



# **CITY COUNCIL**

**Thursday, February 27, 2014  
5:30 PM**

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



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Office of the City Clerk

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**Agenda  
City Council  
Thursday, February 27, 2014**

Open With Prayer

**Presentations**

2014 Municipal Heritage Awards

**Confirmation of Agenda**

**Minutes of the Meeting held on January 27, 2014**

**Advertised Bylaws, Public Notice, Delegations and Related Reports**

DE14-19 Arloe Scott: Adult Entertainment Establishments

CR14-12 Regina Planning Commission: Adult Entertainment Establishments

**Recommendation**

That the Administration be directed to prepare the necessary Zoning Bylaw Amendments for advertisement as per the public notice requirements in *The Planning and Development Act, 2007*, to adopt the recommended Option 1 as listed below:

- a. The removal of the “Adult Cabaret” and “Adult Theatre” definitions;
- b. The introduction of a definition for “Adult Entertainment” and “Adult Entertainment Establishment”;
- c. The replacement of the term “Adult Cabaret” and “Adult Theatre” wherever they appear in the Zoning Bylaw with “Adult Entertainment Establishment”; and
- d. The amendment of the definition of Night Club to exclude adult entertainment.





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DE14-20	Rob Ruda: 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
DE14-21	Jim Friesen: 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
DE14-22	Kent Coleman: 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
DE14-23	Jody Wright: 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
DE14-24	Sean Roy: 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
DE14-32	David Marriman: 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
CR14-13	Regina Planning Commission: 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
DE14-33	Rob Whitten - NewRock: Applications for Zoning Bylaw Amendment (13-Z-28) and Discretionary Use (13-DU-28) – Proposed Planned Group of Dwellings (Townhouses) – 3440 Avonhurst Drive
CR14-14	Regina Planning Commission: Applications for Zoning Bylaw Amendment (13-Z-28) and Discretionary Use (13-DU-28) – Proposed Planned Group of Dwellings (Townhouses) – 3440 Avonhurst Drive

### **Recommendation**

1. That the application to amend *Regina Zoning Bylaw No. 9250*, with respect to Lot B, Block 13, Plan No. 59R10220, in the Regent Park Subdivision, from R1- Residential Detached to R5- Residential Medium Density be APPROVED.



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2. That the discretionary use application for a proposed planned group of townhouse dwellings located at 3440 Avonhurst Drive, being Lot B, Block 13, Plan No. 59R10220 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 New Rock Developments Ltd., and attached to this report as Appendix A-3.1 to A-3.3b;
  - c. The property owner/developer shall enter into a Shared Access Agreement with the City of Regina to protect existing infrastructure under the proposed site access, being Lot A, Block 12, Plan No. 59R16609, and Lot A, Block 13, Plan 59R10220; and
  - d. That break-away bollards be installed to restrict access onto Argyle Street to emergency vehicles only as shown on Appendix A-3.1.
3. That City Council authorize the initiation of a minor variance application to reduce the side yard setback on the north property line to 2.25 m.
4. That the City Solicitor be directed to prepare the associated Zoning Bylaw amendment.

CR14-22      Application for Zoning Bylaw Amendment (13-Z-18) Laneway Suites Pilot Project in Harbour Landing McCaughey Street and James Hill Road

### **Recommendation**

That the criteria used in evaluation, as set out in Communication MHC14-3 which is attached to this report as Appendix “A”, serve as baseline criteria for future pilot project criteria, and that the Administration be given flexibility on future pilot project evaluation on a case-by-case basis.

2014-4	Bylaw No. 2014-4 – The Regina Zoning Amendment Bylaw, 2014 (No. 2)
2014-8	Bylaw No. 2014-8 – The Regina Zoning Amendment Bylaw, 2014 (No. 4)
2014-11	Bylaw No. 2014-11 – The Regina Zoning Amendment Bylaw, 2014 (No. 5)
2014-12	Bylaw No. 2014-12 – The Regina Zoning Amendment Bylaw, 2014 (No. 6)



## **Bylaws, Delegations and Related Reports**

DE14-25	Jamie McKenzie: Taxicab Bylaw Changes
DE14-26	Jennifer Cohen: Taxicab Bylaw Changes
DE14-27	Mellisa Northe: Taxicab Bylaw Changes
DE14-28	Andy Livingston: Taxicab Bylaw Changes
DE14-29	Terri Sleeva: Taxicab Bylaw Changes
DE14-30	Sandy Archibald - Regina Cabs: Taxicab Bylaw Changes
CR14-15	Community and Protective Services Committee: Taxicabs Bylaw Changes

### **Recommendation**

1. That a drop rate of \$4.00 be implemented for all taxicabs, including those operating under accessible, regular, seasonal, and temporary licences effective March 11, 2014.
2. That a per metre rate of \$0.10 per 57 metres be implemented for all taxicabs, including those operating under accessible, regular, seasonal, and temporary licences effective March 11, 2014.
3. That the additional charge of \$3.00 for transporting two non-ambulatory passengers from the same location be repealed.
4. That six additional accessible taxicab owner's licences be issued in 2014 through a lottery system, to be further reviewed by the Community and Protective Services Committee in June 2015.
5. That a lottery system be adopted for the issuance of accessible taxicab owner's licences.
6. That the City implement an accessible taxicab to population ratio of one for every 11,000 residents.
7. That all taxicabs (accessible, regular, seasonal, and temporary) be required to accommodate, at no additional charge, service animals accompanying passengers with disabilities.
8. That the City mandate the following technological requirements in accordance with the same three-year implementation strategy that is currently mandated for regular, seasonal, and temporary taxicabs:
  - a. electronic payment system technologies installed in accessible taxicabs by December 1, 2014;
  - b. GPS and computer-aided dispatching technologies installed in accessible taxicabs by December 1, 2015; and,
  - c. security cameras installed in all accessible taxicabs by December 1, 2016.



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9. That the City mandate vehicle age requirements for accessible taxicabs following the same requirements that are currently mandated for regular, seasonal, and temporary taxicabs.
10. That the amendments to Bylaw No. 9635, *The Taxi Bylaw, 1994*, as identified in this report, be approved.
11. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.

- DE14-31 Lisa Koch - Regina Human Society: Regina Humane Society Request on a New Animal Control and Shelter Centre
- CR14-16 Executive Committee: Regina Humane Society Request on a New Animal Control and Shelter Centre

### **Recommendation**

1. That the Executive Director of Community Planning & Development be authorized to negotiate and approve an agreement with the Regina Humane Society for the City's contribution towards planning and scoping of the project.
2. That the Executive Director of Community Planning & Development be authorized to negotiate and approve an extension of the City's current service agreement with the Regina Humane Society to extend that agreement for one year.
3. That the City Clerk be authorized to execute the agreements described in this report on behalf of the City.
4. That the Administration be directed to evaluate alternatives to the delivery of animal control and shelter services to residents.
5. That a report be brought back to Council in 2014 with recommendations regarding the delivery of animal control and shelter services to residents, including the implications of contributing to the Regina Humane Society proposed project by the end of June, 2014.

- 2014-1 The Taxi Amendment Bylaw, 2014



## Committee Reports

### Community and Protective Services Committee

CR14-17      2013 Youth Forum - i's Open Evaluation Report

#### **Recommendation**

That this report be received and filed.

CR14-18      2014 Youth Advisory Committee Forum

#### **Recommendation**

That the plans for the 2014 Youth Forum as outlined in the body of this report be approved.

CR14-19      Renewal of Atoskata Alley Litter Collection Contract

#### **Recommendation**

1. That Council approve and grant the authority to the Administration to negotiate and enter into a two-year agreement with Regina Treaty Status Indian Services Inc. commencing January 1, 2014 and terminating on December 31, 2015.
2. That the City Clerk be authorized to execute the necessary agreement with Regina Treaty Status Indian Services Inc. as prepared by the City Solicitor.

### Executive Committee

CR14-20      Out-of-Scope 2014 General Wage Increase

#### **Recommendation**

That Out-of-Scope employees receive a 3.00% general wage increase effective January 1, 2014.

CR14-21      Appointment to Municipal Wards Commission Members

#### **Recommendation**

1. That Mr. Justice Darin C. Chow, Mr. David Button and Mr. Jim Nicol be appointed to the Municipal Wards Commission with the terms of office to expire upon completion of a ward boundary review and filing of the required report with City Council.
2. That Mr. Justice Darin C. Chow serve as Chair of the Municipal Wards Commission.



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Regina Planning Commission

CR14-23      Proposed Renaming of Portion of "Little Pine Loop" in Skyview Subdivision (12-SN-30)

**Recommendation**

That the request to rename all of "Skyview Road" to "Little Pine Loop" be APPROVED.

Informational Reports

CP14-1      Supplemental communication: 2014 Municipal Heritage Awards - Awards Selection Working Group Report

**Recommendation**

That this communication be received and filed.

IR14-2      Municipal Heritage Advisory Committee: 2014 Municipal Heritage Awards - Awards Selection Working Group Report

**Recommendation**

That this report be received and filed.

IR14-3      Executive Committee: 2013 Semi-Annual Review of Closed Executive Committee Items

**Recommendation**

That this report be received and filed.



## Bylaws and Related Reports

CR14-24 Regina Planning Commission: Condominium Policy Bylaw and Policy Update

### **Recommendation**

1. That *The City of Regina Condominium Policy Bylaw, 2012* (Bylaw No. 2012-14) be amended to:
  - a. Revise Section 7 to define a vacant property as a property where 100% of the building's units are vacant for a 12 month period, and clarify that eviction may not be used to vacate a building for the purpose of conversion;
  - b. Clarify that a two-unit building and a laneway suite are not eligible for conversion to condominium ownership.
2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the amendments, as described above.

CR14-25 Community and Protective Services Committee: Changes to the Regina Property Maintenance Bylaw

### **Recommendation**

1. That the amendments to the *Regina Property Maintenance Bylaw No. 2008-48*, as contained in Appendix A of this report, be approved.
2. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.

2014-10 The Regina Trades and Skills Centre Inc. Tax Exemption Bylaw, 2014

2014-13 The Regina Property Maintenance Amendment Bylaw, 2014

2014-16 The City of Regina Condominium Policy Amendment Bylaw, 2014

2014-17 The Sewer Service Amendment Bylaw, 2014

2014-18 The Regina Water Amendment Bylaw, 2014

2014-20 The Regina Water Amendment Bylaw, The Regina City Council Remuneration Amendment Bylaw, 2014

## Adjournment

AT REGINA, SASKATCHEWAN, MONDAY, JANUARY 27, 2014

AT A MEETING OF CITY COUNCIL

AT 5:30 PM

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

Present: Mayor Michael Fougere, in the Chair  
Councillor Bryon Burnett  
Councillor John Findura  
Councillor Shawn Fraser  
Councillor Bob Hawkins  
Councillor Terry Hincks  
Councillor Mike O'Donnell  
Councillor Barbara Young

Regrets: Councillor Sharron Bryce  
Councillor Jerry Flegel  
Councillor Wade Murray

Also in Attendance: Chief Legislative Officer & City Clerk, Jim Nicol  
Chief Administrative Officer & City Manager, Glen Davies  
City Solicitor, Byron Werry  
Chief Operating Officer & Deputy City Manager, Brent Sjoberg  
Deputy City Clerk, Amber Smale  
Executive Director, Planning, Jason Carlston  
Acting Executive Director, City Operations, Adam Homes  
Acting CFO, Pat Gartner  
Manager, Infrastructure Planning, Geoff Brown

The meeting opened with a prayer.

Confirmation of Agenda

**Councillor Bryon Burnett moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted including the adjustment from the City Clerk's Office to:**

**REPLACE item CM14-3 with a revised copy of the report with an expanded conclusion section.**



Adoption of Minutes

**Councillor Barbara Young moved, seconded by Councillor Mike O'Donnell AND IT WAS RESOLVED, that the minutes for the meeting held on December 16, 2013 be adopted, as circulated.**

Advertised Bylaws and Public Notice - Delegations, Communications and Related Reports

CR13-174 Regina Planning Commission: Application for Zoning Bylaw Amendment (13-Z-24) R4A to LC3, 2075 Cameron Street  
(Tabled December 16, 2013)

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**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.

**Councillor Mike O'Donnell moved, AND IT WAS RESOLVED, that the recommendations of the Regina Planning Commission contained in the report be concurred in.**

CR14-1 Regina Planning Commission: 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, 63, and 35-37 in Block 62; and Lots 1-7 in Block 63; 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 9, 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 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.

**Councillor Mike O'Donnell moved that the recommendations of the Regina Planning Commission contained in the report be concurred in.**

**Councillor Bob Hawkins moved, in amendment, AND IT WAS RESOLVED that this report be referred to the Mayor's Housing Commission for input into pilot project criteria development.**

CR14-2 Regina Planning Commission: Application for Zoning Bylaw Amendment (12-Z-26) and Road Closure (13-CL-05) Portion of North South Lane Between Albert Street and Angus Street (600 Albert Street)

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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 B and Lot C encompassing a portion of the Lane located west of Albert Street, north of Parcel K, Plan No. FN5273, be rezoned in entirety from IA – Light Industrial and MAC – Major Arterial Commercial to MAC – Major Arterial Commercial.
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 the Lane in Block 8, Reg'd Plan No. H4670, Regina, Saskatchewan, lying North of a straight line joining the South East corner of Lot 10, Block 8 with the South West corner of Lot 45, Block 8 as shown on said Reg'd Plan No. H4670" signed by Barry Clark, Saskatchewan Land Surveyor, July 4, 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.

**Councillor Mike O'Donnell moved, AND IT WAS RESOLVED, that the recommendations of the Regina Planning Commission contained in the report be concurred in.**

CM14-1 External Financing \$100 Million - RRI Stadium Project

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**Recommendation**

That this report be received and filed.

**Councillor Mike O'Donnell moved, seconded by Councillor Bryon Burnett that this report be received and filed.**

**Mayor Michael Fougere stepped down to enter the debate**

**Councillor Shawn Fraser took the chair**

**Mayor Michael Fougere returned to the chair prior to the vote**

**RECESS**

**Councillor Mike O'Donnell moved, seconded by Councillor Terry Hincks, AND IT WAS RESOLVED that Council take an emergency recess for 5 minutes due to disruption in the gallery.**

**Meeting recessed at 6:10 pm**

**Meeting reconvened at 6:20 pm**

**The main motion was put and declared CARRIED.**

2014-2	The Regina Development Plan Amendment Bylaw, 2014
2014-3	The Regina Zoning Amendment Bylaw, 2014
2014-4	The Regina Zoning Amendment Bylaw, 2014 (No. 2)
2014-5	The Regina Zoning Amendment Bylaw, 2014 (No. 3)
2014-6	A Bylaw to Provide for the Closure and Sale of a Portion of the Lane in Block 8, Plan No. H4670

**Councillor Shawn Fraser moved, seconded by Councillor Mike O'Donnell, AND IT WAS RESOLVED, that Bylaws No. 2014-2, 2014-3, 2014-5, and 2014-6 be introduced and read a first time and that Bylaw 2014-4 be tabled to a future meeting of Council. Bylaws read a first time.**

**Councillor Shawn Fraser moved, seconded by Councillor Terry Hincks, AND IT WAS RESOLVED, that Bylaws No. 2014-2, 2014-3, 2014-5, and 2014-6 be read a second time.**

**No letters of objection were received pursuant to the advertising with respect to Bylaws No. 2014-2, 2014-3, 2014-5, and 2014-6.**

**The Clerk called for anyone present who wished to address City Council respecting Bylaws No. 2014-2, 2014-3, 2014-5, and 2014-6 to indicate their desire. No one indicated a desire to address Council.**

**Second reading of Bylaws No. 2014-2, 2014-3, 2014-5, and 2014-6 was put and declared CARRIED. Bylaws read a second time.**

**Councillor Shawn Fraser moved, seconded by Councillor Bob Hawkins that City Council hereby consents to Bylaws 2014-2, 2014-3, 2014-5, and 2014-6 going to third reading at this meeting.**

**The motion was put and declared CARRIED UNANIMOUSLY.**

**Councillor Shawn Fraser moved, seconded by Councillor John Findura, AND IT WAS RESOLVED, that Bylaws 2014-2, 2014-3, 2014-5, and 2014-6 be read a third time. Bylaws read a third time.**

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2014-9                      The Regina Revitalization Initiative Debenture Bylaw, 2014

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**Councillor Terry Hincks moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that Bylaw 2014-9 be introduced and read a first time. Bylaws read a first time.**

**Councillor Terry Hincks moved, seconded by Councillor Bryon Burnett, AND IT WAS RESOLVED, that Bylaw 2014-9 be read a second time.**

**No letters of objection were received pursuant to the advertising with respect to Bylaw 2014-9.**

**The Clerk called for anyone present who wished to address City Council respecting Bylaw 2014-9 to indicate their desire. No one indicated a desire to address Council.**

**Second reading of Bylaw 2014-9 was put and declared CARRIED. Bylaws read a second time.**

**Councillor Terry Hincks moved, seconded by Councillor Mike O' Donnell that City Council hereby consents to Bylaw 2014-9 going to third reading at this meeting.**

**The motion was put and declared CARRIED UNANIMOUSLY.**

**Councillor Terry Hincks moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that Bylaw 2014-9 be read a third time. Bylaws read a third time.**

Administration's Reports

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CM14-2                      1801 Scarth Street Removal of Caveat

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**Recommendation**

**That the removal of the caveat registered on 1801 Scarth Street be APPROVED.**

**Councillor Mike O'Donnell moved, seconded by Councillor Barbara Young that the recommendations contained in the report be concurred in.**

**Mayor Michael Fougere stepped down to enter the debate**

**Councillor Shawn Fraser took the chair**

**Mayor Michael Fougere returned to the chair prior to the vote**

**The main motion was put and declared CARRIED.**

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CM14-3      Application for Severance Approval (13-SV-03) - 2205 Francis Street

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**Recommendation**

That the application to sever Lot 1 into proposed Lots 25 and 26, Block 63, Plan No. DV270, being 2205 Francis Street, be DENIED.

**Councillor Mike O'Donnell moved, seconded by Councillor Terry Hincks, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.**

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CM14-4      Severance Application (13-SV-11) - 1037 Cameron Street

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**Recommendation**

That the severance application to subdivide Lot 5 in Block 90 into Lots 5A and 5B, being 1037 Cameron Street, be DENIED.

**Councillor Mike O'Donnell moved, seconded by Councillor Bob Hawkins AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.**

Committee Reports

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Executive Committee

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CR14-3      Appointments to Regina's Warehouse Business Improvement District Board

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**Recommendation**

That the following appointments be approved to Regina's Warehouse Business Improvement District Board for terms effective January 1, 2014 and expiring December 31, 2015:

1. Mr. James Dupuis, Mr. James Youck, Mr. Donald I Black and Mr. Jesse Chatterson be appointed as citizen members of the Regina Warehouse Business Improvement District Board for the term January 1, 2014 to December 31, 2015.
2. Members continue to hold office for the term indicated or until successors are appointed.

**Councillor Shawn Fraser moved, AND IT WAS RESOLVED, that the recommendations of the Executive Committee contained in the report be concurred in.**

CR14-4      Citizen Appointments for 2014 – Tabled Appointments

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**Recommendation**

1. That Mr. Alex Taylor, Mr. Paul Bourassa and Mr. Jim Kilkenny be nominated to the Regina Airport Authority for a term of office effective May 1, 2014 to April 30, 2017.
2. That Ms. Renu Kapoor and Mr. Sean Quinlan be appointed to the Regina Public Library Board for a term of office effective February 1, 2014 to December 31, 2016.
3. That Mr. Brian Harris and Mr. Ian Lueken be appointed to the Development Appeals Board for a term effective February 1, 2014 to December 31, 2015.
4. That the members appointed to each board and committee continue to hold office for the term indicated for each vacancy or until their successors are appointed.

**Councillor Shawn Fraser moved, AND IT WAS RESOLVED, that the recommendations of the Executive Committee contained in the report be concurred in.**

CR14-5      Supplemental Report – Procedure Bylaw Review

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**Recommendation**

1. That the City Solicitor be instructed to prepare the necessary amendments to The Procedure Bylaw No. 9004 to:
  - amend or delete references to positions and/or departments that are no longer relevant;
  - establish an Order of Business entitled Public Hearings and stipulate the hearings will take place as they appear in order on the agenda, with no set time established;
  - define “urgent business” with Council maintaining discretion on whether or not to add an item to the agenda at the time of the adoption of the agenda;
  - amend the criteria for appointment of individuals of Committees to be residents of Regina;
  - implement a process to provide for written notice of motion
  - amend clauses with respect to requiring all motions at Council to have a mover and seconder, with specific exceptions as allowed in Bourinot’s Rules of Order;
2. The requirement for a written brief to be provided by parties wishing to address Council remains unchanged, however:
  - the requirement to read the written submission verbatim is to be relaxed and parties will be invited to present a verbal summary which highlights the key points of their brief;

- the maximum time allotted for presentations by parties at Council or any Council committee will be changed from 10 minutes to 5 minutes, with Council and/or Committee chairs exercising discretion as required;
  - submission deadlines as outlined on regina.ca remain unchanged.
3. That the matter of adoption of Private Minutes remains status quo.

**Councillor Terry Hincks moved, AND IT WAS RESOLVED, that the recommendations of the Executive Committee contained in the report be concurred in.**

Motions

MN14-1      Mayor Michael Fougere: Development of a New Long-Term Federal Plan to Fix Canada's Housing Crunch

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**Mayor Michael Fougere stepped down to enter the debate.  
Councillor Shawn Fraser took the chair.**

**Mayor Michael Fougere moved, seconded by Councillor Bob Hawkins, that:**

- 1. Council endorses the FCM housing campaign and urges the Minister of Employment and Social Development to develop a national long-term plan for housing that puts core investments on solid ground, increases predictability, protects Canadians from the planned expiry of \$1.7 billion in social housing agreements and ensures a healthy stock of affordable rental housing for Canadians; and**
- 2. A copy of this Resolution be sent to the minister noted above, to the Minister of Social Services responsible for the Saskatchewan Housing Corporation, to the Saskatchewan Members of Parliament, to the Saskatchewan Urban Municipalities Association and to the Federation of Canadian Municipalities.**

**Mayor Michael Fougere returned to the chair prior to the vote.**

**The main motion was put and declared CARRIED.**

MN14-2      Councillor Mike O'Donnell: Off Leash Dog Park

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**Councillor Mike O'Donnell moved, seconded by Councillor Terry Hincks, AND IT WAS RESOLVED that:**

**The Administration prepare a report for City Council through the Regina Planning Commission that outlines the City's ability to require an off leash dog park in each new development that has a population of 5,000.**

MN14-3 Councillor Mike O'Donnell: Residential Recycling

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**Councillor Mike O'Donnell moved, seconded by Councillor John Findura, AND IT WAS RESOLVED that:**

- 1. The Administration provide a report to City Council via the Public Works Committee in September 2014 that provides options on the capability of the City of Regina to have the recycling program covered by annual property taxes and to change solid waste collection to a fee for service use where residents have the option of choosing the size of bin they require.**
- 2. The report include the feasibility of providing the recycling collection on a weekly basis and garbage collection on a bi-weekly system.**

City Council Meeting Dates

**Councillor Shawn Fraser moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED that the regular City Council meeting in February be moved to Thursday, February 27th and that City Council consider the proposed 2014 budget on Monday, February 24th.**

Adjournment

**Councillor Terry Hincks moved, seconded by Councillor Bryon Burnett, AND IT WAS RESOLVED, that the meeting adjourn.**

**The meeting adjourned at 7:15 pm.**

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Mayor

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City Clerk



**Date of Council Meeting:** Thursday, February 27, 2014

**Name:** Arloe Scott

Regina Planning Commission with regards to Adult Entertainment Establishments.

**BRIEF:**

Good evening, my name is Arloe Scott and I, as well as my colleagues gathered here, represent the Bottoms Up Burlesque Club. Established in 2009, we are an all inclusive dance club whose members include a wide variety of men and women of all shapes, sizes, ages, and backgrounds, who practice the art of Burlesque for fun and fitness. There is sometimes some confusion as to what burlesque is, as the term gets attributed, sometimes incorrectly, to a variety of different forms of adult entertainment. In the most rudimentary terms, burlesque can be described as the art of strip-tease, with the emphasis on the “tease”, rather than the “strip”, however a burlesque show is much more than that. Having its roots in the Vaudeville era, Burlesque has a rich history in the theatre, encompassing skits, political satire, song and dance – and yes, traditionally the removal of clothing– perhaps even just a single glove or stocking to tantalize the audience. Since the early 2000s there has been resurgence in the practice of burlesque and men and women nation-wide have been able to use it to find a form of self expression. All major cities across Canada now have active burlesque, and boylesque groups, and successful annual national and international burlesque festivals have been established in Toronto, Vancouver, and, most recently, Edmonton. In keeping with the traditional variety shows of Vaudeville, recent Bottoms Up Burlesque shows have featured retro and neo style Burlesque, bellydance, tribal fusion dance, contact juggling, hula hoop, singing, media art installations and theatrical skits, and we have successfully performed at established community events such as The Cathedral Arts Festival. We typically hold approximately 4 to 6 shows per year, and our audience demographic consists of a wide age range – from young adults to seniors, with an equal mix of males and females.

Due to the previous provincial liquor laws prohibiting the sale of alcohol in venues where any show featuring “strip-tease” is taking place, it has been difficult for our club to book appropriate venues; business owners are hesitant to allow us to rent their stages as the money paid for the rental of the space does not cover the revenue lost due to the absence of alcohol sales. We have been forced on more than one occasion to make the difficult decision to censor ourselves and degrade the traditions and integrity of our dance-form in order to secure a venue. When these laws were repealed earlier this year, we were thrilled that we would now get to enjoy a wider variety of available venues, and the ability to grow our audience. We looked forward to finally being able to offer our audience a real “night out”, as most other dance shows or plays have always had the luxury of offering, for example at the Globe Theatre, or the Conexus Arts Center who are able to serve their guests alcohol without a second thought. As you can imagine, our disappointment was bitter when we discovered that burlesque, what we consider to be a historic and culturally relevant form of dance and theatre, would once again be lumped together with permanent

“strip clubs” and wet T-Shirt contests, with no consideration of context or event frequency.

We feel that the proposed amendments regarding adult entertainment, which threaten to lump all forms of art, dance, and theatre that contain any form of strip-tease along with permanent adult entertainment establishments is a detriment to what could be a part of a vibrant, interesting, and progressive community of arts and culture in the City of Regina. The purpose of the report prepared by the Planning Commission, as stated in the content under the “BACKGROUND” heading, is as follows: *The purpose of this report is to bring forward amendments to Regina Zoning Bylaw No. 9250 that will clarify the land use category for adult only premises that **regularly feature** live adult entertainment.* However, we feel the report is thereafter inadequate, as it does not consider a definition that separates permanent adult entertainment establishments from community art, theatre, or dance groups. The blanket recommendation of Option 1 is therefore too broad and far-reaching to be a viable solution, and oversteps the stated purpose of the report.

We ask that council reject the recommendation contained in the Planning Commission report, and instead consider an alternative structure for these bylaws to allow community groups such as ourselves, and others like us, to have the opportunity to perform without censorship. If it is indeed the aim of the Planning Commission to avoid having **regularly featured** adult entertainment in residential areas, then we implore the members of Council to consider what small harm a community dance group such as ourselves will do, by being allowed to perform at a regular licensed venue, to an audience of consenting adults, a limited number of times per year. We ask that you reconsider either Option 2 as described in the report – that is a model similar to the one adopted by Saskatoon which would allow a limited number of shows per month or year, or alternatively, we propose a Special Occasion permit model, similar to a one-night-only liquor licence commonly purchased for weddings or socials, which would allow a venue or organization to purchase a permit or licence from the City allowing the sale of alcohol during a specific adult-themed performance. The latter, it should be noted, could also be limited in the number available to be purchased by a venue or organization per month or year, and would be an added source of revenue to the City, helping to offset the cost of any additional administration or Enforcement. While we applaud the expanded range of zoning that Regina has applied to this matter, we feel that there must be better solution when it comes to occasional performances.

The Bottoms Up Burlesque Club is a community organization made up of wives, mothers, sisters, husbands, fathers and brothers. We are your neighbours, we are your co-workers. We hand-make our costumes and sew our own tutus. We perform for the love of performing, the love of dance, the love of sequins and ruffles and feathers; not for financial gain. We came here today to let the members of Council know that we’re out there in your community, and there are other groups out there like us; groups that don’t fit the narrow, seedy, definition of what you might think “adult entertainment” is, and we ask that you take us into consideration when voting on the proposed recommendations.

Arloe Scott

February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: Adult Entertainment Establishments

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**RECOMMENDATION OF THE REGINA PLANNING COMMISSION  
- JANUARY 15, 2014**

That the Administration be directed to prepare the necessary Zoning Bylaw Amendments for advertisement as per the public notice requirements in *The Planning and Development Act, 2007*, to adopt the recommended Option 1 as listed below:

- a. The removal of the “Adult Cabaret” and “Adult Theatre” definitions;
- b. The introduction of a definition for “Adult Entertainment” and “Adult Entertainment Establishment”;
- c. The replacement of the term “Adult Cabaret” and “Adult Theatre” wherever they appear in the Zoning Bylaw with “Adult Entertainment Establishment”; and
- d. The amendment of the definition of Night Club to exclude adult entertainment.

*REGINA PLANNING COMMISSION – JANUARY 15, 2014*

The Commission adopted a resolution to concur in the recommendation contained in the report, after changing the date in recommendation #2 to February 27, 2014. Recommendation #2 does not require City Council approval..

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

The Regina Planning Commission, at its meeting held on January 15, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the Administration be directed to prepare the necessary Zoning Bylaw Amendments for advertisement as per the public notice requirements in *The Planning and Development Act, 2007*, to adopt the recommended Option 1 as listed below:
  - a. The removal of the “Adult Cabaret” and “Adult Theatre” definitions;
  - b. The introduction of a definition for “Adult Entertainment” and “Adult Entertainment Establishment”;
  - c. The replacement of the term “Adult Cabaret” and “Adult Theatre” wherever they appear in the Zoning Bylaw with “Adult Entertainment Establishment”; and
  - d. The amendment of the definition of Night Club to exclude adult entertainment.

2. That the City Solicitor prepare the necessary bylaw for consideration by City Council at its February 24, 2014 meeting.

## CONCLUSION

Regina *Zoning Bylaw No. 9250* contains adequate regulations to control the location of establishments that have an adult theme as part of their business. As a result, only minor amendments to some of the definitions are necessary to ensure consistency with *The Alcohol Control Regulations, 2013* that took effect on January 1, 2014. City Council's adoption of Option 1 – Status Quo is recommended.

## BACKGROUND

The purpose of this report is to bring forward amendments to *Regina Zoning Bylaw No. 9250* that will clarify the land use category for adult only premises that regularly feature live adult entertainment, as identified in the proposed changes to the Provincial Alcohol Control Regulations that took effect on January 1, 2014. The amendment will also establish the zoning districts and regulations where these uses will be considered in the City.

## DISCUSSION

Saskatchewan Liquor and Gaming Authority (SLGA) has introduced new regulations, *The Alcohol Control Regulations, 2013*. Some recommendations were implemented in 2013 but the ones that will permit live adult entertainment, subject to authorization by SLGA, came into effect on January 1, 2014. These regulations permit adult entertainment in the form of strip-tease and wet clothing contests in adult only establishments on a regular basis. The Administration has reviewed *Regina Zoning Bylaw No. 9250* to determine a recommended approach to regulating this type of land use.

In general the Zoning Bylaw contains adequate regulations regarding the location of establishment that have an "adult" theme as part of their business. The Bylaw defines:

- adult arcade
- adult retail outlet/bookstore
- adult cabaret
- adult motion picture theatre
- adult theatre
- massage parlours

and limits them to industrial zones IA, IA1 – Light Industrial, IB, IB1 – Medium Industrial and IC – Heavy Industrial as discretionary uses, which require City Council's approval. These land use zones are shown on the map attached to this report as Appendix A. These uses are also subject to a separation distance of 182.88 metres from uses such as residences, schools, parks, other adult establishments (Part 8D.3 of the Bylaw). Adult entertainment would be permitted only in Adult Cabarets and Adult Theatres as live entertainment is included only in the definitions of these uses.

The Administration has developed two options for the location and regulation of live adult entertainment uses:

### Option 1 – Status Quo

This option will continue the current practise of limiting adult-themed land uses to industrial zones IA, IA1 – Light Industrial, IB, IB1 – Medium Industrial and IC – Heavy Industrial as discretionary uses. These uses would continue to be subject to a separation distance of 182.88 metres from uses such as residences, schools, parks, other adult uses (Part 8D.3 of *Regina Zoning Bylaw No.9250*).

Two new definitions are proposed to further clarify where live adult entertainment can occur. The proposed new definitions are:

**“Adult Entertainment”** – live entertainment including strip-tease and wet clothing contests or similar adult performances as permitted in accordance with *The Alcohol Control Regulations, 2013*.

**“Adult Entertainment Establishment”** – a building or part of a building that features live adult entertainment.

A night club, as defined in *Regina Zoning Bylaw No. 9250*, permits live entertainment. Night clubs are permitted uses in the DSC – Designated Shopping Centre and D - Downtown zones and discretionary in the HC – Highway Commercial, MAC3 and MAC – Major Arterial Commercial, IA and IA1- Light Industrial, IP – Prestige Industrial and WH - Warehouse zones. The adult entertainment, as proposed by SLGA, would be considered live entertainment and would therefore be permitted in a night club unless the definition excludes adult entertainment. It is proposed that the definition of Night Club be amended as follows:

**“Night Club”** – a building or part of a building which features commercial entertainment, including music and dance but not including adult entertainment as defined in this Bylaw. Food and beverages including alcoholic beverages may be provided to patrons.

The third requirement to implementing the Status Quo option is the deletion of references to “Adult Cabaret” and “Adult Theatre” wherever they appear in the Bylaw and replacement of these terms with “Adult Entertainment Establishment”.

This amendment will simplify where live adult entertainment can occur within the City of Regina.

### Option 2 – City of Saskatoon Regulatory Approach

Council of the City of Saskatoon recently passed an amendment to their Zoning Bylaw that regulates the location of “Adult Entertainment Venues”. The amendment permits these uses in the IH-Heavy Industrial Zone. Adult Entertainment Venues are defined as:

**“Adult Entertainment Venues”** – a nightclub or similar commercial establishment which regularly features live adult entertainment including strip-tease, wet clothing contests or similar adult performances.

An amendment to that City's *Adult Services Licensing Bylaw No. 9011* requires a separation distance of 160 metres from a residential use school, park, child-care centre, pre-school, recreation facility and other adult entertainment venue or in-call adult service agency.

SLGA will regulate adult entertainment that is **regularly featured**. Saskatoon determined that they would allow existing night clubs to offer live adult entertainment twice per calendar month, in keeping with current practise. The Zoning Bylaw was also amended to include a definition of "Regularly Features":

**"Regularly features"** - a consistent or substantial course of conduct such that live adult entertainment is offered more than twice in a calendar month as part of the ongoing business of the adult entertainment establishment.

In summary, as a result of the recent amendment, the City of Saskatoon permits live adult entertainment venues in the IH-Heavy Industrial Zone subject to the application of a 160 metre separation distance. Adult entertainment will also be permitted in existing night clubs no more than twice in a calendar month. The City of Regina currently limits adult uses to IA, IA1, IB, IB1, IC as discretionary uses, subject to the application of a 182.88 metre separation distance.

A significant difference in the City of Saskatoon's approach is allowing existing night clubs to offer live adult entertainment no more than twice per month. The City of Regina's Administration considered this option as well but determined that enforcement of the two times per month would be difficult as investigations would only occur on a complaint basis unless a process was set up and staff were assigned to monitor occurrences, advertisements etc. This would either require additional employee hours or reallocation of existing Bylaw Enforcement personnel to monitor this activity. Therefore, the Administration is recommending Option 1.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

None to this report.

### Environmental Implications

None to this report.

### Policy and/or Strategic Implications

The recommended approach (Option 1) continues to implement the regulations that currently exist in Regina *Zoning Bylaw No. 9250* with regard to the location of establishments that have an adult entertainment theme, including the application of separation distances, an approach recently adopted by the City of Saskatoon.

These amendments to Regina *Zoning Bylaw No. 9250* will ensure that establishments that feature live adult entertainment are appropriately located as to have a minimal impact on the character of neighbourhoods. Protecting the character of neighbourhoods is an important consideration in the Official Community Plan and in the administration of the Zoning Bylaw.

Other Implications

None to this report.

Accessibility Implications

None to this report.

COMMUNICATIONS

The proposed Zoning Bylaw amendment will be advertised once a week for two weeks in the *Leader Post* and information will be posted on the City's website. The bylaw amendment will be considered by City Council at the February 24, 2014 meeting.

The Administration has consulted with SLGA regarding the implementation of the new regulations and have made them aware of these proposed amendments to the Zoning Bylaw. SLGA will require written confirmation from the applicant/permittee that they have met, and continue to meet, the zoning requirements and have the necessary approvals from the City.

DELEGATED AUTHORITY

City Council's approval is required.

Respectfully submitted,

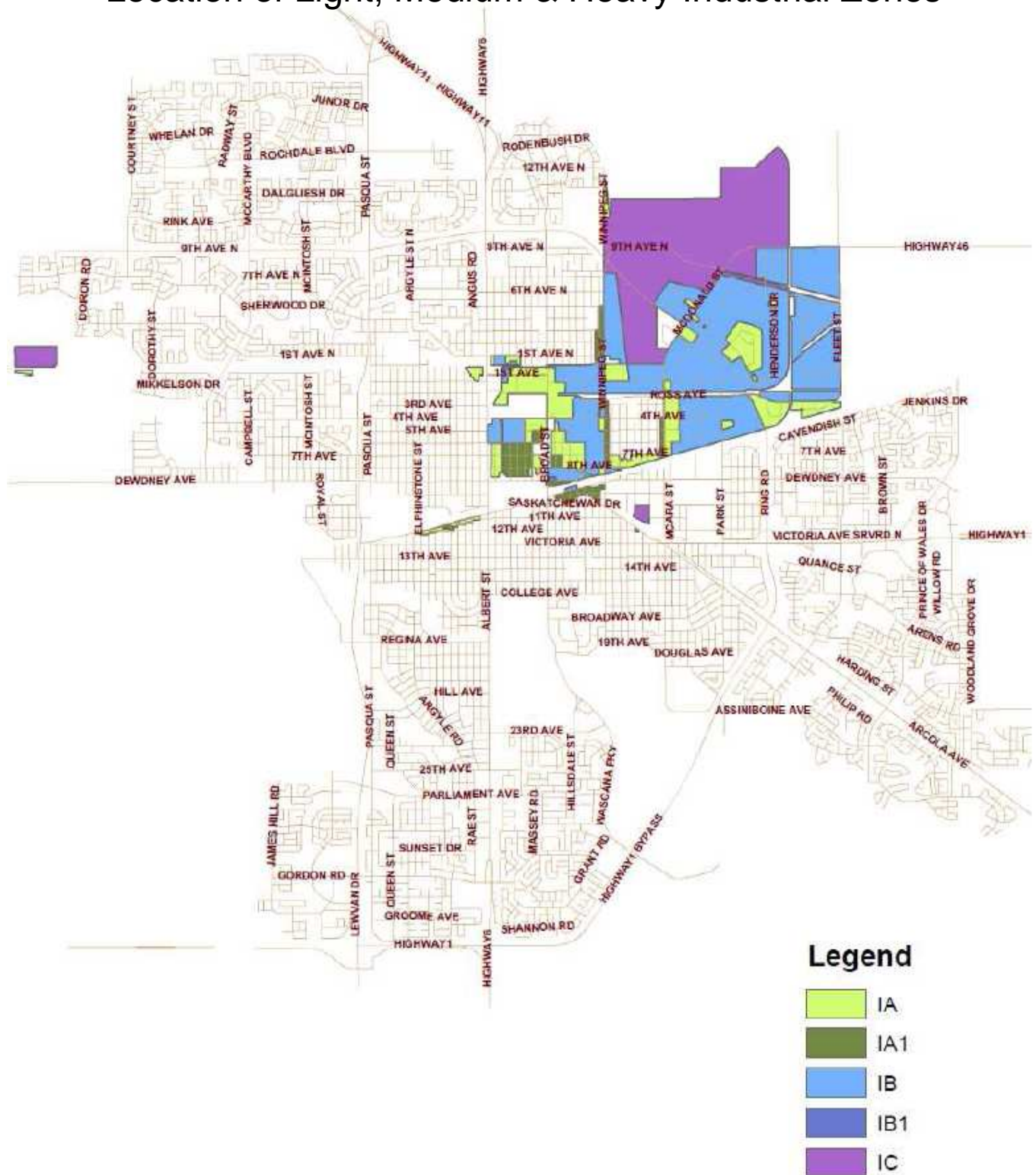
REGINA PLANNING COMMISSION



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Elaine Gohlke, Secretary

## Location of Light, Medium & Heavy Industrial Zones

**Planning Department**

Project Adult Entertainment

**Civic Address/Subdivision**



City of Regina Council Meeting Thursday, February 27, 2014  
Toscana Place Condo Corp Speaking Notes

Thank you for the opportunity to speak to City Council.

I am a board member of the Toscana Place Condominium Corporation which is a 36 unit apartment style condo building on Arens Road immediately adjacent to the north west corner of the property to be developed.

The Toscana Board as well as the remainder of its residents are very concerned about the effects the proposed high density housing development will have on traffic safety, traffic movement and street parking.

Prior to this meeting, we have attended and presented at two Planning Commission meetings on the same subject.

The Planning Commission (PC) meeting of December 4, 2013 indicated the proposed development was out of sync with the surrounding neighbourhood. The Commission set out four directives to address these shortcomings/disparities. The city administration and developer responded to these directives at the Planning Commission meeting of January 29, 2014. I will identify the four directives, the response received from the administration and developer and our assessment of their efforts to address the PC's directives. The first directive is:

1. PC directive- Improved ingress/egress on University Park Drive (UPD) and limiting ingress/egress on Arens Road

Admin and developer response- a new exit onto UPD was created in the southeast corner of the property which will allow traffic to right turn exit only which is south.

Toscana Place (TP) assessment- The new exit onto UPD will only result in a marginal increase in traffic exiting onto UPD rather than Arens Road because it will only affect the chosen exit for south bound traffic and there is another exit south onto UPD in the north east corner of the property.

Given our location which is north of the development property, we are very concerned about the volume of traffic exiting the property and turning north on Arens Road. The north east exit from the property onto UPD (which currently exists) is intended to permit a left turn to proceed north. However, this turn requires vehicles to cross the UPD median which is mid block between two sets of traffic lights and only about 5 feet wide so vehicles will either have to wait until the traffic is clear on both sides of the median before proceeding or they will sit at the median waiting for the north bound lane to clear while blocking the south bound lane. Recently, one of our residents tried to exit north at this access

and waited almost two minutes before successfully proceeding. Her exit process included sitting at the median while blocking south bound traffic.

This exit for north bound traffic is virtually non-usable now but would be particularly so with the proposed development at busy traffic times. We are aware that at one time in the past there had been a “No Left Turn” sign at this exit.

Virtually all residents of the proposed development will not risk their life and property making this dangerous turn so will use Arens Road as an exit north. We do not believe this is a satisfactory solution to move traffic from a dense housing development. High traffic volumes and street parking on Arens Road will make this a very dangerous street.

One block north from the development on Arens Road is a stop sign at Quance Street and then a four way stop at Quance/Truesdale to the west. Traffic proceeds north from there to Victoria Avenue but passes by Tim Horton’s, Vic Square mall, Home Depot, Future Shop and three or four restaurants. This street is a traffic snarl now and will get much worse with a high density housing development sending most of its city bound north traffic this way rather than a proportionate share of it to UPD. A sharp increase in vehicle and pedestrian accidents on this route will be the result.

2. PC directive- Alternate building layout regarding setbacks to minimize affects on adjacent property.

Admin and developer response- The developer has proposed to shift Building A further away from the adjacent property to the south.

TP assessment- The developer has not proposed to move Building C further away from our property. Building C is about as close to the property line as you could possibly get. If the project is to proceed, we want Building C moved further away.

3. PC directive- Reduced scale and density.

Admin and developer response- The developer does not want to reduce the density of the project due to the costs of the site.

TP assessment- The developer has overloaded the property to the extent the high density is out of synch with the the surrounding neighbourhood and the ability of the city street infrastructure to absorb it. We don’t accept the administration’s view that the density is acceptable. We are concerned about the density of the project relative to the neighbourhood and the ability of city infrastructure to support it, not the density of the project as a stand-alone factor if it were at a suitable location.

We are also concerned about the negative affect a high density development will

have on street parking in the area. As street parking is not allowed on UPD, Arens Road will bear the brunt of all incremental street parking from the development. Our analysis suggests there could be as many as 73 more vehicles parking on Arens Road (and this was before changes to the development reduce on site parking capacity). Given the volume of vehicles which currently park in front of our building to the north and those which park on and adjacent to the curve by the school and day care to the south, there is not enough physical room to accept the incremental volume of vehicles from the development. The administration says there is room for 32 vehicles to park on Arens Road adjacent to the development. They must be including space in front of our building and to the south on the Arens Road curve as 32 vehicles cannot park on Arens Road on both sides of the street immediately adjacent to the development. At any rate, given current street parking and incremental street parking resulting from the development, Arens Road is not capable of parking all these vehicles. What can be done to address this issue after development? Nothing! You can't stretch Arens Road or create more parking somehow. It will be a nightmare but it will be impossible to do anything about it after the fact.

We realize city council was concerned about a lack of rental units available in the city. We understand this concern and are aware of the .9% vacancy rate which has been publicized many times. We are also aware of the recent announcement that the vacancy rate has improved to 1.9%. Given this improvement and the number of rental units in our area on Arens Road to the east of UPD, we do not see a necessity to allow the subject development to proceed given the many significant negative effects it will cause.

#### 4. PC directive- Improved buffering and screening

Admin and developer response- Additional screening and buffering have been added to the plan.

TP assessment- The developer has added an incremental amount of buffering to the property on the south, west and east but has added nothing to the north west area which faces our building. Their adjustments result in 18 less on site parking stalls bringing the number of on site parking stalls to 331, one more than minimum requirements. This in turn increases street parking needs by 18 stalls, more than half of the 32 the city admin says are available on Arens Road for street parking. From our perspective, the changes are a net negative and again if the project proceeds, we want more buffering adjacent to our property.

So, in conclusion, the developer has done very little of substance to address the concerns raised by the PC. In regard to the significant concern about density, they have done nothing. On other matters of concern to the residents of Toscana Place, their adjustments have resulted in a worse situation than before the PC meetings in that there will be more street parking because they have reduced parking on site.

At this point, we are left with asking you to understand our position and the negative impacts this development will have on the neighbourhood. Please reject this plan outright or at least require the developer and the administration to make significant changes in the areas of project density, traffic flow and safety, and street parking.

Thank you for your time.

Rob Ruda

February 5, 2014

Regina City Clerk  
2476 Victoria Ave  
Regina SK S4P 3C8

Dear Sir/Madam:

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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With reference to your letter dated January 8, 2014 I am requesting that I or my designate be allowed to present the attached presentation to City Council at the Council meeting scheduled for 5:30 pm on Thursday March 27. In my absence Ms. Beckie Salib will make the presentation.

If you have any questions please contact the writer at your convenience.

Yours truly,

J. D. Friesen

cc: Ms. Beckie Salib

City of Regina Council Meeting  
5:30 pm Thursday February 27, 2014

My name is Jim Friesen, I am representing myself and several of my neighbors who have asked me to inform our City Council Members of concerns we have with this proposal as submitted by Seymour Pacific Developments Ltd.

I thank the City Council Members for the opportunity to read this prepared statement.

Our primary concern is the dramatic increase in vehicular traffic this proposal would inflict upon current residents. Especially, given the inadequate roads infrastructure to accommodate this number of new residents. The increase in traffic would not only be created by the residents, but also by all of the other support vehicles such as moving vans constantly moving renters in and out, garbage trucks, and others.

We trust that this Council will not simply rubber stamp a flawed traffic flow study prepared by a very bias Developer. Imagine, there is not even an exit from this property onto University Park Drive (UPD) allowing for a left turn to proceed north and one cannot enter this property by making a left turn from UPD. The street is not wide enough to allow for the appropriate infrastructure to safely make these left turns. To proceed north residents would have to use the Arens Road exit which would very easily become over congested. Apparently, our City Planning Employees have accepted this flawed study as prepared by the Developer and have wrongly concluded that there will be little impact to our community. At very minimum, an independent traffic study should be completed, we are certain that this study would show some very different conclusions to those of the Developer's study. It is troubling that the City Planning employees totally accepted the Developer's traffic flow study without any impartial due process on this subject. In fact, we have been advised by our City Planning employees that the Developer is not prepared to hand over the details of exactly how they completed this study, stating that it was the Developers own property. Our City Planning employees have further advised that this study has met their criteria, in our view it is abundantly clear that their criteria is woefully lacking and an impartial independent traffic study would clearly demonstrate that.

Some of the other concerns expressed by numerous residents are:

***1. Traffic & Pedestrian safety for seniors and elementary school students:***

With the increase of 220 new residences and probably 400 plus additional vehicles situated on this property and parked on the surrounding streets there will be some very real pedestrian and traffic safety issues. Especially given that there is an elementary school and a senior citizen complex across the street, statistics show that most pedestrian accidents involve either children or senior citizens. The younger average age and the transient nature of rental properties suggest that vehicles will be travelling faster, and therefore, are more prone to accidents especially when given the inadequate road infrastructure currently in place. Our City Planning employees again do not think this is an important issue. Rather, they suggest that due to parked vehicles on both sides of Arens Road the travelling lane will be so narrow that traffic will have to slow down. We were not aware that this kind of action was actually City policy for reducing speed limits. They fail to mention that this will lead to parking on several other streets, and of course, they do not mention the danger of children darting onto the street from behind all of these parked vehicles.

***2. Lack of adequate green space:***

The developer has shown a very limited amount of green space on this property with a few trees and shrubs. It is obvious that the Developer is trying to cram the maximum number of rental units possible into a confined space to provide maximum monthly rental income with no regard to neighborhood esthetics. Our City Planning employees have approved this dwelling density citing two other properties in Regina with similar densities. The two examples they gave were not even close to being on point to this project. The two examples given were both several two story buildings which were designed prior to the infrastructure which allowed for adequate parking and traffic flow. This proposal by the Developer allows for one parking spot above the required minimum standard, without any doubt this will cause very congested parking on Arens Road and any other street in the neighborhood. These very basic and cheap looking “cookie cutter” four story structures situated in close proximity to each other would certainly look out of place, like an out of place afterthought. This is totally inconsistent with all surrounding properties; our neighborhood has gone to great expense to provide adequate green space for the enjoyment of our neighborhood residents. Our City Planning employees again do not see this as an important issue and simply state

that this project meets the minimum standards. This humongous eye sore may not be an issue for them but it certainly is for all property owners in our neighborhood.

**3. *A substantial property value decrease due to neighborhood overcrowding and related problems:***

There is little doubt that our current property values would decrease if these four apartment buildings are constructed on this vacant lot. Who would want to purchase a home bordering on this high density apartment complex as is proposed by the Developer; I think no one in this room would want to.

It simply is not fair or practical to insert a project of this size into an already developed neighborhood with mid to high cost homes. We all purchased our properties with the full understanding that the property in question was zoned for “Major Arterial Commercial” and not “Residential Multiple Housing” as is proposed. I am certain the majority of property owners in this neighborhood would not have purchased their current homes if they were aware that this project was going forward.

Many of us purchased our homes in “good faith” in our city zoning plans. We purchased these homes as our retirement home, in a quiet upscale neighborhood with only average vehicular traffic flows. It is not fair to now change the rules and inflict upon us this proposed major development. If approved, this development would substantially deteriorate the quality of life for all neighborhood residents. Most of us spent our working years in Regina; in fact we helped to build this city through hard work and paying our share of all taxes.

We are aware that Regina is in need of additional rental properties, however, a project of this size should be developed around the city perimeter. New property owners would then be aware of the situation and make their property purchases accordingly. We assume that due to the reclamation of this previously contaminated property that the cost to purchase it would be substantial. We also assume that this is one of the reasons why the Developer is attempting to build an excessive number of rental units into this confined space. Our City Planning employees neither agree nor disagree that property values will decrease if this project proceeds. Rather, they say that “this cannot be determined in advance” well we can assure them that indeed they will decrease, common sense dictates that they will.



We are not totally opposed to some kind of apartment rental development on this property, however, it would have to be substantially reduced in the number of units with additional green space to suit the neighborhood. Our City Planning Commission has asked the Developer to make some of these changes but the Developer has refused to do so. Consequently the last vote by our City Planning Commission ended in a 4/4 tie vote.

We respectfully ask each Council member to take the time to thoroughly investigate this proposal; please do not make your decisions based on the local politics of our rental housing situation and the desire to develop this vacant lot. We further request that you look beyond the recommendations of our City Planning employees. Some of their decisions were clearly made using self-serving and flawed information, the traffic flow study by the Developer is one case in point. We further suggest that in our view their conclusions were strongly influenced by the local politics of this subject and took the path of least resistance. For example, multiple housing starts were up 54% in October 2013 over October 2012. In 2013 there were 1,876 multiple housing starts, this is the most in over 35 years and the immediate rental housing need has subsided to the current 1.9% vacancy rate.

We feel that the recommendations and conclusions reached by our City Planning employees are lacking in due process, common sense, practicality and with absolutely no compassion or regard for current City of Regina residents in the area.

We respectfully ask our City Council Members to decline this application today for the reasons given here this evening.

Thank you for your time....

Beckie Salib

## **510 University Park Zoning Amendment**

By Kent Coleman

The City Council has this opportunity to ask the developer to modify their design to make it acceptable to the citizens of New Gardiner Park. What is being asked for by the developer is a change in both the zoning and in the concept plan for New Gardiner Park. New Gardiner Park is a suburban community, not the urban high density solution being proposed by the developer. Although we in New Gardiner Park do not object to some new rental housing being built on this site, the residents of Gardiner Park vote 98% against this massive development that dwarfs the present population..

We propose that you modify the requirements to this plan by reducing the density so that no more than 3 buildings are constructed or subdivide the property to R5 and R6 so that more patio condo homes can be constructed leaving room for only 2 apartment units.

### **1. Radical Change to Neighbourhood:**

At present, New Gardiner Park has 105 homes and 66 condo units for a total of 171 owner homes. The proposed apartment project by the Campbell River Developers will have a total of 220 apartment units. This number of rental homes is greater than all the 171 owner homes in New Gardiner Park. This will profoundly change the nature of our neighbourhood and the value of our homes. If you take just the condo developments adjacent to the proposed apartment project, the ratio of rentals to home ownership is over 3 to 1. This area will be thought of as a rental neighbourhood. This is completely the opposite

from its present state as a home owner neighbourhood as shown in the concept plan. Also we live in a suburban neighbourhood. The R6 designation allows urban construction with little green space. As a result of the changes, the value of the homes in this area will decline. These are home owners are also investors in Regina, in their home or condo unit. Once this inappropriate (for the neighbourhood) construction is approved, we all will lose money as developers from Campbell River make huge profits

## **2. Review Process:**

In the Planning Departments review, the neighbourhood voted 98% against this particular development. I have talked to others who didn't respond. They have told me that they also have strong objects to changing our neighbourhood.

The people of our neighbourhood overwhelmingly rejected this particular project because it will negatively affect the neighbourhood in a variety of ways. Others will talk about traffic problems and other serious concerns, but I want to talk about investing in a residential neighbourhood, only to find out the last piece of property is being changed to a huge and overwhelming rental project.

With this type of rejection by the residents of New Gardiner Park, one would have thought a consultative process would have been entered into, in which a consensus process would be engaged to find a win-win solution for all involved parties. This did not happen. A consultative process with the residents would have led to a successful conclusion because we want a resolution. The developer has only offered one solution, with a few minor bandage changes. It would not change the overwhelming nature of the intrusion this project.

What is the point of neighbourhood involvement and review process if our wishes are completely ignored by the planning department?

### **3. Is the Proposed Plan good for renters:**

I've lived in two different apartment buildings prior to buying a house in New Gardiner Park. The last one had as much more green area than pavement. Prior to that, the apartment complex I lived in had tennis courts, a swimming pool, children play areas and party rooms. I bring this up because the proposed project has none of those features. In fact, it has no amenities for potential renters. It offers only the minimum 5% land surface for green areas, the minimum requirement. None of the rest of us in New Gardiner Park could build to that low standard. And this completely contrasts with the rest of the neighbourhood which is known for green open spaces, garden, lawns and trees.

For a renter with children, they would find that their children would be playing in the parking lot or a small green space hugging the edges of buildings, adjacent to the parking areas or busy streets. Access to larger green areas can only be achieved by crossing two very busy streets, University Park or Arens Rd. This problem can easily be resolved by reducing the complex by one apartment unit.

### **4. In Conclusion:**

This development offers minimal amenities to renter, creates traffic problems for the neighbourhood, and changes the type of neighbourhood we live in from home owner to rental.

There is now a 2% vacancy rate or higher in Regina. I have been told that 2000 new rental units will be available to renters in 2014. There is no urgency to approve this project or for the developer to construct it.

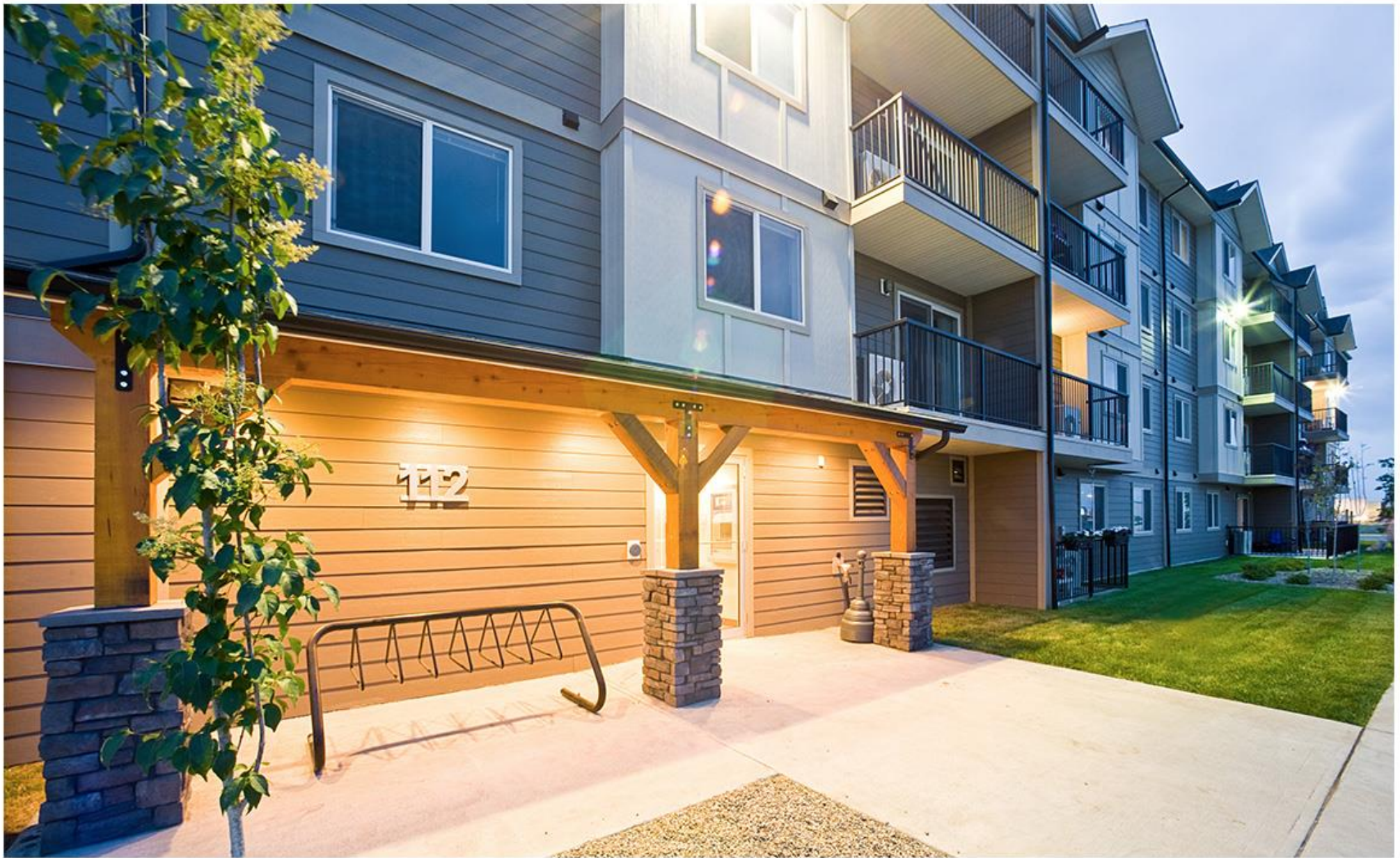
It's not that we object to some rental properties being built on this property, it is the scale of this particular project. The R6 standards are designed for an urban environment with minimal green space. New

Gardiner Park is an open suburban neighbourhood. Let's keep it that way.

We would like to work with the developers to find a win-win solution for all the involved parties to this development.

Once a decision is made for development on this property, it will stay unchanged for the next 40 years. Let's make a good decision.

Kent Coleman



Good evening Chairperson and members of the board. My name is Jody Wright and I am the General Manager of Broadstreet Properties Ltd.



# Our Companies



## Our Company Mission

We are a [leading edge, dynamic](#) rental management team who are committed to providing a [superior rental experience](#) and [exceptional homes](#) for our valued clients, individuals and families across Canada who value flexibility, security and quality.



Our team works hand in hand with our sister company, Seymour Pacific Developments to build and manage Canada's most impressive rental homes. Our ability to have a construction arm to our business demonstrates our commitment to excellent product and gives us the ability to influence our product design and strategically position ourselves in key markets places in order to produce a healthy inventory of available housing across Canada.

# Servicing Demanding Markets



Currently, we have 4500 stabilized rental apartments across Canada, performing in a service fashion strategically aligned with major centers requirements, for example – Edmonton/Cold Lake/ Saskatoon/Lloydminster/Regina/Winnipeg/Selkirk.

This year alone, under one team of complementing ourselves as the construction company and the rental management company, we are positioned to generate an additional 1500 multifamily units into Canada's housing market.

With this said, we are pleased to be servicing the needs and requirements of the City of Regina with a portion of this year's forecast. With Regina having a vacancy rate of 1.8, well under the national average, we believe our product will assist in utilizing/ revitalizing areas of interest. Such areas of interest are brown fills, populate city areas with the right concentration. Ultimately supplying a housing inventory in order to put people where there are already people in a working and living environment.





# Redefining The Rental Experience

With our rental product we are able to redefine the rental experience. We are able to stay focused by using our *Refresh* Home Standard, which is comprised of 7 elements that help maintain our promise to the client and the surrounding neighbourhood when considering each and every one of our rental properties. It is a completely fresh and effective model to ensure the integrity of our properties continue to satisfy the surrounding environments.

# THE KEY ELEMENTS



**COMMUNITY** When looking at the setting we create in a market place, we are inspired with building communities and providing services along with amenity spaces which will attract the right client.

**FUNCTIONALITY** Our product, is designed for the client, to ensure all of their functional living needs are met within the apartment and property grounds.

**APPEARANCE** The interior and exterior of our rental product is considered to be timeless and has been designed to mature and allow the clients to be proud of their accommodation and to have the surrounding environment blend into the design concept.

**QUALITY** This is ultimately a reflection in our rental price, which complements the value in our construction and maintaining the quality of our buildings and how Broadstreet properties is obligated to the client to manage all of its contributing factors such as exterior landscaping to in-house programs.

**FLEXIBILITY** Our rental programs and leases are aligned to support the transition of a potential tenant in order to service the accommodation needs of the client throughout the different stages of life.

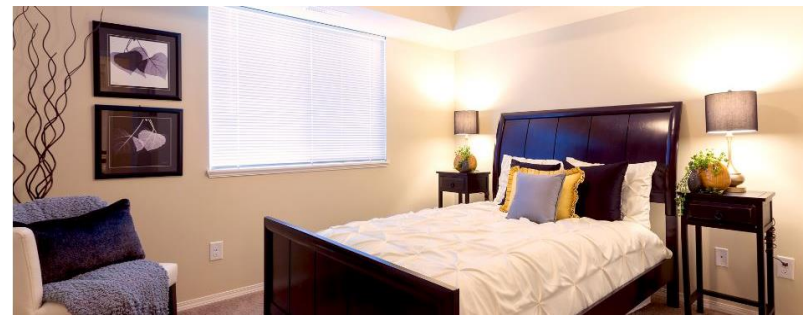
**SAFETY** An essential part in managing the comfort level of our clients and portraying a positive reputation for the neighborhood truly depends on the positioning of our buildings within a new market place. When positioning our product we always consider location and accessibility, having the right type of lighting, security systems and proactive maintenance in order to support a clean visual to the public eye. Having local, onsite management is an investment which has been recognized as another asset in providing assurance.

**LOVE IT FACTOR** This is a guiding element which we are proud to offer our clients and make Broadstreet accountable to deliver an experience which no other rental management company can do.





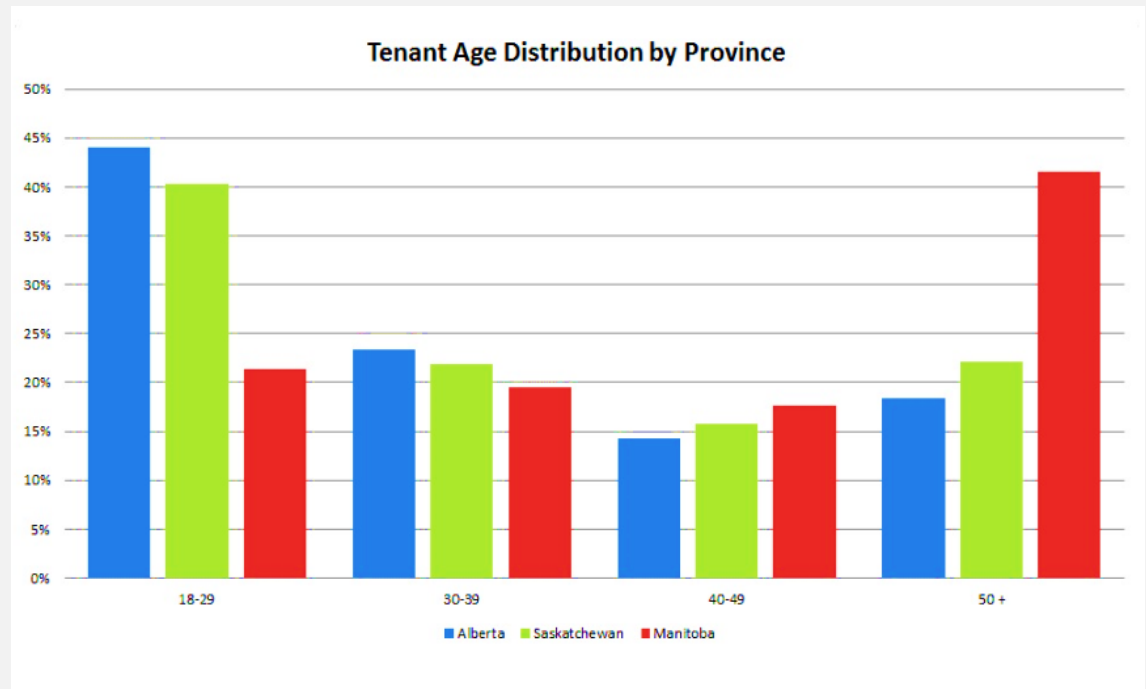




## The *Refresh* Home Standard



## Demographics



At Broadstreet, maintaining our product is very important to us as it allows us to attract a certain demographic, the young professional 18 – 45 years old and fund a rental maintenance program which is very unique. This rental maintenance program has to be maintained in order to support our rental demographics' expectation. It is vital to our success as a landlord and neighbour. On average 30% of revenue is allocated to maintenance which in turn allows us to maintain the integrity of the building.

The average tenancy for our product ranges from 8 – 13 months making providing our properties with a stable environment.

# Client – focused Rental Service

In conclusion, Our client-focused rental services offer convenience solutions and flexibility to new and existing clients and to major city centers which are also seeking support with trying to satisfying the ever changing demand of the housing market.





# Application for Zoning Bylaw Amendment



Good evening Chairperson and members of the Board. Thank you for your time this evening.  
I am Sean Roy – CEO for Broadstreet Properties and Seymour Pacific Developments.

## Addressing Public Concerns

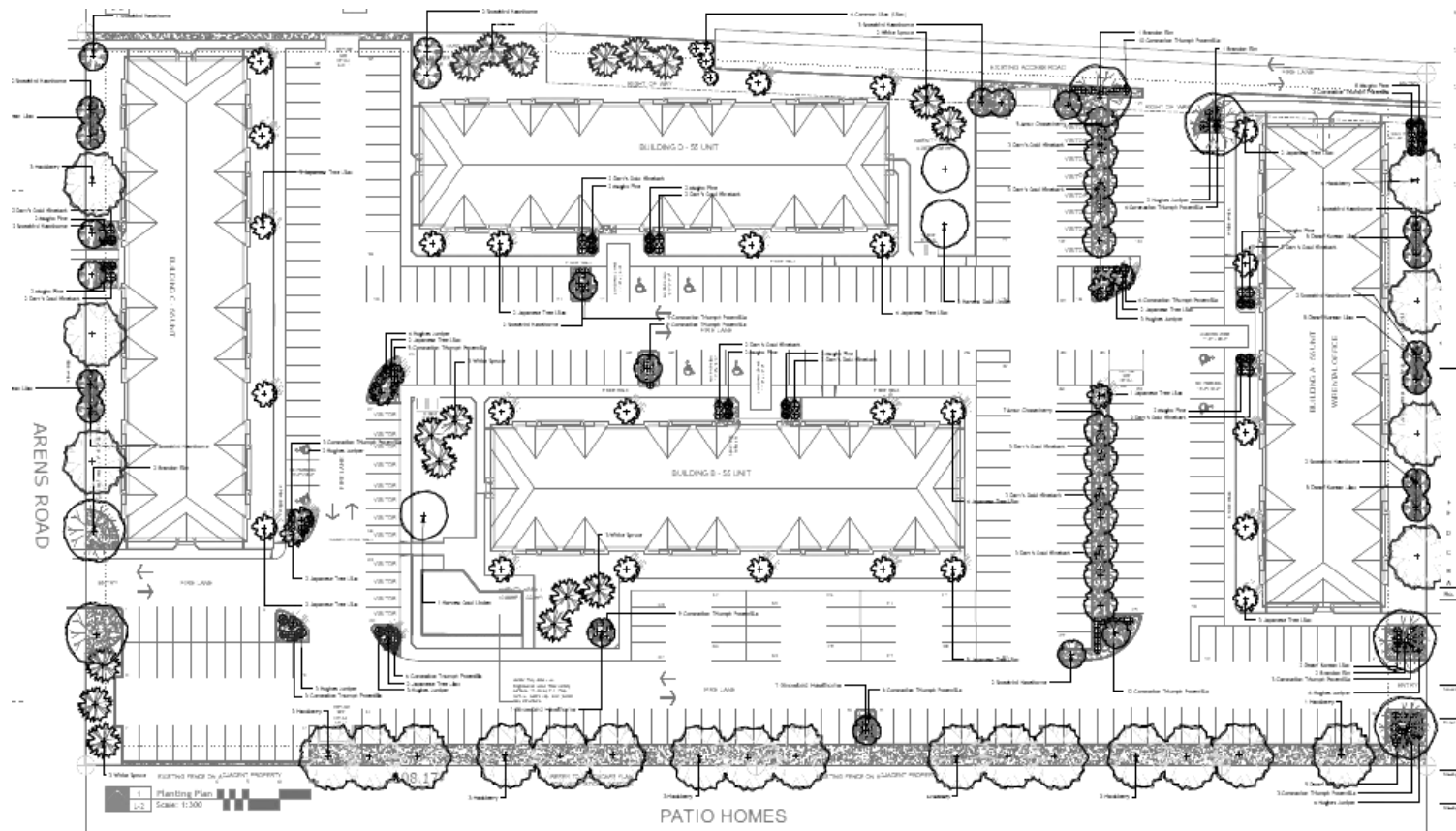
I am here this evening to discuss our proposed apartment project located at 510 University Park Drive. For this application we had a Public Open House on May 6<sup>th</sup> 2013 at Wilfrid Walker School. Roughly one hundred residents attended.

The major concerns included the following:

- A. Site Plan
- B. Increase Traffic
- C. Parking (Overflow onto adjacent streets)
- D. Low Income Housing
- E. Impact on Surrounding Property Values
- F. Property Maintenance
- G. Vehicles Speeding in the Area
- H. Density and Scale of Project



# Site Plan



Our original development plan had 3- 55 unit buildings and 1-63 unit building for a total of 228 dwelling units. Broadstreet reduced the number of dwelling units by eight and we are proposing 4-55 unit buildings for a total of 220 apartment units. We moved Building A towards the north property line and away from the patio home development located to the south and added a 10 foot landscape buffer to ensure a natural separation occurs between both properties. Significant landscape buffers were also added along Arens Road and University Park Drive to improve the aesthetic along the road corridors. We also introduced a second (right-in/right-out) access on University Park Drive to promote traffic movement to this arterial road system as the primary access and Arens as the secondary.

# MAC

## Zoning

VS

# R6

## Zoning

Focus Engineering completed a Traffic Impact Assessment. The objectives of this study were to evaluate the impact of the proposed Land Use Amendment from Major Arterial Commercial to R6 Multifamily Zoning on the transportation system in the vicinity of the site. It focused on the following:

- Establish and analyze turning and movement counts at existing access to University Park Drive
- Develop trip generation and distribution forecast for the proposed development at full build-out
- Superimpose the site generated trips onto the existing weekday traffic volumes
- Analyze the study area intersections to confirm operating conditions and lane requirements for both pre and post traffic conditions
- Show the transit linkages for the proposed site

### Conclusions of the Report:

The site is expected to generate 116 trips during the AM peak hour and 141 PM peak hour for a daily total of 257 trips. If the site maintained its MAC Zoning the Peak AM trips would be 105 and peak PM trips would be 413 trips for a daily total of 518 trips.

Total Trips:     MAC Zoning – 518 Trips     R6 Zoning – 257 Trips

**There would be an EXTRA 261 trips per day under a MAC Zoning**

R6 Zoning will generate (43.7%) LESS traffic than the current MAC zoning.

The post development traffic conditions indicated that the intersections can be expected to continue to operate with acceptable capacity parameters with the inclusion of the site traffic.

The site is served by 4 existing transit routes and continuous sidewalks connect the site to all existing commercial shops with signalized crossings at Quance Street and Arens Road intersections with University Park Drive.

The projected trips generated by this development indicate that the additional traffic **WOULD NOT** warrant the requirement for signals at Quance Street and Arens Road.

The results of the Transportation Impact Study indicate that the proposed land use amendment can be accommodated on the existing transportation network without the need for offsite improvements



# Parking

Broadstreet has met the regulatory zoning bylaw for parking and historically only utilizes 85% of the parking requirement of 1.5 stalls per unit so we will have extra parking to accommodate our tenants.



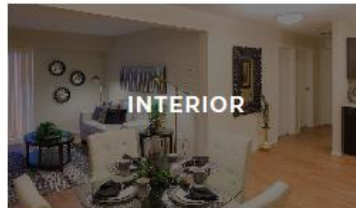


# Low Income Housing

Broadstreet is NOT a low income apartment builder. We advocate the development of low income homes but we do not provide that type of housing. The starting rent for this project will be \$1445.00 for a two bedroom unit.



EXTERIOR



INTERIOR



VIDEO



3D RENDERING

## PROPERTY DETAILS



AVAILABLE

### Wallace Manor

1508 47A Avenue  
Lloydminster, SK, S9V 1V9

\$ 1555.00 /mth\*

2 Bedroom Apartments  
863-922+ Square Feet

[VIEW PROPERTY](#)



NO VACANCY

### Wallace Pointe

4708 13th Street  
Lloydminster, SK, S9V 2G7

\$ 1475.00 /mth\*

1, 2, 3 Bedroom Apartments  
676+ Square Feet

[VIEW PROPERTY](#)



AVAILABLE

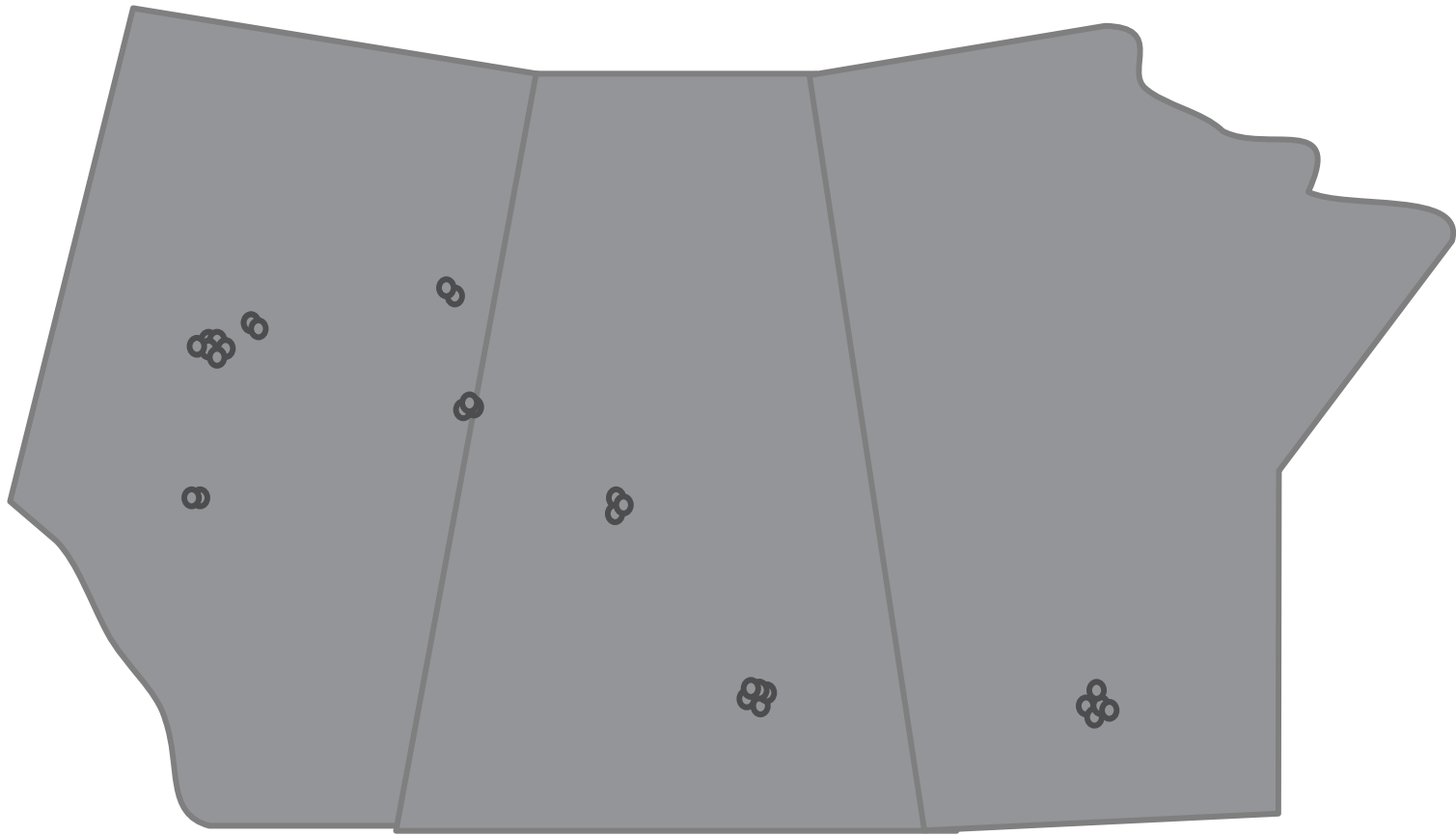
### Water's Edge

81 Element Drive North  
St. Albert, AB, T8N 4J6

\$ 1370.00 /mth\*

1, 2 Bedroom Apartments  
580-712+ Square Feet

[VIEW PROPERTY](#)



# Impact on Surrounding Property Values

We have built apartments in very high end communities across Western Canada and the quality architectural characteristics of our buildings naturally assimilates into these communities and diversifies the housing stock and creates more balanced communities allowing for a variety of housing options. We will be converting an existing Brownfield site from a contaminated waste land to a residential setting. No one has ever complained after our buildings are built that they lost value on their home.



## Property Maintenance



Broadstreet has a very experienced rental management staff and we have a very high standard of quality. Broadstreet staff recognizes the value behind keeping things fresh and highly maintained in order to achieve good tenants. This element includes strong exterior finishing, curb appeal, interior amenities and is also represented by Broadstreet's commitment to thorough property maintenance and upkeep both inside our buildings and on the property grounds





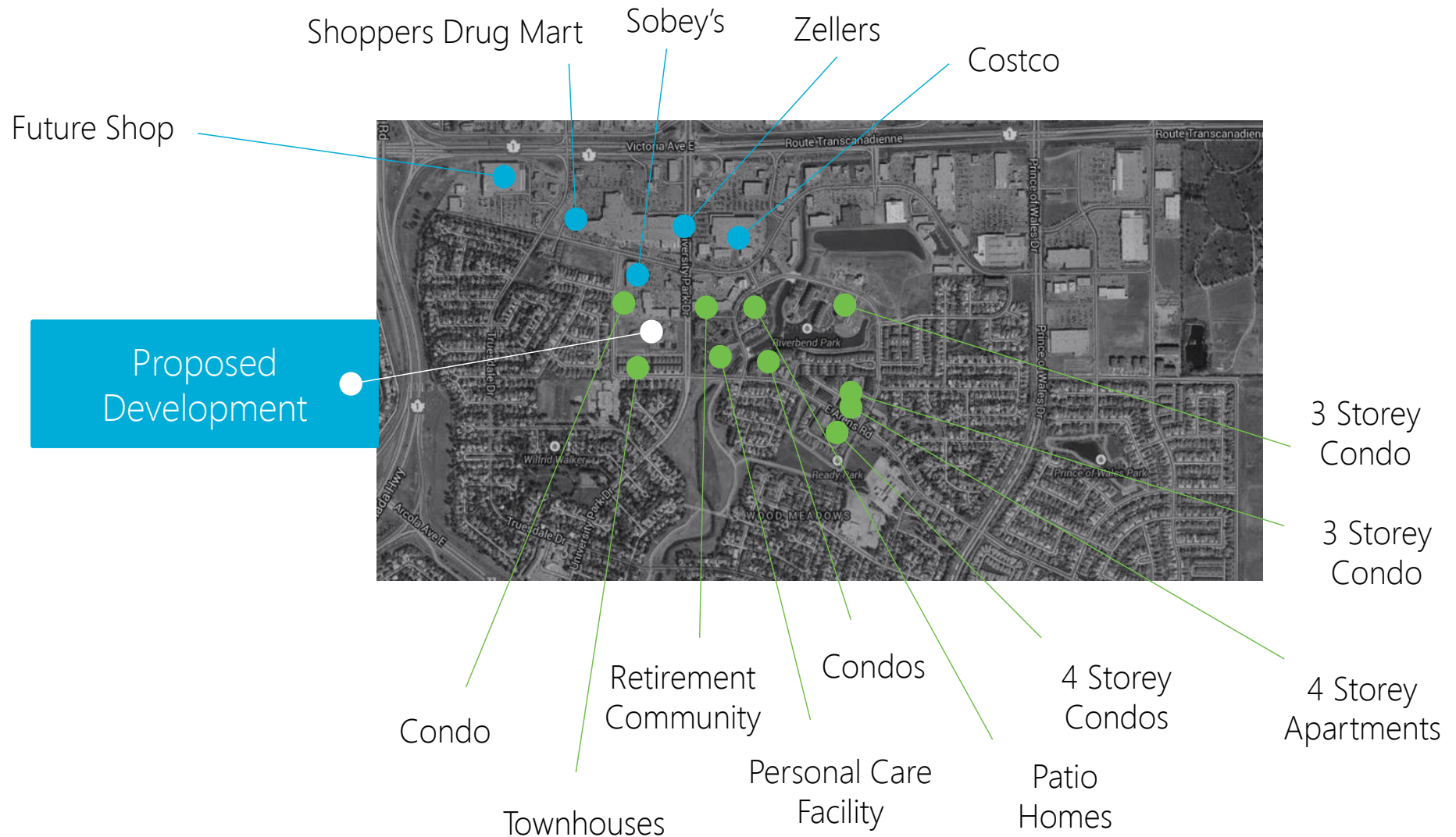
## Vehicles Speeding

All vehicles are regulated by posted speed signs and adding traffic does not change this



# Density & Scale

The density proposed for this project is 35.8 units per acre and this is consistent with the R6 Zoning under Regina Zoning Bylaw. This is an infill development and we should be encouraging higher density housing along major arterial streets. All of the buildings meet the building height regulation under the R6 Zoning. The surrounding land uses include medium-density residential to the south, low-density residential to the west and high-density residential and commercial to the north and high-density residential to the east, across University Park Drive. Our development is consistent with the surrounding land uses.





# Good Planning

- Broadstreet amended its site plan to improve access and egress and make University Park Drive the focal point by adding a third access point.
- We reduced the density by eight units and moved Building A towards the northern property line and developed a 10 foot landscape buffer between this development and the southern medium-density patio home development.
- This was a contaminated site; the landowner and us have spent a significant amount of money and time remediating this site to permit a residential development.
- Having a high-density residential development on a remediated site instead of a 'brownfield' with 5,560 tons of concrete washout and petroleum hydrocarbons will definitely increase property values for the adjacent landowners.
- The increase in traffic generated from this development can be accommodated by the existing transportation infrastructure and this site has excellent public transit options serving it.
- You cannot have complete communities without a diversified housing stock. This proposed development provides much needed rental accommodation in a great neighbourhood.

This development proposal is consistent with all of the policies contained in the Regina Development Plan Bylaw No. 7877 (Official Community Plan) because it:

- Provides compact urban form and rehabilitation by increasing densities on a Brownfield infill site that has been remediated and is located on an arterial road
- It accommodates the demand for a variety of housing types in the City and provides for rental accommodation that is desperately needed in the City
- It is compatible with adjacent residential and non-residential developments
- This infill development proposal will curb the physical expansion of the urban footprint (sprawl)
- The development site is located within walking distance to a number of commercial and public destinations reducing automobile use and traffic impact

## In Conclusion

This development proposal meets or exceeds all regulatory and planning policies for the City of Regina.

The Brownfield site has been fully remediated and Broadstreet has provided significant landscape buffers along Arens Road and University Park Drive and all along the southern property line to ensure a natural buffer to the adjacent property owners and along the public Right of Ways.

This development fits with the surrounding land uses and represents a nice transition in urban land use as it moves north - south from commercial to high density residential to medium density residential.

One of the comments made at the public open house was: "that rental housing will lead to increased crime, theft and vandalism in a peaceful neighbourhood that is dominated by younger families with children"

I would first like to ask all the councilors by a show of hands who has ever rented in their lifetime?

As a Professional Planner I rented for 6 years before I could pay of my student loans and be able to enter the housing market. I hope I could be afforded the opportunity of living in a nice and peaceful neighbourhood even though I was a "renter" and not a home owner.

February 27, 2014

To His Worship the Mayor  
And Members of City Council

Regarding the 510 University Park Drive high density apartment building proposal

Zoning Bylaw Amendment (13-Z-02)  
Concept Plan Amendment (13-CP-02)  
Discretionary Use (13-DU-06)

The meetings that occurred in regards to this development have had a common theme, the developer interacts with city resources hand in hand whereas there is no comparable interaction between city resources and concerned citizens. The direct effect I see is that the information, that has been circulated, always favours the view of the developer. We have had absolutely no city resources advocating our views. It is impossible for a taxpayer to believe that there is any directive whatsoever for city resources to advocate both sides of an issue equitably. It is neither fair nor balanced for information to be included in reports that favours the developer without the direct community's response to appearing in the same reports.

Information in the reports goes further than neutral responses to the developer's proposal, the information advocates for the developer while in contrast the community concerns are marginalized or outright dismissed. Also, there is advocacy for the developer by way of omission. Concerns that are very obvious are not mentioned in the report, instead it has been on the backs of citizens to present concerns in separate 10 minute time slots. Although the community concerns are heard in an alternate process of presentations at meetings, that is not sufficient. In order to be fully understood and to provide much needed balance, the concerns must be in the circulated reports with the community's justifications and reasons and expression using the community's wording.

Fine, the report may either recommend or not recommend a proposal but the report content should advocate both sides with equal zeal or possibly with greater zeal for the community since the community residents' views should come first and hold more weight.

After seeing the bias in the reports being circulated, I made the effort to eMail a question to 65 community people that had been involved in this community feedback process. I asked: "Is the city asking anyone for input into their reports?" If anyone was asked for input, they kept it to themselves; not a single person reported that the city had asked for input or feedback to the reports.

The point of these opening remarks is to say:

The profiteering developer, with no stake in the community has been getting a free pass whereas in contrast it has been completely on the backs of the taxpaying citizens to be the resources to bring forth the problems of this proposal that is a misfit for the community.

Our expectations are that our views should be considered of greater weight as we are taxpayers and we have a stake in the community by virtue of the community being our home.

When the council make its decision about this proposal I believe a basic question should be considered. If a plan for the whole community area was made from scratch for an open field development, who on earth would purposely make a design as poor as this current proposal? The reason for the proposal is strictly for the benefit of an out of province profiteer. The rental situation is easing and there are many new rental units being approved to further ease the vacancy rate. So, why the desperate measure of considering such a misfit proposal?

### **In regards to the report dated November 13, 2013**

Concern 1: section heading “Transportation Study”

The report refers to a traffic study. The report only includes information that favours the developer. The report omits the crucial fact that the traffic study is paid for by the developer. This of course fails the most basic fundamental principal avoiding a conflict of interest or at least being transparent about a conflict of interest. Yet somehow the conflict of interest aspect is omitted from the report. In contrast, it was on the back of a citizen presenter to provide the transparency.

If the report was credible then how is it that the following facts are not reported:

- The power point slide show the serious safety issue that exists today that is caused by today's level of traffic congestion in the area that this proposal is for. I took down some statistics on a typical work day in regards to wrong side of the road driving on Truesdale. Illegal driving occurs because the congestion prevents access to a left turning lane onto Victoria Avenue. In less than 25 minutes there were 11 incidents of driving on the wrong side of the road to access the most left turning lane. Of those incidents, 2 incidents caused an oncoming car to take defensive measures. This occurred on a day where the traffic was less busy than I've seen on other work days.

Now, that's the situation today. A credible traffic study would state the issues that exist today, state the additional congestion to come from Gold's Gym and state a prediction of the expected effects. How much worse will the illegal head on collision driving be due to “all” of the increased congestion the community is expected to be burdened with? But, as

stated, information that acknowledges the communities concerns is simply omitted from the reports.

If a traffic study was done without a conflict of interest, surely it would include the whole picture not just the favourable or preferred portion stated in the report.

- Although this report does talk about traffic on Arens Road, it omits mention of the fact that the Arens Road entrance/exit of this extreme density proposal is about 120 meters from the entrance/exit to the Wilfred Walker K-8 school grounds (as shown in the power point slide). How is it that a traffic study should omit the fact that a high level of traffic would be created right on the door stop of a K to grade 8 school?

Concern 2: Serious disregard for the community concerns and school children safety.

In a parenting article I read it says:

Another place where tragic accidents can occur is at daycare centers, schools or places where recreational activities for kids are held. Kids get out of cars and excitedly run to the building ahead of their parents, and their small size makes it hard for motorists to see them.

In another article I read:

Watch out for children who may dart out from between stopped school buses or parked cars.

Although, I am not the only person that thinks having parked cars lining the streets of a school grounds entrance is a bad idea? Yet, the concern is not relevant enough to be included in the reports.

In contrast the city report says:

On page B4: "While the development would meet the minimum parking requirements it is acknowledged that there will be some parking spill over into the streets"

A short comment about "meets the minimum parking requirements". My understanding is that the plan is a few spots more than being outright illegal.

Regardless, on page B3 the administration portrays that having the streets lined with parked cars is a safety benefit for the community because lining the street on both sides with parked cars makes the street narrower.

I cannot fathom why the report goes to ridiculous lengths to advocate the developer over the community. The most blatantly

obvious effect the spill over parked cars will have is to provide a visibility hazard. They provide a blind for darting children. Yet the concern is omitted from the report.

Concern 3: Why are we rehashing an even less palatable proposal after the 2009 development proposal failed?

As stated on page B4 of the report:

“a proposal was brought forward in 2009 to develop a low rise apartment building, yielding 150 dwelling units” .... “The feedback received from the neighbouring property owners at the time were generally not in favour”

So, how is it that a proposal of 150 units dies and yet here we are today, rehashing an even less palatable 220 unit proposal that is busting to the point that it can barely meet minimum parking requirements? Further, at least in 2009 one might have been able to argue that the proposal was not an infill proposal and therefore the necessity to fit into the area would be a lower standard. Today, the area is filled in and the proposal is classified as an infill development. Therefore there is an obligation for the proposal to be a fit for the community that is proposed for. As the many presenters have pointed out in many different ways, this proposal is a misfit.

### **In regards to the report dated January 15, 2013**

Concern 1: The report advocates for the proposal on the basis that the proposal is similar to the recently approved proposals:

1060 Dorothy Street

As the power point slides shows for 1060 Dorothy Street there is no comparable conflict due to traffic issues.

St. Josaphat does not have parked cars lining the street of a main drop off/pickup point for children. I believe it lacks credibility to compare. Would parents really be picking up their children on 1<sup>st</sup> Avenue or Dorothy Street as opposed the street in front of St. Josaphat?

That proposal does not line the drop off/pickup point for children for St. Josaphat whereas it has been pointed out that the proposed development will line the streets with parked cars off/pickup point for children for Wilfred Walker school.

Regarding the entry/exits to the site; is there any credibility, whatsoever, to compare what developer proposes to the Dorothy site. The power point slide shows the one and only exit that allows drivers left turn access onto

University Park Drive. How many drivers will want to contend with making a left turn onto a busy main artery with a left turn lane that points right at them?

Truth fully there is no comparison whatsoever. This power point slide shows the access entry/exits side by side. On the Dorothy site all four entry/exit routes are full right and left turn friendly with ample space for queue lines. This proposed development has the dangerous left turn exit onto University Park Drive and the only other exit onto University park Drive is a right turn only exit.

On Dorothy there is no dangerous entry/exits.

Does the Dorothy site have an issue like the head on driving condition that exists in our community due to traffic congestion?

Is one really supposed to believe that the Dorothy development will create parked car blinds at St. Josaphat school? I don't think so.

#### Chuka Blvd and Arcola Ave

In regards to the power point slice, the same statements can be reiterated for this site.

Are there comparable awkward exit/access issues to this site?

Where is the conflict with the school children safety or a traffic issue like the head on collision driving issue we have in our community?

In summary, the reason why the proposal was not recommend, even though the reports unfairly favour the proposal, was due to the problems that were pointed for the developer to address but failed to be addressed.

1) The developer was required to reduce the extreme density of this proposal. Response, the developer out right refused to make any alteration. The excuse provided was that the project would not have the right profit margin due to the fact that clean up costs are much higher if the site is to be used for living units. As pointed out to the developer, the clean up costs and the consequence. Specifically, proposing a density that is a controversial misfit due to creating traffic issues and safety impacts for the community.

2) The developer was required to improve the access of the site. The developer failed. The main problem that needed addressing was to discourage the entrance/exit on Arens Road. The main reasons a) take traffic away from the entrance into the Wilfred Walker school ground for safety concerns of children b) left turn access onto University drive is required so that drivers will not further worsen the congestion and head on collision

driving issue on Truesdale Avenue. The developer did provide another left turn access onto University Drive so therefore the situation remained unchanged, there is only the one dangerous left turn option per the power point slide. Therefore drivers wanting to head downtown on Victory avenue would most definitely use Truesdale Avenue and worsen the problem that already exists. The other item that remained unchanged was discouraging traffic onto Arens Road. The Aren Road entry/exit remained unchanged. I feel that the only discouragement to could make a reasonable, suitable difference would have been for the developer to remove the exit onto Arens Road.

I feel it was the right outcome that the proposal did not get the votes to be recommended and for any councillor that may be still considering an option of approving the proposal I would refer to the question posed before: if a plan for the whole community area was made from scratch for an open field who on earth would purposely make a design as poor as this current proposal?

This is a misfit proposal for any community so please do not approve it for our community.

David Merriman



February 27, 2014

To: His Worship the Mayor  
and Members of City Council

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 OF THE REGINA PLANNING COMMISSION  
- JANUARY 29, 2014**

No recommendation is being made to City Council by the Regina Planning Commission.

*REGINA PLANNING COMMISSION – JANUARY 29, 2014*

The following addressed the Commission:

- Mark Andrews, City Planner, made a PowerPoint presentation, a copy of which is on file in the City Clerk's Office.
- Allyson Reid-Skagos;
- Bob Ruda, representing Donna Lindskog, Toscana Place Condos;
- Beckie Salib, representing Jim Friesen, Tuscan Place;
- David Merriman;
- Kent Coleman;
- Tara Kucher, representing Brock Taylor, Tuscany Way;
- Councillor Bryon Burnett, Ward 4; and
- Kris Mailman, representing Seymour Pacific Developments.

The Commission adopted a resolution to concur in the recommendation contained in the report. The motion was put, the vote was a tie, and the motion was declared LOST. A further motion was not made and the Chair noted that the report would be forwarded to City Council without recommendation. Recommendation #5 does not require City Council approval.

Councillors: Mike O'Donnell and Barbara Young; Commissioners: David Edwards, Phil Evans, Ron Okumura, Daryl Posehn, Laureen Snook and Sherry Wolf were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on January 29, 2014, considered the following report from the Administration:

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 February 24, 2014 meeting of City Council to allow sufficient time for the required public notice of the proposed bylaw.

## CONCLUSION

Following consideration of this application at the December 4, 2013 Regina Planning Commission meeting, the Administration met with the applicant to discuss possible changes to the plan to address questions raised by RPC members and residents about design elements of the project. The discussion resulted in changes to the plan, which are detailed in this report. In summary, the changes included adjustment to building location, additional landscape buffering and an additional access off of University Park Drive.

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 four storeys.
- A total of 331 surface parking stalls, which exceeds the minimum parking requirement by one stall.
- One of the buildings will include a small leasing office as an accessory use.
- 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 the *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

### Regina Planning Commission Meeting Follow-Up

Regina Planning Commission considered the initial development proposal at the meeting held on December 4, 2013 (RPC13-79 attached to this report as Appendix B). Upon consideration of that report, a motion was passed to refer the proposal back to the Administration for further discussion with the applicant in an attempt to modify the application with respect to:

- Improved ingress/egress on University Park Drive and limiting ingress/egress on Arens Road;
- Alternate building layout regarding setbacks to minimize affects on adjacent property;
- Reduced scale and density; and
- Improved screening and buffering.

The Administration worked with the applicant to ensure that these areas of concern were modified and/or addressed for report back to Regina Planning Commission for consideration. Details regarding the modifications follow.

For reference the site plan that was considered at the December 4, 2013 Regina Planning Commission meeting is attached to this report as Appendix A-3.0.

### Improved Ingress/Egress on University Park Drive

Access to University Park Drive and reduced traffic on Arens Road has been improved by creating a second right-in/right-out access to the site on University Park Drive. This access point will provide an additional option for vehicles to enter and exit the site. This change was reviewed by City Traffic Engineering staff who concur that internal traffic flow will be improved for residents living close to University Park Drive. An additional access to a major arterial road like University Park Drive will also encourage more traffic to use this as the preferred entry/exit option as it is a more direct route than Arens Road.

The shared access point between the subject property and the commercial site to the north is currently an unrestricted access point accommodating all turn movements (right and left turn movements). It has been confirmed that left turns are possible onto University Park Drive from

the most northerly access to the site (the shared access location). A shared access agreement will be required.

#### Alternate Building Layout to Minimize Affects on Adjacent Residential Property

Building A has shifted to the north end of the property, resulting in some parking stalls being relocated south of that building adjacent to the new southern access point to University Park Drive. This has increased the separation to the residences to the south of the subject property.

#### Reduced Scale and Density

The Administration did discuss the possibility of reducing the density of the project with the applicant. However, due to the extensive work and costs required to remediate this site from its former contaminated state to be suitable for redevelopment by the Saskatchewan Ministry of Environment standards, the Applicant has advised that this project becomes unviable if a reduction in density is proposed. As such, the Applicant has indicated to the Administration that they do not want to reduce the density proposed.

The proposed density is 88.5 units per hectare, which is comparable to other recent approved high density residential projects in Regina. Some of these recent approvals include the Pines of Normanview apartments (1060 Dorothy Street) which was approved with a density of 123 units per hectare and the recently approved planned group of apartment buildings at Chuka Boulevard and Arcola Avenue which was approved with a density of 99 units per hectare.

The Administration concurs that the density of this proposal is suitable for this site.

#### Improved Screening, Buffering and Landscaping

Screening and buffering has been improved by shifting the parking lot that is abutting the south property line slightly to the north to accommodate a landscape buffer adjacent to the existing 1.83 metre (6 foot) high solid fence that is already in place between the two properties. The initial proposed plan had the parking stalls directly abutting the property line at the fence with no landscaped buffer. The streetscape along both Arens Road and University Park Drive has also been enhanced by adding more trees and planting beds along both of these streets.

These changes to the plan resulted in a reduction in the number of parking stalls planned for the development from 349 to 331 parking stalls, which exceeds the minimum requirement by one stall.

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.

The Administration has concluded that high density residential development is a suitable use for the site as an alternative to commercial due to the residential nature of adjacent land uses.

The Administration does not have any concerns with regard to the impacts of this development on the flow of traffic along Quance Street, Arens Road and University Park Drive. 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 1950s and was further excavated during the 1960s 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

- Achieving a compact urban form by promoting infill development and rehabilitation
- Encouraging higher density residential development along transit routes

#### 7.1 – Housing Objectives

- Accommodating 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

- Ensuring that residential development and redevelopment is compatible with adjacent residential and non-residential development

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

- Ensuring 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 presents an opportunity to remediate a contaminated brown field site, and develop a residential infill project to help meet the demand for rental housing.

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 five 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 ten minute walk (800 m)

- Local commercial area at Arcola 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. As such, this site has been determined to be suitable for residential zoning.

#### Other Implications

None with respect to this report.

#### Accessibility Implications

The proposed development provides eight parking stalls for persons with disabilities which meets the minimum parking requirements calculated at two percent of the required parking stalls.

#### COMMUNICATIONS

The residents who provided their contact information through the application review process were notified that the application would be considered at the January 15, 2014 Regina Planning Commission meeting. These residents also received a copy of the report when the RPC meeting agenda was released by the City Clerk's office.

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*.

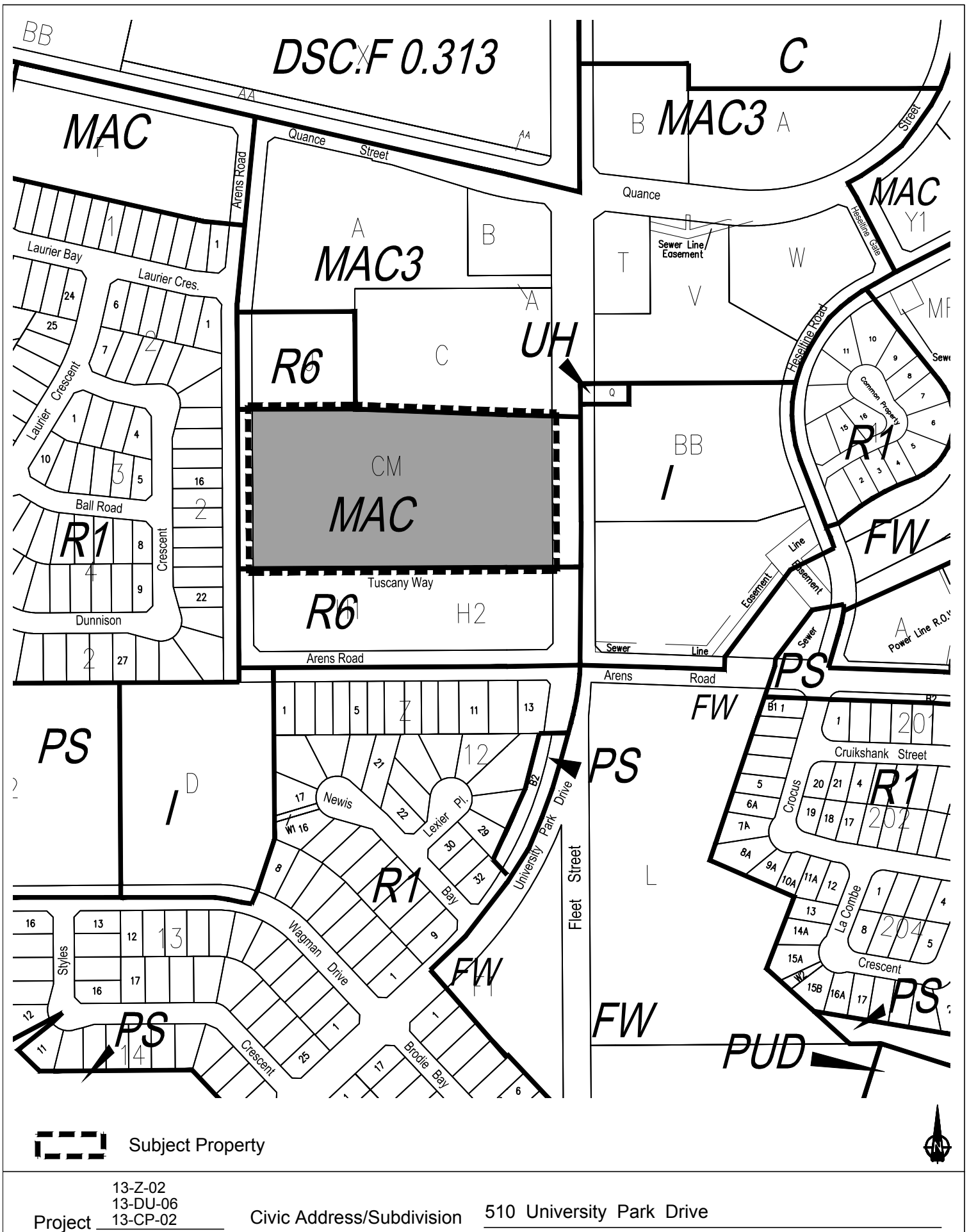
Respectfully submitted,

REGINA PLANNING COMMISSION

*Elaine Gohlke*

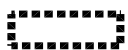
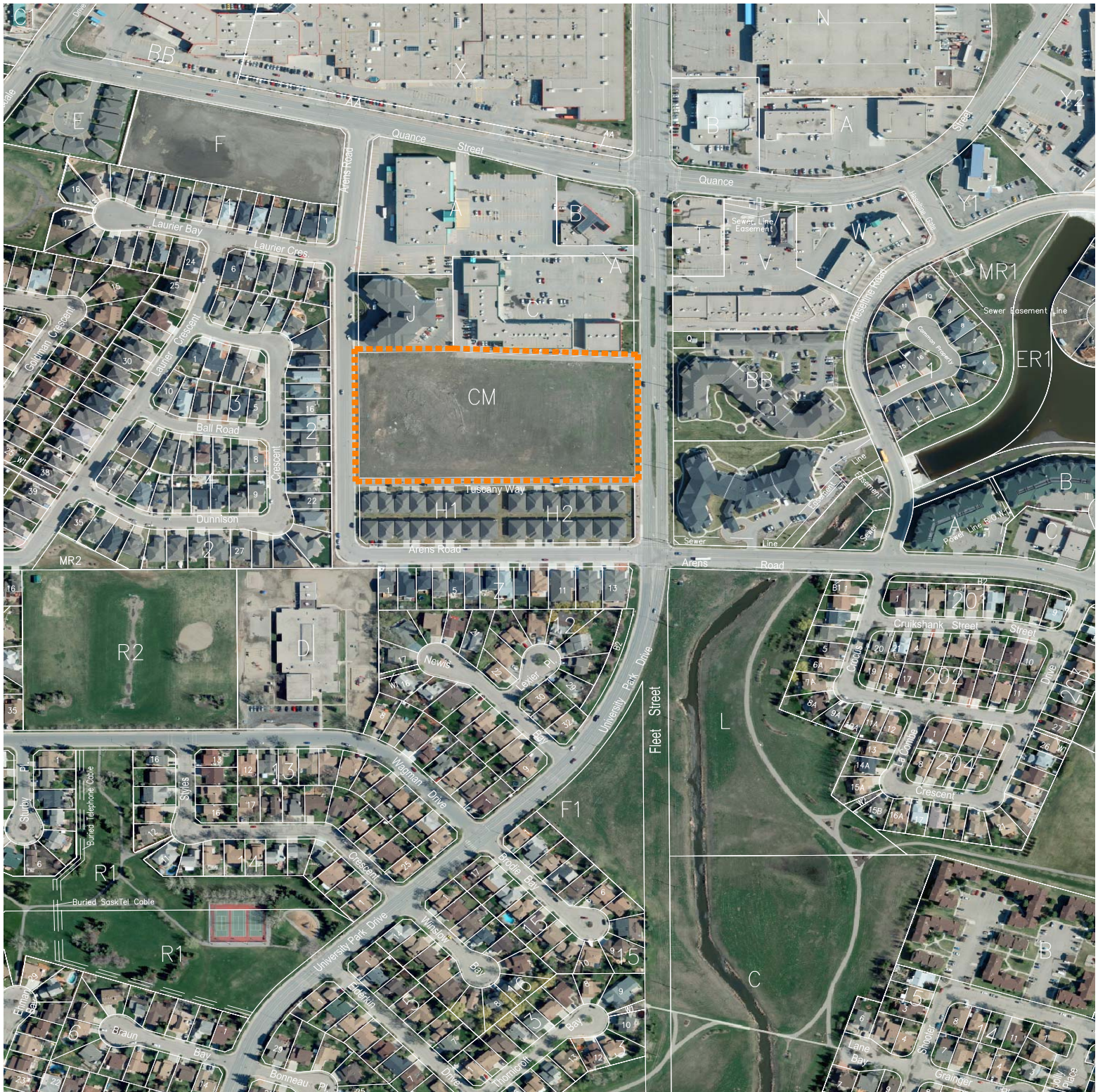
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Elaine Gohlke, Secretary





# Appendix A-2



Subject Property

Date of Photography: 2012

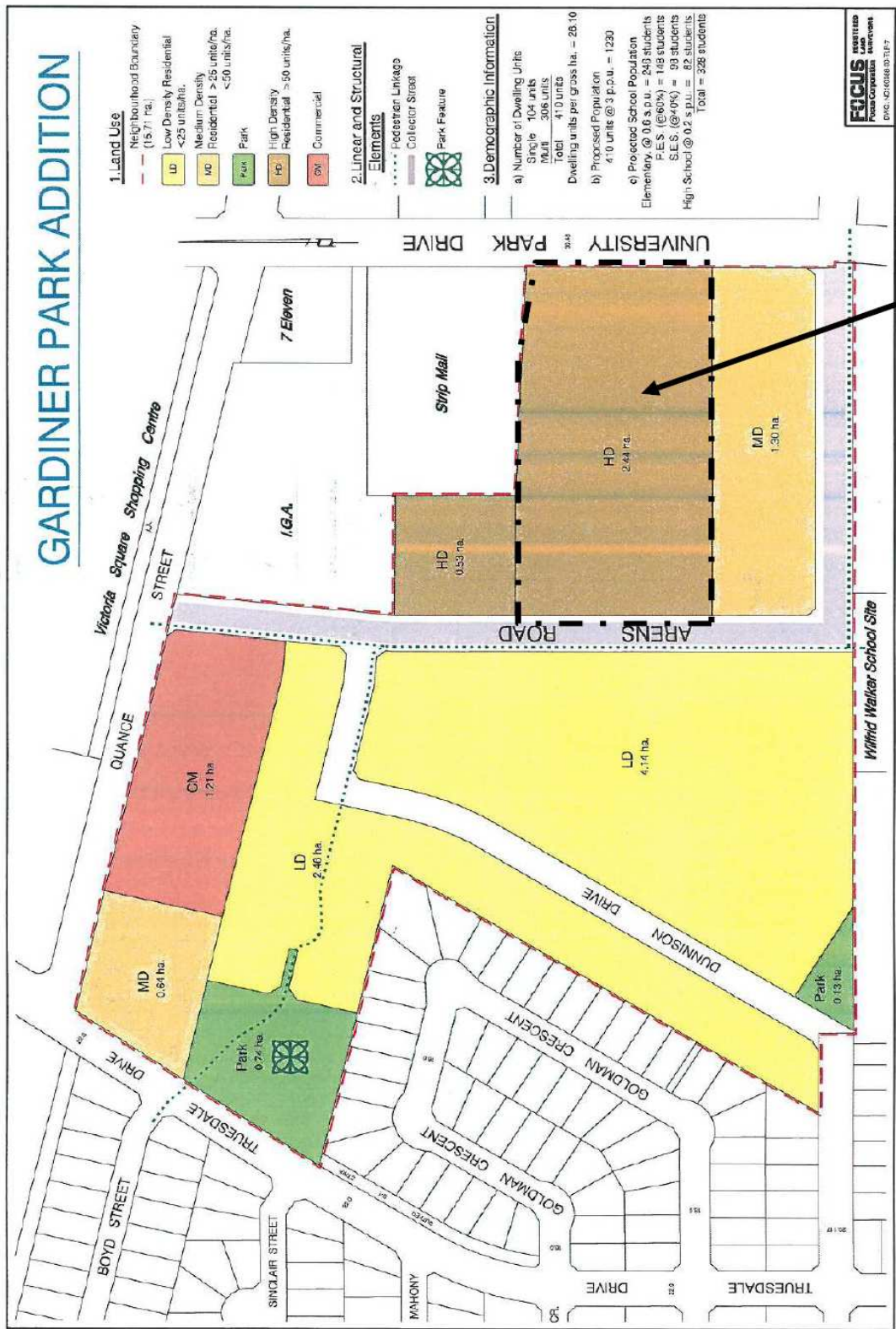


Project 13-Z-02  
13-DU-06  
13-CP-02

Civic Address/Subdivision 510 University Park Drive



Proposed Concept Plan

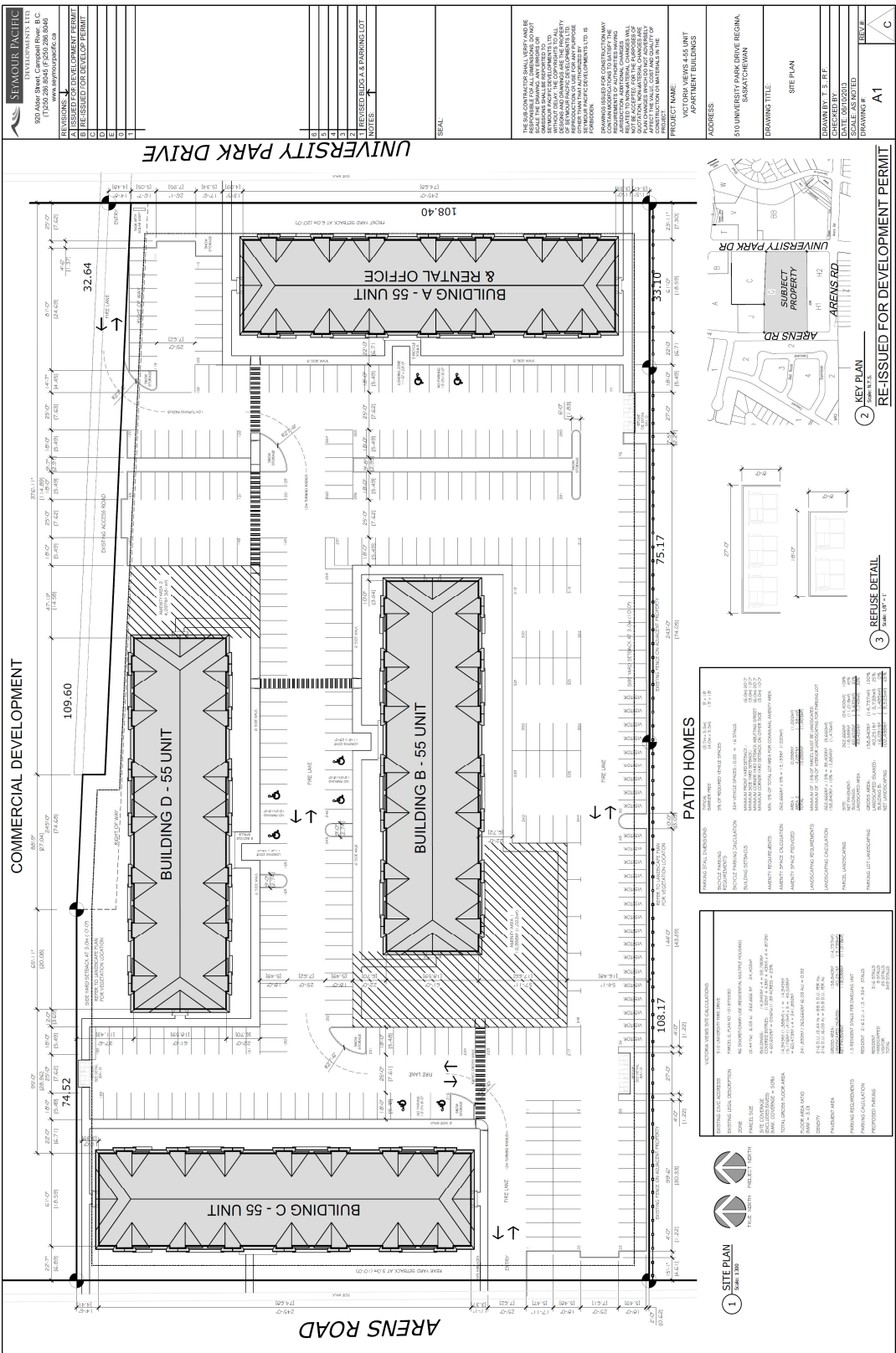


Subject Property

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

Planning Department  
Civic Address/Subdivision

510 University Park Drive



13-Z-02/ 13-DU-06/

Planning Department

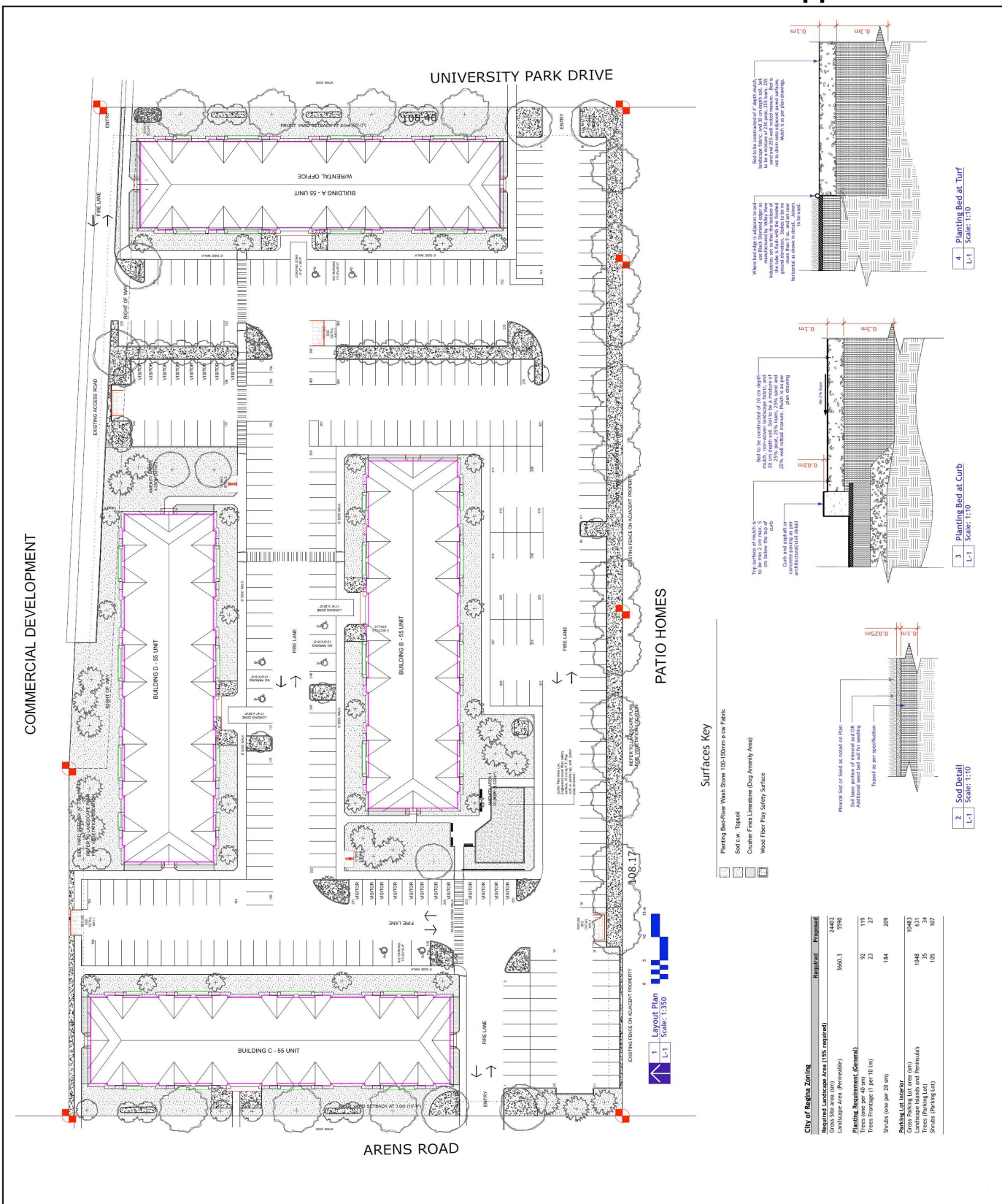
Project 13-CP-02

Civic Address/Subdivision

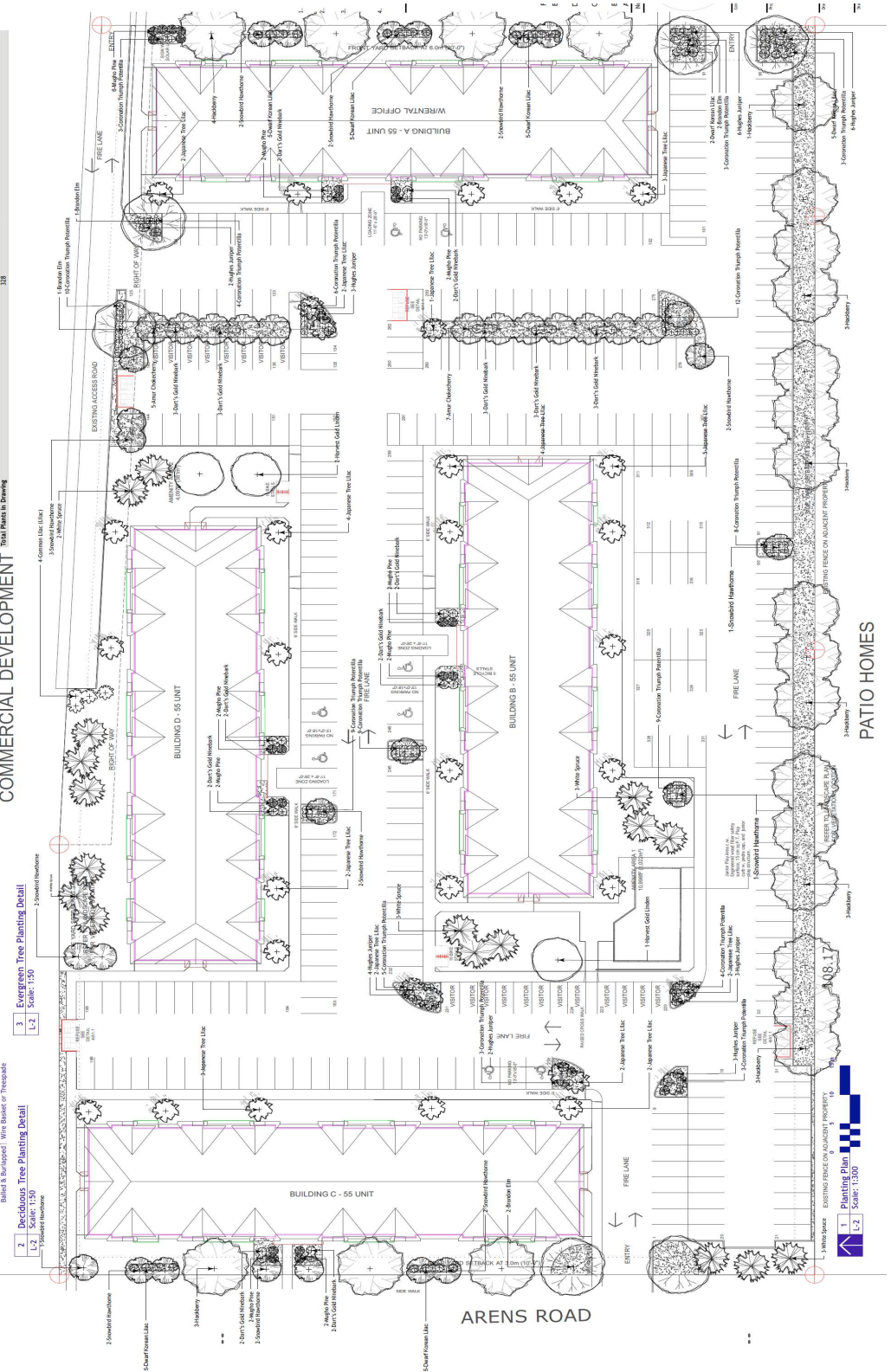
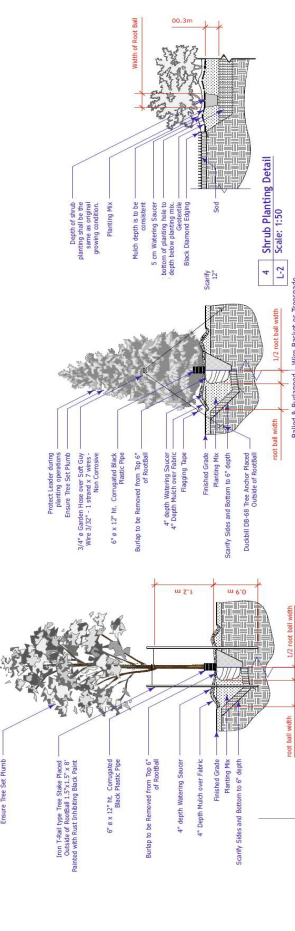
510 University Park Drive







Plant Schedule	Botanical Name	Qty	Scheduled Size	Remarks
Evergreen Tree				
White Spruce	Picea glauca	17	1.8 m. ht. 10 cm. wire basket	Single straight leader. Full, bushy plants.
Hollyherry	Celtis occidentalis	23	50 mm x minimum 5 major branches in head. Single leader, full canopy.	Single trunk with no sprouting below 1.8 m. 60 cm. wire basket.
Shrub/deciduous				
Scrubbed Hawthorne	Crataegus monogyna	24	40 mm x 3 m. ht. min 5 branches	
Amor Chokeberry	Prunella mucronata	12	50 mm x 50 cm wire basket. Central leader. Minimum 5 major branches in head. Single straight trunk. Specimen.	
Japanese Tree Lilac	Syringa reticulata	34	40 mm x 45 cm. ht. min 5 major branches. Well branched.	
Harvest Gold Linden	Thuja americana 'Harvest Gold'	3	50 mm x 45 cm. ht. min 5 major branches. Strong Central leader. Single straight trunk. Specimen.	
Random Elm	Ulmus americana 'Random'	6	50 mm x 45 cm. ht. 50 cm. w.b.	
Don't's Gold Redwood	Hypericum opulifolius 'Don't's'	31	45 cm. ht. 3 gallon container. Minimum 5 major branches.	
Coronation Trumpet Petunias	Petunilla racemosa 'Coronation'	91	30 cm. ht. 2 gal.	
Spring Knight Petunias	Spring Knight Petunias	32	45 cm. 1 gallon container. Minimum 5 major branches at specified size. Well branched.	
Common Lilac (Lilac)	Common Lilac (Lilac)	4	60 cm. 45 cm. 2 gal. 45 cm. 5 gal. 45 cm. di.	
Emergence Shrubs				
Japanese Variegated Hollyherry	Japanese Variegated Hollyherry	39	2 gal. 45 cm. 5 gal. 45 cm. di.	
Phlox mag	Phlox mag	22	5 gal. 45 cm. di.	
Total Plants in Drawing		328		



REVISIONS:	↓
A	ISSUED FOR DEVELOPMENT PERMIT
B	RE-ISSUED FOR DEVELOP PERMIT
C	
D	
E	
0	
1	

6	
5	
4	
3	
2	
1	REVISED BLDG A & PARKING LOT
NOTES: ↑	

SEAL:

THE SUB-CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS. DO NOT SCALE THE DRAWING. ANY ERRORS OR OMISSIONS SHALL BE REPORTED TO SEYMOUR PACIFIC DEVELOPMENTS LTD. WITHOUT DELAY. THE COPYRIGHTS TO ALL DESIGNS AND DRAWINGS ARE THE PROPERTY OF SEYMOUR PACIFIC DEVELOPMENTS LTD. REPRODUCTION OR USE FOR ANY PURPOSE OTHER THAN THAT AUTHORIZED BY SEYMOUR PACIFIC DEVELOPMENTS LTD. IS FORBIDDEN.

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PROJECT NAME-	
PROJECT-	

VICTORIA VIEWS  
A 55 UNIT4 - 33 UNIT  
APARTMENT BUILDINGS

ADDRESS:

2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718 2719 2720 2721 2722 2723 2724 2725 2726 2727 2728 2729 2730 2731 2732 2733 2734 2735 2736 2737 2738 2739 2740 2741 2742 2743 2744 2745 2746 2747 2748 2749 2750 2751 2752 2753 2754 2755 2756 2757 2758 2759 2760 2761 2762 2763 2764 2765 2766 2767 2768 2769 2770 2771 2772 2773 2774 2775 2776 2777 2778 2779 2780 2781 2782 2783 2784 2785 2786 2787 2788 2789 2790 2791 2792 2793 2794 2795 2796 2797 2798 2799 2800 2801 2802 2803 2804 2805 2806 2807 2808 2809 2810 2811 2812 2813 2814 2815 2816 2817 2818

LOT 6 UNIVERSITY PARK DRIVE  
REGINA, SASKATCHEWAN

100

DRAWING TITLE:

RILING EVALUATIONS

BUILDING ELEVATIONS  
(55 UNIT)

100

DRAWN BY: T.S., R.F.

CHECKED BY:	
DATE: 06/10/2012	

DATE: 03/10/2013  
SCALE: AS NOTED

DRAWING #:	REV #:
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A2

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RAILING TO RETURN INTO BUILDING.  
(NO DIVIDER WALL)

1 FRONT ELEVATION  
Scale: 3/32" = 1'-0"

Scale: 1/4" = 1'-0"

ELEVATION NOTES	
1	F FLOOR CHAIRS (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
2	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
3	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
4	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
5	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
6	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
7	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
8	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
9	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
10	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
11	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
12	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
13	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
14	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN
15	F FLOOR TABLE (SEE ARCHIT. AND INTERIOR LAYOUTS) - 15'60" BROWN

2 LEFT ELEVATION

4 REAR ELEVATION  
Scale: 3/32" = 1'-0"

RE-ISSUED FOR DEVELOPMENT PERMIT









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

---

### 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	96

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,



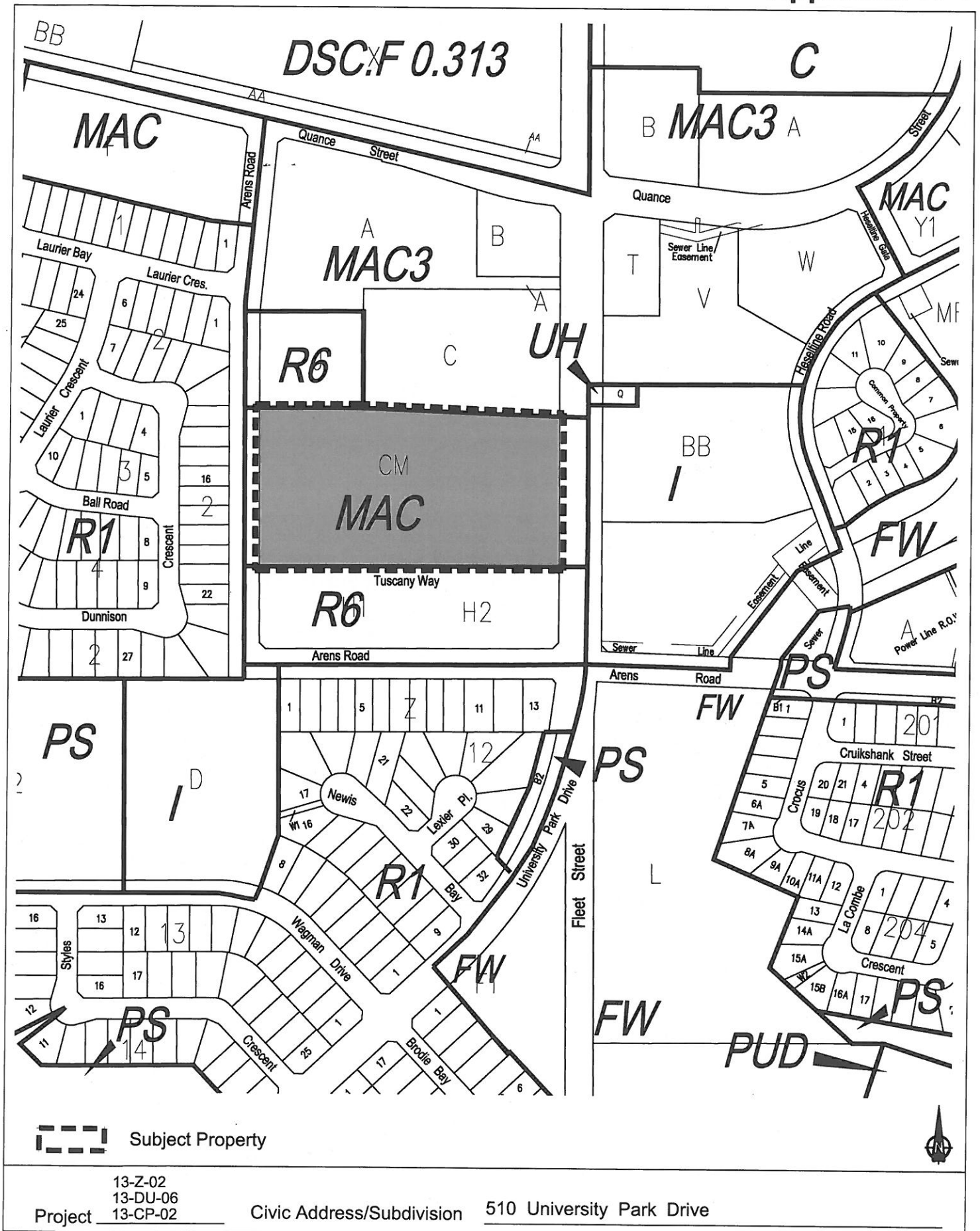
Fred Searle, Manager  
Current Planning

Respectfully submitted,



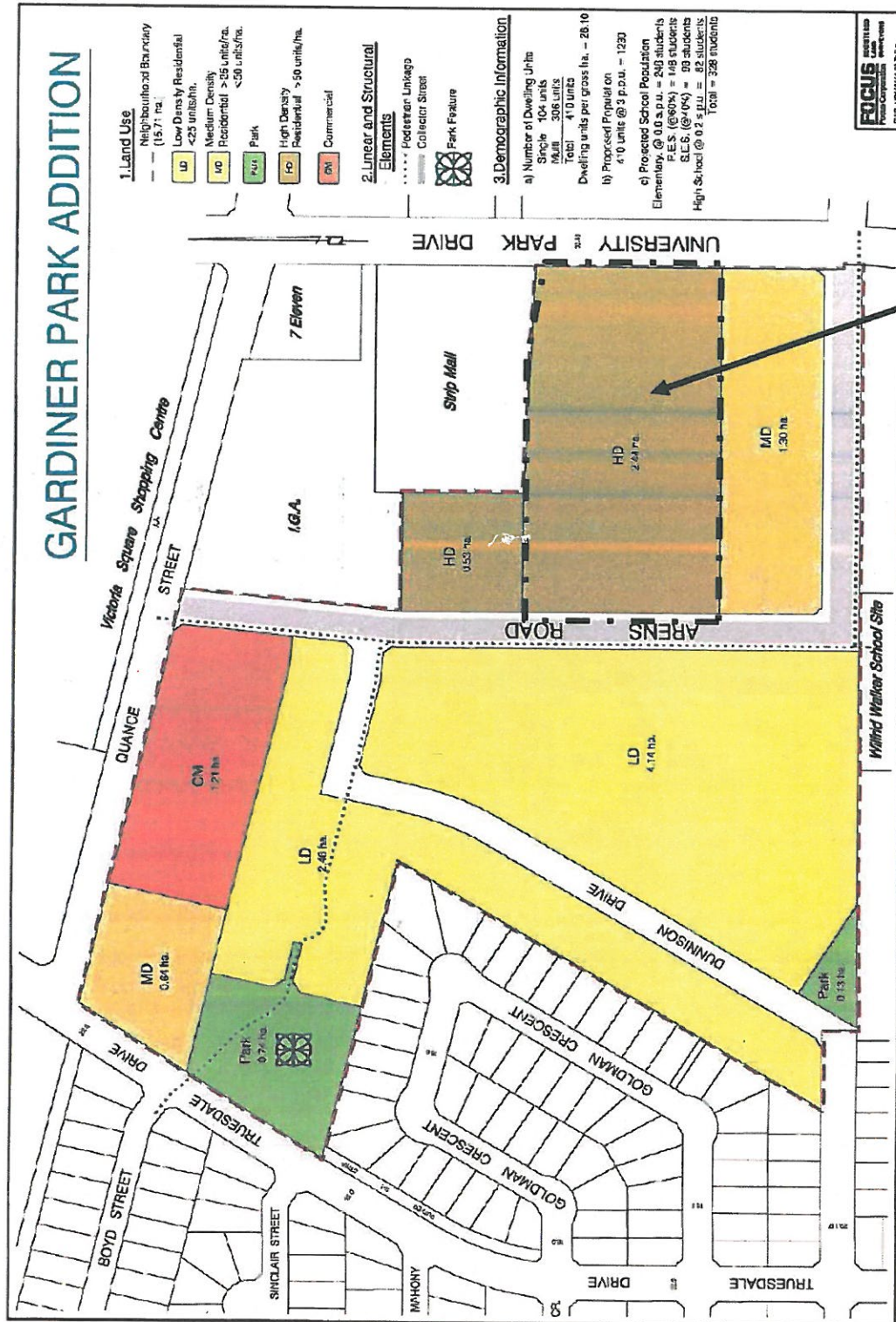
Jason Carlston, Deputy City Manager  
Community Planning and Development

Prepared by: Mark Andrews



Proposed Concept Plan

GARDINER PARK ADDITION



Subject Property



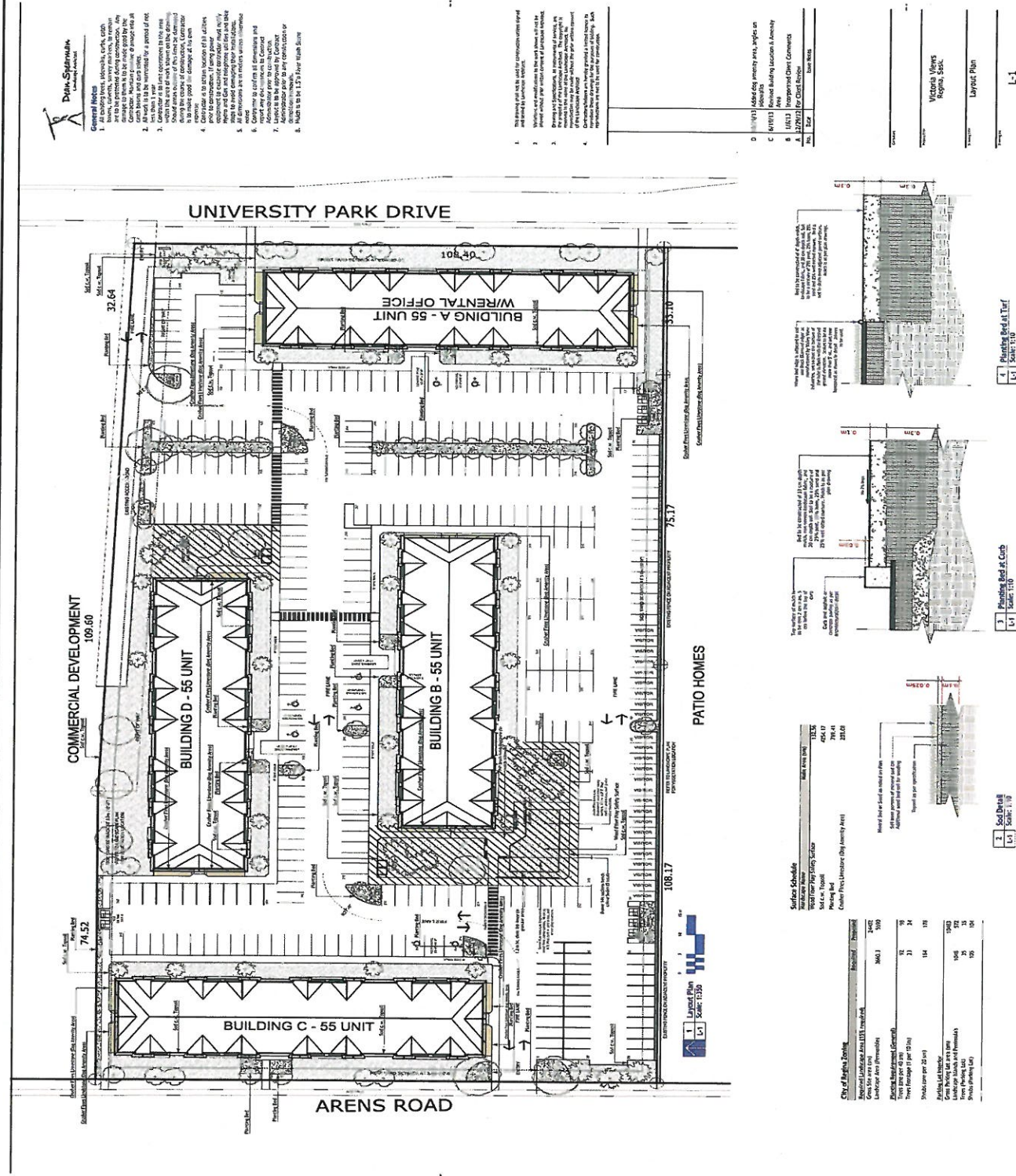
Date of Photography: 2012



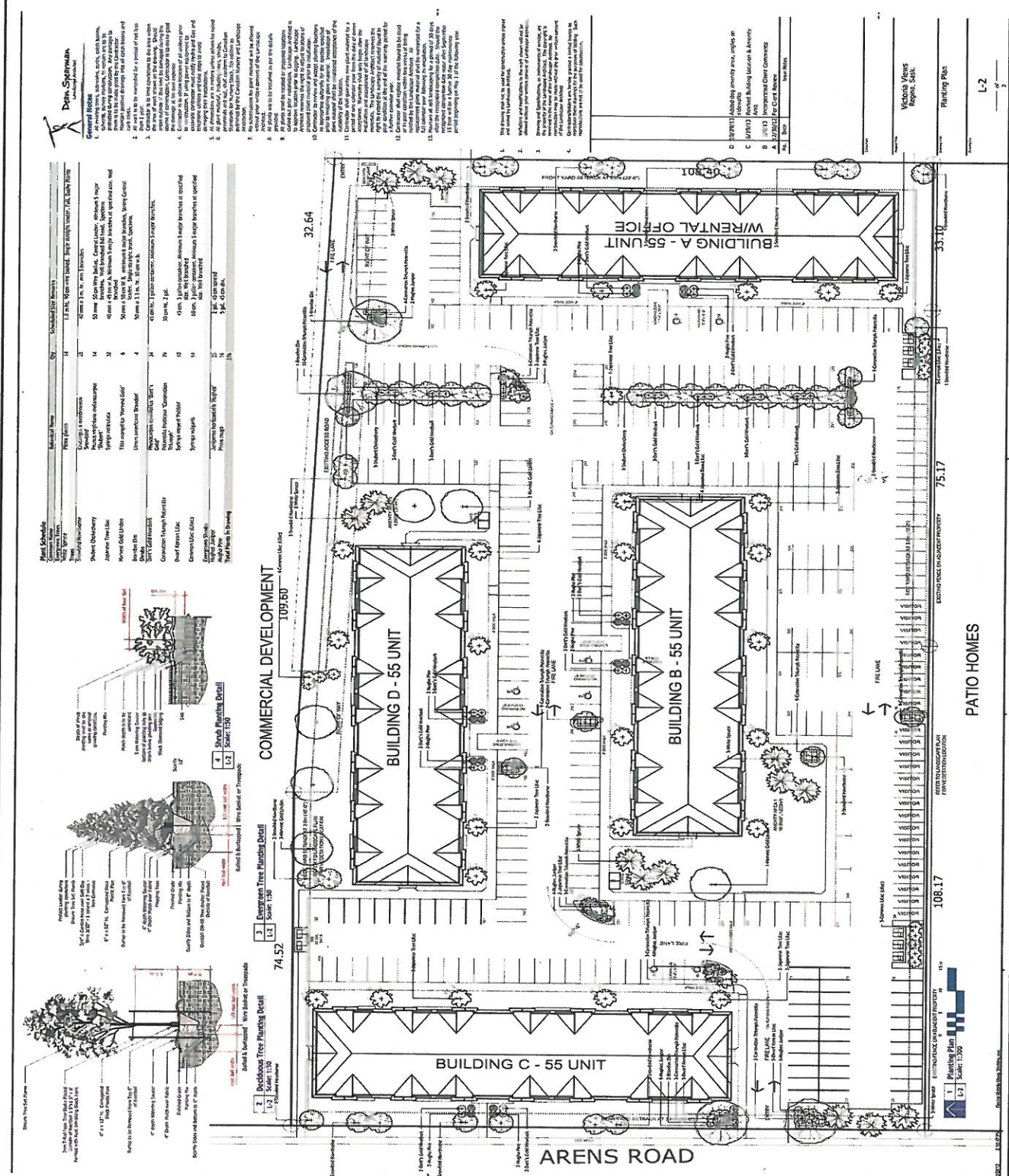
Civic Address/Subdivision 510 University Park Drive











REVISIONS  A ISSUED FOR DEVELOPMENT PERMIT

B	RE ISSUED FOR DEVELOP PERMIT
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NOTES: ↑

**SEAL:**

[illegible]

**RESEARCH**

APARTMENT BUILDINGS

**LOYALTY CITY BLDG CORP.**

BUILDING ELEVATIONS

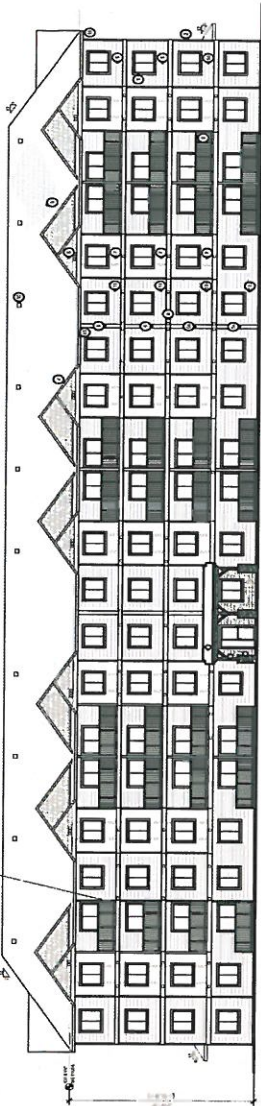
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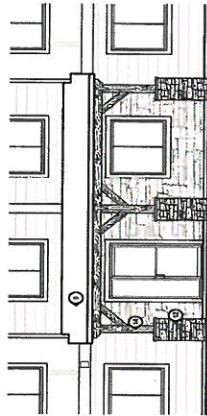
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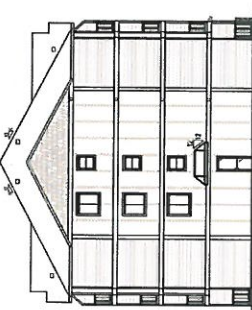
— **TRAVELING TO RETURN INTO BUILDING.** —



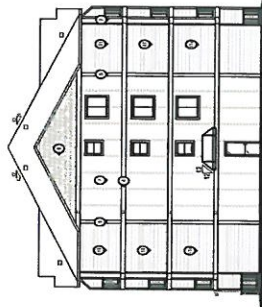
1 FRONT ELEVATION  
Scale: 1/2" = 1'-0"



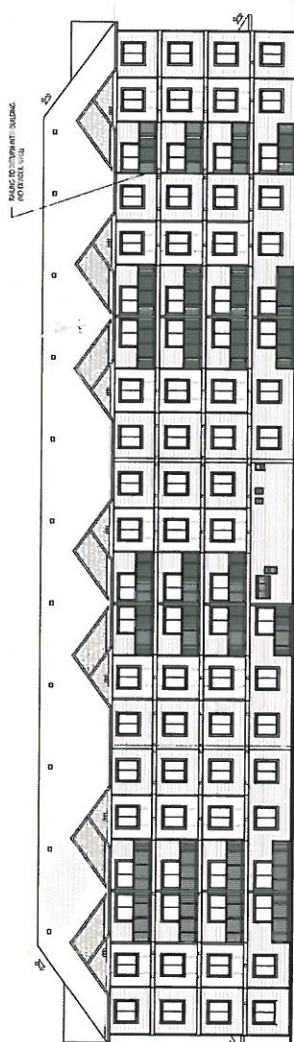
**5** **ENLARGED ENTRY ELEVATION**  
Scale 1/4" = 1'-0"



2 LEFT ELEVATION  
Scale 1/8" = 1'-0"



3 RIGHT ELEVATION  
Scale: 3/32"=1'-0"



4 REAR ELEVATION Scale: 1/8" = 1'-0"

RE-ISSUED FOR DEVELOPMENT PERMIT

Project **13-Z-02/ 13-DU-06/ 13-CP-02** C

6/ **Planning Department**  
Civic Address/Subdivision

**510 University Park Drive**



<p><b>REVISIONS</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 5%;">NO.</th> <th style="width: 45%;">DESCRIPTION</th> <th style="width: 50%;">DATE</th> </tr> <tr><td>1</td><td></td><td></td></tr> <tr><td>2</td><td></td><td></td></tr> <tr><td>3</td><td></td><td></td></tr> <tr><td>4</td><td></td><td></td></tr> <tr><td>5</td><td></td><td></td></tr> <tr><td>6</td><td></td><td></td></tr> <tr><td>7</td><td></td><td></td></tr> <tr><td>8</td><td></td><td></td></tr> <tr><td>9</td><td></td><td></td></tr> <tr><td>10</td><td></td><td></td></tr> </table>	NO.	DESCRIPTION	DATE	1			2			3			4			5			6			7			8			9			10			<p><b>NOTES</b></p> <ol style="list-style-type: none"> <li>1. RE-ISSUED BUILDING PERMIT</li> </ol>	<p><b>SEAL</b></p>	<p><small>THE REPRODUCED DRAWING IS THE PROPERTY OF THE CITY OF VICTORIA. IT IS TO BE USED FOR THE PROJECT ONLY AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE CITY OF VICTORIA. ANY REPRODUCTION OR TRANSMISSION OF THIS DRAWING WITHOUT THE WRITTEN PERMISSION OF THE CITY OF VICTORIA IS A VIOLATION OF THE COPYRIGHT ACT AND MAY BE SUBJECT TO PROSECUTION. THE CITY OF VICTORIA ACCEPTS NO LIABILITY FOR ANY LOSS OR DAMAGE, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS DRAWING. THE CITY OF VICTORIA DOES NOT WARRANT THE ACCURACY OR COMPLETENESS OF THE INFORMATION CONTAINED HEREIN. THE USER OF THIS DRAWING SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE CITY OF VICTORIA DOES NOT ACCEPT ANY LIABILITY FOR ANY LOSS OR DAMAGE, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS DRAWING. THE USER OF THIS DRAWING SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.</small></p>
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**1st FLOOR PLAN (BLDG B, C & D)**  
Scale: 1/8" = 1'-0"

**1st FLOOR PLAN (BLDG A)**  
Scale: 1/8" = 1'-0"

**RE-ISSUED FOR DEVELOPMENT PERMIT**

<p>820 Main Street, Regina, S4S 0A6          (306) 393-8045 / (306) 393-8046  <a href="http://www.cityofregina.ca">www.cityofregina.ca</a></p>	<p><b>REVISIONS</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 5%;">NO.</th> <th style="width: 15%;">DATE</th> <th style="width: 80%;">DESCRIPTION</th> </tr> <tr> <td>1</td> <td></td> <td>ISSUED FOR DEVELOPMENT PERMIT</td> </tr> <tr> <td>2</td> <td></td> <td>RE-ISSUED FOR DEVELOPMENT PERMIT</td> </tr> <tr> <td>3</td> <td></td> <td></td> </tr> <tr> <td>4</td> <td></td> <td></td> </tr> <tr> <td>5</td> <td></td> <td></td> </tr> <tr> <td>6</td> <td></td> <td></td> </tr> </table>	NO.	DATE	DESCRIPTION	1		ISSUED FOR DEVELOPMENT PERMIT	2		RE-ISSUED FOR DEVELOPMENT PERMIT	3			4			5			6			<p><b>NOTES</b></p> <ol style="list-style-type: none"> <li>1. REVISED LOTO A &amp; PARKING LOT</li> <li>2.</li> <li>3.</li> <li>4.</li> <li>5.</li> <li>6.</li> </ol>	<p><b>SEAL</b></p> <div style="border: 1px solid black; height: 100px; width: 100%;"></div>	<p><small>THE INFORMATION ON THIS PLAN IS FOR INFORMATION ONLY AND DOES NOT constitute a contract. The City of Regina is not responsible for the accuracy or completeness of the information provided. The City of Regina is not responsible for the accuracy or completeness of the information provided. The City of Regina is not responsible for the accuracy or completeness of the information provided.</small></p> <p><b>PROJECT NAME:</b> VICTORIA VIEWS  <b>APARTMENT BUILDING</b></p> <p><b>ADDRESS:</b> LOT UNIVERSITY PARK DRIVE          REGINA, SASKATCHEWAN</p> <p><b>DRAWING TITLE:</b> BUILDING A, B, C &amp; D          2ND, 3RD &amp; 4TH FLOOR PLANS          (SHEET)</p> <p><b>DRAWN BY:</b> T.S. R.F.  <b>CHECKED BY:</b> T.S. R.F.  <b>SCALE:</b> AS SHOWN  <b>DRAWING NO.:</b> A4</p>
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<p><b>RE-ISSUED FOR DEVELOPMENT PERMIT</b></p>					<p><b>2ND &amp; 3RD FLOOR PLAN (BUILDING A, B, C &amp; D)</b></p> <p style="text-align: right;">FLOOR AREA = 15,178.24</p>																				
<p><b>4TH FLOOR PLAN (BUILDING A, B, C &amp; D)</b></p> <p style="text-align: right;">FLOOR AREA = 15,178.24</p>																									

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.

Feb 20, 2014

CR14-14

To: His Worship the Mayor and Members of Regina City Council

Re: Application for Re-Zoning and Discretionary Use, 3440 Avonhurst Drive

My name is Rob Whitten and I am the Vice President of Operations for NewRock Developments. I will present a brief overview of the proposed project that we hope will become our third Attainable Housing project in the City of Regina.

The subject site is currently the location of St. Timothy's Lutheran Church. Some time ago, St. Timothy's and The New Hope Lutheran Church amalgamated and they now operate and hold services at New Hope Lutheran Church on MacIntosh Street. Since we made an arrangement with the church to acquire the land we have worked through a number of site plans to arrive at the plan that you currently have in front of you.

The site consists of 28 townhouse condominium units in a combination of 2 and 3 storey buildings. The buildings have been oriented so the larger 3 storey buildings are as far away as possible from the adjacent residential community to the north and east of the site which allows a good interface of this development to the surrounding community. The existing Public Utility Lots on the north and the east sides of the site allow additional setback to the adjacent houses.

At the Planning Commission Meeting on January 15<sup>th</sup> there were a few concerns raised and we have addressed those concerns, namely:

1. Emergency Access Bollards – We have added 2 bollards at the west end of the property to stop traffic from offsite blocking the access. We have positioned 3 bollards at the east side of the emergency access so onsite traffic can't block the access and parking stalls 26 and 27 are still functional.
2. Garbage Enclosure Area – We have coordinated with Loraas Disposal regarding their requirements for enclosures, turning and back-up. We have submitted a detailed plan showing a slight reorientation of the garbage collection area with directional arrows indicating the path of travel.
3. Private Recycling – We will contract with Loraas for the private pick-up of recycling from the site. Loraas has a program set up for condominiums and apartments which includes recycling of cardboard, paper, metals, plastics, etc...
4. Traffic Entering and Exiting the Site – There is an existing left turn lane on Avonhurst Drive which should accommodate the traffic volumes for this development and the Traffic Signals Branch is currently reviewing whether any changes will be required to the



existing signalized intersection. This will be coordinated on the drawings with the building permit submission.

5. Access Agreement with the City – We have since worked out the details of this Agreement with the City Land Branch and it is currently in circulation for signatures.

NewRock Developments has developed 204 units of Attainable Housing in the City of Regina with the Eastgate Villas Project and the Rosemont Court project. Through those two projects we have provided approximately \$6,600,000 of down-payment and monthly financial assistance to make those homes more attainable for purchasers. A portion of that amount has come from the City of Regina's Housing Incentive Program.

The proposed 28 units at 3440 Avonhurst Drive would add to the above Attainable Housing totals. We are currently proposing \$27,600 per suite in financial assistance to purchasers and we will be applying to once again partner with the City of Regina through the Housing Incentive Program and the Property Tax Abatement Program.

This project will be a compliment to the neighborhood and the City so we respectfully ask for your approval.

Sincerely,

Rob Whitten,  
VP of Operations, NewRock Developments Inc.





This display does not represent an offer for sale. The Developer reserves the right to make modifications and changes to building and property design, specifications and features, should they be necessary to maintain the high standard and design integrity of this project or to maintain local building code requirements. Sq.Ft. are calculated on the outside face of the exterior walls. No deductions have been made for stairwell openings.



February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: Applications for Zoning Bylaw Amendment (13-Z-28) and Discretionary Use (13-DU-28)  
– Proposed Planned Group of Dwellings (Townhouses) – 3440 Avonhurst Drive

---

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION  
- JANUARY 15, 2014**

1. That the application to amend *Regina Zoning Bylaw No. 9250*, with respect to Lot B, Block 13, Plan No. 59R10220, in the Regent Park Subdivision, from R1- Residential Detached to R5- Residential Medium Density be APPROVED;
2. That the discretionary use application for a proposed planned group of townhouse dwellings located at 3440 Avonhurst Drive, being Lot B, Block 13, Plan No. 59R10220 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 New Rock Developments Ltd., and attached to this report as Appendix A-3.1 to A-3.3b;
  - c. The property owner/developer shall enter into a Shared Access Agreement with the City of Regina to protect existing infrastructure under the proposed site access, being Lot A, Block 12, Plan No. 59R16609, and Lot A, Block 13, Plan 59R10220; and
  - d. That break-away bollards be installed to restrict access onto Argyle Street to emergency vehicles only as shown on Appendix A-3.1.
3. That City Council authorize the initiation of a minor variance application to reduce the side yard setback on the north property line to 2.25 m;
4. That the City Solicitor be directed to prepare the associated Zoning Bylaw amendment.

*REGINA PLANNING COMMISSION – JANUARY 15, 2014*

The following addressed the Commission:

- Mark Andrews, City Planner, made a PowerPoint presentation, a copy of which is on file in the City Clerk's Office;
- Doug Bradford; and
- Rob Whitten, representing NewRock Developments.

The Commission adopted a resolution to concur in the recommendation contained in the report, after changing the date in recommendation #5 to February 27, 2014. Recommendation #5 does not require City Council approval..

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

The Regina Planning Commission, at its meeting held on January 15, 2014, considered the following report from the Administration:

### RECOMMENDATION

1. That the application to amend *Regina Zoning Bylaw No. 9250*, with respect to Lot B, Block 13, Plan No. 59R10220, in the Regent Park Subdivision, from R1- Residential Detached to R5- Residential Medium Density be APPROVED;
2. That the discretionary use application for a proposed planned group of townhouse dwellings located at 3440 Avonhurst Drive, being Lot B, Block 13, Plan No. 59R10220 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 New Rock Developments Ltd., and attached to this report as Appendix A-3.1 to A-3.3b;
  - c. The property owner/developer shall enter into a Shared Access Agreement with the City of Regina to protect existing infrastructure under the proposed site access, being Lot A, Block 12, Plan No. 59R16609, and Lot A, Block 13, Plan 59R10220; and
  - d. That break-away bollards be installed to restrict access onto Argyle Street to emergency vehicles only as shown on Appendix A-3.1.
3. That City Council authorize the initiation of a minor variance application to reduce the side yard setback on the north property line to 2.25 m;
4. That the City Solicitor be directed to prepare the associated Zoning Bylaw amendment; and
5. That this report be forwarded to the February 24, 2014 meeting of City Council to allow sufficient time for the required public notice of the proposed bylaw.

### CONCLUSION

The applicant proposes to rezone the subject property to R5-Residential Medium Density to accommodate a planned group of townhouse dwellings.

The proposal is consistent with the policies contained in the Official Community Plan which 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 Zoning Bylaw amendment and discretionary use to accommodate development of the proposed Planned Group of Townhouse Dwellings.

The Administration has previously worked with the developer on a previous proposal on the site and has since increased the density and improved the overall site layout to meet the objectives of the Official Community Plan and the Transportation Master Plan.

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*.

## DISCUSSION

### Zoning and Land Use Details

<b>Land Use Details</b>		
	<b>Existing</b>	<b>Proposed</b>
Zoning	R1 – Residential Detached	R5 – Residential Medium Density
Land Use	Religious Institution	Planned Group of Dwellings (Townhouses)
Number of Dwelling Units	N/A	28
Building Area	N/A	1,520.27 m <sup>2</sup> (total 6 buildings)

<b>Zoning Analysis</b>		
	<b>Required</b>	<b>Proposed</b>
Number of Parking Stalls Required	28	42
Bicycle Parking Stalls	N/A	16
Minimum Lot Area (m <sup>2</sup> )	250 m <sup>2</sup>	5,996 m <sup>2</sup>
Minimum Lot Frontage (m)	7.5 m	140 m
Maximum Height (m)	11 m	6.7 m (2-storey units) 9.4 m (3-storey units)
Site Coverage (%)	50%	25%

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.

Surrounding land uses include low density residential to the north and east and higher density residential to the south and west.

Vehicular access will be provided from the existing access at Avonhurst Drive at Elphinstone Street, via a 10.7m wide utility parcel. The access will be ensured through a shared access agreement and the walkway on the utility parcel will also be maintained.

An access will also be provided onto Argyle Street for emergency purposes only. The access would be blocked for through traffic by breakaway bollards. The access will also be on a City-owned utility parcel and a shared access agreement will also be required for this access point. These utility parcels contain underground services that are protected by easement. The easement prevents any building development at these locations.

The proposed development is consistent with the purpose and intent of the proposed R5 – Residential Medium Density Zone with respect to:

- Providing for flexibility in building and site design in locations where residential development or redevelopment is desired at medium density.
- Providing a variety of development options available in the zone, with a net density of 25-50 dwelling units per hectare.
- Supporting the Official Community Plan objective to encourage higher density housing and mixed use development along or adjacent to major arterial streets.

The development will have a proposed density of 49.8 dwelling units/hectare, which is consistent with the medium density range (25-50 units/hectare).

#### Minor Variance

The setback to the north is 2.25m. It is required to be 3.0m. The reduced setback allows for a slightly greater amount of space between the new buildings on site. In addition, the setback is measured to the subject property line and does not include the City-owned utility parcel. The setback to the adjacent residential property is 6.25m, which is more than double than a typical setback requirement of 3.0m. A recommendation is included to address the initiation of the minor variance application.

#### 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:

#### 5.4 – Energy Conservation Policies

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

#### 7.1 – Housing Objectives

- Accommodating 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
- Ensuring that residential development and redevelopment is compatible with adjacent residential and non-residential development

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

- Ensuring 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

### 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:	October 31, 2013
Will be published in the Leader Post on:	February 1 and February 8, 2014
Letter sent to immediate property owners	October 31, 2013
Public Open House Held	November 14, 2013
Number of Public Comments Sheets Received	7 6 in support, 1 opposed

The Administration received seven (7) comments from neighbouring property owners. The six property owners who support the proposal feel that this is a good use of the parcel and the development will be positive for the community.

The one property owner who opposed the development has the following concerns:

- Traffic signals at the intersection of Elphinstone Street and Avonhurst Drive.



Administration's Response

The Administration recognizes the existing signals do not accommodate vehicle detection exiting the parcel and the owner/developer will be required to upgrade the signals to accommodate detection sensors for outbound traffic.

- Preference for single detached homes to compliment the existing character on Mathieu Crescent and McCannel Street.

Administration's Response

The Administration notes that there is already a presence of multi-family development in the area and diversity of housing choice and availability in all communities is supported by policy in the Official Community Plan. The site benefits from proximity to commercial services; and is well served by transit. The proposal helps the City achieve its new policy objectives of 30% infill under the new OCP.

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*.

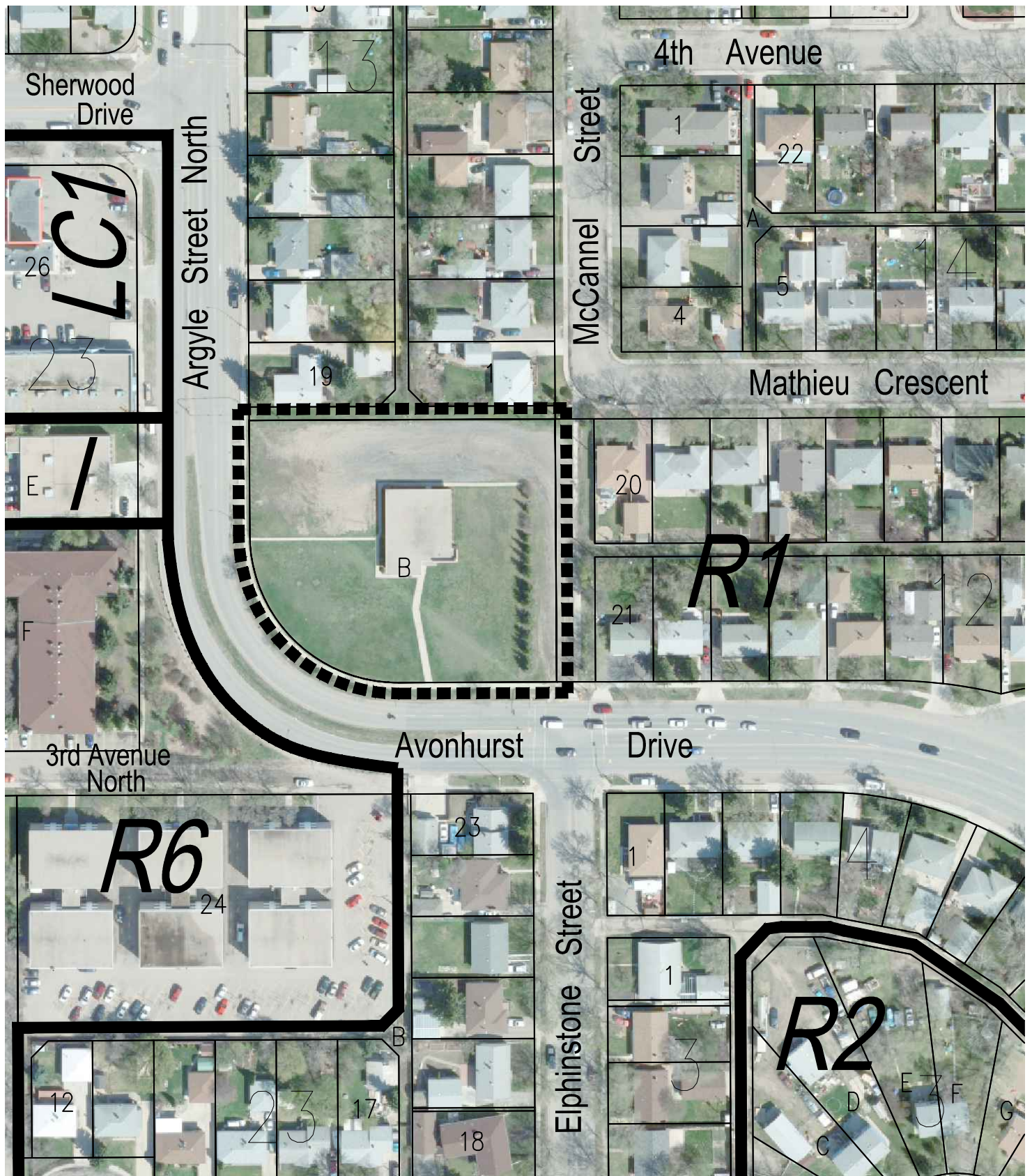
Respectfully submitted,

REGINA PLANNING COMMISSION



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Elaine Gohlke, Secretary



Subject Property



Project 13-Z-28  
13-DU-28

Civic Address/Subdivision

Proposed Townhouse Development  
3440 Avonhurst Drive





Subject Property

Date of Photography: 2012

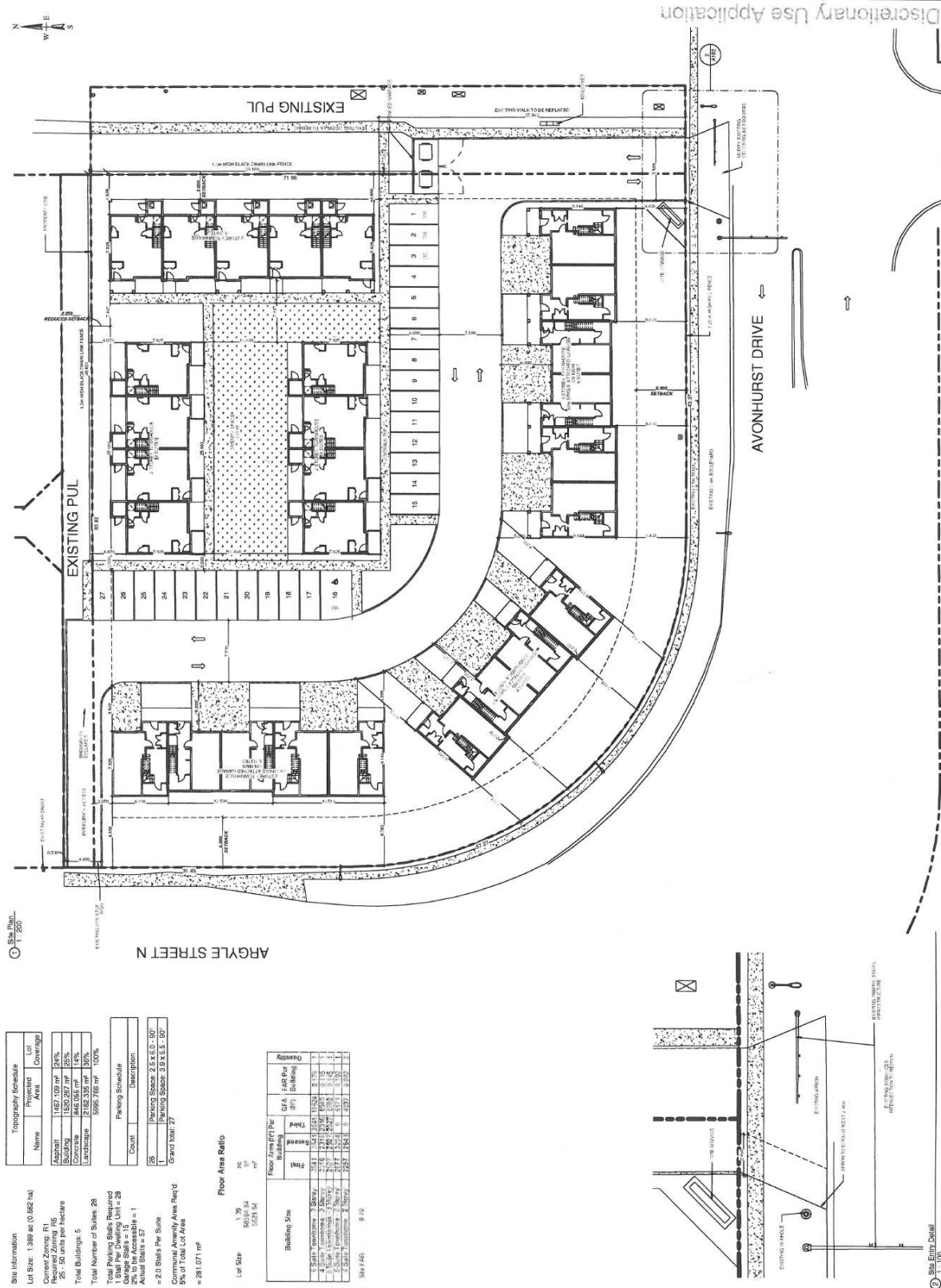


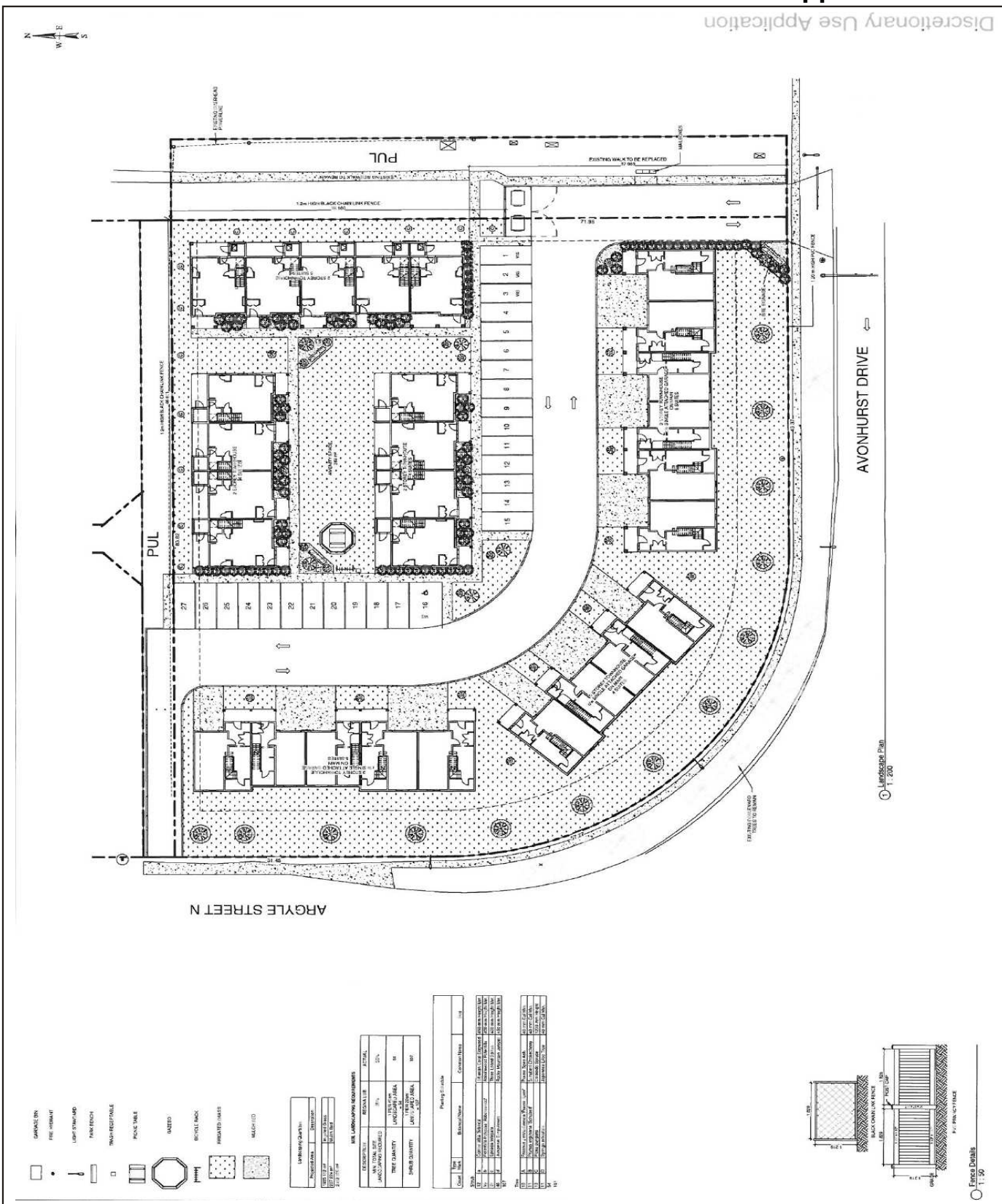
Project 13-Z-28  
13-DU-28

Civic Address/Subdivision

Proposed Townhouse Development  
3440 Avonhurst Drive







13-Z-28 / 13-DU-28

Planning Department

3440 Avonhurst Drive

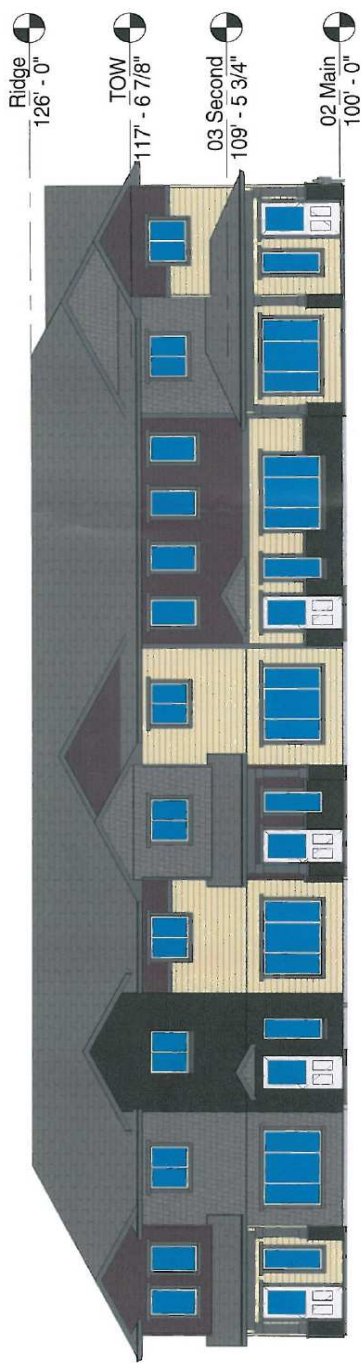
Project

Civic Address/Subdivision

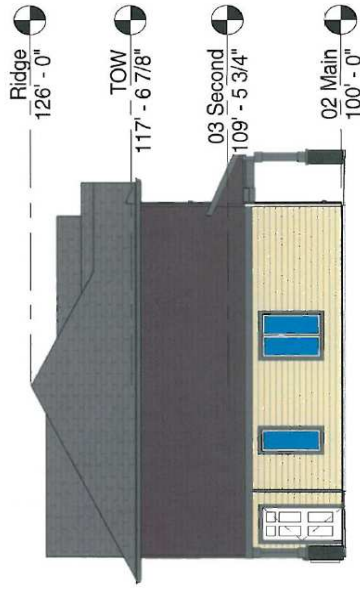


Discretionary Use Application

No.	Description	Date
1	Discretionary Use Application	2013-10-08



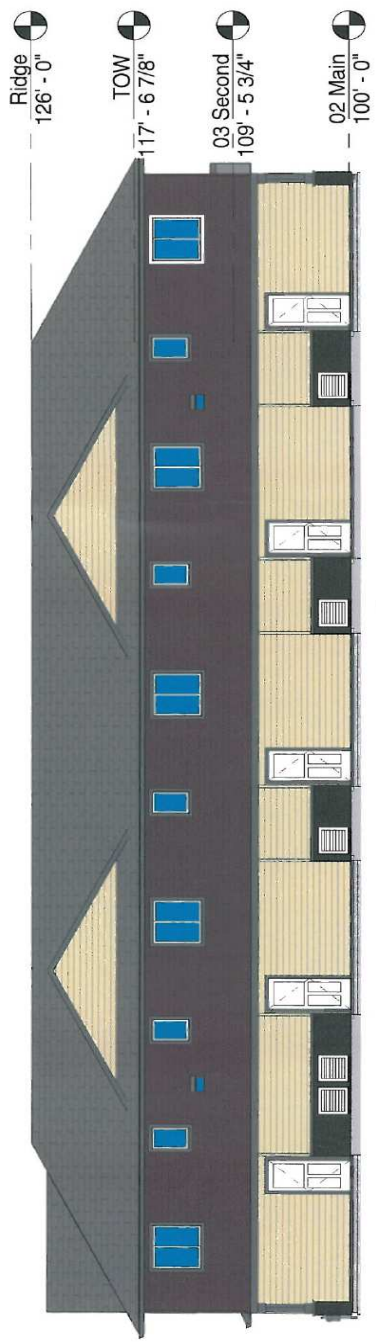
1 Front  
3/32" = 1'-0"



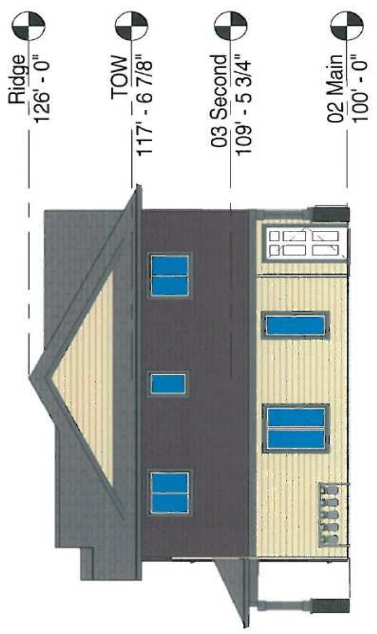
2 Left  
3/32" = 1'-0"

Discretionary Use Application

No.	Description	Date
1	Discretionary Use Application	2013-10-08



1 Rear  
1/32" = 1'-0"



2 Right  
1/32" = 1'-0"

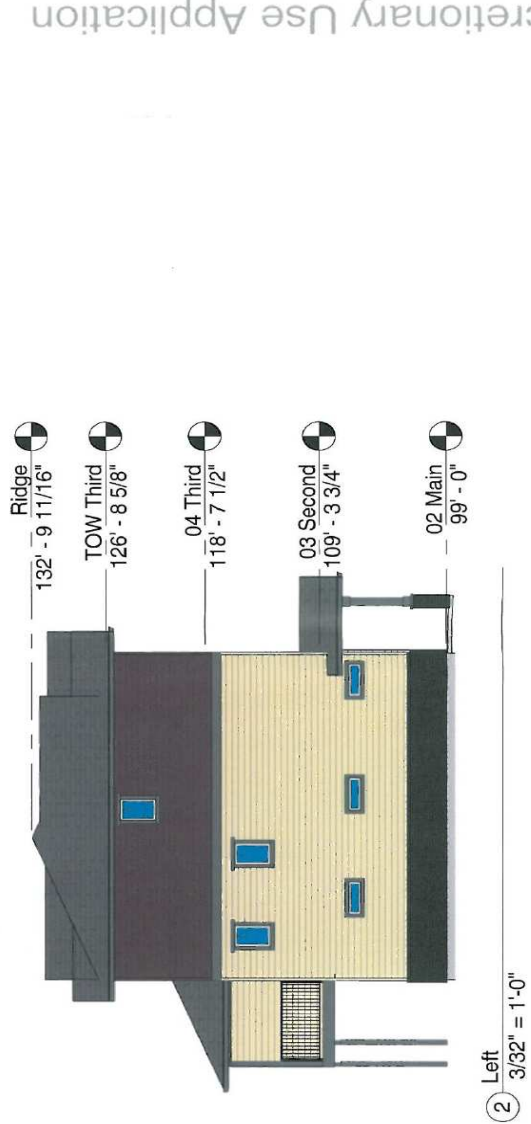
13-Z-28 / 13-DU-28

Planning Department

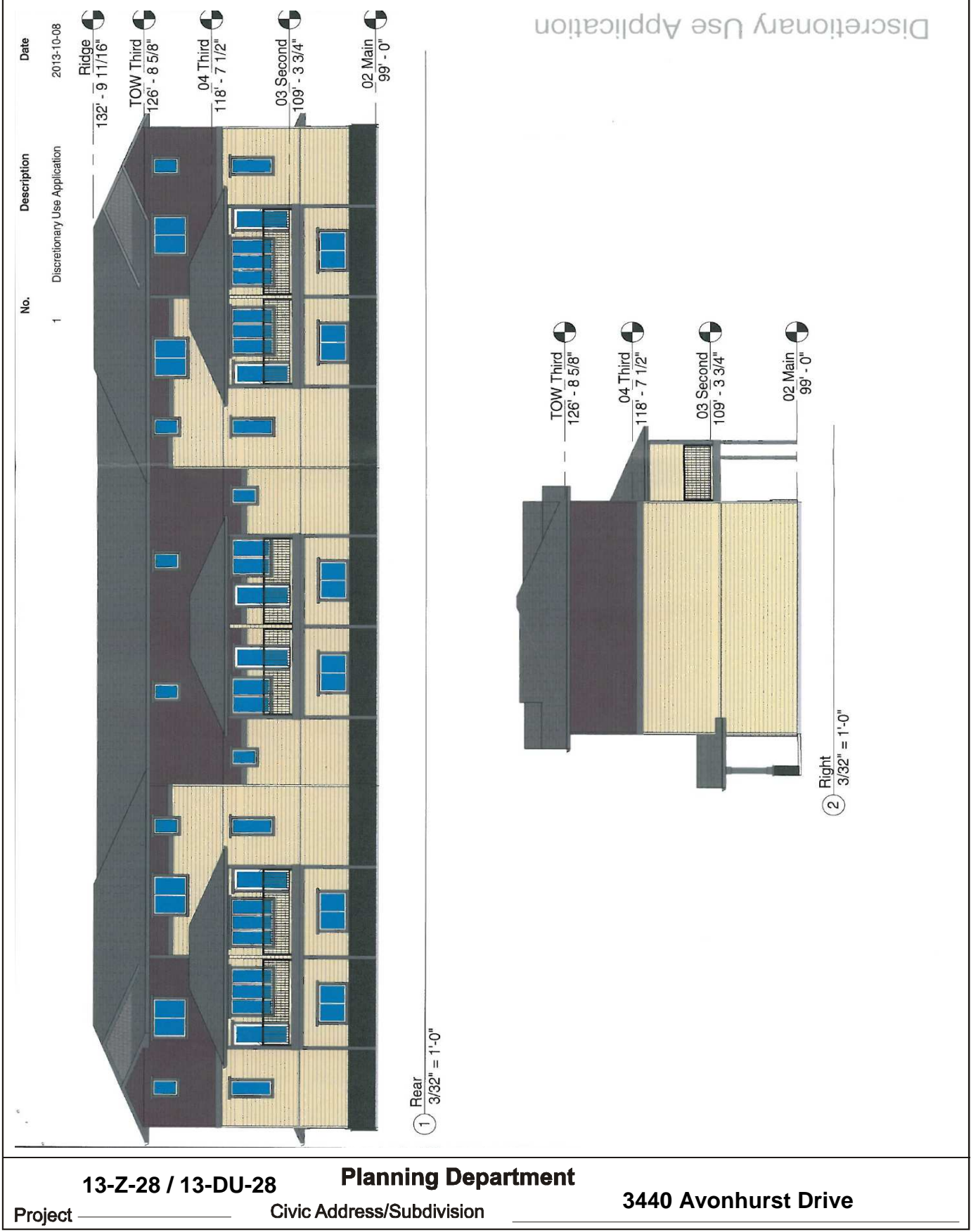
Project \_\_\_\_\_

Civic Address/Subdivision \_\_\_\_\_

3440 Avonhurst Drive



Discretionary Use Application





February 27, 2014

To: His Worship the Mayor  
and Members of City Council

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 OF THE MAYOR'S HOUSING COMMISSION  
- FEBRUARY 10, 2014**

That the criteria used in evaluation, as set out in Communication MHC14-3 which is attached to this report as Appendix "A", serve as baseline criteria for future pilot project criteria, and that the Administration be given flexibility on future pilot project evaluation on a case-by-case basis.

*MAYOR'S HOUSING COMMISSION – FEBRUARY 10, 2014*

To assist in providing input into pilot project criteria development as directed by City Council, the Mayor's Housing Commission considered the information provided by Administration in Communication MHC14-3 (Appendix "A") and after discussion, the following motion was made:

That the matter of pilot projects for laneway suite and carriage housing design be referred to Administration for development of a detailed plan for comprehensive pilot project criteria which will:

1. Be transparent and fair.
2. Open to all who can meet standards to participate.
3. Have defined criteria in sufficient detail so that they can be meaningfully applied.
4. Be appropriately publicized.
5. Set out conditions under which the pilot is to be conducted and evaluated.
6. Undertaken in a timely manner.
7. Contain any other terms that planners feel will contribute to a successful experiment.

A vote was taken and the motion was DEFEATED. A subsequent motion to receive and file Communication MHC14-3 (Appendix "A") was adopted.

After consideration of this report, as referred by City Council on January 27, 2014, and further discussion, the Commission adopted the following resolution:

That the criteria used in evaluation, as set out in Communication MHC14-3, serve as baseline criteria for future pilot project criteria, and that the Administration be given flexibility on future pilot project evaluation on a case-by-case basis.

Further, the Mayor's Housing Commission requested that Communication MHC14-3 (Appendix "A") be attached to this report for the information of City Council.

Mayor Fougere; Councillors: Burnett and Hawkins; Robert Byers, Terry Canning, Blair Forster, Tim Gross and Malcolm Neill were present during consideration of this report by the Mayor's Housing Commission.

The Mayor's Housing Commission, at its meeting held on February 10, 2014, considered the following report from City Council:

#### RECOMMENDATION OF CITY COUNCIL - JANUARY 27, 2014

That this report be referred to the Mayor's Housing Commission for input into pilot project criteria development.

#### *CITY COUNCIL – JANUARY 27, 2014*

City Council adopted the following resolution:

That this report be referred to the Mayor's Housing Commission for input into pilot project criteria development.

Mayor Michael Fougere, Councillors: Bryon Burnett, John Findura, Shawn Fraser, Bob Hawkins, Terry Hincks, Mike O'Donnell and Barbara Young were present during consideration of this report.

City Council, at its meeting held on January 27, 2014, considered the following report from the Regina Planning Commission:

#### RECOMMENDATION OF THE REGINA PLANNING COMMISSION - DECEMBER 4, 2013

1. That the application to rezone Lots 1-7, 29, 31, 63, and 35-37 in Block 62; and Lots 1-7 in Block 63; 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 9, 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 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.

*REGINA PLANNING COMMISSION - DECEMBER 4, 2013*

- Ben Mario, City Planner, made a presentation, a copy of which is on file in the City Clerk's Office

The Commission adopted a resolution to concur in the recommendation contained in the report after amending recommendation #1 and Appendix B 3.20(1) Establishment (a) ii be amended to delete reference to Block 33 and replace it with Block 63 and that the date in recommendation #4 be amended from December 16, 2013 to January 27, 2014.

Recommendation #4 does not require City Council approval.

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

The Regina Planning Commission, at its meeting held on December 4, 2013, considered the following report from the Administration:

RECOMMENDATION

1. That the application to rezone Lots 1-7, 29, 31, 63, 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 9, 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*

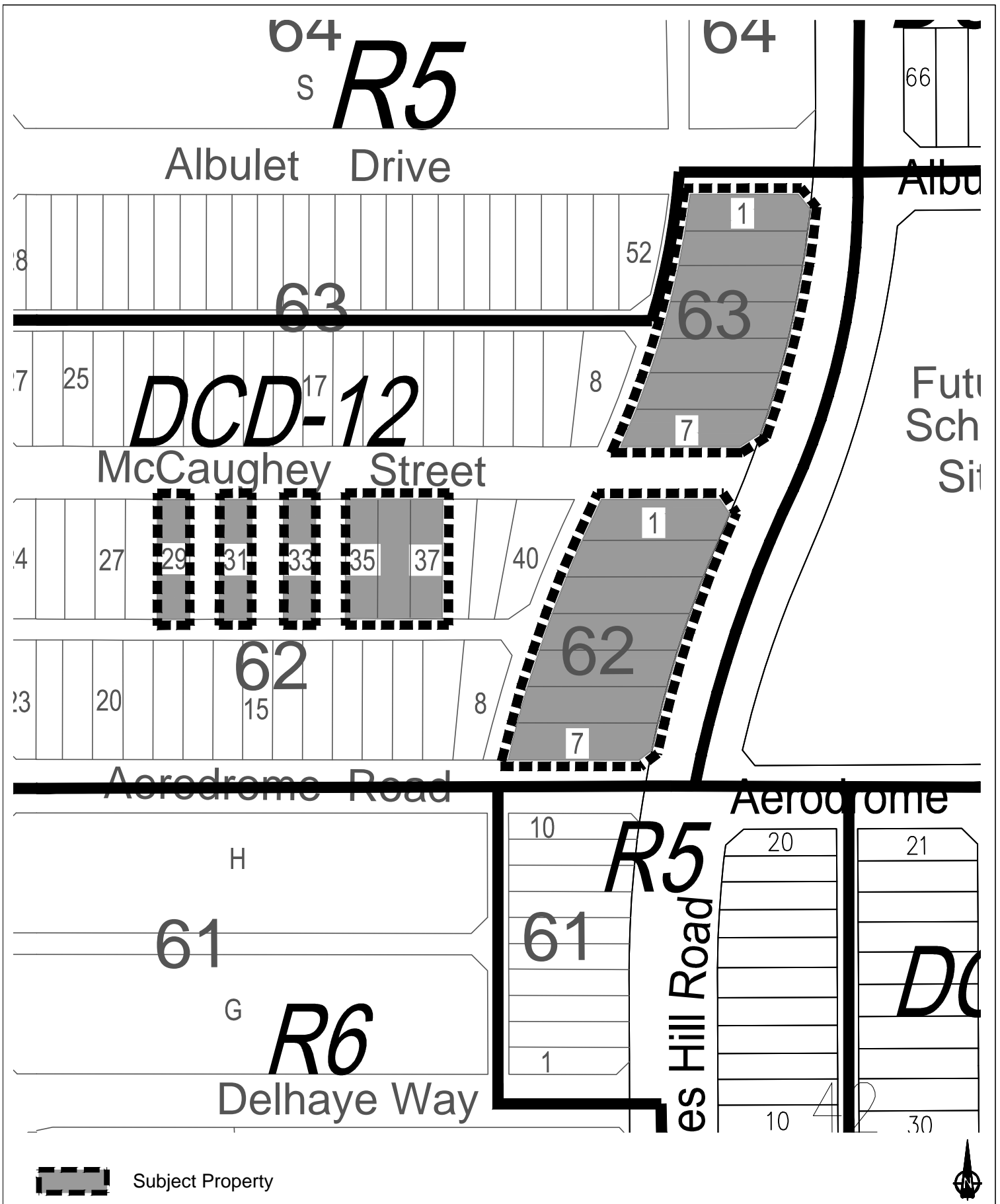
Respectfully submitted,

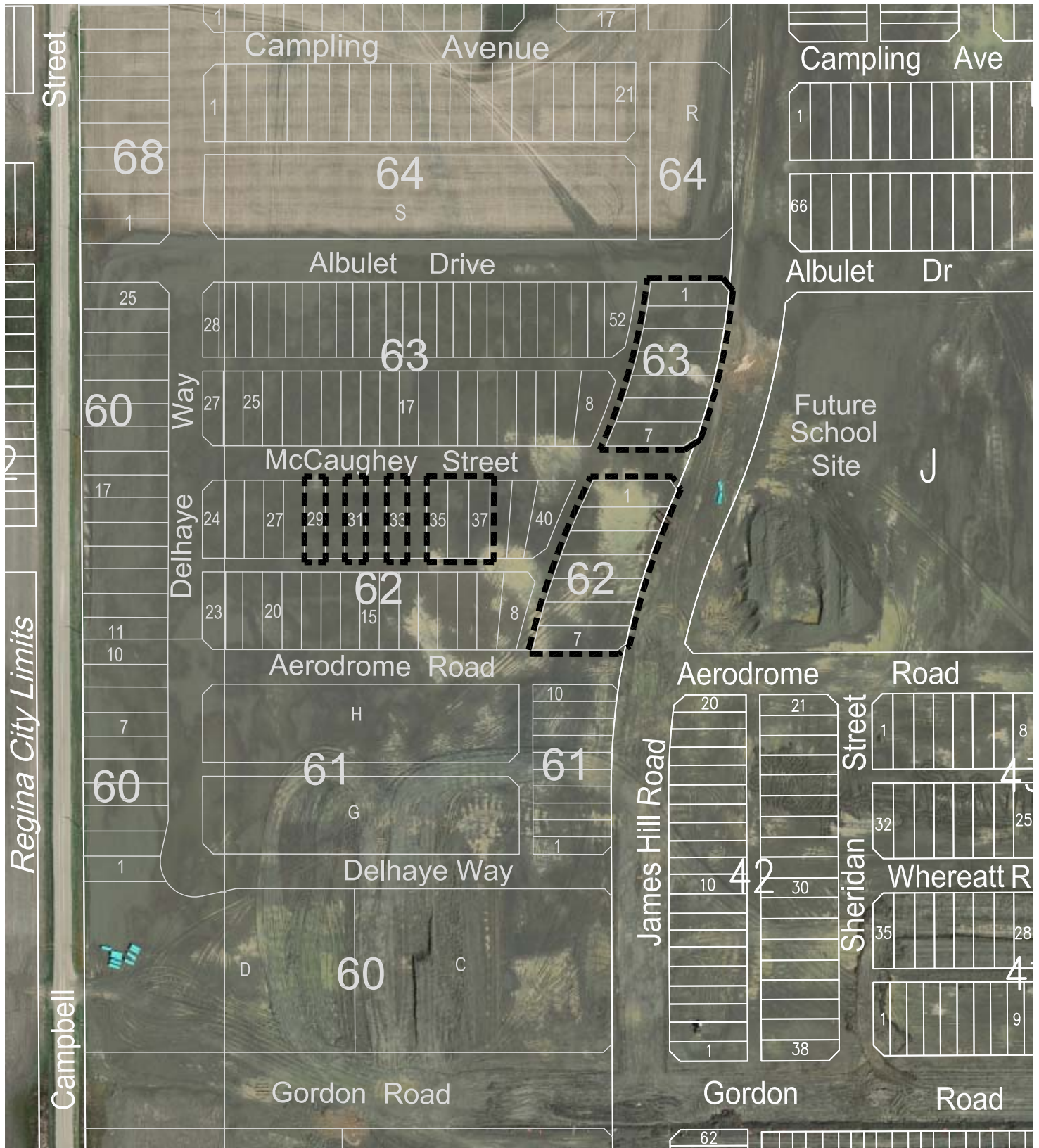
MAYOR’S HOUSING COMMISSION



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Elaine Gohlke, Secretary





Subject Property

Date of Photography: 2012



Project 13-Z-18

Civic Address/Subdivision

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



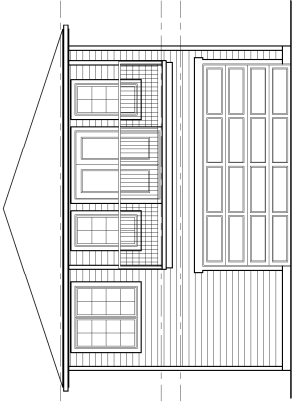
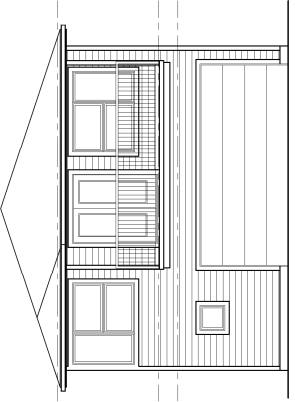


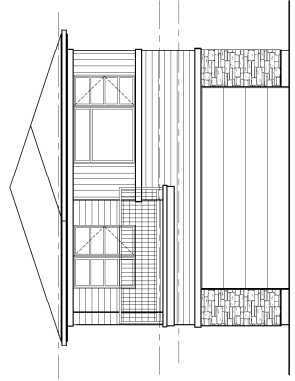



**HOMES**  
by **DEVERAUX**  
MODERN LIVING

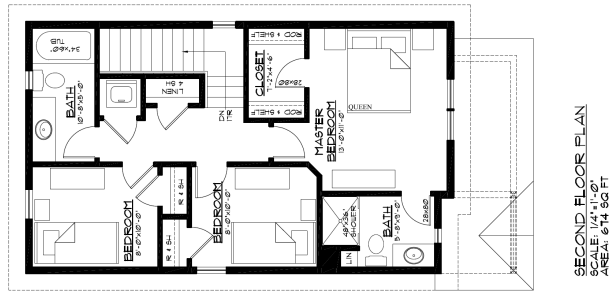
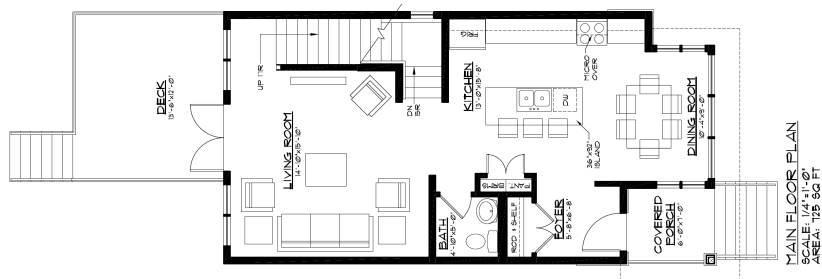
PROJECT HARBOUR LANDING LANE HOMES	DATE 13-Z-18	SCALE 1" = 1'-0"	DATE 13-Z-18	DATE 13-Z-18
DESIGNER POBIDSON RESIDENTIAL	DATE 13-Z-18	SCALE 1" = 1'-0"	DATE 13-Z-18	DATE 13-Z-18
PROJECT HARBOUR LANDING LANE HOMES	DATE 13-Z-18	SCALE 1" = 1'-0"	DATE 13-Z-18	DATE 13-Z-18
DATE 13-Z-18	SCALE 1" = 1'-0"	DATE 13-Z-18	DATE 13-Z-18	DATE 13-Z-18



[illegible]

<div>26' GARAGE SUITES</div> <div><p>ELEVATION - GARAGE 26' WIDE (OPTION #1) SCALE: 1/4" = 1'-0"</p></div> <div><p>ELEVATION - GARAGE 26' WIDE (OPTION #2) SCALE: 1/4" = 1'-0"</p></div> <div><p>ELEVATION - GARAGE 26' WIDE (OPTION #3) SCALE: 1/4" = 1'-0"</p></div> <div><div>22' GARAGE SUITES</div><div><p>ELEVATION - GARAGE 22' WIDE (OPTION #1) SCALE: 1/4" = 1'-0"</p></div><div><p>ELEVATION - GARAGE 22' WIDE (OPTION #2) SCALE: 1/4" = 1'-0"</p></div></div>		<div></div> <table border="1"><tr><td colspan="2">PROJECT</td><td colspan="2">DRAWING TITLE</td><td colspan="2">DRAWING NO.</td></tr><tr><td colspan="2">HARBOUR LANDING LANE HOMES</td><td colspan="2">GARAGE SUITES</td><td colspan="2">P-3</td></tr><tr><td colspan="2">DESIGNED BY</td><td colspan="2">FOUNDATION</td><td colspan="2">DATE</td></tr><tr><td colspan="2">BRUNN MARCHETTI</td><td colspan="2">BUSH-DO</td><td colspan="2">1/4" = 1'-0"</td></tr><tr><td colspan="2">TEL: 506 (506) 415</td><td colspan="2">DRAWN BY</td><td colspan="2">DATE</td></tr><tr><td colspan="2">JAN. 18/2018</td><td colspan="2">BUSH-DO</td><td colspan="2">1/4" = 1'-0"</td></tr><tr><td colspan="2">PROJECT NO. 13-Z-18</td><td colspan="2">SHEET NO. 1</td><td colspan="2">SHEET TOTAL</td></tr><tr><td colspan="2">13-Z-18</td><td colspan="2">P-3</td><td colspan="2">P-3</td></tr></table>	PROJECT		DRAWING TITLE		DRAWING NO.		HARBOUR LANDING LANE HOMES		GARAGE SUITES		P-3		DESIGNED BY		FOUNDATION		DATE		BRUNN MARCHETTI		BUSH-DO		1/4" = 1'-0"		TEL: 506 (506) 415		DRAWN BY		DATE		JAN. 18/2018		BUSH-DO		1/4" = 1'-0"		PROJECT NO. 13-Z-18		SHEET NO. 1		SHEET TOTAL		13-Z-18		P-3		P-3	
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TEL: 506 (506) 415		DRAWN BY		DATE																																														
JAN. 18/2018		BUSH-DO		1/4" = 1'-0"																																														
PROJECT NO. 13-Z-18		SHEET NO. 1		SHEET TOTAL																																														
13-Z-18		P-3		P-3																																														

20' TWO STOREY PLAN



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

[illegible]

**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

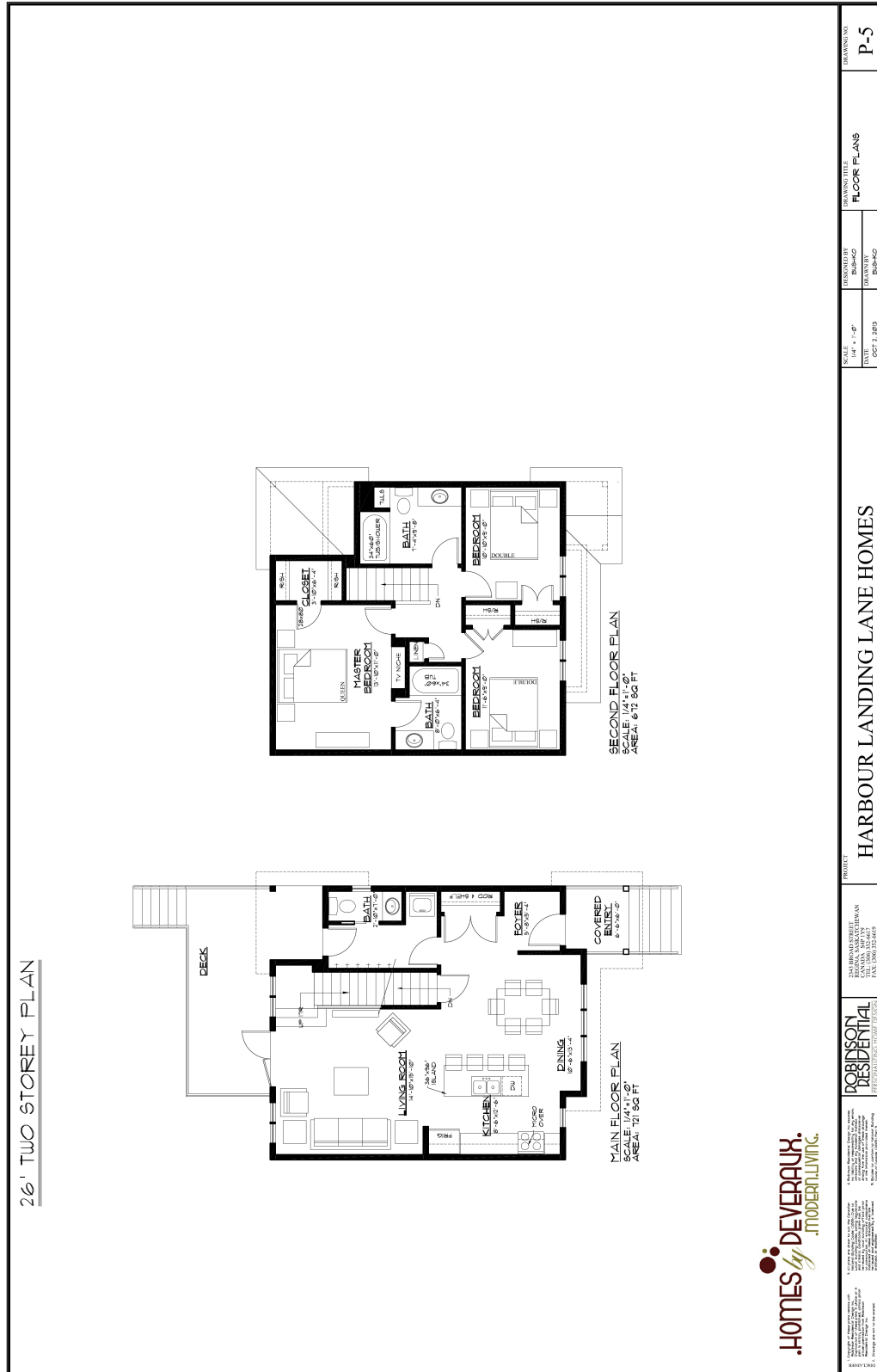
P-4

Project 13-Z-18

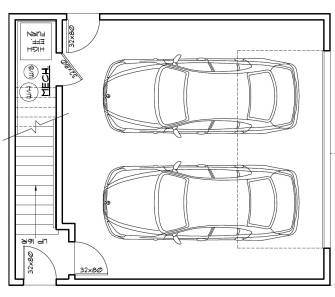
**Planning Department**  
Civic Address/Subdivision

Harbour Landing Ph 8-2

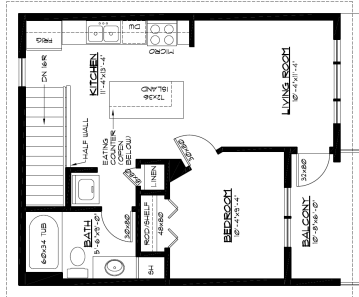




22' GARAGE SUITES

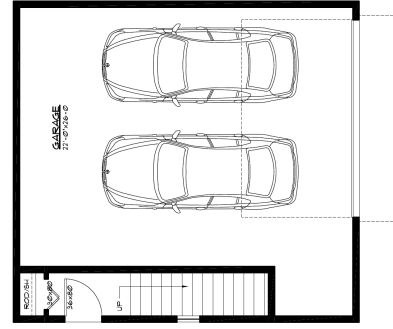


MAIN FLOOR PLAN  
SCALE: 1/4" = 1'-0"

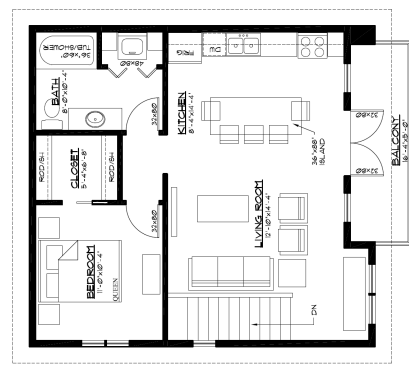


SECOND FLOOR PLAN  
SCALE: 1/4" = 1'-0"  
AREA: 523 SQ FT

26' GARAGE SUITES



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

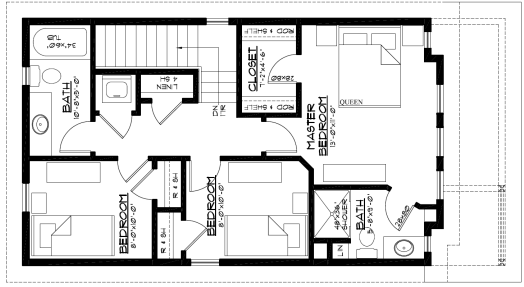
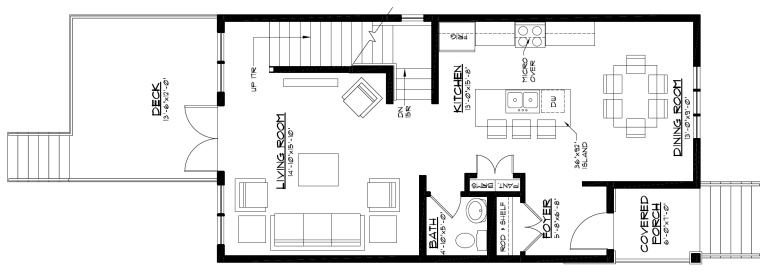


SECOND FLOOR PLAN  
SCALE: 1/4" = 1'-0"  
AREA: 656 SQ FT



22' GARAGE SUITES	26' GARAGE SUITES	PROJECT	244 BRAD STREET CANADA, MONTREAL TEL: (514) 352-0011 FAX: (514) 352-0011	ROBIDSON RESIDENTIAL DESIGN INC.	DRAWING TITLE FLOOR PLANS	DRAWING NO. P-6	
HARBOUR LANDING LANE HOMES		SCALE	DATE	DESIGNED BY	DRAWN BY	CHECKED BY	
		1" = 0'	OCT 7, 2013	BR-MAG			

20' TWO STOREY PLAN



**ROBIDSON RESIDENTIAL**  
RESIDENTIAL LOCAL RELATIONS  
10000 14th Avenue S.W.  
Suite 100  
Burien, WA 98148  
Phone: (206) 835-1234  
Fax: (206) 835-1235  
Email: info@robidsonresidential.com  
Website: www.robidsonresidential.com

2400 HARBOUR LANE  
HARBOR LANDING LANE HOMES  
10000 14th Avenue S.W.  
Suite 100  
Burien, WA 98148  
Phone: (206) 835-1234  
Fax: (206) 835-1235  
Email: info@robidsonresidential.com  
Website: www.robidsonresidential.com

PROPERTY  
**HARBOR LANDING LANE HOMES**

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

DESIGNED BY  
BUD-KO  
DRAWN BY  
BUD-KO

DATE  
OCT 1, 2013

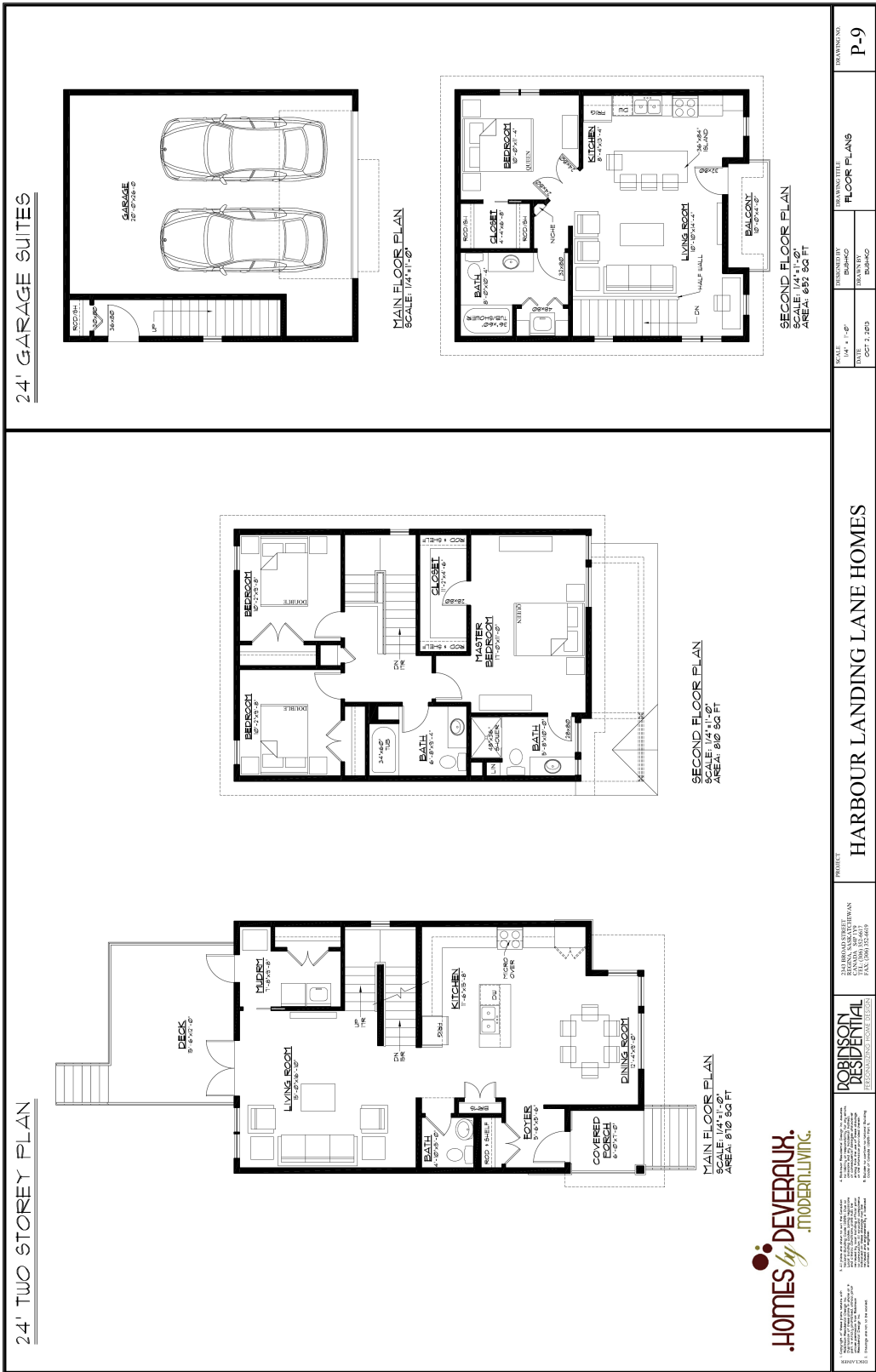
REVISION NO.  
**P-7**

[illegible]

MAIN FLOOR PLAN  
SCALE: 1/4" = 1'-0"  
AREA: 721 SQ FT

SECOND FLOOR PLAN  
SCALE: 1/4" = 1'-0"  
AREA: 100 SQ FT

[illegible]



24' TWO STOREY PLAN  
24' GARAGE SUITES  
24' TWO STOREY PLAN  
24' GARAGE SUITES

ROBINSON  
RESIDENTIAL

24' TWO STOREY PLAN  
24' GARAGE SUITES

24' TWO STOREY PLAN  
24' GARAGE SUITES

24' TWO STOREY PLAN  
24' GARAGE SUITES

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24' GARAGE SUITES

24' TWO STOREY PLAN  
24' GARAGE SUITES

24' TWO STOREY PLAN  
24' GARAGE SUITES



**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, 63, 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) Residential development in DCD-14 shall be in accordance with the provisions of Chapter 6.
- (l) Temporary uses in DCD-14 shall be in accordance with the provisions of Chapter 12.
- (m) Parking facilities in DCD-14 shall be in accordance with the provisions of Chapter 14.
- (n) Landscaping and buffering in DCD-14 shall be in accordance with the provisions of Chapter 15.
- (o) The erection of signs in DCD-14 shall be in accordance with the provisions of Chapter 16.
- (p) Applications for development permits in DCD-14 shall be in accordance with the provisions of Chapter 18. [2011-29]

BYLAW NO. 2014-4

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 2)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 9, Section 3.20 is repealed and the following substituted:

**“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

Approved as to form this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

City Solicitor

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) Residential development in DCD-14 shall be in accordance with the provisions of Chapter 6.
- (l) Temporary uses in DCD-14 shall be in accordance with the provisions of Chapter 12.
- (m) Parking facilities in DCD-14 shall be in accordance with the provisions of Chapter 14.
- (n) Landscaping and buffering in DCD-14 shall be in accordance with the provisions of Chapter 15.
- (o) The erection of signs in DCD-14 shall be in accordance with the provisions of Chapter 16.
- (p) Applications for development permits in DCD-14 shall be in accordance with the provisions of Chapter 18.”

- 3 Chapter 19 – Zoning Maps (Map No. 2483) and Chapter 9 – Special Zones is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix “A”, legally described as:

**Legal Address:**           **Proposed Lots : 1-7, 29, 31, 33, and 35-37 in Block 62; and Lots 1-7 in Block 63 Plan No. TBD, Harbour Landing Subdivision**

**Civic Address:**           **TBD**

**Current Zoning:**       **DCD12 – Direct Control District Suburban Narrow Lot**

**Proposed Zoning:**      **DCD14 – Laneway Housing Pilot**

4 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 27th DAY OF January 2014.

READ A SECOND TIME THIS 27th DAY OF January 2014.

READ A THIRD TIME AND PASSED THIS 27th DAY OF January 2014.

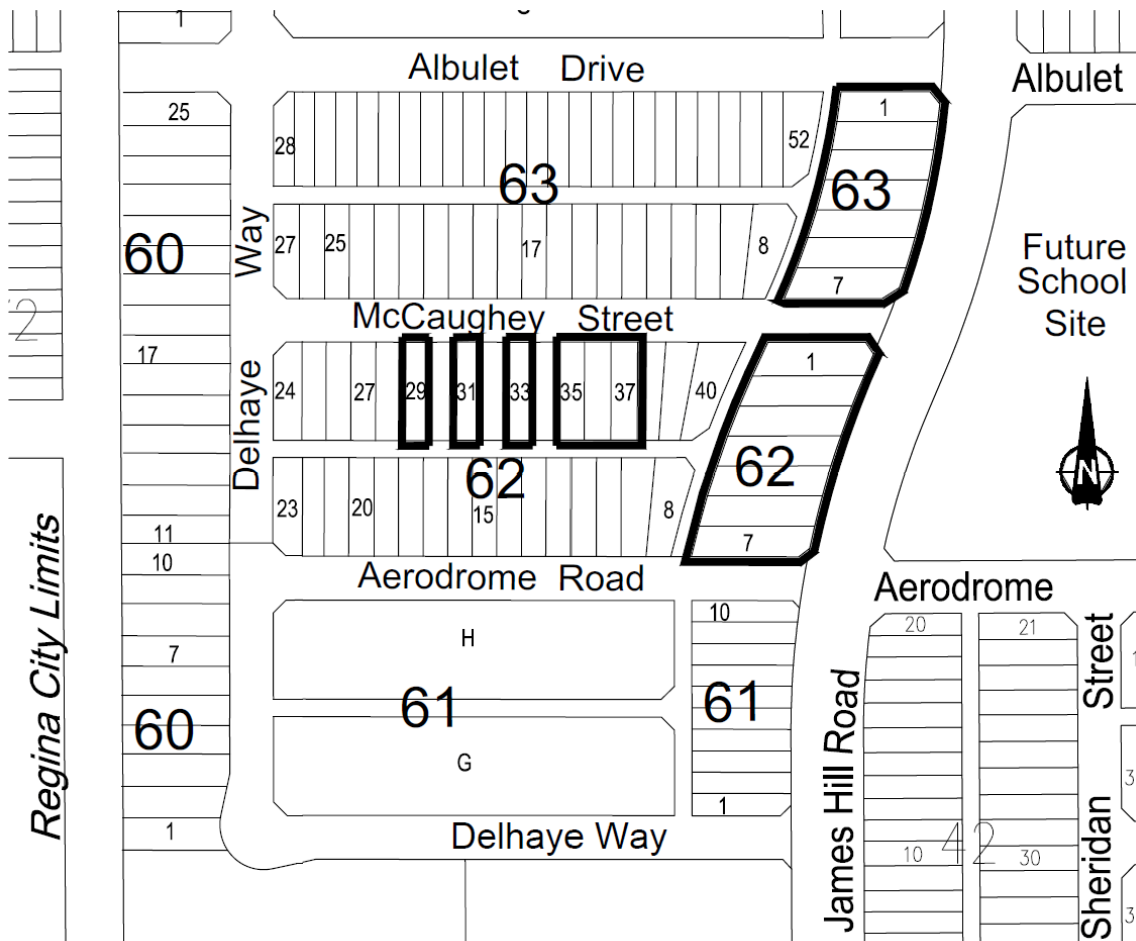
\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk (SEAL)

CERTIFIED A TRUE COPY

\_\_\_\_\_  
City Clerk

Appendix "A"



## ABSTRACT

BYLAW NO. 2014-4

### THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 2)

---

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The proposed rezoning will allow for the construction of 20 secondary suites above detached garages that will be accessed from a rear lane.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission Meeting December 4, 2013 RPC13-82 Mayor's Housing Commission, February 10, 2014, MHC14-4
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning



BYLAW NO. 2014-8

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 4)

---

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 2, Part 2C - Definitions is amended by adding, in alphabetical order, the following definition:  
  
"**ADULT ENTERTAINMENT**" - live entertainment including strip-tease and wet clothing contests or similar adult performances as permitted in accordance with *The Alcohol Control Regulations, 2013*.  
  
"**ADULT ENTERTAINMENT ESTABLISHMENT**" - a building or part of a building that features live adult entertainment."
- 3 Chapter 2, Part 2C - Definitions is amended by repealing the definition of "Night Club" and substituting the following:  
  
"**NIGHT CLUB**" - a building or part of a building which features commercial entertainment, including music and dance but not including Adult Entertainment as defined in this Bylaw, and where food and beverages, including alcoholic beverages, may be provided to patrons."
- 4 In Chapter 2, Part 2C, the definition of "**ADULT CABARET**" is repealed.
- 5 In Chapter 2, Part 2C, the definition of "**ADULT THEATRE**" is repealed.
- 6 Chapter 5, Part 5B, Table 5.3 is amended by striking out "Adult Cabaret" and "Adult Theatre" and substituting "Adult Entertainment Establishment" wherever they appear.
- 7 Chapter 8, Part 8D, Section 8D.3 is amended by striking out "Adult Cabaret" and "Adult Theatre" and substituting "Adult Entertainment Establishment" wherever they appear.

Approved as to form this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

City Solicitor

8 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 27th DAY OF February 2014.

READ A SECOND TIME THIS 27th DAY OF February 2014.

READ A THIRD TIME AND PASSED THIS 27th DAY OF February 2014.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk (SEAL)

CERTIFIED A TRUE COPY

\_\_\_\_\_  
City Clerk

## ABSTRACT

BYLAW NO. 2014-8

### THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 4)

---

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The amendments will more closely align the defined land uses in the Zoning Bylaw that feature live adult entertainment with <i>The Alcohol Control Regulations, 2013</i> that came into effect on January 1, 2014. The location of these uses, in certain industrial zones as discretionary uses, subject to the application of separation distances and City Council approval has not changed.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, January 15, 2014, RPC14-4.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning

BYLAW NO. 2014-11

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 5)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 - Zoning Maps (Map No. 3087 and 3287) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix "A", legally described as:

**Legal Address:** Parcel G, Plan No. 101875530

**Civic Address:** 510 University Park Drive

**Current Zoning:** MAC - Major Arterial Commercial

**Proposed Zoning:** R6 - Residential Multiple Housing

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

READ A FIRST TIME THIS 27th DAY OF February 2014.

READ A SECOND TIME THIS 27th DAY OF February 2014.

READ A THIRD TIME AND PASSED THIS 27th DAY OF February 2014.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk (SEAL)

CERTIFIED A TRUE COPY

\_\_\_\_\_  
City Clerk

*Proved as to form this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.*

*City Solicitor*

Appendix "A"





ABSTRACT

BYLAW NO. 2014-11

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 5)

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PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The rezoning is required to accommodate the development of low-rise apartment buildings in the Gardiner Park Addition.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, January 29, 2014, RPC14-3.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning

BYLAW NO. 2014-12

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 6)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 - Zoning Maps (Map No. 2691) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix "A", legally described as:

**Legal Address:**           **Lot B, Block 13, Plan No. 59R10220**

**Civic Address:**           **3440 Avonhurst Drive**

**Current Zoning:**       **R1 - Residential Detached**

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

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

READ A FIRST TIME THIS 27th DAY OF February 2014.

READ A SECOND TIME THIS 27th DAY OF February 2014.

READ A THIRD TIME AND PASSED THIS 27th DAY OF February 2014.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

(SEAL)

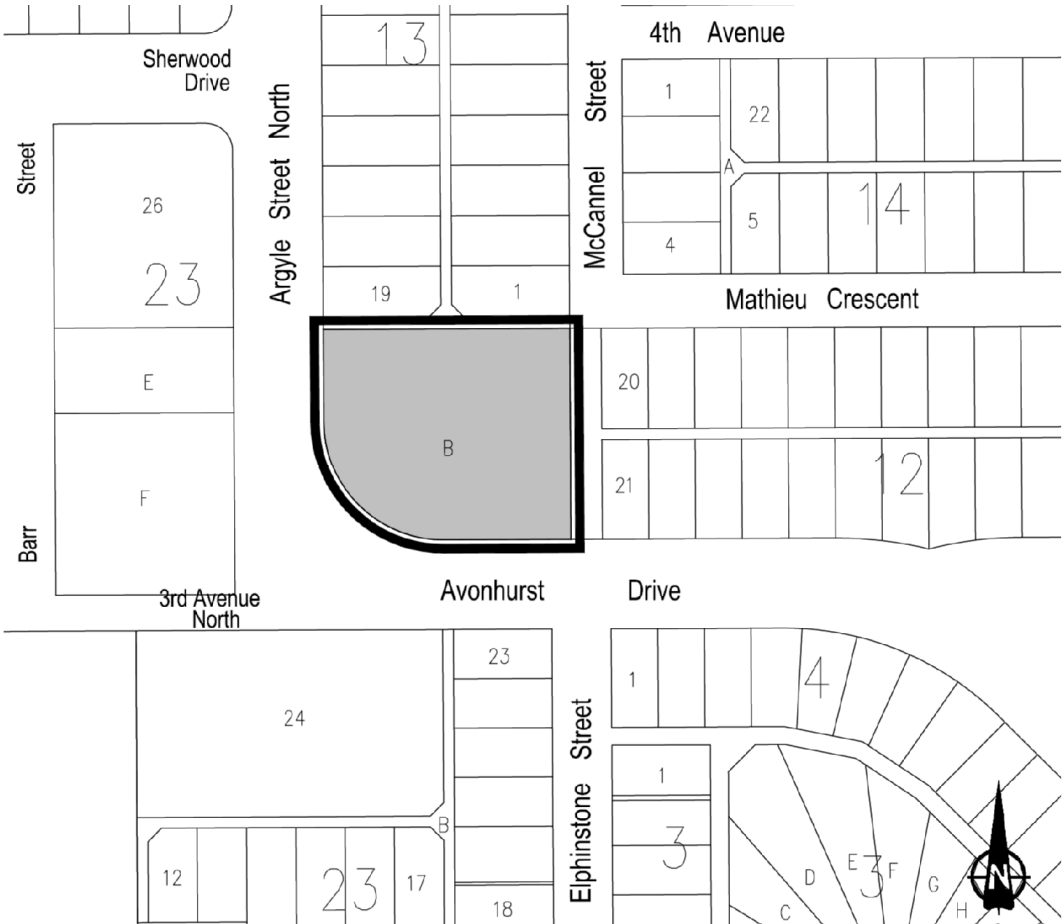
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\_\_\_\_\_  
City Clerk

Approved as to form this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
City Solicitor

Appendix "A"



ABSTRACT

BYLAW NO. 2014-12

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 6)

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PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The rezoning is required to accommodate the development of a planned group of townhouse dwellings.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, January 15, 2014, RPC14-2.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning

February 27, 2014

His Worship the Mayor  
And Members of Council

My name is Jamie McKenzie I'm representing my self Tonight and thank you for letting me speak on the propose changes to the Taxicab Bylaw that the disability community pay the same Taxicab fare as the non-disability community and people that have disability and use a mobility device we did not ask to have a disability so why should people that have a disability and use a mobility device pay more then non-disability community.

Because allot of people that have a disability and use a mobility device that use Accessible Taxicab might not of allot money to use Accessible Taxicab so I hope as City Council to vote tonight to drop Accessible Taxicab fare from \$7 to \$4 and ask City Administration why is Regina 11 Accessible Taxicabs behind Saskatoon that as 21 Accessible Taxicabs at this current time but if this Taxicab Bylaw change is pass by City Council tonight Regina will go from 6 Accessible Taxicabs to 10 but is still 11 Accessible Taxicabs behind Saskatoon so why is it taking Regina longer to get more Accessible Taxicabs.

Thank you from

Jamie McKenzie



Your Worship, Councillors

My name is Jennifer Cohen. I'm here tonight to speak on behalf of your Accessibility Advisory Committee members.

I will comment on report CR-14 the Taxi Bylaw Changes in particular those amendments which address the matter of accessible taxis in Regina.

The Committee members support all measures which address the matter of equity in pricing effective March 11, 2014:

the drop rate (#1)

the per meter rate (#2)

repealing the \$3.00 charge for transporting two non-ambulatory passenger from the same location (3)

We support an additional six licences be issued for accessible taxis in 2014 (#4).

We support the City of Regina's adopting a population ratio by which to determine the number of accessible taxis in the future (#6).

We support the amendment which specifies that no passenger will be charged an additional rate for an accompanying service animal (#7).

We support the amendments which lead to passenger safety namely those which outline technological changes in payment systems and GPS, dispatch function and the age of taxi vehicle requirements (#8,9).

It is imperative these matters be addressed. There is no reason to levy higher charges for transporting those with disabilities. There is no reason not to have an adequate number of taxis available. I have no access to an accessible taxi in Regina most of the time as you have.

Such practices place the city in violation of Human Rights laws. Irrespective of law it is simply wrong headed. Why would persons with disabilities be treated differently? Why would we be penalized by higher charges and a scarcity of accessible taxis?

The Official Community Plan, Design Regina and the Transportation Master Plan see our city as being an inclusive place in which to live. In order to achieve belonging and being fully participating citizens we must be able to get around as do others.

There are times during the day and night when there is no accessible transportation option for those of us with mobility issues, other than an ambulance. We do not want to be referred to as “those people”, a “burden” or “users” when matters such as transportation equity are discussed in such forums as this. We are simply “passengers” or would like to be.

I understand that over 20 accessible taxi licences have recently been approved in Saskatoon. In that regard members of the Accessibility Advisory Committee strongly support future additions to accessible taxis in Regina past 2014. Increasing the number from 4 at present to 10 this year is just a start.

I appreciate the opportunity to make this presentation to Council this evening.

Thank you.

February 27, 2014

To     His Worship the Mayor  
          And Members of City Council

Good afternoon Mayor and Members of Council:

My name is Mellisa Northe and I am here on my own behalf.

I would like to share some of my concerns regarding the Taxicab bylaw. There is 24 hour taxi service in the city. I have had issues obtaining an accessible taxi when I have been released from the hospital. My concern is that taxi brokers do not seem to understand the needs of the community when it comes to service for disability. Paratransit/conventional transit are and should be complimentary to taxis and work with the taxi service.

Customers reporting kudos and/or concerns need to be addressed with education to the organizations and individuals of the disabled community. Education, but also without fear of repercussions of reporting issues by calling the City.

Thank you for your time.

Mellisa Northe

February 19, 2014

Mayor, Councillors, Citizens, and guests,

I appreciate the opportunity to speak to you on behalf of the Saskatchewan Human Rights Commission (SHRC), in support of changes to bylaws relating to the provision of accessible taxi services for persons with disabilities.

I would like to take this opportunity to commend the work of Mr. Chow and Ms. Lye in crafting the proposed changes to the bylaw. It has been a pleasure to work with them on the Accessible Transportation Systemic Advisory Committee and to support the provision of accessible transportation services for persons with disabilities in Regina.

The Commission has particular interest in three aspects of the bylaw amendments:

1. The elimination of differential drop rates for people that require accessible taxi cabs due to disability or impairment.
2. The possible increase in the number of accessible taxi licenses leading to an increased number of accessible taxicabs for hire by persons with disabilities.
3. The provisions relating to the transportation of service animals.

The Commission's position is that a differential drop rate is inequitable and discriminatory. All citizens should be charged the same fare to travel the same distance in a taxicab, in a given municipality, whether they require accessible taxi service or not. For your information, the SHRC has, previously, worked in the City of Saskatoon to eliminate the differential drop rate for accessible taxi service in that city. That resolution was achieved amicably and with minimal delay.

The Commission also supports bylaw changes that increase the availability of taxicab services for people with disabilities in the City of Regina and, thereby, help achieve service equity for persons with disabilities. The Commission would urge the Council and administration to consider an implementation schedule that addresses inequity in a timely manner.

The Commission also strongly supports the provisions contained within the bylaw relating to the transportation of service animals in taxi cabs.

In closing, I would like to thank the Mayor and Council for the opportunity to offer input into the development of taxi service bylaws that achieve equity for persons with disabilities.

Yours truly,

Andy Livingston  
Investigator, Saskatchewan Human Right Commission

Your Worship, members of City Council and Administration

My name is Terri Sleeva and I represent the Regina Citizen's Public Transit coalition. I wish to commend you for your new initiative of permitting people with disabilities equal access to mobility which has been enjoyed by ambulatory people in the past.

It needs to be understood that being disabled is more expensive than not and people with disabilities usually have a lesser income which results in people becoming shut-ins.

Because Paratransit has so many trip refusals, options are limited for people with disabilities. We need more new vehicles on the road with all of the safety standards implemented.

What I would like to see is all of the taxi drivers in Regina being given sensitivity training when it comes to transporting people with disabilities. I think it is woefully lacking! There need to be some strict regulations which are adhered to or the penalties will be enforced.

That being said, what are the incentives given to taxi drivers to transport people with disabilities since it takes more time? People with disabilities shouldn't have to bear the burden of exclusion because taxi drivers give preferential treatment to the able-bodied segment of society.

It is through no fault of our own that we became disabled and who knows, you may join this select group in the future. Doing the right thing the 1<sup>st</sup> time will be advantageous for everyone. Thank you!



Feb 20, 2014

**Re: Taxicab Bylaw Changes**

Thank you for the opportunity to speak to this item.

My name is Sandy Archibald representing Arch Transco Ltd. - Regina Cabs/Premiere Taxi.

**Meter Rate** change process – we request that the administration and the industry meet each Spring prior to the Cost Fare analysis calculation in order to consider any unusual expenses that the industry may have knowledge of. For example, the taxi industry has been hit with a 15% increase in premiums from SGI for three consecutive years.

The industry and the administration should have an exchange of information well in advance of the Cost Fare Calculation and any meter rate change recommendation. The industry did meet with the administration in October and we were told there would be no increase because the percentage change wasn't large enough. There is no threshold amount set out in the bylaw that we're aware of. Later, in November we received the report that set out an increase. We need to formalize the process for better communication.

**Lottery License Process:**

It should be noted that Dr. Mundy's study is clear that the full service brokerage is important in the overall stability of the industry, serving as the backbone of the industry and is an essential component to keep all the various interests in balance. The administration's report reinforces that the presence of the full service brokerage is a key element to the industry's overall success.

The lottery process doesn't lend itself to support the full service brokerages. At past meetings we have recommended various options including direct allocation of accessible licenses to the brokerages and lottery systems that allocate a prorated number of lottery licenses to each brokerage to permit for orderly growth and continued ability for each brokerage to provide service to its' customers. This is particularly significant with the accessible lottery licenses as current customers of each brokerage move from using regular taxi service to requiring accessible services in the future. A balanced allocation of the licenses would permit for improved service to each brokerage's client base whether it is to care homes, health care facilities, educational institutions and members of the general public

**Taxi numbers:**

The number of taxicabs operating on the streets has increased dramatically in the last few years with the additional of 6 lottery licenses in 2012 and now 6 more in 2014 plus 6 accessible licenses in 2014. As well, the percentage allocation of seasonal licenses has moved from 30% to 37% of the regular and lotto licenses. The seasonal license period has been extended to 7 months as well. By October 1 2014 there will be approximately a 20% increase in the number of taxis on the street.

We are a demand-derived business, either you need a taxi or you don't. While the city is growing that does add to the potential customer base, we still must be cautious to keep a balance in the industry and we need to ensure a continued supply of taxi drivers and that those drivers are seeing a reasonable return for their investment of time and money.

We are concerned that it will become more difficult to recruit drivers for the accessible taxis because the work-load is more demanding than driving a standard taxi. We recommend that the administration and the industry meet to discuss this matter and any other concerns arising from these proposals prior to the administration reporting back to Community & Protective Services committee in June of 2015.

In closing, we note that the City is precluded from charging more to the industry than the cost of administering the taxi licenses. Since many more taxis are being licensed, we believe that the licensing costs should be reviewed and the fees should be reduced. In addition the City is receiving the revenue generated from the lottery process which should help to offset the administration of the taxi industry.

**Lottery license winners:**

We understand that this time, the Lottery License Winners names will be announced and/or provided by some means to the Brokerages and we look forward to learning about how that process will work.

Thank you for your time today.

Sandy Archibald  
Regina Cabs/Premiere Taxi.

February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: Taxicab Bylaw Changes

---

**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES  
COMMITTEE - FEBRUARY 6, 2014**

1. That a drop rate of \$4.00 be implemented for all taxicabs, including those operating under accessible, regular, seasonal, and temporary licences effective March 11, 2014.
2. That a per metre rate of \$0.10 per 57 metres be implemented for all taxicabs, including those operating under accessible, regular, seasonal, and temporary licences effective March 11, 2014.
3. That the additional charge of \$3.00 for transporting two non-ambulatory passengers from the same location be repealed.
4. That six additional accessible taxicab owner's licences be issued in 2014 through a lottery system, to be further reviewed by the Community and Protective Services Committee in June 2015.
5. That a lottery system be adopted for the issuance of accessible taxicab owner's licences.
6. That the City implement an accessible taxicab to population ratio of one for every 11,000 residents.
7. That all taxicabs (accessible, regular, seasonal, and temporary) be required to accommodate, at no additional charge, service animals accompanying passengers with disabilities.
8. That the City mandate the following technological requirements in accordance with the same three-year implementation strategy that is currently mandated for regular, seasonal, and temporary taxicabs:
  - a. electronic payment system technologies installed in accessible taxicabs by December 1, 2014;
  - b. GPS and computer-aided dispatching technologies installed in accessible taxicabs by December 1, 2015; and,
  - c. security cameras installed in all accessible taxicabs by December 1, 2016.
9. That the City mandate vehicle age requirements for accessible taxicabs following the same requirements that are currently mandated for regular, seasonal, and temporary taxicabs.
10. That the amendments to Bylaw No. 9635, *The Taxi Bylaw, 1994*, as identified in this report, be approved.
11. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.

*COMMUNITY AND PROTECTIVE SERVICES COMMITTEE – FEBRUARY 6, 2014*

The following addressed the Committee:

- Ms. Sandy Archibald, representing Regina Cabs and Premiere Taxi, addressed the Committee;
- Ms. Mellissa Northe addressed the Committee;
- Mr. Jamie McKenzie addressed the Committee;
- Ms. Terri Sleeva, representing R.C.B.T.C, addressed the Committee;
- Ms. Jennifer Cohen, representing the Accessibility Advisory Committee, addressed the Committee; and
- Mr. Del Van De Kamp, representing Van de's Accessible, addressed the Committee.

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation # 12 does not require City Council approval.

Councillors: Shawn Fraser, Bob Hawkins and Mike O'Donnell, were present during consideration of this report by the Community and Protective Services Committee.

The Community and Protective Services Committee, at its meeting held on February 6, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That a drop rate of \$4.00 be implemented for all taxicabs, including those operating under accessible, regular, seasonal, and temporary licences effective March 11, 2014.
2. That a per metre rate of \$0.10 per 57 metres be implemented for all taxicabs, including those operating under accessible, regular, seasonal, and temporary licences effective March 11, 2014.
3. That the additional charge of \$3.00 for transporting two non-ambulatory passengers from the same location be repealed.
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  - c. security cameras installed in all accessible taxicabs by December 1, 2016.

9. That the City mandate vehicle age requirements for accessible taxicabs following the same requirements that are currently mandated for regular, seasonal, and temporary taxicabs.
10. That the amendments to Bylaw No. 9635, *The Taxi Bylaw, 1994*, as identified in this report, be approved.
11. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.
12. That Item No. CPS13-18 be removed from the List of Outstanding Items for the Community & Protective Services Committee.

## CONCLUSION

Consistent with the City's Official Community Plan for "creating safe and inclusive neighbourhoods that are easy to get around" the Administration recommends changes to the taxicab industry that will ensure equal access for all citizens.

These changes include: equalizing the drop rate for accessible taxicabs and regular taxicabs; increasing the number of accessible taxicab licences to adequately meet the needs of people with mobility disabilities and the growing senior community; and technological and vehicle age requirements that will enhance the safety and security of both drivers and passengers. A detailed listing of the proposed amendments to *The Taxi Bylaw, 1994* is included in Schedule A of this report.

## BACKGROUND

In 2009, the City of Regina hired the consultant firm Tennessee Transportation & Logistics Foundation (TTLF) to provide a detailed analysis of the City's current taxicab industry. The findings from this report led to the regulatory changes that were adopted by City Council on March 12, 2012 (CR12-19). These changes included:

- requirements for computer-aided dispatching, electronic payment, security cameras, and GPS technologies;
- vehicle age requirements;
- a population ratio of one taxicab for every 1,250 residents;
- the issuance of temporary taxicab licenses through a lottery process; and,
- a taxi cost fare model.

The TTLF report did not include an evaluation of accessible taxicabs. Persons with disabilities were included as part of the 2011 Regina City Priority Population Study. The study's findings highlighted the need for affordable, timely, accessible transportation to support full inclusion in employment, community activities, and everyday pursuits. Sounding sessions with stakeholders revealed concerns around high costs and the limited availability of accessible taxicabs. In January 2013, the Administration began a review of the City's accessible taxicabs services.

*The Taxi Bylaw, 1994* provides for a drop rate of \$7.00 for accessible taxis and \$3.80 for regular taxicabs. Separate drop rates were first introduced in 1997 to account for the higher costs associated with operating an accessible taxicab. A number of factors contribute to this increased cost, including: installation of wheelchair accessible equipment that must meet safety standards; higher operating and maintenance costs; and, additional services provided to passengers with disabilities, including loading, securing, and unloading of wheelchairs. The majority of other jurisdictions in Canada do not set separate rates for accessible taxicabs and regular taxicabs. The

Saskatchewan Human Rights Commission advocates that equivalent and comparable taxicab services including fare equity, be made available to persons with disabilities.

A total of seven accessible taxicab owner's licences have been approved by Council. Four of these licences are currently in use – two by Regina Cabs/Premier Taxi, one by Capital Cabs, and one by Van De's Accessible Transit Inc. The remaining three licences have been returned to the City and have not been reissued. The most recent allocation of an accessible taxicab owner's licenses was in December 2006. Consultations with accessible taxicab passengers and taxicab brokers have revealed that the current number of accessible taxicab owner's licences (including licences that have not been reissued) is insufficient to keep up with demand.

## DISCUSSION

### Drop Rates for Accessible, Regular, Seasonal, and Temporary Taxicabs

Reducing the accessible taxicab drop rate to match that of other taxicabs will provide fare equity for people with disabilities. Thus, all taxicabs will charge the same fares for service with increases calculated based on the Taxi Cost Fare Model as per Schedule "D" in *The Taxi Bylaw, 1994* going forward.

Equalizing the fares for all taxicabs also requires the removal of the provision allowing an extra \$3.00 charge for the hire of an accessible taxicab for transporting two non-ambulatory passengers departing from the same place and travelling to the same destination.

The latest Taxi Cost Fare Model review, conducted in October 2013, indicated a 5.2 per cent increase from the period of November 2011 to September 2013. This would suggest that a corresponding fare increase is necessary to maintain industry profitability. Based on a review of the drop rate and per metre rate, the Administration recommends increasing the drop rate from \$3.80 to \$4.00 and adjusting the per metre rate from \$0.10 per 60 metres to \$0.10 per 57 metres.

### Possible Financial Incentives for Accessible Taxicab Service Providers

The Administration recognizes that the cost of purchasing and operating an accessible taxicab is higher than for a regular taxicab and has considered several options for addressing this issue. Table 1 provides a comparison of the most common taxicab models and purchase prices in Canadian dollars (based on 2013 baseline models, no tax). The table also provides the cost difference between each vehicle model and the MV-1 – a factory-built accessible vehicle. From this comparison it is estimated that a new accessible taxicab costs approximately \$20,000 more than a new non-accessible taxicab.

Table 1. Vehicle cost comparison.

<b>Vehicle Model</b>	<b>Price (baseline)±</b>	<b>Cost Difference (compared with MV-1)</b>	<b>Cost Difference (compared to retrofit van)</b>
MV-1 accessible taxi	\$45,900	-	-
Retrofitted Dodge Caravan*	\$32,400	\$13,500	-
Toyota Prius 2013	\$26,100	\$19,800	\$6,300
Dodge Grand Caravan 2013	\$19,895	\$26,005	\$12,505
Toyota Camry 2013	\$26,985	\$18,915	\$5,415
Chevrolet Malibu 2013	\$21,995	\$23,905	\$10,405
Lincoln MKZ 2013	\$36,100	\$9,800	- \$3,700
<b>Average cost difference</b>		<b>\$19,685</b>	<b>\$6,185</b>

\*Retrofit costs are based on estimates provided by the Taxicab, Limousine, and Paratransit Association Accessible Taxicab Cost Calculator  
± Prices are based on those provided on the vehicle manufacturer website



In order to determine whether there is a need to provide a financial incentive to the taxicab industry to provide service to non-ambulatory customers, the Administration conducted a review of municipal, provincial, and federal incentives available to accessible taxicab owners (see Schedule B of this report for the full analysis). From this review, there does not appear to be a standard mechanism for offsetting these costs and incentive programs have been met with various levels of success. Additionally, the decision to provide financial incentives is highly dependent on local industry regulation and the overall industry environment.

According to BMA Management Consulting Inc. and the Center for Transportation Studies, the following key determinants that will reduce the need for financial incentives tend to be:

- The presence of a full service taxi industry, with a sufficient number of vehicles to service a wide geographic area, modern computer-aided dispatch, school trips services, special event services, etc.
- If the taxicab owner's licences can be bought and sold, thus holding "inherent value".
- Customer demand that provides a reasonable revenue stream for the accessible taxicab service providers.

Based on the results of the jurisdictional review and in consideration of the above determinants, the Administration does not recommend providing a financial incentive for accessible taxicabs at this time.

### Service Animals

Consultations with the Saskatchewan Human Rights Commission Accessible Transportation Stakeholder Advisory Committee (ATSAC) have revealed that passengers with service animals face high rates of refusal (more than 50 per cent) when requesting a taxicab. While human rights legislation already requires the accommodation of persons who use service animals, the ATSAC strongly recommends including provisions in *The Taxi Bylaw, 1994* that would require drivers to provide the Licence Inspector with a reasonable justification for refusing transportation of a service animal.

The Administration recommends mandating that all taxicabs (regular, seasonal, temporary, and accessible) accommodate persons with disabilities who use service animals, unless exempted by the Licence Inspector on the basis of undue hardship. An undue hardship would include a situation where the attendance of a service animal presents an unreasonable risk to health or safety. Minor irritation, unsupported fears of property damage, and cultural reasons do not represent undue hardship. Taxicab brokers and drivers must not demand additional charges for the transportation of service animals accompanying persons with disabilities.

### Technology and Vehicle Age

Following the approval of the City Council report CR12-19, which contained recommendations based on the TTLF Taxi Study, timelines were provided to the owners of the taxicabs and brokers for the implementation of the various technological features and vehicle age requirements. These technological features include computer-aided dispatch systems, GPS systems, security cameras and electronic payment systems. Vehicle age requirements and technological features were only mandated for regular, seasonal, and temporary taxicabs. In order to maintain an equal service level across the entire taxicab industry, the same requirements should apply to accessible taxicabs as well.

The Administration recommends the same three-year staged implementation strategy for accessible taxicabs that was mandated for all other taxicabs:

- one year (December 1, 2014) for implementation of an electronic payment system;
- two years (December 1, 2015) for implementing GPS and computer-aided dispatch systems; and,
- three years (December 1, 2016) for installation of a fully-functioning security camera system.

The Administration further recommends mandating vehicle age requirements for accessible taxicabs following the same requirements that are currently mandated for regular, seasonal, and temporary taxicabs, as per *The Taxi Bylaw, 1994*.

### Population Ratio

As Regina continues to grow, so too will the number of residents requiring the use of accessible taxicab services. The Administration believes there is a need for a substantial increase in the number of accessible taxicab owner's licences.

Accessible taxicabs are rarely available on-demand and must be booked in advance; with passengers reporting particular difficulty in receiving service after 6 p.m. Brokers indicate they are unable to provide on-demand service, 24-hours a day because of the lack of accessible taxicabs. All stakeholders indicated an increase in the number of accessible taxicabs would assist the brokers in providing more service. The addition of more accessible taxicab owner's licences may also help alleviate the pressures on the paratransit system.

The City has no mechanism in place for determining the appropriate number of accessible taxicab owner's licences. Based on the TTLF taxi study, Council mandated a population ratio which provides for one taxicab for every 1,250 residents. Only regular and temporary licences, not seasonal or accessible licences, are included in the ratio calculation. The current population ratio model is an interim solution and the Administration remains committed to technology and the subsequent trip data analysis model as the best option for licence issuance after 2014.

In order to provide a comparable level of taxicab service for people with disabilities, the Administration recommends adopting a population ratio as an interim solution until technological requirements have been met. The recommended ratio is based on a Statistics Canada report that 11.5 per cent of Canadians have a mobility disability. From the 2011 Statistics Canada Census population estimate of 193,100, it can be surmised that 18 accessible taxicab owner's licences should be issued for the City in order to provide a level of accessible taxicab availability that is comparable to regular taxicab availability. To meet this need, the recommended population ratio provides one accessible taxicab for every 11,000 residents.

The Administration recommends that the three currently unissued accessible taxicab owner's licences be issued in 2014 under the amended Bylaw along with another three additional accessible taxicab owner's licences, bringing the total number of accessible taxicab owner's licences to 10. This incremental increase in the number of accessible taxicabs will lessen any impact on existing accessible taxicab licence owners. An additional increase in the number of accessible taxicabs will be reviewed in June 2015.

### Issuance of Accessible Taxicab Owner's Licences

*The Taxi Bylaw, 1994* currently provides for a request for proposals (RFP) to issue accessible taxicab owner's licences. When the RFP process was put into place *The Urban Municipality Act* permitted the City to use a public tender process and to charge market rates for taxicab licences. However; the current provisions of *The Cities Act* prohibit charging a fee for a licence that is greater than the cost of administering that licence, which would prohibit a monetary evaluation of any RFP. One accessible taxicab owner's licence was directly allocated by Council in December 2006, but the RFP process was never used.

The unissued accessible taxicab licences remained with the City while new methods of allocation were considered. As the TTLF Regina Taxi Study conducted between 2009 and 2010 did not include accessible taxicabs in its review, methods of allocation for accessible licences were deferred until a full review of accessible taxicabs could be conducted.

With respect to regular taxicab licences, Council has approved six temporary licences to be issued by a lottery/draw in the first quarter of 2014. Temporary licence issuance based on the population ratio, was introduced as an interim solution until GPS and computer-aided dispatch technologies could be fully implemented for regular, temporary, and seasonal taxicabs. The use of trip data will enable the City to better estimate the appropriate number of taxicab licenses required to meet demand. The demand for accessible taxicabs and therefore the appropriate number of licenses is also anticipated to be better determined once GPS and dispatch data are available to the City. The Administration is recommending that licences of each type continue to be assessed separately to ensure that demand for taxicabs by ambulatory passengers does not have a negative effect on supply of accessible taxicabs, as the bylaw currently permits accessible taxicabs to transport ambulatory passengers when they are not needed for non-ambulatory passengers.

In addition to the RFP and lottery systems, several other jurisdictions have allocated accessible taxicab owner's licences directly to taxicab brokerages according to the size of the brokerage.

#### Option 1: Request for Proposal (RFP)

The RFP process is designed to allow the City to select qualified and experienced bidders. Bids would be evaluated based on service criteria and not on a monetary basis as the cost of the licence would be set by the Bylaw. Successful bidders would receive a licence only and not a service contract with the City.

The Administration has determined that the RFP option is not an appropriate option for the City. Without the use of monetary evaluation factors as is typical of the RFP process, it would be a subjective process that would be difficult to administer in a fair and transparent manner. Further, in consultations with taxicab brokerages it was suggested that an RFP for new accessible taxicab owner's licences would not attract bidders.

#### Option 2: Lottery/Draw

The lottery/draw process is currently used to issue temporary licences. The lottery is open to individuals over the age of 18 who meet all the licensing requirements as stated in *The Taxi Bylaw, 1994*. Selected entrants are eligible to operate a temporary taxicab owner's licence. The temporary licences are non-transferrable.

The lottery/draw provides a fair and equitable process in the distribution of new taxicab licences. Strong support exists for the lottery process among taxicab drivers; however, many strongly recommend that restrictions should be in place to prevent the entry of people from outside the current Regina taxicab industry. While the Administration

understands the industry's position in wanting these restrictions, it has been determined that there is no sufficient evidence to justify excluding persons from lottery eligibility considering the City's role in regulating the taxicab industry.

### Option 3: Direct Allocation

The taxicab brokers preferred method for the issuance of additional accessible taxicab owner's licences is to provide them with the licences directly. This method would ensure that each existing broker would have an accessible taxicab available for its dispatch. This would provide greater equality from a customer perspective as accessible taxicab customers will have the same choice of service providers as customers using regular taxicab services. However, direct allocation restricts the entry of people from outside the current Regina taxi industry and favours existing brokers.

While this model is not being recommended, in order to ensure an open and fair process any licenses issued directly to brokers should be available to new and existing brokers. This would open an additional avenue to receive an accessible taxicab licence, which may result in the issuance of an unlimited number of licenses.

### Option 4: Hybrid Model of Allocation

A hybrid model would combine direct allocation with a lottery process. A specified number of accessible taxicab owner's licences would be given to each of the taxicab brokerages. Other accessible taxicab owner's licences would be allocated through a lottery/draw process. The hybrid model has all of the same disadvantages as the direct allocation method.

To provide an allocation system that is fair and equitable, the Administration recommends issuing six accessible taxicab owner's licences in 2014 through a lottery/draw. The recipients of the licenses will be free to associate with whichever broker they choose or to associate with any new brokerage that is established in accordance with the Bylaw. The conditions for entering the lottery will be the same as those currently in place for the temporary taxicab licence lottery. Licences awarded through the lottery process will be non-transferrable and will remain the property of the City.

### Additional Bylaw Amendments

In addition to the proposed changes above, the Administration is using this opportunity to address additional housekeeping amendments in *The Taxi Bylaw, 1994*, as follows:

- a) delete references to compliance dates which have passed and are therefore now in force;
- b) delete references to subsection 21.6(4) and (5), which were renumbered to (1) and (2) in a previous amendment;
- c) updating Schedule C to remove vehicles which are no longer in operation; and,
- d) updating outdated position titles.

### RECOMMENDATION IMPLICATIONS

#### Financial Implications

Licence renewals for an additional six accessible taxicab owner's licences would amount to an additional \$2,250 in annual revenue. Additional revenue will be generated from the lottery/draw process; however, as a lottery/draw has never been conducted for accessible taxicab owner's licences the Administration does not know how many entrants can be expected.

### Environmental Implications

None with respect to this report.

### Policy and/or Strategic Implications

The pursuit of an overall action plan for the City with respect to the accessible taxicabs supports the strategic priorities of the Official Community Plan and the City's vision of being an inclusive community. The recommendations will contribute to achieving the City's outcomes for a safe living and working environment for the community and for increased customer satisfaction.

### Other Implications

None with respect to this report.

### Accessibility Implications

The goal of this report is to increase the transportation options for people with disabilities.

### COMMUNICATIONS

The Administration met with the taxicab brokers in March and October on the issue of accessible taxicabs. Three of the brokers stated that additional accessible taxicab owner's licences should be divided evenly and given to all the brokers free of charge. The brokers also suggested that a Request for Proposal (RFP) for new accessible taxicab owner's licences would not attract bidders. The fourth broker met separately with Administration. They commented that new accessible taxicab owner's licences should go through the RFP system of allocation.

The Administration sent letters to all the taxicab drivers in October to solicit feedback regarding allocation methods for new accessible taxicab owner's licences. An overwhelming majority of respondents supported a lottery/draw process. Several drivers also suggested that if a lottery/draw were held, restrictions should be in place that would prevent the entry of people from outside the current Regina taxicab industry.

Feedback on accessible taxicab services was solicited from several stakeholders, including accessible taxicab users, the Saskatchewan Office of Disability Issues, and the Saskatchewan Human Rights Commission Accessible Transportation Stakeholder Advisory Committee. All stakeholders approved the introduction of technological and vehicle requirements and the population ratio of one accessible taxicab for every 11,000 residents. Stakeholders also strongly supported the need to include bylaw provisions around the transportation of service animals.

### DELEGATED AUTHORITY

This report must be forwarded to City Council for approval.

Respectfully submitted,

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE



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Ashley Thompson, Secretary

## SCHEDULE A

Existing provision	New provision	explanation
<p>"License Inspector" means any person employed with the City of Regina in the following positions:</p> <p>(a) the Manager of Licensing and Municipal Fines;</p> <p>(b) the Billing Coordinator, Licensing and Municipal Fines; and</p> <p>(c) the Licensing and Municipal Fines Officer;</p>	<p>"License Inspector" means any person employed with the City of Regina in the following positions:</p> <p>(a) the Manager of Bylaw and Licensing;</p> <p>(b) the Billing Coordinator, Bylaw and Licensing; and</p> <p>(c) the Licensing Officer;</p>	Housekeeping change to reflect change in name of City Department.
N/A	<p>"Service Animal" means an animal trained to be used and used by a person with a disability for reasons relating to his or her disability;</p>	New Definition. Definition is consistent with <i>The Animal Protection Act, 1999</i> . Term used in subsection 6.(22.3).
6.(12.1) as of April 1, 2013, accept payment of fares by way of an electronic payment system;	6.(12.1) for operators of temporary, regular or seasonal taxicabs, accept payment of fares by way of an electronic payment system on or before April 1, 2013 and for operators of accessible taxicabs, accept payment of fares by way of an electronic payment system on or before December 1, 2014.	Retains provision relating to temporary, regular or seasonal taxicab operators. Removes exemption for accessible taxicab operators and sets compliance date of December 1, 2014 for accessible taxicab operators.
N/A	6.(22.3) unless exempted by the Licence Inspector pursuant to this Bylaw, permit a passenger with a disability to be accompanied by their service animal and must not demand any additional charge for the transportation of service animals accompanying a passenger with a disability.	New provision
N/A	6.1 A taxicab driver may apply for an exemption from the application of subsection 6.(22.3) upon providing proof acceptable to the licence inspector of the taxicab driver's inability to comply with the requirement without suffering undue hardship.	New provision, related to subsection 6.(22.3).



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13.(10) as of April 1, 2013, ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;	13.(10) ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;	Removes expired compliance date. Provision is now in force.
15.(f) as of April 1, 2013, the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment system that is maintained in working order; and	15.(f) the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment system that is maintained in working order; and	Removes expired compliance date. Provision is now in force.
19.(10) as of April 1, 2013, ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;	19.(10) ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;	Removes expired compliance date. Provision is now in force.
20. Accessible taxicab owner's licences may be issued upon determination of vehicle specifications and accessible taxicab driver licensing requirements and conditions.	20.(1) For the purpose of this Bylaw, the licence period for an accessible taxicab owner's licence commences on June 15 of one year and ends on June 14 of the following year.	This section duplicates the applicable sections from temporary and seasonal license issuance, with different renewal dates and licence ratio. New accessible licences do not expire like temporary and seasonal licences.
21.(1) The maximum number of accessible taxicab owner's licences to be issued for the City of Regina shall be as determined from time to time by City Council.	(2) Where an individual has been issued an accessible taxicab owner's licence by lottery and he or she meets the accessible taxicab owner's licence requirements, his or her accessible taxicab owner's licence may be renewed on an annual basis.	(1),(2) The licence period remains unchanged.
(2) The number of accessible taxicab owner licences determined under this section shall be in addition to any other class of taxicab owner licences.	(3) Subject to subsection (4), the Licence Inspector may issue accessible taxicab owner's licences by way of a lottery conducted in accordance with the provisions of this Bylaw.	(3),(7) Permits accessible licences to be issued by lottery.
	(4) The Licence Inspector shall not issue any additional accessible taxicab owner's licences for any annual licence period where the number of accessible taxicab owner's licences that existed 120 days prior to the start of that licence period would be equal to or greater than one accessible taxicab for every 11,000 residents of the city of Regina.	(4)-(6) Permits the licence inspector to issue licences <u>up to</u> an amount that would create a population ratio of 1 taxicab for 11,000 residents.
		(8) Accessible licences are currently non transferrable except in very limited circumstances (s.21.4). Like other licences issued by lottery, new licences will not be transferrable in any circumstances. The three licences

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	<p>(5) For the purposes of determining the total number of residents of the city the Licence Inspector shall make the population determination 120 days prior to the start of that licence period and shall use the population as determined in accordance with the latest census taken pursuant to the <i>Statistics Act</i> (Canada) that exists on that date.</p> <p>(6) When determining the current number of accessible taxicab owner's licences for the purposes of subsection (5), the Licence Inspector shall make the determination 120 days prior to the start of that licence period and shall not include those licences that are revoked or those licences that are not eligible for renewal.</p> <p>(7) When the licence is revoked for any reason, the Licence Inspector may reallocate that licence by way of a lottery conducted in accordance with the provisions of this Bylaw.</p> <p>(8) Every accessible taxicab owner's licence issued is the property of the City and subject to section 21.4 no individual shall transfer or sell his or her temporary taxicab owner's licence.</p> <p>(9) Where an individual is issued an accessible taxicab owner's licence pursuant to a lottery, the licence shall be issued in the name of the individual who applied for the licence and shall not be issued in any other name or be transferred to any other person.</p> <p>(10) If an accessible taxicab owner licensee dies, the licence is revoked and it shall be returned immediately to the Licence Inspector.</p>	<p>currently in operation will continue under the old rules.</p> <p>(9) Consistent with temporary lottery. Promotes fairness in the lottery process and is consistent with non-transferability provision.</p> <p>(10) Same as for temporary. Consistent with the current provision 21.4 which applies to accessible licenses.</p> <p>(11) Same as for temporary. Consistent with current provisions.</p>
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	(11) Except as otherwise set out in this Bylaw, every accessible taxicab owner licensee is subject to the requirements set out in this Bylaw that apply to regular taxicab owner licensees.	
<p>21.4 (1) No accessible taxicab owner's licence or any interest therein shall be leased, transferred or otherwise disposed of except as provided in subsection (2).</p> <p>(2) An accessible taxicab owner's licence may be transferred only upon the licensee holder meeting the following conditions:</p> <p>(i) that the licensee shall retain a registered interest in the licence upon transfer of the licence; and</p> <p>(ii) that all persons having a registered interest in the licence shall have a registered interest in the accessible taxicab.</p>	<p>21.4 An accessible taxicab owner's licence issued and allocated by the City prior to December 16, 2013 may be transferred only upon the licence holder meeting the following conditions:</p> <p>(i) that the licensee shall retain a registered interest in the licence upon transfer of the licence; and</p> <p>(ii) that all persons having a registered interest in the licence shall have a registered interest in the accessible taxicab.</p>	<p>Subsection (1) is moved to 20(8) and with language consistent with temporary licenses issued by lottery. The former subsection 21.4(2) is retained with respect to the three existing licenses.</p>
N/A	<p>21.6 (1) (g) the vehicle to be used as a taxicab under that licence meets the following vehicle age requirements:</p> <p>(i) as of May 1, 2016, the vehicle to be used as a taxicab shall not be 11 model years old or older;</p> <p>(ii) as of May 1, 2017, the vehicle to be used as a taxicab shall not be 10 model years old or older;</p> <p>(iii) as of May 1, 2018, the vehicle to be used as a taxicab shall not be 9 model years old or older;</p>	<p>New requirements for issuance of accessible taxicab owners licences. Same as for other taxicabs, but with delay in some dates.</p>

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	<p>(h) as of December 1, 2014 the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment system that is maintained in working order;</p> <p>(i) as of December 1, 2015 the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system; and</p> <p>(j) as of December 1, 2016 the vehicle that is to be used as the taxicab under that licence is equipped with:</p> <p>(k) a fully functioning security camera system that is:</p> <p>(A) approved by the Licence Inspector; and</p> <p>(B) mounted on the inside of the windshield, or in another suitable position in the front of the passenger compartment, facing rearward to capture images of all occupants of the taxicab at any given time; and</p> <p>(C) notification decals that are approved by the Licence Inspector and are affixed to the vehicle that advise passengers that the vehicle is equipped with a security camera and that passengers are being photographed;</p>	
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	(l) the applicant returns any prior expired taxicab owner's licence stickers to the Licence Inspector within 30 days after the expiry date.	
N/A	21.8(3.3) ensure that the vehicle that is being used as a taxicab under that licence meets the vehicle age requirements set out in section 21.6 of this Bylaw;	New requirement for accessible taxicab owners. Same as for other taxicabs.
N/A	<p>21.8 (8.1) as of December 1, 2014 ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;</p> <p>(8.2) as of December 1, 2015 ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system.</p> <p>(8.3) as of December 1, 2016 ensure that the vehicle that is used as the taxicab is equipped at all times with:</p> <p>(i) a fully functioning security camera system that is:</p> <p>(A) approved by the Licence Inspector; and</p> <p>(B) mounted on the inside of the windshield, or in another suitable position in the front of the passenger compartment, facing rearward to capture images of all occupants of the taxicab at any given time; and</p> <p>(C) notification decals that are approved by the Licence Inspector and are affixed to</p>	<p>New requirements for taxicab owners. Same as other taxicabs but with delay in dates.</p>

## SCHEDULE A

	the vehicle that advise passengers that the vehicle is equipped with a security camera and that passengers are being photographed.	
21.8 (10) maintain the taxicab to the standards set forth in subsection 21.6(5).	21.8 (10) maintain the taxicab to the standards set forth in subsection 21.6.	Housekeeping amendment: 21.6(5) no longer exists. This section is meant to reference the CSA standards for accessible taxicabs in 21.6.
21.10 In addition to the provisions of this or any other Bylaw respecting the revocation of licences, an accessible taxicab owner's licence may be revoked if the accessible taxicab in respect of which the licence was issued is not:  (a) available for accessible taxicab service within 90 days from the date on which City Council approves allocation of that licence;  (b) operated for a period of eight consecutive weeks;  (c) actively operated to transport non-ambulatory passengers for a period of eight consecutive weeks; or  (d) registered in the name of the accessible taxicab licence holder, unless the holder of the licence transfers the licence to a vehicle that meets the requirements of subsections 21.6 (4) and (5). within 8 weeks.	21.10 In addition to the provisions of this or any other Bylaw respecting the revocation of licences, an accessible taxicab owner's licence may be revoked if the accessible taxicab in respect of which the licence was issued is not:  (a) operated for a period of eight consecutive weeks;  (b) actively operated to transport non-ambulatory passengers for a period of eight consecutive weeks; or  (c) registered in the name of the accessible taxicab licence holder, unless the holder of the licence transfers the licence to a vehicle registered in the license holder's name that meets the requirements of subsections 21.6 within 8 weeks.	Former clause a) is now addressed in the lottery requirements s.24.3(14).  Housekeeping change to former clause (d) (now clause (c)): updated for clarity.
21.11 The issuance of additional accessible taxicab owner licences pursuant to subsection 21(1) and the reissuance of existing licences that have been revoked or surrendered shall be done by a call for proposals for the supply of	Repealed.	Accessible licences no longer issued by RFP.



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<p>accessible taxicab service, followed by allocation of the licences by Council.</p>		
<p>22. No taxicab broker's licence shall be issued unless and until the following conditions have been met:</p> <p>(a) the applicant submits an application form to the Licence Inspector in a form approved by the Licence Inspector;</p> <p>(b) the applicant pays the licence fee set out in Schedule "A" to this Bylaw;</p> <p>(c) as of May 1, 2014, the applicant provides evidence satisfactory to the Licence Inspector that the brokerage is equipped with computer aided dispatch technology;</p> <p>(d) as of May 1, 2014, the applicant provides evidence satisfactory to the Licence Inspector that all taxicabs affiliated with that brokerage, except accessible taxicabs, are equipped with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system.</p>	<p>22. No taxicab broker's licence shall be issued or maintained unless and until the following conditions have been met:</p> <p>(a) the applicant submits an application form to the Licence Inspector in a form approved by the Licence Inspector;</p> <p>(b) the applicant pays the licence fee set out in Schedule "A" to this Bylaw;</p> <p>(c) the applicant provides evidence satisfactory to the Licence Inspector that the brokerage is equipped with computer aided dispatch technology by:</p> <p>(i) May 1, 2014 for brokerages affiliated with any temporary or regular taxicabs; and</p> <p>(ii) December 1, 2015 for brokerages affiliated with only accessible taxicabs and no other types of taxicab;</p> <p>(d) the applicant provides evidence satisfactory to the Licence Inspector that all taxicabs affiliated with that brokerage are equipped with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system by:</p> <p>(i) May 1, 2014 for seasonal, temporary or regular taxicabs; and</p>	<p>Broker's licence section amended to include new provisions for accessible licences.</p>

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	(ii) December 1, 2015 for accessible taxicabs.	
24.2 As of May 1, 2014, each licensed taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under regular, temporary and seasonal taxicab owner's licences that are affiliated with that broker.	24.2 (1) As of May 1, 2014, each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under regular, temporary and seasonal taxicab owner's licences that are affiliated with that broker; and  (2) As of December 1, 2015 each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under accessible taxicab owner's licences that are affiliated with that broker	Updates Taxi Broker obligations to include new accessible provisions.
24.3 (1) The Licence Inspector is authorized to use a lottery system to do the following:  (a) issue temporary taxicab owner's licences;	24.3 (1) The Licence Inspector is authorized to use a lottery system to do the following:  (a) issue temporary taxicab owner's licences and accessible taxicab owner's licences;	Adds accessible taxicab owner's licences to issuance by lottery.
N/A	24.3(3) (g.1) subject to the restrictions in section 20, prescribe the number of accessible taxicab owner's licences that will be issued under a lottery;	Addition to lottery provisions to add accessible owner's licenses.
24.3 (4) In order to be eligible to apply to enter the City's licence lottery for a temporary or seasonal taxicab owner's licence, the applicant must:	24.3 (4) In order to be eligible to apply to enter the City's licence lottery for a temporary, accessible or seasonal taxicab owner's licence, the applicant must:	Addition to lottery provisions to add accessible owner's licenses.
N/A	24.3 (6.1) A separate lottery shall be conducted for temporary and for accessible taxicab owner's licences.	Addition to lottery provisions to require separate lotteries to be held for temporary and accessible.
24.3 (10) Each applicant is only eligible to receive one temporary or seasonal taxicab owner's licence for each lottery that the City conducts.	24.3 (10) Each applicant is only eligible to receive one taxicab owner's licence for each lottery that the City conducts.	Amends lottery provision to apply to all types of licenses allocated by lottery.
24.3 (15) If an individual fails to comply with subsections (12) and (14), the Licence Inspector shall not issue a temporary taxicab owner's licence or seasonal	24.3 (15) If an individual fails to comply with subsections (12) and (14), the Licence Inspector shall not issue a taxicab owner's licence to that individual and the Licence Inspector may	Amends lottery provision to apply to all types of licenses allocated by lottery.

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taxicab owner's licence to that individual and the Licence Inspector may reallocate that licence to an alternate.	reallocate that licence to an alternate.	
29.1 (1) A taxicab licence owner or taxicab driver may charge a fee calculated in accordance with subsection (2) if the following conditions are met:  (a) the taxicab is a van and has the capacity to transport six passengers or more;  (b) the passengers request that they be transported by a van;  (c) the taxicab is not an accessible taxicab engaged in the transportation of a non-ambulatory passenger.	29.1 (1) A taxicab licence owner or taxicab driver may charge a fee calculated in accordance with subsection (2) if the following conditions are met:  (a) the taxicab is a van and has the capacity to transport six passengers or more;  (b) the passengers request that they be transported by a van; and  (c) the taxicab is not an accessible taxicab engaged in the transportation of a non-ambulatory passenger.	Clarifies existing section 29.1 which allows an extra charge where a van is requested. Does not include where an accessible vehicle is required.
Schedule A Fee Tariff	Schedule A 4.(1) Every person operating any class of taxicab shall charge or collect only the following:  (a) for the hire of a taxicab for the first 120 meters or part thereof \$ 4.00  ...  (3)(c) wheelchairs or mobility equipment no charge	The same tariff of fees is adopted for all taxicabs. A provision is adopted prohibiting charging for transport of wheelchairs or other mobility equipment.
Schedule C Lists 5 older vehicles that were exempt when the new CSA standard was adopted.	Schedule C Replaced with new Schedule C which contains only licence A004 1995 White Eurovan.	Updates Schedule to remove exempt taxicabs that are no longer on the road.

## Schedule “B”

On November 27, 2013, a report was presented to the Community and Protective Services Committee detailing recommended changes to the Taxi Bylaw, with particular emphasis on providing fare equity and greater availability of accessible taxicabs. The Committee requested additional information regarding possible subsidies and other financial incentives for the taxi industry, given the additional cost of purchasing and operating an accessible taxicab.

Based on a jurisdictional review, there does not appear to be a standard mechanism for offsetting these costs; however, there are examples of municipal, provincial, and federal programs that have been met with various levels of success.

### MUNICIPAL

#### **Cost recovery from taxi industry**

Few municipal jurisdictions offer subsidies directly to accessible taxicab licence owners. The City of Edmonton issued \$7,000 one-time subsidies for 35 accessible vehicles in 2007. The subsidy program is being repaid by a \$25 accessible taxi administration fee, paid annually by all taxi licence holders over a 10-year period. In 2012, Edmonton launched a new funding initiative financed by one-time revenues that were received from the introduction of 50 new Limited Taxi Vehicle licences at a price of \$6,120 each. The City has used this revenue to provide grants of \$6,000 towards the purchase of a late model van to the 50 drivers who received an accessible taxi vehicle licence through a lottery process.

**Advantages:** This option recognizes that having accessible taxicabs is a benefit to the industry as a whole, and as such, the industry should contribute towards its own development and growth.

**Disadvantages:** Regina’s taxi industry is significantly smaller than Edmonton’s, and would require triple Edmonton’s administration fee in order to provide a comparable subsidy for 18 accessible taxicabs (see Table 1). High administrative or licence fees may result in pushback from the taxi industry. A smaller subsidy may be considered; however, it is suspected that an amount less than \$5,000 would do little to offset the cost of an accessible vehicle.

Table 1.

<b>Proposed Subsidy</b>	<b>Required Funds</b>	<b>Repayment Period (in years)</b>	<b>Administration fee (based on 170 taxis)</b>
\$ 7,000.00	\$ 126,000.00	10	\$ 75.00
\$ 6,000.00	\$ 108,000.00	10	\$ 65.00
\$ 5,000.00	\$ 90,000.00	10	\$ 55.00

### **Cost recovery from all taxi customers through a general fare increase**

Costs can be mitigated through a fare increase on all taxi trips as accessible taxis are permitted to transport ambulatory passengers as well. By increasing the drop rate for all taxi trips the additional costs of operating accessible taxis can be spread across the general customer base. The Administration has not found a jurisdiction where a surcharge has been implemented (though it was considered, but not implemented, by Saskatoon in 2012).

Advantages: A fare increase would be easy to administer through the *Taxi Bylaw*. A small increase in fares will not have a great impact on the existing customer base for regular taxicabs.

Disadvantages: It would be difficult to ensure that the additional revenue earned from the fare increase will go towards maintaining and operating accessible taxicabs. Additionally, drivers may not welcome the concept of sharing earnings to supplement the incomes of accessible taxicab drivers, making implementation and enforcement onerous.

### **Financial incentives funded through municipal taxes or fines**

#### *a) Direct subsidies/loans:*

In a jurisdictional review, there were no instances of an accessible taxi subsidy funded through the general tax base. The Administration found one example in Canada where the purchase of new accessible taxicabs is being funded through from revenues earmarked specifically for accessible projects. The City of Kingston recently implemented a one-time \$60,000 forgivable loan to the Kingston Area Taxi Commission (KATC) to introduce three new accessible taxis. As the regulator of taxis within the City of Kingston, the KATC is responsible for the forgivable loan and will ensure that accessible taxi services are provided within the City by the end of 2013. This loan is being funded through a special municipal fund that collects fine revenues from motorists who illegally park in accessible designated spaces.

Advantages: Accessible taxi drivers are subsidized for the additional cost of purchasing a new accessible vehicle.

Disadvantages: Since Regina does not have a taxi commission, there are legal challenges associated with providing loans to for-profit industry as the Cities Act limits the ability to loan money to any organizations other than a non-profit organization, to one of its controlled corporations, or to a business improvement district. Providing a comparable subsidy or loan for the recommended 18 accessible taxicabs would cost the City approximately \$360,000, though a smaller subsidy/loan could be offered (as in Edmonton's example). As the budget is already being finalized for 2014, it is likely that funding for a subsidy or loan program can not be considered until 2015 budget deliberations begin. Additionally, the City would have to consider whether funding programs will be reoffered when vehicles need to be replaced or if more accessible taxicab licences are issued in future years.

*b) Taxi scrip programs:*

A number of jurisdictions in Ontario offer taxi scrip programs as a complementary service to paratransit. These programs provide people with disabilities with a limited number of discounted taxi vouchers each month. Passengers use the vouchers to pay taxicab fares and taxicab drivers are then reimbursed for the vouchers that are submitted to the municipality. If the City of Regina were to provide a scrip program that discounted the difference between the current accessible taxicab fare and the regular taxicab fare (\$3.20), based on an estimate of 15,000 accessible trips per year, voucher reimbursements would cost \$48,000 annually. However, this variation on the scrip program would be unique as the program is usually intended to increase the affordability of accessible transportation for people with disabilities and relieve pressures on the paratransit system – not to subsidize the taxicab industry.

Advantages: Fare equity for accessible taxicab passengers would be achieved as they will pay regular taxicab fares for their trips. Accessible taxi drivers will continue to receive higher fares for their services, mitigating the additional cost of providing the service.

Disadvantages: While fare equity will be achieved as an end result, maintaining differential rates for accessible taxicabs and regular taxicabs may still be viewed as an inequitable practice. In addition to the cost of voucher reimbursements, this type of program would require considerable administrative time to manage. As the budget is already being finalized for 2014, it is likely that funding for a taxi scrip program can not be considered until 2015 budget deliberations begin. Scrip programs have also been met with mixed results – in some municipalities, drivers have avoided accepting vouchers due to the additional time and effort required to exchange vouchers for cash.

**No financial incentives**

In jurisdictions where taxicab owner's licences have high "inherent value", additional financial incentives are rarely provided to the taxicab industry. According to the 2010 TTLF Regina taxi study, the value of a regular taxicab owner's licence in Regina is estimated to be between \$120,000 and \$150,000 (though more recent estimates suggest that the value is closer to \$275,000). These licences are then leased by the owners to taxicab drivers for a monthly fee estimated to be between \$1,500 and \$2,000. Where a high inherent value exists, there is greater demand for licences regardless of whether they are accessible or regular.

In the vast majority of municipalities, including Regina, accessible vehicles can also be used to provide regular taxi service when there is no demand for accessible service. While priority must be given to people with disabilities, accessible taxicab drivers are able to transport ambulatory passengers, offsetting the "deadheading" (i.e., downtime) that drivers may experience between accessible fares. In these jurisdictions, The Center for Transportation Studies suggests that accessible services can be supported without the requirement of subsidies or other financial assistance.



Additionally, where drivers are charged a licence lease fee by the licence owner, special incentives such as a lower lease rate can make driving accessible vehicles more economical and remunerative.

**Advantages:** This option would not cost the City anything and would not require any additional administrative resources. The taxicab dispatchers would be responsible for ensuring that accessible taxicab drivers can be compensated through access to regular fares and/or lower lease fees.

**Disadvantages:** There may be pushback from the taxicab industry if no financial incentives are provided to accessible taxicab services. It is possible that the City will receive fewer entries into the accessible taxicab owner's licence lottery for this reason.

## **PROVINCIAL**

At the November 27, 2013 committee meeting, it was requested that the Administration provide information about provincial and federal sources of funding for accessible vehicles. In Canada, only three provinces provide accessible vehicle subsidy programs that are open to the taxicab industry.

### **Nova Scotia**

The Government of Nova Scotia administers The Accessible Transportation Assistance Program (ATAP), which provides funding to assist in the purchase of accessible vehicles or the modification of existing vehicles. The program provides up to 50 per cent of total capital cost to a maximum of \$50,000 for new or \$10,000 for used vehicles. Taxi drivers may be eligible to receive funding for the cost of converting a van into an accessible vehicle up to a maximum of \$15,000. The program prioritizes accessible transportation projects proposed by rural communities and not-for-profit organizations. Applications from taxicab drivers are considered only if funding is available. In the program's 14 year history, ATAP has approved funding for 24 accessible taxicabs.

### **New Brunswick**

The Government of New Brunswick administers the Vehicle Retrofit Program. The program provides up to \$8,000 towards the cost of eligible accessibility features for a new or existing vehicle. Funding is renewable every 10 years for individuals and five years for organizations. Taxicabs are eligible for funding; however, there has been little uptake from the taxicab industry. There have been less than five applications since the program began in 1998.

### **Quebec**

Quebec's taxicab industry is distinctive as it is regulated provincially, unlike in other jurisdictions where taxicabs are regulated by local governments or regulatory boards. The Government of Quebec Ministère des Transports regulates the taxicab industry across the province (excluding the City of Montreal).

In 2001, the Province began subsidizing the adaptation of taxicabs in order to reach a province-wide target of a four per cent accessible fleet within five years. The program was renewed in 2007 and currently provides taxi permit owner's with up to \$20,000 for adapting a new minivan (Dodge Caravan only) for the transportation of wheelchair users. Applications are selected on a first come, first serve basis. Approximately 840 accessible taxicabs have been subsidized since the start of the program in 2001.

### **Saskatchewan**

The Government of Saskatchewan currently administers the Transit Assistance for People with Disabilities Grant Program (TAPD) that provides financial support to municipalities who offer paratransit services for persons with disabilities. The Province is currently developing an accessibility strategy that may include additional funding opportunities; however, there is no guarantee that funding will be made available to the taxicab industry.

### **FEDERAL**

The Government of Canada, and other provincial governments, offer accessible vehicle grants and tax incentives to municipalities and community organizations to provide paratransit services, or to aide persons (or families) with disabilities in the purchase of a personal vehicle.

The Canada Revenue Agency provides a GST/HST rebate for the purchase of new or modified motor vehicles designed exclusively to assist in placing a wheelchair in the vehicle without having to collapse the wheelchair. Participating provinces are those that have harmonized provincial sales tax with the GST to implement the HST. Residents of Saskatchewan are not eligible for this rebate.

Employment and Social Development Canada provides grant programs to promote the inclusion and full participation of people with disabilities in Canadian society. These programs are available for community-based projects that improve the accessibility of existing facilities, services, and vehicles for community use. Municipalities, not-for-profit organizations, and small private-sector organizations (fewer than 50 employees and under \$5 million in gross revenue per year) are eligible to apply for funding. As taxicabs are not considered "vehicles for community use", applications from the taxi industry would be ineligible.



**Regina  
Humane  
Society**

## The Regina Humane Society and the City of Regina



## A Partnership for the Benefit of Our Community

# His Worship Mayor Fougere and Members of City Council

My name is Lisa Koch, Executive Director of the Regina Humane Society. Joining me to speak in support of the Regina Humane Society's Request to Partner on a New Animal Control and Shelter Centre is Steve Battistolo, Regina Humane Society Director of Operations and Dr. Brie Hamblin, Regina Humane Society Director of Veterinary Care.



Regina  
Humane  
Society

*A Caring Place*

# Our History Together

Established in 1964, the Society was founded to provide shelter for neglected, abused and abandoned animals as well as investigation services to enforce the Animal Protection Act of Saskatchewan and the Criminal Code of Canada. These services continue to be funded solely through voluntary donations and self-generated income.

In 1988, the Regina Humane Society entered into an agreement with the City of Regina to provide impound services and closed the City Pound.

In 1998, Bylaw Enforcement was also contracted to the Regina Humane Society.



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# A Positive Partnership

Over the past 25 years, the City of Regina and the Regina Humane Society have forged a long-standing positive partnership to provide streamlined and centralized animal services which ensure health, safety and emotional well-being for Regina's people and animals in a financially prudent manner.



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# Municipal Animal Services

Based on the 2013 Animal Services contract and the Regina Animal Bylaw, the RHS provides essential municipal animal services to the City of Regina on a fee-for-service basis including Animal Control, Bylaw Enforcement, Animal Impound and Public Education.

## The Regina Animal Bylaw 2009 – 44

*“The purpose of this Bylaw is to promote the safety, health and welfare of people and the protection of people, animals and property in the City of Regina and to ensure the humane treatment of animals.”*



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# Animal Control and Bylaw Enforcement

Regina Humane Society Field Operations ensures continued public health and safety through delivery of services addressing numerous issues including animals at large, bites and attacks, abandoned animals and assists provided to Regina Police and Fire Services.



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# Impound



In 2013, the Regina Humane Society accepted 4,337 animals into its care. Regina Humane Society Impound provides assessment, treatment, housing, care and disposition services in compliance with industry standards and veterinary regulations.



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# Impound



A multitude of expenses are incurred in the delivery of animal impoundment including vaccinations, emergency medical care, population health maintenance, disease outbreak response, euthanasia and zoonotic disease monitoring to name but a few.



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# Public Education



Messages of empathy, kindness, respect and responsibility are communicated through the Society's education programs and services.



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# Value Added Benefits



The Regina Humane Society provides the City of Regina with a suitable level of service at a reasonable cost as well as many value added benefits including safe and humane animal handling expertise, donated supplies and services, volunteer resources, accessible spay/neuter and community outreach programs.

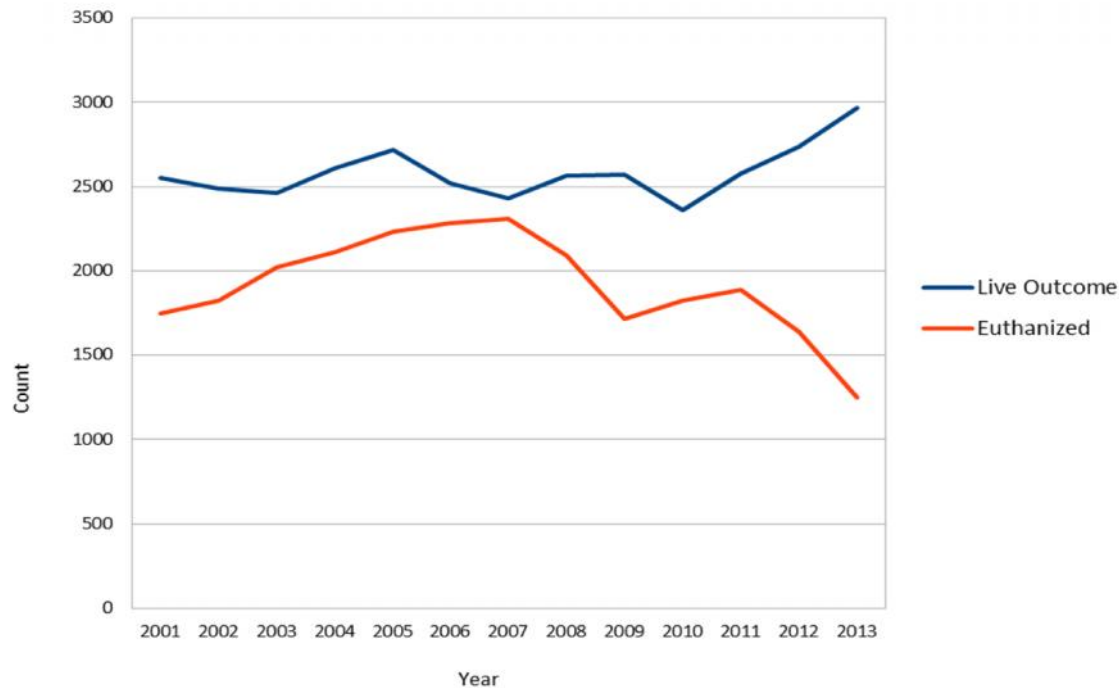


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# Good for Animals



Our collaboration has set the bar nationally. Our innovative, cost effective and lifesaving animal welfare programs have resulted in one of the lowest community euthanasia rates for an urban centre in the country. We want to continue leading together.



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# Good for the City

The existing partnership between the Regina Humane Society and the City of Regina offers many benefits to our community:

- Maintains one point of service
- Eliminates service duplication
- Shares resources
- Blends autonomy and collaboration
- Supports quality and specialized service
- Reduces costs
- Provides value added benefits
- Strengthens both organizations



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# Our Need

However, while our programs and services provided in partnership are exceptional, our facility is not.

The Regina Humane Society cannot continue to operate in its existing facility.

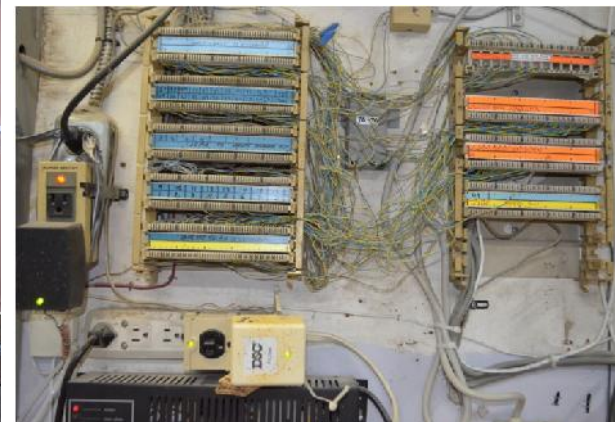


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# OHS & Public Health/Safety

Built over 30 years ago with volunteer labour and donated materials, the facility does not meet minimum occupational and public health, safety, accessibility and fire standards nor achieve the biosecurity necessary to prevent the spread of both zoonotic (animal/human transfer) and canine/feline disease. Upgrading the facility to meet both human and animal health and safety standards is not an option due to the severity and the scope of the existing problems.



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# A Practical Vision

We have a practical vision for our city – to develop a new Animal Community Centre in the City of Regina which:

- Increases service capacity to meet the needs of our growing community
- Aligns with best practices standards and community values by offering alternatives to animal euthanasia
- Fulfills impound and enforcement roles on behalf of the City of Regina which eliminates facility, training and staffing duplication
- Uses our 25 years of experience and expertise to deliver cost-effective, efficient and sustainable services
- Serves as a catalyst for positive change in our community through education and community partnership
- Represents a unique asset and trusted brand in our city



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# The Best Option

A mutually beneficial partnership with the City of Regina is an ideal way to proceed to bring this vision to reality.

The vision is the most effective way to deliver these services. It allows the City of Regina and the Regina Humane Society to share the responsibility, the delivery and the success of the centre.

Simply put- we are better together.



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# Expertise and a Trusted Brand

The RHS provides the expertise to successfully develop and execute a facility of this scope as well as a trusted brand which supports fundraising capacity for a multi-million dollar capital campaign which will comprise over half of project costs.



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Society**



**Regina  
Humane  
Society**

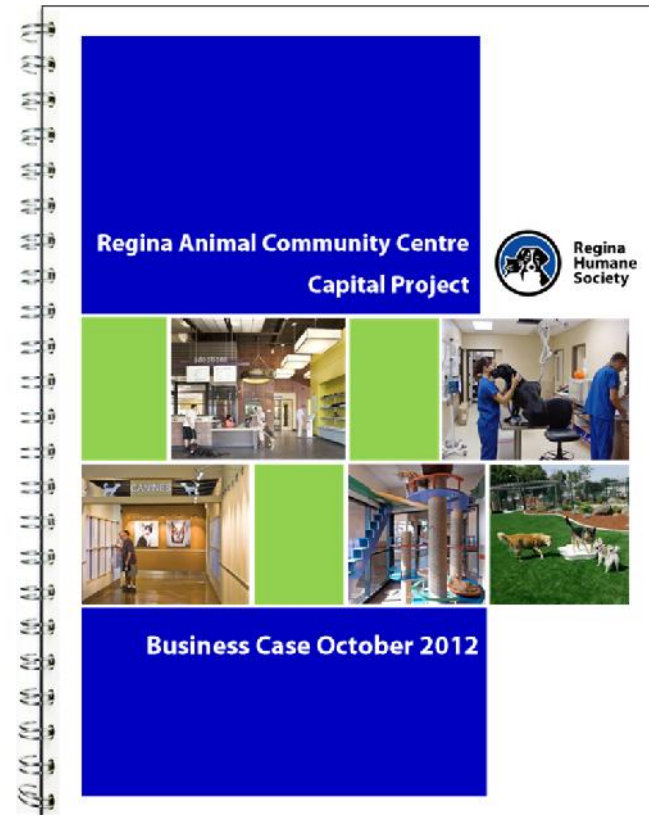
*A Caring Place*

# Project Planning to Date

Following consultation with animal facility design experts and examination of service delivery models, the Humane Society retained Swat/Miers Architects of San Francisco, a nationally acclaimed firm in animal care facility design, to develop project plans, conceptual designs and budget requirements for the project.

These materials along with a Community Capacity Assessment completed by KCI Ketchum Canada and Capital Campaign Plan were submitted to the City of Regina in a 130 page Business Case in October 2012.

In June 2013, the Humane Society submitted a written request for the City of Regina to negotiate a continuing partnership in the development a new Animal Community Centre.



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# Next Steps

Faced with a deteriorating facility, escalating construction costs, labour shortages and a growing population which increases demand for the services we provide, the time to move forward is now.

As we prepare to enter the formal Building Design phase of the new facility, the RHS needs to confirm the City's partnership in the delivery of animal services in our new facility.

Should the City of Regina wish to continue as partners, support and input will be needed in the planning stage of the new facility to ensure the long term needs of both parties are being met in the design and functionality of the Animal Centre.

The RHS wishes to continue the partnership as we are proud of our ability to deliver essential services on behalf of the City of Regina.



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# A Continuing Partnership

Our vision aligns with the vision of the City of Regina -

*To make our community the most vibrant, inclusive, attractive, sustainable community, where people live in harmony and thrive in opportunity.*



*A Caring Place*

February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: Regina Humane Society Request on a New Animal Control and Shelter Centre

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**RECOMMENDATION OF THE EXECUTIVE COMMITTEE  
- FEBRUARY 12, 2014**

1. That the Executive Director of Community Planning & Development be authorized to negotiate and approve an agreement with the Regina Humane Society for the City's contribution towards planning and scoping of the project.
2. That the Executive Director of Community Planning & Development be authorized to negotiate and approve an extension of the City's current service agreement with the Regina Humane Society to extend that agreement for one year.
3. That the City Clerk be authorized to execute the agreements described in this report on behalf of the City.
4. That the Administration be directed to evaluate alternatives to the delivery of animal control and shelter services to residents.
5. That a report be brought back to Council in 2014 with recommendations regarding the delivery of animal control and shelter services to residents, including the implications of contributing to the Regina Humane Society proposed project by the end of June, 2014.

*EXECUTIVE COMMITTEE – FEBRUARY 12, 2014*

Lisa Koch, Steve Battistolo, and Dr. Brie Hamblin, representing Regina Humane Society, made a presentation to the Committee. A copy of the power point presentation is on file with the City Clerk. The delegations answered a number of questions.

The Committee adopted a resolution to concur in the recommendation contained in the report after removing recommendation #1:

1. That City Council approve \$200,000 in funding from the General Fund Reserve in 2014 to be provided to the Regina Humane Society (RHS) to contribute to the planning and scoping of the project as described in this report.

Mayor Michael Fougere, Councillors: Sharron Bryce, Bryon Burnett, John Findura, Jerry Flegel, Shawn Fraser, Bob Hawkins, Terry Hincks, Wade Murray and Mike O'Donnell were present during consideration of this report by the Executive Committee.

The Executive Committee, at the **PRIVATE** session of its meeting held on December 4, 2014, considered the following report from the Executive Committee:

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE  
- DECEMBER 4, 2014**

1. That City Council approve \$200,000 in funding from the General Fund Reserve in 2014 to be provided to the Regina Humane Society (RHS) to contribute to the planning and scoping of the project as described in this report.
2. That the Executive Director of Community Planning & Development be authorized to negotiate and approve an agreement with the Regina Humane Society for the City's contribution towards planning and scoping of the project.
3. That the Deputy City Manager of Community Planning & Development be authorized to negotiate and approve an extension of the City's current service agreement with the Regina Humane Society to extend that agreement for one year.
4. That the City Clerk be authorized to execute the agreements described in this report on behalf of the City.
5. That the Administration be directed to evaluate alternatives to the delivery of animal control and shelter services to residents.
5. That a report be brought back to Council in 2014 with recommendations regarding the delivery of animal control and shelter services to residents, including the implications of contributing to the Regina Humane Society proposed project by the end of June, 2014.

*EXECUTIVE COMMITTEE – DECEMBER 4, 2014*

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

Mayor Michael Fougere, Councillors: Bryon Burnett, John Findura, Jerry Flegel, Shawn Fraser, Bob Hawkins, Terry Hincks, Wade Murray, Mike O'Donnell and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at the **PRIVATE** session of its meeting held on December 4, 2013, considered the following report from the Administration:

RECOMMENDATION

Your Administration recommends following recommendations be approved:

2. That City Council approve \$200,000 in funding from the General Fund Reserve in 2014 to be provided to the Regina Humane Society (RHS) to contribute to the planning and scoping of the project as described in this report.
3. That the Executive Director of Community Planning & Development be authorized to



negotiate and approve an agreement with the Regina Humane Society for the City's contribution towards planning and scoping of the project.

4. That the Executive Director of Community Planning & Development be authorized to negotiate and approve an extension of the City's current service agreement with the Regina Humane Society to extend that agreement for one year.
5. That the City Clerk be authorized to execute the agreements described in this report on behalf of the City.
6. That the Administration be directed to evaluate alternatives to the delivery of animal control and shelter services to residents.
7. That a report be brought back to Council in 2014 with recommendations regarding the delivery of animal control and shelter services to residents, including the implications of contributing to the Regina Humane Society proposed project by the end of June, 2014.

## CONCLUSION

A \$200,000 contribution to the RHS will give the organization the funding they need to begin the planning and design phase of the proposed animal control and shelter centre. It will also indicate that the City is interested in pursuing a continued relationship with them depending on the outcome of the proposed negotiations. It will also allow the City to participate in the planning and scoping of the project.

## BACKGROUND

In June of 2013, the Regina Humane Society (RHS) provided the City with a proposal and request for funding toward the construction of an animal control and shelter centre to be located within the city limits. This proposal is attached as Appendix A to this report. The RHS has proposed an integrated Regina Animal Community Centre, which would be a central hub for animal care, education, and control in the city.

### History of the City's relationship with the Regina Humane Society

The City has been in partnership with the RHS since 1982. In its capacity as a service provider to the City, the RHS provides a community-based pet owner education program and all animal control and enforcement associated with *The Animal Control Bylaw* ("the Bylaw"). Under its contract with the City, the RHS is responsible for the sale and renewal of animal licences purchased at the RHS office, collections and accounting of fines and fees paid at the RHS office pursuant to the Bylaw, pick-up and disposal of dead animals, enforcement of the Bylaw, and provision of pound-keeping and kennelling services for animals admitted to the RHS shelter. The RHS serves as the first point-of-contact for the public around all animal-related inquiries.

In addition to its contract with the City, the RHS acts as an animal welfare agency, maintains a registry of tattoo and microchip identification marks, and enforces the animal cruelty provisions of the *Criminal Code* and *The Animal Protection Act, 1999*.

The RHS provides the contracted services described above with a suitable level of service at a reasonable cost, largely because it is able to access supplies and services at donated or

discounted costs. Donated dog and cat food alone has a value of more than \$30,000 per year. The RHS has seen an increased adoption rate of both impounded and donated animals. This high rate of adoptions is due to the RHS's community and corporate partnerships, as well as its high profile both in the media and community. Fewer unwanted animals mean fewer incoming pets to the shelter and reduced rates of animal euthanasia. This has been achieved through education programs and the subsidized spay/neuter program. Registered animals have a better chance to make it home. Returns to owners have increased 15 per cent since 2009. As a result of all of the above initiatives, animal euthanasia has decreased more than 25 per cent since 2008.

### Existing RHS Facility

The existing RHS shelter and facility was built more than 30 years ago with volunteer labour and donated materials. The facility has been assessed by P3 Architecture, commissioned by the RHS, and has been deemed to be unsalvageable and no longer able to effectively meet minimum occupational, public health, safety, biosecurity, accessibility or fire standards. P3 Architecture's report is attached to this report as Appendix B.

City staff has toured the existing RHS facilities, finding exposed asbestos in the food storage areas, insufficient ventilation and insufficient facilities to be able to properly clean and sanitize between buildings. All of these realities pose health and safety risks to employees, volunteers, the public and the animals. According to RHS's architects, it is not possible to upgrade the existing facility to achieve required human and animal health and safety standards or to meet current building codes. Because the existing building is unsalvageable, it would be expensive to relocate operations, demolish the building, build a new building on the same site, and move operation back in. Further, the current location is not within the city limits and is not serviced by transit.

### DISCUSSION

The City's contract with the RHS expires at the end of December 2013. The RHS has indicated it will continue to provide services to the City on an interim basis should an initial commitment to the design and planning phase of the proposed project be made by the City.

Should Council approve the City's initial contribution to the design and planning phase of the project, the Administration will begin further discussions with the RHS as to the City's role in the proposed project. A subsequent report will be brought back to Council with further details on the options available to the City and the proposed costs associated with each option as well as a discussion of available funding sources should a capital investment be recommended.

In determining the recommended course of action for the City, the Administration will assess the relative costs associated with each option, the availability of alternative service providers, the quality and nature of services available, the scope of services required, and what internal resources are available to support the City's role in animal control.

The Administration will explore and evaluate four options and report back to Council in 2014 with respect to a recommended course of action. The summary of each option gives a general idea of what would be involved within the option, in order to give some context to the discussion. The options are as follows:

1. Perform animal control in-house

2. Continue the relationship with the RHS and partner on a new facility
3. Find a different service provider
4. Do no animal control

#### Option 1: Perform Animal Control In-House

The City would be responsible for building its own facility. It would also need to create a new business unit and train staff to perform duties for which they have not been responsible in more than 20 years. The cost of this option would depend on the level of service and the type of enforcement as determined by the City. There would be a number of costs associated with this option ranging from staff training to facility management and it would span a number of divisions.

#### Option 2: Continue the relationship with the RHS and partner on a new facility

The RHS has asked the City to contribute a portion of the total costs for the Project – representing their estimation of the space and resources that their contract with the City takes up in their operating budget. Also, the RHS has asked to have a long-term lease on City-owned land with tax exemptions. Following a thorough review, the Administration determined that the City does not currently own any suitable land for this project.

The scope of the proposed building, the City's commitment, the land and the contract for service will need to be determined and negotiated. The investment of resources in the design phase of the project will provide the City with a place at the table so the project can be scoped in response to the level of service required by the City. Options to the current level of service can be built into that analysis.

#### Option 3: Find a different service provider

The RHS is the only local Humane Society with the capacity to provide animal control functions. Private animal control services are non-existent in the Regina area; however, they have existed in the past. A request for proposal could show that there are other service providers interested in the contract. There are other cities that have a fully privatized animal control system, such as Red Deer.

#### Option 4: Do no animal control

There is no legal requirement for the City to perform animal control duties. Some remote communities in Saskatchewan, Alberta, Manitoba and Ontario take the approach of providing no form of animal control. However, these tend to be very small communities. None of the larger cities in Canada opt out of active animal control.

### RECOMMENDATION IMPLICATIONS

#### Financial Implications

A \$200,000 contribution from the City's General Fund Reserve in 2014, if approved, would provide the Regina Humane Society with enough funds for the commencement of the design and planning phase of the Project. This amount is what the RHS has requested from the City. The resources to fund this contribution were not included in the 2014 budget plan and therefore need to be drawn from a reserve. Because of annexation costs, the General Fund Reserve will be nearing its minimum recommended balance as per the Reserve Policy.

The five-year capital plan does not include any capital contribution for an animal shelter facility and would therefore need to be revisited if either option 1 or 2 above is approved. Neither option 3 nor option 4 above would likely require new capital investment. Without new resources to add to the five-year capital plan, an additional unplanned expenditure would require reductions to other planned expenditures.

### Environmental Implications

The facility proposed by RHS would have lower operating costs (due to better insulation and windows) and a better capacity for disease control.

### Policy and/or Strategic Implications

A well-functioning animal control program would contribute to the following goals of the new Official Community Plan (OCP):

- Minimize social and environmental impacts and improve the health and safety of the city and region.
- Promote and enhance social sustainability by recognizing that quality of life in a community depends on both its physical and community resources.
- Ensure that Regina is a safe community where everyone feels secure in their homes and neighbourhoods.

However, another key priority of the OCP is the *long term financial viability* of the City of Regina. This priority has been an important underpinning of the strategic focus of the City for the past two years and is likely to continue as a theme in the new strategic plan, currently in development. Regardless of how the City of Regina delivers an animal control service, the service must be planned and designed in a sustainable fashion without compromising other important services the City offers or the financial viability of the City.

The investment of resources in the design phase of the project will provide the City with a place at the table so the RHS project can be scoped in response to the level of service required by the City. Options to the current level of service can be built into that analysis.

### Accessibility Implications

If a new facility is built, it will be up to code and meet all of the accessibility requirements. Should the City and the RHS find acceptable land within the city; it will be serviced by public transit. A large number of impounded animals come from the core neighbourhoods and their owners do not have access to regular vehicles. If an animal control facility were located close to public transit, the service would be provided in a much more accessible manner.

### COMMUNICATIONS

A communications plan will be developed to communicate effectively with the RHS and the public.

DELEGATED AUTHORITY

Council approval is required.

Respectfully submitted,

EXECUTIVE COMMITTEE

A handwritten signature in black ink, appearing to be 'J. Nicol', written in a cursive style.

---

Jim Nicol, Secretary

BYLAW NO. 2014-1

THE TAXI AMENDMENT BYLAW, 2014

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THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw No. 9635, being *The Taxi Bylaw, 1994*, is amended in the manner set forth in this Bylaw.
- 2 In section 2, the definition of “License Inspector” is repealed and the following substituted:

““Licence Inspector” means any person employed with the City of Regina in the following positions:

  - (a) Manager of Bylaw and Licensing;
  - (b) Billing Coordinator, Bylaw and Licensing; and
  - (c) Licensing Officer;”
- 3 Section 2 is amended by adding the following definition after the definition of “Non-ambulatory”:

““Service Animal” means an animal trained to be used and is used by a person with a disability for reasons relating to his or her disability;”
- 4 Subsection 6(12.1) is repealed and the following substituted:

“(12.1) for operators of temporary, regular or seasonal taxicabs, accept payment of fares by way of an electronic payment system on or before April 1, 2013 and for operators of accessible taxicabs, accept payment of fares by way of an electronic payment system on or before December 1, 2014;”
- 5 The following subsection is added after subsection 6(22.2):

“(22.3) unless exempted by the Licence Inspector pursuant to this Bylaw, permit a passenger with a disability to be accompanied by their service animal and must not demand any additional charge for the transportation of service animals accompanying a passenger with a disability;”

Approved as to form this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
City Solicitor



6 Section 6.1 is repealed and the following substituted:

“6.1 A taxicab driver may apply for an exemption from the application of subsection 6(22.3) upon providing proof acceptable to the Licence Inspector of the taxicab driver’s inability to comply with the requirement without suffering undue hardship.”

7 Subsection 13(10) is amended by striking out “as of April 1, 2013, ”.

8 Clause 15(f) is amended by striking out “as of April 1, 2013, ”.

9 Subsection 19(10) is amended by striking out “as of April 1, 2013, ”.

10 Section 20 is repealed and the following substituted:

- “20. (1) For the purpose of this Bylaw, the licence period for an accessible taxicab owner’s licence commences on June 16 of one year and ends on June 15 of the following year.
- (2) Where an individual has been issued an accessible taxicab owner’s licence by lottery and he or she meets the accessible taxicab owner’s licence requirements, his or her accessible taxicab owner’s licence may be renewed on an annual basis.
- (3) Subject to subsection (4), the Licence Inspector may issue accessible taxicab owner’s licences by way of a lottery conducted in accordance with the provisions of this Bylaw.
- (4) The Licence Inspector shall not issue any additional accessible taxicab owner’s licences for any annual licence period where the number of accessible taxicab owner’s licences that existed 120 days prior to the start of that licence period would be equal to or greater than one accessible taxicab for every 11,000 residents of the city of Regina.
- (5) For the purposes of determining the total number of residents of the City the Licence Inspector shall make the population determination 120 days prior to the start of that licence period and shall use the population as determined in accordance with the latest census taken pursuant to the *Statistics Act* (Canada) that exists on that date.
- (6) When determining the current number of accessible taxicab owner’s licences for the purposes of subsection (5), the Licence Inspector shall make the determination 120 days prior to the start

of that licence period and shall not include those licences that are revoked or those licences that are not eligible for renewal.

- (7) When the licence set out in subsection (2) expires or the licence is revoked for any reason, the Licence Inspector may reallocate that licence by way of a lottery conducted in accordance with the provisions of this Bylaw.
- (8) Every accessible taxicab owner's licence issued is the property of the City and subject to section 21.4 no individual shall transfer or sell his or her temporary taxicab owner's licence.
- (9) Where an individual is issued an accessible taxicab owner's licence pursuant to a lottery, the licence shall be issued in the name of the individual who applied for the licence and shall not be issued in any other name or be transferred to any other person.
- (10) If an accessible taxicab owner licensee dies, the licence is revoked and it shall be returned immediately to the Licence Inspector.
- (11) Except as otherwise set out in this Bylaw, every accessible taxicab owner licensee is subject to the requirements set out in this Bylaw that apply to regular taxicab owner licences."

11 Section 21 is repealed.

12 Section 21.4 is repealed and the following substituted:

"21.4 An accessible taxicab owner's licence issued and allocated by the City prior to February 24, 2014, may be transferred only upon the licence holder meeting the following conditions:

- (a) that the licensee shall retain a registered interest in the licence upon transfer of the licence; and
- (b) that all persons having a registered interest in the licence shall have a registered interest in the accessible taxicab."

13 Clause 21.6(1)(f) is repealed and the following substituted:

- "(f) the applicant has produced a certificate of registration for the accessible taxicab that shows the applicant to be the registered owner of the vehicle;

- (g) the vehicle to be used as a taxicab under that licence meets the following vehicle age requirements:
  - (i) as of May 1, 2016, the vehicle to be used as a taxicab shall not be 11 model years old or older;
  - (ii) as of May 1, 2017, the vehicle to be used as a taxicab shall not be 10 model years old or older;
  - (iii) as of May 1, 2018, the vehicle to be used as a taxicab shall not be 9 model years old or older;
- (h) as of December 1, 2014, the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment system that is maintained in working order;
- (i) as of December 1, 2015, the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system;
- (j) as of December 1, 2016, the vehicle that is to be used as the taxicab under that licence is equipped with:
  - (i) a fully functioning security camera system that is:
    - (A) approved by the Licence Inspector; and
    - (B) mounted on the inside of the windshield, or in another suitable position in the front of the passenger compartment, facing rearward to capture images of all occupants of the taxicab at any given time; and
    - (C) notification decals that are approved by the Licence Inspector and are affixed to the vehicle that advise passengers that the vehicle is equipped with a security camera and that passengers are being photographed; and
- (k) the applicant returns any prior expired taxicab owner's licence stickers to the Licence Inspector within 30 days after the expiry date."

- 14 The following subsection is added after subsection 21.8(3.2):
- “(3.3) ensure that the vehicle that is being used as a taxicab under that licence meets the vehicle age requirements set out in section 21.6 of this Bylaw;”
- 15 The following subsections are added after subsection 21.8(8):
- “(8.1) as of December 1, 2014, ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;
- (8.2) as of December 1, 2015, ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system;
- (8.3) as of December 1, 2016, ensure that the vehicle that is used as the taxicab is equipped at all times with:
- (i) a fully functioning security camera system that is:
- (A) approved by the Licence Inspector; and
- (B) mounted on the inside of the windshield, or in another suitable position in the front of the passenger compartment, facing rearward to capture images of all occupants of the taxicab at any given time; and
- (C) notification decals that are approved by the Licence Inspector and are affixed to the vehicle that advise passengers that the vehicle is equipped with a security camera and that passengers are being photographed.”
- 16 Subsection 21.8(10) is amended by striking out “subsection 21.6(5)” and substituting “section 21.6”.
- 17 Subsection 21.10 is repealed and the following substituted:
- “21.10 In addition to the provisions of this or any other Bylaw respecting the revocation of licences, an accessible taxicab owner's licence may be revoked if the accessible taxicab in respect of which the licence was issued is not:

- (a) operated for a period of eight consecutive weeks;
- (b) actively operated to transport non-ambulatory passengers for a period of eight consecutive weeks; or
- (c) registered in the name of the accessible taxicab licence holder, unless the holder of the licence transfers the licence to a vehicle registered in the licence holder's name that meets the requirements of section 21.6 within 8 weeks."

18 Section 21.11 is repealed.

19 Section 22 is repealed and the following substituted:

"22. No taxicab broker's licence shall be issued or maintained unless and until the following conditions have been met:

- (a) the applicant submits an application form to the Licence Inspector in a form approved by the Licence Inspector;
- (b) the applicant pays the licence fee set out in Schedule "A" to this Bylaw;
- (c) the applicant provides evidence satisfactory to the Licence Inspector that the brokerage is equipped with computer aided dispatch technology by:
  - (i) May 1, 2014, for brokerages affiliated with any temporary or regular taxicabs; and
  - (ii) December 1, 2015, for brokerages affiliated with only accessible taxicabs and no other types of taxicab;
- (d) the applicant provides evidence satisfactory to the Licence inspector that all taxicabs affiliated with that brokerage are equipped with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system by:
  - (i) May 1, 2014 for seasonal, temporary or regular taxicabs; and
  - (ii) December 1, 2015 for accessible taxicabs."

20 Section 24.2 is repealed and the following substituted:

- “24.2 (1) As of May 1, 2014, each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under regular, temporary and seasonal taxicab owner’s licences that are affiliated with that broker; and
- (2) As of December 1, 2015 each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under accessible taxicab owner’s licences that are affiliated with that broker.”

21 Clause 24.3(1)(a) is amended by adding “and accessible taxicab owner’s licences” after “licences”.

22 The following clause is added after clause 24.3(3)(g):

- “(g.1) subject to the restrictions in section 20, prescribe the number of accessible taxicab owner’s licences that will be issued under a lottery;”

23 Subsection 24.3(4) is amended by adding “, accessible” after “temporary”.

24 The following subsection is added after subsection 24.3(6):

- “(6.1) A separate lottery shall be conducted for temporary and for accessible taxicab owner’s licences.”

25 Subsection 24.3(10) is amended by striking out “temporary or seasonal”.

26 Subsection 24.3(15) is amended by striking out “temporary taxicab owner’s licence or seasonal”.

27 Section 29.1 is repealed and the following substituted:

- “29.1 (1) A taxicab licence owner or taxicab driver may charge a fee calculated in accordance with subsection (2) if the following conditions are met:
- (a) the taxicab is a van and has the capacity to transport six passengers or more;
- (b) the passengers request that they be transported by a van; and
- (c) the taxicab is not an accessible taxicab engaged in the transportation of a non-ambulatory passenger.



- (2) The fee payable pursuant to subsection (1) is calculated by multiplying the meter rate by 1.5.”

28 Section 4 of Schedule “A” is repealed and the following substituted:

“4. (1) Every person operating any class of taxicab shall charge or collect only the following:

(a) for the hire of a taxicab for the first 120 meters or part thereof \$ 4.00

(b) for each additional 57 meters or part thereof .10

(c) for waiting time while under engagement, after the first five minutes, for each additional 11 seconds and shall include: .10

(i) the time during which the taxicab is not in motion, beginning five minutes after its reported arrival at the place at which the trip is to commence; and

(ii) the time consumed while standing at the direction of the passenger.

(d) for the hire of taxicabs by the hour:

(i) per hour, up to a travel limit of 10 kms 33.00

(ii) a further charge per km for trips in excess of 10 kms .80

(iii) for charges from the commencement 2.15 of a trip, fractions of hours and mileages to be pro-rated, the minimum charge for any trip

(e) for special trips outside the City limits, 1.66 per km

(2) Extra charges for all classes of taxicabs:

(a) for any number of grocery parcels \$ .55

- (b) for each trunk .30
- (c) hand luggage no charge
- (d) wheelchairs or mobility equipment no charge
- (e) a fee of \$1.00 or less where the passenger pays using an electronic payment system

29 Schedule "C" is repealed and the attached Schedule "C" substituted.

30 This Bylaw comes into force on the day of passage, with the exception of section 28 which shall come into force on March 11, 2014.

READ A FIRST TIME THIS 27<sup>th</sup> DAY OF February, 2014.

READ A SECOND TIME THIS 27<sup>th</sup> DAY OF February, 2014.

READ A THIRD TIME AND PASSED THIS 27<sup>th</sup> DAY OF February, 2014.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
(SEAL)

CERTIFIED A TRUE COPY

\_\_\_\_\_  
City Clerk

Schedule “C”

Accessible Taxi Cabs

Licence #	Year	Colour	Make	Model	Serial Number	Owner
A004	1995	White	Volkswagen	Eurovan	WV2KE0702SHO81864	Van De’s Accessible Transit

## ABSTRACT

BYLAW NO. 2014-1

### THE TAXI AMENDMENT BYLAW, 2014

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PURPOSE:	To ensure equal access to taxicab services for all citizens by equalizing rates permitted to be charged for taxi service, increasing the number of accessible taxicab licences, implementing the same safety, vehicle age and reporting requirements for accessible taxicabs as other taxicabs and creating an obligation in the Bylaw to accept service animals at no additional charge. This Bylaw also sets a new fare rate for all taxicabs based on the Fare Model contained in Schedule D of <i>The Taxi Bylaw</i> .
ABSTRACT:	<p>This Bylaw amends numerous sections of <i>The Taxi Bylaw</i> No. 9635 to:</p> <ul style="list-style-type: none"><li>(a) implement new standards for licensing, issuance of licences, fare rates and safety, vehicle age and technological requirements for accessible taxicabs;</li><li>(b) require the transport of service animals in all taxicabs at no additional charge; and</li><li>(c) to set a new fare rate for all taxicabs.</li></ul>
STATUTORY AUTHORITY:	Section 8 of <i>The Cities Act</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	Community and Protective Services Committee, February 6, 2014, CPS14-6
AMENDS/REPEALS:	Amends Bylaw 9635
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Construction and Compliance

February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: 2013 Youth Forum - i's Open Evaluation Report

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**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES  
COMMITTEE - FEBRUARY 6, 2014**

That this report be received and filed.

*COMMUNITY AND PROTECTIVE SERVICES COMMITTEE – FEBRUARY 6, 2014*

Mr. Conrad Hewitt, Chairperson of the Youth Advisory Committee, addressed and answered questions of the Committee.

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

Councillors: Shawn Fraser, Bob Hawkins and Mike O'Donnell were present during consideration of this report by the Community and Protective Services Committee.

The Community and Protective Services Committee, at its meeting held on February 6, 2014, considered the following report from the Youth Advisory Committee:

**RECOMMENDATION OF THE YOUTH ADVISORY COMMITTEE  
- JANUARY 14, 2014**

That this report be forwarded to City Council for information.

*YOUTH ADVISORY COMMITTEE - JANUARY 14, 2014*

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

Members: Scott Findura, Conrad Hewitt, Emma Knight, Charity Mbugua, Faith Mbugua, and Natalia Smith were present during the consideration of this report by the Youth Advisory Committee.

The Youth Advisory Committee, at its meeting held on January 14, 2014, considered the following report from the Administration:

## RECOMMENDATION

That this report be forwarded to the Community and Protective Services Committee and City Council for information.

## CONCLUSION

The 2013 Youth Advisory Forum, 'i's Open', was an opportunity to educate the youth of Regina on the varying volunteer opportunities available in our city. Further to this, it was an opportunity to empower youth by creating an event that offers opportunities to network with a wide variety of community organizations and agencies seeking volunteers. Approximately two hundred and ten youth attended the 'i's Open' forum October 23, 2013. Feedback was gathered through face to face interviews, and paper surveys that were distributed throughout the afternoon of the forum. The results of the evaluations indicate that the forum was a success, as 92% stated that the forum has made them consider volunteering with an organization. The information that was gathered will assist the Youth Advisory Committee (YAC) in the planning of next year's forum.

## BACKGROUND

The YAC terms of reference require that in conjunction with City administration, the YAC hold a yearly forum to discuss policies, programs, and services related to youth. This report provides an overview and evaluation of the 2013 'i's Open' youth forum.

## DISCUSSION

Building off the success of the 2012 youth forum, 'Extreme Youth on the Move,' the YAC challenged itself to create a new theme that would broaden not only the committee's knowledge and experience, but also target a slightly different age and demographic of Regina youth. The 2012 forum focused on sport, recreation, and positive lifestyle choices for youth. The 2013 forum looked to educate youth on the varying volunteer opportunities in Regina. Specific focus was on engaging and empowering youth by creating an environment that hosted a wide range of volunteer organizations seeking volunteers.

Plans for this event began in early 2013 when members challenged themselves to create an event different from previous years, with the hope of broadening the reach for the event. Although members had already unanimously decided on volunteerism as the theme, finding a relevant venue would be equally important and challenging in ensuring success of the 2013 forum. Early venue options included neighbourhood centres, major facilities, local businesses, SIAST and the University of Regina. Members also unanimously agreed that the University would offer greater potential, as it would further eliminate barriers to attendance by offering an accessible location. Further to this, it was also evident that the majority of the population of the University was youth, making this venue option even more beneficial. Conversations with the University of Regina's Career Centre on a potential collaborative partnership for the event began in late winter.

The 2013 Youth Forum, 'i's Open', took place on October 23, 2013 at the University of Regina. The event was collectively hosted by the YAC, City of Regina, and the University of Regina's Career Centre. The 'i's Open' forum also undertook a trade show style event, displaying a wide variety community organizations throughout the gymnasium. Eighty organizations (Appendix A) attended the event with the goal to offer volunteering opportunities to the youth in attendance. Throughout the day, approximately two hundred and ten youth stopped in to the gymnasium.



What made this event unique was the goal of specifically engaging the youth population, educating them on volunteering, volunteering opportunities, and the benefits to volunteering with a community organization. YAC members attended the event as leaders and positive role models, networking throughout the day with attendees and representatives of the community agencies and organizations.

The YAC played a very important and key role in identifying the variety of necessary components to make this event successful. The formal part of the event was emceed by the YAC Chairperson, Conrad Hewitt. Mr. Hewitt had the pleasure of welcoming individuals to the event, as well as introducing the guest speakers Mayor Michael Fougere and Councillor Sharron Bryce. Dr Tom Chase, Provost, represented the University of Regina. The final formal component was guest speaker, President and Chief Executive Officer of the Saskatchewan Roughriders, Jim Hopson. Mr. Hopson addressed the topic of volunteering, community impact, and the overall benefits of volunteering.

The YAC chose the name 'i's Open,' as it signified overall awareness in relation to volunteering, but more so the impact that youth can make by volunteering in the community. The 'i's Open' theme fostered three main objectives for the day:

1. Inform: The forum educated youth on the various volunteer opportunities by offering a wide range of organizations showcasing their work. Organizations brought posters, pamphlets, videos, and many other forms of educational resources in order to assist us with the success of this event.
2. Involve: The forum involved youth from Regina, as well as 80 community organizations.
3. Impact: The potential impact of this event was two fold; Volunteering as a result of this event may have been due to required hours needed for a particular class or stepping stone for professional development, or it may have been based on an internal desire to help or assist someone. The forum also made an impact on the agencies and organizations attending the event, as many sought out to fill vacant volunteer placements.

The main objective for this event was to make an impact in the community by offering education and opportunity. As mentioned, an evaluation was done by a handout questionnaire that asked the following questions to gauge the impact of this event:

*1. Has this event made you consider volunteering with an organization?*

Of the 30 questionnaires that were returned to the YAC, 92% stated that the event had encouraged them to consider volunteering with an organization. One individual had replied with a 'maybe,' and one individual replied with a 'no,' indicating that they had no interest in volunteering with any organization.

*2. If so, which organization?*

A variety of answers were supplied for this question, including – Regina Humane Society, Ranch Ehrlo Society, Best Buddies, Open Door Society, Special Olympics, and North Central Family Centre to name a few.

Feedback from the organizations was also encouraged to further gather information regarding success, challenges, and of course ways to add to the development of this type of event. The following were some of the comments provided after the event:

*-Thank you for the opportunity to have a display at the Volunteer Fair yesterday. We were able to find the exact volunteers we were looking for, and offer them placements that will enhance their career skills. In addition we met with many other organizations that may be potential partners in the future. I even signed up to volunteer myself, which I had been considering for a number of years. All in all a great event. We hope we can participate again next year.*

*-Great event. Your team should be commended. Thank you for allowing us to participate.*

*-We thank you for entering a new venture and look forward to others*

*-This was successful for our organization as we had more volunteers sign up than in previous years.*

Leading up to this event, the YAC worked closely with the City of Regina communications staff to develop a variety of methods to advertise this event. Brochures and posters were distributed to over a hundred community organizations and agencies, as well as all the community associations, neighbourhood centres and major facilities. Further to this, ads for the event were displayed on the TV's throughout the University of Regina for weeks prior to the event. YAC members and City of Regina Administration also hosted a booth at the University of Regina's Career Day to help promote the work of the YAC and remind students of the 'i's Open' forum. In the weeks leading up to the event, YAC members accompanied representatives from the U of R Career Centre on a live interview on Regina's community radio to answer questions regarding volunteering and the October 23, 2013 forum. Members also took advantage of social networking for marketing purposes as they also advertised on Facebook.

In summary, the forum provided an atmosphere which fostered education and opportunity to bolster volunteerism. The YAC, City of Regina, the University of Regina's Career Centre and community based organizations came together to empower and engage the youth of Regina and campus community. The YAC was able to effectively accomplish their initial goals of informing, involving, and impacting, while engaging the youth and community organizations. The YAC and City of Regina have also developed a healthy partnership with the University of Regina Career Centre.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

Funding for this forum was approved in the 2013 budget.

### Environmental Implications

There are no environmental issues related to the content of this report.

### Policy and/or Strategic Implications

The work of the YAC continues to assist the City of Regina in achieving its vision of becoming a sustainable, inclusive and vibrant community. By hosting this forum, the YAC effectively increased volunteer placements and training opportunities to enhance skills and resumes of youth in Regina.

Other Implications

There are no other implications related to this report.

Accessibility Implications

The YAC continue to assist the City of Regina in their vision of being an inclusive community by increasing equal access and opportunity.

COMMUNICATIONS

There are no communication implications associated with this report.

DELEGATED AUTHORITY

The disposition of this report is within Council's authority.

Respectfully submitted,

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE

A handwritten signature in black ink, appearing to read 'Ashley Thompson', followed by a period.

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Ashley Thompson, Secretary

-Appendix A-

List of Organizations Registered  
As of August 14, 2013

North Central Community Association  
St. Johns Ambulance  
Schizophrenia Society  
AIDS Programs South Saskatchewan  
SEARCH - Regina Student Clinic  
Canadian Blood Services  
Saskatchewan Voice of People with Disabilities  
Regina Transition House  
Regina Sexual Assault Centre  
William Booth Special Care Home  
Regina Little Theatre  
Regina Immigrant Women Centre  
Neil Squire Society  
Saskatchewan Organization for Heritage Languages  
YWCA Big Sisters of Regina  
Regina Humane Society  
U of R Ambassadors  
Randall Kinship Centre  
Tetra Society of North America  
Regina Food Bank  
Phoenix Residential Society  
Carmichael Outreach  
Fruit for Thought  
REACH Regina  
Heart and Stroke Foundation  
Cosmopolitan Learning Centre  
Planned Parenthood Regina  
Regina Public Library

February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: 2014 Youth Advisory Committee Forum

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**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES  
COMMITTEE- FEBRUARY 6, 2014**

That the plans for the 2014 Youth Forum as outlined in the body of this report be approved.

*COMMUNITY AND PROTECTIVE SERVICES COMMITTEE – FEBRUARY 6, 2014*

Mr. Conrad Hewitt, Chairperson, representing the Youth Advisory Committee, addressed the Committee.

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation # 2 does not require Council approval.

Councillors: Shawn Fraser, Bob Hawkins and Mike O'Donnell were present during consideration of this report by the Community and Protective Services Committee.

The Community and Protective Services Committee, at its meeting held on February 6, 2014, considered the following report from the Chairperson of the Youth Advisory Committee:

RECOMMENDATION

1. That the plans for the 2014 Youth Forum as outlined in the body of this report be approved.
2. That this report be forwarded to February 27, 2014 meeting of Council.

CONCLUSION

The Youth Advisory Committee's (YAC) third annual forum will be held on March 26, 2014 at Dallas Valley Ranch Camp. This year's Youth Forum, 'Energize,' will focus on youth engagement and leadership, increased physical activity, positive mental health, and positive healthy lifestyle choices. The Energize Forum is an overall celebration for the children and youth who have implemented the 'Take the Lead!' initiative in their schools and community. The YAC has been invited to partner with the Regina Qu'Appelle Health Region, Saskatchewan Parks and Recreation Association, Saskatchewan In Motion, and South East Connection to celebrate the successes and accomplishments of the many youth who have made positive contributions in their school and communities. Further to this, the forum will also provide a learning opportunity by educating the youth on additional leadership skills to take back and implement in their schools and communities.

## BACKGROUND

The YAC Terms of Reference require that the YAC and City Administration hold a yearly forum to discuss policies, programs and services related to youth. This report outlines the YAC's plans for the 2014 forum.

## DISCUSSION

In 2012, the YAC held its first annual youth forum, "Extreme Youth on the Move". The focus for the forum was on sport and recreation, specifically the promotion of positive lifestyle choices for children and youth over the age of six. One hundred and twenty-two children attended and experienced a wide range of 'try it' sessions including lacrosse, spin, swimming, basketball, yoga, zumba, and soccer. The Extreme Youth on the Move forum provided awareness around the importance of making healthy lifestyle choices by providing accessible and barrier free sport and recreation activities.

Building off the success of the 2012 youth forum, 'Extreme Youth on the Move,' the YAC challenged itself to create a new theme that would broaden not only the committee's knowledge and experience, but also target a slightly different age and demographic of Regina youth. The 2012 forum focused on sport, recreation, and positive lifestyle choices for youth. The 2013 forum, "i's Open looked to educate youth on the varying volunteer opportunities in Regina. Specific focus was on engaging and empowering youth by creating an environment that hosted a wide range of volunteer organizations seeking volunteers.

In 2014, the YAC will revisit the theme of positive healthy lifestyle choices, including promotion of physical activity, healthy food choices, positive mental health, and leadership skill development. The YAC will join a variety of other organizations, including Regina Qu'Appelle Health Region, Saskatchewan Parks and Recreation Association, Saskatchewan in Motion, and South East Connection to ultimately celebrate and educate our youth. The 2014 Youth Forum, "Energize," will be a celebration for the youth who have stepped forward as leaders in their schools and communities and implemented the "Take the Lead," initiative. Further to this, the forum will offer a youth leadership opportunity that teaches youth to be positive leaders and role models through positive healthy lifestyle choices.

The Take the Lead initiative is a Saskatchewan Parks and Recreation program which focuses upon leadership skill development, increased physical activity and healthy lifestyle choices for children and youth. The program promotes physical activity, healthy food choices, positive mental health, safe and active play, responsibility and respect for others while ultimately developing leadership and life skills. Further to this, it provides opportunities for youth to take responsibility for making positive contributions to their school and community, and to make more positive personal choices and be a positive role model in their community. Currently, there are 17 schools that have accepted the challenge to "Take the Lead," and are now offering this initiative in their schools and communities.

The March 26<sup>th</sup> forum, "Energize," will collectively be hosted by the YAC, City of Regina, Regina Qu'Appelle Health Region, Saskatchewan Parks and Recreation Association, Saskatchewan in Motion, and South East Connection at the Dallas Valley Ranch Camp. Youth who have implemented the "Take the Lead" initiative in their community will be invited to spend a day to celebrate their success as well as learn new activities they can take back and implement in their schools and communities. The day itself will begin at 9:30 am and will



consist of special guests, exciting and interactive break out sessions, healthy food, and a time to learn from each other by sharing ideas. Break-out sessions will include such themes as the benefit to physical activity and outdoor play, team building, positive eating patterns, and positive mental health.

The YAC have been considered as ambassadors for youth engagement in the City of Regina, and therefore have been invited to take a leadership role in the March 26 forum. At the January 14, 2014 YAC meeting, a delegation from the Regina Qu'Appelle Health Region presented the key goals and objectives of the forum. An invitation was extended to the YAC to be part of the forum, and essentially play a lead role in celebrating the work of over 200 youth currently making positive contributions in their schools and communities. The YAC felt that this was a very appropriate fit to engage youth and raise the profile of their committee. Further to this, the YAC feels that this event will have a positive impact on the community by engaging youth in the promotion of physical activity, healthy food discussions and positive mental health topics. The YAC will offer input and help establish the specific session topics. The YAC members will assist in finding facilitators, and contacting schools and students to participate in the event. The YAC will also play a key role in the operation of the day's scheduled events.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

Previous forums have been allotted \$5,000. This is the maximum amount available for the 2014 forum pending approval of the 2014 Operating Budget.

### Environmental Implications

There are no environmental issues related to the content of this report.

### Policy and/or Strategic Implications

The work of the YAC will assist the City of Regina in achieving its vision of becoming a sustainable, inclusive, and vibrant community. By being a part of this forum, the YAC will help promote healthy lifestyles, physical activity, youth leadership, and positive mental health.

### Other Implications

There are no other implications related to this report.

### Accessibility Implications

The YAC assists the City of Regina in their vision of being an inclusive community by increasing equal access and opportunity.

COMMUNICATIONS

YAC will develop marketing tools and key messaging for the forum. Invitations will be sent to youth-serving organizations.

DELEGATED AUTHORITY

The disposition of this report requires City Council approval

Respectfully submitted,

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE

A handwritten signature in black ink, appearing to read 'Ashley Thompson', followed by a period.

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Ashley Thompson, Secretary

## **APPENDIX A**

### **RE: Take the Lead! Initiative “Energize” Celebration - March 26, 2014 - Dallas Valley Ranch Camp**

Background Information: What is Take the Lead!

Take the Lead is a Saskatchewan Parks and Recreation program which focuses upon leadership skill development and increased physical activity and healthy lifestyle choices for children and youth. The program promotes physical activity, healthy food choices, positive mental health, safe and active play, responsibility and respect for others and property while developing leadership and ultimately life skills.

It provides opportunities for youth to take responsibility for making positive contributions to their school and community and to make more positive personal choices and be a positive role model in their community.

“Energize”

A number of elementary schools have accepted the challenge to Take the Lead! and are now offering this initiative in their schools and communities! Regina Qu’Appelle Health Region along with partners including SPRA, City of Regina, Saskatchewan In Motion and South East Connection are excited to host the first ever mid-season celebration, “Energize” on Wednesday, March 26, 2014 at Dallas Valley Ranch Camp.

We are planning to invite the grade 5, 6 and 7 classes who have taken this training the opportunity to spend a day where we will celebrate their success as well as learn new activities that they can take back and implement in their schools. Our high energy day will consist of special guests, exciting and interactive break-out sessions, healthy delicious food, and a time to learn from each other by sharing ideas!

Please join us!

We would like to invite the City of Regina Youth Advisory Committee to join us as we plan this youth engagement, high energy event! We are seeking input and help to establish session topics, find facilitators to offer the sessions, assist us in contacting the schools/students and getting them “energized” for this incredible event, as well as the overall operation of the day’s scheduled events.

For more information please contact:

Peggy Chorney

Health Educator, Health Promotion, RQHR

[Peggy.chorney@rqhealth.ca](mailto:Peggy.chorney@rqhealth.ca)

306-766-6328

“Energize”

Event Goals:

Take the Lead! youth and adults who are mentoring the youth in this initiative are:”

- \*re-energized and motivated by the new activities that are showcased at this event and are able to use these ideas in their schools and communities

- \*able to celebrate their success with this initiative and be recognized as a positive role models and leaders in a fun and positive way!

- \*opportunity to share successes and work through problems with other participants. (This will provide a learning opportunity as well as equip participants with new ideas and solutions for their schools and communities.)

- \*strengthen the relationship between the youth and the caring adult/adult coach building a stronger team and in turn, stronger program initiative

- \*showcase a youth leadership opportunity that teaches youth to be positive leaders and role models through healthy lifestyle choices with the help and guidance of a caring adult(s)/adult coach.

b. As an organization, what do you want to achieve by being involved?

- \*support physical activity

- \*support youth engagement and leadership

- \*support positive healthy lifestyle choices

- \*strengthen and support the Take the Lead! Initiative

- \*foster play at recess, before and after school as well as play in our homes and communities

c. Who is our target audience?

Youth who are currently offering Take the Lead! at the schools or communities

The adult coaches s who are supporting the Take the Lead sites (schools, community sites)

Participants fall within the RQHR geographical boundaries.

d. How will we define success? (Survey: one month after event?)

- \*youth and their adult coaches report that the event gave them a new energy and excitement to continue in this initiative

- \*sites report that a minimum of one the activities introduced at this event are being implemented into their program plan.

\*youth and the adult coaches report feeling that their leadership and involvement in this initiative has been acknowledged and appreciated.

\*Problems have been solved and new ideas have been implemented into each Take the Lead! site

\* New program ideas and commitment is reported by both leaders and adult coaches

\*Additional schools/sites will see this initiative as something of value and will request the Take the Lead! Initiative at their site

Event Timeline:

Actual event to begin at 9:30 am until 3 pm (allowing travel time for buses to transport youth to and from their schools)

February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: Renewal of Atoskata Alley Litter Collection Contract

---

**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES  
COMMITTEE - FEBRUARY 6, 2014**

1. That Council approve and grant the authority to the Administration to negotiate and enter into a two-year agreement with Regina Treaty Status Indian Services Inc. commencing January 1, 2014 and terminating on December 31, 2015.
2. That the City Clerk be authorized to execute the necessary agreement with Regina Treaty Status Indian Services Inc. as prepared by the City Solicitor.

*COMMUNITY AND PROTECTIVE SERVICES COMMITTEE – FEBRUARY 6, 2014*

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

Councillors: Shawn Fraser, Bob Hawkins and Mike O'Donnell were present during consideration of this report by the Community and Protective Services Committee.

The Community and Protective Services Committee, at its meeting held on February, considered the following report from the Administration:

RECOMMENDATION

1. That Council approve and grant the authority to the Administration to negotiate and enter into a two-year agreement with Regina Treaty Status Indian Services Inc. commencing January 1, 2014 and terminating on December 31, 2015.
2. That the City Clerk be authorized to execute the necessary agreement with Regina Treaty Status Indian Services Inc. as prepared by the City Solicitor.

CONCLUSION

Alley litter continues to be an ongoing issue throughout the city particularly within older neighbourhoods. With the introduction of residential roll out garbage containers and recycling containers, some residents are leaving large items in the alleys as oppose to hauling it to the landfill.

The purpose of this report is to request City Council's approval to renew the Alley Litter Collections agreement with Regina Treaty Status Indian Services (RTSIS) for the period of time between January 1, 2014 and December 31, 2015. The proposed two-year contract continues the City of Regina's successful 12-year relationship with the RTSIS, the City's sole agency for

picking up bulky items from alleys. To enter into this contract as a sole source acquisition, City Council approval is required in accordance with the purchasing policy.

## BACKGROUND

Prior to 2001, two Property Standards Inspectors from the City's Bylaw Enforcement Division were assigned to respond to alley litter. The Inspectors would pick up and take items to the landfill as there were no alternative services available at the time. The previous way of conducting business was neither cost nor time efficient. Using 2013 dollars, the salaries and costs of City trucks would be approximately \$120,000 a year.

In July 2001, the City issued a request for proposals for an alley litter collection service. As the lowest bidder, RTSIS (a not-for-profit organization) was awarded the alley litter collection service contract. An RTSIS-associated group, the Atoskata Youth Restitution Program, performs the actual service. The Atoskata program is aligned with The Saskatchewan Correction and Public Safety Young Offenders Branch and supplies young offenders to perform the work of removing the large bulky items from the alley.

The current Alley Litter Collections agreement was approved by City Council on December 19, 2011 and expired on December 31, 2013.

## DISCUSSION

In 2001, the alley litter collection service area was bounded by Lewvan Drive on the west, College Avenue in the south, Park Street in the east, and the CNR mainline tracks in the north. Any large or bulky items that were not regular domestic garbage were hauled directly to the City landfill. Over the past 12 years, the service area has expanded to the entire city and starting in 2007, disposal of the large and bulky items were emptied at two 30-yard waste management containers at a designated site within the city instead of the landfill.

The cost of providing the alley litter collection service has increased from \$18,000 in 2001 to the present service agreement amount of \$60,000. The increase can be attributed to the expanded coverage area and inflationary factors. The City's payment for the service as provided by the Atoskata program goes towards the restitution of victims for the actual loss or damage resulting from a young offender's crime and the hiring of a private contractor to haul the containers from the designated site to the landfill. The RTSIS and private contractor bill their costs on a monthly basis to City.

As of December 31, 2013, the Atoskata program collected 404 tonnes of bulky alley litter, filling 317 disposal container units. The previous year's total was 473 tonnes, filling 288 container units, with the same levels of coverage and person-hours. In 2013, the City paid \$61,200 for alley litter collection. This is slightly less than the previous year's amount of \$63,000, though the cost of the service fluctuates from year to year depending on the amount of bulky alley litter collected. The Administration recommends no budgetary increase for 2014 and 2015 as the amount over the \$60,000 is minimal and is absorbed in the category "contracted services" in the Bylaw and Licensing Branch operating budget.

The Administration recommends that City Council renew the Alley Litter Collections agreement with RTSIS for the period of January 1, 2014 to December 31, 2015 pursuant to Section 50 (a)-Schedule D, of the *Regina Administration Bylaw No. 2003-69*. This Bylaw provides for sole



source acquisitions as approved by Council. A two year contract will provide stability in the City's relationship with RTSIS and will ensure continued alley litter collection services. A longer term contract is not prudent at this time as the habits of the citizens of Regina towards waste disposal may change according to the City's new waste plan for garbage collection, landfill and recycling services. In 2013, the City replaced shared back alley garbage containers with individual rollout carts, which will likely have an impact on the disposal of bulkier items.

The recommendation to continue with the Regina Treaty Status Indian Services Inc. is based on the following:

1. The service group is familiar with the alley litter collection program and relevant procedures based on past experience associated with previous agreements.
2. The Saskatchewan Correction and Public Safety Young Offenders Branch has indicated its commitment to the Atoskata program and the RTSIS as the host agency, and they have no plans for changing their support or financial commitment to this agency at this time. The Branch provides vehicles, fuel and program administration to support this program.
3. The RTSIS undertakes collection services based on both reactive and proactive activities.
4. The partnership arrangement between RTSIS, the Saskatchewan Correction and Public Safety Young Offenders Branch and the City of Regina permits this program to be offered at a lower cost than if undertaken solely by the City.
5. The contract promotes and maintains a desirable relationship with an organization that provides valuable social benefits to the community by facilitating restitution activities primarily for aboriginal youth based on a fine option program that helps with the enhancement of inner city neighbourhoods through related clean-up responsibilities.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

The amount of \$60,000 for both years will be included in the 2014 and 2015 Bylaw and Licensing Branch operating budget.

### Environmental Implications

Items placed in the alleys of Regina negatively impact the neighbourhood. A proactive alley litter collection service that focuses on inner city neighbourhoods will provide a positive image for the area. The health and safety of the local residents will also improve by reducing the incidence of fire, rodent and vandalism by removing large bulky items.

### Strategic Implications

The strategic outcomes of this report will contribute to managing the growth and development of the community through ensuring a safe and healthy living environment.

### Other Implications

None with respect to this report.

### Accessible Implications

None with respect to this report.

## COMMUNICATIONS

The Administration communicated with the Regina Treaty Status Services Inc. regarding the possibility of extending the contract for two additional years. They were in agreement with the terms of the contract.

## DELEGATED AUTHORITY

This report requires the approval of City Council.

Respectfully submitted,

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE

A handwritten signature in black ink, appearing to read 'Ashley Thompson', followed by a horizontal line.

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Ashley Thompson, Secretary

February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: Out-of-Scope 2014 General Wage Increase

---

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE  
- FEBRUARY 12, 2014**

That Out-of-Scope employees receive a 3.00% general wage increase effective January 1, 2014.

*EXECUTIVE COMMITTEE – FEBRUARY 12, 2014*

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

Mayor Michael Fougere, Councillors: Bryon Burnett, John Findura, Jerry Flegel, Shawn Fraser, Bob Hawkins, Terry Hincks, Wade Murray and Mike O'Donnell were present during consideration of this report by the Executive Committee.

The Executive Committee, at the **PRIVATE** session of its meeting held on February 12, 2014, considered the following report from the Administration:

RECOMMENDATION

That Out-of-Scope employees receive a 3.00% general wage increase effective January 1, 2014.

CONCLUSION

Approving the recommendation that Out-of-Scope (OOS) employees receive a 3.00% general wage increase (GWI) effective January 1, 2014 will:

- ensure OOS compensation remains competitive in an active marketplace; and
- support the City of Regina's need to attract, recruit and retain high-valued OOS employees.

BACKGROUND

OOS employees are not governed by a collective bargaining agreement, but historically the GWI for OOS employees have been similar to negotiated increases for other bargaining units. In light of the recent agreements settled with other City bargaining units, the purpose of this report is to recommend a GWI for OOS employees.

Recent agreements:

<b>Bargaining Unit</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
CUPE Local 21	2.50%	2.25%	3.00%
CUPE Local 7	3.00%	2.50%	3.00%
Local 181 (Fire)	3.10%	3.10%	3.00%
Local 588 (ATU) - <i>tentative</i>	2.75%	2.75%	3.00%
CMM*	3.50%	0.00%   TBD	TBD
<b>Average</b>	<b>2.97%</b>	<b>2.65%**</b>	<b>3.00%**</b>
OOS	2.60%	3.00%***	TBD

\* CMM agreed to an 18 month term (January 2013 to June 2014) at 3.50%. Two point six percent (2.60%) is the percentage equivalent of 3.5% for 18 months.

\*\* CMM 2014 and 2015 is not included in the Average.

\*\*\* OOS recommended for 2014.

## DISCUSSION

As mentioned previously, GWI increases for OOS have been similar to what the City bargaining units have negotiated. It is recommended that OOS employees receive a 3.00% general wage increase effective January 1, 2014.

Approving this general wage increase provides the following benefits to the City of Regina:

- If the GWI increase is approved in February it allows for retroactive pay to be calculated and processed at the same time as performance pay for 2013.
- Value of OOS employees is recognized with a GWI increase.
- Increase recommended is only for 2014, allowing the City to review and reconfirm compensation levels for OOS employees on an annual basis, taking into consideration local market conditions and negotiated increases for bargaining units.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

The total cost of a 3.00% GWI including benefits for OOS employees in 2014 is \$718,700. The 2014 budget has been developed with this information. A 3.00% GWI in 2014 falls within the approved bargaining mandate.

### Environmental Implications

None related to this report.

### Strategic Implications

There are several strategic implications related to this recommendation:

- Assists in our goal to attract and retain high performers;
- demonstrates to OOS employees that they are valued and rewarded for their contributions; and
- enhances employee satisfaction.

Other Implications

None related to this report.

Accessibility Implications

None related to this report.

COMMUNICATIONS

As in past years, once approved, a general communication shall be issued to all OOS staff. This shall be prepared by Human Resources and signed by the Chief Administrative Officer & City Manager.

DELEGATED AUTHORITY

This item requires City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE

A handwritten signature in black ink, appearing to read 'Jim Nicol', written over a horizontal line.

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Jim Nicol, Secretary

February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: Appointment of Municipal Wards Commission Members

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**RECOMMENDATION OF THE EXECUTIVE COMMITTEE  
- FEBRUARY 12, 2014**

1. That Justice Darin C. Chow, Mr. David Button and Mr. Jim Nicol be appointed to the Municipal Wards Commission with the terms of office to expire upon completion of a ward boundary review and filing of the required report with City Council.
2. That Justice Darin C. Chow serve as Chair of the Municipal Wards Commission.

*EXECUTIVE COMMITTEE – FEBRUARY 12, 2014*

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

Mayor Michael Fougere, Councillors: Sharron Bryce, Bryon Burnett, John Findura, Jerry Flegel, Shawn Fraser, Bob Hawkins, Terry Hincks, Wade Murray and Mike O'Donnell were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on February 12, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That Justice Darin C. Chow, Mr. David Button, and Mr. Jim Nicol be appointed to the Municipal Wards Commission with the terms of office to expire upon completion of a ward boundary review and filing of the required report with City Council.
2. That Justice Darin C. Chow serve as Chair of the Municipal Wards Commission.

CONCLUSION

Bylaw 2010-29 established the Municipal Wards Commission and provides that appointments to the Commission shall be by resolution of Council. The purpose of this report is to address the required appointments to facilitate a Ward Boundary Review for the purpose of including the annexed areas that were recently included in the boundary alteration approved by the Councils of Regina and the RM of Sherwood.

## BACKGROUND

Regina City Council, at its meeting held on December 16, 2013 resolved, in part, the following:

“That City Council establish a Municipal Wards Commission as outlined in Appendix A for the purpose of including the annexed areas into the appropriate wards and that appointments to the Commission be made in February 2014”.

The purpose of this report is to facilitate appointments to the Municipal Wards Commission for 2014.

## DISCUSSION

Bylaw 2010-29 provides that the Municipal Wards Commission shall consist of 3 members as follows;

1. A Justice designated by the Chief Justice of the Court of Queen’s Bench for Saskatchewan who shall act as the Commission Chairperson.
2. A representative of the University of Regina, designated by the President of the University of Regina.
3. The City Clerk

A communication dated January 14, 2014 has been received from Vianne Timmons, President and Vice-Chancellor of the University of Regina, designating David Button, Vice-President Administration, as the University of Regina’s representative to the Municipal Wards Commission.

A communication dated January 21, 2014 has been received from Chief Justice M.D. Popescul designating Justice Darin C. Chow to serve as Chairperson for the Municipal Wards Commission.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

It’s anticipated that costs associated with the boundary review will be related to facilitating meetings, public hearings and general administrative functions. These costs will be minimal and covered within the 2014 budget allotted to other committees.

### Environmental Implications

None with respect to this report.

### Strategic Implications

Establishment of the Wards Commission assists City Council with its strategic priority to manage growth and community development by ensuring population growth is evenly dispersed among members of Council. This will also assist in achieving operational excellence and improved customer service.



Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The City Clerk will communicate with Justice Darin C. Chow and Mr. David Button on their appointment to the Municipal Wards Commission.

DELEGATED AUTHORITY

City Council's approval is required.

Respectfully submitted,

EXECUTIVE COMMITTEE

A handwritten signature in dark ink, appearing to read 'Jim Nicol', is written above a horizontal line.

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Jim Nicol, Secretary

February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: Proposed Renaming of Portion of "Little Pine Loop" in Skyview Subdivision (12-SN-30)

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**RECOMMENDATION OF THE REGINA PLANNING COMMISSION  
- FEBRUARY 12, 2014**

That the request to rename all of "Skyview Road" to "Little Pine Loop" be APPROVED.

*REGINA PLANNING COMMISSION – FEBRUARY 27, 2014*

The Commission adopted a resolution to concur in the recommendation contained in the report. Recommendation #2 does not require City Council approval.

Councillors: Jerry Flegel and Mike O'Donnell; Commissioners: David Edwards, Phil Evans, Dallard LeGault, Ron Okumura, Daryl Posehn and Sherry Wolf were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on February 12, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the request to rename all of "Skyview Road" to "Little Pine Loop" be APPROVED.
2. That this report be forwarded to the February 27, 2014 meeting of City Council.

CONCLUSION

City Council's approval is required to rename a street. In this case, the Administration is recommending that Skyview Road be renamed to Little Pine Loop to avoid confusion for users of the street, the name of which was approved in error.

BACKGROUND

The Administration is requesting City Council's approval to rename a portion of a dedicated street in the Skyview Subdivision. Rezoning of the surrounding properties was approved by City Council on September 17, 2012 (Bylaw 2012-78). The Administration subsequently approved the related subdivision on August 12, 2013 pursuant to *The Subdivision Bylaw No. 2003-3*.

This application is being considered pursuant to *The Cities Act*.

## DISCUSSION

The Administration requires City Council's approval to rename "Skyview Road" in the Skyview subdivision to "Little Pine Loop". The original subdivision plan submitted by the applicant showed the street named appropriately, as Little Pine Loop, but a subsequent revision to the plan renamed the street to Skyview Road. The revised plan with the incorrect name was executed by the City without the error being noticed.

The Administration is recommending the change as its policy is that street names change at an intersection rather than a bend. There is no break in transition (intersection) between Skyview Road and Little Pine Loop and this might cause way-finding issues and confusion for users, including emergency response.

*The Cities Act* allows for a city to rename a street. The process of naming a street is typically done through subdivision approval, which has been delegated to the Administration pursuant to *The Subdivision Bylaw No. 2003-3*. However, *The Subdivision Bylaw* does not currently contemplate renaming of a street. *The Cities Act* gives authority to rename streets within a municipality and requires that a city shall act through its Council. Therefore, City Council's resolution to change the name of a street is required.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

None to this report as street signs have not yet been created for the subdivision.

### Environmental Implications

None to this report.

### Policy and/or Strategic Implications

None to this report.

### Other Implications

None to this report.

### Accessibility Implications

None to this report.

## COMMUNICATIONS

Public notice is not required pursuant to *The Cities Act*.

DELEGATED AUTHORITY

City Council's approval is required to change the name of a street, pursuant to *The Cities Act*.

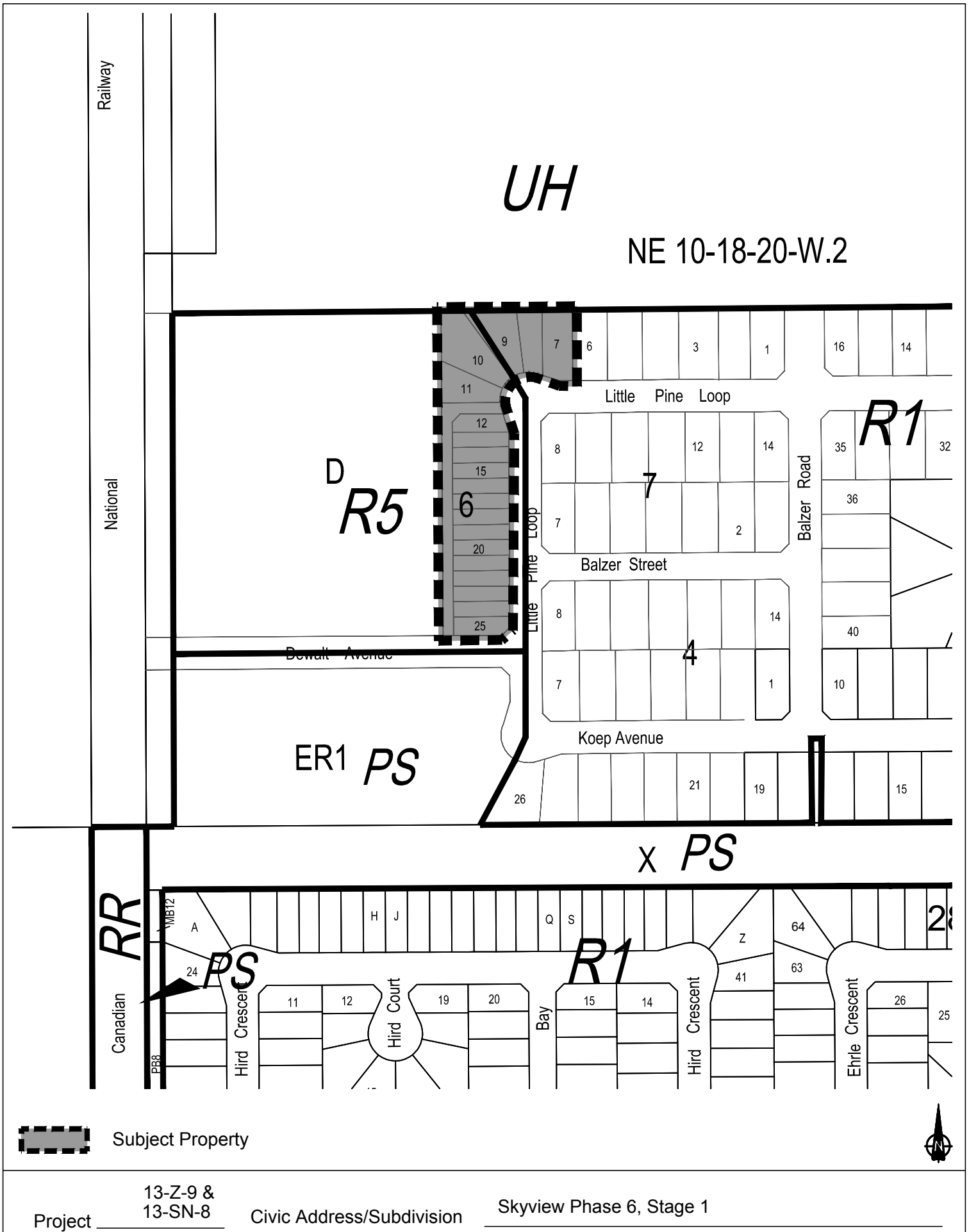
Respectfully submitted,

REGINA PLANNING COMMISSION

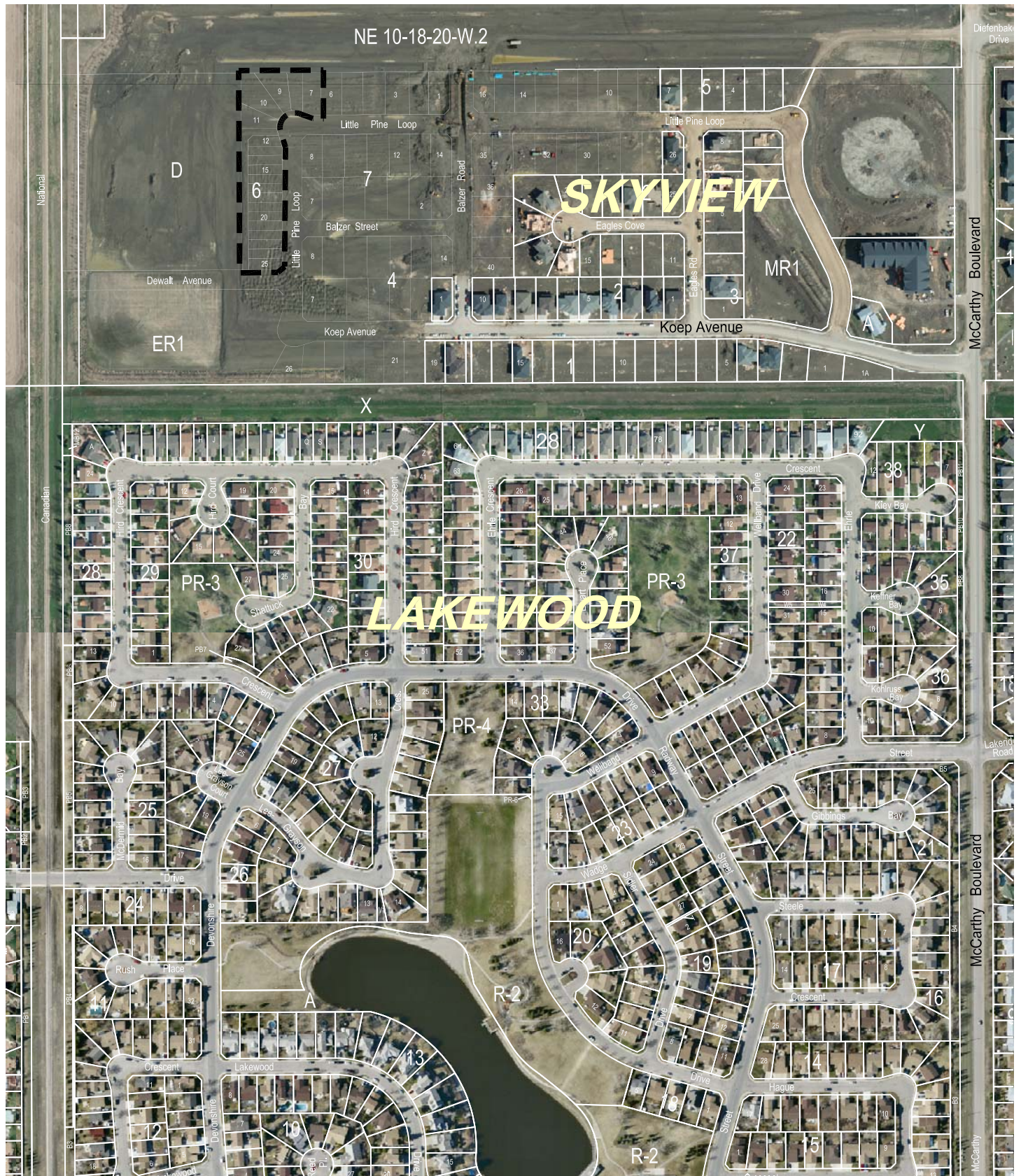
*Elaine Gohlke*

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Elaine Gohlke, Secretary







Subject Property

Date of Photography : 2009

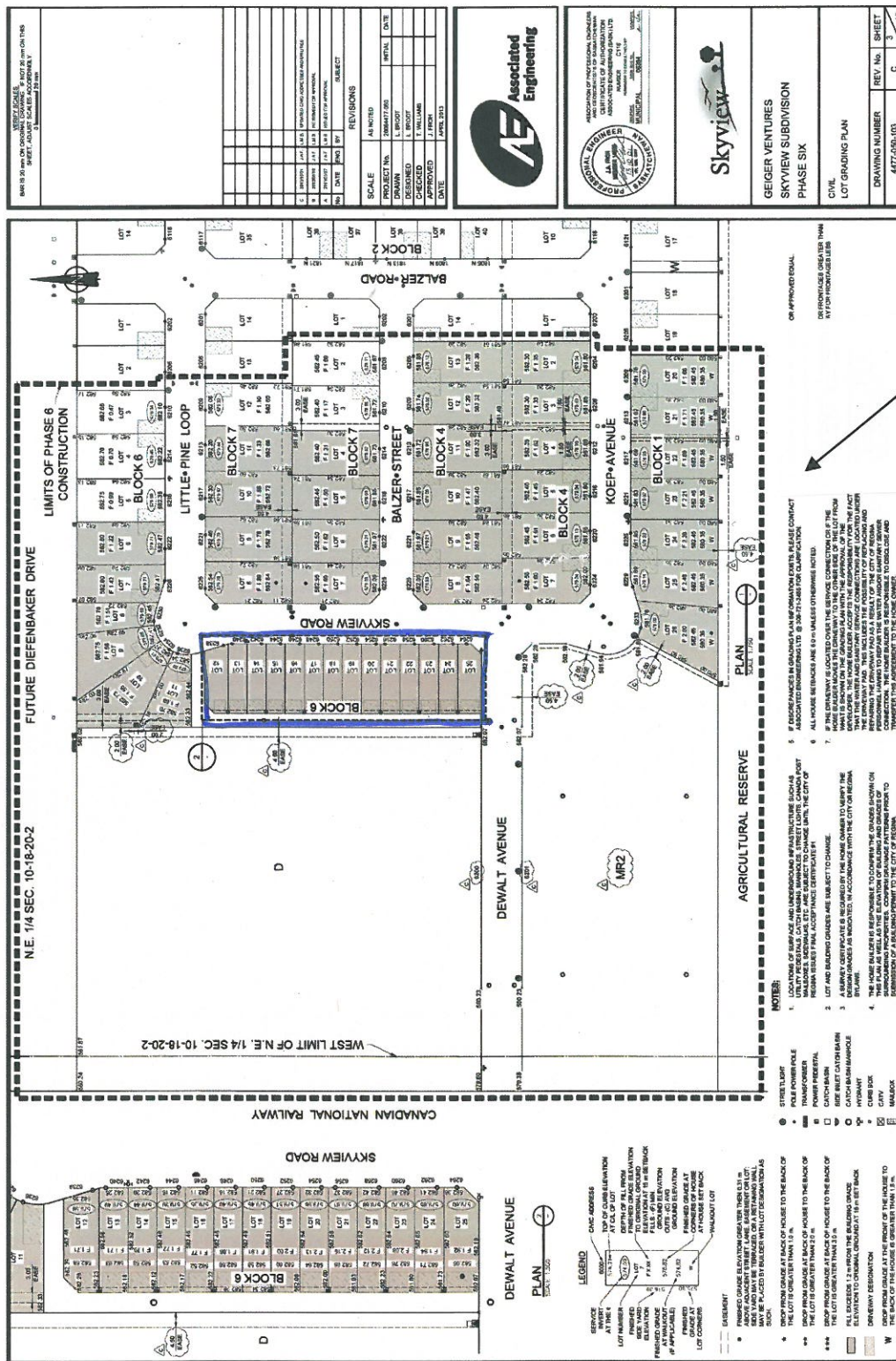


Project 13-Z-9 &  
13-SN-8

Civic Address/Subdivision

Skyview Phase 6, Stage 1







# Memo

**CP14-1**

February 18, 2014

To: His Worship the Mayor  
And Members of City Council

Re: Supplemental: 2014 Municipal Heritage Awards - Awards Selection Working Group  
Report

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This is in follow-up to the above-referenced report that was approved by the Municipal Heritage Advisory Committee on January 6, 2014 highlighting some minor changes to the report and specifically, Appendix A.

Due to an oversight, Appendix A was attached to the report with missing information regarding the nominator's description of the projects to be selected for a Municipal Heritage Award. The attached Appendix A contains the information that should have been included in the January 6, 2014 report that was approved by MHAC on the same date. This information was needed for MHAC members in order to familiarize themselves with the submissions and to make their final selection of award recipients.

Finally, the report itself contained some minor revisions, including the full reference to the Keith Knox Heritage Award for Youth, a correction to the number of nominations (4) received this year and a correction to note the February 27, 2014 Council meeting date.

If you have any questions or require further information, please contact the undersigned at (306) 777-6250 or email [mdandrew@regina.ca](mailto:mdandrew@regina.ca).

Sincerely,



Mark D. Andrews  
City Planner II

## APPENDIX A

### RECOMMENDED RECIPIENTS OF 2014 MUNICIPAL HERITAGE AWARDS

**Category:** New Design – Addition

**Recipients:** Patrick Kelly, Architect, P3Architecture

**Project:** Walter Scott Building: Front Entrance Vestibule Addition

The nominator has provided the following description of the project:

#### **Nature and Extent of the Project**

Since 2001, P3Architecture (P3A) has served as the prime consultant on the rehabilitation of the Walter Scott Building (c. 1954). For over 12 years, P3A has worked closely with the Ministry of Central Services to upgrade the building with minimal or no change to its character-defining elements including the building envelope, interior and exterior finishes of the building, along with extensive interior renovations to public areas and tenant office spaces. The rehabilitation work features upgrades to bring the building into conformance with the National Building Code of Canada and to address barrier-free accessibility. Part of this work included the need for an addition to provide an accessible front entrance vestibule which has been designed and constructed utilizing heritage standards and guidelines while meeting Wascana Centre Authority's recommendations.

P3A has worked diligently throughout the design and construction of the front entrance vestibule addition to preserve the heritage value and existing character-defining elements of the building with the intent to minimize intervention, in particular, the existing terrazzo, marble and stone feature surfaces. By adopting an approach of minimal intervention, the resulting vestibule addition extends out from the original façade covering the original exterior stairs. This addition can be considered a reversible intervention, one that may be removed at a later date without damaging the major character-defining elements and impairing the integrity of the historic building.

The intent of the vestibule project was to maintain transparency to the historic building which resulted in the new addition being constructed primarily out of glass, stainless steel, and stone, making it physically and visually compatible with, subordinate to, and distinguishable from the historic building. The granite on the original exterior stairs was re-used for the new stairs in the addition. The stainless steel frame around the entry doors mimics the design of the elevator frames in the interior of the building. The interior bulkhead of the vestibule is lit at night creating a crowning effect which is symbolic of the Government of Saskatchewan Building.

Working closely with the Ministry of Central Services and local consultants, P3A has ensured that all building upgrades were approached holistically. While these alterations

are practical and appropriate, they complement the historic building by breathing new life into it while protecting and respecting its heritage value. The entrance is visually harmonious with the historic building through its appropriate balance of transparency and reflection of the historic built form and pointed contrast between old and new materials.



**Category:** Education

**Recipients:** Biographies Regina, Inc.

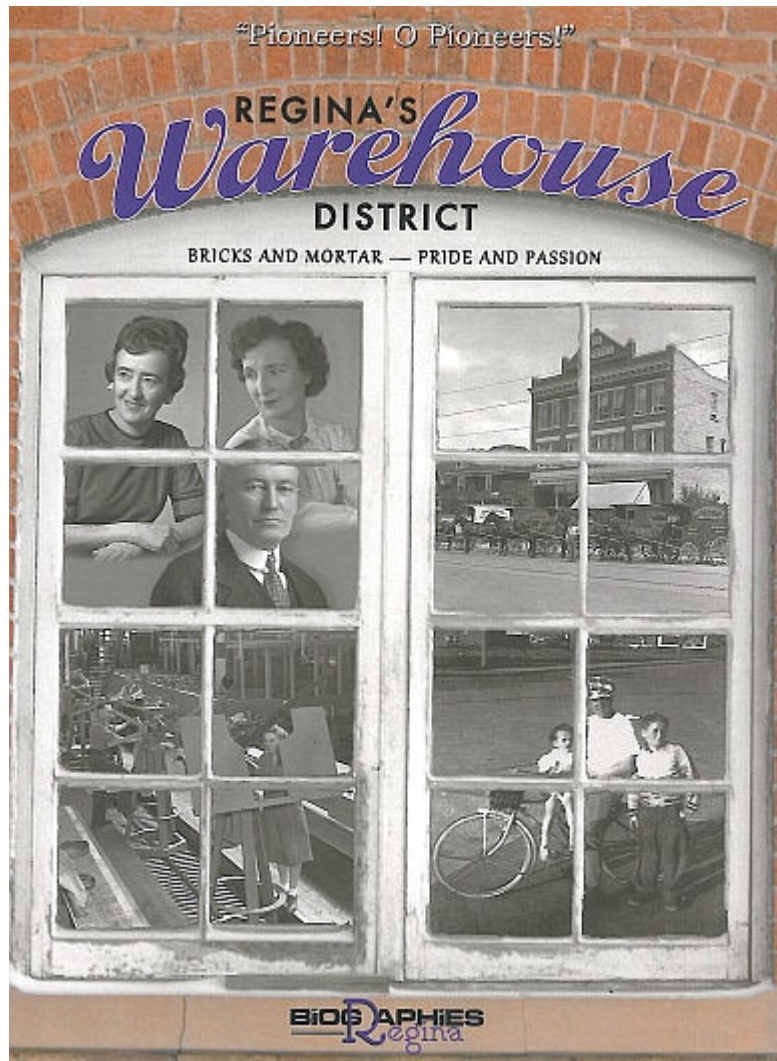
**Project:** Regina's Warehouse District...Bricks and Mortar, Pride and Passion

The nominator has provided the following description of the project:

Regina's Warehouse District is home to some of the most long-standing, locally-owned businesses in Saskatchewan with approximately 500 independent retailers many

celebrating well over 100 years in business.

The Warehouse District began all those years ago as the anchor for the City of Regina for materials supply, manufacturing and manpower and continues to be the “Soul” of the Queen City today.



### **Biographies Regina, Inc.**

As a corporate publishing entity, Biographies Regina, Inc. was established only six years ago. This “*Pioneers! O Pioneers!*” project, however goes back twice as long. It was begun by the Regina and District Old Timer’s Association with its Biographies Regina Committee starting work on the first “*Pioneers! O Pioneers!*” Book in 2000.

It’s first four books were produced in conjunction with the City of Regina’s centennial in 2003. The count increased to five in 2005. A listing of those first five publications and

each book's contents are provided at the back of this book. Biographies Regina's stated objectives include the collection and preservation of information connected with the history and the people of Regina and district.

With this book now completed, the Biographies Regina leadership and membership, along with like-minded interest groups, in 2013 will direct its efforts to promotion and marketing and consideration of any other future endeavours, being mindful of the foundational work provided by contributors to date, of whom several are no longer with us.

Enjoy the tour of the Regina Warehouse District that this book provides.

February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: 2014 Municipal Heritage Awards - Awards Selection Working Group Report

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**RECOMMENDATION OF THE MUNICIPAL HERITAGE ADVISORY COMMITTEE  
- JANUARY 6, 2014**

That this report be received and filed.

*MUNICIPAL HERITAGE ADVISORY COMMITTEE – JANUARY 6, 2014*

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #2 does not require City Council approval.

Councillor John Findura, Donald Black, May P. Chan, Bianca Currie-Poirier, Ray Plosker, Ken Lozinsky, David McLennan, Ingrid Thiessen, and Victor Thomas were present during consideration of this report by the Municipal Heritage Advisory Committee.

The Municipal Heritage Advisory Committee, at the **PRIVATE** session of its meeting held on January 6, 2014, considered the following report:

RECOMMENDATION

1. That two Municipal Heritage Awards be presented as follows:
  - a. An award in the New Design - Addition category for the “Walter Scott Building – Front Entrance Vestibule Addition.”
  - b. An award in the Education category for the book “Regina’s Warehouse District...Bricks and Mortar, Pride and Passion.”
2. That an edited version of this report be forwarded to the February 27, 2014 meeting of

CONCLUSION

After careful consideration and evaluation, the Working Group has concluded that the Municipal Heritage Awards should be presented to the nominees identified in Appendix A of this report. City Council has authorized the Municipal Heritage Advisory Committee (MHAC) to select Municipal Heritage Award recipients.



## BACKGROUND

At its meeting on October 7, 2013 the MHAC considered Report MHAC13-25 and resolved:

That the following members of the Municipal Heritage Advisory Committee be appointed to evaluate the nominations for the 2014 Municipal Heritage Awards:

- Ken Lozinsky
- Bianca McGregor
- David McLennan
- Ray Plosker
- Robert Truszkowski

Pursuant to that resolution, a Working Group was established consisting of the aforementioned members and an evaluation and selection exercise was initiated. The recommended award recipients as selected by the Working Group are presented in this report for confirmation by the committee as a whole.

The duties of the MHAC are currently outlined in Bylaw 2009-40, *The Committee Bylaw*. In December 1983, City Council adopted a policy to offer public recognition of individuals and organizations in the community whose efforts and initiatives have made significant contributions to heritage conservation.

The Municipal Heritage Awards program was initiated in 1984, to be held on an annual basis in conjunction with the celebration of Canada's Heritage Day on the third Monday of February. Heritage Day will be observed next on February 17, 2014.

## DISCUSSION

Municipal Heritage Awards may be presented in the following categories:

1. **Restoration:** Revealing, recovering or representing the state of a historic place or of an individual component, as it appeared at a particular period in its history, as accurately as possible, while protecting its heritage value.
2. **Preservation:** Protecting, maintaining, or stabilizing the existing form, material and integrity of a historic place, or of an individual component, while protecting its heritage value.
3. **Rehabilitation:** The sensitive adaptation of a historic place or of an individual component for a continuing or compatible contemporary use, while protecting its heritage value. This is achieved through repairs, alterations and/or additions.
4. **New Design – Infill:** New design which is sympathetic to heritage properties and streetscapes with respect to building scale, height, massing, roofline and finishing materials in existing developed areas or neighbourhoods.



5. **New Design – Addition:** New design involving structural additions to an existing heritage building that is sympathetic to or compatible with the original or established building design with respect to scale, height, massing, fenestration, roofline and/or finishing materials.
6. **Heritage Open Space:** The promotion, restoration and new design of heritage open spaces, sites, monuments and trails.
7. **Education:** Endeavours which enhance public understanding and appreciation of Regina's heritage. For example: publications, exhibitions, lecture series, tours and plays.
8. **George Bothwell Heritage Award for Public Service:** Exceptional volunteer involvement and outstanding commitment to heritage activities that enrich community life in Regina.
9. **Keith Knox Heritage Award for Youth:** This award recognizes the special contribution of non-professionals under the age of 25.

The MHAC has been authorized by City Council to select heritage award recipients. The committee may decide against presenting an award in any given category. A total of 4 nominations were received, representing three of the nine award categories.

#### Selection of Award Recipients

On December 3, 2013, three members of the Working Group met to evaluate the nominations and select award recipients. Based on its review and evaluation of the nominations, the Working Group has recommended the following recipients.

1. **New Design – Addition: Walter Scott Building – Front Entrance Vestibule Addition**

This project entails a vestibule addition that extends out over the main entrance, façade, and original exterior stairs of the Walter Scott Building. The addition is constructed primarily out of glass, stainless steel, and stone, making it visually and physically compatible with the existing structure. It can also be removed at a later date without damaging the major character-defining elements, or impairing the integrity, of the building.

The heritage value of the building itself lies in its architectural design. It was the first building in the city to use “modernist trends”. It also incorporates a lot of local and regional materials including Claybank brick, Tyndall Stone and polished black granite. The addition protects these character-defining elements, provides minimal intervention, and, given its modernistic design, allows for a more expansive use of glass – a fundamental characteristic of modernistic architecture. In addition to respecting the main entrance, the addition is delicate in its approach, does not overpower the façade, or detract from the original purpose of the main entry. The addition also provides new accessibility.

Given the information provided, the members of the Working Group are confident that the recipient, P3Architecture, has met the general standards for preservation, rehabilitation, and restoration that apply to a new design addition, and therefore are pleased to recommend a Municipal Heritage Award.

## 2. Education: Regina's Warehouse District...Bricks and Mortar, Pride and Passion

The book titled "Regina's Warehouse District... Brick and Mortar, Pride and Passion" was published, in February 2013, by Biographies Regina as a result of joint project with the Regina's Warehouse Business Improvement District. The goal was to ensure the stories of the people responsible for the development of the warehouse area were captured, documented, and not lost.

Over 65 chapters and 270 story pages, the book is representative of the history of this remarkable community within a community. From the District's pioneers who all shared a frontier mindset, to the area's present day "coming of age"; readers enjoy a mix of individual's stories and community milestones.

Biographies Regina, Inc.'s mission statement is as follows: *Towards defining and recognizing the character and spirit of Regina and District, and in the belief that each person has a story to tell, Biographies Regina is dedicated to compiling and publishing the stories of the people of this community.*

The recipient, Biographies Regina Inc., and the project, are both exceptional examples of how organizations can work together to enhance public understanding and appreciation for Regina's heritage. The Working Group is pleased to recommend a Municipal Heritage Award.

### RECOMMENDATION IMPLICATIONS

#### Financial Implications

Each award consists of a framed certificate. The costs associated with the awards ceremony are allocated in the 2014 operating budget of the Planning Department.

#### Environmental Implications

Recognition of significant heritage-related projects and personal contributions provides encouragement for future initiatives to restore, preserve and rehabilitate Regina's historic places, which in turn supports broader principles to adapt, re-use and conserve the existing built environment.

#### Strategic Implications

The Municipal Heritage Awards program responds to the City's Vision and its priority of managing growth and community development, by contributing to the recognition and promotion of initiatives that recognize, conserve, utilize, or commemorate Regina's historic built and cultural environment.

#### Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Selected award recipients will be notified and invited to attend an awards presentation ceremony, which may be held on the Council meeting closest to Heritage Day on February 27, 2014. The names of the award recipients are published in a media release, listed on the City's website and advertised in the Regina *Leader-Post*.

DELEGATED AUTHORITY

City Council has authorized the MHAC to select Municipal Heritage Award recipients.

Respectfully submitted,

MUNICIPAL HERITAGE ADVISORY COMMITTEE

A handwritten signature in black ink, appearing to read 'Ashley Thompson', followed by a period.

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Ashley Thompson, Secretary

## APPENDIX A

### RECOMMENDED RECIPIENTS OF 2014 MUNICIPAL HERITAGE AWARDS

**Category:**     **New Design – Addition**

**Recipients:**   **Patrick Kelly, Architect, P3Architecture**

**Project:**       **Walter Scott Building: Front Entrance Vestibule Addition**

The nominator has provided the following description of the project: (insert project description)

**Category:**     **Education**

**Recipients:**   **Biographies Regina, Inc.**

**Project:**       **Regina's Warehouse District...Bricks and Mortar, Pride and Passion**

The nominator has provided the following description of the project: (insert project description)

February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: 2013 Semi-Annual Review of Closed Executive Committee Items

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**RECOMMENDATION OF THE EXECUTIVE COMMITTEE  
- FEBRUARY 12, 2014**

That this report be received and filed.

*EXECUTIVE COMMITTEE – FEBRUARY 12, 2014*

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

Mayor Michael Fougere, Councillors: Bryon Burnett, John Findura, Jerry Flegel, Shawn Fraser, Bob Hawkins, Terry Hincks, Wade Murray and Mike O'Donnell were present during consideration of this report by the Executive Committee.

The Executive Committee, at the **PRIVATE** session of its meeting held on February 12, 2014, considered the following report from the City Manager:

RECOMMENDATION

That this report be forwarded to City Council for information to provide the list of private reports which have already been reported to City Council, as outlined on Schedule 1.

CONCLUSION

The Committee should review the provided information on reports considered in private session to determine whether any reports may now be released to the public.

BACKGROUND

Pursuant to Section (4) of Schedule "A" of the Procedure Bylaw, the Administration has undertaken a review of all confidential items considered by the Committee since its last review to determine which of the reports are no longer confidential in nature and can now be released to the public.

DISCUSSION

The reports considered by the Executive Committee in private session from July to December have been compiled into the following categories on the attached schedules:

1. Reports considered by the Committee and subsequently forwarded to City Council for approval (Schedule 1).
2. Reports considered by the Committee and determined to be permanently closed (Schedule 2).
3. That the reports listed on Schedules 3 remain permanently closed (Scheduled 3).

## RECOMMENDATION IMPLICATIONS

### Financial Implications

There are no financial considerations with regards to the recommendations.

### Environmental Implications

There are no environmental implications related to the recommendations.

### Strategic Implications

A semi-annual review of matters considered in closed session promotes an open and transparent government.

### Other Implications

There are no other implications associated with the recommendations.

### Accessibility Implications

Releasing items no longer considered private in nature ensures the public is able to access information that has informed decisions of Council.

## COMMUNICATION PLAN

Items included on public agendas are posted to the City's website.

## DELEGATED AUTHORITY

The recommendation of the Executive Committee on the release of items considered in private session should be forwarded to City Council for consideration.

Respectfully submitted,

EXECUTIVE COMMITTEE



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Jim Nicol, Secretary

**REVIEW OF CLOSED EXECUTIVE COMMITTEE ITEMS  
JULY-DECEMBER – 2013 REVIEW****REPORTS FORWARDED TO CITY COUNCIL**

<b>Date Last Considered</b>	<b>Subject</b>	<b>Date Submitted to Council</b>
July 17/13	E13-41 – 2013 Semi-Annual Review of Closed Executive Committee Items	July 29/13
July 23/13	E13-45 – Ratifying Collective Agreement with the International Association of Fire Fighters, Local 181	July 29/13
August 14/13	E13-42 – Appointments to the Mayor’s Housing Commission and Regina Public Library Board	August 26/13
October 2/13	E13-55 – Rooming House Update  E13-56 – Tentative Collective Agreement with the Canadian Union of Public Employees, Local 21	October 15/13  October 15/13
November 6/13	E13-57 - Ratifying Collective Agreement with the Canadian Union of Public Employees, Local 7	November 25/13
November 27	E13-60 - Ratifying the Collective Agreement with the Amalgamated Transit Union, Local 588	November 25/13
December 4	E13-65 - Appointment so the Board of Directors for Regina Downtown BID  E13-66 – Appointment of City Clerk  E13-67 - Appointment of RROC Board Directors  E13-69 - Citizen Appointments	December 16/13



February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: Condominium Policy Bylaw and Policy Update

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**RECOMMENDATION OF REGINA PLANNING COMMISSION – FEBRUARY 12, 2014**

1. That *The City of Regina Condominium Policy Bylaw, 2012* (Bylaw No. 2012-14) be amended to:
  - a. Revise Section 7 to define a vacant property as a property where 100% of the building's units are vacant for a 12 month period, and clarify that eviction may not be used to vacate a building for the purpose of conversion;
  - b. Clarify that a two-unit building and a laneway suite are not eligible for conversion to condominium ownership.
2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the amendments, as described above.

*REGINA PLANNING COMMISSION – FEBRUARY 12, 2014*

The Commission adopted a resolution to concur in the recommendation made by the Mayor's Housing Commission at their meeting on January 23, 2013.

Recommendation #3 does not require City Council approval.

Councillors: Jerry Flegel and Mike O'Donnell; Commissioners: David Edwards, Phil Evans, Dallard LeGault, Ron Okumura, Daryl Posehn and Sherry Wolf were present during consideration of this report by the Regina Planning Commission.

**RECOMMENDATION OF MAYOR'S HOUSING COMMISSION - JANUARY 23, 2014**

1. That *The City of Regina Condominium Policy Bylaw, 2012* (Bylaw No. 2012-14) be amended to:
  - a. Revise Section 7 to define a vacant property as a property where 100% of the building's units are vacant for a 12 month period, and clarify that eviction may not be used to vacate a building for the purpose of conversion;
  - b. Clarify that a two-unit building and a laneway suite are not eligible for conversion to condominium ownership.
2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the amendments, as described above.
3. That this report be forwarded to the February 27, 2014 City Council meeting.

*MAYOR'S HOUSING COMMISSION – JANUARY 23, 2014*

The Commission adopted a resolution to concur in the recommendation contained in the report, after amending recommendation 1 a. to read as follows:

1. That *The City of Regina Condominium Policy Bylaw, 2012* (Bylaw No. 2012-14) be amended to:
  - a. Revise Section 7 to define a vacant property as a property where 100% of the building's units are vacant for a 12 month period, and clarify that eviction may not be used to vacate a building for the purpose of conversion;

Recommendation #2, #3 and #5 do not require City Council approval.

Mayor Fougere; Councillors: Bryon Burnett and Barbara Young; Robert Byers, Terry Canning, Blair Forster, Tim Gross and Malcolm Neill were present during consideration of this report by Mayor's Housing Commission.

The Mayor's Housing Commission, at its meeting held on January 23, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That *The City of Regina Condominium Policy Bylaw, 2012* (Bylaw No. 2012-14) be amended to:
  - a. Revise Section 7 governing the definition and treatment of vacant properties as outlined in Option 2 of this report;
  - b. Clarify that a two-unit building and a laneway suite are not eligible for conversion to condominium ownership.
2. That the Mayor's Housing Commission provide input on the proposed bylaw amendments to the Regina Planning Commission for consideration at its meeting on February 12, 2014.
3. That a supplementary report outlining commentary from the Mayor's Housing Commission be prepared by Administration for the February 12, 2014 meeting of the Regina Planning Commission.
4. That the City Solicitor be directed to prepare the necessary bylaw to authorize the amendments, as described above.
5. That this report be forwarded to the February 27, 2014 City Council meeting.

CONCLUSION

Since revisions to the *Condominium Policy Bylaw* were made in early fall 2013 and brought before Regina Planning Commission, Housing Commission and Council, Administration has become aware of situations in which the *Condominium Conversion Policy Bylaw* should be updated to reflect current housing trends. Therefore, as a measure of on-going evaluation and monitoring, Administration is bringing forward two amendments to the Bylaw. These amendments aim to balance the need to provide diverse housing options with the need to

maintain the supply and availability of rental housing while also retaining the existing housing stock, all of which are objectives of the *Comprehensive Housing Strategy*.

As governed by the *Planning and Development Act*, review of *Condominium Policy Bylaw* by Regina Planning Commission is required. The Mayor's Housing Commission will provide input on the recommendations, which will be forwarded to Planning Commission as a supplemental report. Amendments as outlined in this report require Council approval.

## BACKGROUND

*The Condominium Policy Bylaw, 2012* was established to allow for the orderly conversion of rental properties to condominium ownership while ensuring that condominium conversions do not significantly reduce the supply of rental accommodations in the city. On July 29, 2013, Council considered a report (CR13-110) in which the Administration indicated it would begin a review of *The City of Regina Condominium Policy Bylaw, 2012* as part of the implementation of the *Comprehensive Housing Strategy*. Amendments were brought forward and approved by the Regina Planning Commission on October 23, 2013 and by Council on November 25, 2013. The report was also brought to the November 14, 2013 meeting of the Mayor's Housing Commission. Amendments to *The Condominium Policy Bylaw* increased the vacancy rate at which conversions of properties containing five or more rental units could occur to a three percent vacancy for both citywide and zone vacancy rates. Amendments were also made to correct typographical errors in the Bylaw.

Since approval of amendments to *The Condominium Policy Bylaw*, Administration has closely monitored the housing situation and the rental market to identify any challenges to improving rental supply. A city-wide vacancy rate of 1.8 percent in Regina was reported for October 2013. Although significantly higher than the October 2012 rate of 1 percent, the rate is still less than the target of three percent as established in the *Comprehensive Housing Strategy*. However, based on Administration's estimates of the rental units required to achieve a vacancy rate of three percent by 2017, a 1.8 percent vacancy as reported in the fall 2013 is on target to achieving a three percent rate by 2017.

## DISCUSSION

As a matter of review and updating, Administration has identified two areas of the *Condominium Policy Bylaw* needing amendments to ensure the intention of the *Condominium Policy Bylaw* is upheld.

First, in an effort to ensure the retention of long-term rental units, Administration proposes to increase the period in which a building must be vacant from 12 to 36 months, to amend the actual vacancy requirement to 100 percent of the apartments and to add language that prohibits a property owner from evicting tenants for the purpose of classifying a building as vacant and subverting the vacancy rate threshold. This triples the length of time required and doubles the actual vacancy of the building needed to define a building as vacant in the original policy, created in 2012, which was based on recommendations of the consultant when the policy was established. In the *Review of the Condominium Conversion Policy* completed by the Centre for Management Development in May 2011, the consultant established that a 12-month period of vacancy would balance the need to encourage the renovation of neglected or derelict buildings while providing a sufficient deterrent for vacating the building for the purpose of averting other requirements for conversion including the vacancy rate threshold.

Second, the bylaw as it is currently written excludes secondary suites from conversion for the purpose of maintaining these units in their original purpose and intent as additional rental units and as a mortgage helper for the property owner. However under the current policy, a main house with a subordinate suite, classified as a duplex or semi-detached, could apply to convert to a two-unit condominium thereby defeating the purpose and intention of excluding secondary suites from conversion. Also, the City has recently approved two pilot projects for laneway suites. In keeping with the intention to retain both secondary suites and laneway units as rental units and mortgage helpers for the property owner, the policy has been amended to increase the minimum units eligible for conversion to three, and to prevent a house with a laneway suite from being split as a two-unit condominium and sold as two separate ownership units.

### **Options for the revision of the Condominium Conversion Policy**

In its interim review of *The Condominium Policy Bylaw*, Administration has worked with the City Solicitor's Office to consider several options for amendments to Section 7 of the bylaw, relating to the treatment of vacant buildings. Under the current bylaw a property would be considered vacant after a 12-month period and it would be the responsibility of the owner to provide evidence of vacancy for the 12-month period before an application for conversion could be made. In order to further restrict the potential for a property owner to intentionally vacate a building for the purpose of conversion, Administration has considered three options. Explanations of each option with the possible advantages and challenges of each are provided below. Based on a policy review, the current housing context and the advice of the City Solicitor's Office, Administration is recommending Option 2 from the list below.

#### Revisions to Section 7 governing Vacant Properties:

##### **Option 1: Remove Section 7 entirely and treat a vacant building as any other.**

By removing Section 7 entirely from the *Condominium Policy Bylaw*, vacant properties would be treated as any other multi-unit building and would be required to adhere to the vacancy threshold, which is currently set at three percent for both the citywide and zone vacancy rates. This option creates a straightforward approach that treats a vacant building as one that is occupied and does not establish separate requirements or parameters for its conversion. The challenge with this option is that it could discourage or delay the repair and conversion of vacant and derelict properties, which was the original intention of Section 7 as recommended in the *Review of the Condominium Conversion Policy* completed in 2011.

##### **Option 2: Amend the definition of Vacant Property to extend the period of required vacancy from 12 to 36 months, require that the building must be 100% vacant during this period, and clarify that eviction may not be used to vacate a building for the purpose of conversion.**

The *Review of the Condominium Conversion Policy* completed by the University of Regina's Centre for Management Development in 2011 formed the basis for Section 7. With stakeholder input, the consultant advised that "The [Condominium Conversion] Policy should include a provision to discourage mass evictions or emptying a building to enable an easier conversion and put the onus on the landlord to demonstrate that the building was vacant for at least one year prior to application." This parallels the City of Saskatoon's conversion policy, which also defines a vacant building as one that has been continuously vacant for 12 months immediately preceding the date of submission of the application for conversion. As with Regina's policy, the vacancy threshold does not apply for the conversion of a vacant building in Saskatoon.

In keeping with the intention of this recommendation to encourage the renovation of derelict properties but restrict evictions or purposeful vacancy in order to subvert the vacancy threshold,

Option 2 would revise the definition of vacant properties from 12 months to 36 months and require that the building be completely unoccupied during the term of vacancy before an application for conversion could be made pursuant to Section 7.

The provincial *Condominium Property Regulations*, 2001 contain provisions that deem any application for condominium approval related to property that was subject to demolition or renovation, which resulted in notices to be issued to any tenant to vacate pursuant to the *Residential Tenancies Act*, 2006, to be an application for conversion. In order to further disincentivize the use of eviction of tenants for the purpose of conversion, Administration also proposes to clarify in the Bylaw definition of Vacant Property that any property which is included as a conversion pursuant to section 8.1 of the *Condominium Property Regulations*, 2001 shall not be considered Vacant Property.

With a low vacancy rate and rental rates that have increased by more than 40% since 2006, it is highly unlikely that properties would be intentionally kept vacant for the purpose of conversion pursuant to Section 7. Since the *Condominium Policy Bylaw* was approved by Council in January 2012, Administration has not received an application for conversion for a building vacated for the purpose of conversion. As revised in Option 2, Section 7 encourages the property owner of a rental building in need of renovation to retain the building for rental since improvements could be made and tenure retained without restrictions such as confirmed vacancy. Further, Section 7 is likely to benefit heritage buildings, which could be adversely affected by removing provisions related to vacant properties as the neglect and demolition of these buildings has been identified as an on-going issue. Finally, to address dire cases of buildings made vacant by order of health, maintenance or fire, amendments to Section 7 would give discretion to Council to waive the three-year period of vacancy for a building deemed to be uninhabitable or dangerous to public health or safety.

***Option 3: Amend the definition of vacant property to restrict to properties under maintenance or health order or otherwise deemed as ruinous or dilapidated.***

Prince Albert's *Condominium Conversion Policy* (2008) provides a more restrictive approach to addressing the conversion of vacant properties. If the vacancy rate is below the threshold for conversion (three percent for Prince Albert), Administration will only bring forward an application for conversion for a building that "at the time of application, is subject to an Order pursuant to the City of Prince Albert Maintenance and Occupancy Bylaw, Public Health or other official agency to repair or demolish the building and in the opinion of the Fire Chief, the Chief Building Official or their designate, and the Public Health Officer, that the building is in a ruinous or dilapidated state such that the building is dangerous to the public health or safety or substantially depreciates the value of other land or improvements in the neighbourhood."

Regina's *Condominium Conversion Policy Bylaw* Section 7 could be revised to reflect the language used in Prince Albert to only allow the conversion of a vacant building under order of Maintenance and Bylaw, Public Health or other such official. This would put additional and more stringent requirements on the conversion of vacant buildings and limit conversion to those that are beyond a livable condition. However, this revision to Section 7 may also result in intentional neglect for the purpose of conversion, or in a more extreme case, could encourage demolition rather than repair of an existing building. In the case of a substantially dilapidated building declared so by order of Health, Police or Bylaw Enforcement, Administration has opted to include a discretionary clause as part of the amendments outlined in Option 2 that would grant Council the ability to waive the three-year vacancy period to allow conversion.

It is important to note that should tenants be evicted for the purpose of a demolition, as mentioned in Option 2, the *Condominium Property Regulations, 2001* and the *Condominium Act 1993* would restrict the construction of a condominium on the site, subject to the requirements laid out in the *Condominium Act* which treats demolition of a rental building and new construction as a 'conversion'. In this instance, the Act would require that a conversion (i.e. new construction) only be allowed if it could be approved in accordance with the Act and the City's Bylaw requirements for approval of conversions.

### Summary of Amendment Options and Housing Context

As stated in the January 2012 Council report (CR12-4), the large number of conversions that happened in 2007-2008 was due to the fact that the gap between rental market property income and housing prices created an opportunity for significant profit to be made through the conversion of rental apartments into condominiums. Similarly, with a housing stock of predominantly single-family detached units, the conversion of these units provided an alternative form of ownership unit not available on the market; for example, in the 2006 Census only 12% of all ownership units were not single-family detached homes.

With a significant increase in rents and more purpose-built multi-unit condominium units on the market, rental developments have become more financially viable thus lessening the financial interest in conversions. This trend has been confirmed by the City of Saskatoon. Saskatoon allows conversions at 1.5 percent vacancy yet with a vacancy rate above this threshold since 2008, the City has received approximately six applications (less than 100 units) for conversion since 2009.

As the vacancy rate increases in future years, it is expected that some rental units will come off the market as the number of available units and choice of units increases; the *Comprehensive Housing Strategy* has noted that at least 10% of all rental units are in need of major repair. Those units that are no longer occupied are expected to be the units in most dire need of renovation. In all likelihood, rental buildings requiring renovation will remain rental in the current market. As other cities have observed, with an increase in multi-unit condominium construction in 2012 and 2013, the conversion of rental units to condominiums has declined substantially and investment in rental development has increased. Section 7 as revised would still encourage the property owner of a rental building in need of renovation to invest in and retain the building for rental as improvements could be made without a period of documented vacancy. This intended outcome addresses one of the key objectives of the *Comprehensive Housing Strategy* to "Retain and Regenerate the Existing Housing Stock".

Despite these market trends, situations may still exist whereby the conversion of a vacant or derelict building is the only financial alternative for preservation of the building, as in the case of a historic or heritage building. In keeping with the objectives of the *Comprehensive Housing Strategy* and the intention of the *Condominium Policy Bylaw*, Option 2 aims to balance the need for rental housing availability and housing diversity with the realities of a tight housing market and the current condition of Regina's housing stock.

### Revisions to Sections 5.1 and 18 governing eligibility of two-unit buildings and laneway suites:

For the purpose of maintaining laneway and secondary suites as rental units, Administration is recommending revisions to Section 5.1 and Section 18. These units when added to new or existing homes bring additional rental suites to neighbourhoods in a less intrusive manner than a

multi-unit building. As the Bylaw is currently written, Section 5.1 excludes secondary suites from conversion for the purpose of maintaining these units in their original purpose and intent as rental units and as a mortgage helper for the property owner. According to the definition in the City's Zoning Bylaw, a secondary suite cannot exceed 40% of the overall floor area of the dwelling. However, a main house with a subordinate suite that is classified as a duplex or semi-detached, could still apply to convert to a two-unit condominium thereby defeating the purpose and intention of excluding secondary suites from conversion. Therefore, it is proposed that the *Condominium Policy Bylaw* be amended to make a Property that, prior to conversion, contains fewer than 3 Units or Apartments ineligible for conversion to a condominium.

Similarly, the City has recently introduced laneways suites through the approval of two pilot projects. These projects include detached suites that are accessed off the laneway and share a lot with a main dwelling. In order to retain the intention of laneway units as rental units and mortgage helpers for the property owner, proposed Bylaw revisions would remove laneway suites as units eligible for conversion so as to prevent a house with a laneway suite from being split as a two-unit condominium and sold as two separate ownership units.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

None with respect to this report.

### Environmental Implications

None with respect to this report.

### Policy and/or Strategic Implications

Revisions to *The City of Regina Condominium Policy Bylaw, 2012* (Bylaw No. 2012-14) are aligned with the policy direction of both the *Comprehensive Housing Strategy* and the *Official Community Plan* to achieve housing diversity, to protect and increase the supply of rental housing, and to retain and regenerate the existing housing stock.

Amendments to *The City of Regina Condominium Policy Bylaw, 2012* (Bylaw No. 2012-14) are intended to stabilize rental supply while housing needs and supply are monitored through the *Comprehensive Housing Strategy*. Information collected through monitoring will allow Administration to better evaluate current housing needs and to appropriately adjust housing policies in subsequent years.

### Other Implications

None with respect to this report.

### Accessibility Implications

As per the National Building Code, multi-unit rental buildings of four units or more are required to provide 5% accessible units. By encouraging the creation of purpose-built rental through incentives and stricter requirements on condominium conversions, amendments to *The City of*



*Regina Condominium Policy Bylaw, 2012* may help to increase the number of accessible units created throughout the city.

#### COMMUNICATIONS

Administration will continue to work with the Communications Branch to ensure that changes to *The City of Regina Condominium Policy Bylaw, 2012* (Bylaw No. 2012-14) are made available to the public and to interested parties.

#### DELEGATED AUTHORITY

This report requires approval by City Council.

Respectfully submitted,

MAYOR'S HOUSING COMMISSION



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Elaine Gohlke, Secretary

## Appendix A

1. Add or substitute references to *The Cities Act* to the following sections:
  - (a) subsection 3(k) definition of “occupant”
  - (b) subsection 3(m) definition of “owner”
  - (c) section 6, add to orders that may be issued: “any order permitted by section 328 of *The Cities Act*”
  - (d) sections 7, 11 references to service of Orders.
2. Delete the following sections, which are duplicated or overridden by *Cities Act* provisions:

Sections: 6(1)(k), 6(2), 6(3), 8, 12
3. Amend the definition of “Junked Vehicle” in clause 3(h)(iii) to read as follows:
  - (ii) is in a rusted, wrecked, partly wrecked, dismantled, partly dismantled, inoperative or abandoned condition;
  - (iii) is located on private land, but is not stored wholly within a garage or carport; and
  - (iv) that does not form a part of a business enterprise lawfully being operated on that land;
4. Amend the requirements with respect to Exterior Windows and Doors, as follows:
  - (a) remove shutters and hatchways from the application of this section
  - (b) clarify the requirements, as follows:
    1. (1) All doors, windows and storm or screen windows in a building shall meet the following minimum standards:
      - (a) be maintained weathertight to secure against drafts or leaks;
      - (b) doors, storm doors, windows, and storm windows, frames, sashes, casings and screens must be maintained free from damage, decay or deterioration;
      - (b) have storm sash or double-glazed windows;
      - (c) for windows that are designed to be opened, have a screen;
      - (d) be capable of being locked;
      - (e) have weather-stripping; and
      - (f) be painted or be treated with a similarly effective preservative.
5. Amend references to the Branch or its manager to the current title, “Bylaw and Licensing”.

February 27, 2014

To: His Worship the Mayor  
and Members of City Council

Re: Changes to the Regina Property Maintenance Bylaw

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**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES  
COMMITTEE - FEBRUARY 6, 2014**

1. That the amendments to the *Regina Property Maintenance Bylaw No. 2008-48*, as contained in Appendix A of this report, be approved.
2. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.

*COMMUNITY AND PROTECTIVE SERVICES COMMITTEE – FEBRUARY 6, 2014*

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

Councillors: Mike O'Donnell, Shawn Fraser and Bob Hawkins were present during consideration of this report by the Community and Protective Services Committee.

The Community and Protective Services Committee, at its meeting held on February 6, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the amendments to the *Regina Property Maintenance Bylaw No. 2008-48*, as contained in Appendix A of this report, be approved.
2. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.

CONCLUSION

The proposed changes to the *Regina Property Maintenance Bylaw No. 2008-48* as outlined in this report are intended to address issues associated with clarity and specificity in the wording of the Bylaw, as well as to ensure consistency with provisions in *The Cities Act* that relate to bylaw enforcement. It is also proposed that references to rooming houses be deleted to correspond with the elimination of this land use in the *Zoning Bylaw No. 9250*.

## BACKGROUND

The Bylaw and Licensing Branch enforces minimum housing maintenance standards as prescribed by the *Regina Property Maintenance Bylaw No. 2008-48*. Issues associated with clarity in the wording of specific parts of the Bylaw have been identified through the process of enforcing Orders related to the Bylaw. Additionally, there are sections of the Bylaw that can be repealed as these provisions are already addressed in *The Cities Act*. In September 2013, the Administration began a review of the specific requirements of the Bylaw.

## DISCUSSION

*The Cities Act* contains provisions outlining the requirements for orders to remedy contraventions of the Act or a bylaw and the powers of City inspectors to enforce bylaws of the City. There are similar provisions in the *Regina Property Maintenance Bylaw No. 2008-48*; however some of *The Cities Act* provisions have been amended without corresponding amendments to the Bylaw. It is recommended that sections of the Bylaw that reproduce or contradict provisions relating to bylaw enforcement in *The Cities Act* be amended to refer to the relevant *Cities Act* provision, or repealed where the bylaw provision is unnecessary.

The need to provide additional wording clarification has been identified in three sections of the Bylaw. The new wording does not change the intent or the enforcement procedures of the Bylaw. The following amendments are recommended:

1. In Section 3(h) pertaining to “Junked Vehicles”, subsection (iii) be reworded to provide specificity regarding the type of structure in which junked vehicles must be housed. The new wording would specify that junked vehicles must be stored within a garage or carport.
2. Schedule “A” Part 2(B) pertaining to the exterior of doors and windows be amended to list the following minimum standards and to provide clarification what is weathertight:
  - (a) be maintained weathertight to secure against drafts or leaks;
  - (b) doors, storm doors, windows, and storm windows, frames, sashes, casings and screens must be maintained free from damage, decay or deterioration;
  - (c) have storm sash or double-glazed windows;
  - (d) for windows that are designed to be opened, have a screen;
  - (e) be capable of being locked;
  - (f) have weather-stripping; and
  - (g) be painted or be treated with a similarly effective preservative.
3. References to shutters and hatchways be removed from Schedule “A” Part 2(B) as these building features are not required to meet the same minimum standards as windows, doors, and storm and screen windows. It is recommended that shutters and hatchways be included under Schedule “A” Part 2(C) pertaining to exterior walls.

As a matter of housekeeping, it is recommended that sections of the Bylaw that refer to the “Manager of Bylaw Enforcement” and “Bylaw Enforcement Branch” be updated to “Manager of Bylaw and Licensing” and “Bylaw and Licensing Branch” to reflect a change the branch name.

Further, it is recommended that all references to “rooming house” be removed from the Bylaw to correspond with the elimination of the land use in the *Zoning Bylaw No. 9250*.

#### RECOMMENDATION IMPLICATIONS

##### Financial Implications

None with respect to this report.

##### Environmental Implications

None with respect to this report.

##### Policy and/or Strategic Implications

The recommendation provided in this report will improve clarity and specificity in the interpretation and enforcement of the *Regina Property Maintenance Bylaw No. 2008-48*.

##### Other Implications

None with respect to this report.

##### Accessibility Implications

None with respect to this report.

#### COMMUNICATIONS

None with respect to this report.

#### DELEGATED AUTHORITY

This report requires the approval of City Council.

Respectfully submitted,

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE



---

Ashley Thompson, Secretary

BYLAW NO. 2014-10

THE REGINA TRADES AND SKILLS CENTRE INC.  
TAX EXEMPTION BYLAW, 2014

---

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

**Purpose**

- 1 The purpose of this Bylaw is to provide a tax exemption for property owned by Suncor Energy Inc. and leased to the Regina Trades and Skills Centre Inc. for the purpose of parking for the operation of the Regina Trades and Skills Centre.

**Authority**

- 2 The authority for this Bylaw is subsection 262(3), 262(4) and 264 of *The Cities Act*.

**Definitions**

- 3 In this Bylaw:

“**property**” means the portion of the property owned by Suncor Energy Inc. and leased to the Regina Trades and Skills Centre Inc. for the purpose of parking for the operation of the Regina Trades and Skills Centre, civically described as 1269 Albert Street, Regina, Saskatchewan, with a Reference Land Description of:

Lots 7 - 10  
Block 145  
Regina, Saskatchewan  
Plan Old 33

**Scope of Exemption**

- 4 Suncor Energy Inc. shall receive an exemption for 100 percent of all property taxes imposed against the property for five years commencing January 1, 2014 and ending on December 31, 2018.

**Agreement**

- 5 The exemption in section 4 shall be governed by the attached agreement between The City of Regina and the Regina Trades and Skills Centre Inc. and Suncor Energy Inc. marked as Schedule “A”.
- 6 The City Clerk is authorized to sign and seal the Agreement in section 5 on behalf of the City of Regina.

Approved as to form this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
City Solicitor

**Coming Into Force**

7 This Bylaw comes into force on the day of passage of the Bylaw, or on the date the Agreement is executed, whichever is later.

READ A FIRST TIME THIS 27<sup>th</sup> DAY OF February 2014.

READ A SECOND TIME THIS 27<sup>th</sup> DAY OF February 2014.

READ A THIRD TIME AND PASSED THIS 27<sup>th</sup> DAY OF February 2014.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk (SEAL)

CERTIFIED A TRUE COPY

\_\_\_\_\_  
City Clerk



**Schedule "A"**

**TAX EXEMPTION AGREEMENT**

Agreement dated \_\_\_\_\_, 2014  
(date to be filled in by the city clerk)

Between:

**THE CITY OF REGINA**  
(the "City")

- and -

**REGINA TRADES AND SKILLS CENTRE INC.**  
(the "Occupant")

- and -

**SUNCOR ENERGY INC.**  
(the "Owner")

The Parties agree as follows:

**Definitions**

1 In this Agreement:

**"Property"** means the portion of the property owned by the Owner, Suncor Energy Inc. and leased by the Occupant Regina Trades and Skills Centre Inc., and used exclusively by the Regina Trades and Skills Centre Inc. for parking for the Trades and Skills Centre, which property is civically described as 1269 Albert Street, Regina, Saskatchewan, with a Reference Land Description of:

Lots 7 - 10  
Block 145  
Regina, Saskatchewan  
Plan Old 33

**Tax Exemption**

2 Subject to the terms and conditions of this Agreement, the City grants a tax exemption for the Property commencing January 1, 2014 and ending December 31, 2018.

3 The exemption for the Property shall continue only for so long as:

- (a) The Owner and Occupant are in compliance with the terms of this Agreement;
  - (b) the Property is leased by the Owner to the Occupant;
  - (c) the lease in (b) requires the Occupant to pay the taxes on the Property; and
  - (d) the Property is used by the Occupant for the sole purpose of parking for the adjacent Regina Trades and Skills Centre located at 1275 Albert Street.
- 4 The exemption does not include special taxes, local improvement levies, utility charges, development fees and charges, or other such charges or fees properly imposed by the City.
- 5 The scope of the tax exemption, including calculation of any percentage or proportion and the determination of any use or costs, shall be conclusively determined by the City Assessor, subject to any statutory right of appeal against the assessment of the Property.
- 6 The exemption shall apply only to the Property assessed to the Owner and leased to the Occupant and used by the Occupant for parking for the Regina Trades and Skills Centre.
- 7 The tax exemption shall continue only for so long as the Owner and Occupant comply with the terms of this Agreement
- 8 The Property shall be taxable on a pro-rated basis for that portion of any of the year which the exemption granted no longer continues.
- 9 The amount of the assessment is subject to change in future years.

**Owner and Occupant's Covenants**

- 10 The Owner and Occupant shall notify the City Assessor in writing if:
- (a) the portion of the Property used by the Occupant for the sole purpose of parking for the Regina Trades and Skills Centre decreases or increases;
  - (b) any portion of the Property is sublet to another person; and

- (c) the Occupant ceases to use the property for the sole purpose of parking for the Regina Trades and Skills Centre, ceases to occupy the Property, or ceases to be responsible for the payment of property taxes under the lease agreement.
- 11 The Owner and Occupant shall maintain the Property in good repair and to the standard of a careful owner.

**Terms and Conditions**

- 12 Where the Owner or Occupant have not complied with a term of the Agreement, the City may terminate the Agreement by written notice to the Owner or Occupant.
- 13 In addition to any other provision of this Agreement, the tax exemption will cease if the Owner or Occupant:
- (a) becomes bankrupt or insolvent or is so adjudged;
  - (b) makes a general assignment for the benefit of creditors; or
  - (c) ceases to utilize the Property entirely.
- 14 If the City terminates the Agreement pursuant to section 12, or if the tax exemption ceases pursuant to section 13, the Property shall be taxable on a pro-rated basis for that portion of the year which the tax exemption granted no longer continues.

**Notices**

- 15(1) Any notice required or permitted to be given to a Party pursuant to this Agreement will be in writing and may be delivered to the Party in person, or to its authorized agent, or by sending it by mail addressed:

To the City:

Don Barr, City Assessor  
2476 Victoria Avenue  
P.O. Box 1790  
Regina, SK S4P 3C8

To the Owner:

Regina Trades and Skills Centre Inc.  
1275 Albert Street  
Regina, SK S4R 2R4

Attn: \_\_\_\_\_

or to such alternate address as a Party may, from time to time, by notice advise:

- (2) If a notice is mailed pursuant to subsection (1), it is deemed to be given on the third business day after the date of such mailing.
- (3) If postal service is interrupted or substantially delayed, any notice will be hand-delivered.

**General**

- 16 The Agreement is not effective until adopted by bylaw of the Council of the City and fully executed by the Parties of the Agreement.
- 17 In the event that this Agreement or any part of it is found to be invalid or *ultra vires* of Council, the City shall not be liable to the Owner or Occupant for any amount of the tax exemption which would otherwise have been granted to the Occupant.
- 18 The Agreement may be amended by written agreement of each of the Parties.
- 19 The City may register this Agreement in the Land Titles Registry, Saskatchewan Land Registration District.
- 20 This Agreement is not assignable without the express written consent of the City.

In witness whereof, the Parties have executed this Agreement on the date first written above.

**THE CITY OF REGINA**

**REGINA TRADES AND SKILLS  
CENTRE INC.**

(seal)

(seal)

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Signature of Authorized signing officer

\_\_\_\_\_  
Print name of Authorized signing officer

**SUNCOR ENERGY INC**

(seal)

---

Signature of Authorized signing officer

---

Print name of Authorized signing officer

**\*\*Regina Trades and Skills Centre Inc. and Suncor Energy Inc. must affix their corporate seal to this agreement or if they do not have a seal they must fill out the attached affidavit of corporate signing. If the seal is not attached and the affidavit has not been signed the agreement will not be valid.**

### **AFFIDAVIT OF CORPORATE SIGNING AUTHORITY**

CANADA  
SASKATCHEWAN

I, \_\_\_\_\_ of Regina, Saskatchewan.  
Print Full Name of Signing Authority

**MAKE OATH/AFFIRM AS FOLLOWS:**

1. I am an Officer of Regina Trades and Skills Centre Inc. (the "Corporation") named in the Tax Exemption Agreement to which this Affidavit is attached.
2. I am authorized by the Corporation to execute the Tax Exemption Agreement without affixing the Corporate Seal of the Corporation.

Sworn/Affirmed before me at \_\_\_\_\_,  
\_\_\_\_\_  
on \_\_\_\_\_, 2014  
Month Date

A Commissioner for Oaths for the Province of  
Saskatchewan.

Being a lawyer —or—  
My commission expires:

Signature of Signing Authority

## AFFIDAVIT OF CORPORATE SIGNING AUTHORITY

CANADA  
SASKATCHEWAN

I, \_\_\_\_\_ of Regina, Saskatchewan.  
Print Full Name of Signing Authority

**MAKE OATH/AFFIRM AS FOLLOWS:**

1. I am an Officer of Suncor Energy Inc. (the "Corporation") named in the Tax Exemption Agreement to which this Affidavit is attached.
2. I am authorized by the Corporation to execute the Tax Exemption Agreement without affixing the Corporate Seal of the Corporation.

Sworn/Affirmed before me at \_\_\_\_\_,  
\_\_\_\_\_  
on \_\_\_\_\_, 2014  
Month Date

A Commissioner for Oaths for the Province of  
Saskatchewan.

Being a lawyer —or—  
My commission expires:

Signature of Signing Authority



## ABSTRACT

### BYLAW NO. 2014-10

#### THE REGINA TRADES AND SKILLS CENTRE INC. TAX EXEMPTION BYLAW, 2014

---

PURPOSE:	To provide a tax exemption for property owned by Suncor Energy Inc. and occupied by Regina Trades and Skills Centre Inc. for the purpose of parking for the operation of the Regina Trades and Skills Centre.
ABSTRACT:	The Agreement provides a tax exemption for five years for that portion of the property located at 1269 Albert Street used for parking for the operation of the Regina Trades and Skills Centre.
STATUTORY AUTHORITY:	Subsection 262(3), 262(4) and 264 of <i>The Cities Act</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	Finance and Administration Committee, December 3, 2013, FA13-28.
AMENDS/REPEALS:	N/A
CLASSIFICATION:	Administrative
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Assessment, Tax and Real Estate

BYLAW NO. 2014-13

THE REGINA PROPERTY MAINTENANCE AMENDMENT BYLAW, 2014

---

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 The purpose of this Bylaw is to set and enforce standards to regulate the maintenance of properties and structures within Regina in an attractive, tidy and safe condition.
- 2 The statutory authority for this Bylaw is sections 8, 100, 324, 325, 326, 328, 329, 330, 331, 333, 337 and 347 of *The Cities Act*.
- 3 Bylaw 2008-48, being *The Regina Property Maintenance Bylaw*, is amended in the manner set forth in this bylaw.
- 4 Clause 3(g)(i) is repealed and the following substituted:  
“(i) Manager of Bylaw and Licensing;”
- 5 Clauses 3(h)(ii) and (iii) are repealed and the following substituted:  
“(ii) is in a rusted, wrecked, partly wrecked, dismantled, partly dismantled, inoperative or abandoned condition;  
  
(iii) is located on private land, but is not stored wholly within a garage or carport; and  
  
(iv) that does not form a part of a business enterprise lawfully being operated on that land;”
- 6 Subsection 3(k) is repealed and the following substituted:  
“(k) “Occupant” means “occupant” as defined in *The Cities Act*,”
- 7 Subsection 3(m) is repealed and the following substituted:  
“(m) “Owner” means “owner” as defined in *The Cities Act*,”

- 8       Clauses 6(1)(k) and 6(1)(l) are repealed and the following substituted:
- “(k)   all environmentally sensitive substances be removed and disposed of by an environmental contractor or Professional Cleaner and proof of such disposal be submitted to the Bylaw and Licensing Branch; or
- (l)     any other order as permitted by section 328 of *The Cities Act*.”
- 9       Subsections 6(2) and (3) are repealed.
- 10      Section 7 is repealed and the following substituted:
- “7     An Order shall be served on the Owner or Occupant of the land in accordance with the requirements of *The Cities Act*.”
- 11      Section 8 is repealed.
- 12      Section 11 is amended by striking out “the provisions of this Bylaw” and substituting “subsection 347(1)(d) of *The Cities Act*”.
- 13      Section 12 is repealed.
- 14      In Schedule “A”, the heading of Part 2B “DOORS, WINDOWS, SHUTTERS AND HATCHWAYS” is struck out and the heading “DOORS AND WINDOWS” is substituted.
- 15      Section 1 in Part 2B of Schedule “A” is repealed and the following substituted:
- “1.     All exterior doors, windows and storm or screen windows in a building shall meet the following minimum standards:
- (a)   be maintained weathertight to secure against drafts or leaks;
- (b)   doors, storm doors, windows, and storm windows, frames, sashes, casings and screens must be maintained free from damage, decay or deterioration;
- (c)   have storm sash or double-glazed windows;
- (d)   for windows that are designed to be opened, have a screen;
- (e)   be capable of being locked;
- (f)   have weather-stripping; and
- (g)   be painted or be treated with a similarly effective preservative.”
- 16      Section 3 in Part 2B of Schedule “A” is amended by striking out “exterior doors, windows (including storm or screen windows), shutters and hatchways” and substituting “exterior doors, windows and storm or screen windows”.

- 17 Section 1 in Part 2C of Schedule “A” is amended to add “and hatchway” after “exterior wall”.
- 18 Section 3 in Part 2C of Schedule “A” is amended to add “shutters,” after “cornices,”.
- 19 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 27<sup>th</sup> DAY OF February 2014.

READ A SECOND TIME THIS 27<sup>th</sup> DAY OF February 2014.

READ A THIRD TIME AND PASSED THIS 27<sup>th</sup> DAY OF February 2014.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
(SEAL)

CERTIFIED A TRUE COPY

\_\_\_\_\_  
City Clerk

## ABSTRACT

### BYLAW NO. 2014-13

#### THE REGINA PROPERTY MAINTENANCE AMENDMENT BYLAW, 2014

---

PURPOSE:	To amend provisions relating to: where junked vehicles may be stored; clarify the requirements for exterior door and window; and to make house-keeping changes to delete or amend sections that duplicate content which is addressed in <i>The Cities Act</i> .
ABSTRACT:	The purpose of this Bylaw is to set and enforce standards to regulate the maintenance of properties and structures within Regina in an attractive, tidy and safe condition. The provisions relating to junked vehicles and to standards for exterior doors and windows are clarified in this amendment and duplications with <i>The Cities Act</i> regarding the issuance of orders are deleted or amended.
STATUTORY AUTHORITY:	Sections 8, 100, 324-326, 328-331, 333, 337 and 347 of <i>The Cities Act</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	Community and Protective Services Committee, February, 6, 2014, CPS14-8.
AMENDS/REPEALS:	Amends Bylaw 2008-48
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Construction and Compliance

BYLAW NO. 2014-16

THE CITY OF REGINA CONDOMINIUM POLICY AMENDMENT BYLAW, 2014

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw No. 2012-14, being *The City of Regina Condominium Policy Bylaw, 2012* is amended in the manner set forth in this Bylaw.
- 2 The following clause is added after clause 3(q):  
  
"(q.1) **"Laneway Dwelling Unit"** has the same meaning as in *The Regina Zoning Bylaw No. 9250*.
- 3 Clause 3(y) is repealed and the following substituted:  
  
“(y) **“Vacant Property”**:
  - (i) means a Property in which all of the Apartments are vacant on the Application Date and which have been continuously vacant during the 12 month period prior to the Application Date; provided that a Property where the vacancy is the result of a notice to vacate having been issued to any Tenant pursuant to *the Residential Tenancies Act, 2006* or to which section 8.1 of *The Condominium Property Regulations, 2001* applies shall not be considered a Vacant Property; and
  - (ii) includes a Property that is vacant due to issuance of a fire or public health order; provided that in such circumstances City Council may, in its sole discretion, consider the Property to be a Vacant Property after less than 12 months;”
- 4 Section 5.1 is repealed and the following substituted:  
  
“5.1 A Secondary Suite, a Laneway Dwelling Unit or a Property which includes a Secondary Suite or a Laneway Dwelling Unit is not eligible for conversion to a Condominium.”
- 5 The following section is added after section 5.1:  
  
“5.2 A Property that, prior to conversion, contains two or fewer Apartments is not eligible for conversion to a Condominium.”
- 6 Section 18 is amended by striking out “2 to 4” and substituting “3 or 4”.

7 Section 40 is repealed.

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

READ A FIRST TIME THIS 27th DAY OF February 2014

READ A SECOND TIME THIS 27th DAY OF February 2014.

READ A THIRD TIME AND PASSED THIS 27th DAY OF February 2014.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

(SEAL)

CERTIFIED A TRUE COPY

\_\_\_\_\_  
City Clerk



## ABSTRACT

BYLAW NO. 2014-16

THE CITY OF REGINA CONDOMINIUM POLICY AMENDMENT BYLAW, 2014

---

PURPOSE:	The Bylaw amends Bylaw 2012-14, being <i>The City of Regina Condominium Policy Bylaw, 2012</i> .
ABSTRACT:	<p>To amend Bylaw 2012-14, being <i>The City of Regina Condominium Policy Bylaw, 2012</i> to:</p> <ul style="list-style-type: none"><li>➤ increase the building vacancy percentage before which a Property will be defined as a Vacant Property;</li><li>➤ clarify that Laneway Dwelling Units and Properties containing two or less Apartments are not eligible for conversion.</li></ul>
STATUTORY AUTHORITY:	Section 8 of <i>The Cities Act</i> and Section 10 of <i>The Condominium Property Act, 1993</i>
MINISTER'S APPROVAL:	Not Required
PUBLIC HEARING:	Not Required
PUBLIC NOTICE:	Not Required
REFERENCE:	Mayor's Housing Commission, January 23, 2014, MC14-1 Regina Planning Commission, February 12, 2014, RPC14-9
AMENDS/REPEALS:	<i>The City of Regina Condominium Policy Bylaw, 2012</i> is amended.
CLASSIFICATION:	Regulatory and Administrative
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning

BYLAW NO. 2014-17

THE SEWER SERVICE AMENDMENT BYLAW, 2014

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw No. 5601, being *The Sewer Service Bylaw* is amended in the manner set forth in this bylaw.
- 2 Schedule "B" is repealed and the attached Schedule "B" substituted.
- 3 Schedule "C" is repealed and the attached Schedule "C" substituted.
- 4 This Bylaw comes into force on the 1st day of April, 2014.

READ A FIRST TIME THIS 27th DAY OF February 2014.

READ A SECOND TIME THIS 27th DAY OF February 2014

READ A THIRD TIME AND PASSED THIS 27th DAY OF February 2014

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
(SEAL)

CERTIFIED A TRUE COPY

\_\_\_\_\_  
City Clerk

Approved as to form this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
City Solicitor

## SCHEDULE "B"

## SEWER RATES

2014-2015

The rates and charges set out below are effective as of April 1, 2014 for the 2014 rates and January 1, 2015 for the 2015 rates and apply to all consumption during the year. Application of charges occurring during a billing period where a rate change comes into effect may be prorated based on estimated consumption in accordance with section 9.

<b><u>Wastewater Rates</u></b>			
<b><u>Daily Base Charge</u></b>			
	<b>2013 (\$)</b>	<b>2014 (\$)</b>	<b>2015 (\$)</b>
<b>Water Meter Type</b>			
15 mm/18 mm water meter	0.48	0.52	0.56
25 mm water meter	0.67	0.73	0.78
40 mm water meter	0.86	0.93	1.01
50 mm water meter	1.39	1.50	1.62
75 mm water meter	5.28	5.70	6.16
100 mm water meter	6.72	7.26	7.84
150 mm water meter	10.08	10.89	11.76
200 mm water meter	13.92	15.03	16.24
<b>Volume Charge:</b>			
Charge per m <sup>3</sup>	1.32	1.43	1.54

SCHEDULE “C”  
DRAINAGE INFRASTRUCTURE LEVY RATES  
2014-2015  
[subsection 16(1)]

The rates and charges set out below are effective as of April 1, 2014 for the 2014 rates and January 1, 2015 for the 2015 rates and apply to all consumption during the year. Application of charges occurring during a billing period where a rate change comes into effect may be prorated based on estimated consumption in accordance with section 16.

**Drainage Infrastructure Levy Rates (\$)**  
(Billed monthly)

**Storm Drainage Rates**

	2013 (\$)	2014 (\$)	2015 (\$)
<b>Area of Property</b>			
0 to 1,000 m <sup>2</sup>	0.41	<b>0.44</b>	0.48
1,001 to 3,000 m <sup>2</sup>	0.82	<b>0.89</b>	0.96
3,001 to 5,000 m <sup>2</sup>	1.64	<b>1.77</b>	1.92
5,001 to 7,000 m <sup>2</sup>	2.46	<b>2.66</b>	2.88
7,001 to 9,000 m <sup>2</sup>	3.28	<b>3.54</b>	3.84
9,001 to 11,000 m <sup>2</sup>	4.10	<b>4.43</b>	4.80
11,001 to 13,000 m <sup>2</sup>	4.92	<b>5.31</b>	5.76
13,001 to 15,000 m <sup>2</sup>	5.74	<b>6.20</b>	6.72
15,001 to 17,000 m <sup>2</sup>	6.56	<b>7.08</b>	7.68
17,001 to 19,000 m <sup>2</sup>	7.38	<b>7.97</b>	8.64
19,001 to 21,000 m <sup>2</sup>	8.20	<b>8.86</b>	9.60
21,001 to 23,000 m <sup>2</sup>	9.02	<b>9.74</b>	10.56
23,001 to 25,000 m <sup>2</sup>	9.84	<b>10.63</b>	11.52
25,001 to 27,000 m <sup>2</sup>	10.66	<b>11.51</b>	12.48
27,001 to 29,000 m <sup>2</sup>	11.48	<b>12.40</b>	13.44
29,001 to 31,000 m <sup>2</sup>	12.30	<b>13.28</b>	14.40
Over 31,000 m <sup>2</sup>	13.12	<b>14.17</b>	15.36

## ABSTRACT

BYLAW NO. 2014-17

### THE SEWER SERVICE AMENDMENT BYLAW, 2014

---

PURPOSE:	To amend the sewer rates and storm drainage infrastructure levy in <i>The Sewer Service Bylaw</i> , No. 5601 to apply the base charge to all residential properties, regardless of the size of the property.
ABSTRACT:	The Bylaw amends the sewer rates and storm drainage infrastructure levy.
STATUTORY AUTHORITY:	Section 8 of <i>The Cities Act</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	City Council, February 24, 2014 – Report CR14-9 – 2014-2015 Water and Sewer Utility Rates and 2014 Water and Sewer Utility Budgets
AMENDS/REPEALS:	Bylaw No. 5601
CLASSIFICATION:	Administrative
INITIATING DIVISION:	Corporate Services
INITIATING DEPARTMENT:	Finance Department

BYLAW NO. 2014-18

THE REGINA WATER AMENDMENT BYLAW, 2014

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw No. 8942, *The Regina Water Bylaw*, is amended in the manner set forth in this Bylaw.
- 2 Schedule “B” is repealed and the attached Schedule “B” substituted.
- 3 This Bylaw comes into force April 1, 2014.

READ A FIRST TIME THIS 27<sup>th</sup> DAY OF February 2014.

READ A SECOND TIME THIS 27<sup>th</sup> DAY OF February 2014.

READ A THIRD TIME AND PASSED THIS 27<sup>th</sup> DAY OF February 2014.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
(SEAL)

CERTIFIED A TRUE COPY

\_\_\_\_\_  
City Clerk

Approved as to form this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
City Solicitor

## SCHEDULE "B"

WATER RATES  
2014-2015

The rates and charges set out below are effective as of April 1, 2014 for the 2014 rates and January 1, 2015 for the 2015 rates and apply to all consumption during the year. Application of charges occurring during a billing period where a rate change comes into effect may be prorated based on estimated consumption in accordance with section 12.

	<b><u>Water Rates</u></b>			<b>Unmetered Consumption</b> – s.13(3) & 13.1
	<b>Daily Base Charge</b>			<b>Assumed Consumption</b>
	<b>2013 (\$)</b>	<b>2014 (\$)</b>	<b>2015 (\$)</b>	<b>(m<sup>3</sup> per day)</b>
<b>Water Meter Type</b>				
15 mm/18 mm water meter	0.62	0.67	0.72	1.5
25 mm water meter	0.87	0.94	1.01	2.1
40 mm water meter	1.12	1.21	1.30	2.7
50 mm water meter	1.80	1.94	2.09	4.4
75 mm water meter	6.82	7.37	7.92	16.5
100 mm water meter	8.68	9.37	10.08	21
150 mm water meter	13.02	14.06	15.12	31.5
200 mm water meter	17.98	19.42	20.88	43.5
<b>Volume Charge:</b>				
Charge per m <sup>3</sup>	1.47	1.59	1.72	



## ABSTRACT

BYLAW NO. 2014-18

THE REGINA WATER AMENDMENT BYLAW, 2014

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PURPOSE:	To set the rates for water service for 2014 through 2015.
ABSTRACT:	The Bylaw updates the rates for water service for the years 2014 through 2015.
STATUTORY AUTHORITY:	Section 8 of the <i>Cities Act</i> .
MINISTER'S APPROVAL:	Not applicable
PUBLIC HEARING:	Not applicable
PUBLIC NOTICE:	Not applicable
REFERENCE:	City Council, February 24, 2014 – Report CR14-9 – 2014-2015 Water and Sewer Utility Rates and 2014 Water and Sewer Utility Budgets.
AMENDS/REPEALS:	Amends <i>The Regina Water Bylaw</i>
CLASSIFICATION:	Administrative
INITIATING DIVISION:	Public Works
INITIATING DEPARTMENT:	Water and Sewer Services

BYLAW NO. 2014-20

THE REGINA CITY COUNCIL REMUNERATION AMENDMENT BYLAW, 2014

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw 2001-108, being *The Regina City Council Remuneration Bylaw, 2001* is amended in the manner set forth in this Bylaw.
- 2 Section 1 is repealed and the following substituted:  
  
“1. The authority for this Bylaw is section 56 of *The Cities Act*.”
- 3 The following section is added after subsection 2(b):  
  
“2.1(1) A member of Council may elect to receive medical and dental benefits comparable to the current benefits of City of Regina Out-of-Scope staff.  
  
(2) Should a member of Council elect to receive medical and dental benefits, the associated annual costs for medical (100% employer funded) and dental benefits (50/50 employee/employer cost-shared) be funded from the Mayor’s Office Budget and Council Office Budget, respectively.”
- 4 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 27<sup>th</sup> DAY OF February 2014.

READ A SECOND TIME THIS 27<sup>th</sup> DAY OF February 2014.

READ A THIRD TIME AND PASSED THIS 27<sup>th</sup> DAY OF February 2014.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
City Clerk

\_\_\_\_\_  
(SEAL)

CERTIFIED A TRUE COPY

\_\_\_\_\_  
City Clerk

Approved as to form this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
City Solicitor

## ABSTRACT

BYLAW NO. 2014-20

THE REGINA CITY COUNCIL REMUNERATION AMENDMENT BYLAW, 2014

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PURPOSE:	To amend Bylaw 2001-108
ABSTRACT:	To provide medical and dental benefit options to City of Regina Mayor and members of Council equivalent to City of Regina Out-of-Scope employees.
STATUTORY AUTHORITY:	Section 56(3) of <i>The Cities Act</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	City Council, February 24, 2014, CM14-5
AMENDS/REPEALS:	Amends Bylaw 2001-108
CLASSIFICATION:	Administrative
INITIATING DIVISION:	Office of the City Manager
INITIATING DEPARTMENT:	Governance and Strategy, City Clerk's Office