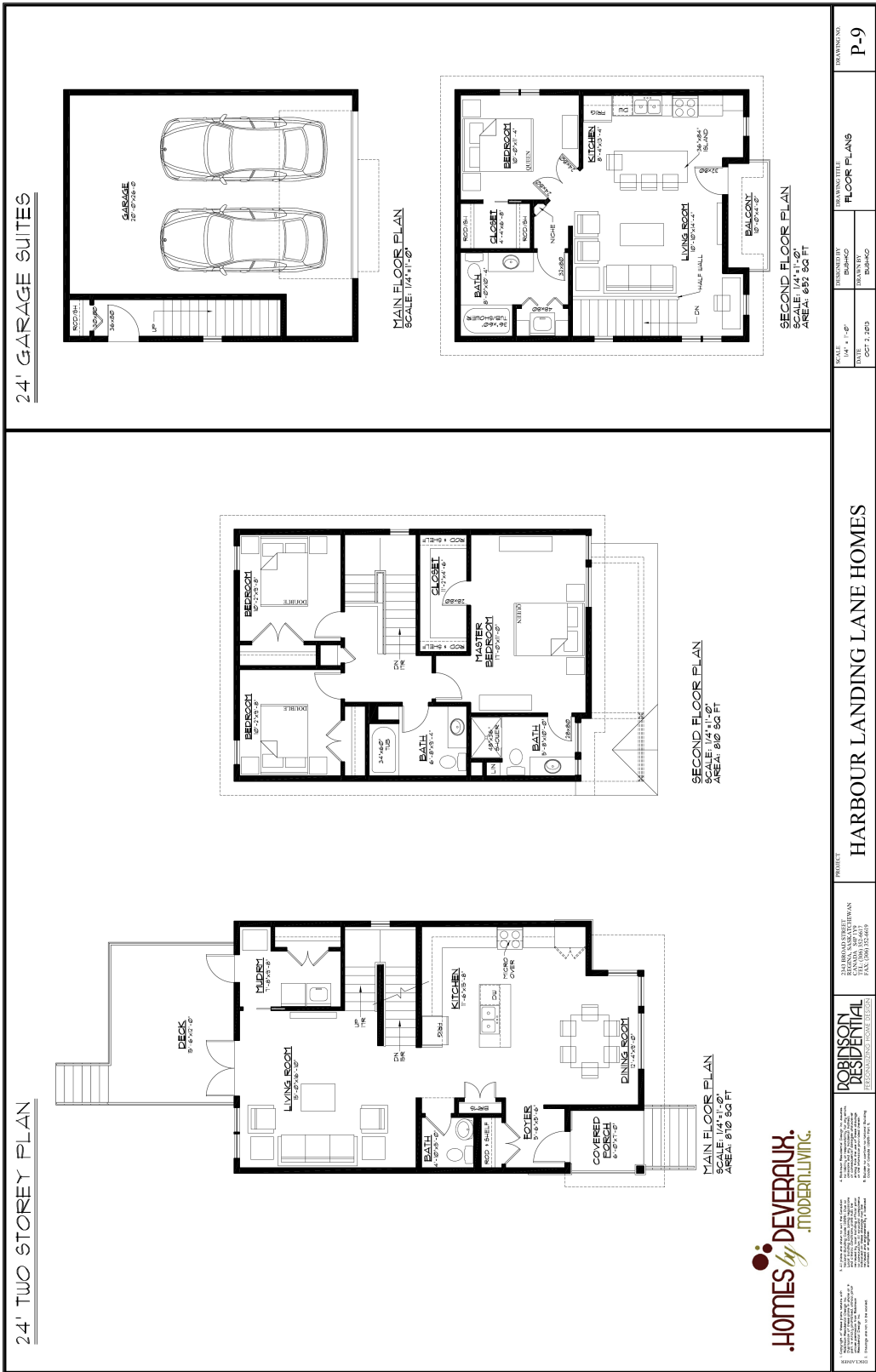
2240 Broad Street Cranford, NJ 07016 Tel: 908.261.1000 Fax: 908.261.1001	PROJECT HARBOUR LANDING LANE HOMES	DRAWING TITLE FLOOR PLANS	DRAWING NO. P-6

20' TWO STOREY PLAN



20' TWO STOREY PLAN		HARBOUR LANDING LANE HOMES		DATE: 10-1-2013	BY: B. J. B. / B. J. B.	PROJECT: P-7
HOMES by DEVERAUX .MODERN.LIVING.		ROBIDSON RESIDENTIAL		3400 HARBOUR LANDING LANE, SUITE 100, MISSISSAUGA, ONTARIO L4V 1V4		PROJECT: 13-Z-18
HOMES by DEVERAUX .MODERN.LIVING.		ROBIDSON RESIDENTIAL		3400 HARBOUR LANDING LANE, SUITE 100, MISSISSAUGA, ONTARIO L4V 1V4		PROJECT: 13-Z-18
HOMES by DEVERAUX .MODERN.LIVING.		ROBIDSON RESIDENTIAL		3400 HARBOUR LANDING LANE, SUITE 100, MISSISSAUGA, ONTARIO L4V 1V4		PROJECT: 13-Z-18





**ROBINSON RESIDENTIAL**  
RESIDENTIAL DESIGN & BUILDING  
1000 10th Street, Suite 100  
Calgary, Alberta T2C 1P4  
Tel: (403) 243-8888  
Fax: (403) 243-8889  
www.robinsonresidential.ca

2440 BRAD STREET  
CALGARY, ALBERTA  
T2C 1P4  
TEL: (403) 243-8888  
FAX: (403) 243-8889

PROJECT  
HARBOUR LANDING LANE HOMES

SCALE  
1/4" = 1'-0"  
DATE  
OCT 1, 2013

DRAWN BY  
TRAVIN  
BUB-AG

DRAWING TITLE  
FLOOR PLANS

P-9



**3.20 DIRECT CONTROL DISTRICT – DCD-14  
LANEWAY HOUSING PILOT**

(1) Establishment

- (a) A Direct Control District, entitled DCD-14 Laneway Housing Pilot is hereby established and includes the following properties:
  - i. Lots 1-11, inclusive; Block 23, Plan No. 102102387, in The Greens on Gardiner Subdivision.
  - ii. Lots 1-7, 29, 31, 33, and 35-37 in Block 62; and Lots 1-7 in Block 33; Plan No. (TBD) in Phase 8, stage 2 of Harbour Landing Subdivision.
- (b) This Direct Control District shall be designated on the Zoning Map as DCD-14.

(2) Purpose and Intent

- (a) Direct Control District DCD – 14 is intended to accommodate laneway suites as a pilot project in a greenfield context to determine its usefulness in addressing housing affordability and housing type diversity as well as to assess the performance of the units with respect to the surrounding context, livability and functionality of the units, serviceability, and ultimately to determine if or under what circumstances laneway housing can be accommodated elsewhere in the city.
- (b) Direct Control District DCD – 14 is in accordance with the guidelines contained in Section 9.12, Part A of the *Regina Development Plan Bylaw No. 7877*, being the City's Official Community Plan, as well as provisions of *The Planning and Development Act, 2007*, respecting the establishment of Direct Control Districts.
- (c) Direct Control District DCD – 14 will be amended from time to time as City Council deems it appropriate to expand the pilot project to other areas of the City.
- (d) Development standards of DCD – 14 may vary between different areas to assess their effectiveness after the fact.

(3) Definitions

- (a) For the purposes of this zone a Laneway Dwelling Unit shall be defined as: a subordinate, self-contained dwelling unit, located above a detached garage with direct access from a rear lane.

(4) Permitted and Discretionary Uses

- (a) Permitted and Discretionary Uses for lots noted in (1)(a)i. of this Section shall be consistent with those established in the DCD 11 – Suburban Neo-Traditional Zone as specified in Chapter 9 of this Bylaw.
- (b) Permitted and Discretionary Uses for lots noted in (1)(a)ii of this Section shall be consistent with those established in the DCD 12 – Suburban Narrow-Lot Residential as specified in Chapter 9 of this Bylaw.

(5) Development Standards

- (a) For those lots identified in Section (1)(a)i. Development Standards as specified for the DCD 11-Suburban Neo-Traditional Zone as contained in Chapter 9 in this Bylaw shall apply and the following standards shall be applied to laneway dwelling units:
  - i. The setback to the rear of the lot shall be 2.5m
  - ii. The sideyard setback shall be consistent with those required for a regular detached dwelling.
  - iii. The maximum height of a laneway dwelling unit shall be 7.5m.
- (b) For those lots identified in Section (1)(a)ii. Development Standards as specified for the DCD 12-Suburban Narrow Lot Zone as contained in Chapter 9 in this Bylaw shall apply and the following standards shall be applied to laneway dwelling units:
  - i. The setback to the rear of the lot shall be 1.5m
  - ii. The sideyard setback shall be consistent with those required for a regular detached dwelling.
  - iii. The maximum height of a laneway dwelling unit shall be 7.5m.

(6) Additional Development Regulations

- (a) A laneway dwelling unit shall be considered to be a variation of a secondary suite, and no other secondary suites shall be located on a lot.
- (b) Notwithstanding any part of this bylaw, a laneway dwelling shall be permitted
- (c) The living space of the laneway dwelling shall not be considered as part of the maximum floor area for an accessory building.
- (d) A laneway dwelling shall not contain more than two bedrooms.
- (e) A laneway dwelling unit shall occupy no more than 40 percent of the gross floor area of the principle dwelling and the floor area of the laneway dwelling unit.

- (f) Permitted yard encroachments pursuant to Section 6B.7.1 shall be permitted on an accessory building.
- (g) Notwithstanding Chapter 2 of this bylaw, the gross floor area of the lot shall include the habitable area of the laneway dwelling unit.
- (h) Where applicable, the development regulations contained in Chapter 4 of this Bylaw shall apply to developments in Direct Control District DCD-14.
- (i) Where applicable, overlay zone regulations contained in Chapter 10 shall apply to developments in DCD-14.
- (j) Accessory uses in DCD-14 shall be in accordance with the provisions of Chapter 11 with the exception that the maximum size of an accessory building shall be 80m<sup>2</sup> and that the living space of the laneway dwelling unit shall be exempted from the maximum allowable area of an accessory building.
- (k) Temporary uses in DCD-14 shall be in accordance with the provisions of Chapter 12.
- (l) Parking facilities in DCD-14 shall be in accordance with the provisions of Chapter 14.
- (m) Landscaping and buffering in DCD-14 shall be in accordance with the provisions of Chapter 15.
- (n) The erection of signs in DCD-14 shall be in accordance with the provisions of Chapter 16.
- (o) Applications for development permits in DCD-14 shall be in accordance with the provisions of Chapter 18. [2011-29]

November 13, 2013

To: Members,  
Regina Planning Commission

Re: Application for Discretionary Use (13-DU-27) Proposed House-Form Commercial Office,  
2317 Smith Street

---

RECOMMENDATION

1. That the discretionary use application for a proposed House-Form Commercial Office located at 2317 Smith Street, being Lot 22, Block 458, Plan 98RA28309, Centre Square neighbourhood be APPROVED, and that a Development Permit be issued subject to the following conditions:
  - a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.4 inclusive, prepared by KRN Residential Design and dated August 29, 2013; and
  - 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 November 25, 2013 meeting of City Council.

CONCLUSION

The applicant proposes to develop:

- Office for a residential design firm in a two-storey House-Form building with attic.
- The subject property is currently zoned TARH15-Transitional Area Residential.
- The subject property is located within the Centre Square neighbourhood.
- Compliant with the definition of House-Form Commercial/Residential Building in the Zoning Bylaw.
- Community issues related to the lack of parking.

The proposal complies with the development standards and regulations contained in the *Regina Zoning Bylaw No. 9250* and is consistent with the policies contained in the *Regina Development Plan Bylaw No. 7877* (Official Community Plan).

BACKGROUND

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

Pursuant to subsection 56(3) of the Act, Council may establish conditions for discretionary uses based on; nature of the proposed development (e.g. site, size, shape and arrangement of buildings) and aspects of site design (e.g. landscaping, site access, parking and loading), but not including the colour, texture or type of materials and architectural details.

## DISCUSSION

<b>Land Use Details</b>		
	<b>Existing</b>	<b>Proposed</b>
Zoning	TAR	TAR
Land Use	Residence (currently vacant)	House-Form Commercial Office
Number of Dwelling Units	1	n/a
Building Area	158 m <sup>2</sup>	158 m <sup>2</sup>

<b>Zoning Analysis</b>		
	<b>Required</b>	<b>Proposed</b>
Number of Parking Stalls Required	1 stall (1 per detached dwelling)	3 stalls
Minimum Lot Area (m <sup>2</sup> )	250 m <sup>2</sup>	387 m <sup>2</sup>
Minimum Lot Frontage (m)	7.5 m	10.16 m
Maximum Building Height (m)	15 m	6.5 m
Maximum Floor Area Ratio	.75	.41
Maximum Coverage (%)	50%	32.6%

Surrounding land uses include residential and house-form commercial uses in all directions. The existing trees, shrubs and grassed areas will be retained. A new walkway will be constructed from the parking area in the rear yard to the building.

The proposed development is consistent with the purpose and intent of the TAR- Transitional Area Residential Zone with respect to preservation of the existing house forms to maintain the unique and often heritage-significant streetscapes of the neighbourhood.

## 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 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.

### Environmental Implications

None with respect to this report.

### Policy/Strategic Implications

The proposal is consistent with the policies contained within Part A: Policy Plan of *Regina Development Plan, Bylaw No. 7877* (Official Community Plan) with respect to:

- 5.3 b) To encourage the maintenance and revitalization of inner city neighbourhoods. Repurposing existing residential buildings, while keeping their existing form, will ensure the buildings are maintained and continue to contribute to the streetscape, reducing the risk of demolition.



The proposal is also consistent with the policies contained in Part F (Transitional Area Development Plan), of the Official Community Plan with respect to Commercial land use in the Transitional Area Residential Zone, specifically within house-form buildings, is provided for in order to encourage to maintenance, renovation and restoration of these house-form buildings.

Commercial land uses should be accommodated in building forms and locations which are compatible with the residential land use and character of the Area.

#### Other Implications

None with respect to this report.

#### Accessibility Implications

The provincial *Uniform Buildings and Accessibility Standards Act* exempts buildings less than 600 sq.m. in area from compliance.

#### COMMUNICATIONS

Public notification signage posted on:	September 2013
Letter sent to immediate property owners	September 23, 2013
Number of Public Comments Sheets Received	3 One in favour. Two opposed.

The lack of parking was mentioned as the concern by those residents opposed to the proposal. Section 14B3.9 of the Zoning Bylaw states that when an existing house form building is converted to a House-Form Commercial/Residential building use, no parking shall be required for the new use above what was required for the building prior to the change of use. The property was in residential use and the requirement for parking was one stall. The office development is providing three parking stalls and is therefore compliant with the Zoning Bylaw.

#### DELEGATED AUTHORITY

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

Respectfully submitted,

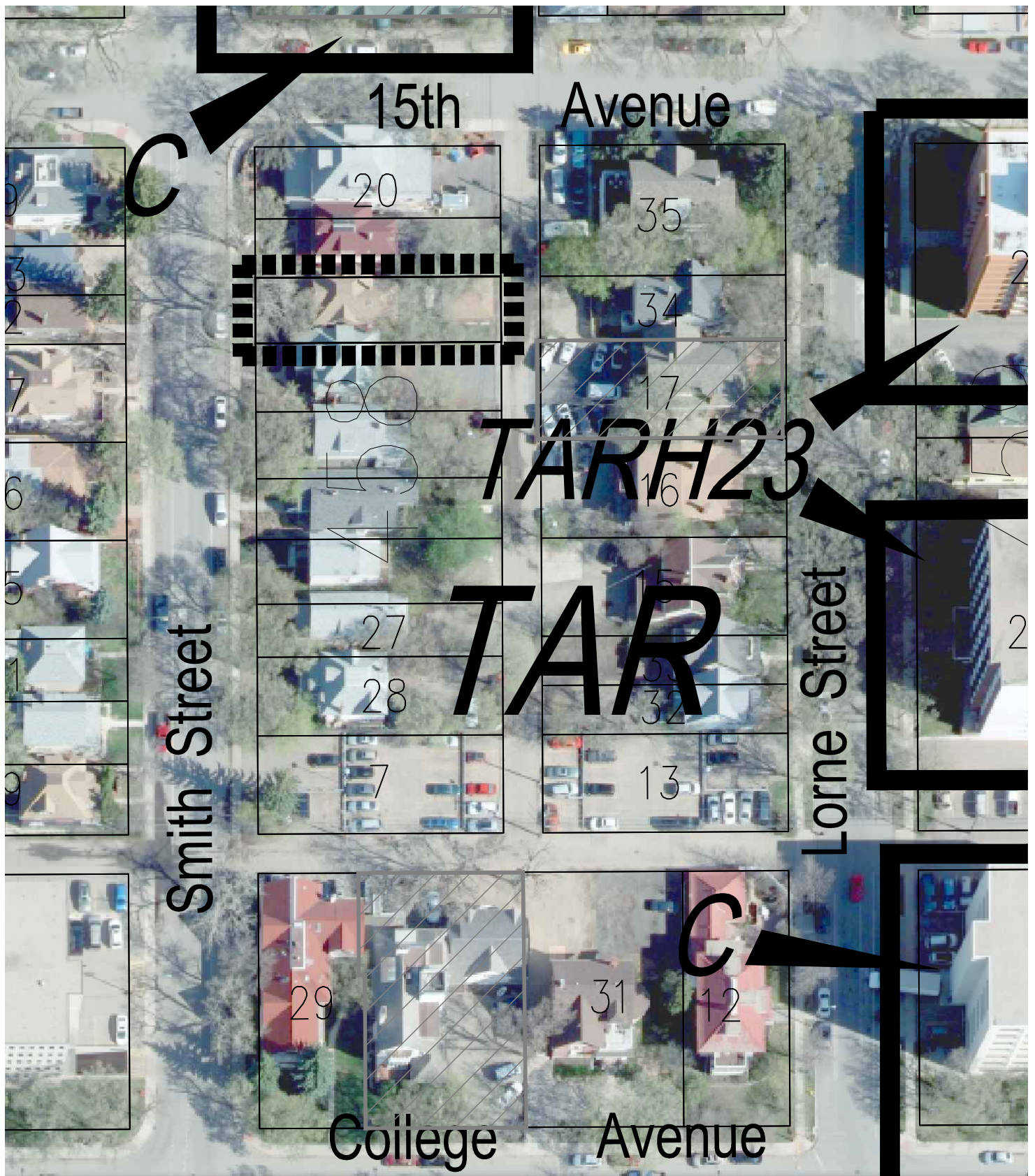


Fred Searle, Manager  
Current Planning

Respectfully submitted,



Jason Carlston, Deputy City Manager  
Community Planning and Development



Subject Property



Project 13-DU-27

Civic Address/Subdivision

2317 Smith Street





Subject Property

Date of Photography: 2012



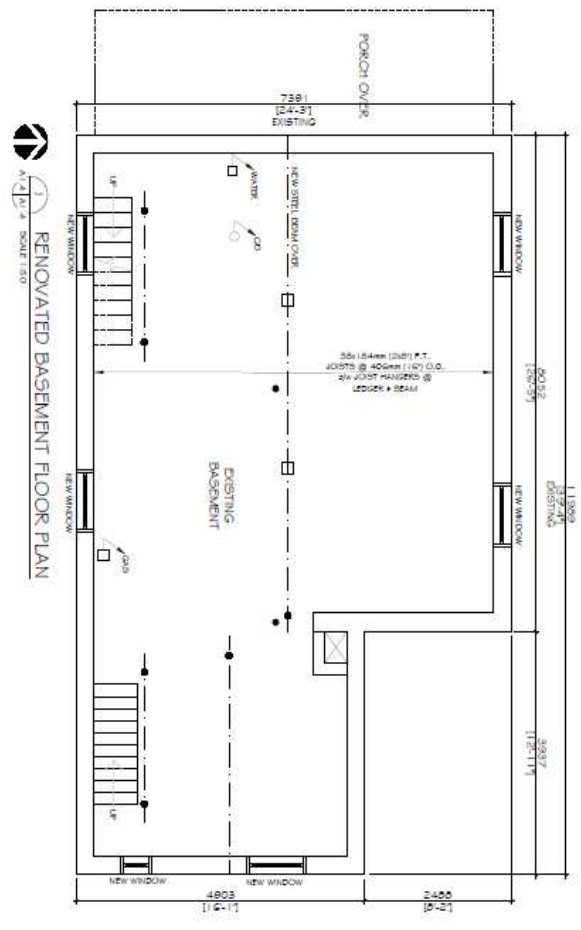
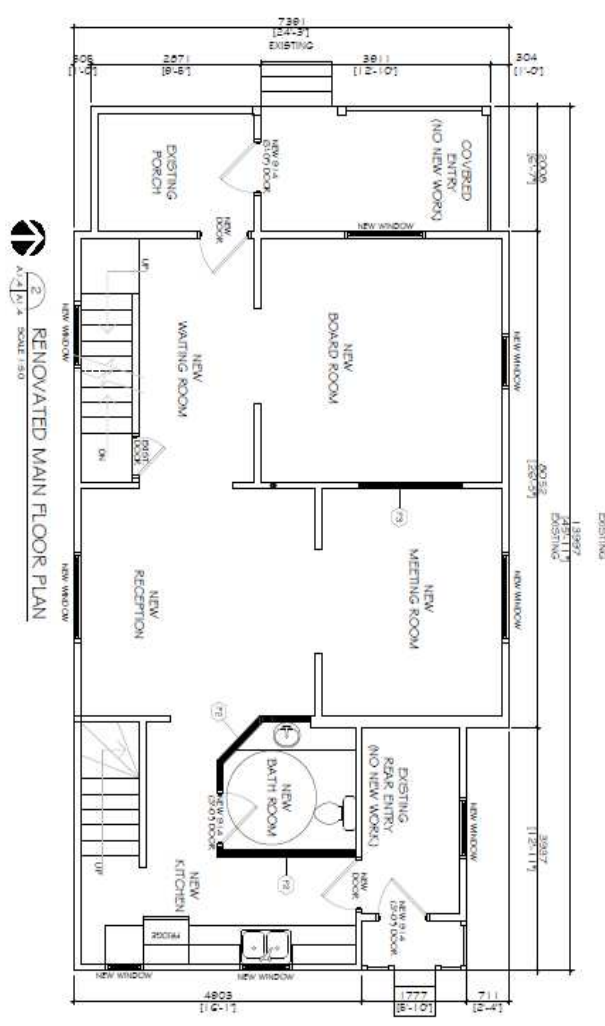
Project 13-DU-27

Civic Address/Subdivision

2317 Smith Street



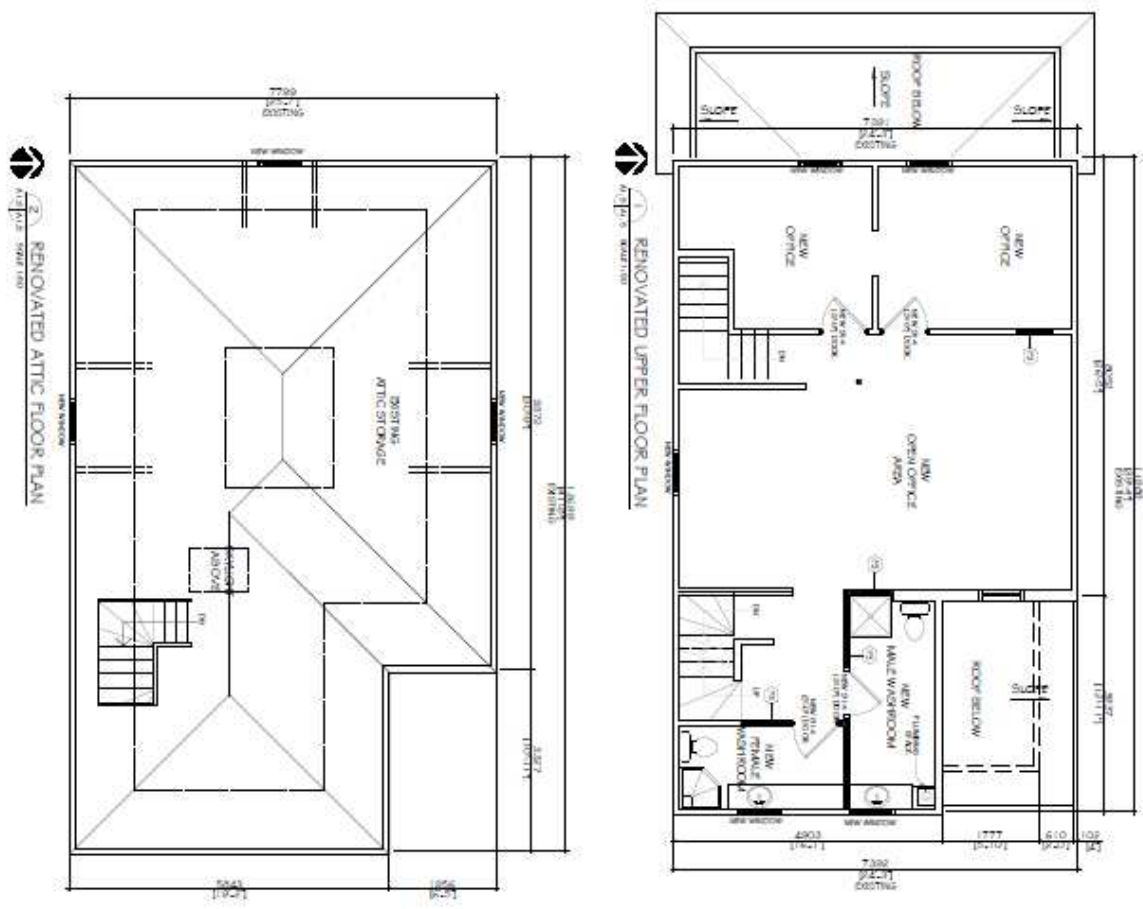
## Project



- INTERIOR WALL TYPES**
- (1) INTERIOR WALL TYPE 1  
- 12mm (1/2") GYP - PRIME  
- 12mm (1/2") GYP - PRIME  
- 12mm (1/2") GYP - PRIME
  - (2) INTERIOR WALL TYPE 2  
- 12mm (1/2") GYP - PRIME  
- 12mm (1/2") GYP - PRIME  
- 12mm (1/2") GYP - PRIME
  - (3) INTERIOR WALL TYPE 3  
- 12mm (1/2") GYP - PRIME  
- 12mm (1/2") GYP - PRIME  
- 12mm (1/2") GYP - PRIME

PROJECT	
2317 SMITH ST.	
INTERIOR RENO	
LOT 22	
BLOCK 456	
PLAN: 99FA28309	
REGIONAL SPEC.	
DRAWING	
RENOVATED	
BASEMENT & MAIN	
FLOOR PLAN	
SCALE	
1:50	
DRAWN	
DATE	
PROJECT	
SHEET NO.	
A1.5	





- INTERIOR WALL TYPES**
- (1) EXISTING WALL TYPE  
CONCRETE BLOCK  
THICKNESS: 12" (305 mm)  
FINISH: 1/2" (12.7 mm) GYPSUM BOARD
  - (2) NEW WALL TYPE  
CONCRETE BLOCK  
THICKNESS: 12" (305 mm)  
FINISH: 1/2" (12.7 mm) GYPSUM BOARD
  - (3) NEW WALL TYPE  
CONCRETE BLOCK  
THICKNESS: 12" (305 mm)  
FINISH: 1/2" (12.7 mm) GYPSUM BOARD
  - (4) NEW WALL TYPE  
CONCRETE BLOCK  
THICKNESS: 12" (305 mm)  
FINISH: 1/2" (12.7 mm) GYPSUM BOARD

**KRN  
DESIGN**

PROJECT	
2317 SMITH ST.	
INTERIOR RENO	
LOT: 22	
BLK: 450	
PLAN: 956A.2809	
DRAWN BY	
DATE	
REVISIONS	
NO.	DESCRIPTION
1	RENOVATED SECOND & ATTIC FLOOR PLAN
SCALE	
1/8" = 1'-0"	
SHEET NO.	
A1.6	

**Planning Department**

Project 13-DU-27

Civic Address/Subdivision

2317 Smith Street



