



# **CITY COUNCIL**

**Monday, June 24, 2019  
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  
Monday, June 24, 2019**

**CONFIRMATION OF AGENDA**

**MINUTES APPROVAL**

Minutes of the meeting held on May 27, 2019.

**DELEGATIONS, PUBLIC NOTICE BYLAWS AND RELATED REPORTS**

- DE19-93 Trevor Williamson, Dream Development - Proposed Coopertown Neighbourhood Plan
- CR19-60 Regina Planning Commission: Proposed Coopertown Neighbourhood Plan (13-OCP-06)

**Recommendation**

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION –  
JUNE 5, 2019**

1. That *Bylaw No. 2017-16 Design Regina: The Official Community Plan Amendment Bylaw, 2017 (No. 3)* be repealed.
2. That *Design Regina: The Official Community Plan Bylaw, Bylaw No. 2013-48* be amended by adding the Coopertown Neighbourhood Plan, attached as Appendix E, as Part B.17.
3. That the City Solicitor be directed to prepare the necessary bylaw to amend *Design Regina: The Official Community Plan Bylaw, Bylaw No. 2013-48* and to repeal *Bylaw No. 2017-16 Design Regina: The Official Community Plan Amendment Bylaw, 2017 (No. 3)*.



## OFFICE OF THE CITY CLERK

2019-35 DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN AMENDMENT  
BYLAW, 2019 (No. 2)

### DELEGATIONS AND RELATED REPORTS

DE19-94 Jerven Weeks, Rosewood Park Alliance Church - Rosewood Park Neighbourhood  
Park Naming

CR19-61 Regina Planning Commission: Park Naming – Rosewood Park

#### **Recommendation**

#### **RECOMMENDATION OF THE REGINA PLANNING COMMISSION – JUNE 5, 2019**

That Rosewood MR2 be named Rosewood Park.

DE19-95 Nelson Bryska - Regent Park Par 3 Redevelopment

DE19-96 Bobbi Stadnyk - Regent Park Par 3 Redevelopment

DE19-97 Connie Buchan, OLDPUG - Regent Park Par 3 Redevelopment

DE19-98 Nicole Bryska - Regent Park Par 3 Redevelopment

DE19-99 Lynda Schofield - Regent Park Par 3 Redevelopment

DE19-100 Brittney Iverson - Regent Park Par 3 Redevelopment

DE19-101 Kris McFadden - Regent Park Par 3 Redevelopment

DE19-102 Becky Gamble - Regent Park Par 3 Redevelopment

DE19-103 Lauren Gamble - Regent Park

DE19-104 Austin Stadnyk - Regent Park Par 3 Redevelopment

DE19-105 Melissa Campeau - Regent Park Par 3 Redevelopment

DE19-106 Tannis Lunn - Regent Park Par 3 Redevelopment

DE19-107 Cullen Crease-Maclean - Regent Park Par 3 Redevelopment



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DE19-108 Jackie Braun - Regent Park Par 3 Redevelopment

DE19-109 Bernice Tees - Regent Park Par 3 Redevelopment

CR19-62 Community and Protective Services Committee: Redevelopment Options for the Regent Park Par 3 Golf Course

**Recommendation**

**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES COMMITTEE – JUNE 13, 2019**

1. That Option #2, Seniors' Assisted Living Plus Recreation Facilities be approved as the preferred option for the redevelopment of the Regent Par 3 Golf Course lands.
2. That Administration bring an implementation and financing plan to City Council for consideration through the 2020 budget process.
3. That the Executive Director, Financial Strategy and Sustainability be delegated authority to begin the land subdivision and sale process and report back to City Council as required.

**CITY MANAGER REPORT**

CM19-8 Reconciliation Regina Update

**Recommendation**

That this report be received and filed.

**COMMITTEE REPORTS**

**EXECUTIVE COMMITTEE**

CR19-63 New Building Canada Fund (NBCF), Provincial -Territorial Infrastructure Component (PTIC), National Regional Projects (NRP), Regina Railyard Renewal Project and Winnipeg Street Overpass Project – Government of Canada and Government of Saskatchewan Amending Contribution Agreements





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**OFFICE OF THE CITY CLERK**

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**Recommendation****RECOMMENDATION OF THE EXECUTIVE COMMITTEE  
- JUNE 12, 2019****RECOMMENDATION**

1. That the City Manager be authorized to review, approve, negotiate and enter into an Amending Contribution Agreement with the Government of Canada and the Government of Saskatchewan for the New Building Canada Fund (NBCF) Provincial-Territorial Infrastructure Component (PTIC), National Regional Projects (NRP), Regina Railyard Renewal Project and the Winnipeg Street Overpass Project.
2. That the City Clerk be authorized to execute the Amending Contribution Agreements after review by the City Solicitor.

**REGINA PLANNING COMMISSION**

CR19-64 Discretionary Use Application (19-DU-01) Proposed House-Form Commercial in TAR – Transitional Area Residential Zone - 2157 Rose Street

**Recommendation****RECOMMENDATION OF THE REGINA PLANNING COMMISSION –  
JUNE 5, 2019**

That the discretionary use application for a proposed House-Form Commercial use located at 2157 Rose Street, being Lot 8, Block 411, Plan No. OLD33 in the Centre Square neighbourhood be approved, and that a Development Permit be issued subject to the following conditions:

- a) The development shall be generally consistent with the plans attached to this report as Appendix A-3.1 (prepared January 20, 2019) and A-3.2 to A-3.5 (prepared January 21, 2019).
- b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.



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## OFFICE OF THE CITY CLERK

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### INFORMATIONAL REPORT

IR19-2 The Municipal Wards Commission Final Report

**Recommendation**

That this report be received and filed.

### MOTIONS

MN19-8 Councillor Andrew Stevens: Clean Streets

**Recommendation**

That Administration prepare a report for Public Works and Infrastructure for Q3 of 2019 that:

1. Identifies a strategy of improving public communications and engagement (i.e., signage) about the street cleaning schedule;
2. Identifies the costs and cost recovery options related to towing vehicles in all areas of the City when scheduled street sweeping is underway;
3. Identifies additional deterrents and incentives that could result in residents moving their vehicles during scheduled street sweeping;
4. Identifies the costs of adding an additional street sweeping during the year;

MN19-9 Councillor Andrew Stevens: Safe Sidewalks

**Recommendation**

That Administration prepare a report for Public Works and Infrastructure for Q3 of 2019 that:

1. Identifies the costs and implications of guaranteeing sidewalk replacement within one month of the completion of work related to the sidewalk's initial excavation;
2. Identifies the costs of short-term mitigation efforts guaranteeing walkability (i.e., asphalt capping) to be completed immediately after sidewalk demolition when underground work is not being conducted, and in advance of a full replacement.



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**BYLAW AND RELATED REPORT**

2019-36     THE REGINA TRAFFIC AMENDMENT BYLAW, 2019 (No. 3)

**ENQUIRIES**

- EN19-3     Councillor Jerry Flegel: Pasqua/Lewvan and 9th Avenue N Road Network Study
- EN19-4     Councillor Jerry Flegel - Old Mosaic Stadium Site
- EN19-5     Councillor Lori Bresciani: Mitigate Traffic Congestion During Construction and Ensuring Public Safety

**RESPONSE TO ENQUIRY**

- EN19-1     Response - Councillor Bob Hawkins: Make Regina a Renewable City

**ADJOURNMENT**

AT REGINA, SASKATCHEWAN, MONDAY, MAY 27, 2019

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 Lori Bresciani  
Councillor Sharron Bryce  
Councillor John Findura  
Councillor Jerry Flegel  
Councillor Bob Hawkins  
Councillor Jason Mancinelli  
Councillor Joel Murray  
Councillor Mike O'Donnell  
Councillor Andrew Stevens  
Councillor Barbara Young

Also in Attendance: City Clerk, Jim Nicol  
Deputy City Clerk, Amber Ackerman  
A/City Manager, Kim Onrait  
City Solicitor, Byron Werry  
Executive Director, Financial Strategy & Sustainability, Barry Lacey  
Executive Director, Citizen Experience, Innovation & Performance, Louise Folk  
Executive Director, City Planning & Community Development, Diana Hawryluk  
Director, Citizen Experience, Jill Sveinson  
Director, Financial Services, June Schultz  
Director, Sustainable Infrastructure, Karen Gasmo  
Manager, Public Accounting & Reporting, Lorrie Schmalenberg  
Manager, Sport & Recreation, Jeff May

CONFIRMATION OF AGENDA

**Councillor Sharron Bryce moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED UNANIMOUSLY, that the agenda for this meeting be approved, as submitted, after adding CM19-6 a report from the City Manager regarding 1971 Albert Street - Capital Pointe Construction Site and DE19-64 a brief from Brenden Smith, Rogers Communications Inc., regarding Option to Lease City Property at 2102 Edward Street to Rogers Communications Inc. and that the delegations be heard when they are called forward by Mayor Fougere.**

ADOPTION OF MINUTES

**Councillor Bob Hawkins moved, seconded by Councillor John Findura, AND IT WAS RESOLVED, that the minutes for the regular and special meetings held on April 29 and May 15, 2019 be adopted, as circulated.**

URGENT BUSINESS

CM19-6 1971 Albert Street - Capital Pointe Construction Site

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**Recommendation**

That this report be received and filed.

**Councillor Andrew Stevens moved, seconded by Councillor Jerry Flegel, AND IT WAS RESOLVED, that this report be received and filed.**

DELEGATIONS, PUBLIC NOTICE BYLAWS AND RELATED REPORTS

DE19-60 John Hopkins, Chamber of Commerce: Contract Zone Amendment Application (19-CZ-01) Proposed Extension of Temporary Parking Lot Term – 1840 Lorne Street

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Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. John Hopkins, representing the Regina & District Chamber of Commerce, addressed Council. There were no questions of the delegation.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR19-53, a report from Regina Planning Commission respecting the same subject.

DE19-61 Robert Byers, Phil Robertson, Rob Spelliscy, and Brian Saunders, Namerind Housing Corporation: Contract Zone Amendment Application (19-CZ-01) Proposed Extension of Temporary Parking Lot Term – 1840 Lorne Street

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The Mayor invited the delegation to come forward and be heard. Robert Byers, Rob Spelliscy, Brian Saunders and Phil Robertson, representing Namerind Housing Corporation, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004,

this brief was tabled until after consideration of CR19-53, a report from Regina Planning Commission respecting the same subject.

CR19-53 Regina Planning Commission: Contract Zone Amendment Application (19-CZ-01) Proposed Extension of Temporary Parking Lot Term - 1840 Lorne Street

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**Recommendation**

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION**

**– MAY 8, 2019**

1. That the application to amend *Regina Zoning Bylaw No. 9250* and the existing contract zone at 1840 Lorne Street, being Lot 42, Block 309, Plan No. 0012RA12095, be approved and that an amended contract zone agreement between the City of Regina and the owner of the subject property be executed, which allows for the extension of the permitted use of the property as a temporary surface parking lot until December 31, 2020.
2. That the City Solicitor be directed to prepare the necessary bylaws and contract zone agreement to authorize the respective *Regina Zoning Bylaw No. 9250* amendment.

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

Mayor Michael Fougere stepped down to enter debate.

Councillor Joel Murray assumed the Chair.

Mayor Michael Fougere returned to the Chair prior to the vote.

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

DE19-62 Paul Gronick, Iron Workers, Local Union No. 771: Contract Zoning Amendment - Paved Parking Lot - 1124 E. Dewdney Avenue

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The Mayor invited the delegation to come forward and be heard. Paul Gronick, representing Ironworkers, Local Union No.771, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR19-54, a report from Regina Planning Commission respecting the same subject.

CR19-54 Regina Planning Commission: Contract Zoning Amendment Application  
(19-CZ-02) Proposed Paved Parking Lot - 1124 E Dewdney Avenue

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**Recommendation**

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION –  
MAY 8, 2019**

1. That the application to amend *Regina Zoning Bylaw No. 9250* and rezone 1124 E Dewdney Avenue, being Lots 22 & 28, Block 5, Plan No. BE636 & 101149118 from R2 - Residential Semi-Detached Zone to C - Contract Zone be approved.
2. That the application to amend *Regina Zoning Bylaw No. 9250* and the existing contract at 1138 E Dewdney Avenue, being Lots 23 to 25, Block 5, Plan No. BE636, be approved and the existing contract zone agreement between the City of Regina and the applicant/landowner be amended to include 1124 E Dewdney Avenue and the following conditions:
  - a. The development is conditional on a parcel tie of the subject lots being registered on the titles.
  - b. A development permit must be applied for and obtained prior to the commencement of any development.
  - c. None of the land or buildings comprising the Property shall be developed or used except in accordance with the Contract Agreement.
  - d. Landscape of the site must be upgraded to current standards, including but not limited to addition of a landscaped area in the front yard.
3. That the City Solicitor be directed to prepare the necessary bylaws to authorize the respective Zoning Bylaw amendment.

**Councillor Barbara Young moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that the recommendations of Regina Planning Commission contained in the report be concurred in.**

CM19-5 General Capital Debt Refinancing

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**Recommendation**

1. That That *Bylaw No. 2019-34 The General Capital Debenture Bylaw, 2019* be approved.
2. That item CR19-18 be removed from the outstanding items list.

**Councillor Sharron Bryce moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.**

2019-21 THE REGINA ZONING AMENDMENT BYLAW, 2019 (No. 5)

2019-32 THE REGINA ZONING AMENDMENT BYLAW, 2019 (No. 8)

2019-34 THE GENERAL CAPITAL DEBENTURE BYLAW, 2019

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**Councillor Joel Murray moved, seconded by Councillor Jason Mancinelli, AND IT WAS RESOLVED, that Bylaws No. 2019-21, 2019-32 and 2019-34 be introduced and read a first time.**

**Bylaw was read a first time.**

No letters of objection were received pursuant to the advertising with respect to Bylaws No. 2019-21, 2019-32 and 2019-34 .

The Clerk called for anyone present who wished to address City Council respecting Bylaws No. 2019-21, 2019-32 and 2019-34 to indicate their desire.

No one indicated a desire to address Council.

**Councillor Joel Murray, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that Bylaws No. 2019-21, 2019-32 and 2019-34 be introduced and read a second time. Bylaw was read a second time.**

**Councillor Joel Murray moved, seconded by Councillor Mike O'Donnell, that City Council hereby consent to Bylaws No. 2019-21, 2019-32 and 2019-34 going to third and final reading at this meeting.**

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

**Councillor Joel Murray moved, seconded by Councillor Lori Bresciani, AND IT WAS RESOLVED, that Bylaws No. 2019-21, 2019-32 and 2019-34 be read a third time. Bylaw was read a third and final time.**

#### PUBLIC NOTICE REPORT

DE19-64 Brenden Smith, Rogers Communications Inc.: Option to Lease 2102 Edward Street

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The Mayor invited the delegation to come forward and be heard. Brenden Smith, representing Land Solutions, Rogers Communications Inc., addressed Council and answered a number of questions.



Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR19-34, a report from Regina Planning Commission respecting the same subject.

CR19-34 Finance and Administration Committee: Option to Lease City Property at 2102 Edward Street to Rogers Communications Inc.

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**Recommendation**

**RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE**

**- APRIL 9, 2019**

1. That the Option to Lease City of Regina (City) owned property located at 2102 Edward Street (Appendix A) to Rogers Communications Inc. (Rogers) be approved.
2. That Administration be authorized to finalize any other commercially relevant terms and conditions of the lease documents.
3. That the City Clerk be authorized to execute the Option to Lease and Telecommunications Site Agreement documents upon review and approval by the City Solicitor.

**Councillor Sharron Bryce moved, seconded by Councillor Jason Mancinelli, AND IT WAS RESOLVED, that the recommendations of the Finance and Administration Committee contained in the report be concurred in.**

**DELEGATIONS AND RELATED REPORTS**

DE19-63 Lyndon Kozakewich, Regina Motocross Club: Kings Park Area Lease Amendment

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The Mayor invited the delegation to come forward and be heard. Lyndon Kozakewich, representing Regina Motocross Club, addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR19-55, a report from Regina Planning Commission respecting the same subject.

CR19-55 Finance and Administration Committee: Lease Amendment Kings Park Area – Overnight Camping - Regina Auto Racing Club, South Saskatchewan Kart Club and Regina and Area Motocross

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**Recommendation**

**RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE**

**- MAY 14, 2019**

1. That approval be granted to amend the leases of the Regina Auto Racing Club, South Saskatchewan Kart Club and Regina and Area Motocross Club to allow for overnight camping during events at each of the lessee's locations.
2. That Administration be authorized to finalize the terms and conditions of the lease addendum documents.
3. That the City Clerk be authorized to execute the Lease Addendum Agreement as prepared by the City Solicitor.

**Councillor Sharron Bryce moved, seconded by Councillor Jason Mancinelli, AND IT WAS RESOLVED, that the recommendations of the Finance and Administration Committee contained in the report be concurred in.**

**COMMITTEE REPORTS**

**EXECUTIVE COMMITTEE**

CR19-56 Heritage Neighbourhood Summer Programming

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**Recommendation**

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE**

**- MAY 15, 2019**

That the transit route changes outlined in Appendix B be approved and implemented effective June 10, 2019.

**Councillor John Findura moved, seconded by Councillor Jason Mancinelli, AND IT WAS RESOLVED, that the recommendations of Executive Committee contained in the report be concurred in.**

CR19-57 City of Regina – Host Municipality for the Federation of Canadian Municipalities (FCM) 2022 Annual Conference and Trade Show and the 2022 Canadian Association of Municipal Administrators (CAMA) Annual Conference

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**Recommendation**

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE**

**- MAY 15, 2019**

1. That the City Manager be authorized to negotiate and enter into an agreement with the Federation of Canadian Municipalities (FCM) to host the 2022 Annual Conference and Trade Show occurring June 2 to 5, 2022.
2. That the City Manager be authorized to negotiate and enter into a Memorandum of Understanding (MOU) to host the 2022 Canadian Association of Municipal Administrators (CAMA) Conference and Annual General Meeting occurring May 30 to June 1, 2022.
3. That the City Clerk be authorized to execute the agreements with the Federation of Canadian Municipalities and the Canadian Association of Municipal Administrators, upon review and approval of the City Solicitor.

**Councillor John Findura moved, seconded by Councillor Lori Bresciani, AND IT WAS RESOLVED, that the recommendations of Executive Committee contained in the report be concurred in.**

CR19-58 City of Regina – City of Fujioka, Japan – Friendship City Agreement

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**Recommendation**

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE**

**- MAY 15, 2019**

1. That the Mayor be approved to enter into a Friendship City Agreement between the City of Regina and the City of Fujioka, Gunma, Japan, as outlined in Appendix A.
2. That the Administration be directed to develop guidelines for assessment criteria involved in determining future Sister City Agreements and Friendship City Agreements by Q4 of 2019.

**Councillor John Findura moved, seconded by Councillor Jason Mancinelli, AND IT WAS RESOLVED, that the recommendations of Executive Committee contained in the report be concurred in.**

FINANCE AND ADMINISTRATION COMMITTEE

CR19-59 2018 City of Regina Annual Report and Public Accounts

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**Recommendation**

**RECOMMENDATION OF THE FINANCE AND ADMINISTRATION  
COMMITTEE  
- MAY 14, 2019**

That the draft 2018 City of Regina Annual Report as outlined in Appendix A and the draft 2018 Public Accounts as outlined in Appendix B be approved.

**Councillor Sharron Bryce moved, seconded by Councillor Mike O'Donnell, that the draft 2018 City of Regina Annual Report as outlined in the Revised Appendix A and the draft 2018 Public Accounts as outlined in Appendix B, be approved.**

(Councillor Flegel temporarily left the meeting.)

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

MOTIONS

MN19-6 Councillor Bob Hawkins: Report on Restricting the Use of Single-Use Plastics

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**Recommendation**

1. That City Administration bring to Council, by the end of the first quarter of 2020, a report outlining the environmental impact for Regina of the use of single-use plastics and, without limiting the generality of the foregoing, of the use of plastic check-out bags, plastic straws and polystyrene drinking cups and food take-out containers;
2. That in the preparation of the said report, City Administration consider measures being taken by other jurisdictions and consult with Regina residents and interested stakeholder with respect to this issue; and
3. That the said report set out options for limiting the use of single-use plastics in the City, together with the City Administration's recommendations

(Councillor Flegel returned to the meeting.)

**Councillor Bob Hawkins moved, seconded by Councillor Joel Murray that:**

1. **City Administration bring to Council, by the end of the first quarter of 2020, a report outlining the environmental impact for Regina of the use of single-use plastics and, without limiting the generality of the foregoing, of**

**the use of plastic check-out bags, plastic straws and polystyrene drinking cups, food take-out containers and micro beads;**

- 2. In the preparation of the said report, City Administration consider measures being taken by other jurisdictions and consult with Regina residents and interested stakeholder with respect to this issue; and**
- 3. The said report set out options for limiting the use of single-use plastics in the City, together with the City Administration's recommendations.**

Mayor Michael Fougere stepped down to enter debate.

Councillor Joel Murray assumed the Chair.

Mayor Michael Fougere returned to the Chair prior to the vote.

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

### RECESS

Pursuant to the provisions of Section 33 (2.1) of City Council's Procedure Bylaw No. 9004, Mayor Fougere called for a 15 minute recess.

Council recessed at 7:42 p.m.

Council reconvened at 8:02 p.m.

### NOTICE OF MOTION

MN19-7 Councillor Jason Mancinelli: Request to Reconsider School Zone Safety Motion

**Councillor Jason Mancinelli moved, seconded by Councillor Jerry Flegel, that the requirement to give notice of motion from one meeting to the next, in order to reconsider a previous motion, be waived and that the recommendations from item CR29-38 on April 29, 2019 be reconsidered.**

Councillor Mancinelli requested that a recorded vote be taken.

<b>Councillor Lori Bresciani</b>	<b>YES</b>
<b>Councillor Jerry Flegel</b>	<b>YES</b>
<b>Councillor Mike O'Donnell</b>	<b>YES</b>
<b>Councillor Bob Hawkins</b>	<b>YES</b>
<b>Councillor Barbara Young</b>	<b>YES</b>
<b>Councillor Andrew Stevens</b>	<b>YES</b>
<b>Councillor John Findura</b>	<b>YES</b>
<b>Councillor Sharron Bryce</b>	<b>NO</b>
<b>Councillor Joel Murray</b>	<b>YES</b>

**Councillor Jason Mancinelli    YES**  
**Mayor Michael Fougere        YES**

**The motion of reconsideration at this meeting was LOST.**

Councillor Mancinelli withdrew Notice of Motion MN19-7.

**MN19-8   Councillor Andrew Stevens: Safe Sidewalks**

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**Councillor Andrew Stevens gave written notice that at the June 24, 2019 meeting of City Council, he intends to make the following recommendation that Administration prepare a report for Public Works and Infrastructure for Q3 of 2019 that:**

- 1.    Identifies a strategy of improving public communications and engagement (i.e., signage) about the street cleaning schedule;**
- 2.    Identifies the costs and cost recovery options related to towing vehicles in all areas of the City when scheduled street sweeping is underway;**
- 3.    Identifies additional deterrents and incentives that could result in residents moving their vehicles during scheduled street sweeping;**
- 4.    Identifies the costs of adding an additional street sweeping during the year.**

**MN19-9   Councillor Andrew Stevens: Safe Sidewalks**

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**Councillor Andrew Stevens gave written notice that at the June 24, 2019 meeting of City Council, he intends to make the following recommendation that Administration prepare a report for Public Works and Infrastructure for Q3 of 2019 that:**

- 1.    Identifies the costs and implications of guaranteeing sidewalk replacement within one month of the completion of work related to the sidewalk's initial excavation;**
- 2.    Identifies the costs of short-term mitigation efforts guaranteeing walkability (i.e., asphalt capping) to be completed immediately after sidewalk demolition when underground work is not being conducted, and in advance of a full replacement.**

### **BYLAW**

**2019-33   THE REGINA TRAFFIC AMENDMENT BYLAW, 2019 (No.2)**

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**Councillor Joel Murray moved, seconded by Councillor Lori Bresciani, AND IT WAS RESOLVED, that Bylaw No. 2019-33 be introduced and read a first time.**  
**Bylaw was read a first time.**

**Councillor Joel Murray, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that that Bylaw No. 2019-33 be introduced and read a second time. Bylaw was read a second time.**

**Councillor Joel Murray moved, seconded by Councillor Andrew Stevens, that City Council hereby consent to Bylaw No. 2019-33 going to third and final reading at this meeting.**

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

**Councillor Joel Murray moved, seconded by Councillor John Findura, AND IT WAS RESOLVED, that Bylaw No. 2019-33 be read a third time. Bylaw was read a third and final time.**

### ENQUIRIES

EN19-1 Councillor Bob Hawkins: Make Regina a Renewable City

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**Councillor Bob Hawkins, pursuant to Section 31 of City Council's Procedure Bylaw No. 9004, lodged the following enquiries respecting the above-noted subject:**

Further to item MN18-11 Make Regina a Renewable City that City Council passed on October 29, 2018, please advise:

1. If the report due in Q4 2019 could be made available at an earlier date and, if so, when?
2. If the four possible actions for improving the environmental sustainability of the City have been identified and, if so, what are they?

**This enquiry is hereby lodged.**

EN19-2 Councillor Joel Murray: Railroad Crossing to Eastview

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**Councillor Joel Murray, pursuant to Section 31 of City Council's Procedure Bylaw No. 9004, lodged the following enquiries respecting the above-noted subject:**

That Administration provide a response on the cost and implications of installing three crossing arms at the railway crossings located in the Eastview Subdivision, to allow the Neighbourhood to become a “quiet zone”.

**This enquiry is hereby lodged.**

ADJOURNMENT

**Councillor Sharron Bryce moved, seconded by Councillor John Findura, AND IT WAS RESOLVED, that the meeting adjourn.**

The meeting adjourned at 8:08 p.m.

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Chairperson

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Secretary





*June 18, 2019*

Transmitted by EMAIL

*City of Regina  
City Clerk's Office  
2476 Victoria Avenue  
PO Box 1790  
Regina, SK S4P 3C8*

*Attn: Elaine Gohlke*

**Re: Proposed Coopertown Neighbourhood Plan (13-OCP-06)**

*Please accept my request to appear as a delegation on behalf of Dream with regard to the Proposed Coopertown Neighbourhood Plan (13-OCP-06) on June 24, 2019.*

*Dream is a major landowner within the Coopertown Neighbourhood Plan and were fully involved in the process with City Administration regarding the minor revisions to the document presented to Council. Dream was also present for the Value Engineering Sessions that included the Ministry of Highways, City Administration, as well as other stakeholders. We agree with and support the outcome of those sessions as well as the plan presented today. We do not have any further presentation and are here to answer any questions you may have.*

*We appreciate the opportunity to be present at Council.*

*Regards,*

A handwritten signature in blue ink, appearing to read 'Trevor Williamson', with a stylized flourish at the end.

*Trevor Williamson  
Land Manager, Regina Land  
306-347-8122*

*4561 Parliament Avenue, Suite 300  
Regina, SK, S4W 0G3*

*Phone: 306.347.8100  
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June 24, 2019

To: His Worship the Mayor  
And Members of City Council

Re: Regina Planning Commission: Proposed Coopertown Neighbourhood Plan (13-OCP-06)

---

**RECOMMENDATION**

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION – JUNE 5, 2019**

1. That *Bylaw No. 2017-16 Design Regina: The Official Community Plan Amendment Bylaw, 2017 (No. 3)* be repealed.
2. That *Design Regina: The Official Community Plan Bylaw, Bylaw No. 2013-48* be amended by adding the Coopertown Neighbourhood Plan, attached as Appendix E, as Part B.17.
3. That the City Solicitor be directed to prepare the necessary bylaw to amend *Design Regina: The Official Community Plan Bylaw, Bylaw No. 2013-48* and to repeal *Bylaw No. 2017-16 Design Regina: The Official Community Plan Amendment Bylaw, 2017 (No. 3)*.

*REGINA PLANNING COMMISSION – JUNE 5, 2019*

Evan Hunchak, representing Dream Development, addressed the Commission.

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

Recommendation #4 does not require City Council approval.

Councillors: Jerry Flegel and Barbara Young (Chairperson); Commissioners: David Bale, Frank Bojkovsky, Biplob Das, Andre Kroeger, Adrienne Hagen Lyster, Jacob Sinclair and Steve Tunison were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on June 5, 2019, considered the following report from the Administration:

**RECOMMENDATION**

1. That *Bylaw No. 2017-16 Design Regina: The Official Community Plan Amendment Bylaw, 2017 (No. 3)* be repealed.
2. That *Design Regina: The Official Community Plan Bylaw, Bylaw No. 2013-48* be amended by adding the Coopertown Neighbourhood Plan, attached as Appendix E, as Part B.17.

3. That the City Solicitor be directed to prepare the necessary bylaw to amend *Design Regina: The Official Community Plan Bylaw, Bylaw No. 2013-48* and to repeal *Bylaw No. 2017-16 Design Regina: The Official Community Plan Amendment Bylaw, 2017 (No. 3)*.
4. That this report be forwarded to the June 24<sup>th</sup>, 2019 meeting of City Council for approval, to allow sufficient time for advertising of the required public notice for the respective bylaw.

## CONCLUSION

The Coopertown Neighbourhood Plan (Coopertown Plan), which was approved by City Council on April 24, 2017 (CR17-37), is proposed to be amended to address issues relating to: Regina Bypass (Bypass) proximity; school site planning and miscellaneous improvements. The Bypass proximity and school site planning matters emerged late in the Coopertown Plan preparation process and, therefore, were not fully determined in the original Coopertown Plan. As these matters are of significant interest to the Government of Saskatchewan (Province), City of Regina Administration (Administration) has worked closely with the Province to revise the Coopertown Plan in order to implement mutually satisfactory solutions.

The revised Coopertown Plan, addressed through this report, better supports integration with the Bypass and addresses school site planning. Other proposed revisions are intended as general improvements to the Coopertown Plan. The revised Coopertown Plan has been subject to review by the Province, the Rural Municipality of Sherwood No. 159 (RM) and landowners within the area subject to the Coopertown Plan policies. As the revised Coopertown Plan meets the requirements of the Province; conforms with overarching City policy and has been subject to review, Administration recommends approval of the revised Coopertown Plan.

## BACKGROUND

The Coopertown Plan provides a high-level policy framework for directing the growth, development and servicing of lands located in the northwest part of the city, between Armour Road and 9th Avenue North, and between the Bypass and Courtney Street (Appendix A).

Although approved by Council in April 2017 (CR17-37), the Coopertown Plan was not approved by the Province, as part of their statutory review, as the Ministry of Highways and Infrastructure (Ministry) objected to aspects of the proposed road network. Specifically, the Ministry objected to the proposed location and design of the Pinkie Road and 9th Avenue North intersection, noting that it was too close to the proposed Bypass interchange at 9th Avenue North and would, therefore, impede the safe and efficient movement of traffic. To address this, the Province denied approval of the Coopertown Plan and referred it back to the City for adjustment.

Having the Bypass near the west side of the Plan Area posed a planning challenge, as the design implications for the Bypass and associated 9th Avenue North interchange evolved and changed as the Coopertown Plan was being prepared. The version of the Coopertown Plan that went to

Council mirrored what was approved, for Pinkie Road, through the *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP), which was approved by Council in 2013 (CR13-112). The OCP shows Pinkie Road as a “Potential Arterial”; therefore, the Coopertown Plan shows both Pinkie Road and the Pinkie Road and 9th Avenue North intersection as “potential”.

Although it was the intent of Administration to work with the Province to determine the ultimate design of the Pinkie Road and 9th Avenue North intersection after Coopertown Plan approval, it was the decision of the Province to have the Coopertown Plan provide detailed direction on the matter. To address this, the City engaged in a Value Engineering Study (VE) with the Province to explore different options for managing traffic along 9th Avenue North corridor. This process was successful and resulted in long term design solutions that were ultimately incorporated into the Coopertown Plan. More detailed information regarding the VE process and the interim and long-term design solutions was provided in report IR18-17 (9th Avenue North – Courtney Street to Pinkie Road) at the October 29, 2018 meeting of City Council. The Province reviewed the revised Coopertown Plan and indicated support for the proposed revisions.

Additionally, Administration is proposing revisions to address school site planning, as well as miscellaneous other revisions to improve the effectiveness of the Coopertown Plan. The need to undertake revisions relating to school site planning stems from revisions to the *Planning and Development Act, 2007* (P&D Act) in 2018, which requires the Official Community Plan of a municipality to provide a strategy for accommodating school sites via municipal reserve dedication. Other revisions are being recommended, relating to the road network and land-use strategy, as described in this report.

The approval delay and revision process has not affected development within the Coopertown Plan Area. Since the Coopertown Plan was approved by Council, two concept plans have been approved: “Rosewood Park Concept Plan” and “Coopertown Concept Plan”. While no new development has yet to be approved, further planning and engineering work has occurred through these concept plan processes. Moving forward with concept plan approval was deemed, by Administration, to be appropriate, as having an approved neighbourhood plan is not a regulatory or statutory prerequisite for concept plan approval, and the matters subject to the revisions do not have significant planning implications for the two concept plans.

## DISCUSSION

### Road Network Revisions

A significant revision to the Coopertown Plan was the reclassification of Pinkie Road from “Potential Arterial” to “Collector” within the plan area and the addition of policy respecting turning movements at the intersection of Pinkie Road and 9th Avenue North, as per the ultimate design (Appendix B):

- North of 9th Avenue North, turning movements, for southbound traffic on Pinkie Road, will be limited to “right-out” only.
- South of 9th Avenue North, turning movements will be limited to:

- “Right-in” (onto Pinkie Road) for eastbound traffic along 9th Avenue North;
- “Right-out” (onto 9th Avenue North) for northbound traffic along Pinkie Road.

The Coopertown Plan addresses the interim basis where, until traffic conditions warrant transition, westbound traffic along 9th Avenue North may still turn left and right onto Pinkie Road. The restriction to left turns will be determined by the Province and the restriction to right turns will be determined by City. It should also be noted that similar restrictions may be placed on the Pinkie and Armour Road intersection, should an interchange be constructed at the Bypass and Armour Road location.

As a result of restrictions to Pinkie Road, the intent is to reclassify Fairway Road from “Potential Arterial” to “Arterial”. As existing development south of 9th Avenue North precludes a full movement interchange, there will be some turning movement restrictions with the final Fairway Road and 9th Avenue North intersection design. However, the Fairway Road and 9th Avenue North intersection will have more turning movements than the intersection at Pinkie Road, as ramps and an overpass can be incorporated into the design. Until traffic conditions and development warrant transition, current Fairway Road turning movements may continue. Fairway Road will serve as the main north-south transportation route in the Plan Area.

As a result of these road network revisions, there will be no traffic movement across 9th Avenue North for south or northbound traffic along Pinkie Road and Fairway Road following implementation of the final intersection designs. The loss of Pinkie Road, as a conveyor of traffic from the north part of the city to the south, is offset by access to the Bypass. Further, the Ministry has agreed that a connection may be established from the Bypass into the Plan Area at approximately the mid-point between 9th Avenue N and Armour Road. This connection, which constitutes another revision to the Coopertown Plan, will be limited to “right-in”, “right-out” only, unless the City is willing to construct a grade-separation to permit additional movements.

#### School Planning Revisions

Revisions to the Coopertown Plan are also being proposed to address new requirements, imposed by the Province, that the OCP of a municipality provide a strategy for accommodating school sites via municipal reserve dedication. Revisions include the identification of potential locations for five elementary schools, including the existing joint use Plainsview School & St. Nicholas School, and one high school. The policy identifies the locations as “potential only” and allows the City to consider other locations without an amendment to the Coopertown Plan.

It is the intent of Administration to fully address this matter by also including new policy in OCP – Part A, which will be undertaken as part of the upcoming five-year review and will apply city-wide.

### Other Revisions

Other revisions were undertaken to the Coopertown Plan (Appendix C and D) as follows:

- Road network configuration was revised so that it responds to revisions resulting from Bypass proximity and new connection to the Bypass.
- Utility network configurations have been adjusted to coincide with revised road network.
- Land-use designations within the 500K Growth Area were removed. As these areas will not be available for development until the long-term, distant future (after build-out of the 300K Growth Area) land-use should be applied through a future amendment.
- “Neighbourhood Hub” designations have been applied, which will allow for a broader spectrum of commercial opportunities. This change results in the Coopertown Plan being in better alignment with OCP – Part A Complete Neighbourhood Guidelines and other recently approved neighbourhood plans (i.e. Southeast Regina Neighbourhood Plan).
- The urban design requirements for the future Urban Centre were scaled back to allow for more flexibility. Meeting a high level of urban design is encouraged and Administration will endeavour to work with the developer to establish guidelines that are context specific and appropriate.

### RECOMMENDATION IMPLICATIONS

#### Financial Implications

None with respect to this report. Financial implications were addressed through Report CR17-37 (original Coopertown Plan approval) and still apply, unchanged.

#### Strategic Implications

- Strategic implications associated with OCP conformity were addressed through Report CR17-37 (original Coopertown Plan approval) and still apply, unchanged.
- The proposed revisions to the road network, especially changes to function and design of Pinkie Road, will need to be considered as part of the first review of the Transportation Master Plan and adjustments to the city-wide networks and strategy will be undertaken, if required. Full understanding of implications will not be clear until this process occurs.
- Revisions relating to Bypass proximity supports the Province’s *The Statements of Provincial Interest Regulations*: 6.14 “Ensure that development is compatible with existing and planned transportation infrastructure, including rail lines, rail yards, airports, barge docks, ferry landings and provincial highways;”

#### Environmental Implications

None with respect to this report. Environmental implications were addressed through Report CR17-37 (original Coopertown Plan approval) and still apply, unchanged.

### Other Implications

None with respect to this report. Other implications were addressed through Report CR17-37 (original Coopertown Plan approval) and still apply, unchanged.

### Accessibility Implications

None with respect to this report. Accessibility implications were addressed through Report CR17-37 (original Coopertown Plan approval) and still apply, unchanged.

## COMMUNICATIONS

### Landowner Engagement

The proposed revisions to the Coopertown Plan were sent to the eight landowners within the Plan Area. Through this process, one developer (developer associated with Coopertown Concept Plan) submitted comments for consideration. The Administration consulted with this developer and provided notification of the Regina Planning Commission meeting date.

### Public Engagement

Notice of the proposed revisions to the Coopertown Plan and the Council meeting where the associated bylaw will be considered will be provided through the Leader Post City Page.

### Stakeholder Engagement

As key issues relate to Bypass proximity and school site planning, stakeholder engagement has primarily focused on discussions with the Ministry of Highways and Infrastructure and the Ministry of Education, respectively. These discussions were comprehensive and the Administration has received feedback indicating that the Province is generally supportive of the proposed changes.

The RM was provided an opportunity to review proposed revisions, as the Plan Area is within the Joint Planning Area of the OCP, and provided one comment:

- RM comment (summarized): Add policy requiring that transportation impact assessments prepared for concept plans, relating to lands within the Plan Area, take into account implications for roadways in the RM, as a result of traffic generated within the Plan Area.
- City Response: The City acknowledges this concern and will require that transportation impact assessments prepared for future concept plans, within the Plan Area, take into account implications for RM roadways.

DELEGATED AUTHORITY

City Council's approval of Official Community Plan amendments is required pursuant to *The Planning and Development Act, 2007*.

Respectfully submitted,

REGINA PLANNING COMMISSION

  
Elaine Gohlke, Secretary 6/20/2019



**Appendix A – Plan Area Location**

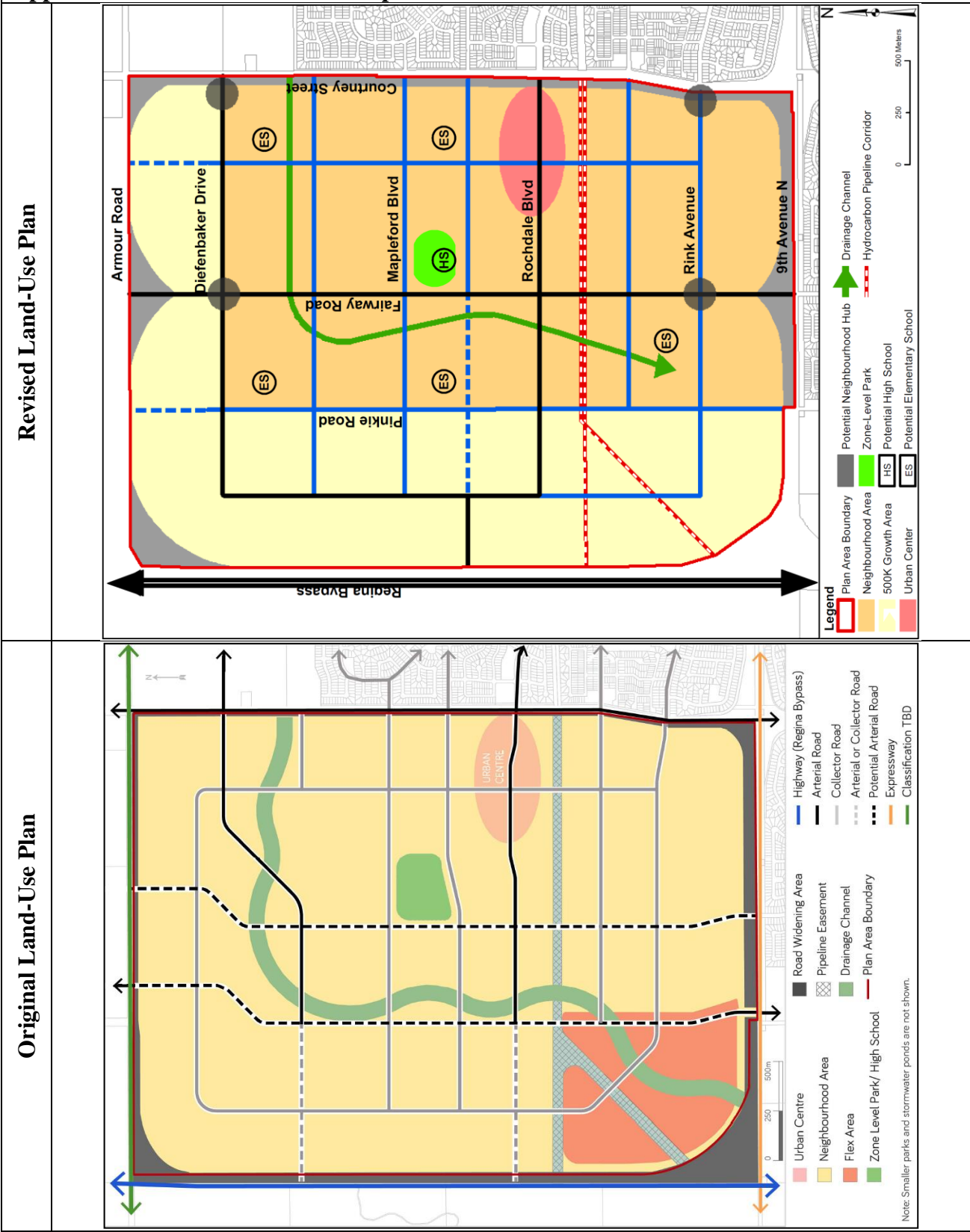
The map displays the City of Regina, Saskatchewan, with the Plan Area highlighted in orange. The Plan Area is located in the southwest of the city, bounded by the city limits to the north and east, and the city limits to the south. The map includes a north arrow and a scale bar. Various streets and landmarks are labeled, including the Regina Airport, Regina Golf Club, and Regina City Hall. The Plan Area is labeled 'Plan Area' in white text on an orange background.

**Appendix B – 9<sup>th</sup> Avenue North Interchange Design** (subject to final confirmation)





Appendix C – Land – Use Plan Comparison



**APPENDIX D – Summary of Key Revisions****PROPOSED AMENDMENTS TO COOPERTOWN NEIGHBOURHOOD PLAN****Summary of Key Revisions and Associated Rationale**

	<b>Section #</b>	<b>Proposed Revision</b>	<b>Rationale</b>
<b>1</b>	All Maps	Road network has been reconfigured	<ul style="list-style-type: none"> <li>The location and design of interchanges along 9<sup>th</sup> Avenue North needed to be revised as a result of the Regina Bypass and the new 9<sup>th</sup> Avenue North-Bypass interchange. These changes also affected the overall road network:               <ul style="list-style-type: none"> <li>Pinkie Road now recognized as a collector road</li> <li>Fairway Road now recognized as an arterial road</li> <li>Connection to Bypass at mid-way point in the Plan Area</li> </ul> </li> <li>Having confirmed connection points and roadway classifications, road network revised to reflect a more grid-oriented pattern, which is in conformity with OCP-Part A “Guidelines for Complete Neighbourhoods”</li> </ul>
<b>2</b>	Section 1.0 Introduction	Text revised	<ul style="list-style-type: none"> <li>The text was revised to improve readability. No substantive changes were made (minor “housekeeping” item only)</li> </ul>
<b>3</b>	Section 2.0 Site Context	Text revised	<ul style="list-style-type: none"> <li>The text was revised to improve readability. No substantive changes were made (minor “housekeeping” item only)</li> </ul>
<b>4</b>	Section 4.0 Land-Use Strategy	Amend Figure 8 (Land-Use Plan) by adding symbols pertaining to potential school site locations	<ul style="list-style-type: none"> <li>Revised to address recent changes to the <i>Planning and Development Act, 2007</i> requiring municipalities to provide policy for securing land for school sites (proposed locations are conceptual and non-binding)</li> </ul>
<b>5</b>		Amend Figure 8 (Land-Use Plan) by adding symbols pertaining to potential Neighbourhood Hub locations	<ul style="list-style-type: none"> <li>Revised to better support the OCP – Part A Guidelines for Complete Neighbourhoods, which contemplates the following commercial hierarchy: Urban Centre; Neighbourhood Hub; Local Commercial (currently, Plan does not allow for Neighbourhood Hub – level commercial)</li> <li>Consistency with Southeast Regina Neighbourhood Plan</li> </ul>
<b>6</b>		Amend Figure 8 (Land-Use Plan) by removing Flex Area designation	<ul style="list-style-type: none"> <li>The Flex Area is within the Future Long Term Growth Area (500k); therefore, no residential or non-residential development will be permitted here until the 300K areas are substantially built-out; therefore, premature to suggest land-use at this time (see Appendix B for comparison)</li> </ul>
<b>7</b>	Section 4.2 Neighbourhood Areas	“Grocery Store” removed as an allowable use in a Local Commercial node	<ul style="list-style-type: none"> <li>Neighbourhood Hubs have been added to the Land-Use Plan, and these larger commercial nodes are regarded as more suitable for more intensive land-uses, such as grocery stores</li> <li>Local Commercial is intended to blend in and be compatible with lower density areas where less traffic is desirable</li> </ul>
<b>8</b>	Section 4.3 Centres and Hubs	Policy requiring specific design and function of Urban Centre deleted	<ul style="list-style-type: none"> <li>Urban Centres are defined in OCP - Part A; therefore, this policy is redundant</li> <li>Changes will allow greater flexibility in terms of the function and design of the Urban Centre</li> </ul>
<b>9</b>		Policies added to accommodate two neighbourhood hubs	<ul style="list-style-type: none"> <li>See Comment #5</li> </ul>
<b>10</b>	Section 4.4 Flex Area	Flex Area subsection deleted	<ul style="list-style-type: none"> <li>See Comment #6</li> </ul>
<b>11</b>	Section 4.6 Civic and Institutional	Policy added to address the need for school sites	<ul style="list-style-type: none"> <li>See Comment #4</li> </ul>

<b>12</b>	Section 5.1 Transportation	Policies for directing the design and function of peripheral intersections/interchanges added	See Comment #1
<b>13</b>		Road network has been reconfigured	See Comment #1
<b>14</b>	Section 5.2 Water	Water network plan revised to follow new road network plan and water master plan	<ul style="list-style-type: none"> <li>• Water network plan supported by Coopertown Servicing Report transposed to new road network configuration</li> <li>• Pressure zone boundaries changed to reflect new water master plan</li> </ul>
<b>15</b>	Section 5.3 Waste Water	Wastewater network plan revised to follow new road network plan	<ul style="list-style-type: none"> <li>• Wastewater network plan supported by Coopertown Servicing Report transposed to new road network configuration</li> </ul>
<b>16</b>	Section 5.4 Storm Water	Alignment of storm water drainage channel revised	<ul style="list-style-type: none"> <li>• To reflect continuation of straight alignment east of Courtney Street and known configuration along north periphery of Rosewood Park Concept Plan (alignment is conceptual only – north-south alignment can vary)</li> </ul>
<b>17</b>	Section 6.0 Implementation	Amend Figure 14 by reconfiguring phasing boundaries	<ul style="list-style-type: none"> <li>• Phasing boundaries better align with neighbourhood units equating to ¼ section area (policy allows City to consider alternate phasing scheme without an amendment to the Neighbourhood Plan being required)</li> </ul>
<b>18</b>		Policy added to allow exception to phasing and concept plan requirements	<ul style="list-style-type: none"> <li>• Exception would only apply to existing developments (e.g. existing residential properties) and public uses and infrastructure</li> </ul>
<b>19</b>	Section 7.0 - Appendices	ESA information moved to Section 2	<ul style="list-style-type: none"> <li>• More user-friendly to have supplemental information combined with descriptive text</li> </ul>
<b>20</b>		Figure relating to transit route options removed	<ul style="list-style-type: none"> <li>• The proposed grid network will support efficient transit service and allows for many options</li> <li>• The transit route will be phased in over time , in accordance with City standards</li> </ul>

# Coopertown

## Neighbourhood Plan

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### OCP – Part B.17



## PART B.17

### Coopertown Neighbourhood Plan

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

This Neighbourhood Plan forms part of:

***Design Regina: The Official Community Plan Bylaw No. 2013-48***

Enactment of this Neighbourhood Plan is authorized through Section 29 of:

***The Planning and Development Act, 2007***

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## 1. INTRODUCTION

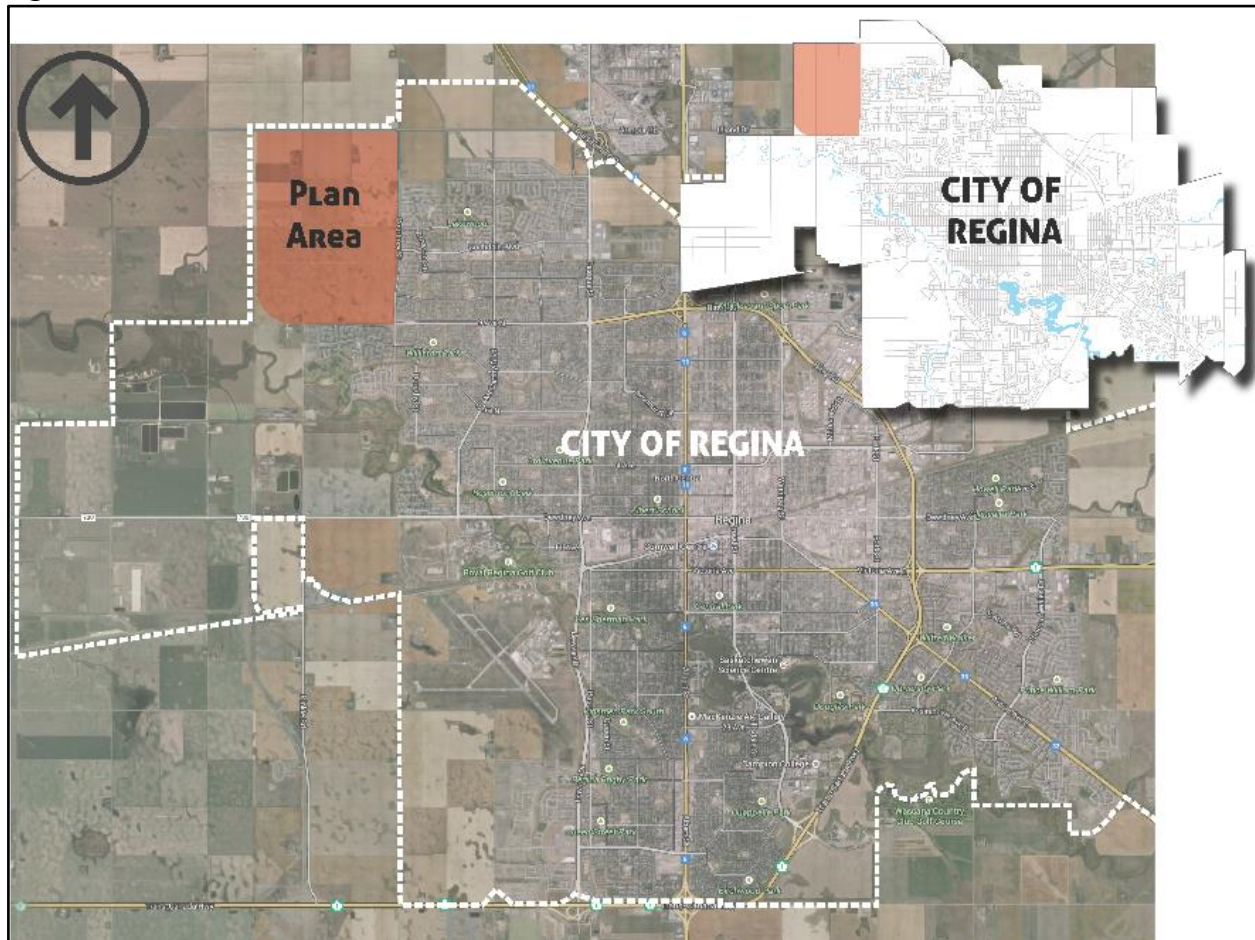
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### 1.1. Background

The intent of the Coopertown Neighbourhood Plan (“Coopertown Plan” or “Plan”) is to provide a policy framework for guiding the land-use, development and servicing of lands located in the northwest part of the city (“Plan Area”). The Coopertown Plan is a comprehensive policy document that will guide change over a long-term period and will provide direction for detailed planning through the concept plan, rezoning and subdivision processes.

### 1.2. Location

**Figure 1 – Location Context**



The Plan Area is approximately 744 hectares in size and is located in the northwest part of the City - framed by the Regina Bypass (west); 9<sup>th</sup> Avenue North (south); Courtney Street (east); Armour Road (north). Lands situated to the north and west are comprised of farmland, within the RM of Sherwood; lands to the south and east are comprised of built-out city neighbourhoods. The lands that comprise the Plan Area were incorporated into the City through multiple boundary alterations, including an alteration in 2014 where 520 hectares were added.

### **1.3. Regulatory Context**

#### Planning and Development Act, 2007

The Coopertown Plan is a type of secondary plan and forms part of *Design Regina: the City's Official Community Plan Bylaw No. 2013-48* (Design Regina OCP). *The Planning and Development Act, 2007*, which is a statute of the Government of Saskatchewan (Province), provides the authorization for a municipality to enact an official community plan, and stipulates what an official community plan must and can address. Official community plans, and the process to adopt or amend an official community plan, must be in conformity with *The Planning and Development Act, 2007* and the associated *Statements of Provincial Interest* regulations.

#### Official Community Plan ("Design Regina OCP")

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

An important element of Design Regina OCP is the direction it provides respecting growth planning and phasing. The Growth Plan of the Design Regina OCP identifies the land requirements intended to accommodate a population of 300,000 ("New Neighbourhood"), as well as the land requirements for a population beyond 300,000 ("Future Long Term Growth") (Figure 2). The Plan Area includes both New Neighbourhood areas, as well as Future Long Term Growth areas. The Phasing Plan of the Design Regina OCP illustrates the phasing scheme pertaining to lands identified as New Neighbourhoods (Figure 3), which this Plan must be in conformity with.

#### Concept Plans, Rezoning and Subdivision

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

Figure 2 – OCP Growth Plan

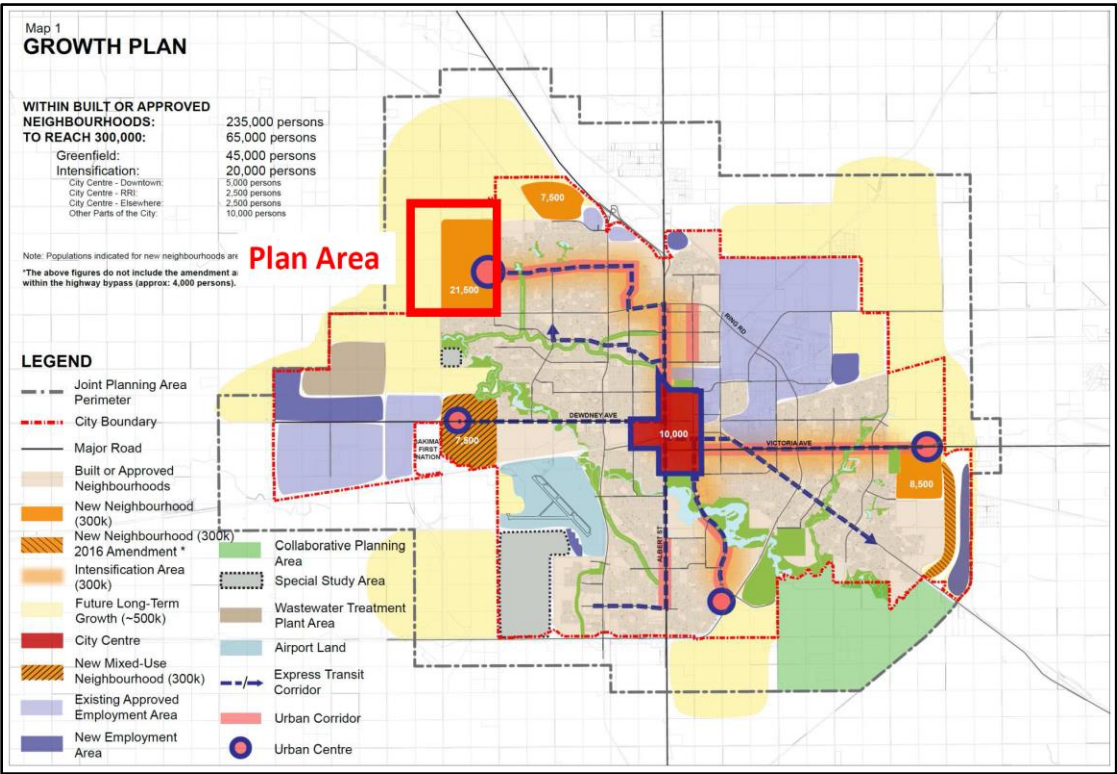
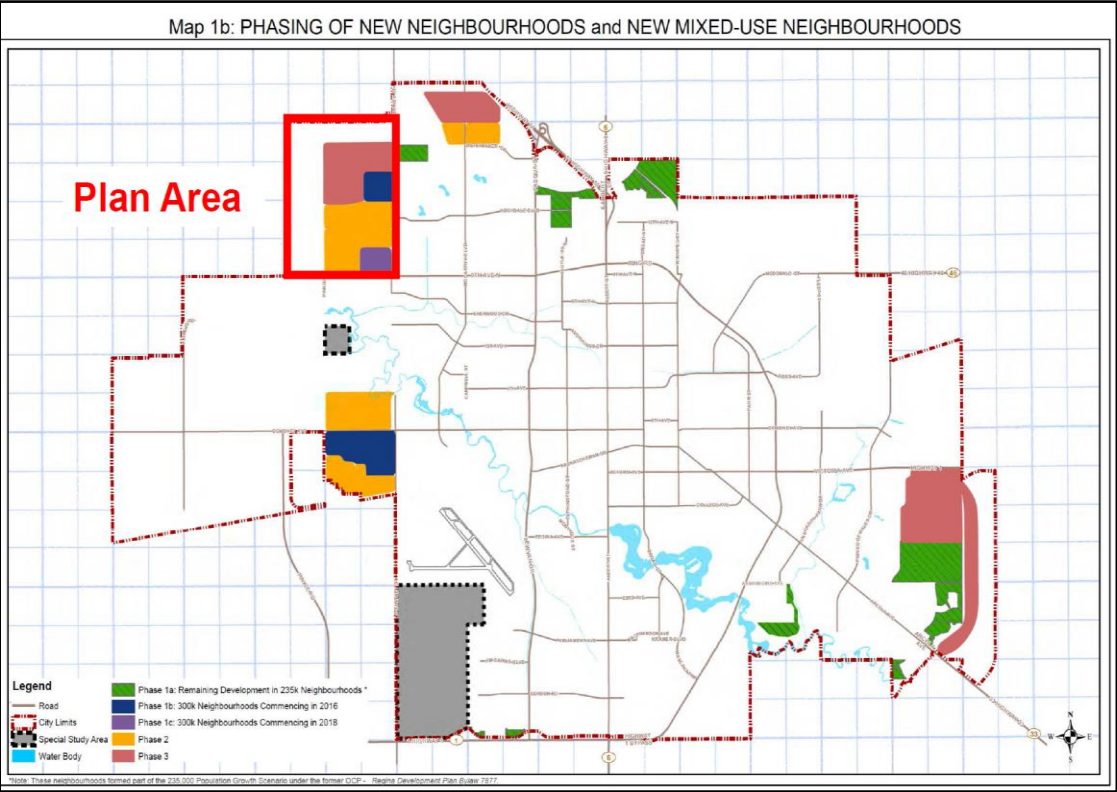


Figure 3 – OCP Phasing Plan



## **1.4. Interpretation**

### Plan Timeframe

The Coopertown Plan is future-oriented and establishes the general pattern for how the Plan Area is to be developed over an extended period of time. Considering the time frame, the Plan policies and maps will generally be oriented towards the “New Neighbourhood” areas intended to accommodate part of the city’s 300,000 population (Figure 2). It is also expected that the land-use and servicing strategies may be subject to revisions over-time.

### Map Interpretation

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

### Policy Interpretation

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

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

### Use Interpretation

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

## **2. SITE CONTEXT**

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### **2.1. Topography**

The Plan Area's predevelopment character may be described as: relatively flat with an elevation range of 573 to 580 metres above sea level; consisting primarily of cultivated farmland (Canada Land Inventory "Class Two" [moderately high]) with scattered historical farm dwellings; having a surface drainage pattern from east to west, across the Plan Area, draining to Wascana Creek.

A geotechnical investigation was undertaken in June 2011, which covered part of the Plan Area. This report concluded that these lands were considered to be generally suitable for residential development. Further geotechnical investigation will be undertaken in coordination with phased developments within the Plan Area and will accompany concept plan submissions.

### **2.2. Environment**

The site is located in the 'Low Sensitivity' zone for aquifer protection as per the *City of Regina Zoning Bylaw No. 9250*. Although some development restrictions apply, the site is generally suitable for residential and commercial development from an aquifer sensitivity perspective.

According to a search on the Saskatchewan Conservation Database, there are no noted species at risk or concern within the Plan Area. Further, there are no lands classified as environmentally sensitive within the site, as the lands have been subject to extensive agricultural cultivation over a prolonged period; however, there are pockets of mature vegetation and tree stands associated with former farm homes. Further assessment of wetland protection potential and the value of the existing tree stands may be required at concept plan stage.

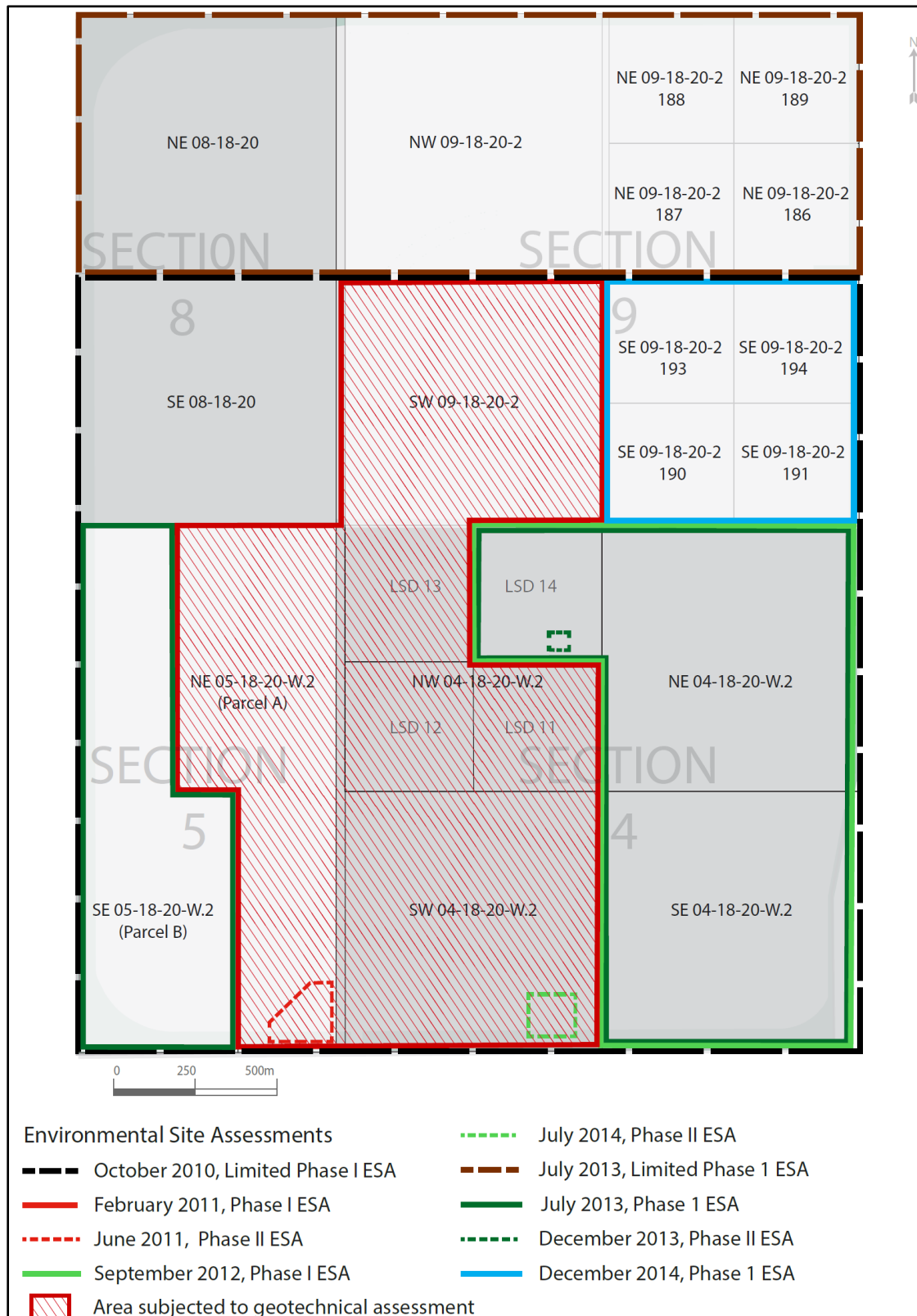
A series of environmental site assessments (ESA) have been completed for the Plan Area to identify areas of environmental concern (e.g. contamination). A summary of completed ESAs and their findings and recommendations is outlined in Figure 4 and Table 1. As a result of Phase I ESA investigations, more detailed Phase II studies were undertaken for specific areas. There are no outstanding environmental concerns at this time, as per the additional Phase II ESA work; however, further investigation of Limited Phase I ESA areas will need to be undertaken.

### **2.3. Heritage Resources**

Three of the site's quarter-sections lie within Heritage Sensitivity overlay zones: NE-5-18-20-W2, SE-5-18-20-W2 and SW-9-18-20-W2. There are no listed heritage buildings on these sites, and the Heritage Conservation Branch of the Government of Saskatchewan has indicated that there are no known archaeological sites in direct conflict with the proposed development. The Heritage Conservation Branch has indicated, therefore, that they have no concerns with the development proceeding as planned and that a Heritage Resource Impact Assessment is not required.



**Figure 4 – Environmental Assessment Summary**



**Table 1 – Environmental Assessment Summary**

Date	Report	Location	Findings and Recommendations
<b>Oct 2010</b>	Limited Phase I ESA	NW Regina Lands Section 4-18-20-W2M, NE and SE Section 5-18-20-W2M, SE Section 8-18-20-W2M and SW and SE Section 9-18-20-W2M.	Potential soil and/or groundwater hydrocarbon contamination from oil and gas transmission lines and past petroleum activity.
<b>Feb 2011</b>	Phase I ESA	Wellman Estates LSD 11, 12 and 13 Section 4-18-20-W2M, SW 4-18-20-W2M, SW 9-18-20-W2M and Parcel A of Plan No. 89R66653 in Section 5-18-20-W2M	Recommendation to remove sludge and collect groundwater samples during decommissioning of septic disposal system, and to inspect machinery storage building sites for surface staining prior to development.  Phase II investigation required for potential soil and/or groundwater contamination from two former above-ground fuel storage tanks
<b>Jun 2011</b>	Phase II ESA	Wellman Estates Parcel A of Section 5-18-20-W2M	Fuel storage sites investigated. No additional investigation or remedial activity required.
<b>Sep 2012</b>	Phase I ESA	SE4-18-20-W2 EXT 4, NE-4-18-20-W2 EXT 1 and LSD 14-4-18-20-W2 EXT 82	Phase II investigation will be required to determine impacts of former fuel storage tanks (potential for hydrocarbon contamination), and impacts of debris in dugout located on the site
<b>Jul 2013</b>	Full and Limited Phase I ESA	Portions of Sections 4, 5, 8 & 9-18-20-W2M	Phase II investigation required for a dugout containing debris which may have impacted soil and surface water.
<b>Dec 2013</b>	Phase II ESA	LSD 14, NW ¼, Sec 4, Twp 18, Rge 20, W2M	No surface water present and no soil impacts associated with the debris.  Removal of debris from dugout recommended with no further investigation required.
<b>Jul 2014</b>	Phase II ESA	SE-4-18-20-W2 EXT 4	No evidence of hydrocarbon contamination on subject property. No further investigation necessary
<b>Dec 2014</b>	Phase I ESA	SE-09-18-20-W2M	Low potential of contamination at the Subject Site and neighbouring properties.  No further investigation to quantitatively assess for contamination at the Subject Site is recommended.

## **2.4. Existing Development**

The majority of the Plan Area is comprised of cultivated farmland. Associated with the agricultural use, are several farmstead sites that are no longer occupied, but that still contain former dwellings, out buildings and stands of mature vegetation. Through the concept plan process, the merit of retaining and incorporating existing farmstead vegetation should be considered. As noted in Figure 4 and Table 1, some of these farmsteads were subject to environmental investigation to determine the existence of potential contamination, and other risks; however, no significant issues requiring remediation were identified.

At the time this Plan was adopted, active built features within the Plan Area included: a church (Rosewood Park Alliance Church), a joint-use school (Plainsview School and Saint Nicholas), a City owned waste water facility (Mapleridge Lift Station) and four residential acreages. These developments are primarily located in the north part of the Plan Area (Figure 6).

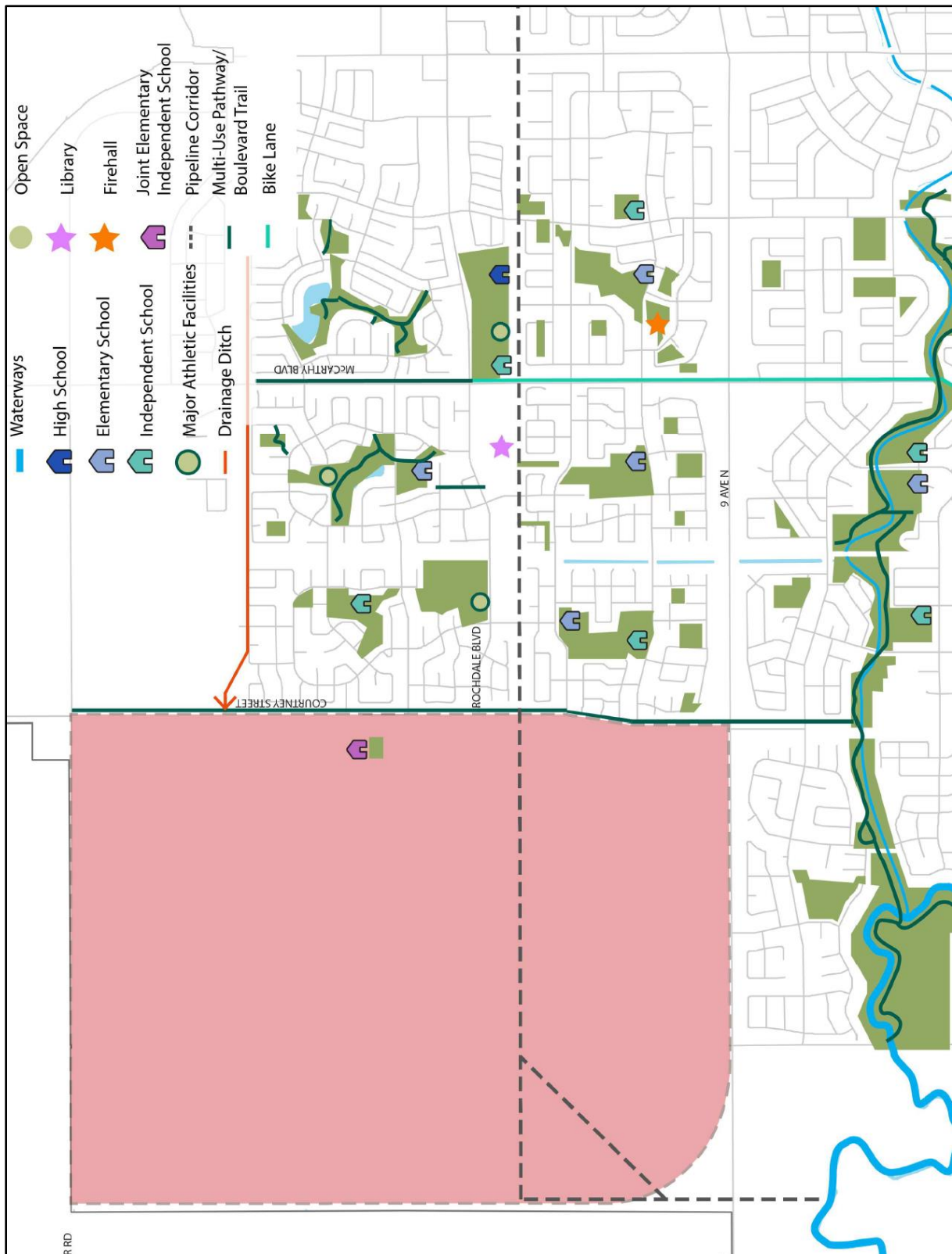
## **2.5. Civic Uses and Amenities**

As shown on Figure 5, there are a number of existing parks, schools, recreation facilities and other civic uses in close proximity to the Plan Area. Major nearby facilities include:

- A zone level park, which is located approximately 1 km away, in the Lakewood neighbourhood.
- The Northwest Leisure Centre located in the neighbourhood of Rochdale Park, as well as the Lakeridge Sports Park located in the Gardenridge neighbourhood.
- Fire Station #6 located at 303 Rink Avenue, which is the nearest to the Plan Area;
- The Michael A. Riffel and Winston Knoll Collegiate high schools, which are located approximately 2 km away, in the Garden Ridge neighbourhood.
- The North Storm Channel Pathway network, which is located approximately 600 metres to the south of the Plan Area, as well as the North West Link Multi-use Pathway, which is located adjacent to Courtney Street.



**Figure 5 – Existing Civic Uses & Amenities**



## **2.6. Existing Utilities**

### **2.6.1. Hydrocarbon Pipeline**

A hydrocarbon pipeline corridor traverses the Plan Area from east to west (Figure 6). An analysis of potential risks associated with these pipelines was undertaken in 2012. This risk analysis assessed potential annual individual fatality risks from pipelines, based on a major incident, using the individual risk intensity (IRI) measure based on the Major Industrial Accident Council of Canada (MIACC) thresholds utilized by the City of Regina.

A '1 in 1 million' ( $10^{-6}$ ) risk is the assumed risk threshold. A corresponding area, associated with this risk threshold, has been mapped and superimposed on the Plan Area. This area includes a 120 metre buffer on either side of the South Saskatchewan Pipeline (east corridor), a 60 metre buffer on either side of the South Saskatchewan Pipeline (southwest corridor) and a 10 metre buffer on either side of the IPL (west corridor). The  $10^{-6}$  risk contour line and measurements are shown in Figure 6. All pipeline buffers are measured from the edge of the legal easement.

Residential development must be limited to low and medium density, ground-oriented housing within the 1 in 1 million risk contour zone and public assembly or institutional uses are to be avoided in close proximity to the pipelines. In the event that the usage or conditions of the pipeline facilities are subject to change, the City may require new risk assessments.

### **2.6.2. Telecommunication**

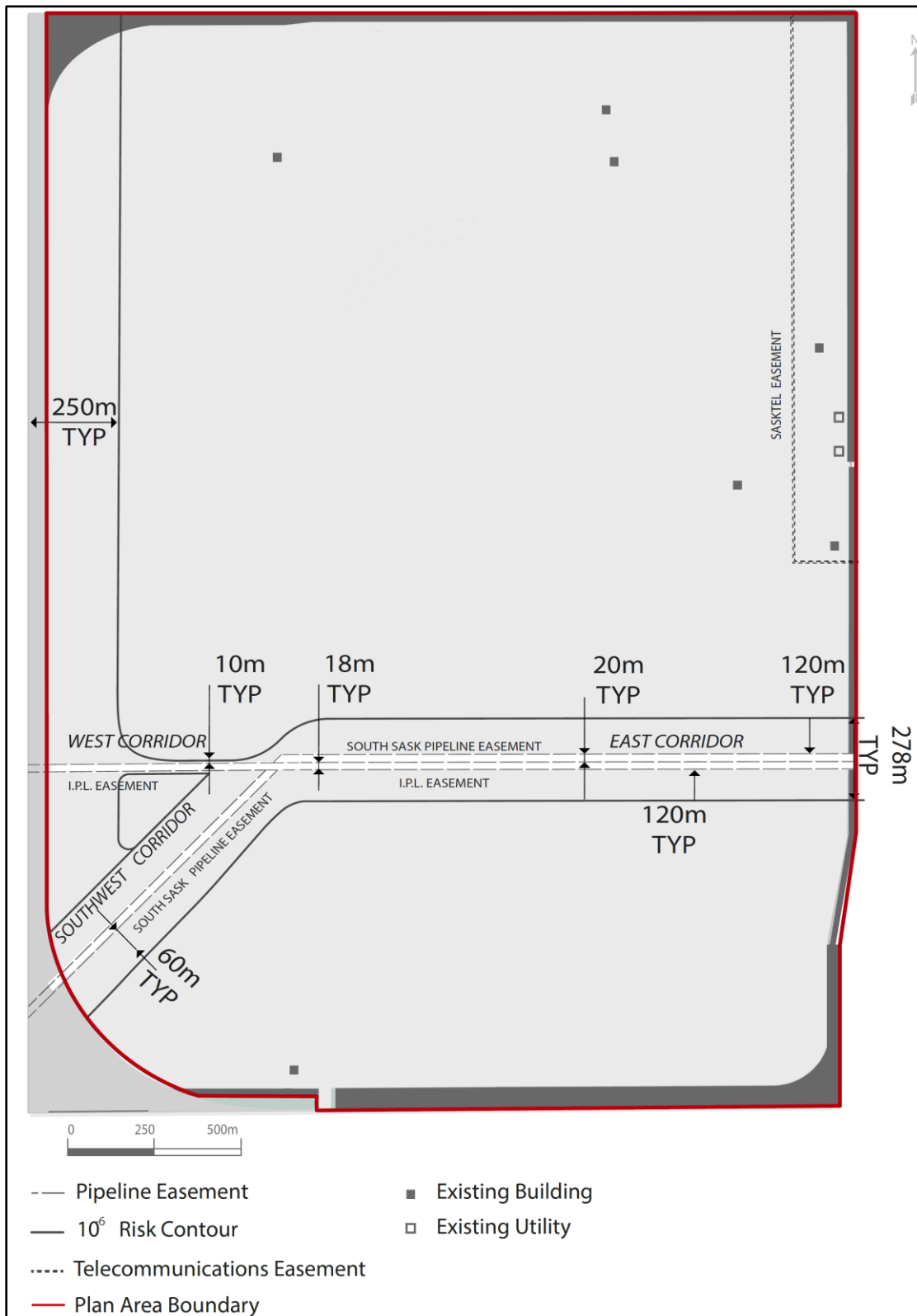
There is a 5-metre wide easement for a Saskatchewan Telecommunications (SaskTel) buried telecommunication cable in the northeast of the Plan Area, and there is a SaskTel communication tower located adjacent to Courtney Street, 150 metres north of the Mapleford Gate intersection.

### **2.6.3. Storm Water Facilities**

Existing storm water facilities in the Plan Area include a detention pond and a natural drainage course. The detention pond is located on the west side Courtney Street, at approximately Dalglish Drive, and accommodates surface stormwater runoff from Courtney Street and east of Courtney Street. During major rain fall events, this pond will spill over into the Plan Area.

The drainage course is located approximately 950m north of Whelan Drive and runs, generally, from east to west across the Plan Area. This drainage course drains the existing agricultural land, as well as an area of land east of Courtney Street, and channels the water in a westward direction, into the RM of Sherwood, before eventually intercepting with Wascana Creek. The intent of this Plan is to divert storm water runoff into the proposed new drainage channel, which will render this natural drainage course as unnecessary in terms of accommodating storm water.

Figure 6 – Setbacks & Features



### 3. VISION & CONCEPT

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#### 3.1. Vision

As a *complete community*, the community is comprised of neighbourhoods that are diverse, distinct, compact and walkable. All neighbourhoods are interconnected through a network of streets, pathways and open space that support walking, cycling and driving. The community is further enhanced through an array of schools, parks, recreation facilities and shopping hubs.

#### 3.2. Concept

The Coopertown Plan supports a community reflecting the following design elements:

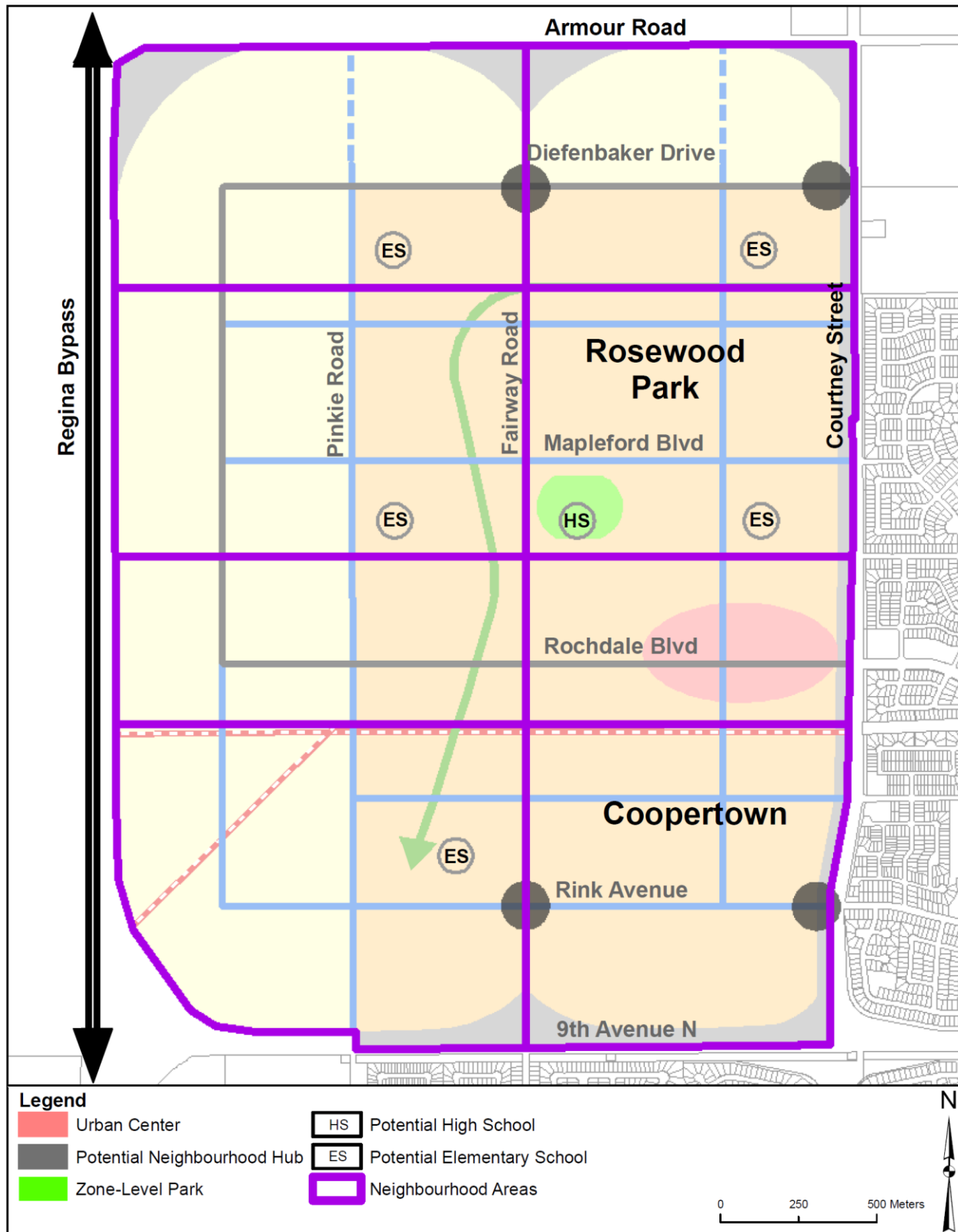
- Neighbourhoods that support a diversity of residential options, centred around a focal area that includes park space, schools and local commercial opportunities.
- An “Urban Centre” that serves as a major shopping and social destination, with a broad mix of uses, and that caters to a customer base equating to the northwest part of the city.
- A “Neighbourhood Hub(s)” that serves as a shopping destination for daily needs and conveniences and that caters to a customer base equating to adjacent neighbourhoods.
- A transportation system that includes multi-modal travel options, including active transportation and transit networks, and that supports a high level of pedestrian mobility through an interconnected, permeable, grid of streets, blocks.
- An open space system that includes an array of recreation opportunities, including a centrally located zone-level park, linked through a multi-use pathway systems.

#### 3.3. Population

**Table 2 – Population (Minimum)**

	<b>New Neighbourhood Area (300K) <sup>1</sup></b>	<b>Future Long-Term Growth Area (500K) <sup>1</sup></b>	<b>Total</b>
<b>Total Land Area</b>	435 ha	309 ha	744 ha
<b>Pipeline Corridor</b>	6 ha	3 ha	9 ha
<b>Gross Developable Residential Area <sup>2</sup></b>	429 ha	306 ha	735 ha
<b>Min Population <sup>3</sup></b>	21,450	15,300	<b>36,750</b>
<sup>1</sup> See Figure 8			
<sup>2</sup> GDRA is arrived at by subtracting the Pipeline Corridor area from the Total Land Area			
<sup>3</sup> Minimum population is based on the minimum density requirement of 50 people per hectare of GDRA			

Figure 7 – Neighbourhood Areas



## 4. LAND-USE STRATEGY

### 4.1. Overview

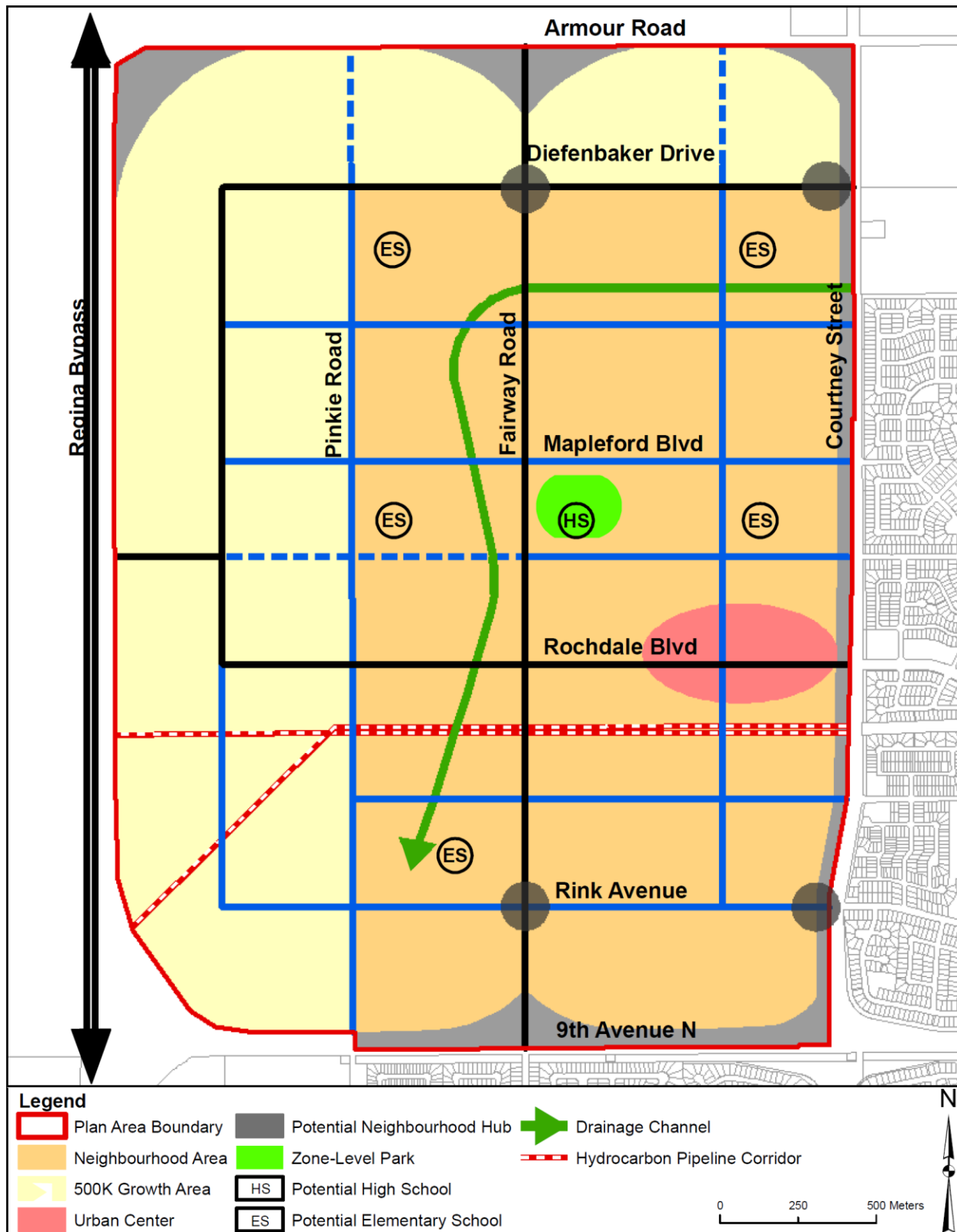
The purpose of this section is to provide an overview of, and policies for directing, the future land-use and design concept for the Plan Area. The Land-Use Plan (Figure 8) shows the general distribution of land-uses and major open space and roadway features; the Land-Use Allocation table (Table 3) outlines the amount of land allocated for each land-use type.

The Land-Use Plan is the key guiding instrument for illustrating and directing the land-use composition of the Plan Area over time; however, the location of various land-use categories shown is approximate and conceptual. Concept plans must be in general conformity with the Land-Use plan and will specify the precise location of land-use categories.

**Table 3 – Land Use Allocation**

	New Neighbourhood Area (300K)		Future Long-Term Growth Area (500K)		Total	
LAND USE	Hectares	% of Total	Hectares	% of Total	Hectares	% of Total
Development Area <sup>1</sup>	335.46	77.12%	278.06	89.99%	613.52	82.46%
Zone Level Park <sup>2</sup>	10.00	2.30%	N/A	N/A	10.00	1.34%
Drainage Channel <sup>3</sup>	20.00	4.60%	N/A	N/A	20.00	2.69%
Pipeline Corridor	6.00	1.38%	3.00	0.97%	9.00	1.21%
Major Roadways <sup>4</sup>	39.54	9.09%	11.94	3.86%	51.48	6.92%
Road Widening & Interchange Areas	24.00	5.52%	16.00	5.18%	40.00	5.38%
<b>Total</b>	<b>435.00</b>	<b>100.00%</b>	<b>309.00</b>	<b>100.00%</b>	<b>744.00</b>	<b>100.00%</b>
<sup>1</sup> Includes, where applicable: neighbourhood-level parks, streets and lanes, urban centre, neighbourhood hubs						
<sup>2</sup> Assumed land area: 10 ha (however, could range from 10-15 ha)						
<sup>3</sup> Assumed land area: 20 ha (however, estimate only - actual area subject to detailed design)						
<sup>4</sup> Assumed width, arterials: 30m; collectors: 22m						

Figure 8 – Land Use Plan



## **4.2. Neighbourhood Area**

### **4.2.1. Overview**

Lands shown, on Figure 8 (Land-Use Plan), as “Neighbourhood Area” shall be reserved for future neighbourhood areas that include a diversity of residential types, parks and open space, local commercial and appropriate civic, recreation and institutional uses. The Neighbourhood Area should be comprised of 8 new neighbourhoods that are defined and comprehensively planned through the concept plan process. Each new neighbourhood should reflect a unique “sense-of-place”; be framed around a central focal area; include a diversity of appropriate land-use types and embody a high-level of interconnectivity, both internally and with adjacent neighbourhoods.

### **4.2.2. Policy**

- a) Lands identified as Neighbourhood Area, as shown on Figure 8, may include the following land-uses: residential, local commercial, parks and open space, public, civic, recreational and institutional uses.
- b) Individual neighbourhood units, as conceptually shown on Figure 7, shall:
  - i. Include a variety of housing types and densities.
  - ii. Include a neighbourhood focal area comprised of one or any of the following: park, school, local commercial node.
  - iii. Be designed in accordance with a grid or modified grid street/ block pattern.
- c) Where higher density residential development is proposed, it should be:
  - i. Located in close proximity to transit facilities and amenities (e.g. local commercial, urban centre, neighbourhood hubs).
  - ii. Strategically located to frame important intersections and focal areas.
  - iii. Separated from low density residential development through an interface transition, such as medium density residential development, open space, etc.
- d) Where residential is developed adjacent to an arterial or collector roadway:
  - i. The residential lots should front on to the roadway, where the road is designed to function as a multi-modal corridor with landscaped buffers/ sidewalks.
  - ii. Direct access to the roadway, from the lot, should be generally prohibited.
- e) Where local commercial is proposed, it should be:
  - i. Clustered and form part of the neighbourhood hub or focal area or be oriented adjacent to a strategic roadway intersection.
  - ii. Be framed by higher density residential development.
  - iii. Allow for such uses as: convenience stores, restaurants, cafes, small-scale office, local service, and other similar uses, as per Zoning Bylaw.
- f) Institutional and residential development, excepting low and medium density ground-oriented residential development, shall be prohibited from locating within the pipeline and Regina Bypass setback areas ( $10^{-6}$  risk contour areas), as shown on Figure 6.



- g) Notwithstanding Policy 4.2.2(f), should the use or intensity of use of the pipeline corridor change, the City may require that a risk assessment be undertaken to support a rezoning or concept plan application and that the setbacks correspond to the risk assessment.
- h) The setback distances for proposed new development adjacent to the Regina Bypass shall be in accordance with the requirements of the City and the Government of Saskatchewan.

## **4.3. Centre and Hubs**

### **4.3.1. Overview**

The Coopertown Plan supports a spectrum of commercial nodes intended to accommodate a range of shopping and lifestyle needs. The Urban Centre, which is located along Rochdale Boulevard, is intended to support a broad spectrum of shopping and lifestyle needs, which cater to a city-wide population. The Neighbourhood Hubs are intended to support shopping and lifestyle needs that cater to the residents of the surrounding neighbourhoods. Local commercial is addressed through Section 4.2 of this Plan and is intended to provide everyday shopping needs, within a walking distance, for the neighbourhood that it is located. In all contexts, residential is also supported to ensure that these nodes are vibrant, walkable, mixed-use environments.

### **4.3.2. Urban Centre Policy**

- a) Lands identified as Urban Centre, as shown on Figure 8, may include the following land-uses: commercial, office, residential, mixed-use buildings, public, civic, recreational and institutional.
- b) Residential development adjacent, or in close proximity to, Rochdale Boulevard, within the Urban Centre, shall be limited to high and medium density development.
- c) The City may consider the development of a park (City owned) within the Urban Centre; however, only where it can be demonstrated that:
  - i. There is a long-term, viable solution for keeping the park programmed and activated.
  - ii. The priority recreation and open space needs for the Plan Area can still be met.
  - iii. The park will be framed by high density residential or vertical mixed-use buildings (direct frontage or street separated).

### **4.3.3. Neighbourhood Hub Policy**

- d) Only two Neighbourhood Hubs shall be permitted in the Plan Area (one in north and one in south), in accordance with the location options shown on Figure 8.
- e) Neighbourhood Hubs shall be limited to the following land-uses: commercial, office, residential, mixed-use buildings, public, civic, recreational and institutional.
- f) Notwithstanding Policy 4.3.3(e), large-format retail is prohibited, excepting grocery stores.
- g) The size and scale of a Neighbourhood Hub should not exceed what is necessary to accommodate the shopping needs of immediately adjacent neighbourhoods.

## 4.4. Open Space

### 4.4.1. Overview

The Plan Area will include an array of park and open space features, which are interconnected through an active transportation (walking and cycling) network. Parks will be strategically located to serve population catchment areas; to act as neighbourhood focal points and to synergize with compatible land-uses. The location, size and function of parks will be determined through the concept plan process and will be in accordance with all applicable policies and standards.

Neighbourhood-level parks will provide space for multipurpose sport fields, as well as complementary unscheduled recreation activities, such as playgrounds, sport courts, and general lawn-based recreation, etc. As an integral component of all Coopertown neighbourhoods, neighbourhood-level parks will be centrally located and highly visible and accessible.

In addition to neighbourhood-level parks, it is anticipated that the Plan Area will include specialized park space, including a zone-level park, dog park(s) and the potential for an “urban plaza” style park. The zone-level park will be a major feature within the Plan Area and will provide space for multiple multi-purpose sports fields, as well as sports courts, skating areas and a skateboard facility. As the zone-level park is a major feature of significant size, it may be necessary to allocate municipal reserve land from other Coopertown neighbourhoods as a means of acquiring the requisite amount of land.

**Table 4 – Municipal Reserve Requirements**

Municipal Reserve (MR) Dedication Summary			
	New Neighbourhood Area (300K)	Future Long-Term Growth Area (500K)	Total
<b>Total Area</b>	435 ha	309 ha	744 ha
<b>Deductible Lands <sup>1</sup></b>	26 ha	3 ha	9 ha
<b>Net Area <sup>2</sup></b>	409 ha	306 ha	715 ha
<b>MR Owed <sup>3</sup></b>	40.9	30.6 ha	71.5 ha
<sup>1</sup> Lands exempt from MR dedication: Pipeline Corridor; Drainage Channel			
<sup>2</sup> Total lands subject to MR dedication (approximate estimate only)			
<sup>3</sup> 10% of lands subject to MR dedication, as per <i>Planning and Development Act</i> . Note:			
<ul style="list-style-type: none"><li>Mixed-use area (e.g. Urban Centre and Neighbourhood Hubs) subject to 10% MR</li><li>MR dedication shall be refined through concept plan process and confirmed through subdivision process</li></ul>			

#### **4.4.2. Policy**

- a) An array of park types shall be developed within the Plan Area in accordance with this Neighbourhood Plan; an approved concept plan; all applicable policies and standards.
- b) The location, size and function of proposed open space features shall be substantially determined through the concept plan process and further reviewed and refined through the subdivision approval process.
- c) Notwithstanding Policies 4.4.2(a) and (b), new neighbourhoods shall include, as the highest priority for park planning, a park(s) supporting schools, where required; recreation facilities (e.g. multi-purpose sports fields).
- d) Through the concept plan review process, the need for a dog park shall be considered and, should the need be confirmed, the City may require that the requisite land be provided through municipal reserve dedication.
- e) A zone-level park shall be developed within the Plan Area, and this zone level park:
  - i. Shall generally be located as shown on Figure 8; however, the precise location and size shall be determined through the applicable concept plan process.
  - ii. Shall be designed and/or located in such a manner so that there are no safety concerns necessitating reduction in speed along nearby adjacent arterial roadways.
  - iii. May require that municipal reserve lands, or cash-in-lieu of municipal reserve lands, from other neighbourhoods be used to acquire the requisite amount of land needed to accommodate the zone level park.
- f) The area shown conceptually on Figure 8 as “Pipeline Corridor” shall not constitute municipal reserve, environmental reserve or municipal utility parcel; however, the City may accept ownership of this area where:
  - i. The landowner agrees to voluntarily transfer the land to City ownership.
  - ii. It is demonstrated how the corridor can serve as a landscaped recreation facility.
  - iii. The landowner, prior to transferring land to City ownership, agrees to construct amenities and/ or landscaping in accordance with a City approved landscaping plan.
- g) Through the applicable concept plan process, where applicable, existing tree stands, associated with former farmyard/ dwelling sites, should be assessed for their value as a community amenity, and their retention considered.
- h) The City will only allow storm water to be detained within park space where it can be demonstrated, through a storm water facility impact study submitted prior to subdivision approval, that the storm water detention will not negatively affect the primary function of the park as a highly accessible, visible and active recreation space.
- i) All neighbourhood-level parks should be bound by streets, other forms of public or quasi-public space on all sides.

- i) A landscaped buffer should be established along, and abutting, all peripheral roadways of the Plan Area that abut a proposed residential subdivision in accordance with:
  - i. The City's Subdivision Bylaw (Bylaw No. 7748, or as amended), or
  - ii. A solution, satisfactory to the City, which results in the establishment of an interface that includes tree and shrub plantings sufficient to provide a visual screen between the roadway and adjacent properties.

## **4.5. Civic and Institutional Uses**

### **4.5.1. Overview**

Civic and institutional uses include schools, libraries, emergency services facilities, medical clinics, etc., and are important components of complete communities. The need for civic and institutional uses shall generally be determined through the concept plan review process. As important components of the community, the location of civic and institutional uses should ensure that they are easy to get to, from the perspective of walking, cycling, driving and transit; synergize with other compatible land-uses and contribute, aesthetically, to the urban realm.

### **4.5.2. Policy**

- a) The need for, and location, of civic and institutional uses, such as schools, libraries, emergency services station, medical clinics, etc., shall be determined through the concept plan process by consulting with the appropriate authorities.
- b) Civic and institutional uses should be located adjacent, or in close proximity, to walking, cycling, driving and transit networks, and should be clustered with other compatible land-uses, and serve as neighbourhood focal points, where appropriate and applicable.
- c) Concept plans that include a proposed school site shall also include a block and street network, adjacent to the school site, that will allow the school site to transition to an alternate land-use, should a school not be required.
- d) The location for new schools may be in accordance with the locations shown on Figure 8; however, other locations may be considered without an amendment to this Plan being required.
- e) Institutional land-use shall be prohibited from locating within the Regina Bypass and pipeline setback areas ( $10^{-6}$  risk contour areas), as identified on Figure 6.
- f) Schools sites shall not be located directly adjacent to arterial roadways

## **5. SERVICING STRATEGY**

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### **5.1. Mobility**

#### **5.1.1. Overview**

The objective of the transportation section of this Plan is to ensure that there are multiple options for walking, driving, cycling and transit throughout the Plan Area, which, are safe, efficient and contribute aesthetically to the built realm. The Plan Area will consist of one primary north-south arterial road (Fairway Road) and a grid of collector and local roads. The roadway system will include sidewalks, and further options for pedestrians and cyclists will be provided for through multi-use pathways, which will be included in some collector and arterial roadways.

The Plan Area is flanked by road right-of-way on three sides that are, or will become, major, high capacity transportation routes. The Regina Bypass, which flanks the west side of the Plan Area, is scheduled for completion in 2019, and will form part of the Provincial highway system. 9<sup>th</sup> Avenue North, which flanks the south boundary, will form part of the City's "Ring Road", as an expressway or freeway, connecting to the Regina Bypass. As an expressway or freeway, connections to 9<sup>th</sup> Avenue North will be limited. Courtney Street, which flanks the east side of the Plan Area, is identified as a future arterial road and will be upgraded in the near-term. Determining the function of Armour Road will be deferred until its upgrade is triggered by future phasing.

### 5.1.2. Policy

- a) The location of major transportation infrastructure (e.g. collector and arterial roadways roadways) shall be in general accordance with Figure 9 of this Plan.
- b) The location of active transportation infrastructure (e.g. pathways, trails and bike lanes) shall be in general accordance with Figure 10 of this Plan; however, the City may allow for additional routes without an amendment to this Plan being required.
- c) Intersection/interchange points along 9<sup>th</sup> Avenue North shall, where appropriate, accommodate the crossing of pedestrians and cyclists.
- d) Segments of Courtney Street abutting a development phase, as shown on Figure 14, shall be upgraded to an arterial roadway, in accordance with a right-of-way width and design approved by the City, as part of the corresponding development phase build-out.
- e) Where a development area that is subject to concept plan review abuts Courtney Street, the adjacent segment of Courtney Street shall be included in the concept plan area.
- f) Notwithstanding Policies 5.1.2(d) and 5.1.2(e), where warranted by a transportation impact analysis, the City may require a developer to upgrade portions of Courtney Street beyond the boundaries a particular development phase or concept plan area.
- g) Where a proposed development area that is subject to concept plan review abuts an existing roadway, which will require upgrades (e.g. R.O.W expansion or new interchange), the City will withhold concept plan approval until the land dedication requirements, to accommodate the upgrades, is identified.
- h) Where a concept plan is required, a transportation impact analysis shall be prepared for the subject area, prior to approval of the concept plan, which:
  - i. Identifies the location of public networks and facilities associated with vehicular, transit, pedestrian and cycling mobility.
  - ii. Provides a detailed analysis of the internal road network, including the right-of-way width and cross section design for each proposed street classification.
  - iii. Demonstrates how the proposed transportation networks will function within the concept plan area including the identification of intersection control and geometric requirements at all major intersections.
  - iv. Considers the impact of traffic originating from external locations, as determined by the City.
  - v. Identifies land requirements, where applicable, to accommodate the expansion or construction of peripheral roadways and interchanges, etc.
- i) As a prerequisite for Phase 2 concept plan approval, as shown on Figure 14, a transportation impact analysis for the Coopertown Plan Area shall be prepared.



### **Intersections**

- j) At such time as required by the City, the following intersections shall transition from their current function and design to interchanges:
  - i. Courtney Street - 9<sup>th</sup> Avenue North (full grade-separated interchange).
  - ii. Fairway Road - 9<sup>th</sup> Avenue North (partial grade-separated interchange).
- k) Prior to the Regina Bypass – 9<sup>th</sup> Avenue North (Ring Road) interchange becoming open and operational, the Pinkie Road - 9<sup>th</sup> Avenue North intersection shall be limited to “right-in, right-out” turning movements only.
- l) Notwithstanding Policy 5.1.2(k):
  - i. The transition of the Pinkie Road - 9<sup>th</sup> Avenue North intersection to limited “right-in, right-out” turning movements only may occur incrementally, with left turns onto Pinkie Road from 9<sup>th</sup> Avenue North westbound traffic allowing to continue until such time as traffic conditions warrant closure of this left turn movement, as determined by the Government of Saskatchewan.
  - ii. At such time as the Fairway Road - 9<sup>th</sup> Avenue North interchange is open and operational, right turns onto Pinkie Road from 9<sup>th</sup> Avenue North westbound traffic will be closed.
- m) A connection from the Plan Area to the Regina Bypass shall be established in the location conceptually shown on Figure 9, with the proviso that:
  - i. Approval of the exact connection location and design is obtained from the Government of Saskatchewan.
  - ii. At-grade turning movements be limited to “right-in, right-out” only.
- n) Land shall be reserved for interchanges at Regina Bypass – Armour Road; Armour Road – Fairway Road and Armour Road – Courtney Street.
- o) Notwithstanding Policy 5.1.2(n), should the City determine that interchanges will not be constructed at Armour Road – Fairway Road or Armour Road – Courtney Street, the land may be developed in accordance with this Plan.
- p) At such time as an interchange is constructed at Regina Bypass - Armour Road, turning movements at Pinkie Road – Armour Road intersection will be restricted, as required by the Government of Saskatchewan.

Figure 9 – Road Network Plan

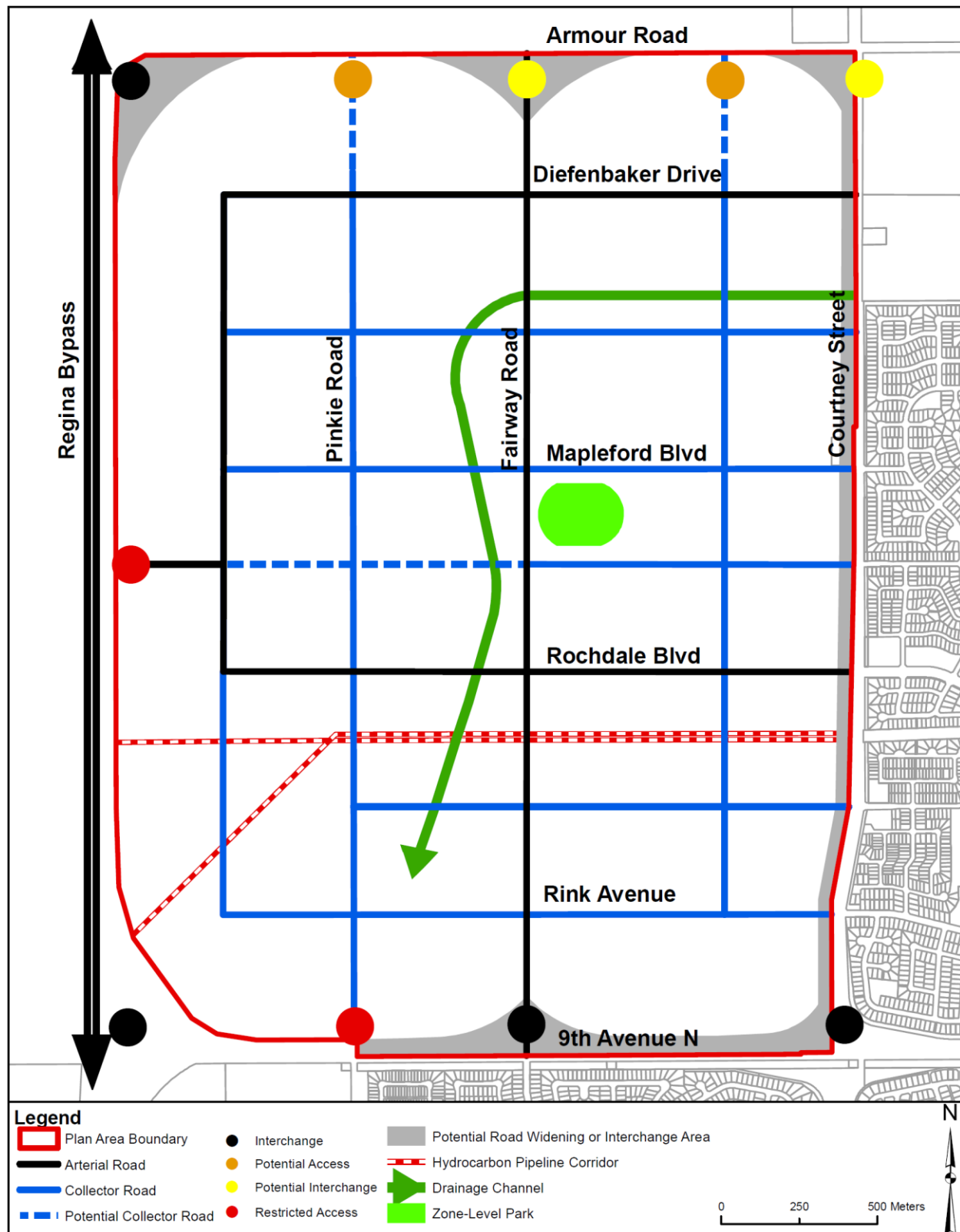
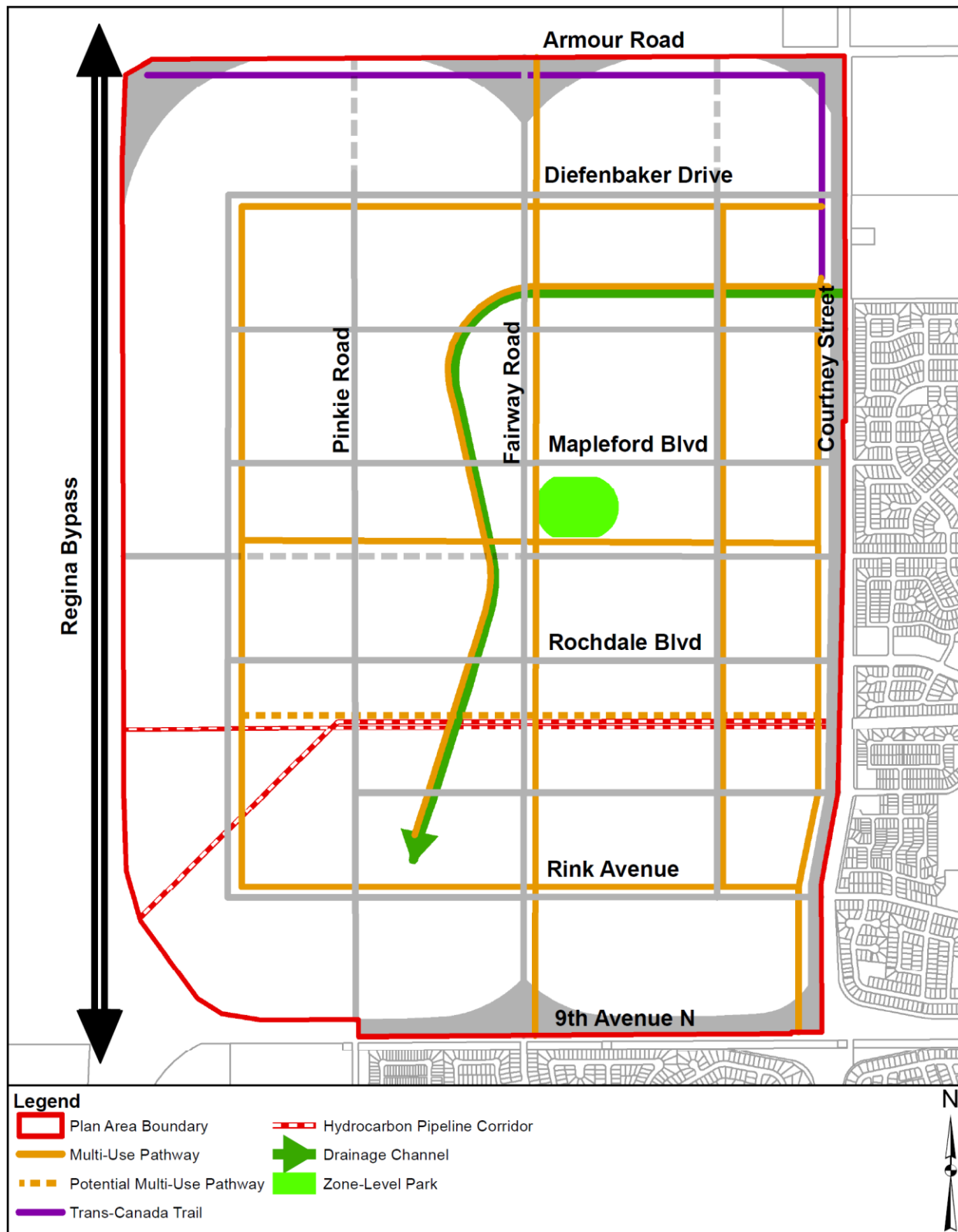


Figure 10 – Active Transportation Plan



## **5.2. Water Servicing**

### **5.2.1. Overview**

The Plan Area straddles two water pressure zones: the “Primary Pressure Zone”, which supplies the majority of the city, and the “North Pressure Zone”, which supplies water to the north (Figure 11). Through a water servicing analysis, which was undertaken in support of this Plan, the following major findings, relating to the provision of water servicing, have been identified:

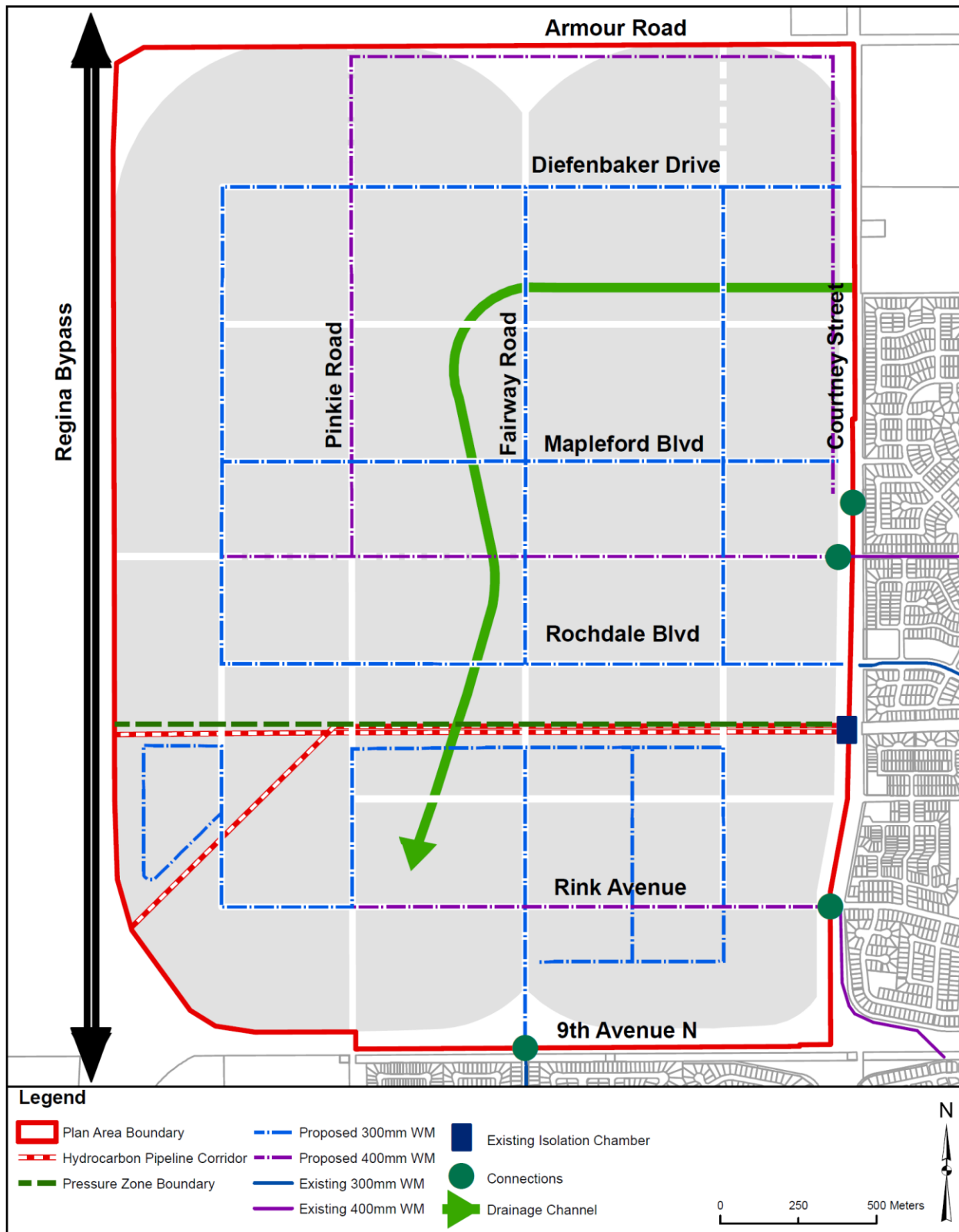
- The North Pressure Zone has capacity to accommodate additional development.
- The Primary Pressure Zone is operating at capacity; any additional development within the Primary Pressure Zone will result in a diminishing level-of-service (e.g. water pressure and fire flow) for existing neighbourhoods – especially neighbourhoods in the southeast.
- Upgrades to the city-wide water system will be required to realize the full build-out of the Coopertown Plan Area.

Further analysis of water servicing will be required at the concept plan stage; this analysis must be in conformity with this Plan and any applicable city-wide water master plan.

### **5.2.2. Policy**

- a) The location and size of major water lines, as well as pressure zone boundaries, shall be in general accordance with Figure 11 of this Plan; however, the City may permit an alternate network scheme without an amendment to this Plan being required.
- b) Infrastructure shall be sufficiently sized and include the appropriate stubs to accommodate adjacent development outside of the Plan area, as required by the City.
- c) Where a concept plan is required, a water servicing report shall be prepared for the subject area, prior to approval of the concept plan, which:
  - i. Establishes a strategy for delivering water service to the concept plan area.
  - ii. Demonstrates how the proposed water distribution network will tie in to the Plan Area system and, where applicable, city-wide system.
  - iii. Outlines the results of a water hydraulic network analysis, complete with the establishment of system demands and network routing, for the concept plan area, as well as for each development stage, where applicable.
  - iv. Demonstrates implications for city-wide water system level-of-service.
  - v. Identifies necessary upgrades, if applicable, to city-wide water systems.
- d) Where the City has a finalized city-wide water master plan that is in effect:
  - i. No concept plan shall be approved unless the proposed concept plan conforms with the applicable city-wide water master plan.
  - ii. The City may require, as a prerequisite for concept plan approval, where applicable, that a water servicing report for the Plan Area be prepared or revised, which is in conformity with the applicable city-wide water master plan.

Figure 11 – Water Servicing Plan



## **5.3. Wastewater Servicing**

### **5.3.1. Overview**

City-wide wastewater analysis indicates that the collection system, accommodating the neighbourhoods east and south of the Plan Area, as well as the city-wide system generally, would operate at capacity or near capacity during a design storm event. Facilities that are experiencing capacity limitations include: Westhill Lift Station (WHLS); Mapleridge Lift Station (MRLS); Northwest Trunk and the McCarthy Boulevard Pumping Station (MBPS), which is the main collection point for all wastewater flows prior to forcemain discharge to the wastewater treatment plant. Development of the Coopertown Plan Area would overload the existing wastewater system facilities, unless upgrades or the construction of new facilities is undertaken.

This Plan recognizes the need for one new wastewater lift/ pump station to accommodate the Coopertown Plan Area. As it is the City's preference that operation efficiency be enhanced by eliminating redundant, inefficient or aging facilities, there is potential to construct a new facility that can replace either, or both, the WHLS and the MRLS. This Plan supports, as a minimum, the decommissioning of the MRLS, as this facility has limited capacity and would require substantial upgrades in order to accommodate additional development and to meet design standards.

There are multiple options respecting the location of, and the catchment area for, the proposed new wastewater lift/ pump station. Through the preparation of a city-wide wastewater master plan, which will be completed in 2018, information will be available regarding catchment area options and implications for existing facilities. The new wastewater lift/ pump station will need to be designed to accommodate, initially, or through expansion opportunities, the MRLS catchment area, at a minimum. This facility may discharge directly to the McCarthy forcemains.

The City may consider allowing some of the Coopertown wastewater to discharge to the MRLS, as an interim measure; however, it must be demonstrated how additional capacity will be accommodated and how the affected catchment area can tie in to the "Coopertown system" following the decommissioning of the MRLS. It is the City's preference that all Plan Area development connect to the new Coopertown wastewater lift/ pump station at the outset.

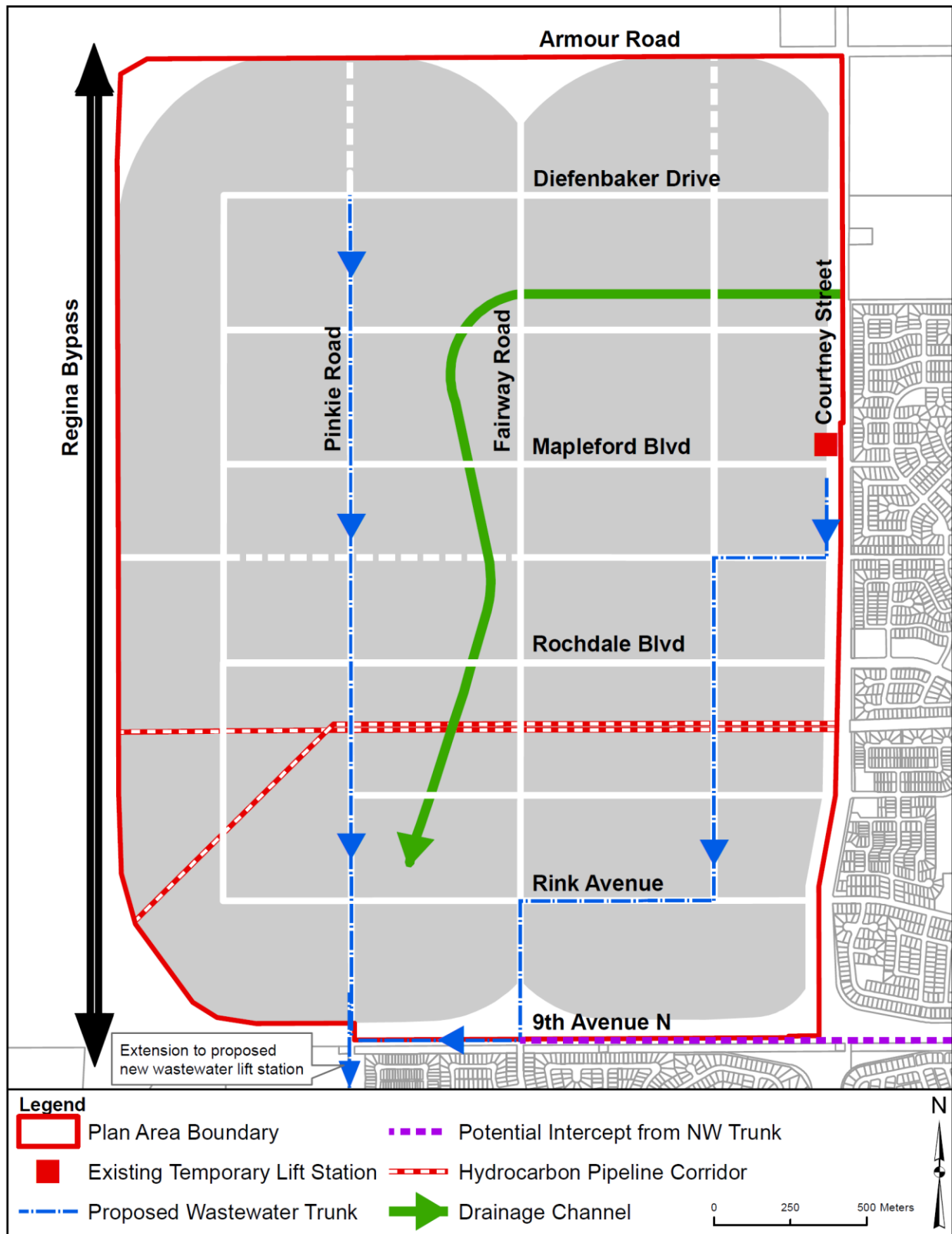
### 5.3.2. Policy

- a) The location of major wastewater infrastructure (e.g. mains and facilities) should be in general accordance with Figure 12 of this Plan; however, the City may permit an alternate network scheme without an amendment to this Plan being required.
- b) Where a new wastewater lift/ pump facility is required:
  - i. This facility should be strategically located in order to accommodate the largest and/ or most practical gravity-fed catchment area as possible.
  - ii. This facility, including the site area, shall, unless otherwise directed by the City, be sized and designed to accept wastewater flows as a result of the decommissioning of the Westhill and Mapleridge lift stations.
  - iii. This facility, including the site area, shall, if required by the City, be sized and designed to accommodate future expansion (e.g. to accept wastewater flows as a result of intercepting the Northwest Trunk).
  - iv. The force main outlet of the new facility shall be at a point along the McCarthy Boulevard Pumping Station force mains.
  - v. Only one new facility shall be permitted, except where the City, at its discretion, deems that an additional facility may be beneficial.
- c) The City will only allow the Mapleridge Lift Station (MRLS) to be used to accommodate Coopertown wastewater flows where it can be demonstrated, through the applicable concept plan process:
  - i. That the MRLS can accommodate the expected flows from the proposed development without creating additional issues or failures within the city-wide system (e.g. system surcharging or overload).
  - ii. How the MRLS shall be eventually decommissioned and how the affected area can connect to the Coopertown wastewater system, as shown on Figure 12.
- d) Notwithstanding Policy 5.3.2(c), at such time as the requisite Coopertown wastewater infrastructure (e.g. main or trunk line) is constructed immediately adjacent to the Mapleridge Lift Station (MRLS):
  - i. The areas utilizing the MRLS shall be required to connect to the Coopertown main/ trunk system by gravity.
  - ii. The MRLS shall be decommissioned and removed and the affected site remediated.
- e) Where the City has a finalized city-wide wastewater master plan that is in effect:
  - i. No concept plan shall be approved unless the proposed concept plan conforms with the applicable city-wide wastewater master plan.
  - ii. The City may require, as a prerequisite for concept plan approval, where applicable, that a wastewater servicing report for the Plan Area be prepared or revised, which is in conformity with the applicable city-wide wastewater master plan.

- f) Where a concept plan is required, a wastewater servicing report shall be prepared for the subject area, prior to approval of the concept plan, which:
- i. Establishes a strategy for collecting wastewater within the concept plan area.
  - ii. Demonstrates how the proposed wastewater collection network will connect to the Plan Area system and, where applicable, city-wide system.
  - iii. Outlines the results of a wastewater hydraulic network analysis, complete with the establishment of system flows and network routing for the concept plan area.
  - iv. Demonstrates implications for city-wide wastewater system level-of-service.
  - v. Identifies necessary upgrades, if applicable, to city-wide wastewater systems.



Figure 12 – Wastewater Servicing Plan



## **5.4. Storm Water Servicing**

### **5.4.1. Overview**

The intent of the storm water strategy is to provide a solution for accommodating the storm water drainage associated with the Plan Area, as well as existing drainage entering the Plan Area from adjacent lands, through two catchment areas. The majority of the Plan Area will be served by a large catchment area (“Catchment Area 1”) that includes, as the primary feature, a proposed drainage channel. A smaller catchment area (“Catchment Area 2”), located in the southeast, will discharge storm water to the existing 1200mm storm sewer on Fairway Road. (See Figure 13).

The two catchment areas are comprised of “sub-catchment” areas. These sub-catchment areas will detain storm water, through ponds or other facilities, before discharging, at a controlled rate, to their respective outlets. Detention may occur, as determined by the City through the concept plan process, within municipal utility parcels or municipal reserve parcels (parks). Potentially, two or more sub-catchment areas can share one detention facility.

The proposed drainage channel has the potential to accommodate some of the detention requirements for Catchment Area 1; however, the City would only consider this where a similar “hybrid drainage channel” (a drainage channel that accommodates both detention and conveyance) has been assessed and accepted. Should the drainage channel accommodate detention, the number and scale of other detention facilities can be lessened; however, the drainage channel, itself, may need to be larger than a conventional system.

Although it is expected that all lands within Catchment Area 1 will eventually discharge to the drainage channel, it is recognized that the drainage channel is a major project that may be constructed incrementally over-time. As an interim measure for Phase 1a (Figure 14), the City may consider a drainage strategy that does not require the drainage channel. Any interim system must be designed so that it can eventually connect to the permanent drainage channel.

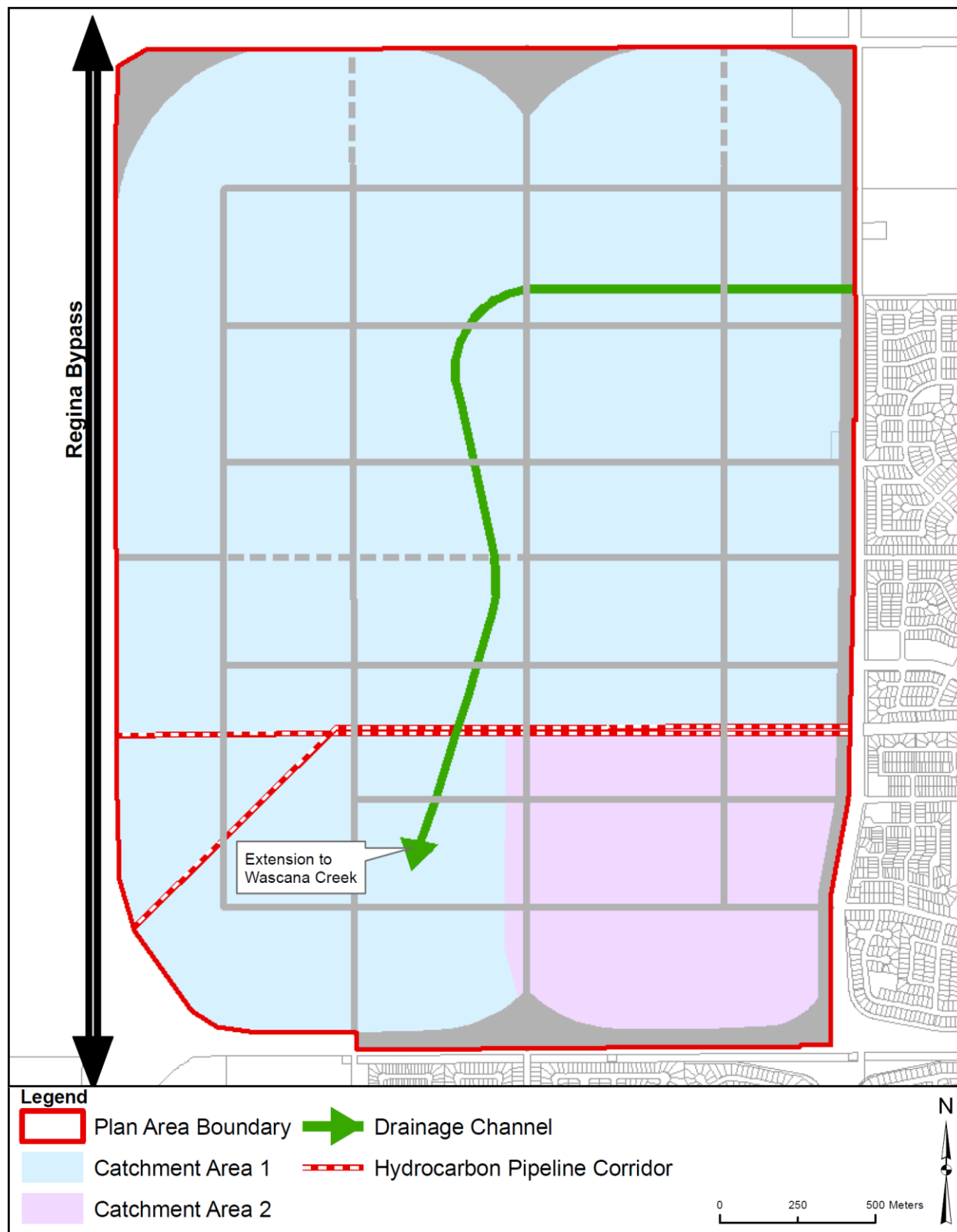
Further, more detailed, planning for the proposed storm water system shall occur at the concept plan stage. Through the concept plan process, the sub-catchment areas shall be verified (location, area and detention volume), including associated detention facilities and drainage routes.

#### 5.4.2. Policy

- a) The location of the drainage channel and the two major catchment areas should be in general accordance with Figure 13 of this Plan.
- b) The location of storm water detention facilities, and how land will be acquired or dedicated for these facilities, shall be determined through the concept plan process.
- c) Notwithstanding any other part or policy of this Plan, the City may allow the lands corresponding to Phase 1a, as shown on Figure 14, to be serviced through an interim storm water solution, that does not initially use the drainage channel, as shown on Figure 13, where it can be demonstrated that the proposed interim system:
  - i. Meets the requirements of the City, and any other applicable regulatory authority.
  - ii. Can be decommissioned and can connect to the permanent drainage channel.
  - iii. Will be owned and maintained by the developer, as per the City's *Servicing Agreement Fee and Development Levy Policy* (as amended).
- d) The proposed drainage channel, as shown on Figure 13:
  - i. Shall generally be constructed, incrementally, from south to north, and shall be fully constructed as part of the build-out of the "300K" Growth Area, as shown on Figure 14.
  - ii. Shall function as an amenity, in addition to a utility system, by including a multi-use pathway and associated landscaping and appurtenances (e.g. lighting, benches, etc.).
  - iii. Shall generally be dedicated as municipal utility parcel.
  - iv. May, at the City's discretion, be used to accommodate some of the storm water detention requirements for the Catchment 1 area lands, as shown on Figure 13.
- e) As a prerequisite for approval, pertaining to any proposed concept plan that includes the utilization of the drainage channel, as shown on Figure 13, it shall be demonstrated how:
  - i. The drainage channel will be designed (i.e. cross section showing: dimensions, side slopes, benching, access, pathway, conceptual landscaping, etc.).
  - ii. The design, depth and linear slope of the drainage channel will ensure that drainage, into Wascana Creek, can occur, in a "design storm" event, without creating adverse hydraulic conditions.
  - iii. The drainage channel can be constructed without negatively impacting: sub-surface infrastructure; 9<sup>th</sup> Avenue North or 9<sup>th</sup> Avenue North/ Bypass interchange; the aquifer; Wascana Creek.

- f) Notwithstanding any other part or policy of this Plan, the City will not allow the proposed drainage channel to accommodate any of the Plan Area storm water detention requirements, unless:
  - i. The City has determined, through an assessment of a similar “hybrid drainage channel” (i.e. a facility that accommodates storm water detention and conveyance) within the city (e.g. southeast linear detention facility), or elsewhere, that such a facility performs, or can perform, in a manner that is deemed acceptable to the City.
  - ii. A detailed engineering design and analysis is submitted that demonstrates how the proposed facility can effectively accommodate the detention and conveyance of the storm water associated with a particular drainage catchment area.
- g) Notwithstanding any other part or policy of this Plan, the City will not approve any concept plan, where the intent is to accommodate some or all of the storm water detention requirements within the drainage channel, as shown on Figure 13, unless the requirements set out in Policy 5.4.2(f) have been met to the City’s satisfaction.
- h) Where a concept plan is required, a storm water servicing report shall be prepared for the subject area, prior to approval of the concept plan, which:
  - i. Establishes a strategy for managing storm water within the concept plan area.
  - ii. Demonstrates how the proposed storm water network will connect to the Plan Area system and, where applicable, city-wide system.
  - iii. Outlines the results of a storm water hydraulic network analysis, including the establishment of system flows and network routing for the concept plan area.
  - iv. Verifies overall detention requirements for the Plan Area, as well as for the applicable concept plan catchment area and sub-catchment areas.
  - v. Identifies implications and, where applicable, upgrades for downstream (beyond Plan Area) storm water facilities.
  - vi. Demonstrates, where applicable, how the proposed storm water system will accommodate existing flows entering the Plan Area.

Figure 13 – Storm Water Servicing Plan



## **6. IMPLEMENTATION**

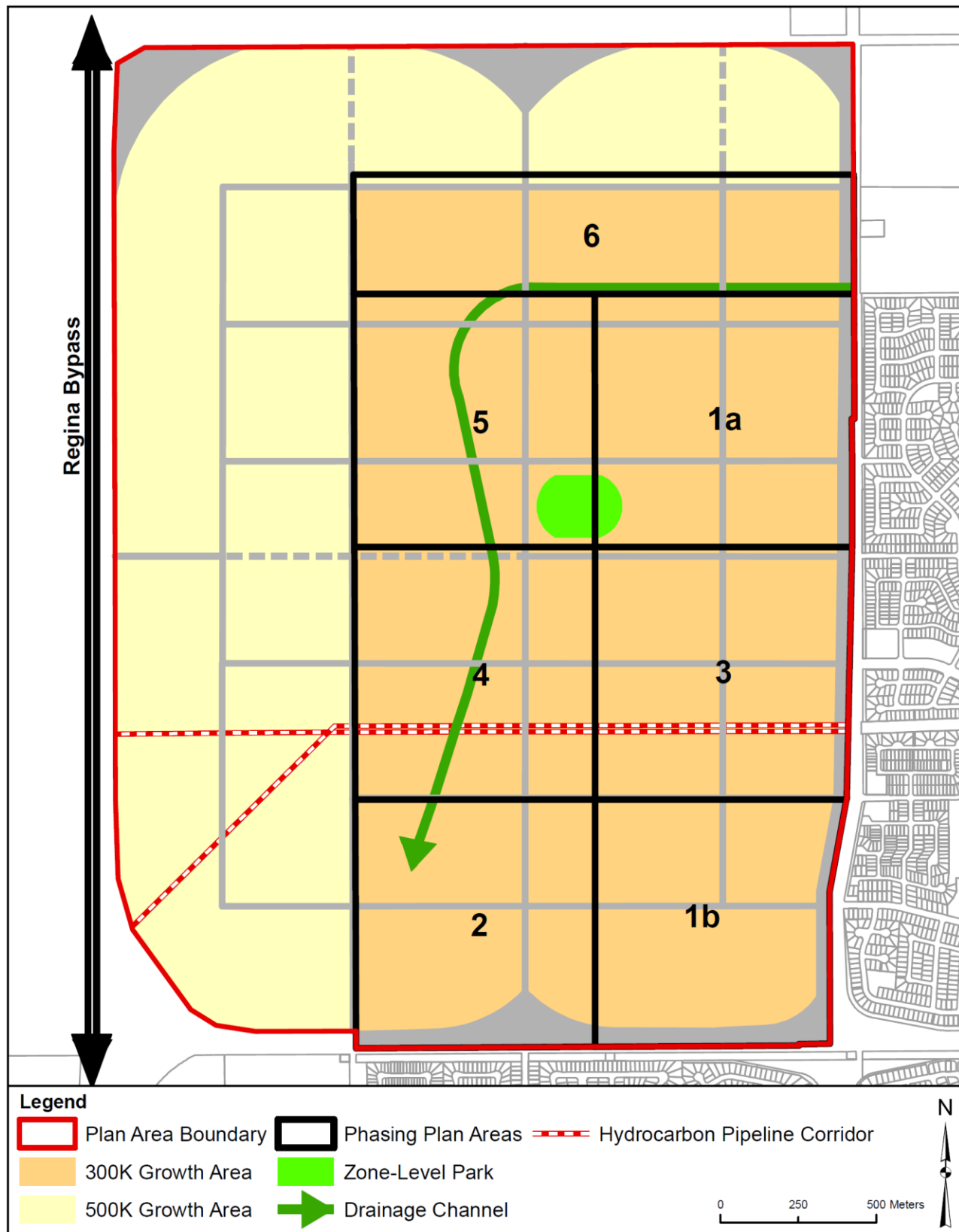
### **6.1. Overview**

This Plan provides high-level direction for more detailed planning: concept plans, rezoning, subdivision and development. As a prerequisite for rezoning, concept plans, which illustrate the specific location of land-use types, residential densities, open space and transportation networks, shall generally be required for the development of the phasing areas shown on Figure 14. The phasing of development shall be in general conformity with this Plan and shall conform with the phasing policies of OCP – Part A, which prevails over this Plan.

### **6.2. Policy**

- a) An approved concept plan, which substantially conforms with this Plan, shall be required as a prerequisite for rezoning approval, and shall be comprised of the following:
  - i. A land use plan, which illustrates the specific location of different types of streets, land-use, open space and residential densities.
  - ii. A circulation plan, which illustrates the specific location of the proposed street network and classification and, where required by the City: pathways and cycling routes, transit routes, signalized intersections.
- b) The phasing of development:
  - i. Shall be in conformity with the phasing plan and policies of *Design Regina: The Official Community Plan Bylaw No. 2013-48*.
  - ii. Should be in general conformity with the phasing scheme of this Plan, as shown on Figure 14; however, the City may approve variations without an amendment to this Plan being required where conformity with a servicing strategy can be demonstrated.
- c) Notwithstanding Policy 6.2(a) and (b), the City may allow rezoning and development, without a concept plan being required and notwithstanding the phasing scheme, to accommodate:
  - i. A public use.
  - ii. Utility or transportation infrastructure, etc.
  - iii. Development relating to the existing residential properties or agricultural operations.

Figure 14 – Phasing Plan









[Regina.ca](http://Regina.ca)

BYLAW NO. 2019-35

DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN  
AMENDMENT BYLAW, 2019 (No. 2)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw No. 2013-48, being *Design Regina: The Official Community Plan Bylaw* is amended in the manner set forth in this Bylaw.
- 2 Part B Secondary Plans is amended by adding the attached Appendix “A” after Part B.16.
- 3 Bylaw No. 2017-16, being *Design Regina: The Official Community Plan Amendment Bylaw, 2017 (No. 3)* is repealed.
- 4 This Bylaw comes into force on the date of approval by the Ministry of Government Relations.

READ A FIRST TIME THIS 24th DAY OF June 2019.

READ A SECOND TIME THIS 24th DAY OF June 2019.

READ A THIRD TIME AND PASSED THIS 24th DAY OF June 2019.

\_\_\_\_\_  
Mayor

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

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

CERTIFIED A TRUE COPY

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

Approved by the Ministry of Government Relations  
this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

\_\_\_\_\_  
Ministry of Government Relations

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

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

# Coopertown

## Neighbourhood Plan

### OCP – Part B.17

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## PART B.17

### Coopertown Neighbourhood Plan

Enactment			
		Date	Bylaw
<b>Approved</b>	City of Regina		
	Government of Saskatchewan		N/A
<b>Amended</b>			
<p>This Neighbourhood Plan forms part of:  <b><i>Design Regina: The Official Community Plan Bylaw No. 2013-48</i></b></p> <p>Enactment of this Neighbourhood Plan is authorized through Section 29 of:  <b><i>The Planning and Development Act, 2007</i></b></p>			

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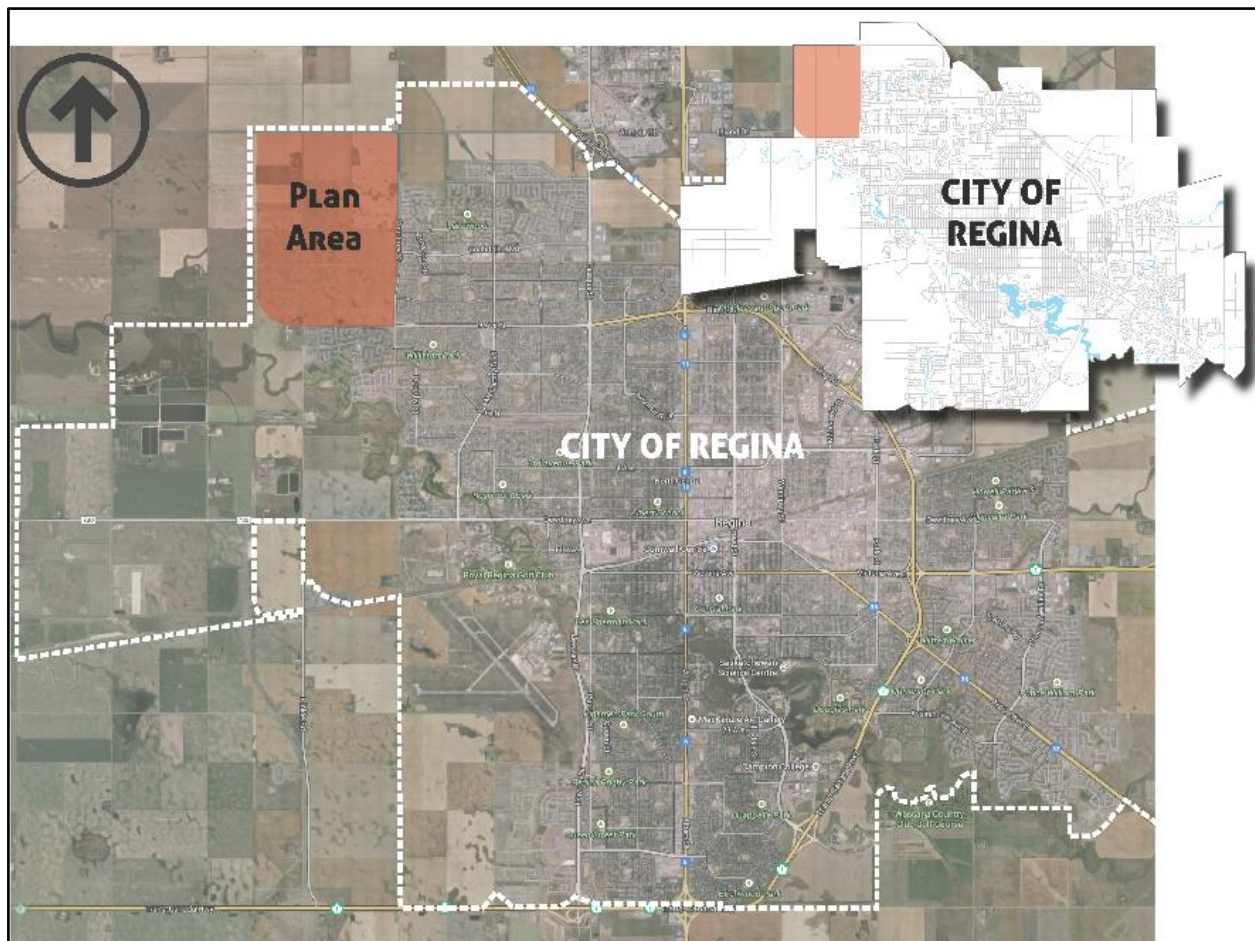
## 1. INTRODUCTION

### 1.1. Background

The intent of the Coopertown Neighbourhood Plan (“Coopertown Plan” or “Plan”) is to provide a policy framework for guiding the land-use, development and servicing of lands located in the northwest part of the city (“Plan Area”). The Coopertown Plan is a comprehensive policy document that will guide change over a long-term period and will provide direction for detailed planning through the concept plan, rezoning and subdivision processes.

### 1.2. Location

**Figure 1 – Location Context**



The Plan Area is approximately 744 hectares in size and is located in the northwest part of the City - framed by the Regina Bypass (west); 9<sup>th</sup> Avenue North (south); Courtney Street (east); Armour Road (north). Lands situated to the north and west are comprised of farmland, within the RM of Sherwood; lands to the south and east are comprised of built-out city neighbourhoods. The lands that comprise the Plan Area were incorporated into the City through multiple boundary alterations, including an alteration in 2014 where 520 hectares were added.

### 1.3. Regulatory Context

#### Planning and Development Act, 2007

The Coopertown Plan is a type of secondary plan and forms part of *Design Regina: the City's Official Community Plan Bylaw No. 2013-48* (Design Regina OCP). *The Planning and Development Act, 2007*, which is a statute of the Government of Saskatchewan (Province), provides the authorization for a municipality to enact an official community plan, and stipulates what an official community plan must and can address. Official community plans, and the process to adopt or amend an official community plan, must be in conformity with *The Planning and Development Act, 2007* and the associated *Statements of Provincial Interest* regulations.

#### Official Community Plan ("Design Regina OCP")

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

An important element of Design Regina OCP is the direction it provides respecting growth planning and phasing. The Growth Plan of the Design Regina OCP identifies the land requirements intended to accommodate a population of 300,000 ("New Neighbourhood"), as well as the land requirements for a population beyond 300,000 ("Future Long Term Growth") (Figure 2). The Plan Area includes both New Neighbourhood areas, as well as Future Long Term Growth areas. The Phasing Plan of the Design Regina OCP illustrates the phasing scheme pertaining to lands identified as New Neighbourhoods (Figure 3), which this Plan must be in conformity with.

#### Concept Plans, Rezoning and Subdivision

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



Figure 2 – OCP Growth Plan

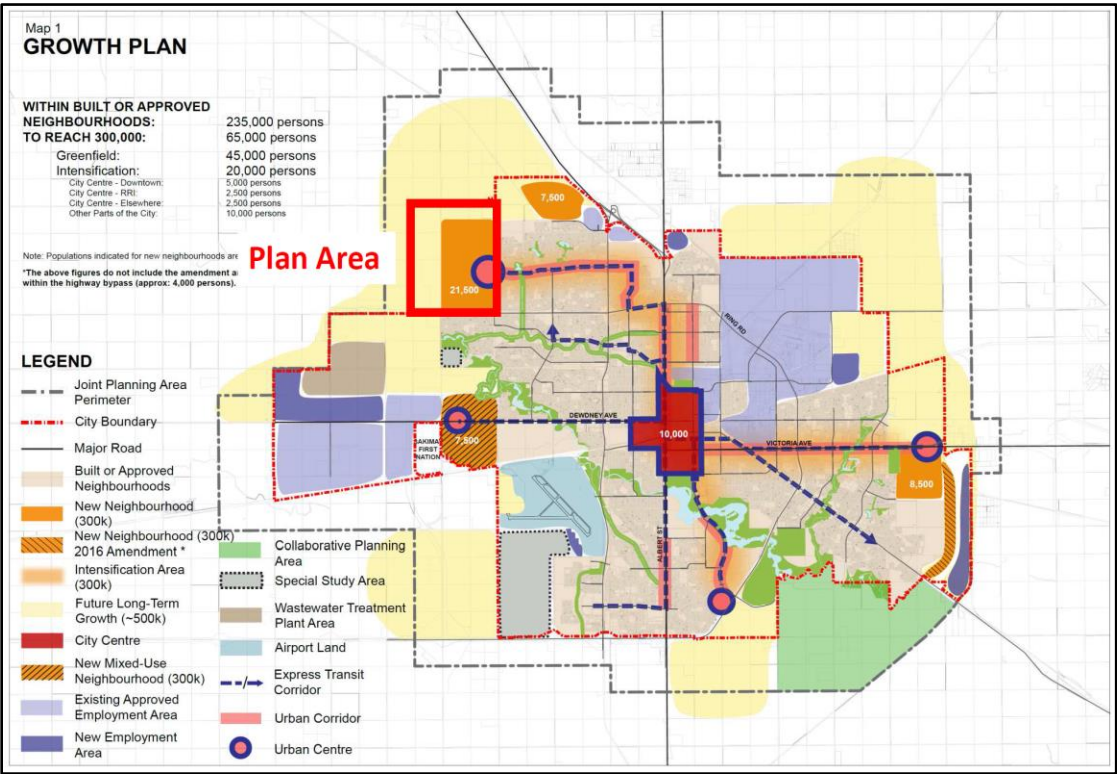
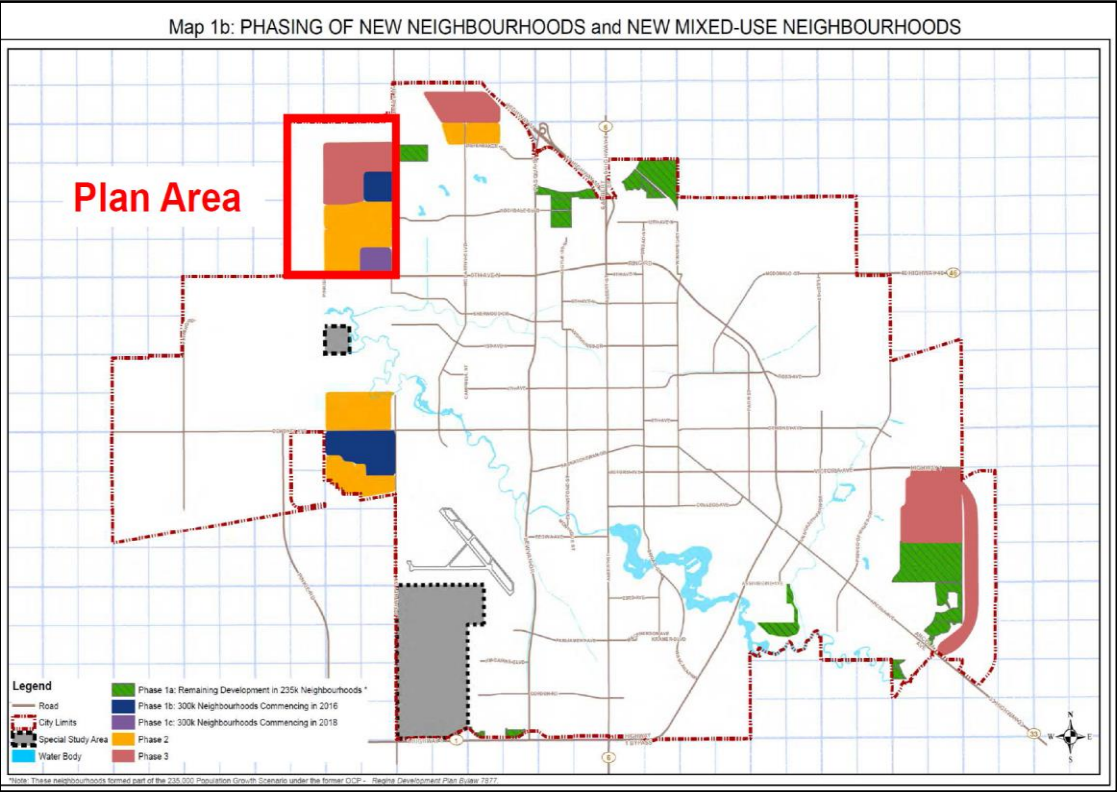


Figure 3 – OCP Phasing Plan





## 1.4. Interpretation

### Plan Timeframe

The Coopertown Plan is future-oriented and establishes the general pattern for how the Plan Area is to be developed over an extended period of time. Considering the time frame, the Plan policies and maps will generally be oriented towards the “New Neighbourhood” areas intended to accommodate part of the city’s 300,000 population (Figure 2). It is also expected that the land-use and servicing strategies may be subject to revisions over-time.

### Map Interpretation

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

### Policy Interpretation

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

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

### Use Interpretation

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

## **2. SITE CONTEXT**

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### **2.1. Topography**

The Plan Area's predevelopment character may be described as: relatively flat with an elevation range of 573 to 580 metres above sea level; consisting primarily of cultivated farmland (Canada Land Inventory "Class Two" [moderately high]) with scattered historical farm dwellings; having a surface drainage pattern from east to west, across the Plan Area, draining to Wascana Creek.

A geotechnical investigation was undertaken in June 2011, which covered part of the Plan Area. This report concluded that these lands were considered to be generally suitable for residential development. Further geotechnical investigation will be undertaken in coordination with phased developments within the Plan Area and will accompany concept plan submissions.

### **2.2. Environment**

The site is located in the 'Low Sensitivity' zone for aquifer protection as per the *City of Regina Zoning Bylaw No. 9250*. Although some development restrictions apply, the site is generally suitable for residential and commercial development from an aquifer sensitivity perspective.

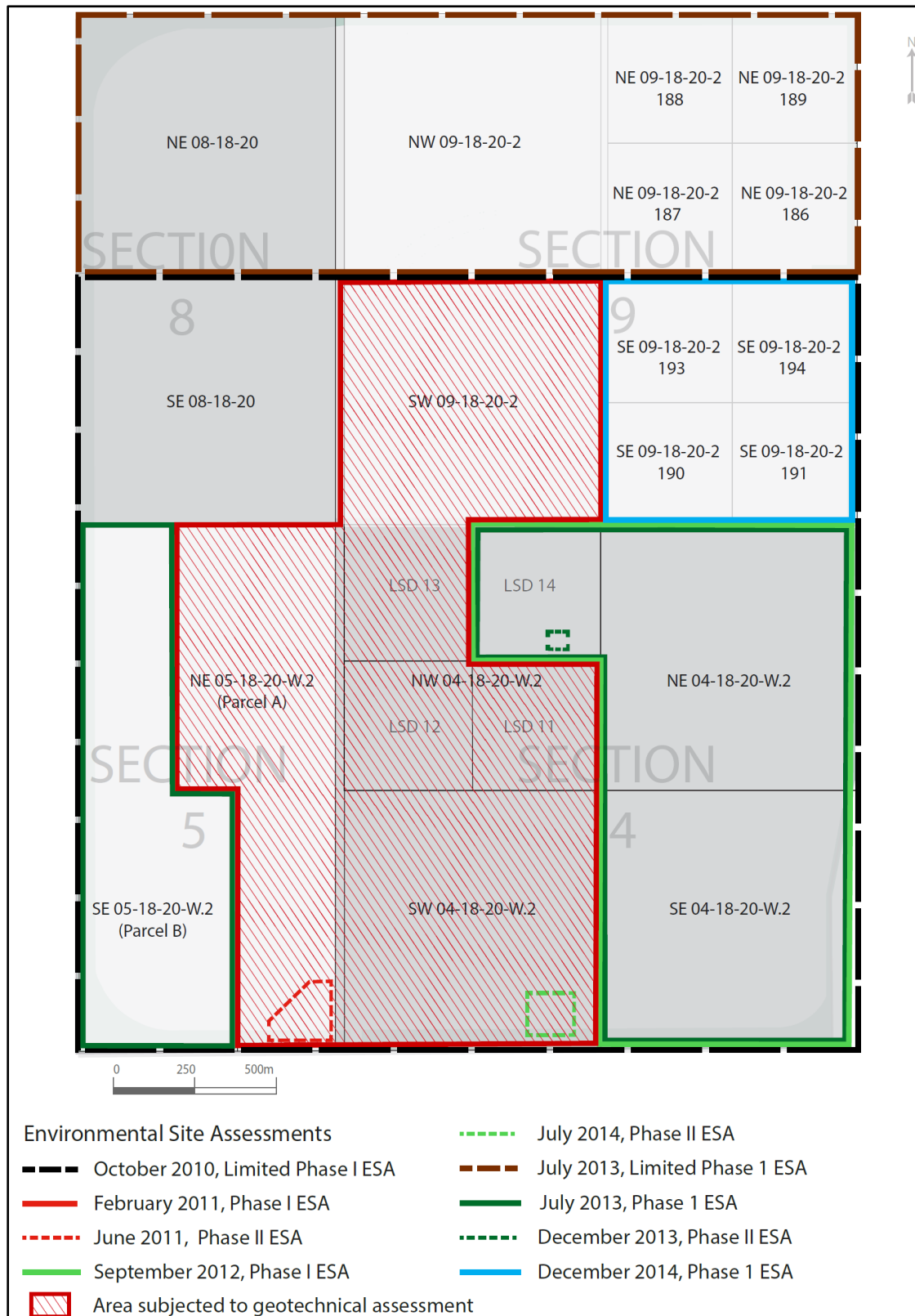
According to a search on the Saskatchewan Conservation Database, there are no noted species at risk or concern within the Plan Area. Further, there are no lands classified as environmentally sensitive within the site, as the lands have been subject to extensive agricultural cultivation over a prolonged period; however, there are pockets of mature vegetation and tree stands associated with former farm homes. Further assessment of wetland protection potential and the value of the existing tree stands may be required at concept plan stage.

A series of environmental site assessments (ESA) have been completed for the Plan Area to identify areas of environmental concern (e.g. contamination). A summary of completed ESAs and their findings and recommendations is outlined in Figure 4 and Table 1. As a result of Phase I ESA investigations, more detailed Phase II studies were undertaken for specific areas. There are no outstanding environmental concerns at this time, as per the additional Phase II ESA work; however, further investigation of Limited Phase I ESA areas will need to be undertaken.

### **2.3. Heritage Resources**

Three of the site's quarter-sections lie within Heritage Sensitivity overlay zones: NE-5-18-20-W2, SE-5-18-20-W2 and SW-9-18-20-W2. There are no listed heritage buildings on these sites, and the Heritage Conservation Branch of the Government of Saskatchewan has indicated that there are no known archaeological sites in direct conflict with the proposed development. The Heritage Conservation Branch has indicated, therefore, that they have no concerns with the development proceeding as planned and that a Heritage Resource Impact Assessment is not required.

Figure 4 – Environmental Assessment Summary



**Table 1 – Environmental Assessment Summary**

<b>Date</b>	<b>Report</b>	<b>Location</b>	<b>Findings and Recommendations</b>
<b>Oct 2010</b>	Limited Phase I ESA	NW Regina Lands Section 4-18-20-W2M, NE and SE Section 5-18-20-W2M, SE Section 8-18-20-W2M and SW and SE Section 9-18-20-W2M.	Potential soil and/or groundwater hydrocarbon contamination from oil and gas transmission lines and past petroleum activity.
<b>Feb 2011</b>	Phase I ESA	Wellman Estates LSD 11, 12 and 13 Section 4-18-20-W2M, SW 4-18-20-W2M, SW 9-18-20-W2M and Parcel A of Plan No. 89R66653 in Section 5-18-20-W2M	Recommendation to remove sludge and collect groundwater samples during decommissioning of septic disposal system, and to inspect machinery storage building sites for surface staining prior to development.  Phase II investigation required for potential soil and/or groundwater contamination from two former above-ground fuel storage tanks
<b>Jun 2011</b>	Phase II ESA	Wellman Estates Parcel A of Section 5-18-20-W2M	Fuel storage sites investigated. No additional investigation or remedial activity required.
<b>Sep 2012</b>	Phase I ESA	SE4-18-20-W2 EXT 4, NE-4-18-20-W2 EXT 1 and LSD 14-4-18-20-W2 EXT 82	Phase II investigation will be required to determine impacts of former fuel storage tanks (potential for hydrocarbon contamination), and impacts of debris in dugout located on the site
<b>Jul 2013</b>	Full and Limited Phase I ESA	Portions of Sections 4, 5, 8 & 9-18-20-W2M	Phase II investigation required for a dugout containing debris which may have impacted soil and surface water.
<b>Dec 2013</b>	Phase II ESA	LSD 14, NW ¼, Sec 4, Twp 18, Rge 20, W2M	No surface water present and no soil impacts associated with the debris.  Removal of debris from dugout recommended with no further investigation required.
<b>Jul 2014</b>	Phase II ESA	SE-4-18-20-W2 EXT 4	No evidence of hydrocarbon contamination on subject property. No further investigation necessary
<b>Dec 2014</b>	Phase I ESA	SE-09-18-20-W2M	Low potential of contamination at the Subject Site and neighbouring properties.  No further investigation to quantitatively assess for contamination at the Subject Site is recommended.

## 2.4. Existing Development

The majority of the Plan Area is comprised of cultivated farmland. Associated with the agricultural use, are several farmstead sites that are no longer occupied, but that still contain former dwellings, out buildings and stands of mature vegetation. Through the concept plan process, the merit of retaining and incorporating existing farmstead vegetation should be considered. As noted in Figure 4 and Table 1, some of these farmsteads were subject to environmental investigation to determine the existence of potential contamination, and other risks; however, no significant issues requiring remediation were identified.

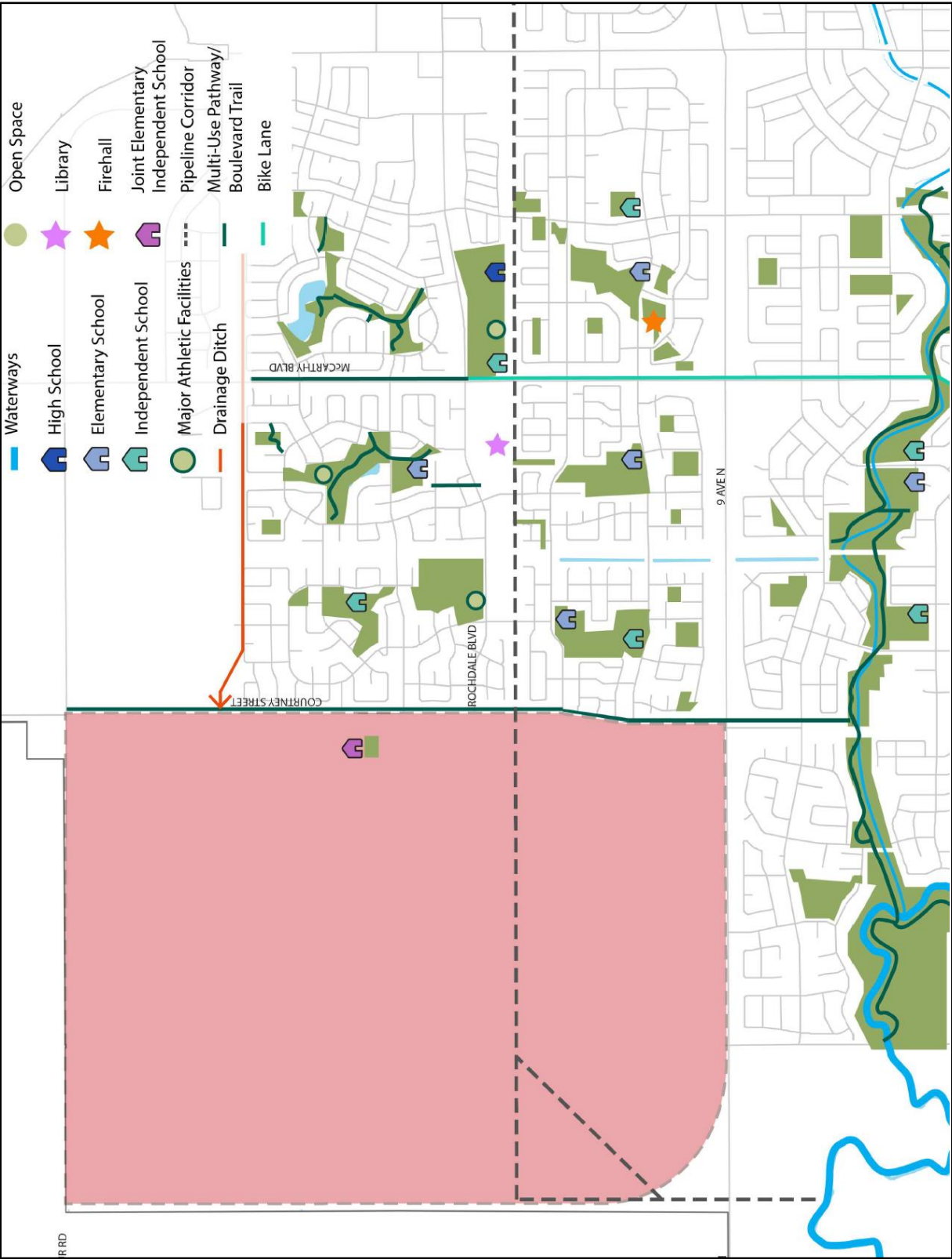
At the time this Plan was adopted, active built features within the Plan Area included: a church (Rosewood Park Alliance Church), a joint-use school (Plainsview School and Saint Nicholas), a City owned waste water facility (Mapleridge Lift Station) and four residential acreages. These developments are primarily located in the north part of the Plan Area (Figure 6).

## 2.5. Civic Uses and Amenities

As shown on Figure 5, there are a number of existing parks, schools, recreation facilities and other civic uses in close proximity to the Plan Area. Major nearby facilities include:

- A zone level park, which is located approximately 1 km away, in the Lakewood neighbourhood.
- The Northwest Leisure Centre located in the neighbourhood of Rochdale Park, as well as the Lakeridge Sports Park located in the Gardenridge neighbourhood.
- Fire Station #6 located at 303 Rink Avenue, which is the nearest to the Plan Area;
- The Michael A. Riffel and Winston Knoll Collegiate high schools, which are located approximately 2 km away, in the Garden Ridge neighbourhood.
- The North Storm Channel Pathway network, which is located approximately 600 metres to the south of the Plan Area, as well as the North West Link Multi-use Pathway, which is located adjacent to Courtney Street.

Figure 5 – Existing Civic Uses & Amenities



## **2.6. Existing Utilities**

### **2.6.1. Hydrocarbon Pipeline**

A hydrocarbon pipeline corridor traverses the Plan Area from east to west (Figure 6). An analysis of potential risks associated with these pipelines was undertaken in 2012. This risk analysis assessed potential annual individual fatality risks from pipelines, based on a major incident, using the individual risk intensity (IRI) measure based on the Major Industrial Accident Council of Canada (MIACC) thresholds utilized by the City of Regina.

A '1 in 1 million' ( $10^{-6}$ ) risk is the assumed risk threshold. A corresponding area, associated with this risk threshold, has been mapped and superimposed on the Plan Area. This area includes a 120 metre buffer on either side of the South Saskatchewan Pipeline (east corridor), a 60 metre buffer on either side of the South Saskatchewan Pipeline (southwest corridor) and a 10 metre buffer on either side of the IPL (west corridor). The  $10^{-6}$  risk contour line and measurements are shown in Figure 6. All pipeline buffers are measured from the edge of the legal easement. Residential development must be limited to low and medium density, ground-oriented housing within the 1 in 1 million risk contour zone and public assembly or institutional uses are to be avoided in close proximity to the pipelines. In the event that the usage or conditions of the pipeline facilities are subject to change, the City may require new risk assessments.

### **2.6.2. Telecommunication**

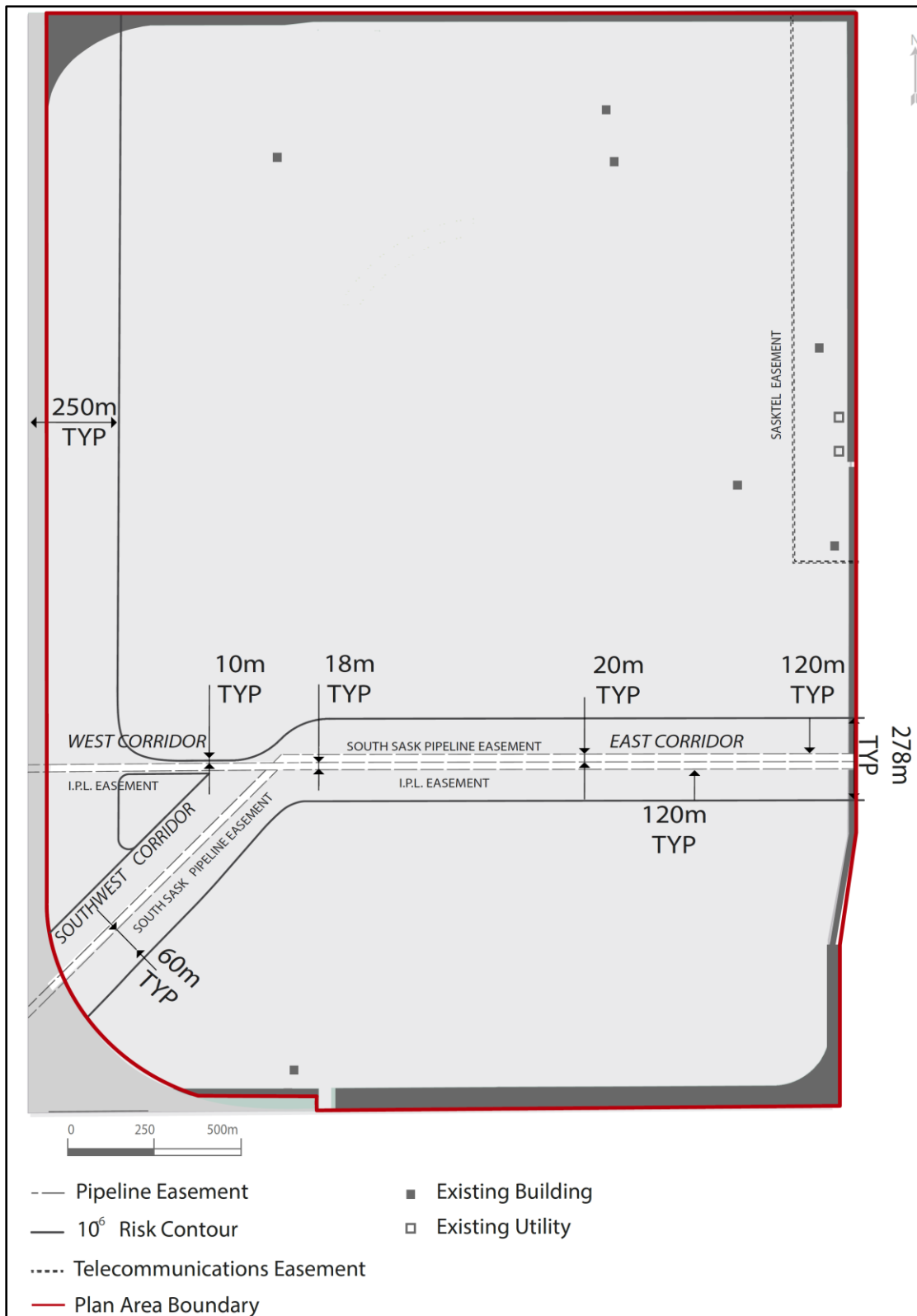
There is a 5-metre wide easement for a Saskatchewan Telecommunications (SaskTel) buried telecommunication cable in the northeast of the Plan Area, and there is a SaskTel communication tower located adjacent to Courtney Street, 150 metres north of the Mapleford Gate intersection.

### **2.6.3. Storm Water Facilities**

Existing storm water facilities in the Plan Area include a detention pond and a natural drainage course. The detention pond is located on the west side Courtney Street, at approximately Dalglish Drive, and accommodates surface stormwater runoff from Courtney Street and east of Courtney Street. During major rain fall events, this pond will spill over into the Plan Area.

The drainage course is located approximately 950m north of Whelan Drive and runs, generally, from east to west across the Plan Area. This drainage course drains the existing agricultural land, as well as an area of land east of Courtney Street, and channels the water in a westward direction, into the RM of Sherwood, before eventually intercepting with Wascana Creek. The intent of this Plan is to divert storm water runoff into the proposed new drainage channel, which will render this natural drainage course as unnecessary in terms of accommodating storm water.

Figure 6 – Setbacks &amp; Features





### 3. VISION & CONCEPT

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#### 3.1. Vision

As a *complete community*, the community is comprised of neighbourhoods that are diverse, distinct, compact and walkable. All neighbourhoods are interconnected through a network of streets, pathways and open space that support walking, cycling and driving. The community is further enhanced through an array of schools, parks, recreation facilities and shopping hubs.

#### 3.2. Concept

The Coopertown Plan supports a community reflecting the following design elements:

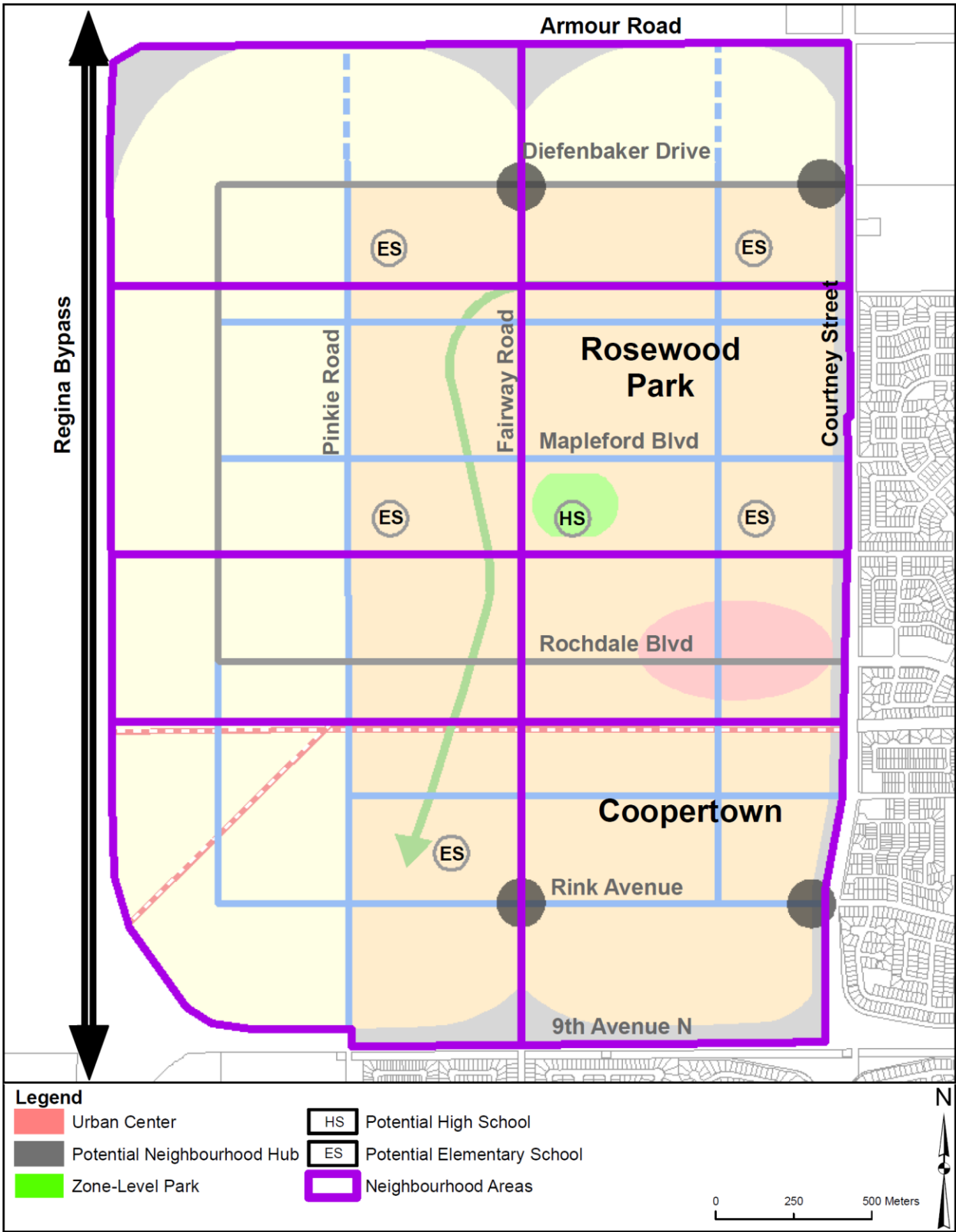
- Neighbourhoods that support a diversity of residential options, centred around a focal area that includes park space, schools and local commercial opportunities.
- An “Urban Centre” that serves as a major shopping and social destination, with a broad mix of uses, and that caters to a customer base equating to the northwest part of the city.
- A “Neighbourhood Hub(s)” that serves as a shopping destination for daily needs and conveniences and that caters to a customer base equating to adjacent neighbourhoods.
- A transportation system that includes multi-modal travel options, including active transportation and transit networks, and that supports a high level of pedestrian mobility through an interconnected, permeable, grid of streets, blocks.
- An open space system that includes an array of recreation opportunities, including a centrally located zone-level park, linked through a multi-use pathway systems.

#### 3.3. Population

**Table 2 – Population (Minimum)**

	<b>New Neighbourhood Area (300K) <sup>1</sup></b>	<b>Future Long-Term Growth Area (500K) <sup>1</sup></b>	<b>Total</b>
<b>Total Land Area</b>	435 ha	309 ha	744 ha
<b>Pipeline Corridor</b>	6 ha	3 ha	9 ha
<b>Gross Developable Residential Area <sup>2</sup></b>	429 ha	306 ha	735 ha
<b>Min Population <sup>3</sup></b>	21,450	15,300	<b>36,750</b>
<sup>1</sup> See Figure 8 <sup>2</sup> GDRA is arrived at by subtracting the Pipeline Corridor area from the Total Land Area <sup>3</sup> Minimum population is based on the minimum density requirement of 50 people per hectare of GDRA			

Figure 7 – Neighbourhood Areas



## 4. LAND-USE STRATEGY

### 4.1. Overview

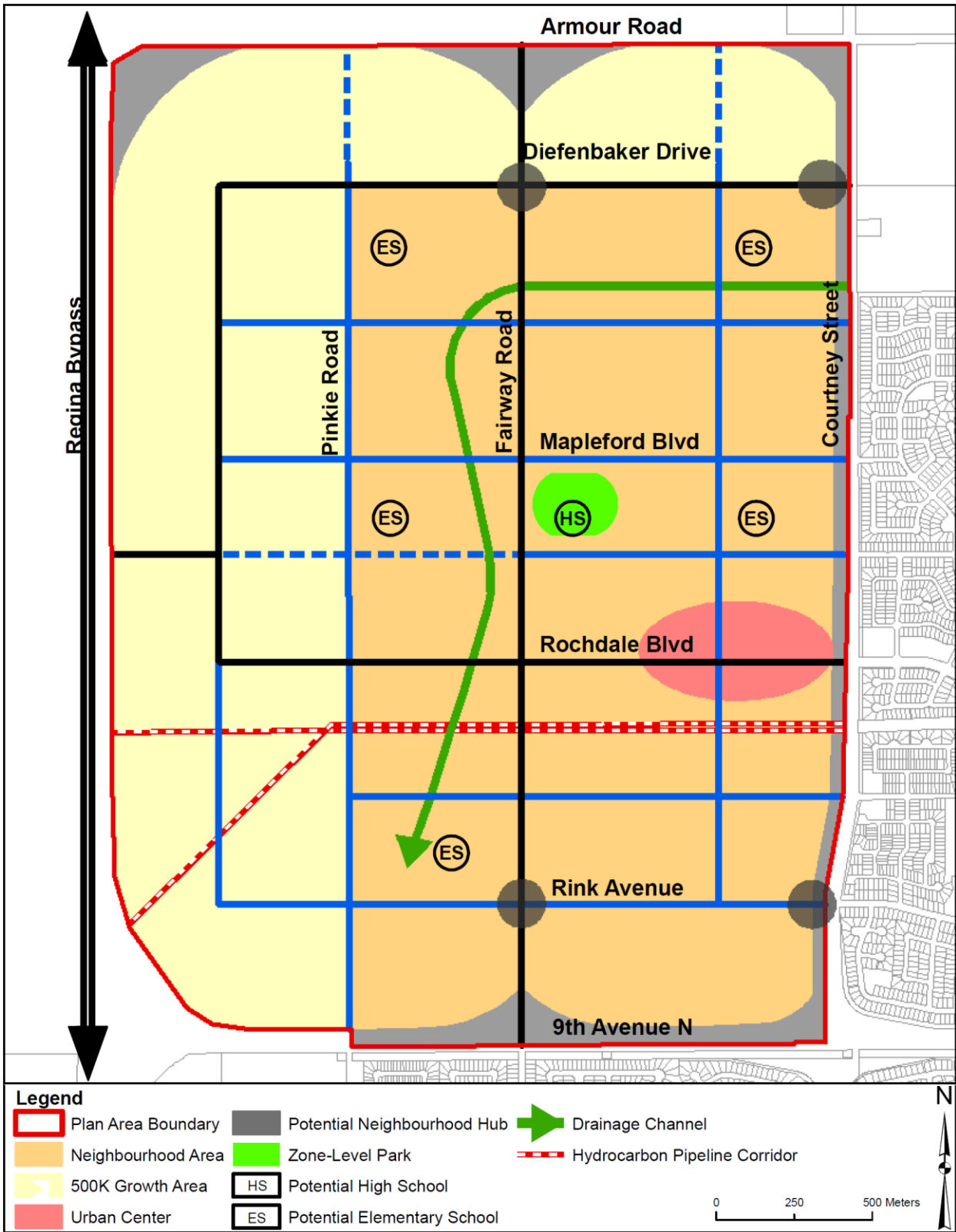
The purpose of this section is to provide an overview of, and policies for directing, the future land-use and design concept for the Plan Area. The Land-Use Plan (Figure 8) shows the general distribution of land-uses and major open space and roadway features; the Land-Use Allocation table (Table 3) outlines the amount of land allocated for each land-use type.

The Land-Use Plan is the key guiding instrument for illustrating and directing the land-use composition of the Plan Area over time; however, the location of various land-use categories shown is approximate and conceptual. Concept plans must be in general conformity with the Land-Use plan and will specify the precise location of land-use categories.

**Table 3 – Land Use Allocation**

	<b>New Neighbourhood Area (300K)</b>		<b>Future Long-Term Growth Area (500K)</b>		<b>Total</b>	
<b>LAND USE</b>	<b>Hectares</b>	<b>% of Total</b>	<b>Hectares</b>	<b>% of Total</b>	<b>Hectares</b>	<b>% of Total</b>
<b>Development Area<sup>1</sup></b>	335.46	77.12%	278.06	89.99%	613.52	82.46%
<b>Zone Level Park<sup>2</sup></b>	10.00	2.30%	N/A	N/A	10.00	1.34%
<b>Drainage Channel<sup>3</sup></b>	20.00	4.60%	N/A	N/A	20.00	2.69%
<b>Pipeline Corridor</b>	6.00	1.38%	3.00	0.97%	9.00	1.21%
<b>Major Roadways<sup>4</sup></b>	39.54	9.09%	11.94	3.86%	51.48	6.92%
<b>Road Widening &amp; Interchange Areas</b>	24.00	5.52%	16.00	5.18%	40.00	5.38%
<b>Total</b>	<b>435.00</b>	<b>100.00%</b>	<b>309.00</b>	<b>100.00%</b>	<b>744.00</b>	<b>100.00%</b>
<sup>1</sup> Includes, where applicable: neighbourhood-level parks, streets and lanes, urban centre, neighbourhood hubs <sup>2</sup> Assumed land area: 10 ha (however, could range from 10-15 ha) <sup>3</sup> Assumed land area: 20 ha (however, estimate only - actual area subject to detailed design) <sup>4</sup> Assumed width, arterials: 30m; collectors: 22m						

Figure 8 – Land Use Plan



## 4.2. Neighbourhood Area

### 4.2.1. Overview

Lands shown, on Figure 8 (Land-Use Plan), as “Neighbourhood Area” shall be reserved for future neighbourhood areas that include a diversity of residential types, parks and open space, local commercial and appropriate civic, recreation and institutional uses. The Neighbourhood Area should be comprised of 8 new neighbourhoods that are defined and comprehensively planned through the concept plan process. Each new neighbourhood should reflect a unique “sense-of-place”; be framed around a central focal area; include a diversity of appropriate land-use types and embody a high-level of interconnectivity, both internally and with adjacent neighbourhoods.

### 4.2.2. Policy

- a) Lands identified as Neighbourhood Area, as shown on Figure 8, may include the following land-uses: residential, local commercial, parks and open space, public, civic, recreational and institutional uses.
- b) Individual neighbourhood units, as conceptually shown on Figure 7, shall:
  - i. Include a variety of housing types and densities.
  - ii. Include a neighbourhood focal area comprised of one or any of the following: park, school, local commercial node.
  - iii. Be designed in accordance with a grid or modified grid street/ block pattern.
- c) Where higher density residential development is proposed, it should be:
  - i. Located in close proximity to transit facilities and amenities (e.g. local commercial, urban centre, neighbourhood hubs).
  - ii. Strategically located to frame important intersections and focal areas.
  - iii. Separated from low density residential development through an interface transition, such as medium density residential development, open space, etc.
- d) Where residential is developed adjacent to an arterial or collector roadway:
  - i. The residential lots should front on to the roadway, where the road is designed to function as a multi-modal corridor with landscaped buffers/ sidewalks.
  - ii. Direct access to the roadway, from the lot, should be generally prohibited.
- e) Where local commercial is proposed, it should be:
  - i. Clustered and form part of the neighbourhood hub or focal area or be oriented adjacent to a strategic roadway intersection.
  - ii. Be framed by higher density residential development.
  - iii. Allow for such uses as: convenience stores, restaurants, cafes, small-scale office, local service, and other similar uses, as per Zoning Bylaw.
- f) Institutional and residential development, excepting low and medium density ground-oriented residential development, shall be prohibited from locating within the pipeline and Regina Bypass setback areas ( $10^{-6}$  risk contour areas), as shown on Figure 6.

- g) Notwithstanding Policy 4.2.2(f), should the use or intensity of use of the pipeline corridor change, the City may require that a risk assessment be undertaken to support a rezoning or concept plan application and that the setbacks correspond to the risk assessment.
- h) The setback distances for proposed new development adjacent to the Regina Bypass shall be in accordance with the requirements of the City and the Government of Saskatchewan.

### **4.3. Centre and Hubs**

#### **4.3.1. Overview**

The Coopertown Plan supports a spectrum of commercial nodes intended to accommodate a range of shopping and lifestyle needs. The Urban Centre, which is located along Rochdale Boulevard, is intended to support a broad spectrum of shopping and lifestyle needs, which cater to a city-wide population. The Neighbourhood Hubs are intended to support shopping and lifestyle needs that cater to the residents of the surrounding neighbourhoods. Local commercial is addressed through Section 4.2 of this Plan and is intended to provide everyday shopping needs, within a walking distance, for the neighbourhood that it is located. In all contexts, residential is also supported to ensure that these nodes are vibrant, walkable, mixed-use environments.

#### **4.3.2. Urban Centre Policy**

- a) Lands identified as Urban Centre, as shown on Figure 8, may include the following land-uses: commercial, office, residential, mixed-use buildings, public, civic, recreational and institutional.
- b) Residential development adjacent, or in close proximity to, Rochdale Boulevard, within the Urban Centre, shall be limited to high and medium density development.
- c) The City may consider the development of a park (City owned) within the Urban Centre; however, only where it can be demonstrated that:
  - i. There is a long-term, viable solution for keeping the park programmed and activated.
  - ii. The priority recreation and open space needs for the Plan Area can still be met.
  - iii. The park will be framed by high density residential or vertical mixed-use buildings (direct frontage or street separated).

#### **4.3.3. Neighbourhood Hub Policy**

- d) Only two Neighbourhood Hubs shall be permitted in the Plan Area (one in north and one in south), in accordance with the location options shown on Figure 8.
- e) Neighbourhood Hubs shall be limited to the following land-uses: commercial, office, residential, mixed-use buildings, public, civic, recreational and institutional.
- f) Notwithstanding Policy 4.3.3(e), large-format retail is prohibited, excepting grocery stores.
- g) The size and scale of a Neighbourhood Hub should not exceed what is necessary to accommodate the shopping needs of immediately adjacent neighbourhoods.

## 4.4. Open Space

### 4.4.1. Overview

The Plan Area will include an array of park and open space features, which are interconnected through an active transportation (walking and cycling) network. Parks will be strategically located to serve population catchment areas; to act as neighbourhood focal points and to synergize with compatible land-uses. The location, size and function of parks will be determined through the concept plan process and will be in accordance with all applicable policies and standards.

Neighbourhood-level parks will provide space for multipurpose sport fields, as well as complementary unscheduled recreation activities, such as playgrounds, sport courts, and general lawn-based recreation, etc. As an integral component of all Coopertown neighbourhoods, neighbourhood-level parks will be centrally located and highly visible and accessible.

In addition to neighbourhood-level parks, it is anticipated that the Plan Area will include specialized park space, including a zone-level park, dog park(s) and the potential for an “urban plaza” style park. The zone-level park will be a major feature within the Plan Area and will provide space for multiple multi-purpose sports fields, as well as sports courts, skating areas and a skateboard facility. As the zone-level park is a major feature of significant size, it may be necessary to allocate municipal reserve land from other Coopertown neighbourhoods as a means of acquiring the requisite amount of land.

**Table 4 – Municipal Reserve Requirements**

<b>Municipal Reserve (MR) Dedication Summary</b>			
	<b>New Neighbourhood Area (300K)</b>	<b>Future Long-Term Growth Area (500K)</b>	<b>Total</b>
<b>Total Area</b>	435 ha	309 ha	744 ha
<b>Deductible Lands <sup>1</sup></b>	26 ha	3 ha	9 ha
<b>Net Area <sup>2</sup></b>	409 ha	306 ha	715 ha
<b>MR Owed <sup>3</sup></b>	40.9	30.6 ha	71.5 ha
<sup>1</sup> Lands exempt from MR dedication: Pipeline Corridor; Drainage Channel <sup>2</sup> Total lands subject to MR dedication (approximate estimate only) <sup>3</sup> 10% of lands subject to MR dedication, as per <i>Planning and Development Act</i> . Note: <ul style="list-style-type: none"> <li>Mixed-use area (e.g. Urban Centre and Neighbourhood Hubs) subject to 10% MR</li> <li>MR dedication shall be refined through concept plan process and confirmed through subdivision process</li> </ul>			



#### 4.4.2. Policy

- a) An array of park types shall be developed within the Plan Area in accordance with this Neighbourhood Plan; an approved concept plan; all applicable policies and standards.
- b) The location, size and function of proposed open space features shall be substantially determined through the concept plan process and further reviewed and refined through the subdivision approval process.
- c) Notwithstanding Policies 4.4.2(a) and (b), new neighbourhoods shall include, as the highest priority for park planning, a park(s) supporting schools, where required; recreation facilities (e.g. multi-purpose sports fields).
- d) Through the concept plan review process, the need for a dog park shall be considered and, should the need be confirmed, the City may require that the requisite land be provided through municipal reserve dedication.
- e) A zone-level park shall be developed within the Plan Area, and this zone level park:
  - i. Shall generally be located as shown on Figure 8; however, the precise location and size shall be determined through the applicable concept plan process.
  - ii. Shall be designed and/or located in such a manner so that there are no safety concerns necessitating reduction in speed along nearby adjacent arterial roadways.
  - iii. May require that municipal reserve lands, or cash-in-lieu of municipal reserve lands, from other neighbourhoods be used to acquire the requisite amount of land needed to accommodate the zone level park.
- f) The area shown conceptually on Figure 8 as “Pipeline Corridor” shall not constitute municipal reserve, environmental reserve or municipal utility parcel; however, the City may accept ownership of this area where:
  - i. The landowner agrees to voluntarily transfer the land to City ownership.
  - ii. It is demonstrated how the corridor can serve as a landscaped recreation facility.
  - iii. The landowner, prior to transferring land to City ownership, agrees to construct amenities and/ or landscaping in accordance with a City approved landscaping plan.
- g) Through the applicable concept plan process, where applicable, existing tree stands, associated with former farmyard/ dwelling sites, should be assessed for their value as a community amenity, and their retention considered.
- h) The City will only allow storm water to be detained within park space where it can be demonstrated, through a storm water facility impact study submitted prior to subdivision approval, that the storm water detention will not negatively affect the primary function of the park as a highly accessible, visible and active recreation space.
- i) All neighbourhood-level parks should be bound by streets, other forms of public or quasi-public space on all sides.

- i) A landscaped buffer should be established along, and abutting, all peripheral roadways of the Plan Area that abut a proposed residential subdivision in accordance with:
  - i. The City's Subdivision Bylaw (Bylaw No. 7748, or as amended), or
  - ii. A solution, satisfactory to the City, which results in the establishment of an interface that includes tree and shrub plantings sufficient to provide a visual screen between the roadway and adjacent properties.

## **4.5. Civic and Institutional Uses**

### **4.5.1. Overview**

Civic and institutional uses include schools, libraries, emergency services facilities, medical clinics, etc., and are important components of complete communities. The need for civic and institutional uses shall generally be determined through the concept plan review process. As important components of the community, the location of civic and institutional uses should ensure that they are easy to get to, from the perspective of walking, cycling, driving and transit; synergize with other compatible land-uses and contribute, aesthetically, to the urban realm.

### **4.5.2. Policy**

- a) The need for, and location, of civic and institutional uses, such as schools, libraries, emergency services station, medical clinics, etc., shall be determined through the concept plan process by consulting with the appropriate authorities.
- b) Civic and institutional uses should be located adjacent, or in close proximity, to walking, cycling, driving and transit networks, and should be clustered with other compatible land-uses, and serve as neighbourhood focal points, where appropriate and applicable.
- c) Concept plans that include a proposed school site shall also include a block and street network, adjacent to the school site, that will allow the school site to transition to an alternate land-use, should a school not be required.
- d) The location for new schools may be in accordance with the locations shown on Figure 8; however, other locations may be considered without an amendment to this Plan being required.
- e) Institutional land-use shall be prohibited from locating within the Regina Bypass and pipeline setback areas ( $10^{-6}$  risk contour areas), as identified on Figure 6.
- f) Schools sites shall not be located directly adjacent to arterial roadways

## **5. SERVICING STRATEGY**

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### **5.1. Mobility**

#### **5.1.1. Overview**

The objective of the transportation section of this Plan is to ensure that there are multiple options for walking, driving, cycling and transit throughout the Plan Area, which, are safe, efficient and contribute aesthetically to the built realm. The Plan Area will consist of one primary north-south arterial road (Fairway Road) and a grid of collector and local roads. The roadway system will include sidewalks, and further options for pedestrians and cyclists will be provided for through multi-use pathways, which will be included in some collector and arterial roadways.

The Plan Area is flanked by road right-of-way on three sides that are, or will become, major, high capacity transportation routes. The Regina Bypass, which flanks the west side of the Plan Area, is scheduled for completion in 2019, and will form part of the Provincial highway system. 9<sup>th</sup> Avenue North, which flanks the south boundary, will form part of the City's "Ring Road", as an expressway or freeway, connecting to the Regina Bypass. As an expressway or freeway, connections to 9<sup>th</sup> Avenue North will be limited. Courtney Street, which flanks the east side of the Plan Area, is identified as a future arterial road and will be upgraded in the near-term. Determining the function of Armour Road will be deferred until its upgrade is triggered by future phasing.

### 5.1.2. Policy

- a) The location of major transportation infrastructure (e.g. collector and arterial roadways roadways) shall be in general accordance with Figure 9 of this Plan.
- b) The location of active transportation infrastructure (e.g. pathways, trails and bike lanes) shall be in general accordance with Figure 10 of this Plan; however, the City may allow for additional routes without an amendment to this Plan being required.
- c) Intersection/interchange points along 9<sup>th</sup> Avenue North shall, where appropriate, accommodate the crossing of pedestrians and cyclists.
- d) Segments of Courtney Street abutting a development phase, as shown on Figure 14, shall be upgraded to an arterial roadway, in accordance with a right-of-way width and design approved by the City, as part of the corresponding development phase build-out.
- e) Where a development area that is subject to concept plan review abuts Courtney Street, the adjacent segment of Courtney Street shall be included in the concept plan area.
- f) Notwithstanding Policies 5.1.2(d) and 5.1.2(e), where warranted by a transportation impact analysis, the City may require a developer to upgrade portions of Courtney Street beyond the boundaries a particular development phase or concept plan area.
- g) Where a proposed development area that is subject to concept plan review abuts an existing roadway, which will require upgrades (e.g. R.O.W expansion or new interchange), the City will withhold concept plan approval until the land dedication requirements, to accommodate the upgrades, is identified.
- h) Where a concept plan is required, a transportation impact analysis shall be prepared for the subject area, prior to approval of the concept plan, which:
  - i. Identifies the location of public networks and facilities associated with vehicular, transit, pedestrian and cycling mobility.
  - ii. Provides a detailed analysis of the internal road network, including the right-of-way width and cross section design for each proposed street classification.
  - iii. Demonstrates how the proposed transportation networks will function within the concept plan area including the identification of intersection control and geometric requirements at all major intersections.
  - iv. Considers the impact of traffic originating from external locations, as determined by the City.
  - v. Identifies land requirements, where applicable, to accommodate the expansion or construction of peripheral roadways and interchanges, etc.
- i) As a prerequisite for Phase 2 concept plan approval, as shown on Figure 14, a transportation impact analysis for the Coopertown Plan Area shall be prepared.

### **Intersections**

- j) At such time as required by the City, the following intersections shall transition from their current function and design to interchanges:
  - i. Courtney Street - 9<sup>th</sup> Avenue North (full grade-separated interchange).
  - ii. Fairway Road - 9<sup>th</sup> Avenue North (partial grade-separated interchange).
- k) Prior to the Regina Bypass – 9<sup>th</sup> Avenue North (Ring Road) interchange becoming open and operational, the Pinkie Road - 9<sup>th</sup> Avenue North intersection shall be limited to “right-in, right-out” turning movements only.
- l) Notwithstanding Policy 5.1.2(k):
  - i. The transition of the Pinkie Road - 9<sup>th</sup> Avenue North intersection to limited “right-in, right-out” turning movements only may occur incrementally, with left turns onto Pinkie Road from 9<sup>th</sup> Avenue North westbound traffic allowing to continue until such time as traffic conditions warrant closure of this left turn movement, as determined by the Government of Saskatchewan.
  - ii. At such time as the Fairway Road - 9<sup>th</sup> Avenue North interchange is open and operational, right turns onto Pinkie Road from 9<sup>th</sup> Avenue North westbound traffic will be closed.
- m) A connection from the Plan Area to the Regina Bypass shall be established in the location conceptually shown on Figure 9, with the proviso that:
  - i. Approval of the exact connection location and design is obtained from the Government of Saskatchewan.
  - ii. At-grade turning movements be limited to “right-in, right-out” only.
- n) Land shall be reserved for interchanges at Regina Bypass – Armour Road; Armour Road – Fairway Road and Armour Road – Courtney Street.
- o) Notwithstanding Policy 5.1.2(n), should the City determine that interchanges will not be constructed at Armour Road – Fairway Road or Armour Road – Courtney Street, the land may be developed in accordance with this Plan.
- p) At such time as an interchange is constructed at Regina Bypass - Armour Road, turning movements at Pinkie Road – Armour Road intersection will be restricted, as required by the Government of Saskatchewan.

Figure 9 – Road Network Plan

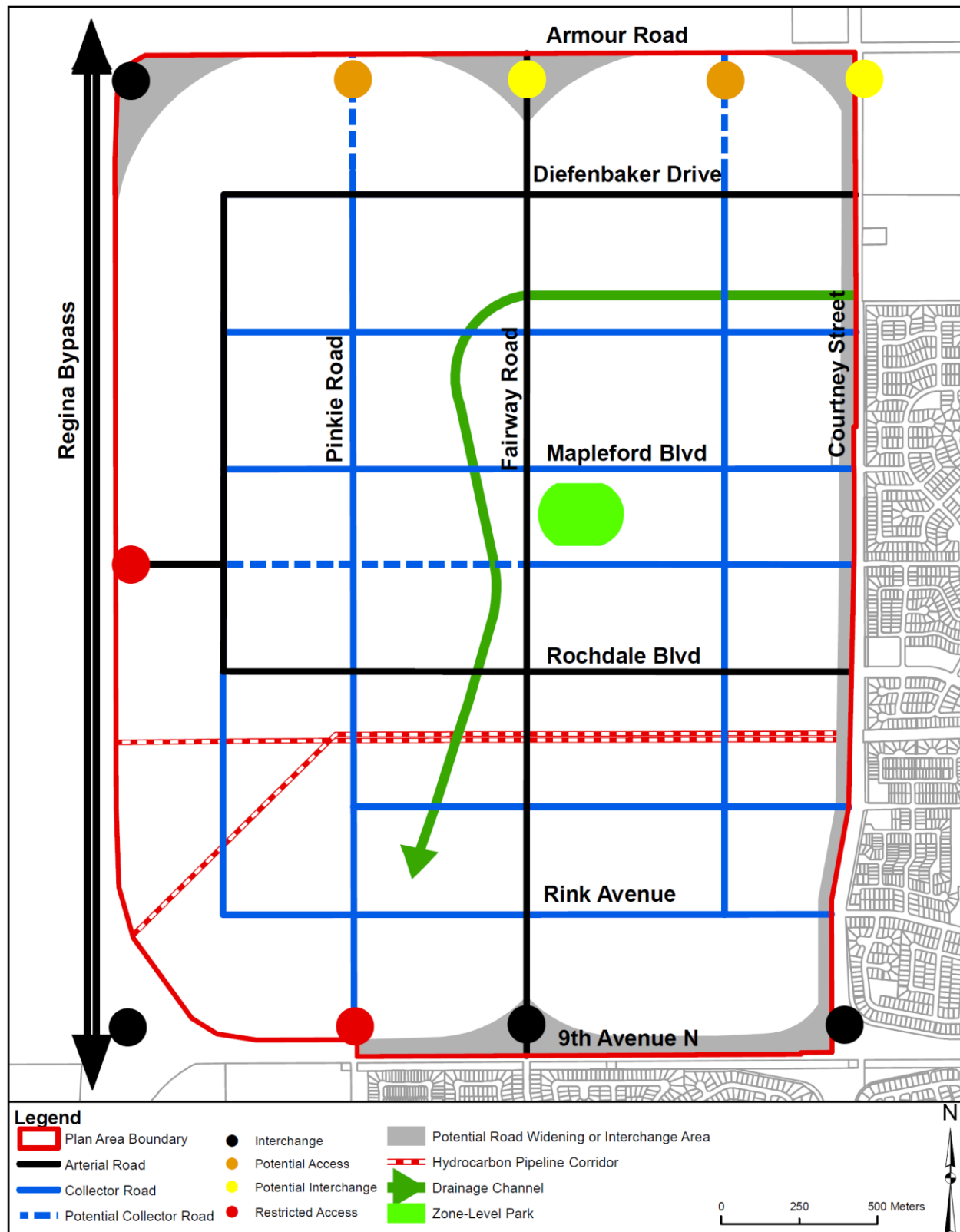
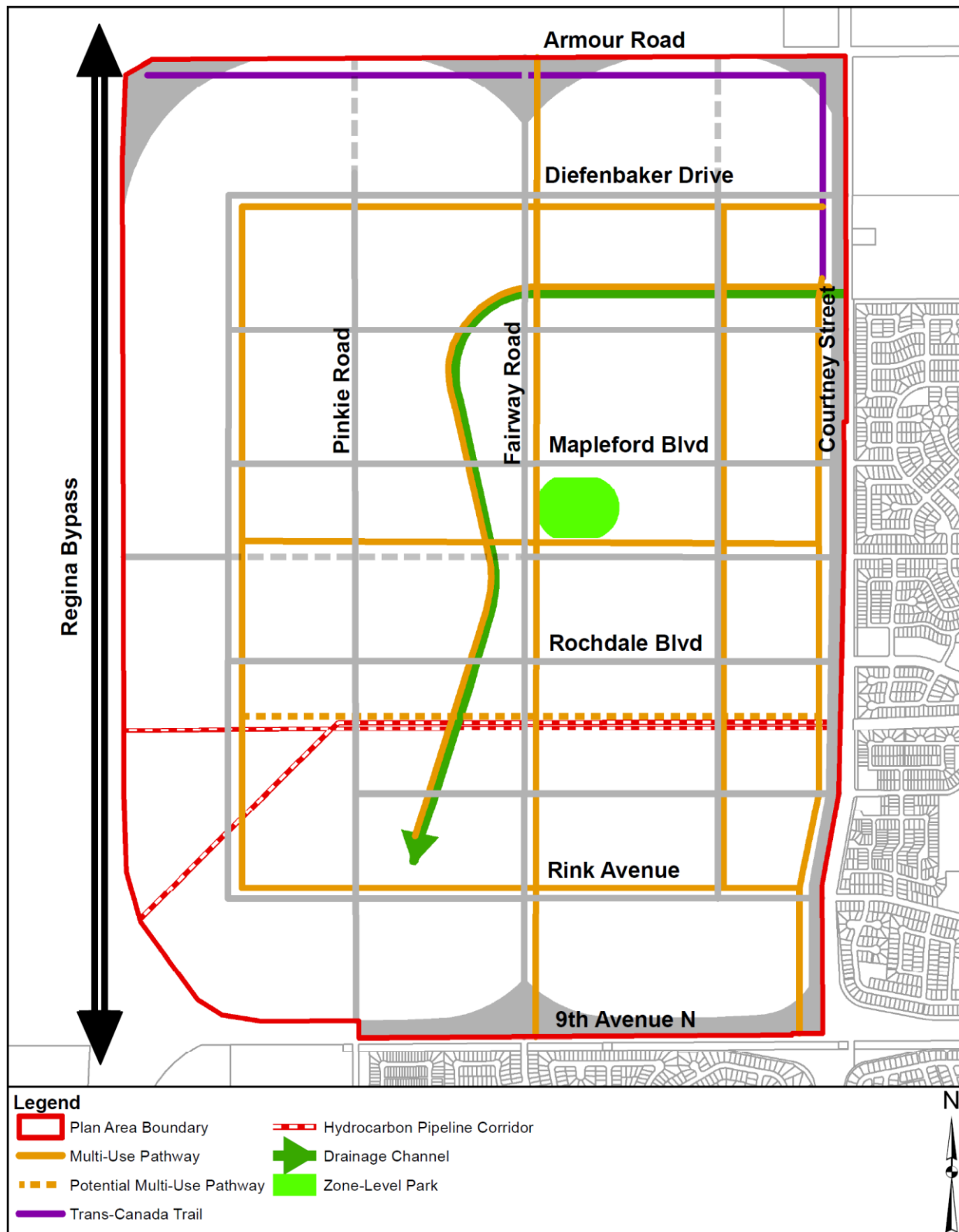


Figure 10 – Active Transportation Plan





## **5.2. Water Servicing**

### **5.2.1. Overview**

The Plan Area straddles two water pressure zones: the “Primary Pressure Zone”, which supplies the majority of the city, and the “North Pressure Zone”, which supplies water to the north (Figure 11). Through a water servicing analysis, which was undertaken in support of this Plan, the following major findings, relating to the provision of water servicing, have been identified:

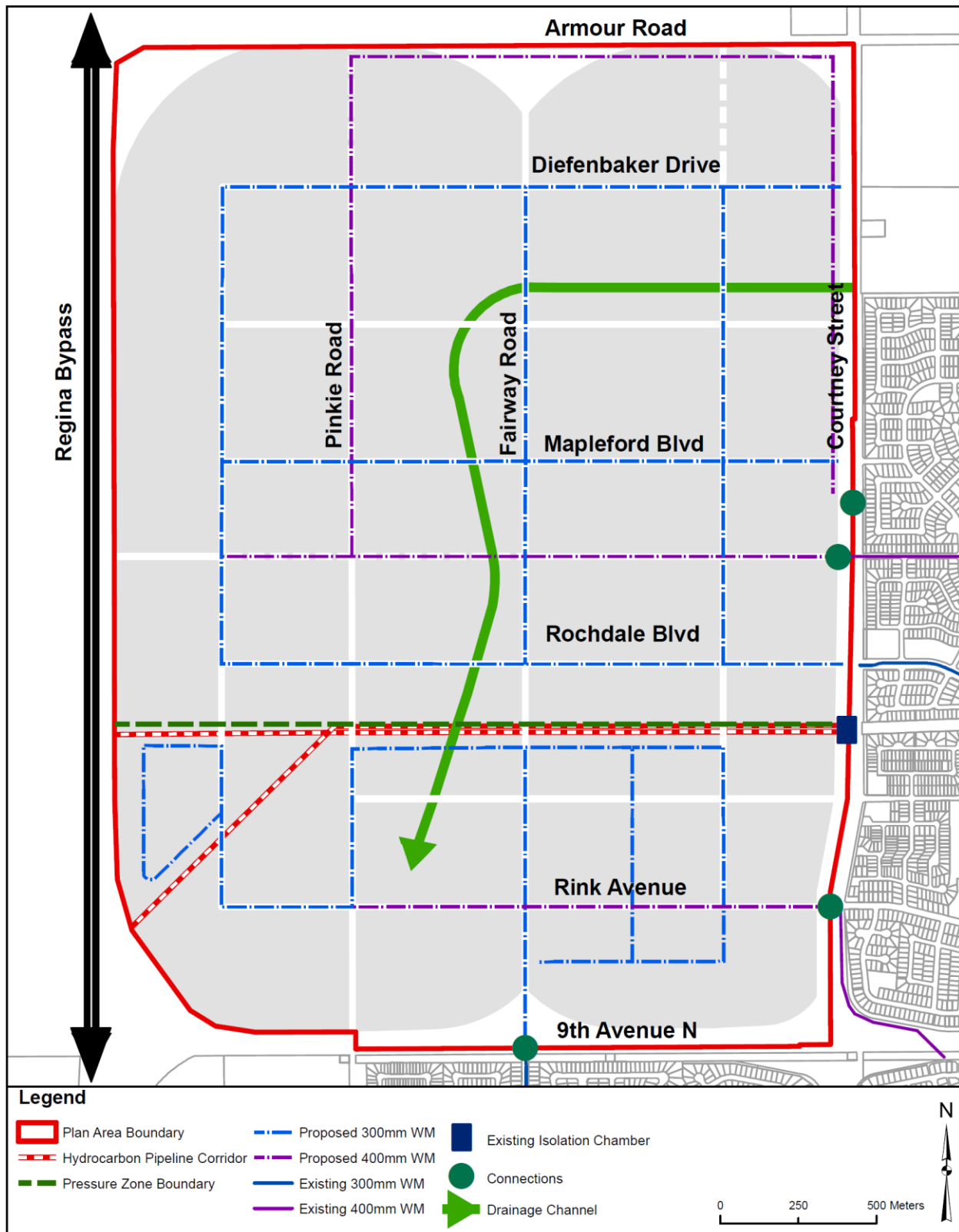
- The North Pressure Zone has capacity to accommodate additional development.
- The Primary Pressure Zone is operating at capacity; any additional development within the Primary Pressure Zone will result in a diminishing level-of-service (e.g. water pressure and fire flow) for existing neighbourhoods – especially neighbourhoods in the southeast.
- Upgrades to the city-wide water system will be required to realize the full build-out of the Coopertown Plan Area.

Further analysis of water servicing will be required at the concept plan stage; this analysis must be in conformity with this Plan and any applicable city-wide water master plan.

### **5.2.2. Policy**

- a) The location and size of major water lines, as well as pressure zone boundaries, shall be in general accordance with Figure 11 of this Plan; however, the City may permit an alternate network scheme without an amendment to this Plan being required.
- b) Infrastructure shall be sufficiently sized and include the appropriate stubs to accommodate adjacent development outside of the Plan area, as required by the City.
- c) Where a concept plan is required, a water servicing report shall be prepared for the subject area, prior to approval of the concept plan, which:
  - i. Establishes a strategy for delivering water service to the concept plan area.
  - ii. Demonstrates how the proposed water distribution network will tie in to the Plan Area system and, where applicable, city-wide system.
  - iii. Outlines the results of a water hydraulic network analysis, complete with the establishment of system demands and network routing, for the concept plan area, as well as for each development stage, where applicable.
  - iv. Demonstrates implications for city-wide water system level-of-service.
  - v. Identifies necessary upgrades, if applicable, to city-wide water systems.
- d) Where the City has a finalized city-wide water master plan that is in effect:
  - i. No concept plan shall be approved unless the proposed concept plan conforms with the applicable city-wide water master plan.
  - ii. The City may require, as a prerequisite for concept plan approval, where applicable, that a water servicing report for the Plan Area be prepared or revised, which is in conformity with the applicable city-wide water master plan.

Figure 11 – Water Servicing Plan



### **5.3. Wastewater Servicing**

#### **5.3.1. Overview**

City-wide wastewater analysis indicates that the collection system, accommodating the neighbourhoods east and south of the Plan Area, as well as the city-wide system generally, would operate at capacity or near capacity during a design storm event. Facilities that are experiencing capacity limitations include: Westhill Lift Station (WHLS); Mapleridge Lift Station (MRLS); Northwest Trunk and the McCarthy Boulevard Pumping Station (MBPS), which is the main collection point for all wastewater flows prior to forcemain discharge to the wastewater treatment plant. Development of the Coopertown Plan Area would overload the existing wastewater system facilities, unless upgrades or the construction of new facilities is undertaken.

This Plan recognizes the need for one new wastewater lift/ pump station to accommodate the Coopertown Plan Area. As it is the City's preference that operation efficiency be enhanced by eliminating redundant, inefficient or aging facilities, there is potential to construct a new facility that can replace either, or both, the WHLS and the MRLS. This Plan supports, as a minimum, the decommissioning of the MRLS, as this facility has limited capacity and would require substantial upgrades in order to accommodate additional development and to meet design standards.

There are multiple options respecting the location of, and the catchment area for, the proposed new wastewater lift/ pump station. Through the preparation of a city-wide wastewater master plan, which will be completed in 2018, information will be available regarding catchment area options and implications for existing facilities. The new wastewater lift/ pump station will need to be designed to accommodate, initially, or through expansion opportunities, the MRLS catchment area, at a minimum. This facility may discharge directly to the McCarthy forcemains.

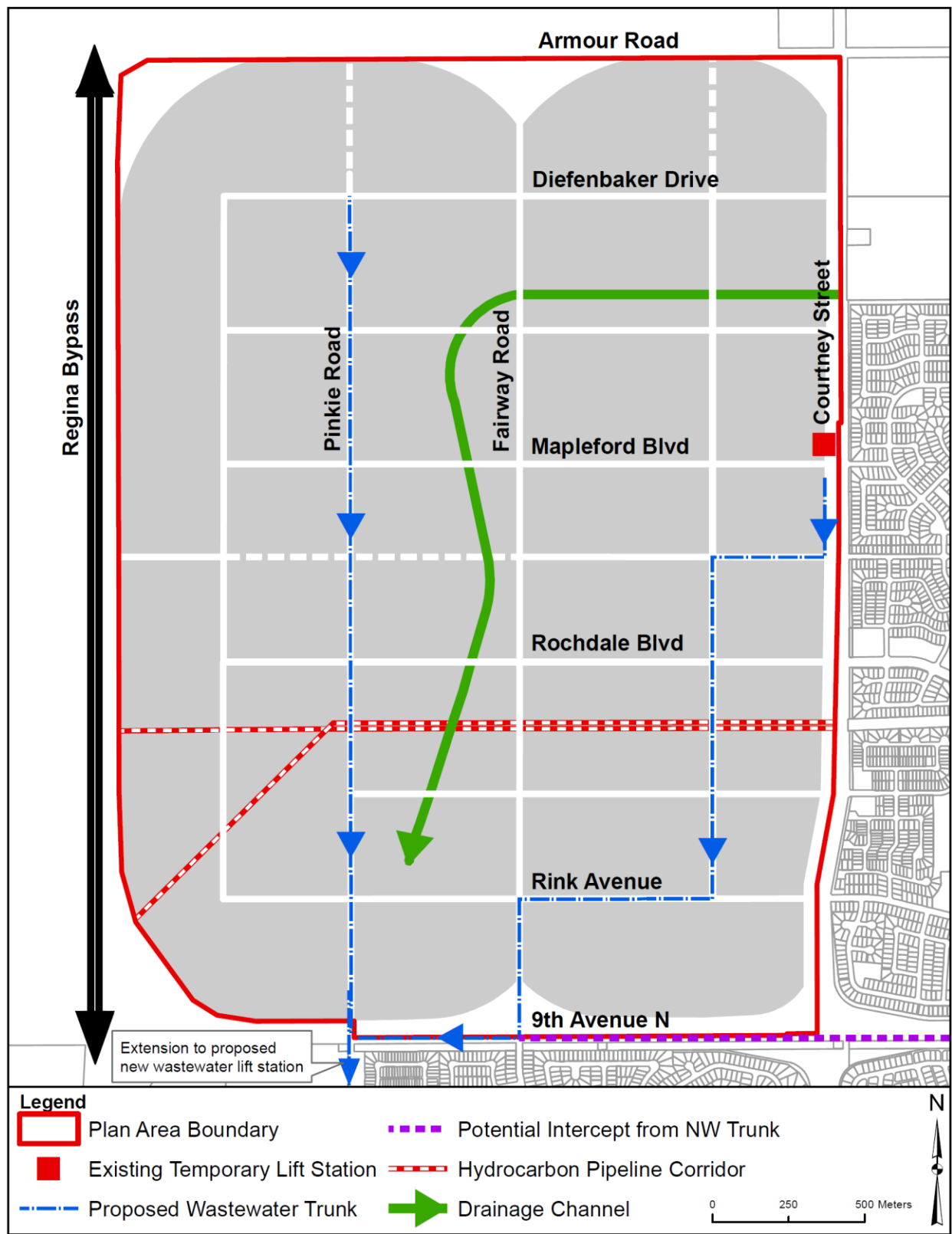
The City may consider allowing some of the Coopertown wastewater to discharge to the MRLS, as an interim measure; however, it must be demonstrated how additional capacity will be accommodated and how the affected catchment area can tie in to the "Coopertown system" following the decommissioning of the MRLS. It is the City's preference that all Plan Area development connect to the new Coopertown wastewater lift/ pump station at the outset.

### 5.3.2. Policy

- a) The location of major wastewater infrastructure (e.g. mains and facilities) should be in general accordance with Figure 12 of this Plan; however, the City may permit an alternate network scheme without an amendment to this Plan being required.
- b) Where a new wastewater lift/ pump facility is required:
  - i. This facility should be strategically located in order to accommodate the largest and/ or most practical gravity-fed catchment area as possible.
  - ii. This facility, including the site area, shall, unless otherwise directed by the City, be sized and designed to accept wastewater flows as a result of the decommissioning of the Westhill and Mapleridge lift stations.
  - iii. This facility, including the site area, shall, if required by the City, be sized and designed to accommodate future expansion (e.g. to accept wastewater flows as a result of intercepting the Northwest Trunk).
  - iv. The force main outlet of the new facility shall be at a point along the McCarthy Boulevard Pumping Station force mains.
  - v. Only one new facility shall be permitted, except where the City, at its discretion, deems that an additional facility may be beneficial.
- c) The City will only allow the Mapleridge Lift Station (MRLS) to be used to accommodate Coopertown wastewater flows where it can be demonstrated, through the applicable concept plan process:
  - i. That the MRLS can accommodate the expected flows from the proposed development without creating additional issues or failures within the city-wide system (e.g. system surcharging or overload).
  - ii. How the MRLS shall be eventually decommissioned and how the affected area can connect to the Coopertown wastewater system, as shown on Figure 12.
- d) Notwithstanding Policy 5.3.2(c), at such time as the requisite Coopertown wastewater infrastructure (e.g. main or trunk line) is constructed immediately adjacent to the Mapleridge Lift Station (MRLS):
  - i. The areas utilizing the MRLS shall be required to connect to the Coopertown main/ trunk system by gravity.
  - ii. The MRLS shall be decommissioned and removed and the affected site remediated.
- e) Where the City has a finalized city-wide wastewater master plan that is in effect:
  - i. No concept plan shall be approved unless the proposed concept plan conforms with the applicable city-wide wastewater master plan.
  - ii. The City may require, as a prerequisite for concept plan approval, where applicable, that a wastewater servicing report for the Plan Area be prepared or revised, which is in conformity with the applicable city-wide wastewater master plan.

- f) Where a concept plan is required, a wastewater servicing report shall be prepared for the subject area, prior to approval of the concept plan, which:
- i. Establishes a strategy for collecting wastewater within the concept plan area.
  - ii. Demonstrates how the proposed wastewater collection network will connect to the Plan Area system and, where applicable, city-wide system.
  - iii. Outlines the results of a wastewater hydraulic network analysis, complete with the establishment of system flows and network routing for the concept plan area.
  - iv. Demonstrates implications for city-wide wastewater system level-of-service.
  - v. Identifies necessary upgrades, if applicable, to city-wide wastewater systems.

Figure 12 – Wastewater Servicing Plan



## **5.4. Storm Water Servicing**

### **5.4.1. Overview**

The intent of the storm water strategy is to provide a solution for accommodating the storm water drainage associated with the Plan Area, as well as existing drainage entering the Plan Area from adjacent lands, through two catchment areas. The majority of the Plan Area will be served by a large catchment area (“Catchment Area 1”) that includes, as the primary feature, a proposed drainage channel. A smaller catchment area (“Catchment Area 2”), located in the southeast, will discharge storm water to the existing 1200mm storm sewer on Fairway Road. (See Figure 13).

The two catchment areas are comprised of “sub-catchment” areas. These sub-catchment areas will detain storm water, through ponds or other facilities, before discharging, at a controlled rate, to their respective outlets. Detention may occur, as determined by the City through the concept plan process, within municipal utility parcels or municipal reserve parcels (parks). Potentially, two or more sub-catchment areas can share one detention facility.

The proposed drainage channel has the potential to accommodate some of the detention requirements for Catchment Area 1; however, the City would only consider this where a similar “hybrid drainage channel” (a drainage channel that accommodates both detention and conveyance) has been assessed and accepted. Should the drainage channel accommodate detention, the number and scale of other detention facilities can be lessened; however, the drainage channel, itself, may need to be larger than a conventional system.

Although it is expected that all lands within Catchment Area 1 will eventually discharge to the drainage channel, it is recognized that the drainage channel is a major project that may be constructed incrementally over-time. As an interim measure for Phase 1a (Figure 14), the City may consider a drainage strategy that does not require the drainage channel. Any interim system must be designed so that it can eventually connect to the permanent drainage channel.

Further, more detailed, planning for the proposed storm water system shall occur at the concept plan stage. Through the concept plan process, the sub-catchment areas shall be verified (location, area and detention volume), including associated detention facilities and drainage routes.

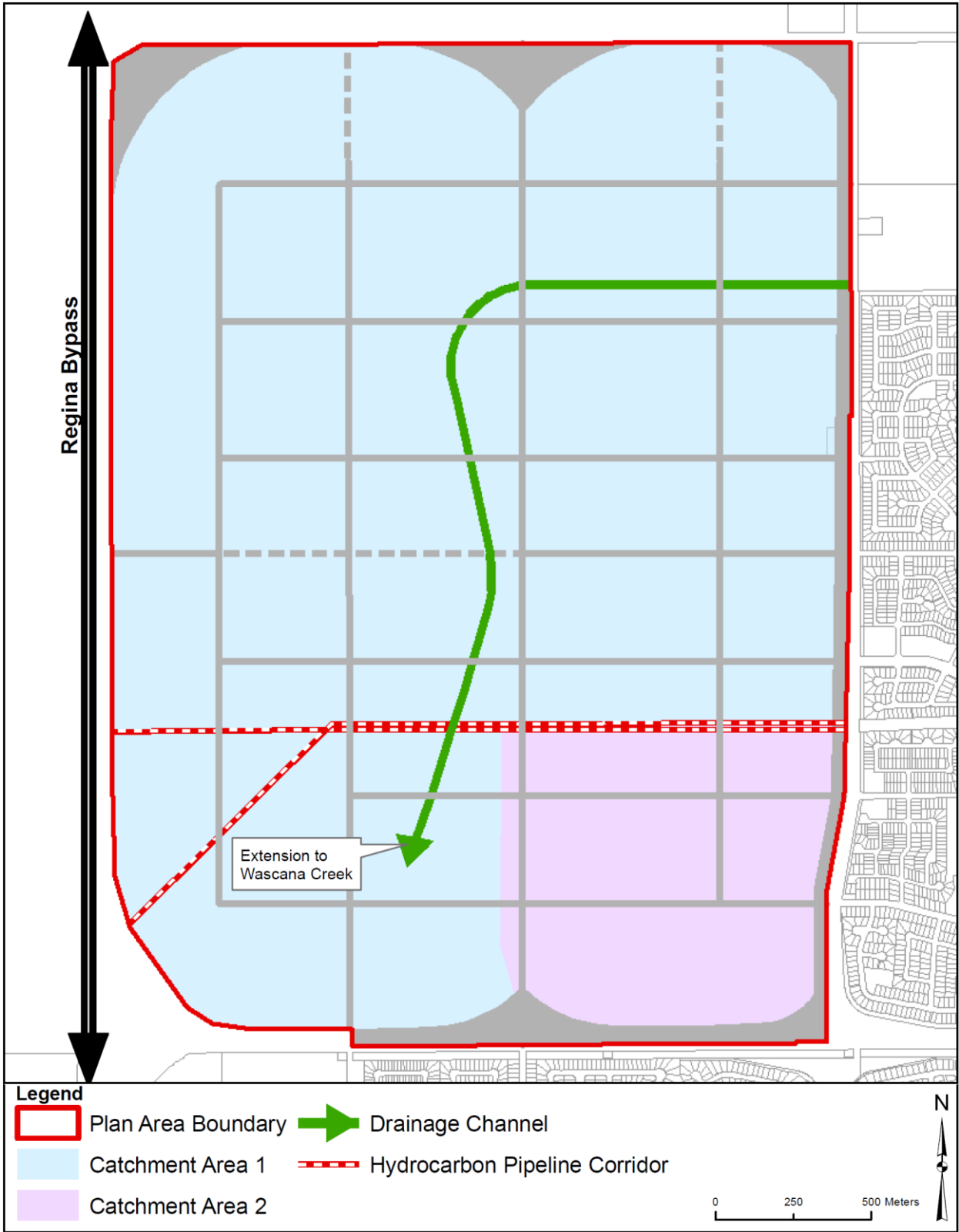
### 5.4.2. Policy

- a) The location of the drainage channel and the two major catchment areas should be in general accordance with Figure 13 of this Plan.
- b) The location of storm water detention facilities, and how land will be acquired or dedicated for these facilities, shall be determined through the concept plan process.
- c) Notwithstanding any other part or policy of this Plan, the City may allow the lands corresponding to Phase 1a, as shown on Figure 14, to be serviced through an interim storm water solution, that does not initially use the drainage channel, as shown on Figure 13, where it can be demonstrated that the proposed interim system:
  - i. Meets the requirements of the City, and any other applicable regulatory authority.
  - ii. Can be decommissioned and can connect to the permanent drainage channel.
  - iii. Will be owned and maintained by the developer, as per the City's *Servicing Agreement Fee and Development Levy Policy* (as amended).
- d) The proposed drainage channel, as shown on Figure 13:
  - i. Shall generally be constructed, incrementally, from south to north, and shall be fully constructed as part of the build-out of the "300K" Growth Area, as shown on Figure 14.
  - ii. Shall function as an amenity, in addition to a utility system, by including a multi-use pathway and associated landscaping and appurtenances (e.g. lighting, benches, etc.).
  - iii. Shall generally be dedicated as municipal utility parcel.
  - iv. May, at the City's discretion, be used to accommodate some of the storm water detention requirements for the Catchment 1 area lands, as shown on Figure 13.
- e) As a prerequisite for approval, pertaining to any proposed concept plan that includes the utilization of the drainage channel, as shown on Figure 13, it shall be demonstrated how:
  - i. The drainage channel will be designed (i.e. cross section showing: dimensions, side slopes, benching, access, pathway, conceptual landscaping, etc.).
  - ii. The design, depth and linear slope of the drainage channel will ensure that drainage, into Wascana Creek, can occur, in a "design storm" event, without creating adverse hydraulic conditions.
  - iii. The drainage channel can be constructed without negatively impacting: sub-surface infrastructure; 9<sup>th</sup> Avenue North or 9<sup>th</sup> Avenue North/ Bypass interchange; the aquifer; Wascana Creek.



- f) Notwithstanding any other part or policy of this Plan, the City will not allow the proposed drainage channel to accommodate any of the Plan Area storm water detention requirements, unless:
  - i. The City has determined, through an assessment of a similar “hybrid drainage channel” (i.e. a facility that accommodates storm water detention and conveyance) within the city (e.g. southeast linear detention facility), or elsewhere, that such a facility performs, or can perform, in a manner that is deemed acceptable to the City.
  - ii. A detailed engineering design and analysis is submitted that demonstrates how the proposed facility can effectively accommodate the detention and conveyance of the storm water associated with a particular drainage catchment area.
- g) Notwithstanding any other part or policy of this Plan, the City will not approve any concept plan, where the intent is to accommodate some or all of the storm water detention requirements within the drainage channel, as shown on Figure 13, unless the requirements set out in Policy 5.4.2(f) have been met to the City’s satisfaction.
- h) Where a concept plan is required, a storm water servicing report shall be prepared for the subject area, prior to approval of the concept plan, which:
  - i. Establishes a strategy for managing storm water within the concept plan area.
  - ii. Demonstrates how the proposed storm water network will connect to the Plan Area system and, where applicable, city-wide system.
  - iii. Outlines the results of a storm water hydraulic network analysis, including the establishment of system flows and network routing for the concept plan area.
  - iv. Verifies overall detention requirements for the Plan Area, as well as for the applicable concept plan catchment area and sub-catchment areas.
  - v. Identifies implications and, where applicable, upgrades for downstream (beyond Plan Area) storm water facilities.
  - vi. Demonstrates, where applicable, how the proposed storm water system will accommodate existing flows entering the Plan Area.

Figure 13 – Storm Water Servicing Plan



## 6. IMPLEMENTATION

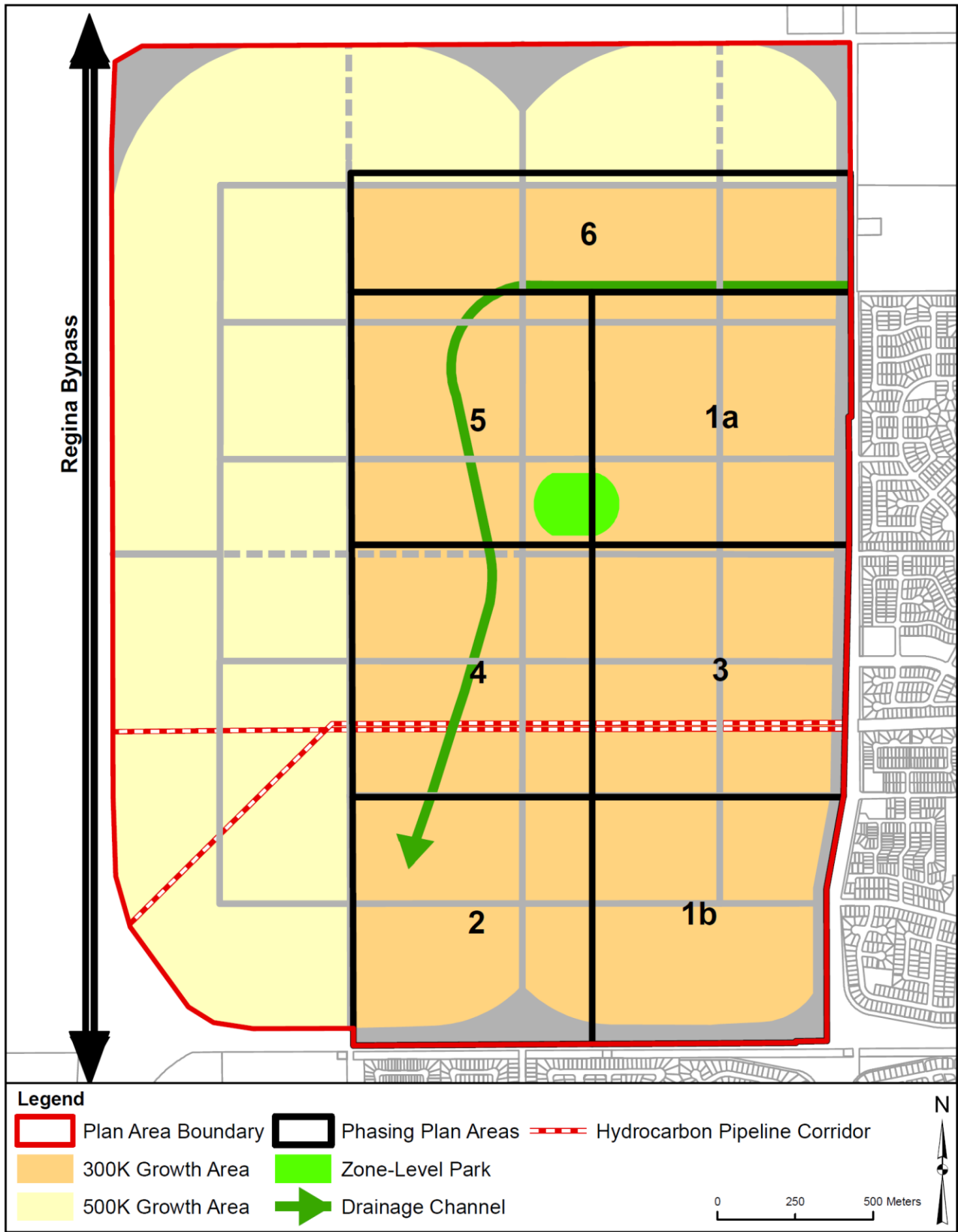
### 6.1. Overview

This Plan provides high-level direction for more detailed planning: concept plans, rezoning, subdivision and development. As a prerequisite for rezoning, concept plans, which illustrate the specific location of land-use types, residential densities, open space and transportation networks, shall generally be required for the development of the phasing areas shown on Figure 14. The phasing of development shall be in general conformity with this Plan and shall conform with the phasing policies of OCP – Part A, which prevails over this Plan.

### 6.2. Policy

- a) An approved concept plan, which substantially conforms with this Plan, shall be required as a prerequisite for rezoning approval, and shall be comprised of the following:
  - i. A land use plan, which illustrates the specific location of different types of streets, land-use, open space and residential densities.
  - ii. A circulation plan, which illustrates the specific location of the proposed street network and classification and, where required by the City: pathways and cycling routes, transit routes, signalized intersections.
- b) The phasing of development:
  - i. Shall be in conformity with the phasing plan and policies of *Design Regina: The Official Community Plan Bylaw No. 2013-48*.
  - ii. Should be in general conformity with the phasing scheme of this Plan, as shown on Figure 14; however, the City may approve variations without an amendment to this Plan being required where conformity with a servicing strategy can be demonstrated.
- c) Notwithstanding Policy 6.2(a) and (b), the City may allow rezoning and development, without a concept plan being required and notwithstanding the phasing scheme, to accommodate:
  - i. A public use.
  - ii. Utility or transportation infrastructure, etc.
  - iii. Development relating to the existing residential properties or agricultural operations.

Figure 14 – Phasing Plan





## ABSTRACT

BYLAW NO. 2019-35

### DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW, 2019 (No. 2)

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PURPOSE:	To amend <i>Design Regina: The Official Community Plan Bylaw</i> .
ABSTRACT:	The proposed amendment provides a policy framework for guiding the growth, development and servicing of a proposed new area in the northwest part of the city and repeals a previous version of the framework which did not receive Ministerial approval.
STATUTORY AUTHORITY:	Part IV, Section 29(2) of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	Part IV, Section 39 of <i>The Planning and Development Act, 2007</i> .
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, June 6, 2019, RPC19-21.
AMENDS/REPEALS:	Amends <i>Design Regina: The Official Community Plan Bylaw</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning and Community Development
INITIATING DEPARTMENT:	Development Services

Spend Your Weekends at the Park.



ROSEWOODpark

ALLIANCE CHURCH

June 19, 2019

TRANSMITTED BY EMAIL

City of Regina  
City Clerk's Office  
2476 Victoria Avenue  
Regina, SK, S4P 3C8  
[Egholke@regina.ca](mailto:Egholke@regina.ca)

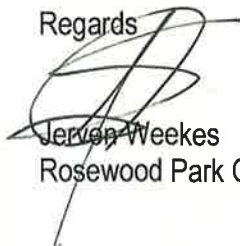
Att: Elaine Gohlke

**Re: Rosewood Park Neighbourhood Park Naming.**

Please accept my request to appear as a delegation on behalf of Rosewood Park Church with regards to the proposed naming of the neighbourhood park, on June 24, 2019.

We appreciation the opportunity to be included in the discussion

Regards

  
Jerven Weekes  
Rosewood Park Church

June 24, 2019

To: His Worship the Mayor  
And Members of City Council

Re: Regina Planning Commission: Park Naming – Rosewood Park

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RECOMMENDATION

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION – JUNE 5, 2019**

That Rosewood MR2 be named Rosewood Park.

*REGINA PLANNING COMMISSION – JUNE 5, 2019*

Rich Threlfall, representing Troika Management Corp., addressed the Commission.

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 Barbara Young (Chairperson); Commissioners: David Bale, Frank Bojkovsky, Biplob Das, Andre Kroeger, Adrienne Hagen Lyster, Jacob Sinclair and Steve Tunison were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on June 5, 2019, considered the following report from the Administration:

RECOMMENDATION

1. That Rosewood MR2 be named Rosewood Park.
2. That this report be forward to the June 24, 2019 meeting of City Council for approval.

CONCLUSION

The developer, Canadian Midwest District of the Christian and Missionary Alliance, represented by Rosewood Park Alliance Church and Westridge Construction Ltd (CMDC) has requested that the MR2 park be named Rosewood Park after the neighbourhood and church that the park is adjacent to. In light of the longstanding “presence” of Rosewood Park Alliance Church and the significant contribution to the development of the area, it is appropriate that the first park in this area be formally named Rosewood Park.



## **BACKGROUND**

The Park Naming Policy requires the Administration to consider requests from the developer, Community Association and Zone Board to assign to parks. Names are first submitted to an internal Civic Naming Committee which considers the names within the context of the Civic Naming Guidelines, adopted by Council in November 2018 (CR18-116). Upon approval by the Civic Naming Committee, names can be assigned to public open space with Council approval.

## **DISCUSSION**

The City of Regina is in the process of naming MR2 (see Appendix A). The developer has requested the name Rosewood Park, as this name has meaning for the landowners as it bears the same name as the subdivision and the existing church. The following, which was submitted by CDMC provides more detail on the naming selection:

### **Rosewood Park**

*“The inspiration of the Rosewood Park Neighbourhood is the Rosewood Park Alliance Church (RPAC) - one of the majority landowners of the Rosewood Park neighbourhood. Founded in Regina in 1958, RPAC has remained a long-standing and involved member of the Regina Community. The current Congregation consists of 600-700 persons and continues to grow. To remain consistent the developer CMD C is requesting the park also bare the name Rosewood.”*

The naming process and procedures typically involves a community engagement process where Community Associations and Zone Boards adjacent to the new development are consulted on the name being proposed by the developer. In this case, as there is no community association in the new development and given the longstanding presence of Rosewood Park Alliance Church, and its visible linkage to the area, Administration is recommending that the typical engagement be waived.

### **Civic Naming Committee Review**

CDMC submitted the name Rosewood for consideration by the Civic Naming Committee. Upon review by the Committee, the name was originally rejected for health and safety reasons.

The Committee reviewed the guidelines which outline health and safety concerns respecting duplicate names and could not support this naming request as there is currently a street named “Rosewood Place” located in the Whitmore Park community in south Regina. Concerns were raised that if someone were to contact 911 in a panicked state this could cause confusion and result in a delayed response.

Notwithstanding, Administration has reviewed the matter and respectfully believes that the health and safety concerns raised by the Civic Naming Committee, while accurate, may be somewhat overstated in this particular instance because the subdivision already bears the name. While there is some similarity between Rosewood Place and Rosewood Park, 911 dispatchers are trained to ask follow-up questions in case of any confusion or duplication.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

There are no financial implications for the City of Regina related to the naming of MR2. The park development is complete and the park signage will be installed at the expense of the developer.

### Environmental Implications

There are no environmental implications associated with this report.

### Policy and/or Strategic Implications

Park naming supports the action from the cultural plan to “ensure that the naming of streets, parks and other civic assets is done to celebrate Regina’s unique history and cultural diversity and that it tells the whole story of Regina.”

### Other Implications

There are no other implications associated with this report.

The Civic Naming Guidelines require developers to work toward achieving a target of 25 per cent of street and 50 per cent of park names within a concept plan bearing a name with an Indigenous connection. The Developer has committed to discussing the selection of Indigenous names for streets in the development, in keeping with the above-mentioned target as well as in support of the City’s cultural plan and objectives of Reconciliation Regina.

### Accessibility Implications

There are no accessibility implications associated with this report.

## COMMUNICATIONS

Once names are approved by Council, all park spaces will contain a park sign with a decal that explains who or what the park is named after.

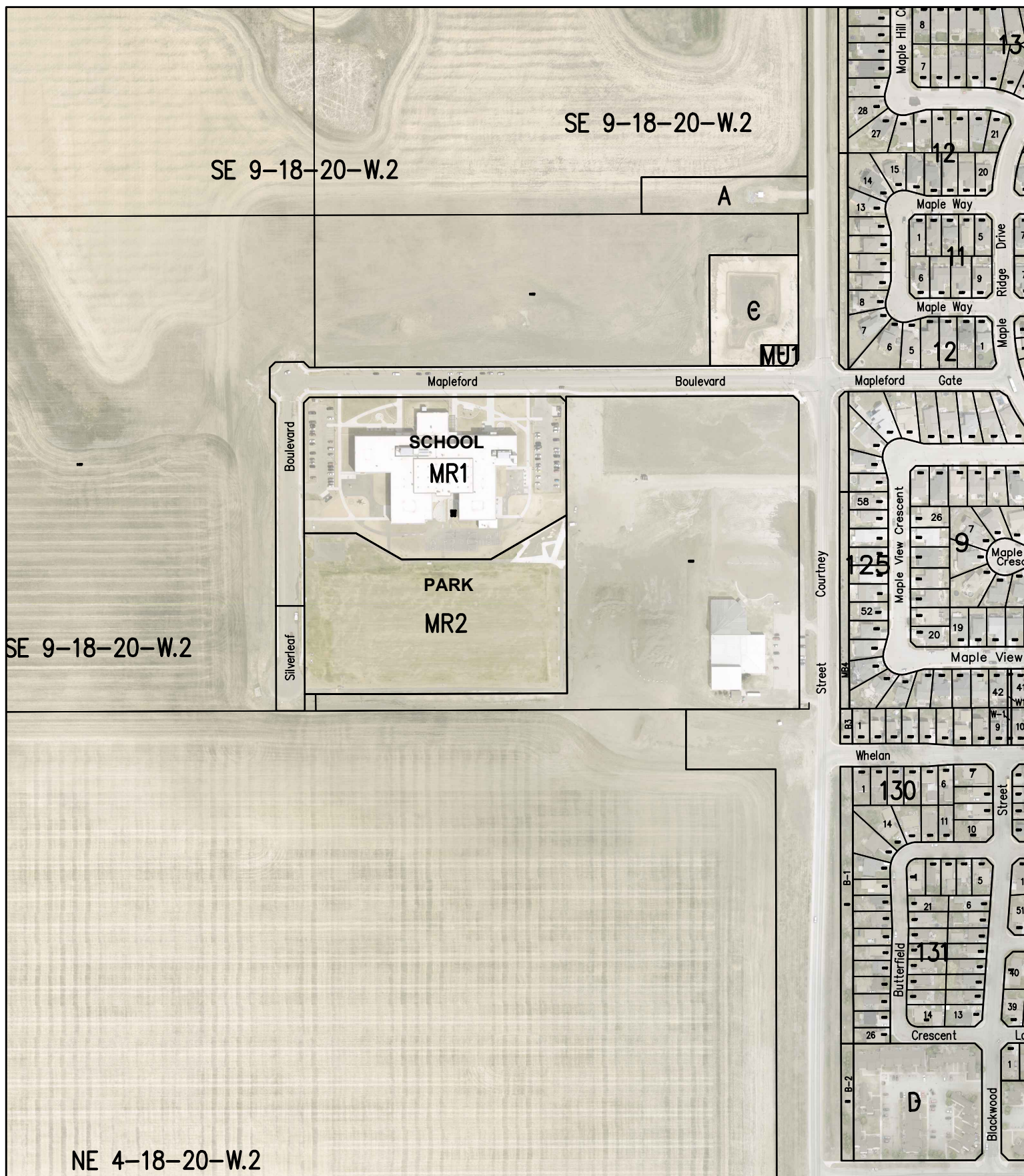
## DELEGATED AUTHORITY

In accordance with the Open Space Park Naming Policy and Procedures, City Council approval is required to name park space.

Respectfully submitted,

REGINA PLANNING COMMISSION

  
Elaine Gohlke, Secretary 6/19/2019



Date	Revisions	By	DETAIL		
			<div>  <div> <div>City of Regina</div> <div>REGINA</div> <div>Infinite Horizons</div> </div> </div>		
			<div> <div>ROSEWOOD PARK</div> <div>Approval / Stamping:</div> <div>File Information:</div> <div>ROSEMONT SCHOOL.DWG</div> <div>Date: May 14, 2019</div> <div>Scale: NTS</div> <div>Category:</div> <div>Sheet Number: 1 of 1</div> </div>		

**NELSON BRYKSA SPEAKING AS A CONCERNED  
CITIZEN TO REQUEST THAT COUNCIL CONSIDER  
THE “REGENT FAMILY PARK AND WALKING TRAILS”  
CONCEPT AS THE PREFERRED OPTION FOR  
REDEVELOPING THE REGENT PARK  
PAR 3 GOLF COURSE SITE**

**I’M HERE TO PRESENT THE “REGENT FAMILY PARK AND  
WALKING TRAILS” CONCEPT AS AN OPTION NOT  
CONTEMPLATED IN THE CONCEPTS PRESENTED BY THE  
CITY.**

**THIS CONCEPT WAS PRESENTED TO THE COMMUNITY AND  
PROTECTIVE SERVICES COMMITTEE AND I WOULD NOW ASK  
THAT COUNCIL CONSIDER IT AS A PREFERRED OPTION FOR  
REDEVELOPMENT OF THE REGENT PAR 3 PARK SPACE.**

- 1. THE CONCEPT IS CONSISTENT WITH THE CITY’S 2010-  
2020 RECREATION FACILITY PLAN RELATING TO THE  
REGENT PARK GOLF COURSE WHICH STATES “INITIAL  
COMMUNITY CONSULTATIONS REVEALED A LEVEL OF  
INTEREST IN ENGAGING THE COMMUNITY TO EXPLORE  
OPTIONS FOR REBUILDING THE SITE TO PROVIDE YEAR  
ROUND RECREATION OPPORTUNITIES TARGETED AT  
FAMILIES AND YOUTH”.**
- 2. THE CONCEPT ALIGNS WITH THE CITY’S OFFICIAL  
COMMUNITY PLAN.**

- a. **IT SUPPORTS THE COMPLETE NEIGHBOURHOODS IN THE AREA.**
  - b. **IT EMBRACES THE BUILT COMMUNITY HERITAGE THAT HAS EVOLVED SINCE THE 1950s.**
  - c. **IT EMBRACES THE CITY'S INVEST IN ARTS CULTURE AND RECREATION.**
  - d. **IT CREATES BETTER AND MORE ACTIVE WAYS OF GETTING AROUND.**
  - e. **IT PROMOTES CONSERVATION, STEWARDSHIP AND ENVIRONMENTAL SUSTAINABILITY.**
  - f. **IT 100% PRESERVES AND SUPPORTS AN EXISTING AND MATURE URBAN FOREST THAT IS WELL WITHIN THE BOUNDARIES OF THE CITY.**
  - g. **IT SUPPORTS MULTI-USE PATHWAYS, AND**
  - h. **IT PROVIDES HEALTH, FITNESS AND WELL-BEING LEISURE OPPORTUNITIES FOR ALL PERSONS OF ALL AGES.**
- 3. IN ADDITION, THE CONCEPT ALIGNS WITH COMMUNITY PRIORITIES THAT HAVE NOT BEEN CONSIDERED IN THE OTHER CONCEPTS BUT ARE CONSISTENT WITH THE BELIEFS OF A SIGNIFICANT PORTION OF THE AREA RESIDENTS.**
- a. **IT CONSIDERS THAT THE CITY'S EXISTING OPEN SPACES ARE PART OF THIS EARTH AND THEREFORE SACRED.**
  - b. **IT CONSIDERS A PEACEFUL ENVIRONMENT FOR CONTEMPLATING CULTURAL AND SOCIETAL ISSUES OF PRIORITY TO AREA RESIDENTS, AND**

- c. IT PROMOTES OPPORTUNITIES FOR CULTURAL AND ARTISTIC EXPRESSION.**

**4. THE “REGENT FAMILY PARK AND WALKING TRAILS” CONCEPT PROPOSES THE FOLLOWING AMENITIES:**

- a. ONE - RETENTION OF THE PARK’S URBAN FOREST OF OVER 300 EXISTING TREES AND SHRUBS IN THE MOST ATTRACTIVE OPEN SPACE FOR FAMILY-ORIENTED PARK ACTIVITIES IN THE AREA – ONE THAT HAS ESTABLISHED GRASS AND MATURE TREES THAT PROVIDE COOLNESS AND SHADE ON HOT SUMMER DAYS – AND IS THE HABITAT FOR MANY SPECIES OF BIRDS.**
- b. TWO – A PLAYGROUND WITH CREATIVE PLAY STRUCTURES AND A SPRAY POOL BUILT TO A STANDARD EQUIVALENT TO THAT PROVIDED BY THE CITY AT THE RICK HANSEN PLAYGROUND, INCLUDING AN ADJACENT 10-CAR PLUS PARKING AREA FOR PARENTS TO SAFELY BRING THEIR CHILDREN TO THE PLAYGROUND WITHOUT UNLOADING THEM AT ON-STREET PARKING**
- c. THREE – SINCE THERE IS NO SAFE AND EASY PEDESTRIAN CONNECTION THAT ALLOWS RESIDENTS ACCESS TO THE CITY’S SYSTEM OF MULTI-USE PATHWAYS, THE PROPOSED CONCEPT PROVIDES FOR MORE THAN 500 METERS OF MULTI-USE PATHWAYS THROUGHOUT THE FOREST BUILT TO PATHWAY STANDARDS FOUND IN OTHER DEVELOPED GREEN SPACES IN THE CITY**



- d. **FOUR – MORE THAN A DOZEN FAMILY PICNIC AND BARBEQUE SITES ON AREAS THAT PREVIOUSLY ACCOMMODATED GOLF GREENS AND OTHER SHELTERED TREE AREAS**
  - e. **FIVE – NUMEROUS UNSTRUCTURED PLAY SPACES ON EXISTING ESTABLISHED FAIRWAY GRASS ADJACENT TO THE FAMILY PICNIC SITES**
  - f. **SIX – 2 FENCED-IN OFF-LEASE PARKS – ONE FOR SMALL DOGS, AND ANOTHER FOR LARGER DOGS, ON ALREADY ESTABLISHED FAIRWAY GRASS, AND**
  - g. **SEVEN – CIRCULAR INTERSECTIONS SITUATED ALONG THE PARK’S PATHWAY SYSTEM WITH CENTRAL ISLANDS FEATURING:**
    - i. **HORTICULTURAL DISPLAYS, AND**
    - ii. **VISUAL ART PIECES COMMUNICATING THEMES RELEVANT TO THE CULTURE AND HERITAGE OF AREA RESIDENTS (FOR EXAMPLE, AN ART PIECE RECOGNIZING THE SACREDNESS OF THE EARTH, OR A SCULPTURE COMMEMORATING FAMILIES, OR A SCULPTURE IN MEMORY OF MISSING AND MURDERED INDIGENOUS WOMEN AND GIRLS).**
- 5. SAFETY CONCERNS SHOULD BE ADDRESSED BY:**
- a. **CONSTRUCTING PATHWAYS WITHOUT SHARP TURNS AND WIDE ENOUGH FOR POLICE VEHICLE DRIVE-THROUGH PATROLS AFTER HOURS,**
  - b. **ATTRACTING REGULAR ADULT USERS AND ENTIRE FAMILIES WHO WILL PROVIDE CASUAL VIGILANCE AND SURVEILLANCE WHILE THEY USE THE PARK,**



- c. **INSTALLING STRATEGIC LIGHTING,**
- d. **RETAINING THE EXISTING FENCING TO SEPARATE THE PARK FROM STREET TRAFFIC AND THE STORM CHANNEL, AND**
- e. **ALLOWING PARK OPPORTUNITIES RELEVANT TO THE RESIDENTS OF THE COMMUNITY THAT WILL PROVIDE THEM WITH A SENSE OF OWNERSHIP AND PRIDE TO PROMOTE POSITIVE ATTITUDES THAT DISCOURAGE UNDESIRABLE BEHAVIOURS.**

## **6. COSTS**

- a. **URBAN FOREST OF OVER 300 TREES AND SHRUBS AND PARK GRASS SPACES – EXISTING – COST SAVINGS TO REMOVE AND REPLANT TREES AND PARK GRASSES**
- b. **PLAYGROUND WITH CREATIVE PLAY STRUCTURES AND A SPRAY POOL – CONTEMPLATED AS A COST IN ALL OF THE OTHER CONCEPTS**
- c. **PARKING AREA – REQUIRES GRADING AND GRAVELLING OF SITE**
- d. **MULTI-USE PATHWAYS – REQUIRES CONSTRUCTION OF 500 METERS OF EITHER GRAVEL OR PAVED PATHWAYS – PART OF WHICH WAS CONTEMPLATED AS A COST IN ALL OF THE OTHER CONCEPTS**
- e. **FAMILY PICNIC AND BARBEQUE SITES – INSTALLATION OF SITES ON AREAS THAT PREVIOUSLY ACCOMMODATED GOLF GREENS AND IN OTHER SHELTERED TREE AREAS**

- f. UNSTRUCTURED PLAY SPACES – EXISTING ON ESTABLISHED PARK FAIRWAY GRASS AND ADJACENT AREAS**
- g. OFF-LEASE PARKS – UTILIZES EXISTING PARK PERIMETER FENCING AND REQUIRES NEW FENCING TO TOTALLY ENCLOSE THE AREA ON ALREADY ESTABLISHED PARK FAIRWAY GRASS**
- h. CENTRAL ISLANDS AT CIRCULAR INTERSECTIONS SITUATED ALONG THE PARK’S PATHWAY SYSTEM ISLANDS FEATURING:**
  - i. HORTICULTURAL DISPLAYS AT CENTRAL ISLANDS AT CIRCULAR INTERSECTIONS – REQUIRES CONSTRUCTION OF PLANTERS AND CITY GREENHOUSE PLANTS**
  - ii. PERMANENT VISUAL ART PIECES – REQUIRES INSTALLATION IN CONSULTATION AND/OR PARTNERSHIP WITH AREA CULTURAL AND HERITAGE GROUPS**

**THANK YOU.**



# REGENT FAMILY PARK AND WALKING TRAILS CONCEPT



## AMENITIES AND SPACES

- RETENTION OF OVER 300 EXISTING TREES AND SHRUBS
- CHILDREN'S PLAYGROUND WITH CREATIVE PLAY STRUCTURES AND SPRAY POOL
- MULTI-USE PATHWAYS
- FAMILY PICNIC AND BARBEQUE SITES
- UNSTRUCTURED PLAY SPACES
- OFF-LEASH DOG PARKS
- HORTICULTURAL DISPLAYS
- CULTURAL/HERITAGE ART PIECES AND SCULPTURES

"PARKS ARE FOR PEOPLE"



**MY NAME IS BOBBI STADNYK.**

**I AM A PH.D PSYCHOLOGIST HERE IN REGINA AND I  
AM REPRESENTING THE CHILD POVERTY CONCERN  
GROUP**

**STATS I WILL USE TODAY ARE FROM CITY POLICE  
RECORDS OR STATS CANADA**

**IN MATTERS OF ZONING AND DEVELOPMENT CITY  
HALL IS LEGALLY BOUND BY THE PLANNING AND  
DEVELOPMENT ACT.**

**A MAIN PURPOSE OF THE ACT IS TO CONTROL THE  
USE OF LAND FOR PROVIDING FOR THE HEALTH,  
SAFETY AND GENERAL WELFARE OF CITIZENS.**

**THE WORLD STANDARD IN CITY BUILDING IS TO BUILD  
MIXED INCOME COMMUNITIES OF CHOICE WHERE  
PEOPLE REGARDLESS OF ETHNICITY AND ECONOMIC  
BACKGROUND CAN LIVE TOGETHER IN DIVERSE  
NEIGHBOURHOODS.**

**REGINA HAS FAILED MISERABLY IN THIS ENDEVOUR  
AND IN FACT HAS CREATED NEIGHBOURHOODS OF**

## **ECONOMIC AND RACIAL SEGREGATION.**

**THE GOLF COURSE AREA IS A GOOD EXAMPLE**

**CORONATION PARK IS DIVIDED INTO 2 VERY DIFFERENT AREAS, NORTH AND SOUTH OF SHERWOOD.**

**THE GOLF COURSE AREA LIES ON THE SOUTH IN A 4 BY 5 BLOCK AREA WITH NATURAL BOUNDARIES THAT ISOLATE IT FROM THE REST OF CORONATION.**

**THE CHILD POVERTY RATE IN THE AREA is 64% COMPARED TO THE REGINA RATE OF 17%**

**AND THE CANADIAN RATE of 16% (STATS CAN)**

**WEALTHY AREAS OF REGINA HAVE FAR LOWER RATES**

**PRAIRIE VIEW 2%**

**GARDNER ON THE GREENS 1.6%**

**AND THE SOUTH SIDE OF ARGYLE PARK 0%**

**SOCIAL AND SUBSIDIZED HOUSING RATES ALSO  
REFLECT THE PROBLEM**

**THE GOLF COURSE AREA HAS 54%**

**PRAIRIE VIEW 2.5% AND**

**ARGYLE PARK SOUTH SIDE 0 %**

**YOU CAN SEE FROM THESE STATS THAT  
DISADVANTAGED CHILDREN, ARE NOT ALLOWED TO  
LIVE IN WEALTHY NEIGHBOURHOODS IN REGINA IN  
ANY MEANINGFUL NUMBERS. CITY ZONING AND  
DEVELOPMENT PRACTICES AND SHADY DEVELOPERS  
MAKE SURE THIS DOESN'T HAPPEN. THE RICH AND  
POOR ARE KEPT SEGREGATED**

IN ADDITION TO THE GRUELLING EXPERIENCE OF BEING EXPOSED TO EXTREME POVERTY CHILDREN LIVING IN THE GOLF COURSE AREA ARE FACED WITH A STAGGERING VIOLENT CRIME RATE.

IN 2014 THERE WERE 635 VIOLENT CRIMES IN CORONATION ONE OF THE HIGHEST RATES IN REGINA MANY MORE GO UNREPORTED

THIS IS FAR HIGHER THAN WEALTHY NEIGHBOURHOODS LIKE

TWIN LAKES AT 62 VIOLENT CRIMES A YEAR,  
ARCOLA EAST 50 PER 7,000 PEOPLE PER YEAR AND  
PRAIRIE VIEW 31 PER YEAR

CITY POLICE DIVIDE CORONATION INTO 6 ZONES ONE BEING THE GOLF COURSE ZONE.

ALTHOUGH THE GOLF COURSE ZONE HAS ONLY 19% OF CORONATION'S POPULATION... NEARLY 50% OF ALL VIOLENT CRIMES OCCURS HERE.

STATS CANADA TELLS US THERE IS A RELATIONSHIP BETWEEN VIOLENT CRIME AND RENTAL PROPERTIES SO THAT AS RENTAL PROPERTIES INCREASE SO DOES VIOLENT CRIME.

THE GOLF COURSE AREA HAS A RENTAL PROPERTY RATE OF 68% ONE OF THE HIGHEST IN REGINA

WEALTHY AREAS HAVE LOW RENTAL RATES

ARCOLA EAST 8%,

ARGYLE PARK 4%, AND

PRAIRIE VIEW 1.3%

WHAT SENSE WOULD IT MAKE TO CONTINUE ADDING MORE RENTAL PROPERTIES TO THE SOUTH PART OF CORONATION?



THE ONLY THING THAT CAN COME OF ALLOWING THIS  
IS MORE HARM TO CHILDREN.

YOU MAY ARGUE BUT IT'S A SENIORS COMPLEX.

BUT IS IT REALLY?

THE CITY SHOWS US PICTURES OF A SENIORS  
COMPLEX AND TRIES TO MAKE BELIEVE THAT'S WHAT  
WILL BE BUILT ON THE LAND.

BUT WHEN YOU ASK THE CITY IF THAT IS WHAT THE  
DEVELOPER WILL BUILD THEY ADMIT THEY DON'T  
KNOW.

TO MAKE MATTERS WORSE OUR GROUP SURVEYED 50  
SENIOR LIVING IN REGINA SENIORS COMPLEXES IN  
DISADVANTAGED NEIGHBOURHOODS.

THEY REPORT THAT PEOPLE WHO ARE NOT SENIORS

**LIVE IN THEIR COMPLEXES**

**ESTIMATES VARIED FROM 5% TO 35%**

**WORSE YET 75% OF SENIORS REPORTED  
EXPERIENCING CRIME IN THEIR FACILITIES.**

**THIS INCLUDED VANDALISM, THEFT, MUGGINGS,  
ASSAULT, PROSTITUTION AND DRUG USE AND DRUG  
DEALING OF SUBSTANCES LIKE CRACK COCAINE  
WHICH WAS USED ON THE PREMISES.**

**ONE FACILITY HAD A GANG MEMBER LIVING IN THE  
COMPLEX FOR AT LEAST 4 MONTHS.**

**IN SPITE OF REPEATED COMPLAINTS GANG MEMBERS  
WERE ROAMING THE HALLS AND RESIDENTS WERE  
TERRIFIED TO COME OUT OF THEIR UNITS**

SO EVEN IF A "SENIORS COMPLEX" WERE BUILT AT THE GOLF COURSE IT WOULD STILL BE CLEARLY PROBLEMATIC AND PROMOTE CONDENSED POVERTY

THE KIND OF ECONOMIC AND RACIAL SEGREGATION THAT IS HAPPENING IN REGINA IS WRONG AND THERE IS NO VALID EXCUSE TO CONTINUE TO PERPETUATE IT

THE HARM DONE TO CHILDREN BY WAREHOUSING THEM INTO DISADVANTAGED NEIGHBOURHOODS IS WELL DOCUMENTED AND HAS LIFE LONG CONSEQUENCES

IT IMPACTS THE WAY THEY THINK FEEL AND ACT

THEY SEE THE WORLD AS A SCARY PLACE WHERE THEY AREN'T SAFE AND CAN'T PROTECT THEMSELVES

THEY ARE MORE LIKELY TO BECOME INVOLVED IN  
GANG ACTIVITY, VIOLENT CRIME AND SUBSTANCE  
ABUSE

THEY HAVE FAR HIGHER RATES OF  
HELPLESSNESS, WITHDRAWAL, ANXIETY,  
DEPRESSION AND PTSD AND ARE 4 TIMES MORE  
LIKELY TO ATTEMPT OR COMMIT SUICIDE

MOVING KIDS FROM HIGH TO LOW POVERTY  
NEIGHBOURHOODS CAUSES MAJOR  
IMPROVMENTS IN MENTAL AND PHYSICAL  
HEALTH.

**WHILE CARING PEOPLE WORLD WIDE ARE  
SUPPORTING OPEN BORDERS BETWEEN  
COUNTRIES, IN ORDER TO PROTECT  
DISADVANTAGED PEOPLE ....THE PEOPLE IN  
REGINA CITY HALL CAN'T EVEN BRING  
THEMSELVES TO OPEN WEALTHY  
NEIGHBOURHOODS TO DISADVANTAGED AND AT  
RISK PEOPLE IN MEANINGFUL NUMBERS.**

**AFFLUENT AREAS OF THE CITY ARE BEING KEPT WHITE AND WEALTHY WHILE NEIGHBOURHOODS LIKE NORTH CENTRAL AND THE SOUTH PART OF CORONATION ARE BEING TURNED INTO GHETTOS WHERE DISADVANTAGED CHILDREN ARE BEING WAREHOUSED AND DAMAGED**

**AS A COMMUNITY ON THE SOUTH SIDE OF CORONATION WE AND OUR CHILDREN HAVE DONE FAR MORE THAN OUR FAIR SHARE OF SHOULDERING THE BURDEN AND COST OF CONDENSED POVERTY**

**NOTHING SHOULD BE BUILT ON THE GOLF COURSE LAND THAT WOULD CONTRIBUTE IN ANY WAY TO MORE POVERTY AND THIS INCLUDES THE SO CALLED SENIORS COMPLEX . THIS WOULD BE DISGUSTING AND SHAMEFUL AND ANYONE WHO THINKS OF ALLOWING THIS SHOULD**

**THINK ABOUT WHAT IT WOULD DO TO THEIR OWN  
CHILDREN AND GRANDCHILDREN.**

**Regent Par # Redevelopment – Option #1 with modifications**

My name is Connie Buchan. I live in Regent Park. I am also the Chairperson of OLDPUG. OLDPUG stands for Off Leash Dog Park User Group. We post on the Cathy Lauritsen Memorial and Ross Industrial Dog Park – Regina Facebook page where we have over 900 members. There are at least that many again who aren't in the Facebook group but do use the off-leash parks in Regina. Our Facebook page grows daily. We would like an off-leash dog park incorporated into the new plan for the Regent Par 3 recreational area.

- No housing. Regina is already over-built with new housing developments and houses for sale in established residential areas are not selling. This area of the City was originally designed as full green space for good reasons. Those reasons are still there and have increased. There are less and less green and recreational areas in the mid-north area of the city all the time. With the train tracks in this area you have to realize that it is not prime living space for humans anyway. People don't choose to live by train tracks. They live there because of money, or lack thereof, should I say. Families with low income need better places to live than by train tracks. The opening of a senior's complex poses concerns also, again because of costs. I can't see this being an expensive place to retire again because of the tracks and also the storm channel. That means it would be developed as low-income senior living and unless you are going to make it the new Pioneer Village building, I don't see people buying those apartments.
- In 2016 the City approved 5 new dog parks. None have been developed. While we do appreciate having any dog parks, the 2 we do have are both in bad locations. The Cathy Lauritsen Memorial on 13<sup>th</sup> is on a flood plain and contains Wascana Creek which is a stinking mess with dead fish and animals, muck, extremely slow-moving water and algae. It is also not fully fenced. That park is over used and the wear and tear from that number of dogs and people is really beginning to show. That, along with a couple of dry summers has left the park with a lot of dead grass areas that will take a long time to come back, if they ever do. The dog park in the Ross Industrial area on Solomon Cres. is in a water retention pond with stinky, mucky water there too.
- The 2010 – 2020 Recreation Facility Plan, page 35, item 26 recommends the development of a dog park strategy. This is already 2019 and nothing has happened, not that I am aware of anyway and you'd think the existing dog

park users would be involved in that process. The development of a new dog park in this space would be a show of good faith towards that actually happening.

- The Par 3 is a very large space. A dog park wouldn't have to take up much room. A dog park doesn't have to be as big as the current 2. There is an existing, although poorly maintained parking lot on the property that could be fixed and used for extra parking. A dog park could be placed directly north of that lot. The children's play area could be moved to the open space just northwest of the existing swimming pool. There aren't nearly as many trees in that space as the drawings showed. The multi-use field could move a bit to the west as shown in Option #2. The dog park would be away from any neighbouring houses and there could be walk paths and the parking lot connecting the playground to the picnic and other areas. I'm sure kids would love to watch the dogs playing.
- Another possible space for a dog park is on the south edge along McKinley. Again, it doesn't have to be a huge space. If a dog park is there, any balls from the multi-use field would not be going out onto McKinley Ave. and into traffic. This would be much safer than the 4 current Concept drawings show for the area.
- I would like to see the parking lot stay and be repaired and expanded if possible because street parking is extremely limited in the area. With a multi-use field, basketball courts, playground, splash pad, swimming pool, general use areas, walking paths and a dog park, vehicle traffic and parking is going to be huge. That multi-use field alone can house at least 8 little kid's soccer games. Just as an example: that's 12 kids on a team, 2 parents in a car each, Grandma and Grandpa x 2, and that doesn't take into account what else is going on in the part at the time. Angle parking would give more parking spots than parallel parking. It is a wide street so that could be accommodated on at least one side of the street. Traffic on McKinley moves fast. It is used as a quick and straight short cut from Elphinstone to the Lewvan. Speed bumps would slow the traffic down. Even if the Par 3 isn't developed, speed bumps would help with safety in the area and slow drivers down. With this being a play area, the speed limit should be 30 – 40 kph. Entrance to a dog park coming right off a parking lot would be the best. A direct line to the gate with an excited dog would be so much appreciated. If kids, balls, frisbees or other distractions are crossing their paths even if they are leashed (which they have to be) could amp up the excitement level. The



calmer, the better. Dogs also tend to relieve themselves when they get excited so getting them into the park as quickly as possible would help with that sticky situation too.

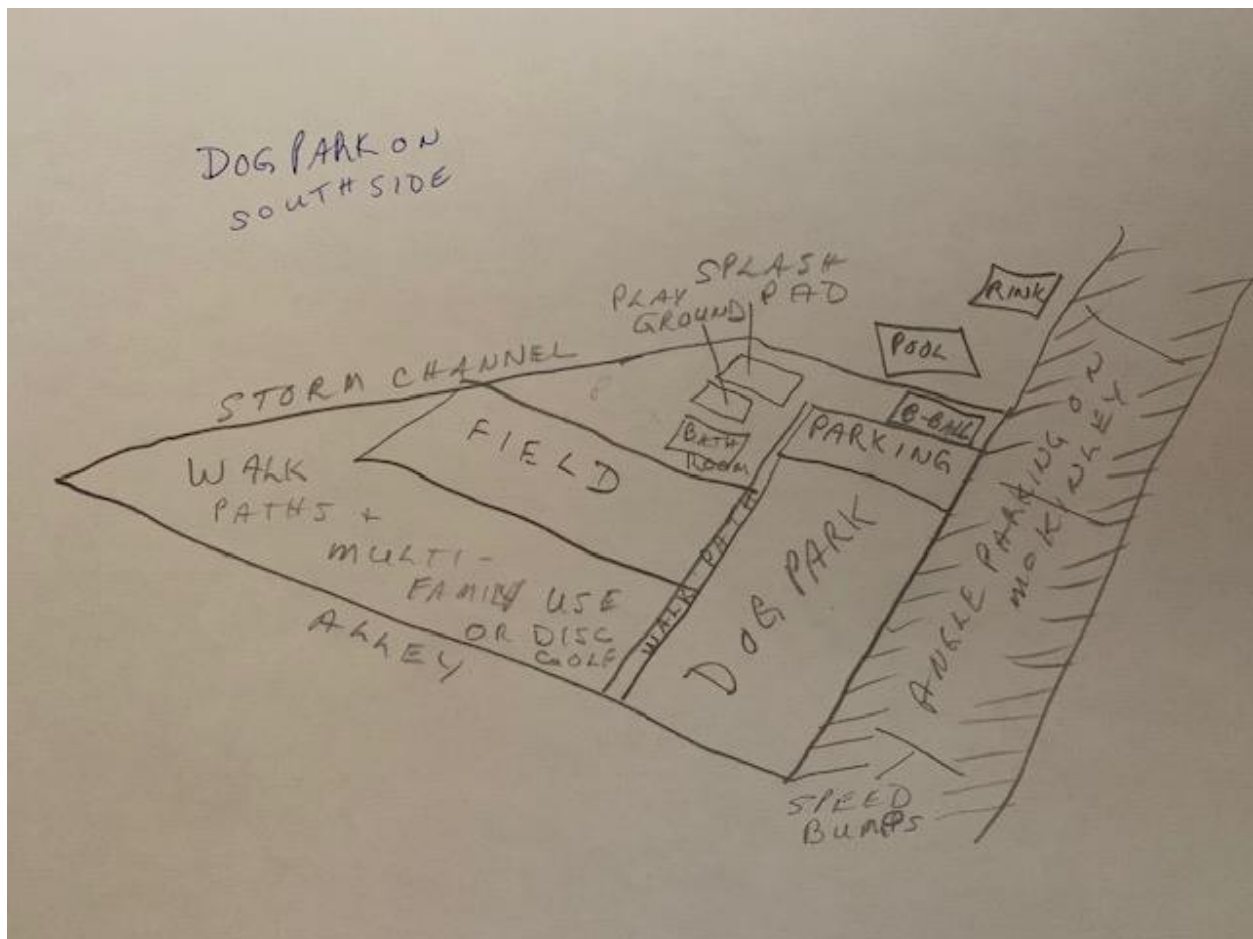
- The old utility building or whatever it is, that is on the property must have water running to it. It could be rebuilt to be a public washroom, have drinking water for the families and run a pipe to the dog park for safe, drinking water for the dogs as well, something that is sorely lacking at the other dog parks.
- When I went to the public meeting at the Gathering Place in, I was speaking with 3 of the City employees who were staffing the Concept Stations. When we talked about a dog park the general idea was that it could be worked into the plan. The borders shown on the drawings were not necessarily accurate so the east side for example, could be extended and angled to utilize some of the open space north of the swimming pool. They also mentioned that the existing fencing around the Par 3 could be repurposed to go around a dog park. This would save on costs. They pointed out that in relationship to the total cost of the redesign a dog park is quite low in costs anyway. Grass and trees are already in place, add a couple of benches and a gate, which wouldn't have to be as elaborate as the ones at the 2 current parks (the roll away function isn't even utilized at those parks) and you've got a whole lot of happy citizens with their dogs.
- Dog parks aren't just for dogs. Dogs are accompanied by humans. Humans get exercise, build community and enhance their quality of life by walking with their dogs. Other people watching dogs also reap benefits. They smile, enjoy fresh air, learn and share nature with other creatures thereby appreciating their value in our lives.
- The Par 3 space could be a great home for a very much needed dog park. Even though toy and small dog owners need and desire a separate park for small dogs, I would want dogs of all sizes to benefit from this particular area because it is so good for so many. There is a great location that I can think of though, for toy and small dogs to have a park of their own. West of the Lawn Bowling greens is an area that appears not to be used. It is a sort of triangular shape, not too big but big enough for a good number of small dogs, already partially fenced, has a nice row of hedges to muffle sound, has on street parking and a small parking lot, doesn't butt up to houses, has trees and grass, and a utility building or something like that so perhaps there could be safe, drinking water. I would like you to keep this in mind for a toy and

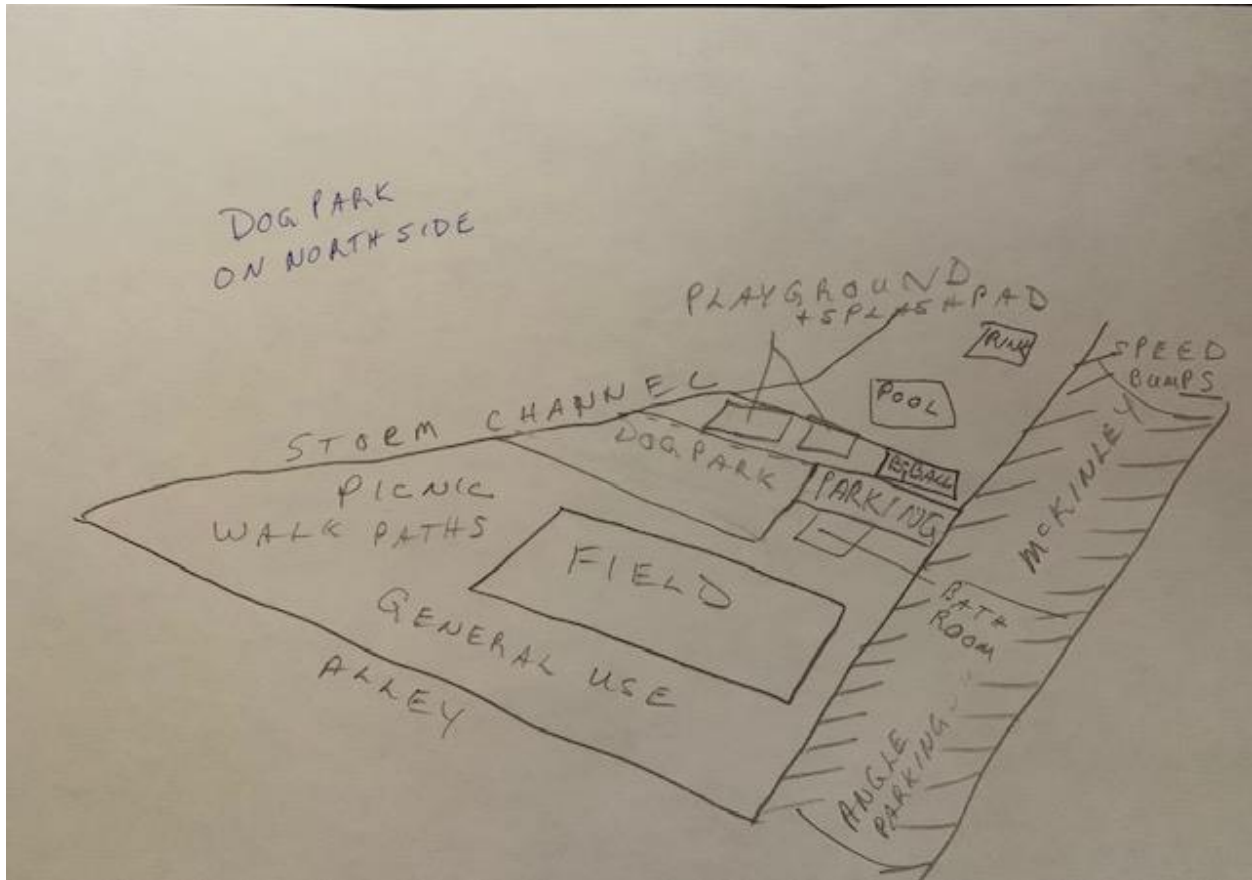
small dog park in the very near future. We can talk more about that, perhaps when we talk about a strategic plan for all dog parks as stated in the Recreational Facility Plan.

- The City really has to start showing more regard for dog owners in this city. When you compare Regina to other cities of all sizes it is falling short in number and quality. There is no reason we can't work together to correct this.

Please find 2 rough draws of possible concepts for the Regent Par 3 recreational area. Thank you for your consideration.

Connie Buchan





**NICOLE BRYKSA SPEAKING ON BEHALF OF THE  
CORONATION PARK COMMUNITY TO REQUEST  
THAT COUNCIL CONSIDER THE “REGENT FAMILY  
PARK AND WALKING TRAILS” CONCEPT AS THE  
PREFERRED OPTION FOR REDEVELOPMENT OF  
THE REGENT PARK PAR 3 GOLF COURSE SITE**

**A LITTLE OVER A YEAR AGO MY PARTNER, LAUREN, AND I  
MOVED TO OUR HOUSE ON KING STREET IN CORONATION  
PARK.**

**INITIALLY WE HAD BEEN LOOKING TO BUY IN OTHER PARTS  
OF THE CITY UNTIL WE CAME ACROSS OUR NEW HOME.**

**WE WEREN'T SURE WHAT THE AREA WAS LIKE AT THE TIME  
BUT WE'VE SINCE FALLEN IN LOVE WITH OUR HOUSE AND  
OUR NEIGHBOURS.**

**MY FIRST IMPRESSION WAS THAT I LOVE THE EVERGREEN  
TREE IN OUR FRONT YARD.**

**IT IS MASSIVE AND STUNNING.**

**ONLY IN THIS TYPE OF NEIGHBOURHOOD COULD WE BE SO  
LUCKY TO HAVE SUCH A BEAUTIFUL AND ESTABLISHED  
TREE IN OUR FRONT YARD.**

**DUE TO BRILLIANT TREES LIKE THIS WE ARE ALSO LUCKY  
AND THANKFUL TO HAVE A VIEW AND ENJOY A VARIETY OF**

**BIRDS THAT INHABIT THESE TREES FROM BLUE JAYS TO WRENS AND THEIR BABIES, SPARROWS, WOODPECKERS, FINCHES, BOHEMIAN WAXWINGS, ROBINS AND OTHER SONGBIRDS I DON'T RECOGNIZE.**

**WE LIVE A BLOCK FROM THE REGENT PARK PAR 3 GOLF COURSE AND ITS OVER 300 MATURE AND ESTABLISHED TREES.**

**ONE OF OUR NEIGHBOURS ACROSS THE STREET, DICK, SHARED WITH ME HOW HE HELPED TO PLANT ALL OF THE TREES IN THE PARK OVER 60 YEARS AGO AND EXPRESSED HIS CONCERNS ABOUT THE CITY CHOPPING THEM DOWN TO PUT UP BUILDINGS.**

**HE WATCHES EVERY DAY HOPING THE CITY LEAVES THE TREES ALONE.**

**THE ONLY THING ABOUT THE SPACE IS THAT IT IS ALL FENCED OFF AND CLOSED TO THE NEIGHBOURHOOD.**

**LAUREN AND I, ALONG WITH A GREAT NUMBER OF OUR NEIGHBOURS, LOVE OUR DOGS DEARLY.**

**WHEN WE GO WALKING WITH OUR DOG, GIBSON, THERE ARE NO PARKS OR GREEN SPACES TO WALK THROUGH AND ENJOY.**

**WE WEAVE DOWN OUR STREET, THEN DOWN AN ALLEY, THEN DOWN ANOTHER STREET, AND THEN DOWN ANOTHER ALLEY TO GET TO MCKINLEY STREET.**

**WE HAVE TO WALK DOWN MCKINLEY WITH THE TRAIN TRACKS ON ONE SIDE AND THE BEAUTIFUL FENCED-IN AND INACCESSIBLE PARK ON THE OTHER.**

**WE LOOK AT THE PARK SPACE AND THEN AT EACH OTHER WITH DISAPPOINTMENT AND SAY "IF ONLY WE COULD GO IN THERE."**

**I CAN ONLY IMAGINE WHAT THE 500 CHILDREN IN THE AREA WHO ARE UNDER THE AGE OF 14 WISH FOR WHEN THEY WALK BY.**

**WHEN WE FOUND OUT THAT PLANS WERE BEING MADE TO OPEN UP THE PARK I WAS VERY EXCITED.**

**THE GOLF COURSE HAS HAD ITS TIME - BEING A PROGRAMMED SPACE FOR A LIMITED NUMBER OF PEOPLE WHO WERE ALLOWED TO USE IT.**

**NOW IS THE OPPORTUNITY TO CREATE SOMETHING BEAUTIFUL THAT PEOPLE OF ALL AGES CAN ENJOY EITHER WITH THEIR FAMILIES, WITH FRIENDS, WITH THEIR PETS, OR ALONE.**

**OPENING UP THIS GREEN SPACE IS OPENING UP THE POTENTIAL TO CREATE A NEW IMAGE FOR OUR CITY.**

**PEOPLE HAVE MANY STEREOTYPES AND MISCONCEPTIONS REGARDING PEOPLE IN OUR ZONE OF THE CITY – MISCONCEPTIONS OF A COMMUNITY THAT THE CITY HAS A CHANCE TO RESHAPE.**

**THE OPTION FOR REDEVELOPING THE GOLF COURSE THAT THE CITY DID NOT PRESENT TO US, THE “REGENT FAMILY PARK AND WALKING TRAILS” CONCEPT WOULD BE THE MOST BENEFIT TO ALL FOR GROWING OUR COMMUNITY.**

**IT IS THE ONLY OPTION THAT SHOULD BE CONSIDERED AT THIS TIME.**

**THE CITY CANNOT MAKE ABSOLUTE PROMISES ABOUT THE OPERATION OF BUILDINGS WITHIN THE PARK ONCE THE LAND IS SOLD.**

**THERE IS ABSOLUTELY NO WAY IT CAN ENSURE THE PROPER TREATMENT AND SAFETY OF CITIZENS IN THE NEIGHBOURHOOD ONCE A PRIVATIZED BUILDING IS BUILDING TAKES UP THE LAND.**

**THE HOUSING MARKET IS SATURATED AND THERE ARE ALREADY HIGH VACANCY RATES IN NEWLY CONSTRUCTED HOUSING.**

**WE DO NOT NEED MORE HOUSING!**

**WHAT WE DO NEED IS A MORE ABUNDANCE OF SPACE FOR FAMILIES AND THEIR CHILDREN TO PLAY IN, BE ENERGETIC, AND ENJOY.**

**IT IS THEIR HUMAN RIGHT TO HAVE A BEAUTIFUL PARK IN THEIR NEIGHBOURHOOD TO BE PART OF THEIR GROWTH AND DEVELOPMENT.**

**RIGHT NOW SOME OF THE CHILDREN'S MORE POPULAR PLACES FOR PLAY INCLUDE A STORM CHANNEL CULVERT, A PARKING LOT BEHIND A MALL, AND MOST OFTEN, ON THE STREETS.**

**CHILDREN IN OUR NEIGHBOURHOODS DESERVE BETTER THAN THIS.**

**THEY DESERVE TO KNOW THAT THEIR CITY SUPPORTS THEM AND NURTURES THEIR HEALTH AND WELL-BEING.**

**HELP US CREATE A MAGICAL SPACE FOR THEM – ONE WITH MAJESTIC TREES, MAGNIFICENT BIRDS, NEW PLAY STRUCTURES, AREAS TO PICNIC AND BARBEQUE WITH FAMILY AND FRIENDS, WALKING PATHS, AND OFF-LEASH AREAS FOR OUR DOGS.**

**LET'S BE THE PEOPLE WHO ESTABLISHED A RECREATIONAL SPACE THAT WE CAN ALL LOOK BACK AT AND BE PROUD OF IN THE FUTURE.**



I am requesting to appear at the City Council meeting on June 24th.

I wish to speak to the agenda item of Regent Park Par 3 Redevelopment.

I intend to ask Council to direct the Administration to amend the design of whichever redevelopment option they choose to include the recreational activities identified from public feedback. Those recreational activities are disc golf, toboggan hill and a fenced neighbourhood off-leash dog park.

I believe doing so is especially important if an option that allows sale of part of the land for residential development is chosen. Money leveraged from the sale of recreational space should be reinvested in recreational areas and development.

Thankyou!

Lynda Schofield

June 17, 2019

Queen Elizabeth II Court

Please be advised that I wish to appear before City Council on Monday, June 24th to address the redevelopment of the Regent Par III Golf Course.

Sincerely,

Brittney Iverson

*Brittney Iverson*

“Being a mother of 2 small children living in the area, amenities like parks and walking paths have become increasingly important. There are parks in our area that are being neglected and slowly losing appeal until the only option seems to be build/develop. There are already townhouses north of this park and more along Lewvan. For our family it is important to have amenities like a pool and park in the area and I think it should be kept this way or upgraded to meet the needs of the community. This area is a community of small families and is financially viable for first time home owners or families who can't afford the high cost of homes in newer developments that have those higher end parks. Instead of cramming even more families into the area we need to look at sustaining the amenities for families already living here. More people with less green space is not conducive to healthy growth and development. Please do not put any buildings into the Regent Park Par 3 land – we will never get it back and my children deserve better.”

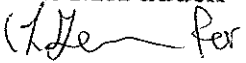
June 18, 2019

Queen Elizabeth II Court 2476 Victoria Avenue Regina, SK. S4P 3C8

Please be advised that I wish to appear before City Council on Monday, June 24th to address the redevelopment of the Regent Par III Golf Course.

Sincerely,

Kris McFadden

 Per Kris McFadden)

I will be speaking to:

- The need for more green space for children and families
- Community desire for dog park
- Issues surrounding development
- Rejection of proposed concepts / approval of concept 5

June 18, 2019

Queen Elizabeth II Court  
2476 Victoria Avenue  
Regina, SK. S4P 3C8

As per the attached information, please be advised that I wish to appear before City Council on Monday, June 24<sup>th</sup> to address the redevelopment of the Regent Par III Golf Course. I would like to propose that the park become a dog park with walking paths.

Sincerely,

A handwritten signature in cursive script that reads "Becky Gamble". The signature is written in black ink and is positioned above the printed name.

Becky Gamble

**„REGENT PARK / PAR 3–NEED FOR MORE DOG PARKS**

The City of Regina has been expressing a need for more dog parks in Regina. Saskatoon already has at least eight dog parks, and Regina only has two –one at Cathy Lauristen Park and one at Ross Industrial Park. It is high-time we had a few more. A dog park and walking paths is necessary. As a proposal to re-develop the Regent Park / Par 3 and in keeping with preserving its natural state, with green space and beautiful trees, we would suggest including two more dog parks. The fencing is already there, for the most part, and both a large and small dog park should be established in the inner city. The dogs and their humans would immensely enjoy this development, as well as those walking the trails.

Right now, the main dog park is over five kms away from the NW area of town. This would be a much closer venue to take our dogs to walk. In the name of humanity, please consider our proposal. Please do not destroy the trees!

Say 'NO' to re-development!

The dog park concept, plus walking trails would be perfect for this special place in the inner city. Please show compassion and have a heart for all dogs and dog-lovers in our city, as well as nature lovers.

For all these reasons and more I reject all four concepts and accept concept 5–Regent Family Park and Walking Trails by Nelson Bryksa.

Thank you.

My name is Lauren Gamble,

I am here tonight to speak up against the development of the Regent Park Par 3. I live just a stone's throw away from the land and I am here not only to represent my family but also other community members who were either unable to be here tonight or unable to speak in front of you publicly for reasons of their own.

I am here as an advocate and to encourage community members and council to reject the 4 proposed concepts. The original plans were made after 10 community members showed up to the preliminary meeting – why were there only 10 members of the community? In a community of ~1413 people having only 10 come to a meeting means that you are only speaking to <1%. Any decisions based on <1% should be considered negligent. I, personally, walked door-to-door for four afternoons/evenings over the last two weeks and had the privilege of speaking to 32 residents at length about their thoughts and feelings regarding the development of the Regent Park Par 3. 31 of the 32 residents told me that they wish the city would respect the green space, the ~60 year old trees (over 300), and not sell the land to developers in an already over developed area. The resident who did not agree with keeping the green space felt that the cost to save it was too much. No one stated that a multi sports complex was on their wish list (costly) and when shown Concept 5 – Regent Family Park and Walking Trails everyone agreed that this was a plan that fit our community needs – EVERYONE. Keep in mind – this took me two weeks not four years as it has taken the city development proposals. The online surveys done by the city were not a vote – they were a pro and con list.

I also agree with the 1,069/1,073 individuals from coronation park and North Central who signed the petition to the city to not have any buildings on the golf course land. I agree with the 350 residents of north central and coronation who personally filled in the coronation park community group surveys with their ideas of what they want on the golf course land and most recently the more than 500 residents of coronation and north central who signed an open letter to the city rejecting all 4 of their golf course options.

I also found that many community members were misinformed regarding a “seniors complex”. When I asked at the concept meeting in April whether or not they have a mandate for seniors to live there or what level of care would be provided there I was told that, “Once the land is sold it is up to the developer – we do not regulate that”. This could mean that a private senior complex could be put in which is very costly to our seniors, ~5000\$/month, or seniors low income apartments could be put in. When developers make senior living homes they can legally make the rooms smaller than typical code – however, when seniors living in seniors complexes were interviewed in our area this June it was determined that residents living there were not all considered seniors but instead used these facilities as low income apartments. The city also has a 15% vacancy rate among senior homes to date. Clearly there is not a need for more senior homes and the city is trying to disguise more low income apartments in the form of senior homes impacting the already poverty warehoused neighbourhood. 75% of the seniors in our area who were surveyed at these homes said that they have been exposed to crime in their

**FLOOD CONCERNS**

MY NAME IS AUSTIN STADNYK

I AM HERE TODAY TO SPEAK ON BEHALF OF THE CORONATION PARK  
FLOOD CONCERN GROUP

WE ARE AN INFORMAL GROUP WHO REPRESENT RESIDENTS OF  
CORONATION PARK, WHO LIVE IN THE IMMEDIATE AREA OF THE  
PROPOSED DEVELOPMENT OF THE GOLF COURSE

OUR MANDATE IS TO ADDRESS THE FLOOD ISSUES ASSOCIATED WITH  
THE PROPOSED REZONING AND DEVELOPMENT OF THE GOLF COURSE

**ACCORDING TO THE PLANNING AND DEVELOPMENT ACT, 2007 THE  
REGINA PLANNING COMMISSION HAS A LEGAL DUTY AND AN  
OBLIGATION TO PROTECT THE HEALTH, SAFETY AND GENERAL  
WELFARE OF THE COMMUNITY IN MATTERS OF REZONING**

**I AM GOING TO BE TALKING ABOUT THE PROPOSED REZONING AND  
FLOOD ISSUES AND HOW THIS RELATES TO THE HEALTH SAFETY  
AND THE GENERAL WELFARE OF THE COMMUNITY**

OUR GROUP IS DEEPLY CONCERNED THAT GOOD QUALITY SAFE SOCIAL  
AND SUBSIDIZED HOMES MUST BE PROVIDED IN REGINA FOR ALL  
PEOPLE WHO NEED THEM.



CITY COUNCIL MUST ENSURE THAT PEOPLE WHO NEED SOCIAL AND SUBSIDIZED HOUSING ARE NOT PLACED IN STRESSED COMMUNITIES THAT ARE STRUGGLING WITH UNSAFE AND UNHEALTHY ENVIRONMENTS

COMPARED TO MOST OTHER AREAS IN REGINA.....CORONATION PARK IS AN UNHEALTHY AND UNSAFE ENVIRONMENT

IN 2011 THE CITY APPROVED ZONING AND DEVELOPMENT PLANS THAT ALLOWED THE BACKFILLING OF THE FLOODPLAIN THAT ADJOINS THE GOLF COURSE.

OUR CONCERN IS WITH WATER RETENTION

SINCE THE FLOODPLAIN WAS BACKFILLED THE GOLF COURSE HAS HELPED PROTECT THE COMMUNITY FROM FLOOD RISK. THE LAND IS A SIGNIFICANT 5 HECTARE AREA WITH AN ABUNDANCE OF LARGE MATURE TREES.

DURING HEAVY RAINS THE LAND ACTS AS A WATER RETENTION SPACE AND ALLOWS A TREMENDOUS AMOUNT OF WATER TO BE ABSORBED OR TO SIT UNTIL THE CHANNEL CAN HANDLE IT. ALL OF THIS PROTECTS OUR HOMES FROM FLOODING.

THE SOCIAL HOUSING ACROSS THE STREET FROM THE PROPOSED DEVELOPMENT (REGENCY GARDENS) AND OTHER PROPERTIES IN THE SURROUNDING AREA HAVE FLOODED BADLY DURING STORMS IN MANY YEARS INCLUDING 1975, 1983 AND 2010 TO NAME A FEW. THIS CAUSED A GREAT DEAL OF DAMAGE TO PROPERTY AND SUFFERING TO RESIDENTS.

DURING THESE STORMS WATER BLOWS OUT OF THE SEWERS LIKE A GEYSER ON MANY STREETS. ENGINEERS FROM STANTECH HAVE TOLD US THIS IS BECAUSE THE CHANNELS HAVE REACHED CAPACITY AND WERE NOT ABLE TO HANDLE THE STORM WATER CAUSING IT TO BACK UP INTO THE SEWERS

THE FLOODPLAIN AT 4001 3<sup>RD</sup> AVENUE NORTH THAT WAS BACKFILLED USED TO HOLD WATER UNTIL THE CHANNEL COULD TAKE IT. AT THESE TIMES THE WATER WAS OFTEN KNEE DEEP. THIS MINIMIZED COMMUNITY FLOOD RISK AND PROTECTED PROPERTY AND PEOPLE.

SINCE THE FLOODPLAIN WAS BACKFILLED THE GOLF COURSE NOW HELPS WITH WATER RETENTION MAKING THE FLOOD RISK LESS THAN IT WOULD BE

THE ENGINEERING FIRM OF STANTEC FOUND CORONATION PARK TO BE ONE OF THE WORST AREAS IN REGINA IN TERMS OF FLOOD RISK.

IN THEIR REPORT IN 2000 STANTEC CONCLUDED THAT RESIDENTS IN THE AREA WERE UNABLE TO COPE WITH FLOOD PROBLEMS.

**THE STANTEC REPORT WENT ON TO SAY THAT CORONATION PARK IS AT RISK FOR FLOODING TO THE EXTENT THAT IT WAS DEEMED TO BE DANGEROUS AND A THREAT TO LIFE.**

STANTEC ALSO FOUND THAT CORONATION PARK HAD THE THIRD HIGHEST RATE OF FLOOD INSURANCE CLAIMS IN REGINA

**THE REPORT SHOWS THE AREA THAT IS IMMEDIATELY TO THE EAST AND NORTH OF THE PROPOSED DEVELOPMENT ARE IN EXCEPTIONALLY LOW SPOTS.**

**THESE FINDINGS IN THE STANTEC REPORT ARE CONSISTENT WITH PEOPLE IN THE GOLF COURSE AREA EXPERIENCING MORE FLOODING THAN MOST NEIGHBOURHOODS IN REGINA**

.....A SENIOR ENGINEER WITH THE CITY SAID THAT REZONING AND BACKFILLING THE FLOODPLAIN WOULD CAUSE MINIMAL UPSTREAM AND DOWNSTREAM IMPACTS

CLEARLY WE CAN NOT AFFORD MINIMAL IMPACT AND ANYTHING THAT MAKES IT WORSE ...EVEN MINIMALLY IS UNACCEPTABLE

AND NOW THE CITY WANTS TO DEVELOP BUILDINGS ON THE GOLF COURSE ADDING TO THE FLOOD POTENTIAL

IT IS CONTRARY TO THE BEST INTEREST, HEALTH, SAFETY AND WELFARE OF THE NEIGHBOURHOOD RESIDENTS TO PLACE BUILDINGS ON THE GOLF COURSE

IT ALSO CONTRADICTS THE COMMITMENT OF THE CITY TO PROTECT RESIDENTS FROM FLOOD RISK.

**THE CITY HAS AN OBLIGATION TO PROTECT THE CITIZENS FROM FLOOD DANGERS AND RISKS. THE CITY SHOULD BE UPGRADING THE AREA TO IMPROVE WATER FLOW AND WATER RETENTION... NOT CONSIDERING WAYS TO MAKE OUR OBVIOUS PROBLEM ONLY "MINIMALLY WORSE".**

IT IS VERY UNLIKELY THAT THE DEVELOPER OR THE CITY COULD PROVIDE A RESEVOIR THAT WOULD HOLD THE AMOUNT OF WATER THAT THE GOLF COURSE HOLDS AND ABSORBS DURING STORMS

SO IF THE LAND ON THE GOLF COURSE IS USED FOR BUILDINGS  
THIS WILL INCREASE FLOOD RISK FOR THE COMMUNITY

BUILDING ON THE GOLF COURSE WILL CAUSE THE WATER TO BE  
DISPLACED INTO THE REST OF THE COMMUNITY

WHEN THE FLOODPLAIN ON 3<sup>RD</sup> AVE NORTH WAS BACKFILLED IN  
2010 A WATER ENGINEER IN REGINA WAS HIRED TO LOOK AT  
FLOOD PROOFING THE PROPERTY

HE TOLD US HE WAS NOT ASKED TO CONSIDER WATER  
RETENTION OR THE IMPACT BACKFILLING THE LAND WOULD  
HAVE ON THE REST OF THE COMMUNITY AND SO HE DID NOT

HE AGREED THAT THE WATER WOULD HAVE TO GO SOMEWHERE

THE CITY HAS NOT LOOKED AT HOW BUILDING ON THE GOLF  
COURSE WILL IMPACT WATER RETENTION, ENCROACHMENT,  
UPSTREAM AND DOWNSTREAM IMPACT, SILTATION OR ANY  
OTHER IMPACT THIS WILL HAVE ON THE COMMUNITY

TO SUGGEST THERE WON'T BE A PROBLEM WOULD BE  
RIDICULOUS AND WOULD BE DISRESPECTFUL OF THE  
COMMUNITIES NEED FOR HEALTH, SAFETY AND WELL BEING.

CITY HALL IS ALWAYS LOOKING FOR WAYS TO PREVENT FLOODING IN WEALTHY AREAS OF REGINA LIKE DRY LAKES AND SUNKEN SCHOOL GROUNDS LIKE BEHIND GRANT ROAD SCHOOL IN WHITMORE PARK AND SUNKEN SOCCER PITCHES IN WARD 8

BUT IN POOR AREAS LIKE CORONATION THEY ARE LOOKING AT WAYS TO BUILD AREAS TO MAKE AN EXTREME PROBLEM WORSE

**ADDITIONALLY, WE WANT THE ASSURANCE OF THE CITY THAT STEPS WILL BE TAKEN TO DECREASE OUR PERSONAL AND PROPERTY RISK GIVEN HOW SEVERE THE FLOOD RISK IS IN THE GOLF COURSE AREA**

ALONG WITH THE REASONS MENTIONED TODAY THERE ARE OTHER REASONS FOR NOT BUILDING ON THE GOLF COURSE.

FOR EXAMPLE, WE FEEL THAT ALLOWING REZONING AND DEVELOPMENT OF THE GOLF COURSE WOULD VIOLATE THE SPIRIT AND INTENT OF THE PLANNING AND DEVELOPMENT ACT, 2007 AND WOULD CAUSE SIGNIFICANT AND UNNECESSARY HARM TO CITIZENS.

WE ALSO BELIEVE THE REZONING AND DEVELOPMENT UNDER THE PRESENT CONDITIONS WOULD VIOLATE OUR CHARTER RIGHTS UNDER THE CANADIAN CHARTER OF RIGHTS AND FREEDOMS. THE CITY HAS A LEGAL, MORAL & ETHICAL OBLIGATION TO PROTECT THE HEALTH, SAFETY AND GENERAL WELFARE OF NEIGHBOURHOODS AND COMMUNITY RESIDENTS.

FURTHER WE FEEL THAT ALLOWING REZONING AND BUILDING ON THE GOLF COURSE WOULD CONSTITUTE CIVIC IRRESPONSIBILITY AND WOULD EXPOSE NEW RESIDENTS TO THE RISKS AND DANGERS THAT THE EXISTING COMMUNITY IS ALREADY STRUGGLING WITH.

IN CLOSING.... PLACING BUILDINGS ON THE GOLF COURSE LAND IS WRONG AND HARMFUL TO THE COMMUNITY

MY NAME IS MELISSA CAMPEAU I AM HERE TODAY ON BEHALF OF THE ABORIGINAL CHILDRENS CONCERN GROUP

THIS IS A BASIC OUTLINE OF THE SCRIPT I WILL PRESENT AT CITY HALL ON JUNE 24<sup>TH</sup> 2019

THE STATS YOU WILL HEAR TODAY HAVE BEEN PROVIDED BY OUR RESEARCHER AND ARE TAKEN FROM THE MOST RECENT STATISTICS CANADA DATA AND CITY POLICE RECORDS

IF YOU ARE POOR IN REGINA YOU ARE NOT GIVEN CHOICES ABOUT WHERE TO LIVE YOU ARE FORCED TO LIVE IN HIGH POVERTY HIGH CRIME NEIGHBOURHOODS

REGINA IS A CITY OF ECONOMIC AND RACIAL SEGREGATION

VERY FEW ABORIGINAL PEOPLE AND VERY FEW PEOPLE LIVING BELOW THE POVERTY LINE ARE ALLOWED TO LIVE IN NEIGHBOURHOODS LIKE ARCOLA EAST, TWIN LAKES AND PRAIRIE VIEW.

FOR EXAMPLE PRAIRIE VIEW HAS 3.9%, ABORIGINAL PEOPLE, ARCOLA EAST NORTH SIDE HAS 2.9% AND GREENS ON GARDNER HAS 2.9%,

ABORIGINAL PEOPLE ARE BEING WAREHOUSED INTO DANGEROUS HIGH POVERTY NEIGHBOURHOODS AND THIS IS HURTING THE CHILDREN. RESEARCH SHOWS THEY HAVE HIGHER RATES OF ANXIETY, DEPRESSION, PTSD AND THEY ARE 4 TIMES MORE LIKELY TO ATTEMPT OR COMMIT SUICIDE

ALSO DISADVANTAGED PEOPLE ARE KEPT IN THE SAME HIGH CRIME HIGH POVERTY AREAS AND THEIR CHILDREN PAY AN ENORMOUS COST WITH THEIR MENTAL AND PHYSICAL HEALTH



FOR EXAMPLE CHILD POVERTY IN THE GOLF COURSE AREA IS 63.7% AND ON THE EAST SIDE OF NORTH CENTRAL IT IS 63% AND 43% ON THE EAST SIDE OF NORTH EAST REGINA

CRIME RATES ARE ALSO A PROBLEM

ALTHOUGH THEY FLUCTUATE FROM YEAR TO YEAR IN THE CITY

WHEN IT COMES TO VIOLENT CRIME THERE IS NEVER A COMPARISON BETWEEN WEALTHY NEIGHBOURHOODS AND DISADVANTAGED NEIGHBOURHOODS.

VIOLENT CRIME HAS BEEN AS HIGH AS 2,400 INCIDENTS IN ONE YEAR IN NORTH CENTRAL AND 640 IN THE NORTH EAST NEIGHBOURHOOD OF REGINA AND 635 IN CORONATION PARK WITH ABOUT HALF OF THESE BEING IN THE SMALL 4 BLOCK BY 4 BLOCK GOLF COURSE AREA. THIS COMES TO ANYWHERE FROM 1 VIOLENT CRIME PER 12 PEOPLE TO 1 VIOLENT CRIME PER 6 PEOPLE.

IN WEALTHY NEIGHBOURHOODS VIOLENT CRIME WOULD BE ANYWHERE FROM 1 VIOLENT CRIME PER 150 TO 1 VIOLENT CRIME PER 250 PEOPLE.

HIGH CRIME HIGH POVERTY AREAS OF THE CITY LIKE NORTH CENTRAL, CORE AND THE SOUTH SIDE OF CORONATION PARK ARE USED TO WAREHOUSE DISADVANTAGED FAMILIES WHILE WEALTHY AREAS ARE KEPT WHITE AND WEALTHY

IF WE HAD CHOICES ABOUT WHERE TO LIVE IN REGINA MY CHILDREN WOULD NOT HAVE HAD TO EXPERIENCE THE TRAUMA THEY EXPERIENCED GROWING UP IN HIGH POVERTY NEIGHBOURHOODS IN REGINA.

TO CONTINUE TO WAREHOUSE DISADVANTAGED PEOPLE INTO HIGH CRIME HIGH POVERTY NEIGHBOURHOODS WHERE THEY WILL BE DAMAGED EXPOSED TO IS IMMORAL UNETHICAL AND INEXCUSABLE

MY CHILDREN HAVE SEEN THINGS GROWING UP IN HIGH CRIME HIGH POVERTY NEIGHBOURHOODS THAT NO CHILD SHOULD EVER SEE. THEY ARE NOT ALONE IN THIS AND MOST KIDS GROWING UP IN THESE AREAS SUFFER UNBELIEVABLE TRAUMA

THE CITY SAYS RESIDENTS OF THESE AREAS LIKE IT THERE AND THAT'S WHERE THEY WANT TO LIVE. I AM HERE TO TELL YOU THAT IS NOT TRUE MOST RESIDENTS WISH THEY HAD CHOICES AND THAT THEY COULD RAISE THEIR CHILDREN IN GOOD HEALTHY NEIGHBOURHOODS IF THEY WANTED TO BUT THAT IS NOT POSSIBLE. THERE IS VERY LITTLE SOCIAL AND SUBSIDIZED HOUSING, IF ANY IN SOME AREAS, FOR AT RISK PEOPLE AND DISADVANTAGED FAMILIES IN WEALTHY NEIGHBOURHOODS

AS YOU KNOW FROM THE STATISTICS I MENTIONED EARLIER THERE ARE VERY FEW ABORIGINAL PEOPLE OR POOR PEOPLE IN THE WEALTHY COMMUNITIES.

IT'S TIME FOR A BIG CHANGE.

THE GOLF COURSE AREA HAS A 64% CHILD POVERTY RATE ADDING A SENIORS COMPLEX WILL INCREASE OVERALL POVERTY IN THE AREA

THE CITY SAYS THEY ARE ALLOWING FOR A DEVELOPER TO BUILD A SENIORS COMPLEX ON THE GOLF COURSE LAND

TO BEGIN WITH CANADA MORTGAGE AND HOUSING SAYS REGINA ALREADY HAS TOO MUCH SENIORS HOUSING AND THAT THERE IS A VACANCY RATE OF 16%

WORSE YET THE SENIORS COMPLEX THAT ALREADY EXISTS ONE BLOCK FROM THE GOLF COURSE HAS A VERY HIGH VACANCY RATE ACCORDING TO RESIDENTS THERE ARE ALWAYS MANY OPEN SUITES

ALSO WE HAVE SEEN A SURVEY OF SENIORS IN HIGH POVERTY AREAS IN REGINA THAT SHOWS PEOPLE OTHER THAN SENIORS ARE LIVING IN THEIR COMPLEXES SOMETIMES AS MANY AS 30% OF RESIDENTS ARE NON SENIORS.

THE WORST FINDING IN THE SURVEY THOUGH WAS THAT 75% OF SENIORS SAY THEY HAVE BEEN EXPOSED TO CRIMINAL ACTIVITY IN THEIR COMPLEXES AND THAT THEY ARE AFRAID OF WHERE THEY LIVE.

WE DON'T UNDERSTAND WHY THE CITY OF REGINA WOULD OK A SENIORS COMPLEX IN AN AREA THEY KNOW WILL MAKE THE SENIORS MUCH MORE LIKELY TO BECOME VICTIMS OF CRIME.

THE RECENT REGINA SURVEY OF SENIORS PROVES THAT ADDING A SENIORS COMPLEX ON THE GOLF COURSE LAND WILL ONLY SERVE TO INCREASE THE POVERTY RATE IN THE AREA AND ATTRACT CRIMINALS WHO ARE LOOKING FOR VULNERABLE VICTIMS

THE SENIORS WILL FACE THE SAME PROBLEMS THE CHILDREN FACE

ALL OF YOU CITY COUNCILLORS HERE TONIGHT ARE RESPONSIBLE FOR PUTTING A STOP TO THIS. YOU NEED TO QUIT MAKING EXCUSES TO WAREHOUSE MORE DISADVANTAGED PEOPLE INTO BAD AREAS BECAUSE YOU KNOW WHAT'S GOING TO HAPPEN TO THEM. IF YOU PASS THE PROPOSAL TO BUILD ON THE GOLF COURSE LAND THEN SHAME ON ALL OF YOU.

THE CITY HAS TO STOP CREATING AREAS OF SEGREGATION AND CONDENSED POVERTY

**GREEN SPACES**

MY NAME IS TANICE LUNN

I AM HERE TODAY TO SPEAK ON BEHALF OF THE CORONATION PARK GREEN SPACE GROUP

THE INFORMATION I WILL PRESENT IS BASED ON WHAT OUR RESEARCH HAS IDENTIFIED THROUGH STATS CANADA, CITY POLICE RECORDS AND PEER REVIEWED JOURNALS

**ACCORDING TO THE PLANNING AND DEVELOPMENT ACT, 2007 THE REGINA PLANNING COMMISSION HAS A LEGAL DUTY AND AN OBLIGATION TO PROTECT THE HEALTH, SAFETY AND GENERAL WELFARE OF THE COMMUNITY IN MATTERS OF REZONING**

CITY PLANNERS AND CITY COUNCIL MUST ENSURE THAT THEY DO NOT APPROVE OF BUILDING THAT WILL CONTRIBUTE TO CONDENSED POVERTY AND INCREASED CRIME

THE 4 BLOCK BY 4 BLOCK AREA AROUND THE GOLF COURSE GOLF COURSE IS DIFFERENT THAN ANY OTHER AREA OF CORONATION

IT HAS A 65% CHILD POVERTY RATE WHICH IS FAR HIGHER THAN THE REST OF CORONATION AND HONESTLY FAR HIGHER THAN MOST PLACES IN THE WORLD

FOR EXAMPLE TURKEY HAS A 28% CHILD POVERTY RATE, MEXICO 26%

IN THE USA DETROIT HAS THE WORST CHILD POVERTY RATE AT 57%

IT IS APPALLING THAT THE GOLF COURSE AREA OF CORONATION IS WORSE THAN ALL OF THESE.... SHAME ON REGINA

WE DON'T UNDERSTAND WHY THE CITY WOULD PUT ANY BUILDINGS ON THE GOLF COURSE LAND THAT WOULD INCREASE POVERTY IN ANY WAY NO MATTER THE EXCUSES USED

THE GOLF COURSE AREA HAS A HIGHER VIOLENT CRIME RATE THAN MOST REGINA NEIGHBOURHOODS AND HIGHER THAN ANY OF THE OTHER 6 CORONATION ZONES IDENTIFIED BY THE CITY POLICE

TO PLACE ANY MORE BUILDING IN THIS AREA AT THIS TIME IS WRONG, UNETHICAL, IMMORAL AND POTENTIALLY ILLEGAL

THIS IS ESPECIALLY TRUE OF ANY BUILDINGS THAT WOULD ADD TO THE POVERTY IN THE AREA

CONTRARY TO WHAT PEOPLE HAD BELIEVED AT ONE TIME NEWER RESEARCHER HAS NOW FOUND THAT EXPANDING GREEN SPACE IN DISADVANTAGED AREAS LEADS TO MANY POSITIVE OUTCOMES INCLUDING, DECREASED DEPRESSION AND LOWER CRIME RATES ESPECIALLY VIOLENT CRIME

SOCIAL HOUSING RESIDENTS THAT HAVE ACCESS TO MORE GREEN SPACE AND TREES EXPERIENCE LESS DOMESTIC VIOLENCE

ACCORDING TO MAYOR FOUGERE AT REGINA'S LAST BUDGET MEETING REGINA HAS 17 DOMESTIC VIOLENCE CALLS PER DAY

MOST OF THESE TAKE PLACE IN HIGH POVERTY AREAS.

ONE STUDY FOUND THAT IN SIMILAR DISADVANTAGED NEIGHBOURHOODS THERE WERE 56% FEWER VIOLENT CRIMES WHEN GREEN SPACES INCREASED. AS IT TURNED OUT THE MORE GREEN SPACE THERE WAS THE LESS VIOLENT CRIMES OCCURRED.

RESEARCHERS SAY IT IS TIME TO RECONSIDER THE VALUE OF GREEN SPACE IN DISADVANTAGED NEIGHBOURHOODS

KEEPING THE GOLF COURSE LAND FULLY GREEN WITH NO BUILDINGS WILL DETER VIOLENT CRIME THAT HAS BECOME SUCH A PROBLEM IN THE AREA

CHILDREN IN WEALTHY NEIGHBOURHOODS HAVE NO END OF AMENITIES. THEIR GREEN SPACES ARE PRISTINE AND HAVE EVERY POSSIBLE TYPE OF PLAY STRUCTURE, GRASS AND TREES AND OFTEN INCLUDE SMALL STREAMS AND OTHER WATER FEATURES.

FOR EXAMPLE ONE HUGE CITY PARK ON MICHNER IN ARCOLA EAST HAS FIVE DIFFERENT PLAY AREAS ALL WITH WELL MAINTAINED PLAY STRUCTURES JUST IN THAT PARK ALONE

THE KIDS IN THE GOLF COURSE AREA HAVE 2 SWINGS AND A TEETER TOTTER PLACED ON A LARGE BED OF GRAVEL AND SURROUNDED BY DESOLATE SPACE, DIRTY SYRINGES, USED CONDOMES AND GANG TAGS

DISADVANTAGED CHILDREN DESERVE BETTER THAN WHAT CITY HALL IN REGINA HAS GIVEN THEM SO FAR.

THEY DESERVE AS GOOD OF GREEN SPACE AND PLAYGROUNDS AND AS MUCH OF BOTH AS WEALTHY CHILDREN HAVE ACCESS TO.

TO PUNISH THEM FOR BEING POOR IS IRRESPONSIBLE

THE ONLY HOPE DISADVANTAGED CHILDREN HAVE FOR A LARGE GREEN SPACE ON THE GOLF COURSE LAND SHOULD NOT BE CRUSHED BECAUSE THE CITY NEEDS MORE MONEY FROM PROPERTY TAX AND DEVELOPERS.

THE CHILDREN SHOULD NOT BEAR THE BURDEN FOR THE CITY OVERSPENDING OVER THE LAST DECADE. OR ANY FINACIAL IRRESPONSIBILITY THE CITY HAS CREATED

THE CITY SAYS GOLF COURSE AREA KIDS CAN PLAY IN THE BALL DIAMONDS

BUT THE BALL DIAMOND CONSISTS OF A LARGE GRAVELLED SPACE THAT IS LITTERED WITH ALCOHOL BOTTLES, LISTERINE BOTTLES, USED CONDOMS, AND DIRTY SYRINGES. THIS AREA IS CERTAINLY NOT USABLE

THE CITY HAS RECENTLY BEGUN TO ALLOW BASEBALL GAMES IN THE AREA AND BECAUSE OF THIS COMMUNITY MEMBERS HAD TO POST WARNINGS REGARDING SYRINGES, GLASS AND CONDOMES SO THAT UNSUSPECTING PARENT WOULD KNOW THEY HAD TO WATCH THEIR CHILDREN. GIVEN THAT A CHILD AS POKED WITH A NEEDLE FROM THE BALL DIAMONDS IN THE PAST THIS IS NOT UNREALISTIC



**IT IS UNLIKELY THAT CITY EMPLOYEES OR CITY OFFICIALS WOULD BRING THEIR CHILDREN TO THE OPEN SPACES IN CORONATION PARK AND DROP THEM OFF FOR THE DAY...**

**IF CITY EMPLOYEES WOULD NOT LET THEIR CHILDREN PLAY HERE THEN WE WONDER WHY IT WOULD BE OK TO APPROVE THE PROPOSED REZONING TO ACCOMMODATE BRINGING MORE PEOPLE WHO NEED SOCIAL AND SUBSIDIZED HOUSING INTO THE AREA?**

**THE GROUP WONDERS WHETHER THE CITY HAS CONSIDERED THE RISK OF BUILDING CONDENSED POVERTY ON THE GOLF COURSE LAND.**

**THE CITY CLAIMS THE BUILDING WILL BE A SENIORS COMPLEX BUT THERE IS ALREADY A 16% SURPLUS OF SENIORS COMPLEXES IN REGINA. IN ADDITION SENIORS WHO LIVE IN THE SENIORS COMPLEX THAT ALREADY EXISTS A BLOCK FROM THE GOLF COURSE TELL OUR GROUP THAT THERE IS A VERY HIGH VACANCY RATE.**

**ACCORDING TO A SURVEY CONDUCTED THIS MONTH WITH SENIORS WHO ARE LIVING IN SENIORS COMPLEXES IN DISADVANTAGED REGINA NEIGHBOURHOODS MANY PEOPLE LIVE IN THEIR COMPLEXES WHO ARE NOT SENIORS BECAUSE OF THE HIGH VACANCY RATE.**

**WE LIVE IN AN AREA THAT IS LITTERED WITH DISCARDED CONDOMS AND USED SYRINGES ARE COMMON AND WHERE EXPERIENCING DANGEROUS AND TRAUMATIC SITUATIONS LIKE THESE IS AN EVERY DAY OCCURRENCE**

**SO WE ARE STRUGGLING TO UNDERSTAND WHY THE CITY WOULD OK THE IDEA OF A SENIORS COMPLEX AND WHY ANY DEVELOPER AND THE CITY WOULD THINK IT IS A GOOD IDEA TO MOVE ELDERLY PEOPLE INTO SUCH A HIGH CRIME HIGH POVERTY NEIGHBOURHOOD.**

**ESPECIALLY WHEN THERE ARE MANY HEALTHY AND SAFE AREAS IN THE CITY THAT COULD BE USED TO DEVELOP THE PROPOSED PROJECT**

**IF A SENIORS COMPLEX WERE DEVELOPED IN THE AREA, IT WOULD NOT BE SUSTAINABLE AT THIS TIME AS THE VACANCY RATES FOR SENIORS COMPLEXES ARE TOO HIGH, AND THERE IS EXCESSIVE CRIMINAL ACTIVITY, EXCESSIVE GANG ACTIVITY AND EXCESSIVE DRUG RELATED ACTIVITY IN THE AREA.**

**WE FEEL THAT FOR WHATEVER REASON THE HEALTH, SAFETY AND WELFARE OF THE EXISTING COMMUNITY AND OF PEOPLE WHO WOULD BE PLACED IN THE AREA IS NOT BEING CONSIDERED.**

**ALLOWING REZONING OF THE LAND TO ACCOMMODATE THE ADDITION OF ANY SORT OF HOUSING AT ALL WILL NOT DECREASE THE PROBLEMS THE COMMUNITY FACES AND WILL IN FACT EXPOSE ANY NEW RESIDENTS TO THE SAME DANGERS AND HEALTH AND SAFETY RISKS THAT CURRENT RESIDENTS ARE STRUGGLING WITH**

**THE CITY ACKNOWLEDGED THAT PHYSICAL ACTIVITY IS VERY IMPORTANT FOR DEVELOPMENT IN CHILDREN BUT CLEARLY SOME CHILDREN IN THE CITY ARE CONSIDERED MORE VALUABLE THAN OTHER CHILDREN. AS LONG AS WEALTHY NEIGHBOURHOODS HAVE NO END OF LUXURIOUS GREEN SPACE IT DOESN'T SEEM TO MATTER WHAT HAPPENS TO CHILDREN IN POOR NEIGHBOURHOODS**

**AS AN ASIDE, THE OPEN SPACE MANAGEMENT STRATEGY THAT IS REFERENCED IN THE CITY REPORT ALSO IDENTIFIES THE AVAILABLE SPACE IN CORONATION PARK AS BEING "FAIR" CONDITION.**

**GIVEN THE CONDOMS, SYRINGES, GANG GRAFFITI, LYSOL BOTTLES, SOLVENT SNIFFING PARAPHERNALIA, ETC. IT MAKES ONE WONDER WHAT LEVEL OF HORROR THE SPACE WOULD HAVE TO SINK TO IN ORDER TO BE CONSIDERED POOR.**

**THE AREA NEEDS TO BE SAFE AND HEALTHY BEFORE GREEN SPACE CAN BE PROPERLY MAINTAINED AND TRULY ACCESSIBLE TO FAMILIES. UNTIL THIS OCCURS MORE RENTAL HOUSING OF ANY KIND SHOULD NOT BE DEVELOPED IN THE AREA.**

**THE PARK GROUP WONDERS WHETHER THE CITY HAS CONSIDERED THEIR MORAL, ETHICAL AND LEGAL OBLIGATIONS TO THE CITIZENS OF CORONATION PARK, ESPECIALLY THOSE IN CLOSEST PROXIMITY TO THE PROPOSED DEVELOPMENT IN THIS MATTER.**

**THE PARK GROUP WONDERS WHETHER THE CITY IS WILLING TO PUT IN WRITING A COMMITMENT TO THE PEOPLE OF CORONATION PARK THAT THEIR HEALTH, SAFETY AND GENERAL WELFARE WILL NOT BE NEGATIVELY IMPACTED BY ALLOWING REZONING OF THE LANDS LOCATED AT THE GOLF COURSE.....WE DOUBT IT**

**FOR THE REASONS MENTIONED ABOVE AND OTHERS, THE PARK GROUP PROPOSES THAT ALLOWING THE REZONING WOULD VIOLATE THE SPIRIT AND INTENT OF THE REGINA DEVELOPMENT PLAN, THE PLANNING AND DEVELOPMENT ACT, 2007 AND THE CANADIAN CHARTER OF RIGHTS AND FREEDOMS AND WOULD CAUSE HARM TO CITIZENS.**

**THE CITY HAS A LEGAL OBLIGATION TO PROTECT THE HEALTH, SAFETY AND GENERAL WELFARE OF NEIGHBOURHOODS AND COMMUNITY RESIDENTS.**

IF THE PROPOSED REZONING OF THE GOLF COURSE LAND IS APPROVED, WE BELIEVE THAT IT WILL NEGATIVELY IMPACT THE HEALTH, SAFETY AND WELFARE OF THE EXISTING COMMUNITY AND THOSE WHO WOULD BE BROUGHT IN. THIS WOULD EXPOSE NEW RESIDENTS TO THE GRAVE RISKS AND DANGERS THAT THE EXISTING COMMUNITY IS ALREADY STRUGGLING WITH.

THE ELDERLY AND DISABLED IN PARTICULAR WOULD BE PLACED IN DANGER.

POTENTIAL OUTCOMES INCLUDE EXPOSING SENIORS TO DRUG USING BEHAVIOURS AND PARAPHERNALIA, EXPOSING SENIORS TO ABERRANT SEXUAL BEHAVIOURS AND ASSOCIATED ITEMS AND EXPOSING SENIORS TO ASSAULT, MUGGINGS, THEFT AND OTHER CRIMES. ALL OF THIS WILL CONTRIBUTE TO A HIGH LEVEL OF FEAR AMONG ANY SENIORS BROUGHT INTO THE AREA.

THE CITY HAS SAID THAT MOVING MORE PEOPLE WHO NEED SENIORS HOUSING INTO THE AREA AND PUTTING MORE EYES ON THE STREET WILL MINIMIZE CRIME

WE FEEL THAT THIS COMMENT IS FOOLISH AND NIAVE AND THAT IT IS DISRESPECTFUL OF THE COMMUNITY

THIS APPROACH HAS CERTAINLY NOT WORKED IN NORTH CENTRAL WHERE THERE IS AN EXTREME DEFICIT OF GREEN SPACE AND A VAST NUMBER OF EYES ON THE STREET AND IN FACT THIS HAS BACKFIRED HORRIBLY

THE SAME THING WILL HAPPEN IF THE CITY CONTINUES TO BUILD IN THE IRRESPONSIBLE MANNER THEY HAVE ALREADY DONE IN CORONATION PARK. CRIME AND POVERTY AND ALL THE NEGATIVES THAT GO WITH GHETTOIZING A

**COMMUNITY WILL ESCALATE BRINGING HARM TO THE ALL BUT ESPECIALLY THE CHILDREN**

**THE CITY IS CHOOSING TO BE WILLFULLY BLIND AND IGNORE THE DEVASTATION CAUSED BY POVERTY AND HIGH CRIME RATES IN CORONATION AND THIS HAS TO STOP.**

**STATISTICS CANADA HAS SAID THAT IN REGINA THERE IS A RELATIONSHIP BETWEEN MORE RENTAL PROPERTIES IN AN AREA AND INCREASED CRIME RATES YET THE CITY CONTINUES TO DENY THE CONNECTION AND TO TRY TO FIND OTHERR EXPLANATIONS.**

**CLEARLY ADDING MORE RENTAL PROPERTIES TO AN AREA THAT ALREADY HAS ONE OF THE HIGHEST RENTAL PROPERTY RATES IN REGINA AND ONE OF THE HIGHEST CRIME RATES WILL BY THE CITY'S OWN ADMISSION CONTRIBUTE TO INCREASING RATHER THAN MINIMIZING THE PROBLEM**

**FOR ALL OF THESE REASONS AND MORE WE OPPOSE THE REZONING OF THE LANDS LOCATED AT 4001 3<sup>RD</sup> AVENUE NORTH**

**I REJECT ALL FOUR CITY CONCEPTS FOR THE GOLF COURSE AND I AGREE WITH CONCEPT 5 BY NELSON BRYKSA**

**I AGREE WITH THE 1069 INDIVIDUALS WHO SIGNED THE PETITION TO NOT HAVE ANY BUILDINGS ON THE GOLF COURSE LAND**

**MY NAME IS CULLEN CREASE-MACLEAN**

**TONIGHT I WILL BE TALKING ABOUT THE CONSEQUENCES OF  
BUILDING CONDENSED POVERTY IN REGINA**

**THE CONSEQUENCES OF ZONING AND DEVELOPMENT THAT  
PROMOTES RACIAL AND ECONOMIC SEGREGATION**

**AND I WILL TALK ABOUT THE EFFECT THIS HAS ON CHILDREN IN  
THE CITY**

**THE FOLLOWING IS AN OUTLINE OF TOPICS I WILL DISCUSS**

**THE HARM DONE TO CHILDREN BY WAREHOUSING  
THEM INTO DISADVANTAGED NEIGHBOURHOODS IS  
WELL DOCUMENTED AND HAS LIFE LONG  
CONSEQUENCES**

**CRIME RATES DIFFER TREMENDOUSLY IN REGINA  
NEIGHBOURHOODS**

**IT'S NO COINCIDENCE THAT CHILDREN IN HIGH  
CRIME AREAS BECOME INVOLVED IN A RANGE OF  
PROBLEMATIC BEHAVIOURS.**

**IT IMPACTS THE WAY THEY THINK FEEL AND ACT**

**THEY SEE THE WORLD AS A SCARY PLACE WHERE  
THEY AREN'T SAFE AND CAN'T PROTECT  
THEMSELVES**

**THEY ARE MORE LIKELY TO BECOME INVOLVED IN  
GANG ACTIVITY, VIOLENT CRIME AND SUBSTANCE  
ABUSE**

**THEY HAVE FAR HIGHER RATES OF HELPLESSNESS,  
WITHDRAWAL, ANXIETY, DEPRESSION AND PTSD AND  
ARE 4 TIMES MORE LIKELY TO ATTEMPT OR COMMIT  
SUICIDE**

**MOVING KIDS FROM HIGH TO LOW POVERTY**

**NEIGHBOURHOODS CAUSES MAJOR IMPROVMENTS IN MENTAL AND PHYSICAL HEALTH.**

**IN TERMS OF RACIAL SEGREGATION 37% OF THE PEOPLE IN THE GOLF COURSE AREA ARE ABORIGINAL AND THEY ARE ALSO BEING WAREHOUSED INTO DANGEROUS NEIGHBOURHOODS**

**WHILE CARING PEOPLE WORLD WIDE ARE SUPPORTING OPEN BORDERS BETWEEN COUNTRIES, IN ORDER TO PROTECT DISADVANTAGED PEOPLE ...THE PEOPLE IN REGINA CITY HALL CAN'T EVEN BRING THEMSELVES TO OPEN WEALTHY NEIGHBOURHOODS TO DISADVANTAGED AND AT RISK PEOPLE IN MEANINGFUL NUMBERS.**

**FOR ALL OF THESE REASONS AND MORE WE OPPOSE PLACING ANY BUILDINGS ON THE GOLF COURSE LAND**

**I REJECT ALL FOUR CITY CONCEPTS FOR THE GOLF COURSE AND I AGREE WITH CONCEPT 5 PROPOSED BY NELSON BRYKSA**

**ALSO I AGREE WITH THE 1069 OUT OF 173 INDIVIDUALS FROM CORONATION PARK AND NORTH CENTRAL WHO SIGNED THE PETITION TO THE CITY TO NOT HAVE ANY BUILDINGS ON THE GOLF COURSE LAND**



**I AGREE WITH THE 350 RESIDENTS OF NORTH CENTRAL AND CORONATION WHO PERSONALLY FILLED IN A SURVEY WITH THEIR IDEAS OF WHAT THEY WANT ON THE GOLF COURSE LAND AND MOST RECENTLY THE MORE THAN 500 RESIDENTS OF CORONATION AND NORTH CENTRAL WHO SIGNED AN OPEN LETTER TO THE CITY REJECTING ALL OF THEIR FOUR GOLF COURSE OPTIONS**

**IN SHORT STOP PROMOTING RACIAL AND ECONOMIC SEGREGATION AND STOP HURTING PEOPLE BY BUILDING ANYTHING THAT CONTRIBUTES TO POVERTY INCLUDING SENIORS COMPLEXES IN HIGH CRIME HIGH POVERTY NEIGHBOURHOODS**

**LET'S MAKE REGINA AN INCLUSIVE CITY WHERE ALL PEOPLE ARE WELCOME TO LIVE IN ALL NEIGHBOURHOODS IN EQUAL NUMBERS**

**MY NAME IS JACQUIE BRAUN**

**TONIGHT I AM PRESENTING ON THE PROPOSED DEVELOPMENT  
OF THE REGENT PAR III GOLF COURSE LAND**

**CITY COUNCIL MAY PRESENT STATS TONIGHT ON CRIME, GREEN  
SPACE, DENSITY AND OTHER SUCH THINGS IN CORONATION PARK  
BUT THIS WOULD JUST SERVE TO MISLEAD PEOPLE**

**THE 4 BY 4 BLOCK AREA AROUND THE GOLF COURSE IS FAR  
DIFFERENT THAN ANY OTHER AREA OF CORONATION PARK  
AND IT IS COMPLETELY ISOLATED BY ITS NATURAL BOUNDARIES**

**THREE THINGS THAT SET CORONATION APART FROM OTHER  
AREAS OF THE CITY ESPECIALLY AFFLUENT AREAS ARE**

- 1) IT HAS A FAR HIGHER CRIME RATE**
- 2) A FAR HIGHER CHILD POVERTY RATE AND**
- 3) IT OFFERS VERY LITTLE TO DISADVANTAGED CHILDREN IN  
TERMS OF HEALTH GOOD QUALITY GREEN SPACE.**

**THE MOST RECENT CITY POLICE STATS FOR 2019 SHOW THAT IN  
TERMS OF VIOLENCE AND ASSAULTS AND THREATS CORONATION  
IS WORSE THAN 80% OF THE 36 OTHER REGINA  
NEIGHBOURHOODS IDENTIFIED BY THE POLICE**

**FURTHERMORE THE CITY POLICE DIVIDE CORONATION INTO 6  
ZONES**

**ALTHOUGH ONLY 20% OF THE POPULATION OF CORONATION LIVES IN THE GOLF COURSE AREA HISTORICALLY 40 TO 50% OF VIOLENT CRIME OCCURS THERE**

**WAREHOUSING AT RISK AND DISADVANTAGED PEOPLE, CHILDREN AND VULNERABLE ELDERLY PEOPLE INTO HIGH CRIME, HIGH POVERTY NEIGHBOURHOODS COMES AT A VERY HIGH COST**

**RECENTLY RESEARCHERS ACKNOWLEDGED THAT THIS TYPE OF WAREHOUSING DOES MORE HARM THAT THEY HAD EVER RECOGNIZED BEFORE**

**IT HURTS EVERYONE BUT ESPECIALLY CHILDREN AND ELDERLY**

**THE NEGATIVE QUALITIES FOUND IN THE SOUTH SIDE OF CORONATION IMPACT THE LIVES OF CHILDREN AND THE ELDERLY IN TERRIBLE WAYS**

**IT IMPACTS THE WAY THEY THINK FEEL AND ACT**

**RESEARCH HAS BEEN CLEAR THAT CHILDREN WHO LIVE IN HIGH CRIME HIGH POVERTY AREAS OF A CITY SEE THE WORLD AS A SCARY PLACE WHERE THEY ARE NOT SAFE AND CAN'T PROTECT THEMSELVES**

**IN SUCH NEIGHBOURHOODS THEY ARE MORE LIKELY TO BECOME ANGRY, USE DRUGS, GET INVOLVED IN GANGS AND COMMIT VIOLENT CRIMES**

**AND UNLESS SOMETHING IS DONE TO STOP BUILDING CONDENSED POVERTY IN VERY SPECIFIC REGINA NEIGHBOURHOODS THEN DISADVANTAGED PEOPLE WILL BE DOOMED GENERATION AFTER GENERATION TO REPEAT THE CYCLE**

**AND IT ISN'T JUST THE CHILDREN WHO PAY SUCH A HIGH PRICE IN THESE AREAS**

**THE ELDERLY SUFFER AS WELL**

**IN JUNE OF THIS YEAR A SURVEY OF ELDERLY PEOPLE LIVING IN SENIORS COMPLEXES IN HIGH CRIME HIGH POVERTY NEIGHBOURHOODS IN REGINA WAS CONDUCTED**

**75% OF SENIORS IN THOSE COMPLEXES SAY THEY HAVE BEEN EXPOSED TO CRIME IN THEIR FACILITY**

**THIS INCLUDED THEFT, MUGGINGS, ASSAULTS AND DRUG DEALING**

**55% SAY THEY FEAR FOR THEIR SAFETY IN THEIR COMPLEX.**

**RESEARCH SAYS THAT FEAR OF CRIME IN ELDERLY PEOPLE WAS ASSOCIATED WITH POORER MENTAL HEALTH, REDUCED PHYSICAL FUNCTIONING, AND LOWER QUALITY OF LIFE.**

**IF THE CITY DECIDES TO BUILD ANYTHING THEY HAVE PROPOSED ON THE GOLF COURSE LAND THEN THEY ARE CHOOSING TO BE WILLFULLY BLIND AND IGNORE THE DEVASTATION CAUSED BY WAREHOUSING ELDERLY, THE DISADVANTAGED AND CHILDREN INTO HIGH POVERTY AND HIGH CRIME NEIGHBOURHOODS**

**THE SUFFERING THAT WILL BE CAUSED TO PEOPLE BY DOING THIS ESPECIALLY TO CHILDREN AND ELSELY WILL BE ON THE COLLECTIVE HANDS AND CONSCIENCE OF CITY HALL AND PARTICULARLY CITY COUNCILLORS**

**THIS KIND OF IRRESPONSIBLE BEHAVIOUR BEING SHOWN BY THE CITY AND BY DEVELOPERS HAS TO STOP.**

**CITY COUNCILLORS MUST BE ACCOUNTABLE FOR YOUR  
DECISIONS AND TAKE RESPONSIBILITY FOR THE OUTCOMES**

**THINK FOR EXAMPLE OF ALL THE MURDERS THAT TAKE PLACE  
EVERY YEAR IN REGINA**

**VIRTUALLY ALL OF THESE ARE IN THE HIGH POVERTY AREAS**

**WHY WOULD ANYONE PERPETUATE MORE OF THIS...IT WOULD  
BE UNETHICAL, IMMORAL AND IRRESPONSIBLE**

**THERE IS NO EXCUSE TO TAKE AWAY ANY OF THE GREEN SPACE  
IN THE GOLF COURSE LAND**

**IT IS NO LONGER ACCEPTABLE TO RUBBER STAMP BAD ZONING  
AND BUILDING IDEAS AND THEN SAY IT WAS ALL THE FAULT OF  
THE DEVELOPER**

**IT IS YOUR FAULT YOU PEOPLE ON CITY COUNCIL WHO HAVE A  
LEGAL MANDATE TO PROTECT THE HEALTH SAFETY AND  
WELFARE OF CITIZENS OF REGINA!**

**YOU NEED TO STEP UP AND DO THAT THE TIME IS NOW!**

**FOR ALL OF THESE REASONS AND MORE WE OPPOSE PLACING ANY BUILDINGS  
ON THE GOLF COURSE LAND**

**I REJECT ALL FOUR CITY CONCEPTS FOR THE GOLF COURSE AND I AGREE WITH  
CONCEPT 5 PROPOSED BY NELSON BRYKSA**

**ALSO I AGREE WITH THE 1069 OUT OF 173 INDIVIDUALS FROM CORONATION  
PARK AND NORTH CENTRAL WHO SIGNED THE PETITION TO THE CITY TO NOT  
HAVE ANY BUILDINGS ON THE GOLF COURSE LAND**

**I AGREE WITH THE 350 RESIDENTS OF NORTH CENTRAL AND CORONATION WHO  
PERSONALLY FILLED IN A SURVEY WITH THEIR IDEAS OF WHAT THEY WANT ON  
THE GOLF COURSE LAND AND MOST RECENTLY THE MORE THAN 500 RESIDENTS  
OF CORONATION AND NORTH CENTRAL WHO SIGNED AN OPEN LETTER TO THE  
CITY REJECTING ALL OF THEIR FOUR GOLF COURSE OPTIONS**

**IN SHORT STOP PROMOTING RACIAL AND ECONOMIC SEGREGATION AND STOP  
HURTING PEOPLE BY BUILDING ANYTHING THAT CONTRIBUTES TO POVERTY  
INCLUDING SENIORS COMPLEXES IN HIGH CRIME HIGH POVERTY  
NEIGHBOURHOODS**

**LET'S MAKE REGINA AN INCLUSIVE CITY WHERE ALL PEOPLE ARE WELCOME TO  
LIVE IN ALL NEIGHBOURHOODS IN EQUAL NUMBERS**

MY NAME IS BERNICE TEES.

I LIVE ON THE 600 BLOCK OF PRINCESS STREET.

I HAVE LIVED IN THIS AREA FOR     YEARS.

I AM HERE TODAY TO SPEAK ON BEHALF OF THE CORONATION PARK  
TRAFFIC CONCERN GROUP.

OUR MANDATE IS TO ADDRESS THE TRAFFIC ISSUES ASSOCIATED WITH  
THE PROPOSED REZONING DEVELOPMENT.

THE GOLF COURSE AREA OF CORONATION PARK IS UNIQUE IN THAT IT  
HAS NATURAL BOUNDARIES THAT CREATE A SQUARE OF LAND THAT IS  
SEGREGATED FROM THE REST OF CORONATION PARK BY ITS NATURAL  
BOUNDARIES.

THE TOTAL AREA IS FOUR BLOCKS BY FIVE BLOCKS. SO WE ARE TALKING  
ABOUT A VERY SMALL SPACE.

IN SPITE OF HOW SMALL THE AREA IS AROUND 20% OF ALL THE PEOPLE  
WHO LIVE IN CORONATION PARK, LIVE RIGHT THERE.

THERE ARE VERY FEW WAYS TO GET IN OR OUT OF THE AREA TO MAIN  
ARTERIES.



THE SOUTH SIDE OF SHERWOOD DRIVE HAS TURN OFFS AT 200 BLOCK OF QUEEN, KING AND WASCANA STREETS.

WASCANA ST. IS THE ONLY STREET THAT RUNS THROUGH FROM SHERWOOD DR. TO MCKINLEY AVE. WITH ONLY ONE ACCESS OFF OF 1<sup>ST</sup> AVE. TO LEWVAN DRIVE.

WASCANA IS A NARROW STREET THAT HAS BEEN CATEGORIZED AS A LOCAL RESIDENTIAL STREET BY THE CITY.

IN ADDITION TO THE LOCAL TRAFFIC WE HAVE A SERIOUS PROBLEM WITH NON LOCAL TRAFFIC USING THE AREA AS A SHORT CUT TO GET FROM ELPHINSTONE TO THE LEWVAN OR FROM THE LEWVAN TO ELPHINSTONE.

IN NOVEMBER OF 2010 OUR GROUP COUNTED TRAFFIC FOR 8 HOURS ON THE 300 TO 500 BLOCKS OF WASCANA ST. AND THOSE THAT USED THE ONE BLOCK ON 1<sup>ST</sup> AVENUE NORTH.

DURING THE 8 HOURS WE COUNTED 1,654 VEHICLES MEANING THERE ARE LIKELY OVER 3,000 VEHICLES PER DAY USING THESE RESIDENTIAL STREETS

SINCE THEN 150 MORE HOUSING UNITS WERE ADDED IN THE AREA SO WE COULD EASIY HAVE UP TO 3,500 VEHICLES PER DAY ON EACH STREET

CITY TRAFFIC OFFICIALS HAVE TOLD MEMBERS OF OUR GROUP THAT A RESIDENTIAL STREET IS GETTING TO BE TOO BUSY ONCE IT REACHES 1000 CARS PER DAY

THIS IS CONSISTENT WITH OTHER CITIES WORLD WIDE

PEOPLE LIVING ON A RESIDENTIAL STREET SHOULD NOT HAVE TO TOLERATE THIS KIND OF TRAFFIC VOLUME, AS IT CAUSES STRESS AND HARM TO THE COMMUNITY.

SOME OF THE PROBLEMS WITH THE TRAFFIC SITUATION ARE:

WASCANA ST AND KING AND QUEEN STREET ARE RESIDENTIAL STREETS BUT ARE BEING TREATED AS FEEDER STREETS

THE CITY RECOGNIZES THAT WASCANA STREET IS A LOWER LEVEL RESIDENTIAL LOCAL ROAD AND THAT IT WAS MEANT TO SUPPORT LOWER TRAFFIC VOLUMES BUT THEY CONTINUE TO ADD BUILDINGS WHICH INCREASE THE PROBLEM

RESIDENTIAL STREETS ARE MEANT TO PROVIDE ACCESS TO INDIVIDUAL HOMES AND SHOULD NOT SERVE AS AN ARTERIAL OR COLLECTOR STREETS.

ADDING MORE OF A TRAFFIC BURDEN TO THE GOLF COURSE AREA WILL INCREASE THE PROBLEM

IN CONCLUSION:

CITY HALL HAS A DUTY AND AN OBLIGATION TO PROTECT THE -HEALTH, SAFETY AND GENERAL WELFARE OF THE COMMUNITY IN MATTERS OF REZONING AND BUILDING.

ADDING TO THE EXISTING TRAFFIC PROBLEM WOULD BE FOOLISH

TO ALLOW REZONING AND DEVELOPMENT ON THE GOLF COURSE LAND WOULD CAUSE SIGNIFICANT AND UNNECESSARY HARM TO CITIZENS.

IT WOULD DECREASE QUALITY OF LIFE AND WOULD INCREASE DANGER AND RISK TO CHILDREN AND THOSE IN THE EXISTING COMMUNITY AND THOSE WHO WOULD BE BROUGHT IN TO THE AREA.

**I REJECT ALL FOUR CITY CONCEPTS FOR THE GOLF COURSE AND I AGREE WITH CONCEPT 5 BY NELSON BRYKSA**

**I AGREE WITH THE 1069 INDIVIDUALS WHO SIGNED THE INFORMAL PETITION TO NOT HAVE ANY BUILDINGS ON THE GOLF COURSE LAND**

June 24, 2019

To: His Worship the Mayor  
And Members of City Council

Re: Community and Protective Services Committee: Redevelopment Options for the Regent  
Park Par 3 Golf Course

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**RECOMMENDATION**

**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES  
COMMITTEE – JUNE 13, 2019**

1. That Option #2, Seniors' Assisted Living Plus Recreation Facilities be approved as the preferred option for the redevelopment of the Regent Par 3 Golf Course lands.
2. That Administration bring an implementation and financing plan to City Council for consideration through the 2020 budget process.
3. That the Executive Director, Financial Strategy and Sustainability be delegated authority to begin the land subdivision and sale process and report back to City Council as required.

***COMMUNITY AND PROTECTIVE SERVICES COMMITTEE – JUNE 13, 2019***

The following addressed the Committee:

- Bobbi Stadnyk, representing Child Poverty Concern Group;
- Austin Stadnyk, representing Coronation Park Flood Concern Group;
- Connie Buchan, representing Off Leash Dog Park User Group (OLD PUG);
- Nelson Bryksa;
- Lynda Schofield;
- Bernice Tees, representing Coronation Traffic Group; and
- Nicole Bryksa.

The Committee adopted the following resolution:

1. That Option #2, Seniors' Assisted Living Plus Recreation Facilities be approved as the preferred option for the redevelopment of the Regent Par 3 Golf Course lands.
2. That Administration bring an implementation and financing plan to City Council for consideration through the 2020 budget process.
3. That the Executive Director, Financial Strategy and Sustainability be delegated authority to begin the land subdivision and sale process and report back to City Council as

required.

Recommendations #4 and #5 do not require City Council approval.

Councillors: Andrew Stevens (Chairperson), Lori Bresciani, Sharron Bryce (non-voting member), John Findura, Jerry Flegel and Jason Mancinelli, 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 June 13, 2019, considered the following report from the Administration:

#### RECOMMENDATION

1. That Option #2, Seniors' Assisted Living Plus Recreation Facilities be approved as the preferred option for the redevelopment of the Regent Par 3 Golf Course lands.
2. That Administration bring an implementation and financing plan to City Council for consideration through the 2020 budget process.
3. That the Executive Director, Financial Strategy and Sustainability be delegated authority to begin the land subdivision and sale process and report back to City Council as required.
4. That City Council provide direction for the inclusion of any of the proposed additional recreation elements identified in this report in the final design.
5. That this report be forwarded to the June 24, 2019 City Council meeting for approval.

#### CONCLUSION

Administration has created four redevelopment options for the Regent Par 3 Golf Course lands, which are presented in this report for Community and Protective Services Committee's consideration (Appendix A). The options are based on extensive community engagement including outcomes of the April 2019 open house and on-line engagement, February of 2018 community design workshop, two 2017 community engagement sessions and on-line surveys, and; a 2015 community recreation needs survey. Design direction was also taken from Council-approved policy documents including *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) and the Recreation Master Plan. In addition to the designs, Administration has developed a high-level cost estimate and policy alignment analysis for each option. Administration's recommended option for the redevelopment of the Regent Par 3 Golf Course lands is Option #2, Seniors' Assisted Living Plus Recreation Facilities.

#### BACKGROUND

The Regent Par 3 Golf Course is an underutilized municipal golf facility at the southern edge of the Coronation Park Neighbourhood along McKinley Avenue. The 4.89-hectare (12.08 acre) site has nine holes with sand greens, a decommissioned clubhouse and is currently unirrigated. The site was identified in the Recreation Facility Plan 2010-2020 for redevelopment into a neighbourhood hub

facility to meet the contemporary recreation needs of this growing community. This recommendation remains consistent with the Recreation Master Plan, approved by City Council in January of 2019. Planning work to respond to this direction has been underway since 2015.

Administration informed City Council by memo in 2015 of its intention to explore the merits of selling all, or a portion, of the site for housing to meet OCP infill development and housing goals and to generate revenue, which would then be used to fund the planned neighbourhood recreation hub upgrades on the remaining golf course lands to quickly meet the existing recreation needs of the community.

## DISCUSSION

In February of 2018, Administration hosted a Community Design Workshop where residents worked with facilitators to design options to redevelop the Regent Par 3 Golf Course lands. Groups were given scale templates of recreation facilities and housing types identified during previous community engagement activities. Working in small groups, residents were asked to create options for the site that balanced their desires for new recreational amenities along with the potential to generate revenue through infill housing, which could be used to offset the cost of the new amenities.

The Community Design Workshop generated 21 submissions, which were grouped into five options by Administration. Upon preliminary analysis of the options, the Status Quo option, retaining the golf course, which was very popular among the event participants, was set aside for the following reasons:

1. The City of Regina's (City) four remaining golf courses have significant excess capacity, rendering the Regent Par 3 surplus.
2. The Council-approved Recreation Facility Plan 2010-2020 recommended developing a land-use plan for the area and creating a neighbourhood hub (recommendation 23, p35).
3. Retaining and reinvesting in a golf course on these lands is not consistent with direction provided in the following City Council-approved policies:
  - a. *Design Regina: The Official Community Plan Bylaw No. 2013-48*
  - b. *The Transportation Master Plan*
  - c. *The Recreation Master Plan*
  - d. *The Comprehensive Housing Strategy*

With the elimination of the Status Quo option, the four remaining options were:

1. Recreation Only
2. Seniors' Assisted Living plus Recreation Facilities
3. Townhouses plus Recreation Facilities
4. Seniors' Assisted Living & Townhouses plus Recreation Facilities

The four options dedicate varying amounts of land to housing and recreation facilities in different configurations.

- The Recreation Only option dedicates all the former golf course lands solely to recreation facilities.

- The Seniors Assisted Living plus Recreation Facilities option includes apartment style housing and care facilities occupying an area of approximately 1.3 hectares in the northwest corner of the site, with access off 1<sup>st</sup> Avenue North. The proposed development includes approximately 110 apartments offering a continuum of care from light housekeeping to 24-hour nursing care.
- The Townhouses plus Recreation Facilities option includes the development of 38 townhouse units on a 1.3-hectare block along an extension of Queen Street on the western edge of the site. Access in this option would be provided from McKinley Avenue and 1<sup>st</sup> Avenue North, extending the local street grid.
- The Seniors' Assisted Living & Townhouses plus Recreation Facilities is a hybrid of options 2 and 3 dedicating the largest amount of land to housing (1.85 hectares) along the western and northern edges of the site with access from both McKinley Avenue and 1<sup>st</sup> Avenue North.
- The concept drawings in Appendix A are intended to illustrate, to scale, the potential form, scale, massing and location of the housing types proposed in the different development options, along with size and location of the proposed recreation elements. The housing illustrations are not intended to be architecturally prescriptive.

All four redevelopment options contained the same recreational amenities when they were presented to the public for feedback and review from April 15-25, 2019. This included a multi-use sports field, a destination spray pad and accessible play structure, picnic areas and multi-use pathways. Elements included in each of the options, but noted as 'future' due to cost or other factors, were a pedestrian bridge to connect the new neighbourhood recreation hub amenities to the housing and commercial area across the storm channel and a small washroom building, which would help to make the new recreation facilities an all-day destination.

### FEEDBACK FROM PUBLIC ENGAGEMENT

Administration received almost 1,200 responses to its in-person and on-line engagements between April 15 and 25, 2019, a pdf of all of the responses has been added to the project website on [Regina.ca/planning](http://Regina.ca/planning). The engagement invited residents to respond to two questions about each of the redesign options:

- What elements of this concept do you like?
- What elements of this concept would you change?

#### Housing Options Feedback

A significant portion of the feedback received was against housing of any sort. The strongest opposition was against the redevelopment options that included townhouses. Much of the feedback was based on assumptions among many respondents that this form of housing would be 'affordable', its construction quality would be low, and it would deteriorate rapidly through hard use. While there was mixed support and opposition to housing in general on the site, the response to seniors' housing was the most positive. Of note is that much of the positive feedback on seniors' housing identified the need for it to be 'affordable', rather than high-end or luxury.

#### Recreation Options Feedback

Based on the feedback received during this latest round of engagement, Administration has undertaken cost estimates for additional recreation amenities that were raised as desirable additions to the final option.

1. Disc Golf

Disc Golf baskets could be added to each of the design options. For the Recreation Only option nine baskets could be included in the final design, creating a city-wide destination facility for this activity at an additional cost of \$10,000. For the three options which dedicate a portion of the site to housing, a smaller number of baskets could be added as space permits, creating a neighbourhood-level disc golf practice facility for a cost of \$3,000 - \$5,000.

2. Pedestrian Bridge

The proposed pedestrian bridge, providing an active transportation connection from the Regent Par 3 lands to the north side of the storm channel, was recommended to be part of the design at a cost of \$250,000, rather than a future consideration. This option requires Council to grant Delegated Authority to Administration to negotiate an easement with adjacent landowners north of the storm channel to allow pedestrians and cyclists to connect through private property to 3<sup>rd</sup> Avenue North.

3. Seasonal Washroom Facility

The washroom facilities were also proposed to be moved from future' to part of the base design at a cost of approximately \$95,000. Provision of a seasonal washroom adjacent to the playground, spray pad, multi-purpose field and picnic areas would allow users to extend their stay in the park. Inclusion of the washroom would provide the only such public facility along the length of the North Storm Channel multi-use pathway system, which when complete will extend from Patricia Park in the east to Westhill Park in the west. Provision of a seasonal washroom will require on-going operational funding of \$9,000 annually to support daily operations and maintenance of the facility.

4. Accessible Off-Leash Dog Park

Based on recent Council direction and a large volume of comments during the public engagement, a neighbourhood scale (approximately .25Ha), accessible off-leash dog park could be added to each of the design options. This accessible facility would include 1.2m high perimeter fencing, secure entry, benches and accessible pathways as appropriate and would be integrated into each of the designs in order to meet the needs of all park users. The inclusion of an accessible off-leash dog park would come at an additional cost of \$60,000.

5. Toboggan Hill

In response to requests for additional winter activities on the site, a small toboggan hill could be added to each of the design options at a cost of \$85,000. Additional winter activity elements, such as cross-country ski trails could be added to the site if user-groups wanting to establish and maintain such elements come forward.



## RECOMMENDED DEVELOPMENT OPTION

Based on the feedback received during the public engagement phases of this project, consistency with Council-approved policy and overall cost and potential revenue, Administration recommends the Seniors' Assisted Living Plus Recreation Facilities option to Council as its preferred option for the following reasons:

- This option is tied for most consistent with City policy with concept #4 (seniors + townhouses) option
- The public feedback on this option was more consistently positive with those in favour either strongly supporting it from a housing provision perspective or from a financial perspective or recognizing a seniors' assisted living development on a portion of the site as a compromise that they can live with to preserve the majority of the land for recreation amenities.
- This option retains the most land for recreation of all the housing options
- This option requires the least investment in, and on-going maintenance of roadway infrastructure of all the housing options
- This option generates the second highest potential revenues from land sales of the four options
- This option does not include townhouses which a strong majority of the respondents expressed opposition to.

Administration further recommends that the following additional recreation elements be added to the preferred option based on recent public feedback, either to the base cost of the project or on a phased basis through the 5-year capital budget:

- 3-5 disc golf baskets to create a neighbourhood level practice facility (\$5,000)
- Seasonal washroom facility to support all-day use of the park (\$95,000) + \$9,000 per year for operations and maintenance
- Neighbourhood-level accessible off-leash dog park (\$60,000)
- Toboggan hill to increase winter activity at the site. (\$85,000)

In addition to the above, if Council would like Administration to pursue the addition of the pedestrian bridge, Council must delegate authority to the Administration to negotiate with adjacent landowners north of the storm channel to provide an easement. This would allow for the construction of a pedestrian bridge to provide an active-transportation connection from 3<sup>rd</sup> Avenue North to the new recreation amenities. Once an easement has been negotiated, Administration will return to Council with detailed cost information and proposed timing on the bridge and connecting pathways.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

Funding for this planning process was dedicated by City Council in 2014 from proceeds of the Pasqua Recreation Centre land sale.

The land value estimates provided for the redevelopment options in Appendix A that include housing are high level and are based on the 2015 land valuation of the Ken Jenkins School site, which was reaffirmed in 2017. Actual value of any land sales would be impacted by the proposed development type and density. Further work needs to be completed, including a professional appraisal of the site to confirm actual value once a final development option has been established.

The recommended redevelopment option, Seniors' Assisted Living Complex plus Recreation Facilities is estimated to cost \$2,380,000, while generating land sales of \$2,730,000 resulting in a net revenue of \$350,000. Should Council elect to include some, or all of the proposed additional recreation facilities identified during the final public engagement up to an additional \$495,000 will be required.

The net costs or revenues of the other redevelopment options are identified in Appendix A.

Actual costs for the construction of the proposed recreation facilities will be based on their final design and the results of a public tender process.

Operations and maintenance costs of the redeveloped recreation space are estimated to be \$50,000 per year, not including washroom operations, an increase of \$30,000 per year over current investment in the site.

Based on Administration's evaluation of the site, the surrounding neighbourhood, and the feedback received through the public engagement process it is Administration's assessment that the proposed recreation facilities are required early in the 5-year budget cycle. This is due to neighbourhood population growth, demographic shifts and an existing deficit of quality recreation facilities within an acceptable walking distance of the site, as well as the continued deterioration of the Regent Par 3.

Dedication of a portion of the lands to housing development is expected to result in annual tax revenues of between \$75,000 and \$120,000 per year depending on the value of the resulting development.

Administration will bring an implementation and financing plan for Council's preferred redevelopment option through the 2020 budget process.

### Environmental Implications

Redevelopment of the Regent Par 3 Golf Course lands will have an impact on existing trees on the site. Efforts will be made to relocate existing trees where possible and additional trees will be added as part of the recreation improvements. Exact numbers of trees impacted by the redevelopment will not be known until a final option has been determined. Administration's intention is that any trees removed from the site will be replaced on a minimum 1:1 basis, either directly on site or within the immediate area.

### Policy and/or Strategic Implications

Redevelopment of the Regent Par 3 Golf Course lands to include a mix of new neighbourhood level recreational facilities and seniors' assisted living housing is aligned with the following Council approved policies:

#### **Design Regina, The Official Community Plan (2013)**

The proposal is consistent with the policies contained within Part A of the OCP with respect to:

##### Section C: Growth Plan

Goal 1 – Ensure that sufficient developable land is protected for future city growth.

- 2.3 Direct at least 30% of new population to existing urban areas as the City's *intensification* target:

##### Section D6: Housing

Goal 1 - Housing Supply and Affordability: Increase the housing supply and improve housing affordability.

- 8.2 Leverage the City's land assets to increase the supply and diversity of housing.
- 8.3 Decrease the number of vacant, non-taxable and underutilized lots within the city that area appropriate for residential development.
- 8.8 Support residential intensification in existing and new neighbourhoods to create complete neighbourhoods.

Goal 3 – Diversity of Housing Forms: Increase the diversity and innovation of housing forms and types to support the creation of complete neighbourhoods across Regina.

- 8.13 Expand areas where apartments and multi-unit buildings are permitted uses.

##### Section D7: Parks, Recreation and Open Space

Goal 1 – Open Space and Recreation Principles: Maintain, enhance and extend and interconnected and accessible open space system.

- 9.1 Develop the OPEN SPACE SYSTEM generally in accordance with Map 7 – Parks, Recreation and Open Space and adhere to the following principles:
  - 9.1.3 Minimum standards for quantity and quality will guide the management of the open space system, including where population densities are increasing in existing neighbourhoods.
  - 9.1.5 Appropriate requirements for structures and unstructured recreation needs.
- 9.3 Co-locate or cluster parks and open space, where possible, with activity centres or other community resources.
- 9.4 Connect neighbourhoods where possible, via active transportation routes to multi-use pathways, regional trails and the natural system.
- 9.5 Integrate public safety considerations into the planning and design of parks and recreation facilities.

Goal 2 – Access to Recreation Programs and Services: Ensure access to a variety of recreation programs and services in all neighbourhoods.

- 9.6 Develop and manage recreation facilities, programs and services such that they adhere to the following:
  - 9.6.1 Multifunctional parks and open space will be strategically located to provide convenient access and designed to accommodate diverse and changing needs and interests.
  - 9.6.3 Minimized barriers to the use of municipal facilities, programs or services.
  - 9.6.4 Recreation programs will consider the needs of the most vulnerable populations.
  - 9.6.5 Parks and open space will be designed for year-round use, whenever possible.

The Recreation Facility Plan, 2010-2020 (2010)

Policies: Develop a site-specific plan to rebuild the Regent Par 3 Golf Course lands as a neighbourhood hub facility that satisfies contemporary needs through a community consultation and visioning process.

Recreation Master Plan (2019)

The redevelopment of the Regent Par 3 Golf Course lands is supported by the values of the Recreation Master Plan to cluster recreation elements where appropriate to achieve efficiencies, expand use and maximize the provision of sport, culture and recreation opportunities at centralized locations. The elements included in the options presented, coupled with those already in Regent Pool Park reflect not only some of the top priorities noted by the community as part of the engagement process for this project, but also nine of the top eleven outdoor priorities of the Recreation Master Plan (p. 46).

Transportation Master Plan (2017)

Policies: TMP Cycling Priority Network shows a multi-use pathway/boulevard trail along the north storm channel through the Regent Par 3 Golf Course lands and Regent Pool Park, connecting to the North Storm Channel multi-use pathway in the west and connecting south-east to the downtown via Pony Park and the Canadian National Railway right-of-way.

- 2.11 Ensure neighbourhood transportation planning provides integration of multiple modes within neighbourhoods and connectivity between adjacent neighbourhoods.
- 2.20 Leverage infill development in existing neighbourhoods to address transportation needs and gaps and to expand multi-modal transportation options.
- 4.12 Expand the current multi-use pathway network. Priority should be placed on creating pathways to destinations such as schools and activity centres and improving connections between the pathway network and on-street facilities.

Comprehensive Housing Strategy (2014)

Strategy 2: Leverage the City's land assets to increase the supply of rental, affordable and special needs housing, promote the diversity of housing and support the creation of complete neighbourhoods.

### Open Space Management Strategy (2007)

The Coronation Park Neighbourhood has sufficient neighbourhood level open space for its current population. Reclassifying the municipal golf course lands as neighbourhood open space and redeveloping them into a community recreation hub will increase the neighbourhood level open space and improve the overall quality of Coronation Park's open spaces.

### Other Implications

Each of the development options comes with a different level of risk and reward.

Administration's recommended redevelopment option, Seniors Assisted Living plus Recreation Facilities has the following risks and potential rewards.

#### Risk:

The scale of the project requires a national level private developer/service provider or the Provincial Housing/Health Authorities. A preliminary market sounding identified that providers are looking for properties; however, they did not have interest in a similarly sized site to the west at the former Ken Jenkins School, though this may have been due to other factors like zoning. The development process for this type of facility is therefore likely to be slower than standard market housing.

#### Opportunity:

Net revenue from land sales for this property may be higher than all of the other options on a per square metre basis due to the type and density of development and the limited amount of public right-of-way necessary to support the development.

The Regent Par 3 lands are currently located at the centre of a neighbourhood lacking in play opportunities. While there are swings, a slide and teeter-totters adjacent to ACT Ball Park, which appear to have been installed in the 1960s, the nearest modern play structures to these lands are located at St. Peter and Kitchener Schools 1.0 and .9km walking distance respectively. Redevelopment of the golf course lands into a neighbourhood park and establishment of a large accessible play structure in this location will fill an existing gap in access to play space, bringing all properties between McKinley Avenue and Sherwood Drive into conformity with the *Open Space Management Strategy's* Guidelines for a Reasonable Walking Distance to a Neighbourhood Park.

Parking was raised as a significant concern by several respondents to the design options. To better understand whether parking was likely to be an issue at this location, Administration compared the available on-street and off-street parking at the Regent Par 3 and Regent Pool Parks combined, with available parking at the Northwest, South and Sandra Schmirler Leisure Centres. As indicated in the table below, available parking at the Regent Par 3 / Regent Pool site exceeds the parking provided at two of the City's three leisure centres. Combined with the minimum parking provisions required by the Zoning Bylaw for new housing and the planned provision of multi-use pathway, future on-street bikeways and existing sidewalk connections to the site, Administration believes that parking provision at the Regent lands will be sufficient to meet users needs without negatively impacting adjacent residents.

Location	On-street Parking	Off-street Parking	Total Stalls
Regent Par 3 / Regent Pool Park	150	40	190
Northwest Leisure Centre	49	190	239
South Leisure Centre	40	100	140
Sandra Schmirler Leisure Centre	0	155	155

#### Accessibility Implications

Access to the park space along with design elements such as the spray pad, playground, picnic areas, pathways and a potential off-leash dog-park will be designed to be accessible, increasing city-wide access to such facilities for persons with disabilities.

#### COMMUNICATIONS

Since 2015, Administration has engaged with residents in a variety of ways, including: conducting an online recreation needs assessment, two public workshops, two online surveys, a community design workshop and an on-line and in-person review of proposed development options. Mailouts were sent three times to over 9,000 households each time inviting public feedback. Social media, and social media advertising along with a project web page were also used to reach out to the community. The most recent engagement process which sought feedback on the four redevelopment options resulted in 1189 individual pieces of feedback which can be reviewed along with prior project updates and engagement reports on Regina.ca.

Stakeholders were notified when this report was posted online and invited to attend the Community & Protective Services Committee meeting on June 13, 2019.

#### DELEGATED AUTHORITY

The recommendations contained within this report require City Council approval.

Respectfully submitted,

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE

  
Tracy Brezinski, Council Officer 6/19/2019.



# Regent Par 3 Redevelopment Project

Concept #1: Recreation Only



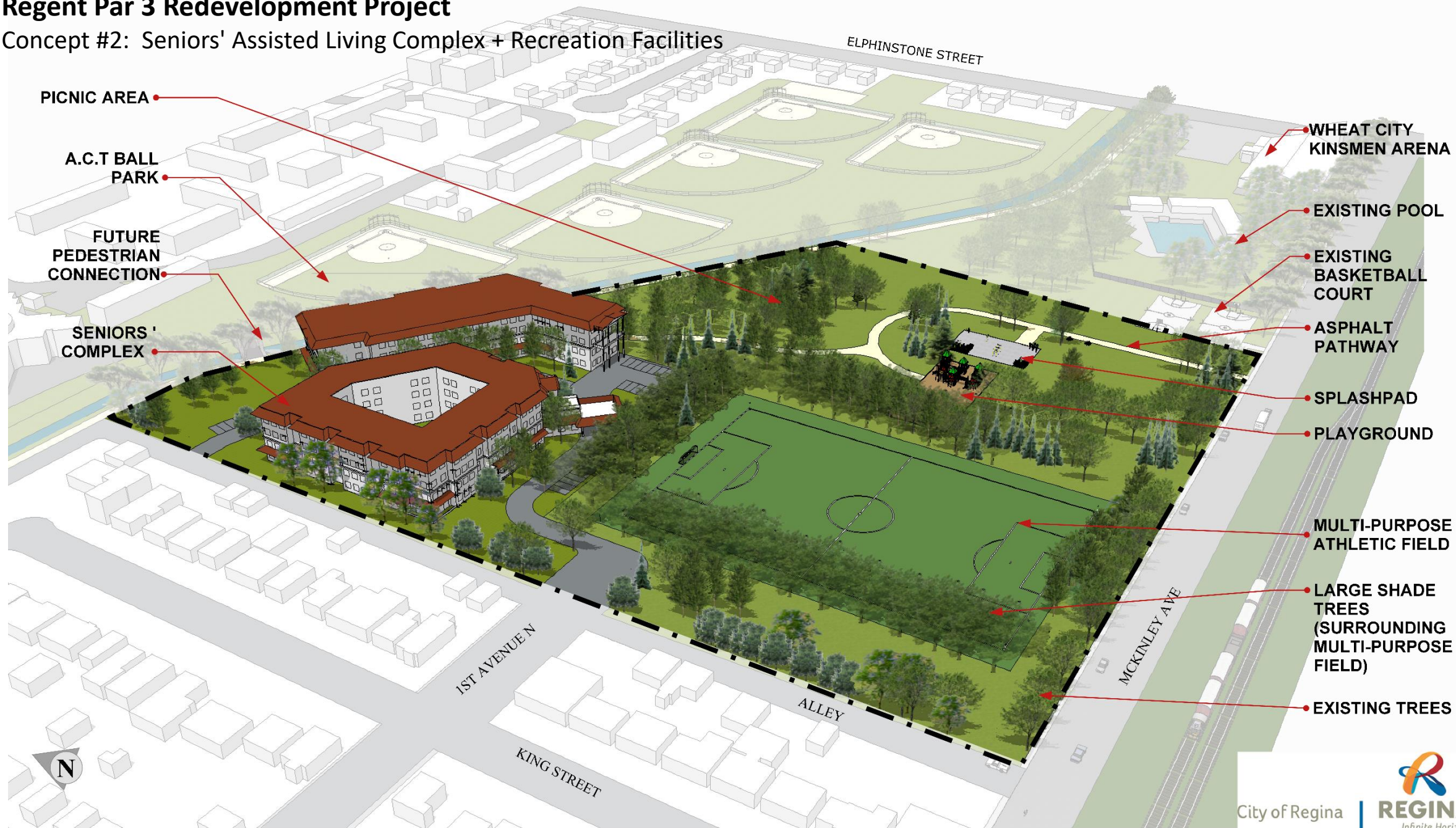
# Concept #1 Policy Alignment & Cost

	Alignment with City Policies and Masterplans (Yes, No, Partial)
<b>Official Community Plan – Relevant Community Priorities</b>	
• Support complete neighbourhoods	Partial
• Embrace built heritage and invest in arts, culture, sport and recreation	Yes
• Support diverse housing options	No
• Create better, more active ways of getting around	Yes
• Promote conservation, stewardship and environmental sustainability	partial
• Optimize use of existing services/amenities	Partial
• Support infill development and intensification targets	No
• Make use of residual infrastructure capacity in existing urban areas	No
• Support urban forest	Partial
• Support multi-use pathways	Yes
• Leverage city land assets	No
<b>Recreational Amenities &amp; Area</b>	Sports Field, Multi-Use Pathways, Playground, Spray Pad, Picnic Areas 4.89 Hectares (12.08 Acres)
<b>Housing Forms, Unit Numbers &amp; Area</b>	None, 0 units, 0 Hectares (0 Acres)
<b>Parking</b>	54 existing on-street stalls on McKinley Avenue
<b>Financial Analysis</b>	
• Estimated Cost for Recreation Components	\$2,460,000
• Estimated Revenue from Land Sales	\$0
<b>Total Net Cost</b>	<b>\$2,460,000</b>



# Regent Par 3 Redevelopment Project

## Concept #2: Seniors' Assisted Living Complex + Recreation Facilities



# Concept #2 Policy Alignment & Cost

	Alignment with City Policies and Masterplans (Yes, No, Partial)
<b>Official Community Plan – Relevant Community Priorities</b>	
• Support complete neighbourhoods	Yes
• Embrace built heritage and invest in arts, culture, sport and recreation	Yes
• Support diverse housing options	Yes
• Create better, more active ways of getting around	Yes
• Promote conservation, stewardship and environmental sustainability	partial
• Optimize use of existing services/amenities	Yes
• Support infill development and intensification targets	Yes
• Make use of residual infrastructure capacity in existing urban areas	Yes
• Support urban forest	Partial
• Support multi-use pathways	Yes
• Leverage city land assets	Yes
<b>Recreational Amenities &amp; Area</b>	Sports Field, Multi-Use Pathways, Playground, Spray Pad, Picnic Areas 3.31 Hectares (8.18 acres)
<b>Housing Forms, Unit Numbers &amp; Area</b>	Multi-unit (Apartment), ~110 units 1.58 Hectares (3.90 acres)
<b>Parking</b>	60+ stalls on-site private parking 54 existing on-street stalls on McKinley Avenue
<b>Financial Analysis</b>	
• Estimated Cost for Recreation Components	\$2,380,000
• Estimated Revenue from Land Sales	\$2,730,000
<b>Total Net Cost</b>	<b>\$(350,000)</b>



# Regent Par 3 Redevelopment Project

## Concept #3: Townhouse Development + Recreation Facilities



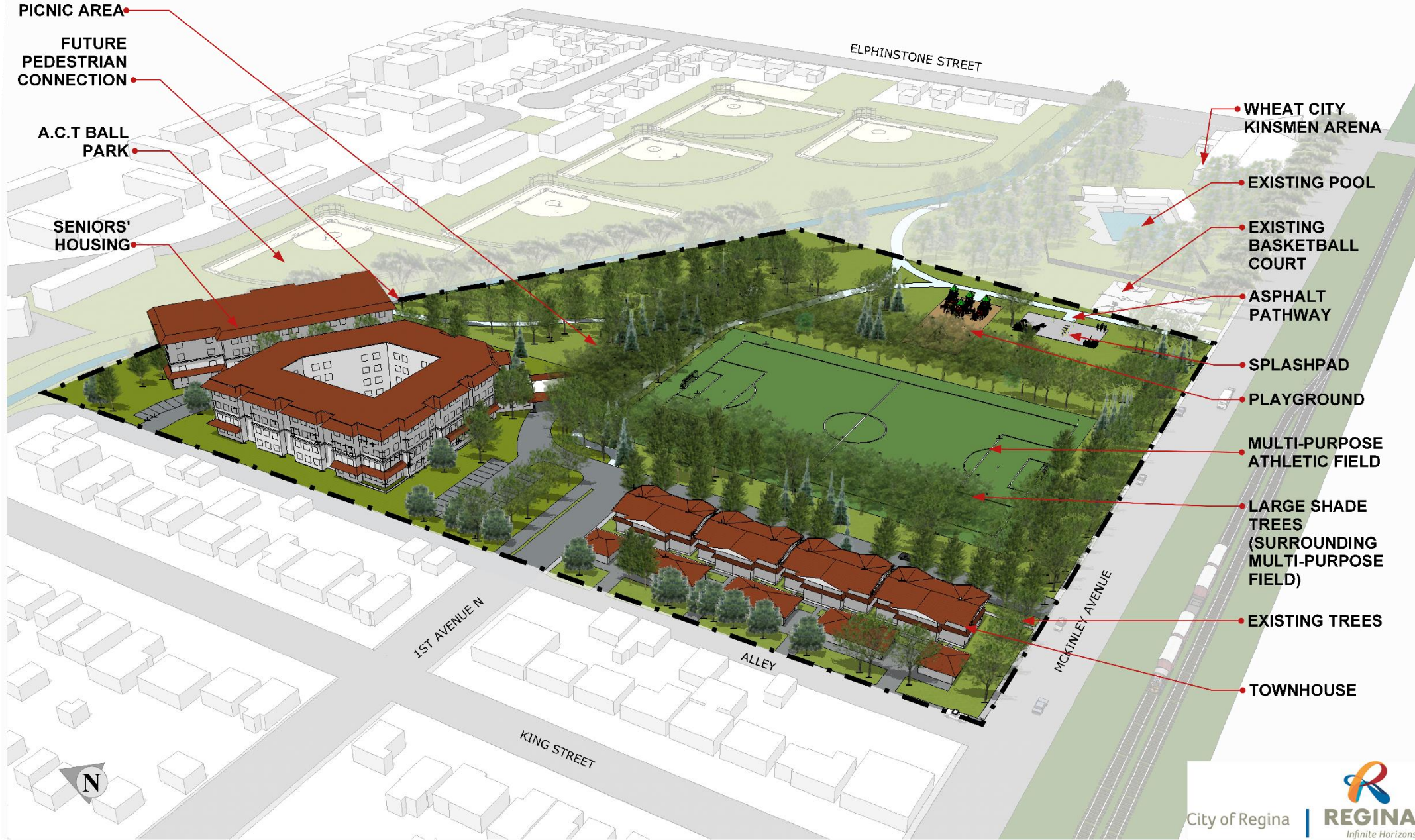
# Concept #3 Policy Alignment & Cost

	Alignment with City Policies and Masterplans (Yes, No, Partial)
<b>Official Community Plan –Relevant Community Priorities</b>	
• Support complete neighbourhoods	Yes
• Embrace built heritage and invest in arts, culture, sport and recreation	Yes
• Support diverse housing options	Yes
• Create better, more active ways of getting around	Yes
• Promote conservation, stewardship and environmental sustainability	partial
• Optimize use of existing services/amenities	Yes
• Support infill development and intensification targets	Yes
• Make use of residual infrastructure capacity in existing urban areas	Yes
• Support urban forest	Partial
• Support multi-use pathways	Yes
• Leverage city land assets	Yes
<b>Recreational Amenities &amp; Area</b>	Sports Field, Multi-Use Pathways, Playground, Spray Pad, Picnic Area 3.05 Hectares (7.54 acres)
<b>Housing Forms</b>	Townhouse, 38 Units 1.84 Hectares (4.54 acres) (including .79 Hectares of rights-of-way)
<b>Parking</b>	57 stalls on-site private parking 33 new on-street stalls on Queen Street 46 existing on-street stalls on McKinley Avenue
<b>Financial analysis</b>	
• Estimated Cost for Recreation Components	\$2,280,000
• Estimated Revenue from Land Sales	\$1,800,000
<b>Total Net Cost</b>	<b>\$480,000</b>



# Regent Par 3 Redevelopment Project

## Concept #4: Seniors' Assisted Living + Townhouse Development + Recreation Facilities



# Concept #4 Policy Alignment & Cost

	Alignment with City Policies and Masterplans (Yes, No, Partial)
<b>Official Community Plan –Relevant Community Priorities</b>	
• Support complete neighbourhoods	Yes
• Embrace built heritage and invest in arts, culture, sport and recreation	Yes
• Support diverse housing options	Yes
• Create better, more active ways of getting around	Yes
• Promote conservation, stewardship and environmental sustainability	partial
• Optimize use of existing services/amenities	Yes
• Support infill development and intensification targets	Yes
• Make use of residual infrastructure capacity in existing urban areas	Yes
• Support urban forest	Partial
• Support multi-use pathways	Yes
• Leverage city land assets	Yes
<b>Recreational Amenities &amp; Area</b>	Sports Field, Multi-Use Pathways, Playground, Spray Pad, Picnic Area 3.04 Hectares (7.51 acres)
<b>Housing Forms</b>	Townhouse, 16 Units, Seniors Assisted Living 90 Units 1.85 Hectares (4.57 acres)
<b>Parking</b>	70 stalls on-site private parking 14 new on-street stalls on Queen Street 46 existing on-street stalls on McKinley Avenue
<b>Financial analysis</b>	
• Estimated Cost for Recreation Components	\$2,280,000
• Estimated Revenue from Land Sales	\$3,200,000
<b>Total Net Cost</b>	<b>\$(920,000)</b>

June 24, 2019

To: His Worship the Mayor  
And Members of City Council

Re: Reconciliation Regina Update

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RECOMMENDATION

That this report be received and filed.

CONCLUSION

Further to the May 28, 2018 Council report IR18-7, which provided an update on Reconciliation Regina activities and initiatives from the fall of 2017, this report provides further updates and progress made since Q2 of 2018.

BACKGROUND

Reconciliation Regina, initiated by Mayor Fougere's Council Motion in the spring of 2016, is co-facilitated by the City of Regina (Regina) and the Office of the Treaty Commissioner (OTC). The group consists of approximately 70-plus Community Champions, including local organizations, community leaders, educators, Elders/Knowledge Keepers, newcomers, survivors, cultural and arts groups, governments, youth, business, faith groups and individuals. All partners are committed to working in partnership towards a strengthened, healthy, vibrant and inclusive community.

Since May 2018, a significant amount of work has been occurring, including hosting several public events in partnership with community organizations, completing the transition from a City-led entity to a stand-alone incorporated body governed by a Board of Directors (Council) and planning efforts to advance the community action plan. The Plan will ensure reconciliation continues as a living process, based on information sharing and coordination of joint activities and initiatives that reflect a celebration of diverse cultures, resilience, healing, respect and strengthened partnerships for the wellbeing of all Regina residents.

The Government of Canada has provided total grant funding assistance of \$266,450 through the Department of Indian Affairs and Northern Development Urban Programming for Indigenous Peoples (UPIP). This grant funding has been instrumental in enabling the development and implementation of events and initiatives under Reconciliation Regina, including funding for a Coalition Coordinator to coordinate all activities.

## DISCUSSION

Specific initiatives that Reconciliation Regina has partnered with or led between May 2018 and May 2019 include:

- Healing/Sharing Circle – Elders Gathering
- Official launch of Reconciliation Regina
- Community Champion and Governance Subcommittee meetings
- Involvement in National Indigenous Peoples Day activities
- Screening of the film, ‘Indian Horse’ – public free of charge event
- Distribution of a questionnaire and survey to gather information for the Community Action Plan
- Participation in the Smudge Walk
- Creation of a Reconciliation Regina video
- SaskGaming, Regina Open Door, RDBID sessions – promote Reconciliation Regina
- Participation in Orange Shirt Day activities
- Hosting Youth Symposium
- Attendance at provincial and national reconciliation coalition meetings
- Farewell community event for Elder Norma-Jean Byrd
- Hosting of a Blanket Exercise
- Reconciliation Wall at City Hall (in progress)
- Read for Reconciliation event
- Creation of the Reconciliation Regina Board (Council) – including three meetings and a Strategic Planning Session

Results achieved between May 2018 and May 2019 include:

- Additional organizations/individuals participating as Community Champions
- Create awareness of the Truth and Reconciliation Commission’s Calls to Action, as well as the purpose of Reconciliation Regina to individuals, organizations and other stakeholders in Regina – both Indigenous and non-Indigenous
- Participants of Reconciliation Regina sharing knowledge, information, mentorship, culture, as well as opportunities to gather together for events, resulting in a better understanding of the past, to create a more positive, respectful community for future generations
- Progress on the Community Action Plan based on collaboration and cooperation to support and respond to the Calls to Action
- Hosting further speakers’ series and Community Champions meetings, to raise awareness and educate the public
- Creation of a communications strategy to better communicate the work of Reconciliation Regina

### Incorporation of Reconciliation Regina:

To ensure Reconciliation Regina is a truly sustainable community-led process, the City and its community stakeholders (Community Champions) recommended that incorporation to a non-profit entity was necessary.



The transition to a non-profit organization required the creation of a governing body (which includes the criteria and other specifics for its members), as well as a governance structure and operational and financial management guidelines. The City remains committed to continued involvement and support for Reconciliation Regina.

Incorporation will also enable continued access to UPIP funding. The Government of Canada's intent for the funding is to support existing local Coalitions and incent new Coalitions that bring together all orders of government and stakeholders to identify key local priorities and needs, and ensure efficient and coordinated delivery of urban Indigenous programs. The primary goal of the Coalition will be to promote collaboration at the local level, to identify local needs, and to develop local plans to address identified priorities.

Reconciliation Regina officially incorporated on September 10, 2018. To support this entity, a Board of Directors (Council) was created that includes the following members:

Janine Windolph, Chair  
Chris Holden, Member  
John Hopkins, Member  
Gillis Lavalley, Member  
Cadmus Delorme, Member  
Elder Tim Poitras

The Council held a Strategic Planning Session, facilitated by Praxis Consulting Ltd., on January 30, 2019. The session included workshops on evaluating and identifying priorities, initiatives and opportunities for action over the next three-year period. To note, the initiatives described below will require endorsement by the Reconciliation Regina Community Champions.

Based on effort, impact and feasibility, each identified priority was ranked and evaluated. The opportunities/initiatives are listed below:

Years 1 and 2:

- Initiatives/events that focus on empowering women
- Economic Development forum
- Naming of an Indigenous space(s) (i.e. boardroom, meeting rooms, etc. within City Hall – encourage the same of Community Champions)
- Conversation series – hosting opportunities for Indigenous and non-Indigenous peoples
- Research and development for the creation of a monument to honour Missing and Murdered Indigenous Women (MMIW)
- Completion of the Community Action Plan
- Recognition of Reconciliation Regina and/or First Nations/Metis peoples as part of City of Regina signage
- Annual event that would coincide with Indigenous history month
- Social media strategy
- Creation of a “Reconciliation Wall” at City Hall
- Reconciliation calendar of events
- Creation of a Youth Advisory Committee

- Creation of an Elders Advisory Committee
  - The above committees would be a resource for Reconciliation Regina's Council and for community organizations
- Incorporate Indigenous knowledge into City Hall and other organizations (Community Champions)

Years 2 and 3:

- Identify recruitment and retention employment strategies (encourage Community Champions to also adopt/champion)
- Education and Awareness Campaign (modules, tool kits)
- Neighbourhood clean-up projects (i.e. alley clean-up and other volunteer events – purpose is to instill and create a sense of neighbourhood/community pride)
- Work with Community Champions to identify opportunities to support Indigenous families (specifically survivors, promote self-care and holistic health)
- Collaborate to support initiatives and share information on a regional, provincial and national basis
- Create a fundraising strategy to ensure the sustainability of Reconciliation Regina
- Genealogy research to instill and provide a better understanding of who we are
- Update, monitor and evaluate the Community Action Plan

Expected results of the initiatives include:

- Empowering and supporting Indigenous women, Elders/Knowledge Keepers and youth as leaders and the future of our communities
- Honouring Indigenous peoples/events/background through the naming of monuments, spaces, streets, etc., to create awareness and recognition of the significant achievements of Indigenous peoples in our community
- Events that promote, honour, recognize and teach cultures, languages and protocol to Indigenous and non-Indigenous peoples
- Additional organizations/individuals participating as Reconciliation Regina Community Champions
- Community Champions sharing knowledge, information, mentorship, culture, as well as opportunities to gather together for events resulting in a better understanding of the past, to create a more positive, respectful community for future generations
- An inventory of individual organizations' actions responding to the Calls to Action will be documented, monitored and evaluated through a living, evolving Community Action Plan

To facilitate the many events and initiatives identified, Reconciliation Regina has submitted a three-year (2019/20 to 2021/22), \$300,000 application for grant funding from the Government of Canada, Department of Indian Affairs and Northern Development Urban Programming for Indigenous Peoples (UIP). The application is pending approval.

Reconciliation Regina Annual Event and Communications Strategy:

Work continues on a communications strategy that includes a public awareness campaign. The goal is to effectively tell the Reconciliation Regina story – its purpose, objectives and goals – so

that Indigenous and non-Indigenous individuals can clearly understand the meaning and significance of reconciliation and the importance of healing those who have been harmed by the residential school experience. To fulfill this commitment, Reconciliation Regina will work with Sweetgrass Communications to facilitate the public awareness campaign's goals.

#### Community Action Plan:

Components of the Action Plan recently completed include an on-line survey for all residents in the city and surrounding areas, seeking feedback on what reconciliation means to individuals, suggestions to promote healing in the community, and ways to honour and recognize reconciliation. This on-line survey was followed by a questionnaire to Community Champions for the purpose of documenting the actions taken to fulfill the Calls to Action and other initiatives that promote healing and reconciliation that do not necessarily fit within any specific Call to Action.

The draft plan will separate the community's responses to the Calls to Action under four categories: (1) supporting economic and social participation; (2) respecting and promoting the rights of Indigenous peoples; (3) relationship building, and; (4) fostering strong leadership in reconciliation. There will also be a section on the history of Indigenous peoples in Regina and surrounding area and of Reconciliation Regina. The Community Action Plan will be a living document that will be measured, monitored and updated on an annual basis.

The final component of the Action Plan will involve hosting Community Champion sector meetings (i.e. faith-based organizations, education, arts and cultural organizations, governments, etc.) to collectively work on ways in which sectors as a whole can respond to the Calls to Action, as opposed to singular, silo work.

#### City of Regina – internal response to the Calls to Action:

The City of Regina remains committed to the following municipally-directed Calls to Action:

43. We call upon federal, provincial, territorial and municipal governments to fully adopt and implement the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) as the framework for reconciliation.
47. We call upon federal, provincial, territorial and municipal governments to repudiate concepts used to justify European sovereignty over Indigenous peoples and lands, such as the Doctrine of Discovery and terra nullius, and to reform those laws, government policies, and litigation strategies that continue to rely on such concepts.
57. We call on federal, provincial, territorial and municipal governments to provide education to public servants on the history of Aboriginal peoples, including the history and legacy of residential schools, the United Nations Declaration on the Rights of Indigenous peoples, Treaties and Aboriginal rights, Indigenous law and Aboriginal-Crown relations. This will require skills-based training in intercultural competency, conflict resolution, human rights and anti-racism.

75. We call upon the federal government to work with provincial, territorial and municipal governments, churches, Aboriginal communities, former residential school students, and current landowners to develop and implement strategies and procedures for the ongoing identification, documentation, maintenance, commemoration and protection of residential school cemeteries or other sites at which residential school children were buried. This is to include the provision of appropriate memorial ceremonies and commemorative markers to honour the deceased children.
77. We call upon provincial, territorial, municipal and community archives to work collaboratively with the National Centre for Truth and Reconciliation to identify and collect copies of all records relevant to the history and legacy of the residential school system, and to provide these to the National Centre for Truth and Reconciliation.

Significant progress has been made and will continue on the municipally directed Calls to Action, through initiatives such as the Memorandum of Understanding between the City and the Federation of Sovereign Indian Nations (FSIN) regarding Call to Action #57, the Protocol of Recognition, Partnership and Respect between the City and the File Hills Qu'Appelle Tribal Council (FHQTC) and the collaborative work with the Regina Indian Industrial School (RIIS) Commemorative Association. There are many additional initiatives that will be identified and documented in an internal strategy currently under development.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

There are no financial implications associated with this report; however, as the reconciliation process evolves and the City continues to respond to the municipally-directed Calls to Action, there may be policies, programs and initiatives that require funding. Any such initiatives will be submitted as part of the annual budget development process.

Thus far, there have been minimal costs associated with meetings and events; for the most part, the City's contributions have been in-kind.

### Environmental Implications

None with respect to this report; however, as the reconciliation process evolves and the City continues to respond to the municipally-directed Calls to Action, there may be policies, programs and initiatives that require funding. Any such initiatives will be submitted as part of the annual budget development process.

### Policy and/or Strategic Implications

All Canadians, levels of government and community stakeholders have a responsibility and role to play in the reconciliation process. As such, it is integral to the health and wellbeing of the community, province, nation and society, in general, that the City, as an organization, participate

in redressing the legacy of residential schools and advancing the process of Canadian reconciliation.

#### Other Implications

None with respect to this report; however, as the reconciliation process evolves and the City continues to respond to the municipally-directed Calls to Action, there may be policies, programs and initiatives that require funding. Any such initiatives will be submitted as part of the annual budget development process.

#### Accessibility Implications

None with respect to this report.

#### COMMUNICATIONS

Through Reconciliation Regina's Communications Subcommittee, any and all communication activities will be discussed between all parties involved, and a community communications strategy will be developed.

#### DELEGATED AUTHORITY

There is no delegated authority associated with this report as it is for informational purposes only.

Respectfully submitted,

Respectfully submitted,

The image shows two handwritten signatures in black ink. On the left is the signature of Sheila Harmatiuk, and on the right is the signature of Chris Holden. Both signatures are written in a cursive, flowing style.

Sheila Harmatiuk  
Senior Advisor,  
Government & Indigenous Relations

Chris Holden  
City Manager

June 24, 2019

To: His Worship the Mayor  
And Members of City Council

Re: New Building Canada Fund (NBCF), Provincial -Territorial Infrastructure Component (PTIC), National Regional Projects (NRP), Regina Railyard Renewal Project and Winnipeg Street Overpass Project – Government of Canada and Government of Saskatchewan Amending Contribution Agreements

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RECOMMENDATION

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE  
- JUNE 12, 2019**

RECOMMENDATION

1. That the City Manager be authorized to review, approve, negotiate and enter into an Amending Contribution Agreement with the Government of Canada and the Government of Saskatchewan for the New Building Canada Fund (NBCF) Provincial-Territorial Infrastructure Component (PTIC), National Regional Projects (NRP), Regina Railyard Renewal Project and the Winnipeg Street Overpass Project.
2. That the City Clerk be authorized to execute the Amending Contribution Agreements after review by the City Solicitor.

*EXECUTIVE COMMITTEE – JUNE 12, 2019*

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

Recommendation #3 does not require City Council approval.

Mayor Michael Fougere, Councillors: Joel Murray (Chairperson), Lori Bresciani, Sharron Bryce, John Findura, Jerry Flegel, Bob Hawkins, Jason Mancinelli, Mike O'Donnell, Andrew Stevens and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on June 12, 2019, considered the following report from the Administration:

RECOMMENDATION

1. That the City Manager be authorized to review, approve, negotiate and enter into an Amending Contribution Agreement with the Government of Canada and the Government

of Saskatchewan for the New Building Canada Fund (NBCF) Provincial-Territorial Infrastructure Component (PTIC), National Regional Projects (NRP), Regina Railyard Renewal Project and the Winnipeg Street Overpass Project.

2. That the City Clerk be authorized to execute the Amending Contribution Agreements after review by the City Solicitor.
3. That this report be forwarded to the June 24, 2019 meeting of City Council for approval.

## CONCLUSION

The Transit Fleet Maintenance Facility (TFMF) was the first City of Regina (City) project approved for funding through the NBCF PTIC NRP in September of 2016. Shortly thereafter, applications were submitted for the Winnipeg Street Overpass project and the Railyard Renewal Project (RRP). Approval in principle (AIP) for these two projects was received in October and November of 2018, respectively. The AIP date is important, as that is the effective date that eligible project costs can begin to be incurred.

The final stage in the approval process is to enter into separate Amending Contribution Agreements with both the Government of Canada and the Government of Saskatchewan. The agreements outline the purpose, funding levels, accountability, communications protocol, legal compliance and other obligations and commitments by each party that will govern the construction of the project.

## BACKGROUND

In 2014, the Government of Canada introduced the ten-year, \$14 billion NBCF, which consisted of a \$4 billion National Infrastructure Component to support projects of national significance and \$10 billion for PTIC for projects of national, regional and local significance (with \$1 billion of the PTIC for smaller communities under 100,000 population).

Based on this announcement, in January 2015, Council approved the following City priority infrastructure projects for consideration by the federal and provincial governments under the NBCF in the following order of priority:

<b>Project</b>	<b>Estimated Cost</b>
Transit Fleet Maintenance Facility	\$30 million
Winnipeg Street Overpass	\$28 million
Regina Revitalization Initiative	\$67 million

Deliberations between the federal and provincial governments regarding the \$9 billion in PTIC funds resulted in the City receiving a total of \$30.5 million in federal funding that was to be equally matched by the provincial government at 33.3 per cent and the City at 33.3 per cent. With these matching dollars (33.3 per cent contribution each from the federal, provincial and municipal governments), the total allocation amounts to a \$91.5 million investment over a ten-year period for City infrastructure projects.

The total approved project costs for the TFMF, the first project to receive approval, was approximately \$30.1 million, of which \$29.15 million was deemed to be eligible expenditures. The remaining funding in the amount of \$62.3 million was allocated towards the RRP (\$11.2 million each from the funding partners) for a total of approximately \$33.6 million and the Winnipeg Street Overpass Project (\$9.6 million each from the funding partners) for a total of approximately \$28.8 million.

<b>Project</b>	<b>Provincial Contribution – 33.3% (million)</b>	<b>Federal Contribution – 33.3% (million)</b>	<b>City Contribution – 33.3% (million)</b>	<b>Total Project Costs (approx.) (million)</b>
Transit Fleet Maintenance Facility	\$9.72m	\$9.72m	\$10.67m	\$30.1m
Winnipeg Street Overpass	\$9.6m	\$9.6m	\$9.6m	\$28.8m
Regina Railyard Renewal Project	\$11.2m	\$11.2m	\$11.2m	\$33.6m
<b>TOTAL:</b>	\$30.52m	\$30.52m	\$31.47m	\$92.5m

## DISCUSSION

### Winnipeg Street Overpass:

The Winnipeg Street Overpass over the Ring Road was selected for replacement. This project includes the following:

- construction of a new, longer overpass located to the west of the existing overpass;
- modifications and realignment of two existing diamond interchange ramps;
- two new intersections at 9<sup>th</sup> Avenue North;
- a modified diamond interchange and intersection at Ring Road;
- relocation of utilities;
- new traffic signals and associated works, and;
- decommissioning of the existing overpass.

The Winnipeg Street Overpass was constructed in 1974 and consists of four spans of precast girders supported on a cast-in-place substructure. The structure has been subjected to two major rehabilitations in 1988 and 2003.

In 2010, a detailed analysis of the structure was instigated to optimize the remaining service life. This analysis identified that the most cost-effective option was to rebuild the structure rather than to rehabilitate it, due to its condition. In addition, because of its current state, inspections now occur annually. It was also determined that when the structure is rebuilt, it should be realigned with Winnipeg Street to eliminate the geometrical constraints that exist in the area.

No land needs to be purchased to proceed, as the City owns the land.



The AIP date was October 19, 2018. According to the business case submitted, project design is planned for 2019/2020 and will be completed by 2022.

#### Railyard Renewal Project:

The Regina Revitalization Initiative (RRI) is the largest urban revitalization project ever undertaken in the City of Regina. The RRI consists of three primary components: (1) the Stadium Project; (2) the redevelopment of Taylor Field Neighbourhood; and (3) the RRP. Each of the components, delivered separately over time, will impact the City in a positive and substantive way.

Phase 1 of the RRI, the new Mosaic Stadium project, was completed in 2017. As this important project closed, the City's focus transitioned to Phase 2 of the RRI – the Railyard Renewal Project. The RRP involves the redevelopment of a former Canadian Pacific (CP) Rail intermodal yard, a 17.5-acre brownfield site. In addition to initiating site remediation, the project could include reconstruction of Dewdney Avenue, utility construction, new public open space and a pedestrian bridge.

This project provides an unparalleled opportunity for the City to guide the redevelopment of the railyard site and to continue to pursue urban revitalization and sustainable growth through the RRI by removing and/or mitigating long existing barriers between the Warehouse District and the downtown area. Redevelopment will bring a large brownfield site in the city centre back to productive use.

Recognizing the rare opportunity to achieve multiple planning objectives within the city centre, in 2012, the City purchased the railyard site from CP Rail. A longstanding reminder of the City's industrial history, the intermodal yard has seen a decline in use as CP Rail relocated its operations outside of the city centre. Similarly, the adjacent Warehouse District has been experiencing a transition as industrial users have moved away from this core area. It became apparent that the centrally located railyard site could play a pivotal role in increasing the city centre area's population and in expanding its commercial, cultural and recreational offerings.

Over the next 15 years, the RRP will realize a generational opportunity to revitalize the heart of Regina by converting former industrial lands into a vibrant and energetic mixed-use development. The project will also provide a variety of housing options where residents live, work and play. By incorporating appropriate best practices in sustainability and urban design, the RRP is expected to become a leading example for cities within western Canada.

The AIP date was November 20, 2018. According to the business case submitted, project planning will advance in 2019 and construction could begin as early as 2020.

It should also be noted that the terms of the TFMF Agreement include project construction by 2024. However, for the Winnipeg Street Overpass and the RRP projects, the deadline for construction completion is March 2026.

## RECOMMENDATION IMPLICATIONS

### Financial Implications

Infrastructure funding from other levels of government allows the City to leverage additional sources of funding to support the City's major infrastructure needs. While accessing funding from alternative sources reduces the initial cost of the assets, care must be taken to determine what the highest priority needs are, as well as the City's ability to fund the required portion of the costs, including understanding the full life cycle costs of any new assets.

Both the Winnipeg Street Overpass project and the RRP projects are included in the capital budget at the identified amounts. Specifically, the Winnipeg Street Overpass has capital carry forward and the RRP funds have been included in the 2019 to 2023 budget.

### Environmental Implications

There are no environmental implications associated with this report. However, any potential environmental impacts associated with the individual projects will be outlined and detailed through the federal and provincial Environmental Impact Assessment process.

### Policy and/or Strategic Implications

Both the Financial Policies section in *Design Regina: the Official Community Plan* and the objectives and outcomes of the strategic plan, *Making Choices Today to Secure Tomorrow: Advancing the Official Community Plan*, have been used to develop the options for consideration in this report. Each element presented is consistent and aligned to these documents.

In addition, infrastructure funding from other levels of government allows the City to leverage additional sources of funding to support the City's major infrastructure needs.

### Other Implications

None with respect to this report.

### Accessibility Implications

None with respect to this report. However, any potential accessibility implications associated with the individual projects will be outlined and detailed through the federal and provincial application and approval process.

## COMMUNICATIONS

No communication activities with respect to this report. The Agreements outline the Communications Protocol, which will be adhered to by all parties.

DELEGATED AUTHORITY

The recommendations contained in this report require City Council approval.

Respectfully submitted,

  
Jim Nicol, City Clerk 6/19/2019

June 24, 2019

To: His Worship the Mayor  
And Members of City Council

Re: Discretionary Use Application (19-DU-01) Proposed House-Form Commercial in TAR –  
Transitional Area Residential Zone - 2157 Rose Street

---

**RECOMMENDATION**

**RECOMMENDATION OF THE REGINA PLANNING COMMISSION – JUNE 5, 2019**

That the discretionary use application for a proposed House-Form Commercial use located at 2157 Rose Street, being Lot 8, Block 411, Plan No. OLD33 in the Centre Square neighbourhood be approved, and that a Development Permit be issued subject to the following conditions:

- a) The development shall be generally consistent with the plans attached to this report as Appendix A-3.1 (prepared January 20, 2019) and A-3.2 to A-3.5 (prepared January 21, 2019).
- b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.

***REGINA PLANNING COMMISSION – JUNE 5, 2019***

Tina Hong, Century 21 Real Estate, and Jisi Zhang, representing Yang Yuze, addressed the Commission.

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

Recommendation #2 does not require City Council approval.

Councillor Jerry Flegel and Commissioners: David Bale, Frank Bojkovsky, Biplob Das, Andre Kroeger, Adrienne Hagen Lyster (A/Chairperson), Jacob Sinclair and Steve Tunison were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on June 5, 2019, considered the following report from the Administration:

**RECOMMENDATION**

1. That the discretionary use application for a proposed House-Form Commercial use located at 2157 Rose Street, being Lot 8, Block 411, Plan No. OLD33 in the Centre Square neighbourhood be approved, and that a Development Permit be issued subject to the following conditions:

- a) The development shall be generally consistent with the plans attached to this report as Appendix A-3.1 (prepared January 20, 2019) and A-3.2 to A-3.5 (prepared January 21, 2019).
- b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.

2. That this report be forwarded to the June 24, 2019 meeting of City Council for approval.

## CONCLUSION

The applicant, Yuze Yang, proposes to convert a residential building (house-form) into a commercial use (art gallery). Art galleries are permitted uses under the House-Form Commercial land use classification in *Regina Zoning Bylaw No. 9250* (Zoning Bylaw).

The subject property is currently zoned TAR – Transitional Area Residential Zone in which House-Form Commercial use is discretionary. There are no additional parking requirements for the conversion of a residential building to House-Form Commercial in the TAR – Transitional Area Residential Zone.

The proposal complies with the development standards and regulations contained in the Zoning Bylaw and is consistent with the policies in *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP). Accordingly, Administration recommends approval.

## BACKGROUND

This application is being considered pursuant to the Zoning Bylaw, OCP and *The Planning and Development Act, 2007* (Act).

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

## DISCUSSION

The applicant proposes to develop an existing single detached dwelling at 2157 Rose Street as a House-Form Commercial use (art gallery). The existing building is a two-and-a-half storey detached dwelling. The Zoning Bylaw defines House-Form Commercial as a building as it existed in the Transitional Area, as of March 21, 1984, which was originally constructed as a detached dwelling and includes one or more defined commercial uses including art galleries. The building was constructed in 1905.

The front covered porch will remain unaltered. The first storey of the building will include showing rooms and a kitchen used by staff. The second storey will include a showing room, office space and a drawing room for artists. The third storey will be used by staff as storage space for paintings and artwork. The basement of the building will remain undeveloped. The detached garage on the property will not to be used as part of the proposed art gallery.

The renovation work will be reviewed in accordance with the *National Building Code of Canada (2015)* during the building permit review process and upgrades to the building may be required. This will be evaluated further during the building permit review process.

The land use and zoning related details are summarized in the following table:

<b>Land Use Details</b>	<b>Existing</b>	<b>Proposed</b>
Zoning	TAR – Transitional Area Residential Zone	TAR – Transitional Area Residential Zone
Land Use	Detached Dwelling	House-Form Commercial
Number of Dwelling Units	1	0
Building Area	147 m <sup>2</sup>	147m <sup>2</sup>

<b>Zoning Analysis</b>	<b>Required</b>	<b>Proposed</b>
Number of Parking Stalls Required	1 stall	2 stalls
Minimum Lot Area (m <sup>2</sup> )	250 m <sup>2</sup>	289.2 m <sup>2</sup>
Minimum Lot Frontage (m)	7.5 m	7.62 m
Maximum Building Height (m)	11 m	No change
Maximum Floor Area Ratio	0.75	0.57
Maximum Coverage (%)	50%	37%

Surrounding land uses include high density residential to the north and west and commercial in the form of a shopping centre and personal service establishments to the south and east.

The proposed development is consistent with the purpose and intent of the TAR – Transitional Area Residential Zone with respect to recognizing the predominantly residential nature of the area as well as preserving existing house-form buildings.

## 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 of the OCP with respect to:

## Section D5: Land Use and Built Environment

Goal 1 – Complete Neighbourhoods: Enable the development of complete neighbourhoods.

- 7.1 Require that new neighbourhoods, new mixed-use neighbourhoods, intensification areas and built or approved neighbourhoods are planned and developed to include the following:

7.1.10 Convenient access to areas of employment.

Goal 4 – Employment Areas: Provide appropriate locations and development opportunities for a full range of industrial, commercial and institutional activities.

- 7.16 Encourage local commercial within residential areas.

The proposal will generate increased economic activity and employment opportunities within the neighbourhood. It will also provide a service to the community that will contribute to developing complete neighbourhoods within the city.

The proposal also relates to the policies contained within Part B (*from Transitional Area Development Plan*) of the OCP with respect to:

### 3.2.1 RESIDENTIAL LAND USE DISTRICTS

#### Policy Objectives

- 1) That the primary land use in the Transitional Area Residential Zone be residential. Commercial uses are a secondary use in the Zone, located only in house-form buildings.
- 2) That the retention and construction of a variety of housing and tenure types in the Transitional Area Residential Zone be encouraged.
- 3) That provision be made for the retention and development of contiguous residential land use districts of buildings compatible in height, bulk, siting and massing.
- 4) That retention of house-form buildings be encouraged by providing for rear yard infill development.
- 5) Redevelopment of property to commercial use in the Transitional Area Residential Zone will only be considered when residential use is proven uneconomical and in accordance with the provisions of the Neighbourhood Plan.

The OCP policy supports the conversion of house-form buildings to commercial use to ensure that these buildings are retained and that development contributes to the mixed-form character of the community.

#### Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Communication with the public is summarized below:

Public notification signage posted on:	March 21, 2019
Letter sent to immediate property owners	March 13, 2019
Number of Public Comments Sheets Received	2

There were two public comment sheets received for this application indicating support for the proposal.

Following circulation, Administration attempted follow up contact with the Centre Square Community Association but did not receive a response prior to the deadline for submission of this report.

The applicant and other interested parties will receive a copy of the report and notification of the meeting to appear as a delegation in addition to receiving a 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,

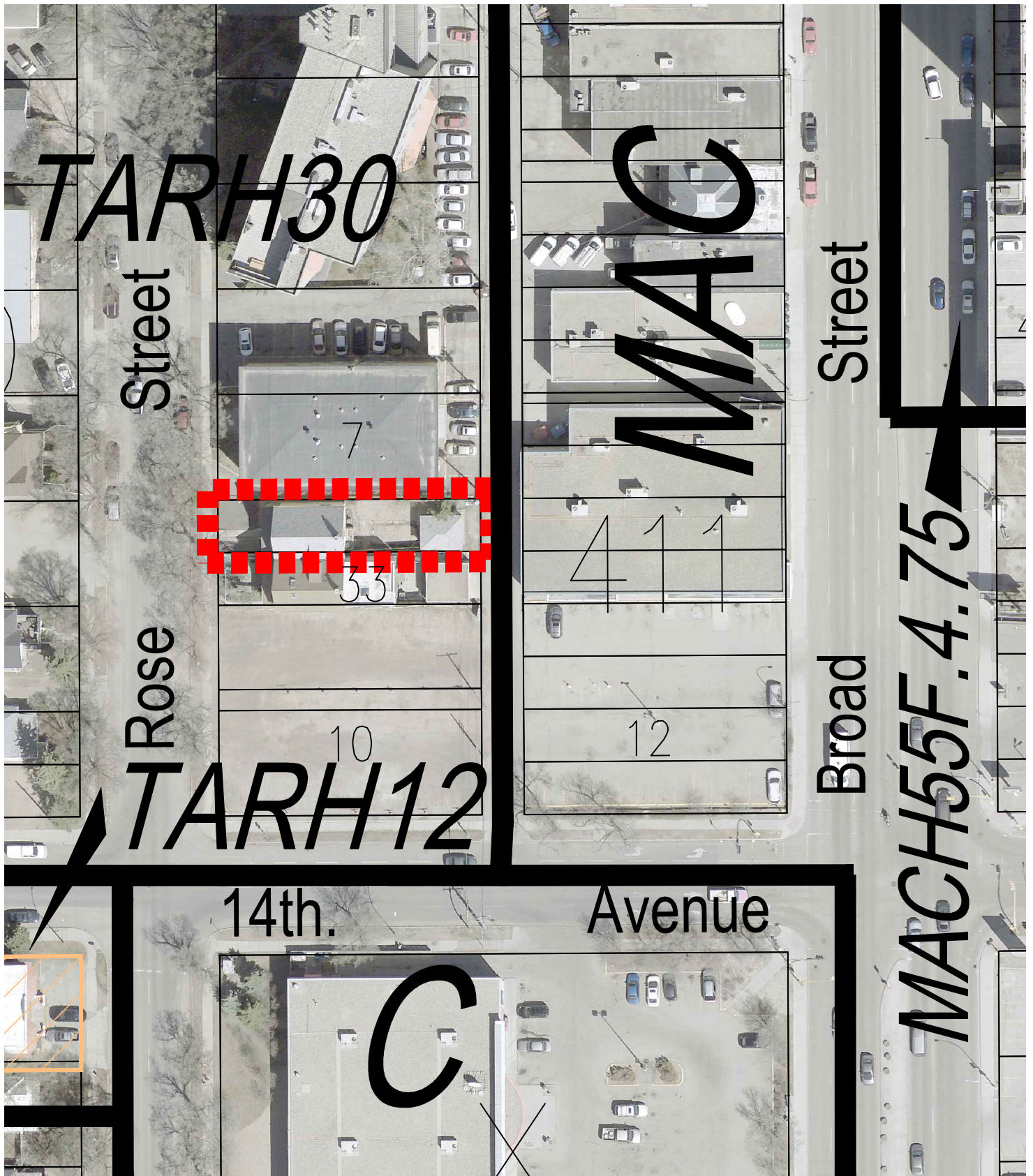
REGINA PLANNING COMMISSION



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Elaine Gohlke, Secretary





Date of Photography : 2018



Subject Property



Project 19-DU-01

Civic Address/Subdivision

2157 Rose Street/OLD 33  
LOT 8, Block 411, Plan OLD33 Ext. 22





Subject Property

Date of Photography: 2018



Project 19-DU-01

Civic Address/Subdivision

2157 Rose Street/OLD 33  
LOT 8, Block 411, Plan OLD33 Ext. 22

3223, REGINA, SK  
S4V 3B2  
(306) 596-8048 Yan

NO.	REVISION / ISSUE	DATE	

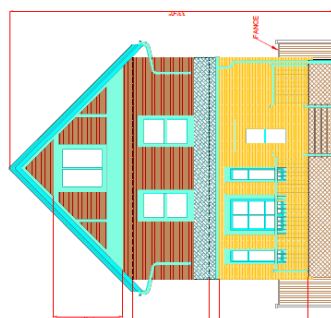
File name and address  
1020624.B2 SASKATCHEWAN INC.

PROJECT AND ADDRESS

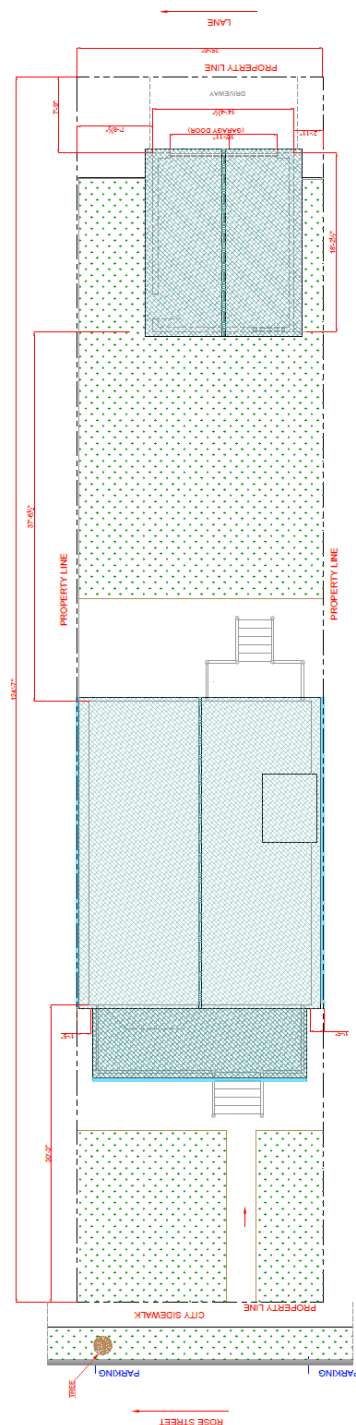
ELEVATION & LOT SHOWING

21-57 ROSE STREET, NEWARK

ISSUES	Yanhong Han	SHIRT	
CHECK	Yuzhe Yang	DRAWING NO.	ROSE005-2019
DATE	Jan. 20, 2019	REV. NO.	A.1



ELEVATION DRAWING	
1	A1
A1	3'16"=1'-0"



- NOTES
1. THIS HOUSE PROPERTY BUILDING HAS 1 PARKING PLACE AND ONE SINGLE GARAGE
2. ALL MEASUREMENTS ARE ONLY APPROXIMATE, PLEASE CHECK FOR ANY NEW CHANGES BY RESPECTIVE TRADES
3. ALL MECHANICAL AND ELECTRICAL SYSTEMS DO NOT NEED TO BE DEVELOPED WITH OWNER BY RESPECTIVE TRADES
4. ALL DIMENSIONS ARE IN IMPERIAL MEASUREMENT UNLESS OTHERWISE ONLY
5. 1<sup>ST</sup> FLOOR AREA AND GARAGE SQUARE INFERIOR ARE TO CENTERLINE OF INTERIOR WALLS

DESCRIPTION OF PROPERTY:  
Reference Land Description: LOT 8, BLOCK 411, PLAN OLD33  
Extension 22  
Surface Parcel No. 11200-65-68  
Lot Area: 3114.6 SQF  
House Total Area: 1680.2 SQF  
Garage Area: 261.5 SQF  
Civic Address: 2157 ROSE STREET Regina, Saskatchewan



3223, REGNA, SK  
54V 302  
(306) 596-8048

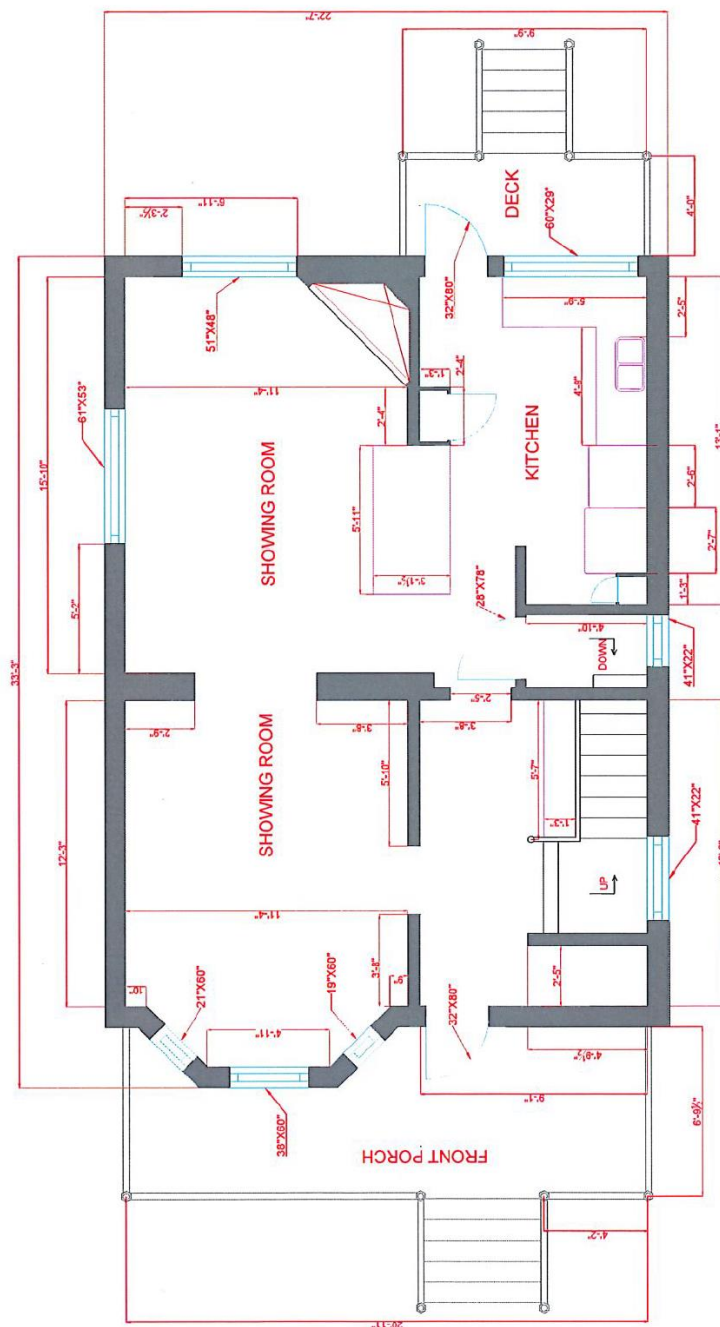
NO.	REVISION/ISSUE	DATE

NEW NAME AND ADDRESS  
102062482 SASKATCHEWAN INC.  
2137 ROSIE STREET, PETERHAM, SK

PROJECT AND ADDRESS

MAIN FLOOR

BOOK	Yanmeng Han	ISAC
BOOK	Yuze Yang	INTERNAL HQ ROSECC-2019
DATE	Jan. 21, 2019	REV. NO. A1



MAIN FLOOR RENOVATION PLAN	
1	1/2" = 1'-0"



## UNIT USE AREA

SHOWING ROOM AREA	335.9 SQF
KITCHEN AREA	118.8 SQF
CORRIDOR AREA	173.1 SQF
TOTAL AREA	627.8 SQF

## NOTES

- NOTES
1. ALL MEASUREMENTS ARE ONLY FOR PREVIOUSLY RENOVATION, DO NOT HAVE ANY NEW CHANGES BY RESPECTIVE TRADES
  2. MECHANICAL AND ELECTRICAL SYSTEMS DO NOT NEED TO BE DEVELOPED WITH OWNER BY RESPECTIVE TRADES
  3. ALL DIMENSIONS ARE IN IMPERIAL MEASUREMENT UNLESS OTHERWISE ONLY.
  4. UNIT USE AREA SQUARE IMPERIAL ARE TO CENTERLINE OF INTERIOR WALLS.





3223, RECINA, SX  
54V J92  
(306) 598-8048 YAN

[illegible]

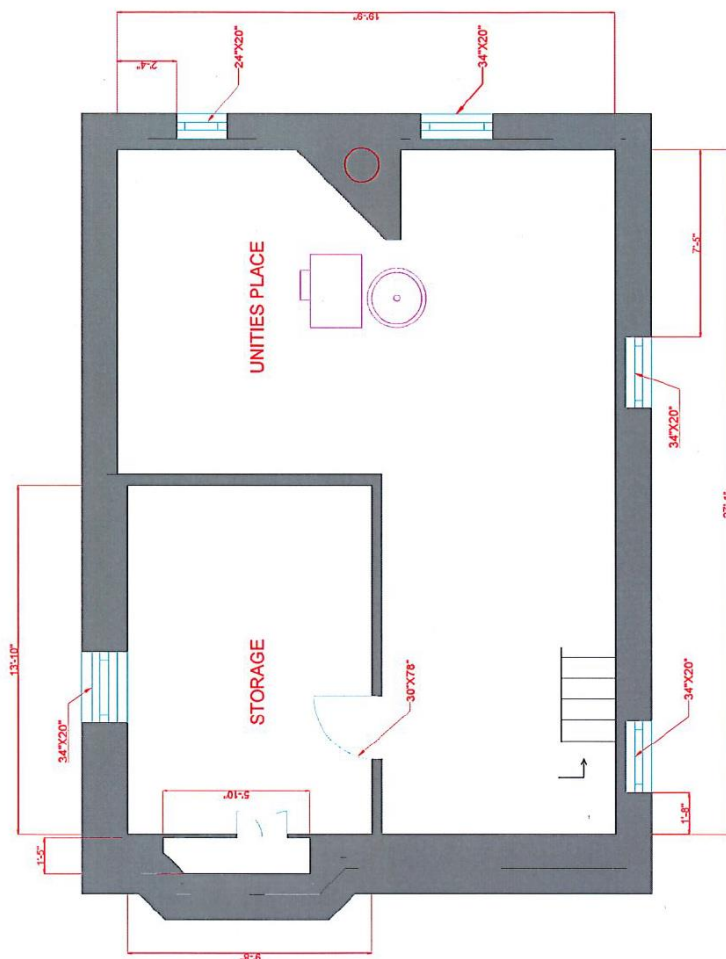
102092482 SASKATCHEWAN INC.

8787 ROSE STREET, MEDINA, OH

PROJECT AND ADDRESS

BASEMENT FLOOR

PERSON	SHEET
CHECK	DRAWING NO. ROSE004-2019
DATE Jan. 21, 2019	REV. NO.



UNIT USE AREA	
STORAGE AREA	141.2 SQF
UNITIES PLCECE AREA	401.3 SQF
TOTAL AREA	542.5 SQF

## BASEMENT RENOVATION PLAN

 $1/2^m \equiv 1^0 - 0^m$ 

NORTH

## NOTES

- NOTES
1. ALL MEASUREMENT ARE ONLY FOR PREVIOUSLY RENOVATION, DO NOT HAVE ANY NEW CHANGES BY RESPECTIVE TRADES
  2. MECHANICAL AND ELECTRICAL SYSTEMS DO NOT NEED TO BE DEVELOPED WITH OWNER BY RESPECTIVE TRADES
  3. ALL DIMENSIONS ARE IN IMPERIAL MEASUREMENT UNLESS OTHERWISE ONLY.
  4. UNIT USE AREA SQUARE IMPERIAL ARE TO CENTERLINE OF INTERIOR WALLS.

June 24, 2019

To: His Worship the Mayor  
And Members of City Council

Re: The Municipal Wards Commission Final Report

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### RECOMMENDATION

That this report be received and filed.

### CONCLUSION

The 2019 Municipal Wards Commission [Commission] has reviewed the ward boundaries and files, pursuant to s.61(2) of *The Cities Act* [Act] and s.14(b) of *The Municipal Wards Commission Bylaw, 2010* [Bylaw], the following report with City Council on the establishment of the new ward boundaries for the 10 wards in the City of Regina. These changes are to come into effect for the 2020 municipal election. A map outlining the new ward boundaries (Appendix A) and a narrative description of each ward boundary (Appendix B) are attached.

### BACKGROUND

The current wards were established by the Commission in 2014, and came into effect for the 2016 municipal election. In accordance with s.59 of *Act*, each ward of the city must have, as nearly as is reasonably practicable, the same population. The *Act* states that the Commission shall establish a quotient (i.e., average population) for each ward by dividing the total population of the city by the number of wards into which the city is divided, and ensure that the population of each ward does not vary by more than 10% from this average (variation limit).

Section 60 of the *Act* states that the Commission, at the request of City Council or on its own initiative, may review the boundaries at any time and for any reason, and shall review the boundaries of the wards at least once every three election cycles, or when the population of a ward exceeds the 10% variation limit.

In accordance with s.2(y) of the *Act*, the Minister of Government Relations approved the use of the 2018 eHealth Saskatchewan population data as a basis for determining the population for the ward boundary review. The eHealth Saskatchewan data has been used for the ward boundary reviews in 2010 and 2014, with ministerial approval. As the Canada Census is only conducted every five years, with the last census being in 2016, the population data was out of date. Therefore, the eHealth Saskatchewan population data provided a more accurate reflection of the current population of Regina.

In accordance with s.58 of the *Act* and the *Bylaw*, the following individuals were appointed to the 2019 Commission by City Council on July 30, 2018:



Justice Lana Krogan, Court of Queen's Bench for Saskatchewan, Chair  
 Mr. Dale Eisler, Senior Advisor, Government Relations, University of Regina  
 Mr. Jim Nicol, City Clerk, City of Regina

## DISCUSSION

### Population

Since the 2014 ward boundary review, the city of Regina has grown considerably. When the review was completed in 2014, the population sourced from eHealth Saskatchewan was 214,919. The 2018 data showed a population of 226,929. In reviewing the population data, the Commission identified that, based on the 2014 ward boundaries, Wards 2 and 4, as indicated in Table 1 below, exceed the 10 percent variation limit. Given this, adjustments were required to correct this and to accommodate the growth in these areas. In accordance with s.59 of the *Act*, the following calculation was used:

$$\frac{\text{Total Population of the City}}{\text{The \# of Wards into Which the City is Divided}} = \text{Average Population Per Ward} \left. \vphantom{\frac{\text{Total Population of the City}}{\text{The \# of Wards into Which the City is Divided}}} \right\} \text{Average Population per Ward (+/-) 10\% = 10\% Variation Limit}$$

Based on the above formula, and as shown in the table below, the maximum allowable population in any single ward is 24,962 and the minimum is 20,423. Using the 10% variation limit, the average is 22,692.

<b>Table 1</b>		
<b>Ward</b>	<b>2018 eHealth Saskatchewan Total Population</b>	
1	20,687	
2	29,207	Exceeds the 10% variation limit
3	21,166	
4	25,811	Exceeds the 10% variation limit
5	21,744	
6	22,962	
7	20,678	
8	20,486	
9	21,491	
10	22,697	
<b>Total</b>	<b>226,929</b>	
<b>Average =</b>	<b>22,692</b>	
<b>Allowable 10% variation limit</b>	<b>20,423 – 24,962</b>	

### Deliberation

The Commission determined it would establish ward boundaries which complied with the *Act* while endeavouring to keep changes to a minimum. The following criteria guided the analysis:

- Feedback from residents;
- Population statistics from eHealth Saskatchewan;
- Natural geographic boundaries;
- Simplification of boundaries;
- Alignment with community association boundaries; and
- Future growth projections of each ward.

The Planning Department of the City of Regina provided information to the Commission regarding areas that the Official Community Plan has designated for future growth. In particular, significant growth areas were identified in the west, south east, north and northwest parts of the City. The Commission considered this information.

The eHealth Saskatchewan population figures were analysed to consider various options for the ward boundaries by using a Geographic Information System (GIS), a mapping program that identifies the population of areas by postal code. After analysing the information provided by City of Regina Administration officials and reviewing the initial submissions from the public, the Commission proposed its ward boundary changes to the public. A Public Open House was held on March 12, 2019 from 5:00 – 7:00 p.m. enabling residents to speak directly with Commission members. A total of 24 residents attended. The Commission held public hearings on March 20, 2019 from 9:30 – 11:30 a.m. and from 1:30 – 3:30 p.m. A total of five people attended.

### Public Input

The Commission received positive feedback regarding the proposed boundary changes, and heard from residents who desired to keep community associations and areas with similar dynamics within one ward.

A summary of the suggestions and requests the Commission considered is provided below.

The Commission was able to accommodate the following suggestions during the 2019 review:

Suggestion	Description
Locate community associations within one ward	The new ward boundaries divided three of the 27 community associations in the city, whereas the 2014 ward boundaries divided five community associations. The Commission considered many submissions from the public who voiced concerns about community associations being divided into more than one ward. Where possible the Commission kept as many community associations within a single ward.
Include all of Walsh Acres in Ward 10	The Commission received requests to have the Walsh Acres community realigned within Ward 10. With this adjustment, the population of Ward 10 exceeded the variation limit. The Commission made the decision to move the Uplands community into Ward 7 and add the Normanview community into Ward 10 to ensure the population requirements were met for both Wards 7 and 10.
Include the downtown area in the same ward as the Centre Square Community Association	The Commission was able to accommodate the request to move the entirety of the downtown area into Ward 3. By moving a small area just west of Lewvan Drive into Ward 8, the population of the new Ward 3 area met all criteria.

The Commission was not able to accommodate the following suggestions during the 2019 review:

Suggestion	Description
Lakeview remain in Ward 2	The Commission considered requests to keep Lakeview within Ward 2. However, due to the vast growth of the Harbour Landing area, it was not possible to accommodate the request and remain compliant with the <i>Act</i> .
Locate community associations within one ward	<p>The Commission took into account the natural boundaries and the number of community associations divided by current ward boundaries. The Commission determined it was not possible to establish ward boundaries which did not divide any community associations.</p> <p>The population in the Arcola East Community Association is approximately 30,950. This number greatly exceeds that of the allowable variation limit of 20,423 – 24,962 and required the Arcola East Community Association to be divided between two wards (4 and 5). As a result, Dewdney East remains divided over two wards to accommodate that change.</p>
Consider the	The Commission considered the Design Regina plan for growth in the

plan for growth in the downtown area to accommodate population intensification	downtown area, however there was no information before the Commission as to when or how quickly the population in this area might increase.
--	---

The population of the wards as a result of the boundary changes are as follows:

Ward 1 – 23,031	Ward 6 – 22,594
Ward 2 – 23,301	Ward 7 – 20,753
Ward 3 – 24,944	Ward 8 – 20,635
Ward 4 – 22,877	Ward 9 – 21,491
Ward 5 – 24,678	Ward 10 – 22,622

This aligns with the 10% variation limit in Table 1.

In realigning the boundaries and taking into account the other variables as required by the *Act*, the Commission concluded that the boundaries for all but Ward 9 had to be changed.

## REPORT IMPLICATIONS

### Financial Implications

In previous reviews, a budget had not been allocated to conduct a ward boundary review. Any associated costs were absorbed by individual city departments completing the work or the Office of the City Clerk would cover the cost. City Council approved a \$5,000.00 budget for the 2019 ward boundary review to accommodate printing, advertising and public engagement costs throughout the process.

There will be an additional amount for Communications and Advertising for the notice to the public of the finalized ward boundary changes after Council receives this report. The estimated cost of this additional expense is approximately \$650.00. A breakdown of the total costs for expenditures is provided in Appendix C.

### Environmental Implications

There are no environmental implications.

### Policy and/or Strategic Implications

In addition to the statutory requirement respecting the population of each ward, the Commission was guided by the following criteria:

- Feedback from residents;
- Population statistics from eHealth Saskatchewan;
- Natural geographic boundaries;
- Simplification of boundaries;
- Alignment with community association boundaries; and

- Future growth projections of each ward

#### Accessibility Implications

There are no accessibility implications with respect to this report.

#### COMMUNICATIONS

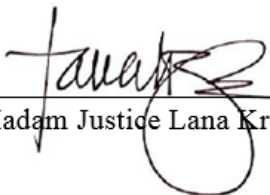
A communication strategy and plan was established to ensure adequate public notification and engagement. The plan was followed throughout the ward boundary review process. The schedule of events which took place to facilitate this effort is attached in Appendix D.


#### DELEGATED AUTHORITY

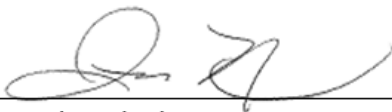
The Municipal Wards Commission files this report with City Council pursuant to s.61(2) of the *Act* and s.14(b) of the Bylaw.

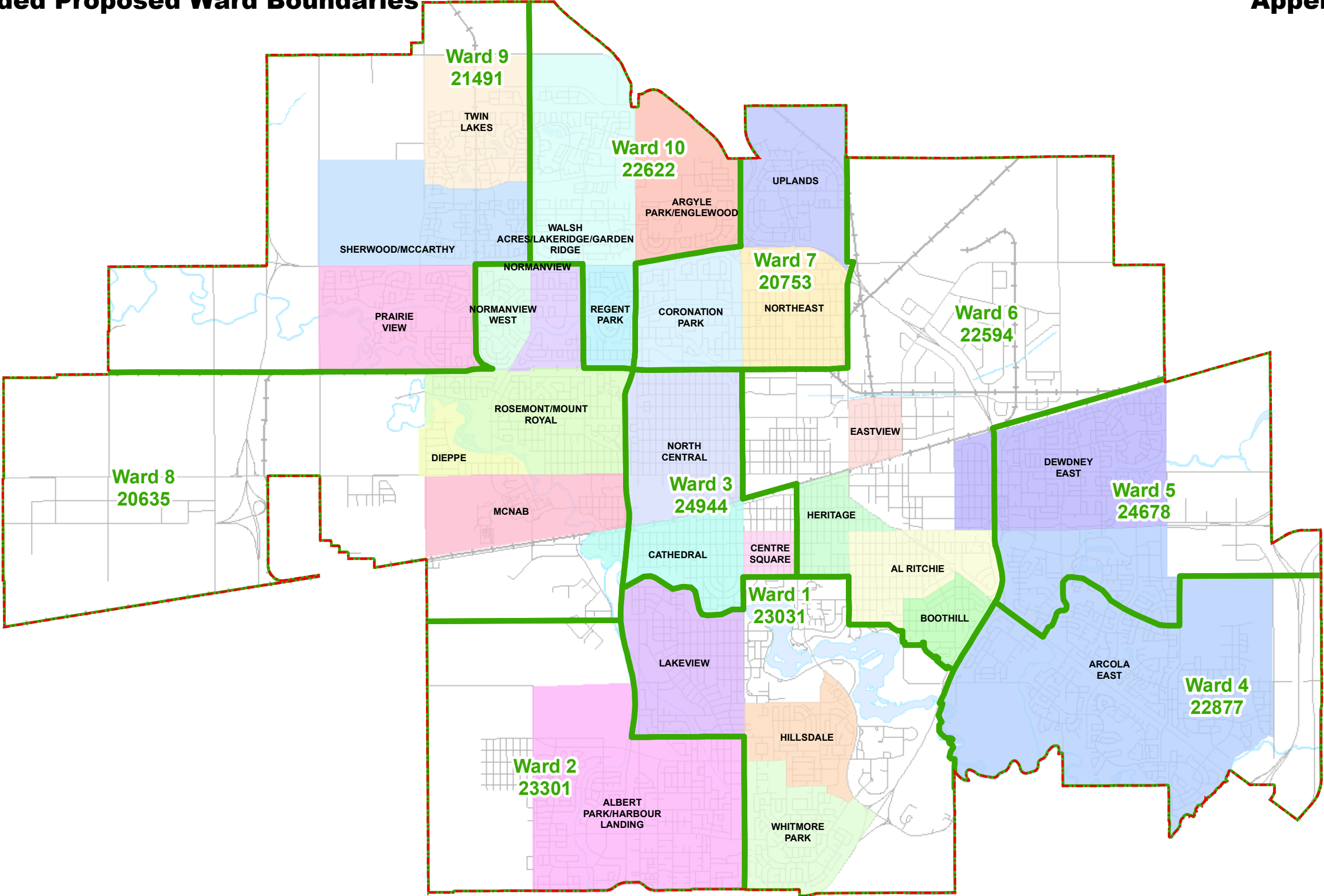
Respectfully submitted,

REGINA MUNICIPAL WARDS COMMISSION

  
\_\_\_\_\_  
Madam Justice Lana Krogan, Chair

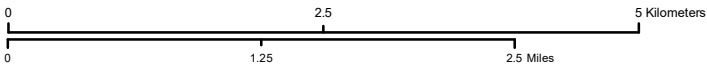
  
\_\_\_\_\_  
Mr. Dale Eisler

  
\_\_\_\_\_  
Mr. Jim Nicol



LEGEND

- Railway
- CityLimits
- Proposed Wards and Populations
- Water Body



PROPOSED WARD BOUNDARY AND  
COMMUNITY ASSOCIATIONS

LOCATION MAP

## **Appendix B**

### **Description of the Ward Boundaries**

The following are descriptions of the boundaries and should not be considered legal descriptions. Each boundary is defined as running along the center of any boundaries such as streets, railways, creeks, etc.

#### **Ward 1**

Commencing at south Albert Street and Highway 1 Bypass intersection; north along Albert Street to 25<sup>th</sup> Avenue; west along 25<sup>th</sup> Avenue to Lewvan Drive; north along Lewvan Drive to Wascana Creek; east along Wascana Creek to Albert Street; north on Albert Street to College Avenue; east on College Avenue to Winnipeg Street; south on Winnipeg Street to just south of 19<sup>th</sup> Avenue; east along 19<sup>th</sup> Avenue to Douglas Avenue; southeast along Douglas Avenue to McDonald Street; south on McDonald Street to 20<sup>th</sup> Avenue; east along the south side of 20<sup>th</sup> Avenue to Douglas Park Crescent; along the south side of Douglas Park Crescent to the Highway 1 Bypass; south along the Highway 1 Bypass to Wascana Creek; south along the southeast City Limit; west along the south City Limit to the Ring Road; west along the Ring Road to point of commencement.

#### **Ward 2**

Commencing at the west City Limit and Regina Avenue; east on Regina Avenue to Lewvan Drive; south on Lewvan Drive to 25<sup>th</sup> Avenue; east on 25<sup>th</sup> Avenue to Albert Street; south on Albert Street to south City Limit; west along the south City Limit to the west City Limit; north along the west City Limit to point of commencement.

#### **Ward 3**

Commencing at Lewvan Drive and Wascana Creek; north along Lewvan Drive to the Canadian Pacific (CP) rail mainline; east along the CP mainline to Albert Street; south along Albert Street to Victoria Avenue; east along Victoria Avenue to Broad Street; south on Broad Street to College Avenue; west on College Avenue to Albert Street; South along Albert Street to Wascana Creek; west along Wascana Creek to point of commencement.

#### **Ward 4**

Commencing at the intersection of Highway 1 Bypass and Arcola Avenue; northwest on Arcola and along the southeast City Limit to Wascana Creek; north along Wascana Creek to the Ring Road; north along the Ring Road to Arcola Avenue; southeast along Arcola Avenue to the creek; north along the creek to Arens Road; southeast along Arens Road to Woodlands Grove Drive; north on Woodland Grove Drive to Houghton Road; directly east to the Highway 1 Bypass; south along Highway 1 Bypass to point of commencement.

#### **Ward 5**

Commencing at Ring Road and the Canadian Pacific (CP) rail mainline; east along the CP mainline to the east City Limits; south along the City Limit until the point due east of Anaquod Road; east to the Highway 1 Bypass; south on the Highway 1 Bypass to the easternmost point of Houghton Road; along Houghton Road to Woodland Grove Drive; south along Woodland Grove Drive to Arens Road; northwest on Arens Road to the creek at University Park Drive; south along the creek to Arcola Avenue; northwest along Arcola Avenue to the Ring Road; north along the Ring Road to point of commencement.

## **Appendix B**

### **Description of the Ward Boundaries**

#### **Ward 6**

Commencing at Albert Street and the Canadian National (CN) rail line; east along CN rail line to Winnipeg Street; north on Winnipeg Street to the City Limit; east and then south along City Limit to the CP rail mainline; southwest along the CP mainline to Ring Road; south on Ring Road to Douglas Park Crescent; northwest on Douglas Park Crescent to 20<sup>th</sup> Avenue; west along 20<sup>th</sup> Avenue to McDonald Street; north on McDonald Street to Douglas Road; northwest on Douglas Road to just south of 19<sup>th</sup> Avenue; west along the south side of 19<sup>th</sup> Avenue to Winnipeg Street; north on Winnipeg Street to College Avenue; west on College Avenue to Broad Street; north on Broad Street to Victoria Avenue; west on Victoria Avenue to Albert Street; north on Albert Street to point of commencement.

#### **Ward 7**

Commencing at 9<sup>th</sup> Avenue north and Ring Road; east along Ring Road to Albert Street; east and then south along the north City Limit; south along Winnipeg Street to the Canadian National (CN) rail line; west along the CN rail line to Pasqua Street; north on Pasqua Street to point of commencement.

#### **Ward 8**

Commencing at the west City Limits the CN rail line and West Boundary Road; east on CN rail line to Last Mountain Shortline; north on Last Mountain Shortline to 9<sup>th</sup> Avenue North; east on 9<sup>th</sup> Avenue N to McIntosh Street; south on McIntosh Street to the CN rail line; east on the CN rail line to Lewvan Drive; south on Lewvan Drive to Regina Avenue; to the point due west of Regina Avenue to the west City Limit; north along the west City Limit to the intersection of 13<sup>th</sup> Avenue & Courtney Street, then proceeding west along the City Limits to include the west industrial lands (Global Transportation Hub area) then north to point of commencement.

#### **Ward 9**

Commencing at the west City Limit at the intersection of Fleming Road and the CN Rail line; north and east following City limit to McCarthy Boulevard; south on McCarthy Boulevard to 9<sup>th</sup> Avenue N; west on 9<sup>th</sup> Avenue N to Last Mountain Shortline; south on Last Mountain Shortline to Canadian National (CN) rail line; west on CN line to the point of commencement.

#### **Ward 10**

Commencing at McCarthy Boulevard and the north City Limit; generally south and east along the City Limit to Albert Street; south on Albert Street to Ring Road; west on Ring Road to Pasqua Street; south on Pasqua Street to the CN rail line; west along the CN rail line to McIntosh Street; north along McIntosh Street to 9<sup>th</sup> Avenue N; west on 9<sup>th</sup> Avenue N to McCarthy Boulevard; north on McCarthy Boulevard to point of commencement.



## 2019 Municipal Ward Boundary Review

<b>Printing</b>	<b>\$ 743.66</b>
<b>Communications &amp; Advertising</b>	<b>\$ 1,147.25</b>
<b>Event Expenses &amp; Other</b>	<b>\$ 235.14</b>
<b>Total</b>	<b>\$ 2,126.05</b>

Total Budget Allocated	\$	5,000.00
Total Expenses To Date	\$	2,126.05
Total Remaining Budget	\$	2,873.95

Note: An estimated \$650 is forecasted for Communications & Advertising expenses after the Final Report is presented to City Council. This amount will be allocated from the total remaining budget of \$2,673.95

## Appendix C

## Appendix D

### MUNICIPAL WARDS COMMISSION Timeline and Public Engagement

<b>Date</b>	<b>Description</b>
January 28	First Meeting of the Commission
February 2	Advertisements placed on the City Page and Social Media inviting written submissions
February 7	Letters mailed to identified interest groups and individuals requesting input and comments
February 22	Deadline for submission of written comments
February 26	Wards Commission meets to review submissions
March 1	Wards Commission meets to discuss/develop options
March 7	Facebook post for the Public Open House
March 9	Information updated on Regina.ca and advertisements placed on the City Page advising of public open house and hearings
March 11	Proposed boundary changes made available to the public for feedback
March 11 to April 1	Maps of proposed wards displayed for public viewing with a comment box
March 12	Public Open House
March 14	Facebook post for the Public Hearings
March 20	Public Hearings
April 3	Wards Commission meets to consider the input received from residents
April 15	Deadline for submissions on the proposed boundaries
April 18	Wards Commission meets to consider the input and final decision on the 10 wards
May 8	Wards Commission meets to collectively prepare the final report for submission to City Council
May 31	Wards Commission meets to approve and finalize the final report for submission to City Council
June 24	Final Report presented to Council

**MOTION**

June 24, 2019

City Clerk  
City Hall  
Regina, Saskatchewan

Dear Sir:

Re: Clean Streets

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WHEREAS the City's use of gravel during the winter, along with leaves and other debris results in exceptionally dirty streets year round;

WHEREAS debris has been allowed to accumulate for years on some streets due to vehicles not being moved during the annual street cleaning; and

WHEREAS gravel and other debris creates a safety hazard for cyclists and pedestrians;

THEREFORE BE IT RESOLVED that Administration prepare a report for Public Works and Infrastructure for Q3 of 2019 that:

1. Identifies a strategy of improving public communications and engagement (i.e., signage) about the street cleaning schedule;
2. Identifies the costs and cost recovery options related to towing vehicles in all areas of the City when scheduled street sweeping is underway;
3. Identifies additional deterrents and incentives that could result in residents moving their vehicles during scheduled street sweeping;
4. Identifies the costs of adding an additional street sweeping during the year;

Respectfully submitted,



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Andrew Stevens  
Councillor - Ward 3

**MOTION**

June 24, 2019

City Clerk  
City Hall  
Regina, Saskatchewan

Dear Sir:

Re: Safe Sidewalks

---

WHEREAS the Transportation Master Plan aims to “Promote active transportation for healthier communities” as well as “Safe and Efficient Infrastructure”;

WHEREAS the state of Regina’s underground infrastructure, the Lead Pipe replacement program, and infill development means an increase in the prevalence of sidewalk excavation;

WHEREAS damaged and demolished sidewalks create mobility challenges and have resulted in injury to residents; and

WHEREAS some sidewalks go a year or more before they are repaired or replaced;

THEREFORE BE IT RESOLVED that Administration prepare a report for Public Works and Infrastructure for Q3 of 2019 that:

1. Identifies the costs and implications of guaranteeing sidewalk replacement within one month of the completion of work related to the sidewalk’s initial excavation;
2. Identifies the costs of short-term mitigation efforts guaranteeing walkability (i.e., asphalt capping) to be completed immediately after sidewalk demolition when underground work is not being conducted, and in advance of a full replacement.

Respectfully submitted,



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Andrew Stevens  
Councillor - Ward 3

BYLAW NO. 2019-36

THE REGINA TRAFFIC AMENDMENT BYLAW, 2019 (No. 3)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw No. 9900, being *The Regina Traffic Bylaw, 1997*, is amended in the manner set forth in this Bylaw.
- 2 Clause 10(1)(b) is repealed and the following substituted:  
  
“(b) Notwithstanding subsection 1(a) the speed limit in school zones or playground zones designated by a sign shall be 30 kilometres per hour between 07:00 hours to 19:00 hours every day of the year;”
- 3 The following subsection is added after subsection 17(2):  
  
“(3) Notwithstanding subsection (1) no person operating a vehicle shall turn the vehicle on a public highway so as to proceed in the opposite direction in a school zone or playground zone.”
- 4 This Bylaw comes into force on September 1, 2019.

READ A FIRST TIME THIS 24<sup>th</sup> DAY OF June 2019.

READ A SECOND TIME THIS 24<sup>th</sup> DAY OF June 2019.

READ A THIRD TIME AND PASSED THIS 24<sup>th</sup> DAY OF June 2019.

\_\_\_\_\_  
Mayor

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

(SEAL)

CERTIFIED A TRUE COPY

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

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

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

## ABSTRACT

BYLAW NO. 2019-36

THE REGINA TRAFFIC AMENDMENT BYLAW, 2019 (No. 3)

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PURPOSE:	To amend <i>The Regina Traffic Bylaw</i> , 1997.
ABSTRACT:	This Bylaw amends <i>The Regina Traffic Bylaw</i> , 1997 to reduce the speed limit in school zones and prohibit U-turns in school zones.
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, April 29, 2019, CR19-38 Public Works & Infrastructure Committee, April 18, 2019, PWI19-8.
AMENDS/REPEALS:	Amends Bylaw 9900
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Services
INITIATING DEPARTMENT:	Roadways & Transportation

NOTICE OF ENQUIRY

June 24, 2019

City Clerk  
City Hall  
Regina, Saskatchewan

Dear Sir:

Please be advised that I will submit the following NOTICE of ENQUIRY at the June 24, 2019 meeting of Regina City Council.

Re: Pasqua/Lewvan and 9<sup>th</sup> Avenue N Road Network Study

---

Further to *The Procedure Bylaw, Bylaw No 9004*, I would like to request that the following enquiry to Regina City Administration be tabled at the June 24, 2019 meeting of Regina City Council and that the answers appear on July 29, 2019 City Council meeting agenda:

1. That the Administration advise when the network study will be presented to Regina City Council respecting the above noted matter that is expected to include the following considerations:
  - a) Interchange or at grade interchange;
  - b) Additional third lane added to Pasqua Street North of the Ring Road for both northbound and southbound lanes; and
2. Will the Administration be identifying potential funding options, such as municipal revenue sharing?

Respectfully submitted,



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Jerry Flegel  
Councillor - Ward 10



NOTICE OF ENQUIRY

June 24, 2019

City Clerk  
City Hall  
Regina, Saskatchewan

Dear Sir:

Please be advised that I will submit the following NOTICE of ENQUIRY at the June 24, 2019 meeting of Regina City Council.

Re: Old Mosaic Stadium Site

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Further to *The Procedure Bylaw, Bylaw No 9004*, I would like to request that the following enquiry to Regina City Administration be tabled at the June 24, 2019 meeting of Regina City Council and that the answers appear on July 29, 2019 City Council meeting agenda:

That the Administration advise if the possibility of leveling the old Mosaic Stadium site would be feasible to be utilized as parking lot in the interim of the Regina Revitalization Initiative, including a cost recovery/revenue mechanism, that could alleviate parking overflow for various events held within the area, such as Saskatchewan Roughrider games, Grey Cup, Farm Progress Show and Canadian Western Agribition.

Respectfully submitted,



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Jerry Flegel  
Councillor - Ward 10

NOTICE OF ENQUIRY

June 24, 2019

City Clerk  
City Hall  
Regina, Saskatchewan

Dear Sir:

Please be advised that I will submit the following NOTICE of ENQUIRY at the June 24, 2019 meeting of Regina City Council.

Re: Mitigate Traffic Congestion During Construction and Ensuring Public Safety

Further to *The Procedure Bylaw, Bylaw No 9004*, I would like to request that the following enquiry to Regina City Administration be tabled at the June 24, 2019 meeting of Regina City Council and that the answers appear on July 29, 2019 City Council meeting agenda:

1. What strategies does Administration have in place to mitigate traffic congestion during the construction season and if the following has been considered:
  - a. Extension of construction work hours schedule where appropriate;
  - b. 24 hours – 7 days per week; and
  - c. Overnight work for major roads
2. Does the City of Regina have incentives with contractors to finish the job early?

Respectfully submitted,



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Lori Bresciani  
Councillor - Ward 4



City of Regina

## Memo

June 24, 2019

File No: EN19-1

To: His Worship, Mayor Michael Fougere and City Councillors

Re: Response to Enquiry - MN18-11 Make Regina a Renewable City

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Administration is providing the following information in response to the enquiry (EN19-1) filed at the City Council meeting on May 27, 2019.

Further to item *MN18-11*, Make Regina a Renewable City that City Council passed on October 29, 2018, please advise:

1. If the report due in Q4 2019 could be made available at an earlier date and, if so, when?

In response to *MN18-11*, a report (PPC19-4) was submitted to the June 20, 2019 Priorities and Planning Committee for consideration.

In the report, the Administration recommended the City of Regina host an Energy and Sustainability Conference in May 2020 to provide input into the development of an Environmental Sustainability Framework, which among other initiatives, would include a roadmap for reducing our greenhouse gas emissions and energy consumption through initiatives such as moving to more renewable energy sources, autonomous and electric vehicles and solar power generation.

The report also recommended an integrated approach to responding to *MN18-11*, *MN18-1*, and *MN18-4* with a return date following an Energy and Sustainability Conference.

2. If the four possible actions for improving the environmental sustainability of the City have been identified and, if so, what are they?

The Energy and Sustainability Framework will outline the City's comprehensive action plan for improving environmental sustainability including the four possible actions.

The Administration is always looking for opportunities to advance environmental sustainability initiatives and this will continue as the framework is being developed.

Examples of current initiatives include pursuing LEED (Leadership in Energy and Environmental Design) certification standards in our facilities and piloting a Telematics project that will help us optimize fleet vehicle usage and fuel consumption.

Respectfully submitted,



Louise Folk, Executive Director  
Citizen Experience, Innovation,  
and Performance

Respectfully submitted,



Chris Holden  
City Manager