



CITY COUNCIL

**Wednesday, February 26, 2020
1:30 PM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

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**Revised Agenda
City Council
Wednesday, February 26, 2020**

CONFIRMATION OF AGENDA

MINUTES APPROVAL

Minutes of the meeting held on January 29, 2020.

DELEGATIONS, ADVERTISED AND PUBLIC NOTICE BYLAWS AND RELATED REPORTS

- DE20-8 Regina & Region Home Builders' Association: Endeavor to Assist
- CP20-2 Long Lake Investments Inc.: Endeavour to Assist Amendment to Servicing Agreement and Development Levy Policy
- CR20-12 Finance and Administration Committee: Endeavour to Assist Amendment to Servicing Agreement and Development Levy Policy

Recommendation

The Finance and Administrative Committee recommends that City Council:

1. Approve the *Administration of Servicing Agreement and Development Levy Agreement Policy*, which is attached as Appendix A to this report; and
2. Direct the City Solicitor to prepare the necessary bylaw to amend *The Development Levy Bylaw No. 2011-16* to reflect the changes set out and approved by this report and, specifically the changes to *Administration of Servicing Agreement and Development Levy Agreement Policy* and to give requisite public notice of Council's intention to consider such bylaw.



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CR20-13 Regina Planning Commission: Zoning Bylaw Amendment Application (PL201900036) – 1550 Saskatchewan Drive

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the rezoning and Official Community Plan amendment application from IL – Light Industrial to MH – Mixed High Rise on Lots: 29 To 42, Block: 248, Plan: OLD33, Lots: 4 to 10, Block: 248, Plan: OLD33 and Lot: A, Block: 248, Plan: 100299056 at 1525 South Railway Street, 1550 Saskatchewan Drive, 1630 St John Street, 1625 Halifax Street, 1631 Halifax Street and 1647 Halifax Street in the Core Area Neighbourhood.
2. Direct the City Solicitor to prepare the necessary bylaws to amend *The Regina Zoning Bylaw, 2019* and *Design Regina: The Official Community Plan Bylaw No 2013-48* to authorize the amendments as set out in this report.

CM20-4 Borrowing Bylaw Supplementary Report

Recommendation

That City Council receive and file this report.

2020-8 THE REGINA ZONING AMENDMENT BYLAW, 2020

2020-9 DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW, 2020 (No. 3)

2020-10 THE DEVELOPMENT LEVY AMENDMENT BYLAW, 2020

CP20-3 Sylvia Machat: Proposed Zoning Bylaw Amendment - Body Rub Parlours
2020-11 THE REGINA ZONING 2019 AMENDMENT BYLAW (No.2)

2020-15 THE SHORT-TERM BORROWING BYLAW, 2020

DELEGATION AND PUBLIC NOTICE REPORT

DE20-9 Argyle School Community Council - Kinsmen Park South

CR20-14 Executive Committee: Kinsmen Park South Parking



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Recommendation

The Executive Committee recommends that City Council:

1. Approve the transaction to provide title for a portion of the Kinsmen Park South (approximately 1.2 acres) to the Ministry of Education (Ministry) subject to, but not limited to:
 - a. The City of Regina receiving title of approximately 4.73 acres of green space at the St. Pius School site which the Ministry will provide at its cost.
 - b. Replacement of the two programmable ball diamonds located at L'Arche Park, at the Ministry's cost.
 - c. Upgrade of any infrastructure related to the parking lot or joint-use school being the responsibility of the Ministry.
2. Authorize the Executive Director of Financial Strategy & Sustainability to conclude negotiations with the relevant parties to ensure the conditions stated in this report are met.
3. Direct the City Solicitor to prepare the necessary agreements to complete the transaction and be authorized to execute a transfer authorization.
4. Authorize the City Clerk to execute the agreements as prepared by the City Solicitor.

DELEGATIONS AND RELATED REPORTS

- | | |
|---------|---|
| DE20-10 | Van de's Accessible Transit: Taxi Review Bylaw Scheduled for Feb 26, 2020 Council Meeting |
| DE20-11 | Sandy Archibald, Regina Cabs: Taxi Bylaw Review |
| DE20-12 | Daljit Singh, Dhawal Patel and Kamaljit Grewal, Coop Taxi: Taxi Bylaw Review |
| DE20-15 | James Bogusz and John Aston, Regina Airport Authority: Taxi Bylaw Review |



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CM20-5 Supplemental Taxi Bylaw Report

Recommendation

That City Council receive and file this report.

CR20-15 Community and Protective Services Committee: Taxi Bylaw Review

Recommendation

The Community and Protective Services Committee recommends that City Council:

1. Approve the amendments proposed to *The Taxi Bylaw, 1994* as further detailed in Appendix A to this report be approved, which will implement the following changes to the regulation of taxi services:
 - a. permit the use of digital taxi meters ("soft" meters);
 - b. allow taxi services to charge fares outside of the City's set fare structure provided that such trips are booked through an approved mobile application capable of providing a pre-estimate and other requirements to passengers;
 - c. update fees charged by the City;
 - d. implement further data collection requirements;
 - e. remove the vehicle age requirement from the bylaw;
 - f. change the decal requirements;
 - g. allow the use of an inflatable spare tire;
 - h. set out the review and approval process for "certificates of approval" issued by the Regina Police Service for taxi drivers; and
 - i. make housekeeping changes as identified in Appendix A.
2. Direct the City Solicitor to prepare the necessary bylaw to implement the amendments to *The Taxi Bylaw, 1994* as described in this report, to be brought forward to the March 25, 2020 meeting of City Council for approval.

DE20-13 Shayna Stock, Heritage Community Association: Maple Leaf Pool

DE20-14 Jeanne Clive - Maple Leaf Pool

CR20-16 Finance and Administration Committee: Maple Leaf Pool Construction Update

Recommendation

The Finance and Administration Committee recommends that City Council:

Approve an additional \$880,000 from the Recreation/Culture Capital Program for the construction of Maple Leaf Pool.



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MAYOR'S REPORTS

MR20-1 Government of Saskatchewan Targeted Sector Support (TSS) - Support for funding application

Recommendation

That City Council:

1. Support the hosting of an Economic Development Forum in Regina, May 28-29, 2020 bringing together regional stakeholders, the Municipalities Association of Saskatchewan (MAS), the Saskatchewan Association of Rural Municipalities (SARM) and Indigenous leadership to discuss roles and responsibilities for creating, attracting and better preparing communities for regional economic development opportunities.
2. Direct Administration to submit the funding application through the Government of Saskatchewan's Targeted Sector Support Program.
3. Subject to approval of funding assistance from the Targeted Sector Support Program, direct Administration to work with the Regional Economic Development and Cooperation Committee (REDAC) to organize and deliver the May 2020 Economic Development Forum on the condition that any projected shortfall in required funding be recovered either through registration fees or cost-shared among REDAC members and other participating partners.

MR20-2 Federation of Canadian Municipalities (FCM) Big City Mayors' Caucus (BCMC) meeting "Canada's Cities, Canada's Future" – February 6, 2020

Recommendation

That City Council receive and file this report.

CITY MANAGER'S REPORT

CM20-6 Tentative agreement with IAFF

Recommendation

That City Council approve the tentative agreement between the City of Regina (City) and the International Association of Fire Fighters (IAFF), Local 181.



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COMMITTEE REPORTS**EXECUTIVE COMMITTEE**

CR20-17 Out-of-Scope 2020 General Wage Increase

Recommendation

The Executive Committee recommends that City Council:

Approve the following compensation adjustment for Out-of-Scope (OOS) employees:

- General Wage Increase of 1.50 per cent, effective January 1, 2020.
- Health/Flex Spending Account increase of \$500, effective April 1, 2020.

FINANCE AND ADMINISTRATION COMMITTEE

CR20-18 Property Tax Exemption Request - 600 Pinkie Road

Recommendation

The Finance and Administration Committee recommends that City Council:

1. Exempt the property leased by Kenneth Harle at 600 Pinkie Road from property taxes in accordance with the percentages outlined in Option 1 of Appendix C of this report.
2. Direct the City Solicitor to prepare the necessary bylaw to provide for the additional tax exemptions described in recommendation 1.

NOTICE OF MOTIONS

MN20-1 Councillor Andrew Stevens: Co-op Refinery-Unifor Dispute

MN20-2 Councillors Bob Hawkins and Andrew Stevens: Public Consultation regarding the CNIB/Brandt Building Proposal



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BYLAWS AND RELATED REPORTS

2020-12 THE AUTOMATED VOTE COUNTING AMENDMENT BYLAW, 2020

2020-14 THE REGINA CODE OF CONDUCT AND DISCLOSURE AMENDMENT
BYLAW, 2020

ADJOURNMENT

AT REGINA, SASKATCHEWAN, WEDNESDAY, JANUARY 29, 2020

AT A MEETING OF CITY COUNCIL

AT 1:30 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 (Videoconference)
Councillor Bob Hawkins
Councillor Jason Mancinelli
Councillor Joel Murray
Councillor Andrew Stevens
Councillor Barbara Young

Regrets: Councillor Mike O'Donnell

Also in Attendance: City Clerk, Jim Nicol
Council Officer, Elaine Gohlke
City Manager, Chris Holden
City Solicitor, Byron Werry
Executive Director, Citizen Experience, Innovation & Performance,
Louise Folk
Executive Director, Citizen Services, Kim Onrait
Executive Director, City Planning & Community Development,
Diana Hawryluk
Executive Director, Financial Strategy & Sustainability, Barry Lacey
Director, Citizen Experience, Jill Sveinson
Director, Transit & Fleet, Brad Bells
Senior City Planner, Ben Mario
Senior City Planner, Charlie Toman

(The meeting commenced in the absence of Councillor Flegel.)

CONFIRMATION OF AGENDA

Councillor Sharron Bryce moved, seconded by Councillor Lori Bresciani, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted, after:

- **withdrawing Bylaw 2019-64, The Regina Zoning 2019 Amendment Bylaw No. 2**
- **withdrawing EN19-7, Enquiry made by Councillor Lori Bresciani: Whistleblowing Policy**

- adding DE20-6, a brief from Devon Hill, Freedom Catalyst Regina, regarding Body Rub Establishments
- adding DE20-7, a brief from Jane Gattinger regarding separation distance between body rub establishments and sensitive locations

and that the items and delegations be heard in the order they are called forward by Mayor Fougere.

MINUTES APPROVAL

Councillor Bob Hawkins moved, seconded by Councillor Sharron Bryce, AND IT WAS RESOLVED, that the minutes for the meetings held on December 9 and December 16, 2019 be adopted, as circulated.

DELEGATIONS, ADVERTISTED AND PUBLIC NOTICE BYLAWS AND RELATED CITY MANAGER AND OTHER REPORTS

DE20-1 Carla Harris: Proposed Yards Neighbourhood Plan

Pursuant to due notice the delegation was present.

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

(Councillor Flegel joined the meeting via teleconference during Ms. Harris' presentation.)

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 CR20-1, a report from the Regina Planning Commission respecting the same subject.

DE20-2 Leasa Gibbons, Regina's Warehouse Business Improvement District

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Leasa Gibbons, representing Regina's Warehouse Business Improvement District 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 CR20-1, a report from the Regina Planning Commission respecting the same subject.

DE20-3 Nick Kazilis, Regina Revitalization Initiative, Land & Real Estate Management, City of Regina

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Nick Kazilis, Shauna Bzdel and Paul Moroz, representing the Regina Revitalization Initiative, Land & Real Estate Management, City of Regina, 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 CR20-1, a report from the Regina Planning Commission respecting the same subject.

CR20-1 Regina Planning Commission: 15-OCP-03 Proposed Yards Neighbourhood Plan

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the application to amend *Design Regina: The Official Community Plan Bylaw No. 2013-48* by adding the Yards Neighbourhood Plan, attached as Appendix C, as Part B.18.
2. Direct the City Solicitor to prepare the necessary bylaw to amend *Design Regina: The Official Community Plan Bylaw No. 2013-48* by adding the Yards Neighbourhood Plan, attached as Appendix C, as Part B.18.

Councillor Barbara Young moved, seconded by Councillor Sharron Bryce, that the recommendations of Regina Planning Commission contained in the report be concurred in.

Councillor Andrew Stevens moved, in amendment, seconded by Councillor Bob Hawkins, that the next stage of planning commit to becoming a net zero community.

Mayor Michael Fougere stepped down to enter debate.

Councillor Jason Mancinelli assumed the Chair.

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

(Councillor Hawkins requested a recorded vote.)

Councillor Andrew Stevens	Yes
Councillor Joel Murray	Yes
Councillor Lori Bresciani	Yes
Councillor Barbara Young	No
Councillor Bob Hawkins	Yes
Councillor Sharron Bryce	No
Councillor Jason Mancinelli	Yes
Councillor John Findura	Yes
Councillor Jerry Flegel	Yes
Mayor Michael Fougere	No

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 3:30 p.m.

Council reconvened at 3:45 p.m.

Mayor Michael Fougere stepped down to enter debate.
Councillor Jason Mancinelli assumed the Chair.

Mayor Michael Fougere moved, in amendment, seconded by Councillor Sharron Bryce, AND IT WAS RESOLVED, that Administration be directed to collaborate with Regina Exhibition Association Limited (REAL), Regina Downtown Business Improvement District (RDBID) and the Regina Warehouse District respecting the advancement of the creation of a City Centre District. The intent of the City Centre District would be to update the Regina Revitalization Initiative (RRI) by:

- 1. Creating connectivity between Evraz Place, the Regina Railyard Project lands, the Taylor Field lands, and the Regina Downtown and Warehouse neighbourhoods.**
- 2. Providing guidance and direction on developments on REAL, Railyard lands and Taylor Field lands in collaboration with RDBID and the Warehouse District.**
- 3. Reviewing the needs of the Official Community Plan (OCP), the Recreation Master Plan, the Transportation Master Plan and other relevant plans impacting the proposed district.**
- 4. Presenting an implementation plan report, with Terms of Reference, for consideration to the Planning and Priorities Committees by the end of Q2 2020.**

Mayor Michael Fougere returned to the Chair after the vote.

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

DE20-4 Wilma Staff: The Official Community Plan "Design Regina" Five Year Review
From the Arnheim Assiniboia Place Neighbourhood perspective

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Wilma Staff 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 CR20-2, a report from the Priorities and Planning Committee respecting the same subject.

CP20-1 Angela Ell: The Official Community Plan Review and Sustainable/Ecco Living

Councillor Lori Bresciani moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that this communication be received and filed.

CR20-2 Priorities and Planning Committee: Official Community Plan Five-Year Review

Recommendation

1. That Part A – Citywide Plan of *Design Regina: The Official Community Plan Bylaw 2013-48* be amended as set out in Appendices A and B to this report.
2. That the City Solicitor be directed to prepare the necessary bylaw to amend *Design Regina: The Official Community Plan Bylaw 2013-48* to reflect the changes set out in Appendices A and B to this report.

Councillor Jason Mancinelli moved, seconded by Councillor Andrew Stevens that the recommendations of the Priorities and Planning Committee contained in the report be concurred in.

Councillor Barbara Young moved, in amendment, seconded by Councillor Joel Murray, AND IT WAS RESOLVED, that the presentations by Wilma Staff and Angela Ell be forwarded to the Al Ritchie Neighbourhood Plan Development team as part of Community Engagement information.

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

CR20-3 Regina Planning Commission: Street Closure Application 19-CL-02

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the application to close the portion of Victoria Avenue Service Road N. as shown in Appendix A-1.
2. Designate Blk/Par G-Plan FT2014 Ext 3 located at 140 Coleman Crescent as Municipal Reserve.
3. Direct the City Solicitor to prepare the necessary Bylaw.

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

DE20-6 Devon Hill, Freedom Catalyst Regina: Body Rub Establishments

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Devon Hill, representing Freedom Catalyst Regina, 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 CM20-1, a report from the City Manager respecting the same subject.

DE20-7 Jane Gattinger: Separation distance between body rub establishments and sensitive locations

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Jane Gattinger 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 CM20-1, a report from the City Manager respecting the same subject.

CM20-1 Zoning Bylaw Regulations for Body Rub Establishments - Separation Distances

Recommendation

That City Council:

1. Approve the *recommended separation distance* for body rub establishments of 182.88 metres from schools, parks, daycares, enclosed rinks, libraries, community centres, sensitive lots and other body rub establishments, with a 'grandfathering' provision for existing establishments.
2. Direct the City Solicitor to prepare the necessary amendment to *The Regina Zoning Bylaw, 2019 (No. 2019-19)* to reflect Recommendation #1 above.

Councillor Lori Bresciani moved, seconded by Councillor Andrew Stevens, that City Council:

- 1. Approve the recommended separation distance for body rub establishments of 182.88 metres from schools, parks, daycares, enclosed rinks, libraries, community centres, residences, sensitive lots and other body rub establishments, with a 'grandfathering' provision for existing establishments.**
- 2. Direct the City Solicitor to prepare the necessary amendment to *The Regina Zoning Bylaw, 2019 (No. 2019-19)* to reflect Recommendation #1 above.**

Councillor Sharron Bryce moved, in amendment, seconded by Councillor Bob Hawkins, that the separation distance be changed to 365 metres, the grandfathering provision be removed, and places of worship and recreation facilities be added to the land uses.

Mayor Michael Fougere stepped down to enter debate.

Councillor Jason Mancinelli assumed the Chair.

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

(Councillor Hawkins requested a recorded vote.)

Councillor Lori Bresciani	YES
Councillor John Findura	YES
Councillor Jason Mancinelli	NO
Councillor Bob Hawkins	YES
Councillor Barbara Young	NO
Councillor Joel Murray	NO
Councillor Andrew Stevens	NO
Councillor Lori Bresciani	YES
Councillor Jerry Flegel	NO
Mayor Michael Fougere	YES

The motion was put and declared LOST.

RECESS

Pursuant to the provisions of Section 33 (2.2) of City Council's Procedure Bylaw No. 9004, Mayor Fougere called for a 30 minute recess.

Council recessed at 6:03 p.m.

Council reconvened at 6:33 p.m.

Councillor Barbara Young moved, seconded by Councillor Joel Murray, that this report be tabled to the February City Council meeting.

The motion was put and declared LOST.

Councillor Bob Hawkins moved, in amendment, seconded by Councillor Sharron Bryce, AND IT WAS RESOLVED, that places of worship and recreation facilities be added to the land uses and the grandfathering provision be removed.

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

2019-62 THE LICENSING AMENDMENT BYLAW, 2019

2019-65 2019-65 Zoning Bylaw Amendment

2020-1 DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN AMENDMENT
BYLAW, 2020

2020-2 BYLAW TO PROVIDE FOR THE CLOSURE OF A PORTION OF VICTORIA
AVENUE SERVICE ROAD NORTH

2020-3 DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN AMENDMENT
BYLAW, 2020 (No. 2)

2020-5 THE PROCEDURE AMENDMENT BYLAW, 2020

Councillor Jason Mancinelli moved, seconded by Councillor Sharron Bryce, AND IT WAS RESOLVED, that Bylaws No. 2019-62, 2019-65, 2020-1, 2020-2, 2020-3 and 2020-5 be introduced and read a first time.
Bylaws were read a first time.

No letters of objection were received pursuant to the advertising with respect to Bylaws No. 2019-62, 2019-65, 2020-1, 2020-2, 2020-3 and 2020-5.

The Clerk called for anyone present who wished to address City Council respecting Bylaws No. 2019-62, 2019-65, 2020-1, 2020-2, 2020-3 and 2020-5 to indicate their desire.

No one indicated a desire to address Council.

Councillor Jason Mancinelli moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that Bylaws No. 2019-62, 2019-65, 2020-1, 2020-2, 2020-3 and 2020-5 be introduced and read a second time. Bylaws were read a second time.

Councillor Jason Mancinelli moved, seconded by Councillor Barbara Young, that City Council hereby consent to Bylaws No. 2019-62, 2019-65, 2020-1, 2020-2, 2020-3 and 2020-5 going to third and final reading at this meeting.

The motion was put and declared CARRIED UNANIMOUSLY.

**Councillor Jason Mancinelli moved, seconded by Councillor Lori Bresciani, AND IT WAS RESOLVED, that Bylaws No. 2019-62, 2019-65, 2020-1, 2020-2, 2020-3 and 2020-5 be read a third time.
Bylaws were read a third and final time.**

DELEGATIONS AND RELATED REPORT

DE20-5 Neil Middlemiss, University of Regina Students' Union: Spring/Summer U-Pass

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Neil Middlemiss, representing the University of Regina Students' Union, addressed Council and answered a number of questions.

(Councillor Mancinelli temporarily left the meeting during Mr. Middlemiss' presentation.)

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 CR20-4, a report from the Community and Protective Services Committee respecting the same subject.

CR20-4 Community and Protective Services Committee: Spring and Summer U-Pass for the University of Regina

Recommendation

The Community and Protective Services Committee recommends that City Council:

1. Delegate authority to the Executive Director Citizen Services (or designate) to negotiate and approve a contract with the Students Union of the University of Regina (URSU) for a U-Pass program in the spring and summer, starting in May 2020 for a duration of three years, as detailed in this report.
2. Direct the City Clerk to sign the applicable agreement on behalf of the City, once the agreement has been reviewed and approved by the City Solicitor, and upon approval by the Students Union of the University of Regina board of governors.
3. Approve an increase of \$360,610 to Transit & Fleet's budget for 2021, which will be offset by the revenue collected from URSU.

Councillor Andrew Stevens moved, seconded by Councillor Barbara Young, that the recommendations of the Community and Protective Services Committee contained in the report be concurred in.

(Councillor Mancinelli returned to the meeting.)

The motion was put and declared CARRIED.

TABLED BYLAWS, RELATED REPORTS, ENQUIRY AND RESPONSE TO ENQUIRY

CR19-116 Finance and Administration Committee: 19-HBRB-03 2326 College Ave
(Kerr/Bronfman Residence)

Recommendation

**RECOMMENDATION OF THE FINANCE AND ADMINISTRATION
COMMITTEE - DECEMBER 2, 2019**

1. That a tax exemption for the real property commonly known as the Kerr/ Bronfman residence, located on Lot 30, Block 458, Plan No. 98RA28309, addressed at 2326 College Avenue be approved in an amount equal to the lesser of:
 - (a) 50 per cent of eligible costs as described in Appendix C-2; or
 - (b) An amount equivalent to the total property taxes payable for 10 years
2. That the provision of the property tax exemption be subject to the following conditions:
 - (a) Eligibility for the property tax exemption includes the requirement that the property possesses and retains its formal designation as Municipal Heritage Property in accordance with *The Heritage Property Act*.
 - (b) The property owner shall submit detailed written documentation of payments made for actual costs incurred (i.e. itemized invoices and receipts) in the completion of identified conservation work, as described in Appendix C-2. If actual costs exceed the corresponding estimates by more than 10 per cent, the property owner shall provide full particulars as to the reason(s) for such cost overruns. It is understood that the City of Regina may decline to approve any cost overrun, or portion thereof, if considered not to be reasonably or necessarily incurred for eligible work.
 - (c) The work that is completed and invoices submitted by September 30 each year would be eligible for a tax exemption the following year up to 50 per cent of the cost of approved work.
3. That the City Solicitor be instructed to prepare the necessary agreement and authorizing bylaw for the property tax exemption as detailed in this report.
4. That the Executive Director of City Planning & Community Development or designate be authorized under the tax exemption agreement to make

all determinations regarding reimbursements of the cost incurred for work done to the property based on the City of Regina's Heritage Building Rehabilitation Program and the Conservation Plan for the property (Appendix C-1 to this report)

5. That the Executive Director of City Planning & Community Development or designate be authorized to apply to the Government of Saskatchewan on behalf of the property owner for any exemption of the education portion of the property taxes that is \$25,000 or greater in any year during the term of the exemption.

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

CR19-117 Finance and Administration Committee: 19-HBRB-02 1431 Victoria Avenue (Louis Residence)

Recommendation

RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE - DECEMBER 2, 2019

1. That a tax exemption for the real property commonly known as the Louis Residence, located on Lot 44, Block 360, Plan No. 101189998, Extension 5 and Lot 3 Block 360 Plan No. Old 33, Extension 0 addressed at 1431 Victoria Avenue be approved in an amount equal to the lesser of:
 - (a) 50 per cent of eligible costs as described in Appendix C-2; or
 - (b) An amount equivalent to the total property taxes payable for 10 years
2. That the provision of the property tax exemption be subject to the following conditions:
 - (a) Eligibility for the property tax exemption includes the requirement that the property possesses and retains its formal designation as Municipal Heritage Property in accordance with *The Heritage Property Act*.
 - (b) The property owner shall submit detailed written documentation of payments made for actual costs incurred (i.e. itemized invoices and receipts) in the completion of identified conservation work, as described in Appendix C-2. If actual costs exceed the corresponding estimates by more than 10 per cent, the property owner shall provide full particulars as to the reason(s) for such cost overruns. It is understood that the City may decline to approve any cost overrun, or portion thereof, if considered not to be reasonably or necessarily incurred for eligible work.

- (c) The work that is completed and invoices submitted by September 30 each year would be eligible for a tax exemption the following year up to 50 per cent of the cost of approved work.
3. That the City Solicitor be instructed to prepare the necessary agreement and authorizing bylaw for the property tax exemption as detailed in this report.
 4. That the Executive Director of City Planning & Community Development or designate be authorized under the tax exemption agreement to make all determinations regarding reimbursements of the cost incurred for work done to the property based on the City of Regina's Heritage Building Rehabilitation Program and the Conservation Plan for the property (Appendix C-1 to this report).
 5. That the Executive Director of City Planning & Community Development or designate be authorized to apply to the Government of Saskatchewan on behalf of the property owner for any exemption of the education portion of the property taxes that is \$25,000 or greater in any year during the term of the exemption.

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

CR19-118 Finance and Administration Committee: 2019 Property Tax Exemption Request - Boundary Alteration

Recommendation

RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE - DECEMBER 2, 2019

1. That the properties owned by P.W. Lorch & Associates Ltd. and Darrell & MaryAnn Weinberger at 4800 Campbell Street and 1760 N Courtney Street be exempted from property taxes in accordance with the percentages outlined in Option 1 of Appendix C of this report.
2. That the City Solicitor be instructed to prepare the necessary bylaw to amend Bylaw No. 2019-8 *The Properties Exempt from Taxation as a Result of the 2013 Municipal Boundary Alteration Bylaw, 2019* to provide for the additional tax exemptions described in recommendation 1.

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

2019-67 THE CONSERVATION OF HERITAGE PROPERTIES TAX EXEMPTION FOR THE KERR/BRONFMAN RESIDENCE LOCATED AT 2326 COLLEGE AVENUE BYLAW, 2019

2019-68 THE CONSERVATION OF HERITAGE PROPERTIES TAX EXEMPTION FOR THE LOUIS RESIDENCE LOCATED AT 1431 VICTORIA AVENUE BYLAW, 2019

2019-70 THE PROPERTIES EXEMPT FROM TAXATION AS A RESULT OF THE 2013 MUNICIPAL BOUNDARY ALTERATION AMENDMENT BYLAW, 2019 (No. 2)

**Councillor Jason Mancinelli moved, seconded by Councillor Andrew Stevens, AND IT WAS RESOLVED, that Bylaws No. 2019-67, 2019-68 and 2019-70 be introduced and read a first time.
Bylaws were read a first time.**

Councillor Jason Mancinelli moved, seconded by Councillor Joel Murray, AND IT WAS RESOLVED, that Bylaws No. 2019-67, 2019-68 and 2019-70 be introduced and read a second time. Bylaws were read a second time.

Councillor Jason Mancinelli moved, seconded by Councillor Sharron Bryce, that City Council hereby consent to Bylaws No. 2019-67, 2019-68 and 2019-70 going to third and final reading at this meeting.

The motion was put and declared CARRIED UNANIMOUSLY.

**Councillor Jason Mancinelli moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that . Bylaws No. 2019-67, 2019-68 and 2019-70 be read a third time.
Bylaws were read a third and final time.**

CITY MANAGER'S REPORT

CM20-2 Municipal Revenue Sharing (MRS) Eligibility Criteria

Recommendation

City Council approve the resolution below outlining the eligibility requirements municipalities must adhere to in order to receive Municipal Revenue Sharing (MRS).

Council confirms the City of Regina meets the following eligibility requirements to receive the MRS:

- Submission of the annual Audited Financial Statement to the Ministry of Government Relations
- Submission of the Public Report on Municipal Waterworks to the Ministry of Government Relations
- In good standing with respect to the reporting and remittance of Education Property Tax
- Adoption of a Council Procedures Bylaw
- Adoption of an Employee Code of Conduct
- All members of Council have filed and annually updated their Public Disclosure Statement Annual Declaration, as required

That the City of Regina understands that if any of the above requirements are not met, the MRS grant may be withheld until all requirements are met.

Councillor Jason Mancinelli moved, seconded by Councillor Joel Murray, that the recommendations contained in the report be concurred in.

Mayor Michael Fougere stepped down to enter debate.

Councillor Jason Mancinelli assumed the Chair.

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

The motion was put and declared CARRIED.

COMMITTEE REPORTS

EXECUTIVE COMMITTEE AND RELATED CITY MANAGER REPORT

CM20-3 2020 Election Report - Supplemental Report

Recommendation

That this report be received and filed.

Councillor Lori Bresciani moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that this report be received and filed.

CR20-5 2020 Municipal Election Report

Recommendation

That the Executive Committee recommend that City Council:

1. Approve Option 1 for the regular polling areas and polling places as outlined in Appendix B and B1.
2. Approve the use of mobile and special polls for serving voters at the institutions defined under section 29 of *The Act*.
3. Approve the special, advance and mobile polls and hours as outlined in Appendix D.

4. Approve the rates of remuneration for election officials summarized in Appendix E.
5. Approve the names of candidates on the Mayor and Councillor ballots be listed in alphabetical order by surname and that according to section 9.2 of *The Act* the occupation of each candidate not be required to be listed on the ballots.
6. Direct the City Solicitor to amend Schedule 'A' in *The Automated Vote Counting Bylaw, Bylaw No. 10197* to reflect the removal of 'occupation' from the ballot and bring back the amending bylaw for review at the City Council meeting scheduled to take place on February 26, 2020 meeting.
7. Add an additional polling station to Ward 3 between polling stations 7 & 8 and that the cost and specific location be brought to Council January 29, 2020.
8. Add an additional polling station to Ward 5.

Councillor Jason Mancinelli moved, seconded by Councillor Andrew Stevens, AND IT WAS RESOLVED, that City Council:

- 1. Approve Option 1 for the regular polling areas and polling places as outlined in Appendix B and B1.**
- 2. Approve the use of mobile and special polls for serving voters at the institutions defined under section 29 of *The Act*.**
- 3. Approve the special, advance and mobile polls and hours as outlined in Appendix D.**
- 4. Approve the rates of remuneration for election officials summarized in Appendix E.**
- 5. Approve the names of candidates on the Mayor and Councillor ballots be listed in alphabetical order by surname and that according to section 9.2 of *The Act* the occupation of each candidate not be required to be listed on the ballots.**
- 6. Direct the City Solicitor to amend Schedule 'A' in *The Automated Vote Counting Bylaw, Bylaw No. 10197* to reflect the removal of 'occupation' from the ballot and bring back the amending bylaw for review at the City Council meeting scheduled to take place on February 26, 2020 meeting.**
- 7. Add an additional polling station to Ward 3 (Evraz Place) and to Ward 5 (WF Ready School).**

CR20-6 New Employee Code of Conduct, Theft and Fraud Policy and Whistleblower Policy

Recommendation

That the Executive Committee recommend that City Council:

1. Direct the City Solicitor to amend Bylaw 2002-57, being *The Regina Code of Conduct and Disclosure Bylaw* so that:
 - (a) the code of conduct and disclosure rules in the Bylaw will no longer apply to any City employees as these rules will be replaced with a corporate policy approved by the City Manager;
 - (b) with the exception of the City Manager, City Clerk and City Solicitor, the process in the Bylaw for disclosing conflicts of interest and dealing with violations will no longer apply to City employees but will be governed by the corporate policy;
 - (c) the City Manager, City Clerk and City Solicitor will be subject to the code of conduct and disclosure rules in the new corporate policy but the process for dealing with disclosures of conflicts of interest and violations by these three positions will still be in the Bylaw and will include the following:
 - (a) the City Manager will review and provide direction on disclosures made by the City Clerk and City Solicitor as well as deal with complaints with respect to these positions, although any disciplinary action involving termination would be decided by the Executive Committee;
 - (ii) the Mayor will review and provide direction on disclosures made by the City Manager;
 - (iii) the Executive Committee will retain the authority to deal with any complaints with respect to the City Manager including taking any disciplinary action for violations;
 - (d) the code of conduct and disclosure rules and process for dealing with disclosures and violations in the Bylaw will continue to apply to non-council members on boards and committees established by Council;
 - (e) the references to the former legislation, *The Urban Municipality Act, 1984* will be updated to reflect the equivalent *Cities Act* provisions and other outdated references will be updated, including attaching the disclosure of land holdings form which is filled out by non-council members on those boards and committees specifically outlined in the Bylaw.

2. Approve the repeal of the "Employment of Relatives Policy" that was approved in 1990 as it will be replaced with a section on employment of relatives in the new corporate policy approved by the City Manager.
3. Direct the City Solicitor to amend Bylaw 2003-70, being *The City Manager's Bylaw* to expressly authorize the City Manager to establish an employee code of conduct under the powers, duties and function of the City Manager to coincide with the City Manager's general authority over employees.
4. Approve the repeal of the "Employment of Relatives Policy" and the amendments outlined in recommendations 1 and 3 to come into force on March 1, 2020.
5. Direct Administration to bring forward an annual report on employee code of conduct and whistleblower infractions.
6. Direct Administration to conduct a review of *The Cities Act* and the Code of Ethics Bylaw with respect to City Councillors, propose any necessary changes and report back to the newly elected City Council in 2021.

Councillor Jason Mancinelli moved, seconded by Councillor Lori Bresciani, that the recommendations of Executive Committee be concurred in.

Councillor Jason Mancinelli moved, in amendment, seconded by Councillor Joel Murray, AND IT WAS RESOLVED, that 1.(c)(ii) be amended to read "the Mayor and Deputy Mayor will review and provide direction on disclosures made by the City Manager".

The main motion was put and declared CARRIED.

FINANCE AND ADMINISTRATION COMMITTEE

CR20-7 Authorization to Negotiate and Award Banking Services & Purchase Card Program RFP

Recommendation

The Finance and Administration Committee recommends that City Council:

1. Delegate the authority to the Executive Director, Financial Strategy & Sustainability, to designate and appoint the City's financial institution based on the results of the negotiated Request for Proposals (RFP) process outlined in this report.
2. Delegate the authority to the Executive Director, Financial Strategy & Sustainability to negotiate, approve, award and enter into all professional banking and related contracts with the highest ranked proponent selected through the negotiated RFP process for a five-year term. The contracts

include, but are not limited to, an agreement for business banking, treasury services master agreement, purchasing card program agreement and additional auxiliary banking service agreements and schedules.

3. Authorize the City Clerk to execute the necessary agreements after review and approval by the City Solicitor.
4. Instruct the City Solicitor to prepare the necessary borrowing bylaw for the overdraft provision in any agreement for business banking (i.e. short term debt) to be brought forward at a later date for approval once the City's financial institution is appointed.

Councillor Joel Murray 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.

REGINA PLANNING COMMISSION

CR20-8 Discretionary Use Application (PL201900029) Proposed Child Daycare Centre
- 1300 N Courtney Street

Recommendation

The Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for a proposed Child Day Care Centre located on proposed Parcel 130 at 1300 N Courtney Street in the Rosewood Park Concept Plan.
2. Direct Administration to issue a development permit subject to the following conditions:
 - a. The development shall be generally consistent with the plans attached to this report as Appendix A-3.1 to A-3.4 inclusive, prepared by NewRock Developments and dated November 15, 2019.
 - b. The development is subject to the execution of a service agreement and subdivision for Rosewood Park Phase 1, Stage 2.
 - c. The development shall be subject to Ministry of Education approval.
 - d. The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.

Councillor Barbara Young moved, seconded by Councillor Sharron Bryce, AND IT WAS RESOLVED, that the recommendations of Regina Planning Committee contained in the report be concurred in.

INFORMATIONAL REPORT

IR20-1 Executive Committee: 2019 Semi-Annual Review of Closed Executive Committee Items

Recommendation

The Executive Committee recommends that Council receive and file this report.

Councillor Jason Mancinelli moved, seconded by Councillor Lori Bresciani, AND IT WAS RESOLVED, that this report be received and filed.

BYLAWS AND RELATED REPORTS

CR20-9 Community and Protective Services Committee: Emergency Measures Bylaw Amendment

Recommendation

The Community and Protective Services Committee recommends that City Council:

Direct the City Solicitor to amend *The Emergency Measures Bylaw, Bylaw No. 2011-37* to include the amendments included in this report.

That City Council:

Direct the City Solicitor to amend *The Emergency Measures Bylaw, Bylaw No. 2011-37* to identify the following 10 positions that will form the City of Regina Local Emergency Planning Committee:

1. **EOC Director - Executive Director, Citizen Services**
2. **EOC Manager - Manager, Emergency Management**
3. **Risk Manager - City Solicitor**
4. **Liaison Officer - Director, Regina Fire & Protective Services**
5. **Information Officer - Director, Citizen Experience**
6. **Operations Section Chief - Chief of Police, Regina Police Service**
7. **Logistics Section Chief - Director, Sustainable Infrastructure**
8. **Finance and Administration Section Chief - Executive Director, Financial Strategy & Sustainability**
9. **Planning Section Chief - Executive Director, City Planning & Community Development**
10. **Mayor and City Council Advisor - City Manager.**

CR20-10 Finance and Administration Committee: 20-HBRP-01 1401 Robinson Street (Albert Library)

Recommendation

The Finance and Administration Committee recommends that City Council:

1. Approve a cash grant for the property known as Albert Library located at 1401 Robinson Street (as shown in Appendix A), in an amount equal to the lesser of:
 - a) 50 per cent of eligible costs for the work described in Appendix C; or
 - b) \$50,000.
2. Instruct the City Solicitor to prepare an authorizing bylaw and agreement with the following conditions:
 - a) That the property possesses and retains its formal designation as a Municipal Heritage Property in accordance with *The Heritage Property Act*.
 - b) That the property owner submits detailed written documentation of payments made for the actual costs incurred (i.e. itemized invoices and receipts) in the completion of the identified conservation work
 - c) That work completed and invoices submitted by December 15, 2020, would be eligible for the cash grant for up to 50 per cent of the cost of approved work to a maximum of \$50,000.

Councillor Joel Murray 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.

EN19-6 Response to Enquiry - EN19-6 Future of the Municipal Justice Building

Administration is providing the following information in response to the enquiry (EN19-6) filed at the City Council meeting on July 29, 2019.

1. What steps is Administration taking to protect the heritage and usefulness of the Municipal Justice Building?

The Municipal Justice Building (MJB) is beyond its useful life and was unable to continue to deliver programs and services beyond 2014 due to code deficiencies and aging infrastructure. There are elements of the exterior façade that have Grade 1 classification heritage value and would need to be considered in any future development. Any future development of this property will require an investment of roughly \$1.5M to preserve the existing façade.

2. Does the RPS have plans to use the Municipal Justice Building for their new headquarters?

The City of Regina Facilities Services Department is considering all the facilities on the site for RPS as potential solutions towards further development of the campus. The project will include consolidating the land parcels and future development for the campus could incorporate the MJB facility.

3. Has Administration consulted with community based organizations and Community Associations regarding the use of the Municipal Justice Building as a community facility?

Facilities Services and RPS have had initial discussions with the Heritage Community Association with respect to the RPS Facilities Renewal project in general. The City of Regina Facilities Services Department is considering all the facilities on the site as potential solutions towards further development of the campus. Should the MJB not be needed for RPS headquarters, Facilities Service will consider alternative uses for the building which may include a community facility.

4. What policies and procedures govern the allocation of municipal property to organizations like the RPS?

Facilities Services determines how to best allocate facilities in their portfolio to client groups for the delivery of programs and services. When a facility is no longer required to deliver programs and services it becomes part of the Real Estate portfolio and is considered to repurpose for other non city uses, or sale. Legislation prevents RPS from owning real property and therefore the City of Regina Facilities Services department is responsible to satisfy their facility requirement.

5. What actions have been taken to ensure the maintenance and preservation of the Municipal Justice Building, including protecting the facility from animals and weather?

Mitigating steps have been taken to protect the Municipal Justice Building from damage from animals and weather through short-term maintenance and repairs while the long-term plan for the facility is being determined.

CR20-11 Mayor's Housing Commission: Housing Incentives Policy Review

Recommendation

The Mayor's Housing Commission recommends that:

1. Administration revise the proposed Housing Incentives Policy provided in Appendix A to allow Non-Profit Housing Providers that have an established record of completing affordable housing projects, as determined by the Executive Director, City Planning & Community Development, to receive an immediate rebate of the Intensification Levy following confirmation that the proposed development meets applicable zoning requirements and provided that the developer has entered into a legal agreement with the City.

2. Administration revise the proposed Housing Incentives Policy provided in Appendix A so that the Capital Grant and Tax Exemption program for Affordable Home Ownership be available to Non-Profit Housing Providers in all Program Areas.
3. The City of Regina *Housing Incentives Policy*, attached as Appendix A, with the above revisions, be approved.

Councillor Andrew Stevens moved, seconded by Councillor Jason Mancinelli, that the recommendations of the Mayor's Housing Commission contained in the report be concurred in.

Mayor Michael Fougere stepped down to enter debate.
Councillor Jason Mancinelli assumed the Chair.

Mayor Michael Fougere moved, in amendment, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that the City contribution not exceed the Federal contribution under the Housing Incentives Policy's Rental Repair Tax Exemption Program.

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

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

2020-4 THE HOUSING INCENTIVE PROGRAM TAX EXEMPTION BYLAW, 2020

2020-6 ALBERT LIBRARY GRANT AGREEMENT EXECUTION BYLAW, 2020

2020-7 THE EMERGENCY MEASURES AMENDMENT BYLAW, 2020

Councillor Jason Mancinelli moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that Bylaws No. 2020-4, 2020-6 and 2020-7 be introduced and read a first time.

Bylaws were read a first time.

Councillor Jason Mancinelli moved, seconded by Councillor Lori Bresciani, AND IT WAS RESOLVED, that Bylaws No. 2020-4, 2020-6 and 2020-7 be introduced and read a second time. Bylaws were read a second time.

Councillor Jason Mancinelli moved, seconded by Councillor John Findura, that City Council hereby consent to Bylaws No. 2020-4, 2020-6 and 2020-7 going to third and final reading at this meeting.

The motion was put and declared CARRIED UNANIMOUSLY.

Councillor Jason Mancinelli moved, seconded by Councillor Andrew Stevens, AND IT WAS RESOLVED, that Bylaws No. 2020-4, 2020-6 and 2020-7 be read a third time.

Bylaws were read a third and final time.

ADJOURNMENT

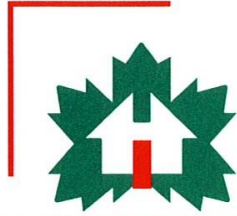
Councillor Sharron Bryce moved, seconded by Councillor John Findura, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 7:57 p.m.

Chairperson

Secretary

Regina & Region
Home Builders'
Association



100 - 1801 MacKay Street
Regina, Saskatchewan
S4N 6E7

F. (306) 569-9144
www.reginahomebuilders.com

February 26, 2020

City Council
City of Regina
Queen Elizabeth II Court
Regina, SK, S4P 3C8

Subject: Endeavor to Assist

Dear City Council,

The Regina & Region Home Builders' Association would like to thank Dustin McCall from the City of Regina for his diligent work on the Endeavour to Assist policy. Throughout the lengthy process of consultations between City Administration and members of the local development industry, we feel as though Dustin made a considerable effort to understand the concerns and as a result, we were able to collectively produce a robust policy framework. If implemented, the Endeavour to Assist with transfer of risk policy will produce significant benefits for the municipality as it ensures fair development policies for the development community, including the City as a land developer.

Endeavour to Assist will ensure that initial developers who put major infrastructural investments into vacant lands are compensated for their investment by subsequent developers of adjacent land. Before changes to the SAF policy in 2015, the SAF funds collected from all developers rebated initial developers for "oversized" infrastructure such as arterial roadways or sewage pump stations. As of 2015, this is no longer the case and these costs are borne directly by the initial Developer with minimal to no reimbursement by subsequent developers. Therefore, transparent & fair policy is required to ensure that economic investment remains attractive for developers in our community.

The proposed Endeavour to Assist policy framework will ensure that the initial developer who pays for and builds major infrastructure is able to collect payment from future developers at the time that they develop and connect to the services. Policy such as this is standard practice in Canadian municipalities to ensure that there is no competitive advantage to developing first, second, or third, and so on. We believe this policy is well-crafted and fair, as landowners are not forced to subsidize subsequent development or play the role of banker to other developers. See Appendix "A" for an illustration of the change in policy.

The Regina & Region Home Builders' Association supports the recommendation of City Administration to implement the Endeavour to Assist with transfer of risk policy and we encourage City Council to support these proposed policy changes as well.

Thank You,



Stu Niebergall
President & CEO

Appendix "A"

RRHBA: Endeavour to Collect - List Station Example

The following example illustrates the Endeavour to Collect policy with transfer of risk.

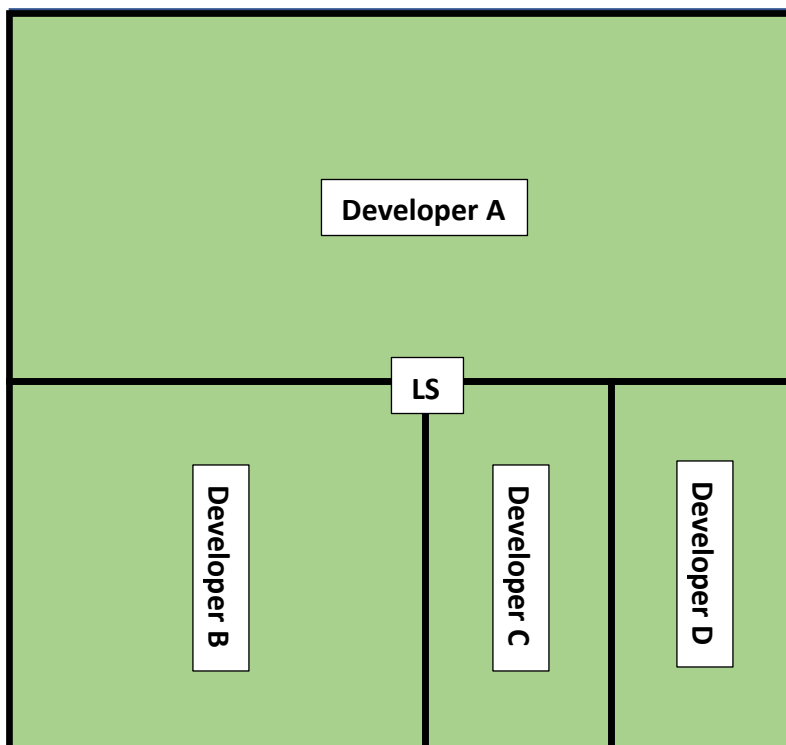
1. Four developers (A, B, C and D) own land in an 800 acre growth area. No development can occur in the area without a new sanitary lift station (referred to as "LS").
2. In Scenario 1, Developer "A" wants to develop first.
3. The City, as regulator & ultimate owner of the infrastructure, determines the overall area the LS must serve and specifies the design standard to which the LS must be built.
4. Developer "A" designs and builds the LS with the capacity to serve the entire area. The City reviews and approves the design, monitors construction, and inspects prior to accepting it.
5. Assuming the cost to construct the LS is \$10,000,000. Then cost of the lift station to be recovered per acre of developed land is \$12,500 (\$10,000,000 divided by 800 acres).
6. Each subsequent developer (Developers B, C, and D) must pay Developer A for their proportionate area at the time that they choose to develop, specifically, when they enter into a Servicing Agreement with the City.
7. The transfer of risk piece requires each subsequent developer to also reimburse the previous developer for all remaining undeveloped lands in the area. Without the transfer of risk there is a significant penalty to the first developer and benefits for subsequent developers.
8. While this appears to be a hurdle to investment, subsequent developers still have a smaller initial payout than the first developer to proceed.
9. **This policy ensures no land owner is ever in a worse position than they are already today, and that the first developer is not subsidizing all subsequent developers.**

Scenario 1: (Example based on information above)

Order of Development	Land Area	Initial Cost to Develop	Amount to Recover from others	Recover from	Total Investment
1 st – A	400 acres (50%)	\$10,000,000	\$5,000,000	B	\$5,000,000
2 nd – B	200 acres (25%)	\$ 5,000,000	\$2,500,000	C	\$2,500,000
3 rd – C	100 acres (12.5%)	\$ 2,500,000	\$1,250,000	D	\$1,250,000
4 th – D	100 acres (12.5%)	\$ 0	\$0	-	\$1,250,000

Scenario 2: (New example, with different order of development. Total investment by developer remains the same)

Order of Development	Land Area	Initial Cost to Develop	Amount to Recover from others	Recover from	Total Investment At End
1 st - B	200 acres (25%)	\$10,000,000	\$7,500,000	C	\$2,500,000
2 nd - C	100 acres (12.5%)	\$ 7,500,000	\$6,250,000	D	\$1,250,000
3 rd - D	100 acres (12.5%)	\$ 6,250,000	\$5,000,000	A	\$1,250,000
4 th - A	400 acres (50%)	\$ 5,000,000	\$ 0	-	\$5,000,000



**LONG LAKE INVESTMENTS INC
6200 EAST PRIMROSE GREEN DRIVE
REGINA, SASKATCHEWAN
S4V 3L7**

YOUR WORSHIP AND MEMBERS OF CITY COUNCIL

**RE: ENDEAVOUR TO ASSIST AMENDMENT TO SERVICING AGREEMENT AND DEVELOPMENT LEVY
POLICY**

Thank you for the opportunity to comment on this file on behalf of Long lake Investments Inc the developers of the Chuka Creek Business Park. The report and recommendations are consistent with the discussions we have participated in with Dustin McCall and his team. We appreciate and acknowledge the transparent and constructive consultation.

We fully support the recommendations. They provide the desired and necessary clarity and process for equitable sharing of infrastructure development costs between the initial developer and future benefitting owners or developers. This revised Policy will support timely economic development investment decisions with assurance the costs of infrastructure that benefit future developers can be recovered. This is a critical awareness for the initial developer to balance risk and opportunity when making the investment decision. The initial developer knowingly takes the market and timing risk. This Policy will ensure the costs are equitably shared over time.

Please accept this communication as Long Lake Investments Inc support and request that City Council concur in the recommendations to adopt this Policy. It is another progressive and insightful step towards achieving the goals and vision of the Design Regina OCP.

Respectfully Submitted

Bob Linner MCIP RPP on behalf of Long Lake Investments Inc

February 18, 2019

Finance and Administration Committee: Endeavour to Assist Amendment to Servicing Agreement and Development Levy Policy

Date	February 26, 2020
To	His Worship the Mayor and Members of City Council
From	Finance & Administration Committee
Service Area	City Planning & Community Development
Item #	CR20-12

RECOMMENDATION

The Finance and Administrative Committee recommends that City Council:

1. Approve the *Administration of Servicing Agreement and Development Levy Agreement Policy*, which is attached as Appendix A to this report; and
2. Direct the City Solicitor to prepare the necessary bylaw to amend *The Development Levy Bylaw No. 2011-16* to reflect the changes set out and approved by this report and, specifically the changes to *Administration of Servicing Agreement and Development Levy Agreement Policy* and to give requisite public notice of Council's intention to consider such bylaw.

HISTORY

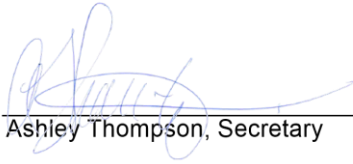
At the February 12, 2020 meeting of the Finance and Administration Committee, the Committee considered the attached FA20-3 report from the City Planning & Community Development Division.

Stu Niebergall, Evan Hunchak and Chad Jedlic, representing Regina & Region Home Builders' Association, addressed the Committee.

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #3 does not require City Council approval.

Respectfully submitted,

FINANCE AND ADMINISTRATION COMMITTEE

A handwritten signature in blue ink, appearing to read 'Ashley Thompson', is written over a horizontal line.

Ashley Thompson, Secretary

2/18/2020

ATTACHMENTS

FA20-3 - Endeavour to Assist Policy Amendment.pdf

Appendix A- Administration of Servicing Agreements and Development Levy Agreements
Policy

Endeavour to Assist Amendment to Servicing Agreement and Development Levy Policy

Date	February 12, 2020
To	Finance and Administration Committee
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	FA20-3

RECOMMENDATION

That the Finance and Administrative Committee recommend that City Council:

1. Approve the *Administration of Servicing Agreement and Development Levy Agreement Policy*, which is attached as Appendix A to this report.
2. Direct the City Solicitor to prepare the necessary bylaw to amend *The Development Levy Bylaw No. 2011-16* to reflect the changes set out and approved by this report and, specifically the changes to *Administration of Servicing Agreement and Development Levy Agreement Policy* and to give requisite public notice of Council's intention to consider such bylaw.
3. Approve these recommendations at its February 26, 2020 meeting.

ISSUE

The City of Regina (City) uses Servicing Agreement Fees (SAFs) and Development Levies (DLs) to fund major infrastructure work required for new growth and development in accordance with *The Planning and Development Act, 2007*.

In 2014, a major SAF/DL policy review was undertaken that resulted in a significant policy shift to focus SAF/DL on funding major infrastructure work. This decision changed the way infrastructure work was financed when constructing new areas of the city. Infrastructure work that had been funded by SAF/DL in the past, was now funded by developers directly.

To help manage this change, Part D – Endeavour to Assist was enacted within the *Administration of Servicing Agreement and Development Levy Agreement Policy*. The intent of Part D was to provide policy to help initial developers be reimbursed for the cost of infrastructure that benefits subsequent developers.

When this policy was applied to suitable agreements, it was found to lack clarity and fairness in two key areas: it was not inclusive to all infrastructure work that benefitted future developers, and the financial risk was not equitable for the initial developer.

Inclusiveness

The policy lacked definition of certain infrastructure work and excluded specific infrastructure work types. This caused issues when these types of infrastructure work are constructed for the benefit of a development area that includes multiple developers.

Financial Risk

Financially, the policy was inequitable for the initial developer, who was required to carry the debt caused by the infrastructure work until all the benefitting lands were developed. This impact is significant when development time frames span multiple decades.

IMPACTS

Financial Impact

While the policy will have no direct financial impact to the City, the policy will influence the financial relationship between the initial and subsequent developer. The proposed policy will provide the tools, clarity and support for more successful negotiations of infrastructure cost sharing between initial developer and subsequent developer. The proposed policy may reduce the involvement of the City in these developer to developer negotiations by eliminating interpretation. The administrative efforts required to implement the proposed policy would be negligible compared to the current state.

The proposed policy includes the transfer of financial risk between initial developer and subsequent developer. The initial developer was previously required to carry the debt caused by the infrastructure work until all benefitting lands were developed. The proposed policy will allow the initial developer to transfer the remaining financial risk to a subsequent developer.

For the subsequent developer, the financial decision to develop must incorporate the cost of remaining financial risk of all benefitting lands. The subsequent developer always has the option to pay their share of the costs upfront to the initial developer.

Policy/Strategic Impact

The proposed policy amendment supports *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) Financial Policies to ensure revenue growth and sustainability. It supports the OCP's policies to "Ensure that growth pays for growth" in Goal 4 - Revenue Sources, Policy 1.16.

The amendments support the overall servicing principle that the developer pays for the capital cost of infrastructure work required to service new areas of the City. It also provides

clarity in the application of reimbursement to a developer of these initial costs when they include the value of infrastructure work that will benefit subsequent development or subdivision of other land.

There are no accessibility, environmental, direct risk/legal or other implications or considerations.

OTHER OPTIONS

Administration is recommending approval of the attached Appendix A, the *Administration of Servicing Agreement and Development Levy Agreement Policy*.

There are two alternative options:

Alternative Option 1 – Status quo. The policy, as it exists, continue to be utilized.

This option does not address any of the development communities' concerns noted in our industry working sessions, including the following:

- The policy currently requires the initial developer to carry the financial risk of the infrastructure work until the last of the future developers within the benefiting lands developed.
- The policy currently lacks clarity in terms of how the costs would be attributed to the benefiting lands.
- The eligibility of infrastructure work types is limited by the policy either through definition or exclusion.

Without the proposed revisions in the policy, the development community would be left with uncertainty when negotiating amongst themselves. This would lead to increased risk to their financial planning of development.

Alternative Option 2 – Within the proposed policy, remove the changes that relate to the transfer of financial risk from initial developer to subsequent developers from the policy.

The existing policy has no language for the transfer of financial risk. Under the current policy, the initial developer would be required to carry the cost of the shared infrastructure until all lands with the benefitting area are developed. The concerns of the development community related to the transfer of financial risk were clearly communicated in the industry workshops.

Most industry stakeholders support the transfer of financial risk amendment to the policy. Removing the transfer of financial risk from the proposed amendment would mean that fiscally smaller developers would only be responsible to reimburse the initial developer for their land and not the remaining lands within the benefiting area.

COMMUNICATIONS

The intent and timing of this report was presented at a December 18, 2019 stakeholder engagement session and interested parties were invited to attend the committee meeting as a delegation.

If approved, online and print communications material referring to the policy will be updated to reflect changes. Stakeholders will be notified of Council's decision. Public notice of council's intention to consider an amendment to *The Development Levy Bylaw, 2011* will be advertised in The Leader Post and otherwise given in accordance with the requirements of *The Planning and Development Act, 2007*.

DISCUSSION

The Endeavour to Assist provisions form the basis for contractual terms and conditions that are included in Servicing Agreements and Development Levy Agreements. They are a tool that supports an organized approach to development and fosters the efficient provision of infrastructure that anticipates and supports future contiguous growth as per the Phasing Plan in the OCP.

The intent of the provisions was that if an initial developer constructed eligible infrastructure work that was required to support subsequent development or subdivision of lands, then the policy would support future collection and reimbursement of the value of the "excess or extended services" required to be constructed by the initial developer. The policy supports the principles of maximizing infrastructure efficiency and supporting growth of surrounding areas.

The development industry requested revisions to the Endeavour to Assist portion of the Administration of Servicing Agreement and Development Levy Agreement Policy in 2016. The primary concerns were recorded as follows:

- The policy required the initial developer to carry the debt of the infrastructure work until the last of the future developers within the benefiting lands developed.
- The policy lacked clarity in terms of how the costs would be attributed to the benefiting lands.
- The eligibility of infrastructure work types was limited by the policy either through definition or exclusion.
- There was a specific urgent need for clarity around sanitary lift stations.

A communication strategy was developed in late 2016. The strategy included the development of a City and Industry working group that was represented by Regina & Region Home Builders' Association (RRHBA) and selected members. There were several working group sessions throughout 2017 and 2018.

Administration convened an industry working group to put in practice the application of the policy and to provide clarity to the Endeavour to Assist provisions. Collectively, there was an agreement to prioritize the Endeavour to Assist provisions as it applied to sanitary pump and lift stations as the first step. This decision was with a recognition that that other infrastructure work types also required examination. As a result, sanitary pump and lift stations were prioritized first and CR18-40 resolved the related concerns.

The industry working group continued to apply examples of the policy to bring forward a collaborative resolution. The results are summarized below:

- The definitions were altered to be inclusive for all infrastructure that could provide infrastructure capacity to future lands.
- The distribution and calculation of costing for each infrastructure type was further defined to provide clarity in its application.
- The policy was altered to allow for the transfer of financial risk. This will allow repayment of initial capital carrying costs back to the initial developer when any subsequent developer proceeds.

These solutions are found in the revised policy included as Appendix A of this report. Administration has discussed all changes with the development community and has received support for this proposed amendment. These discussions have provided Administration further understanding of other related interests of the development community related to our growth policies. Some of these interests will be further explored in the upcoming 2020 servicing agreement fee policy review.

A larger engagement session was held on December 18, 2019 with the RRHBA and Regina land developers who were involved in the stakeholder engagement of CM15-14. The intent of this session was to present the findings and resolutions of the working group.

DECISION HISTORY

The City updated its Servicing Agreement Fee (SAF) and Phasing policies on December 14, 2015 by approving the following policies through report CM15-14:

- Administration and Calculation of Servicing Agreement Fees and Development Levies;
- Administration of Servicing Agreements and Development Levy Agreements.

Part D of Administration of Servicing Agreements and Development Levy Agreements is Endeavor to Assist, which is designed to allow an initial developer to recover costs when the City has required the initial developer to provide “excess or extended” services.

The City further updated this policy to accommodate sanitary lift stations with *CR18-40 Endeavour to Assist Amendment to Servicing Agreement and Development Levy Agreement Policy*.

The recommendations contained in this report require City Council approval.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Fred Searle".

Fred Searle, Director, Planning & Development Services

Respectfully Submitted,

A handwritten signature in blue ink, appearing to read "Diana Hawryluk".

Diana Hawryluk, Executive Director, City Planning & Community Dev.

2/5/2020

Prepared by: Dustin McCall, Manager, Development Engineering

ATTACHMENTS

Appendix A- Administration of Servicing Agreements and Development Levy Agreements Policy

Administration of Servicing Agreements and Development Levy Agreements Policy

Policy Title:		Applies to:		
Administration of Servicing Agreements and Development Levy Agreements		City of Regina City Planning & Community Development		
Adopted by:		Dates:		Total # of Pages 12
City Council		Effective:	26-Feb-2020	
		Last Review:	30-Apr-2018	
		Next Review:	As required	
Policy #: 2018-2-CPD				
Authority:				
Adopted by resolution of City Council as per <i>The Planning and Development Act, 2007</i>				

1.0 Purpose

To provide for the orderly administration of Servicing Agreements for approved subdivisions and Development Levy Agreements for approved non-subdivided development by the adoption of standards and policies addressing security for performance of developers' covenants, the remittance of Servicing Agreement Fees or Development Levies in instalments, and Endeavour to Assist provisions.

2.0 Scope

This policy generally applies to both Servicing Agreements and Development Levy Agreements. It is noted in circumstances where statements apply to one type of agreement and not the other.

3.0 Definitions

Catchment Area: Means a geographical area of land that Infrastructure Work can provide services to.

Council: Means the council of the City of Regina, acting for the purposes of *The Planning and Development Act, 2007* as a municipality or an approving authority.

Developer: Means an applicant for subdivision approval who is required to enter into a Servicing Agreement pursuant to section 172 of *The Planning and Development Act, 2007*; or an applicant for a development permit or building permit who is required to enter into a Development Levy Agreement pursuant to the City's *Development Levy Bylaw, 2011* as may be amended from time to time and section 171 of *The Planning and Development Act, 2007*.

Development Area: Refers to the area shown for construction or development in schedules to a Development Levy Agreement.

Development Levy Agreement: Refers to the form of Development Levy Agreement, including Standard Conditions, adopted by the Council from time to time, and referred to in Administrative Reports respecting development applications as the City's "Standard Development Levy Agreement"; all subject to such changes as circumstances of development applications require and as may be approved or directed by Council.

Endeavour to Assist Agreement: Means the portion of the Servicing Agreement or Development Levy Agreement that addresses the methods by which the Initial Developer can recoup a proportion of the costs relating to Excess Infrastructure Capacity from developers of Future Benefitting Lands.

Endeavour to Assist Payments: Means the portion of the costs relating to Excess Infrastructure Capacity that are attributable to the Future Benefitting Lands, which are to be paid and satisfied to the Initial Developer through an Endeavour to Assist Agreement.

Engineering Submission: Means, for the purpose of this policy the following:

- A detailed engineering drawing set as per the requirements outlined in the Development Standards Manual;
- All electronic models and modeling results, analysis and calculations required for the design of water distribution, sanitary collection, and storm water systems in an acceptable format outlined in the Development Standards Manual or otherwise deemed acceptable to the City;
- Traffic Impact Analysis, Noise Studies or other requirements as outlined in the Concept Plan, Secondary Plan, Development Standards Manual; and
- Other requirements that may be deemed by the City to be relevant to subdivision.

Excess Infrastructure Capacity: Means the portion of Infrastructure Work the Initial Developer constructs which provides capacity in excess of that which is required for the lands being developed by the Initial Developer or which will service or provide a benefit to Future Benefitting Lands of a Future Developer. Costs related to the excess capacity shall be calculated based on a proportionate land area of the benefitting lands, unless indicated otherwise. The City may require technical analyses to confirm capacity.

Future Benefitting Lands: Means lands to be developed or subdivided in the future that will directly benefit from Excess Infrastructure Capacity constructed by the Initial Developer. The total Excess Infrastructure Capacity is calculated over a defined Catchment Area.

Future Developer: Means the subsequent developer or landowner who will develop the Future Benefitting Lands.

Greenfield Development: Refers to construction outside the Intensification Levy Boundary as is identified on the map in Appendix C of Policy # 2017-2-CPD as the 'Greenfield Area'.

Infrastructure Work: Has the meaning ascribed in the Servicing Agreement and Development Levy Agreement and is generally intended to refer to work or services related to streets, roads, grading and utilities to be provided, constructed or installed by a developer of an approved subdivision, excluding Landscaping Work.

Initial Developer: Means the developer who constructs the Excess Infrastructure Capacity that benefits other Future Benefitting Lands as part of the Infrastructure Work.

Intensification: Refers to the construction of new buildings or alterations to existing buildings within the Established Area that results in a higher intensity of use (e.g. developing a vacant site, increasing the number of legal residential Dwelling Units, increasing the Gross Floor Area of a commercial or industrial building).

Interest Rate: means the City of Regina's indicative pricing rate plus 2 % at the effective date of the Endeavour to Assist Agreement.

Intersection: Means, for the purpose of this policy, a point where two or more roads or pathways share the same space.

Landscape Drawing Submission: Means for the purpose of this policy the following:

- A detailed landscape drawing set submitted as per the requirements outlined in the Development Standards Manual; including:
- Dimensioned recreational facilities or elements within park space.

Landscaping Work: Has the meaning ascribed in the Servicing Agreement and Development Levy Agreement and is generally intended to refer to work or services related to the establishment of parks and landscaping and/or irrigation of public lands such as municipal reserve, environmental reserve, buffer strips, floodway fringe areas to be provided, constructed or installed by a developer of an approved subdivision, excluding Infrastructure Work.

Phase(s) or Phased Development: Refers to the registration and development of a portion only of an approved subdivision.

Road: Means, for the purposes of Part D of this policy, the public right-of-way comprised of a thoroughfare that has been paved or otherwise improved to allow travel by some form of conveyance.

Sanitary Main: Means, for the purposes of Part D of this policy, a pipe 200 mm or more in diameter that receives and conveys sanitary flows.

Servicing Agreement: Refers to the form of Servicing Agreement, including Standard Conditions, adopted by the Council from time to time, and referred to in Administrative Reports respecting subdivision or development applications as the City's "Standard Servicing Agreement"; all subject to such changes as circumstances of subdivision or development applications require and as may be approved or directed by Council.

Servicing Agreement Fee(s) / Development Levy(ies): Refers to the charges or levies adopted by Council from time to time pursuant to Part VIII of *The Planning and Development Act, 2007*.

Storm Water Collection System: Means, for the purposes of Part D of this policy, a pipe greater than 200 mm in diameter, pump station, detention facility, retention facility or channel that manages storm water.

Subdivision: Means an overall subdivision as will have been shown in a concept plan submitted by the Developer for approval by the Council and refers to the entire area as would be locally known as that named subdivision irrespective of approval of partial plans of subdivision or phased development thereof.

Traffic Signals: Means, for the purposes of this policy, a device or set of devices utilized to control traffic, pedestrians and other modes of transportation at an intersection.

Water Main: Means, for the purposes of this policy, a pipe 150 mm or more in diameter that delivers potable water within the distribution system network.

4.0 Policy

The Executive Director of City Planning and Community Development is authorized to prepare Servicing Agreements and Development Levy Agreements and arrange for the execution of same by the City Clerk, and thereafter administer Servicing Agreements and Development Levy Agreements, in accordance with the policies and procedures set forth in this Policy.

Part A – Financial Assurances for Completion of Work

Upon entering into Servicing Agreements, the Executive Director of City Planning and Community Development shall obtain securities in an approved form in the amount of 50% of the total estimated cost of the aggregate of Infrastructure Work and Landscaping Work.

The security may be varied upon the completion of Infrastructure Work and the issuance of a Completion Certificate to such effect, to an amount equaling:

- 10% of the total estimated cost of Infrastructure Work; plus 50% of the total estimated cost of all remaining Parks and Landscaping Work;
- provided that the amount of the security varied in accordance with this clause shall not exceed the original amount of security provided at the time of entering into the servicing agreement, nor shall the security be reduced to an amount less than the aggregate of 10% of the total cost of infrastructure work and 10% of the total cost of parks and landscaping work.

Upon completion of Landscaping Work and the issuance of a Completion Certificate to such effect, the security may be further reduced to;

- 10% of the total estimated cost of Infrastructure Work; plus 10% of the total estimated cost of Park and Landscaping Work.

Upon receipt of the Final Acceptance Certificate of the Infrastructure Work, the security may be further reduced to:

- 10% of the total estimated cost of Park and Landscaping Work;
- provided that a Completion Certificate for the Landscaping work has been issued. If a Completion Certificate for the Landscaping work has not been issued, the security shall remain at the aggregate of 10% of the total estimated cost of the Infrastructure Work plus the initial 50% of the estimated cost of all Parks and Landscaping Work. This security shall be maintained until a Completion Certificate for the Landscaping Work has been issued.

Upon receipt of the Final Acceptance Certificate of the Landscaping Work, the security may be released in its entirety provided that a Final Acceptance Certificate of the Infrastructure Work has been issued.

The provisions of this Part A apply to all Servicing Agreements unless the Council provides different terms in its resolution approving the relevant subdivision application or development.

Part B – Payment of Servicing Agreement Fees

For Greenfield Development

Servicing Agreements shall provide as follows in this Part B with regard to the payment of Servicing Agreement Fees in instalments.

Instalment payments on Servicing Agreement Fees will be accepted in Servicing Agreements having a Development Area of 2 or more hectares.

Instalments payments on Servicing Agreement Fees will be accepted in Servicing Agreements having a Development Area of less than 2 hectare to a limit of two Servicing Agreements per year per subdivision.

Instalments payments on Servicing Agreement Fees will be accepted in Servicing Agreements pertaining exclusively to a park having a Development Area of less than 2 hectares, to a limit of one Servicing Agreement per year per subdivision. This provision is in addition to the two Servicing Agreements per year described in the immediately preceding clause.

Notwithstanding the preceding clauses in this Part B, no instalment payments shall be allowed in any Servicing Agreement having a Development area of 0.75 hectares or less.

Instalment payments shall be as follows:

- (a) For Assessments in relation to Infrastructure:
 - 30% upon execution of the Servicing Agreement;
 - 40% upon the earlier of the issuance of a Certificate of Completion for Infrastructure Work or 9 months from the date of the Servicing Agreement;
 - 30% upon the earlier of the issuance of Final Acceptance Certificate for the Infrastructure Work or 18 months form the date of the Servicing Agreement.
- (b) For Assessment in relation to Parks and Recreation Facilities:
 - 50% upon the earlier of the issuance of a Certificate of Completion for Landscaping Work or 12 months from the date of the Servicing Agreement;
 - 50% upon the earlier of the issuance of Final Acceptance Certificate for the Landscaping Work or 24 months from the date of the Servicing Agreement.

Payment of the unremitted portion(s) of Servicing Agreement Fees shall at all times be secured by Letters of Credit in an approved form. The Letters of Credit may be reduced or surrendered, as the case may be, upon remittance by the Developer of an instalment on or payment of the balance of the Servicing Agreement Fees.

For Intensification Development

A Servicing Agreement Fee that has been imposed on a development within the established area (i.e. intensification) must be paid at the time of building permit, prior to issuance of the development permit.

If the amount owing is more than \$50,000, the Developer may opt to enter into a Servicing Agreement to facilitate payment in instalments:

- i. 34% upon application of the development permit (for the purposes of this policy, this will occur at the time of building permit);
- ii. 33% upon 12 months from the date of the application of the development permit; and
- iii. 33% upon 24 months from the date of the application of the development permit.

Payment of the unremitted portion(s) of Servicing Agreement Fees shall at all times be secured by Letters of Credit in an approved form. The Letters of Credit may be reduced or surrendered, as the case may be, upon remittance by the Developer of an instalment on or payment of the balance of the Servicing Agreement Fees.

Part C – Payment of Development Levies**For Greenfield Development**

Development Levy Agreements shall provide as follows in this Part C with regard to the payment of Development Levies in instalments.

Instalment payments on Development Levies will be accepted in Development Levy Agreements having a Development Area of 2 or more hectares.

Notwithstanding the preceding clauses in this Part C, no instalment payments shall be allowed in any Development Levy Agreement having a Development area of 0.75 hectares or less.

Instalment payments shall be as follows:

- a. For Assessments in relation to Infrastructure:
 - i. 30% upon execution of the Development Levy Agreement;
 - ii. 40% upon 9 months from the date of the Development Levy Agreement;
 - iii. 30% upon 18 months from the date of the Development Levy Agreement.
- b. For Assessment in relation to Parks and Recreation Facilities:
 - i. 50% upon 12 months from the date of the Development Levy Agreement;

- ii. 50% upon 24 months from the date of the Development Levy Agreement.

Payment of the unremitted portion(s) of Development Levies shall at all times be secured by Letters of Credit in an approved form. The Letters of Credit may be reduced or surrendered, as the case may be, upon remittance by the Developer of an instalment on or payment of the balance of the Development Levies.

For Intensification Development

A Development Levy that has been imposed on a development must be paid at the time of building permit, prior to issuance of the development permit.

If the amount owing is more than \$50,000, the Developer may opt to enter into a Development Levy Agreement to facilitate payment in instalments:

- iv. 34% upon application of the development permit (for the purposes of this policy, this will occur at the time of building permit);
- v. 33% upon 12 months from the date of the application of the development permit; and
- vi. 33% upon 24 months from the date of the application of the development permit.

Payment of the unremitted portion(s) of Development Levies shall at all times be secured by Letters of Credit in an approved form. The Letters of Credit may be reduced or surrendered, as the case may be, upon remittance by the Developer of an instalment on or payment of the balance of the Development Levies.

Part D – Endeavour to Assist

Where, pursuant to a Servicing Agreement or Development Levy Agreement, an Initial Developer is required to provide Excess Infrastructure Capacity, and upon application of the Initial Developer, the City may agree to include Endeavour to Assist provisions to apply in relation to lands within the Catchment Area serviced by the said Excess Infrastructure Capacity. The City will review all applications relating to Endeavour to Assist in accordance with its policies and the standards for development then in effect and will work with the Initial Developer to detail any arrangements, if any, in an Endeavour to Assist Agreement to be included within the said Servicing Agreement or Development Levy Agreement. The City reserves the right and sole discretion to determine the format of and what will qualify for an Endeavour to Assist Agreement.

Under the Endeavor to Assist, the City will agree to collect additional levies or fees from Future Developers and to reimburse the Initial Developer for the value of the Excess Infrastructure Capacity as a condition of providing development approvals or entering into a Servicing Agreement relating to the first phase of development for the area relating to the Future Benefitting Lands.

For further certainty, the City will require collection of all amounts payable relating to the full value of Excess Infrastructure Capacity built (or paid for) for

the initial developer from the future developer. This value of Excess Infrastructure Capacity shall be payable by the Future Developer as part of the first Servicing Agreement related to the subdivision containing the Future Benefitting Lands.

The Future Developer will be required to pay the Initial Developer for the full amount of Infrastructure Costs associated with all remaining Future Benefitting Lands.

Where the City collects payment from the Future Developer relating to Endeavour to Assist Payments, the City will pay all applicable sums to the Initial Developer within 30 days of receiving such payment.

The value of the Excess Infrastructure Capacity relating to Endeavour to Assist Payments shall be based on the actual unit costs that are detailed in the cost estimate included in the Initial Developer's Servicing Agreement. Only the following items shall be eligible to be included within Endeavour to Assist Payments:

- land or rights-of-way acquisition costs;
- construction costs;
- design and inspection costs for the works.

The following infrastructure types may be eligible for Endeavour to Assist:

- sanitary pump (or lift) stations
- sanitary mains;
- water mains;
- storm water collection systems;
- traffic signals;
- intersections;
- any road that requires more than a 22.0 metre dedicated right-of-way.

Roads that are greater than 22.0 metres in dedicated right-of-way width are eligible to be valued as Excess Infrastructure Capacity within this policy. The eligible cost shall be determined by the actual cost of the roadway less the average cost of a typical collector roadway (22.0 metres). Benefitting Lands that are within 200 metres of a lateral intersecting road are included in the contributing catchment area. Lands that require the extension of the same road within them would not be eligible for cost sharing.

Roads less than 22.0 metres right-of-way that exist on two properties are cost shared by both land owners. Intersections that share at least one point of intersect between the initial developer and future developer are eligible within this policy. Both at grade or grade separated intersections are eligible. Grade separated intersections shall be calculated based on a proportionate land catchment area of the benefitting lands, unless indicated otherwise.

Traffic signals that are warranted through the development and share an intersection with both the Initial Developer and Future Benefitting Lands are eligible to be valued as Excess Infrastructure Capacity within this policy.

Sanitary mains that have lateral connections are cost shared proportionately to the areas that are provided a direct service. Mains that are intended for conveyance are cost shared by proportionate land area for the entire benefitting lands catchment area.

Storm water systems that have lateral connections are cost shared proportionately to the areas that are provided a direct service. Systems that are intended for conveyance are cost shared by proportionate land area for the entire benefitting lands catchment area.

No costs for Excess Infrastructure Capacity that has been paid by the City shall be eligible to be included within Endeavour to Assist Payments.

The allocation of costs relating to Excess Infrastructure Capacity amongst the Initial Developer and the Future Developer will be determined by the Executive Director of City Planning & Community Development or their delegate. Generally, costs related to all Excess Infrastructure Capacity defined in the Endeavour to Assist Agreement shall be allocated over a proportionate Catchment Area.

The Endeavour to Assist Payments shall be escalated at a rate of interest equal to the Interest Rate defined within the policy.

The maximum term of an Endeavour to Assist Agreement shall be for 20 years; however, it will expire once all Endeavour to Assist Payments have been received. The Endeavour to Assist Agreement may be renewed by the mutual agreement of the City and the Initial Developer prior to its expiry, as initiated by the Initial Developer. No payment shall be made to the Initial Developer or required of the Future Developer after the Endeavour to Assist Agreement has expired, and the City shall have no obligation or liability relating to the collection or payment of Endeavour to Assist Payments following the termination of the Endeavour to Assist Agreement. The Initial Developer shall acknowledge that the City is not responsible for the payment of any Endeavour to Assist Payments to the Initial Developer in the event that Future Benefitting Lands do not develop within the term of the Endeavour to Assist Agreement.

Upon execution of an Endeavour to Assist Agreement an interest shall be registered on the title in favour of the City as against the Future Benefitting Lands specifying that the development of those lands is subject to the payment of an Endeavour to Assist Payment by the Future Developer.

All developers are cautioned that the standards and levels of service required by the City of Regina change from time to time. As a result, the City does not and cannot guarantee that the services provided under the Endeavour to Assist

Agreement will meet the standards required at the time of subdivision approval, development permit or building permit issuance for the Future Benefitting Lands.

If the capacity of infrastructure originally intended for the Future Benefitting Lands is no longer available due to development that has occurred, then the City shall not endeavor to collect funds from the Future Developers to contribute to the Initial Developer's costs for that infrastructure.

The City may require additional Infrastructure Works when the Future Benefitting Lands develop, and the Future Developer will be responsible for all such costs relating to the Future Benefitting Lands as may be applicable at that time.

Part E – Application Requirements

Prior to the issuance of a Servicing Agreement or a Development Levy Agreement, the following submissions must be made to the satisfaction of the City prior to December 31:

- Secondary Plan or Concept Plan approval if deemed required in accordance with Policies 14.23 and 14.27 of *Design Regina, The Official Community Plan Bylaw 2013-48*;
- Zoning approval;
- Application for subdivision;
- Receipt by the City of an Engineering Submission;
- Receipt by the City of a Landscape Drawing Submission;
- Formal written request to enter into a servicing or development levy agreement.

Any amendments to the above submission requirements may be considered and approved at the discretion of the Manager of Development Engineering.

Upon confirmation that the above submissions have been received to the City's satisfaction, the City will assign a Servicing or Development Levy Agreement number to the application.

The development proponent will have six months from the date the Servicing or Development Levy Agreement number is assigned to enter into the Servicing or Development Levy Agreement with the City of Regina.

In the event that the development proponent fails to enter into a Servicing or Development Levy Agreement within six months from the date the Servicing or Development Levy Agreement number is assigned, the Servicing or Development Levy Agreement will be deemed invalid and the Servicing Agreement Fee or Development Levy Rate and Policy in effect at the date the Servicing or Development Levy Agreement number was assigned will no longer be in effect.

5.0 Roles & Responsibilities

The Executive Director of City Planning & Community Development, when reviewing subdivision applications, shall attempt to identify aspects of the subdivision application which may require any departure from approved Servicing Agreement forms and policies. The intent of this requirement is to provide the council and its commissions, boards and committees with sufficient information to identify and adopt specific resolutions authorizing the departure from practices and procedures identified in this document.

Development Levy Agreements will be approved as described in *The Planning & Development Act, 2007*.

All Servicing Agreements and Development Levy Agreements shall be executed by the City Clerk, and one original executed copy thereof shall be maintained in the Office of the City Clerk. The City Clerk shall not execute any Servicing Agreement or Development Levy Agreement unless an original executed copy thereof has been approved as to form and content by the City Solicitor.

All Financial Securities taken under the terms of Servicing Agreements shall be deposited in the vault maintained by the Director of Finance.

The Executive Director of City Planning & Community Development shall, when retrieving original securities for reduction or return to the Developer or the issuing institution, provide the Director of Finance with a statement which identifies the payments received or the certificates issued by the Executive Director of City Planning & Community Development which condition the release or the reduction of security, and which further identifies the accounts to which any payment shall be credited under the requirements of *The Planning and Development Act, 2007*.

6.0 Revision History

Date	Description of Change	(Re)-Approval Required (y/n)
16-Dec-1996	Initial Release (Report CR96-311).	Yes
24-Mar-1997	Revised by Resolution of City Council (Report CR97-81)	Yes
29-Sep-2010	Revised by Resolution of City Council (Report CR10-105)	Yes
14-Dec-2015	Revised by Resolution of City Council to add Parts D and E (Report CM15-14)	Yes
30-Apr-2018	Clarified application of Endeavour to Assist policy to sanitary pump or lift stations	Yes
25-Jun-2018	Revised to reflect terms for collecting intensification levies	Yes
12-Feb-2020	Revised to update Endeavor to Assist	Yes

Regina Planning Commission: Zoning Bylaw Amendment Application (PL201900036) – 1550 Saskatchewan Drive

Date	February 26, 2020
To	His Worship the Mayor and Members of City Council
From	Regina Planning Commission
Service Area	Planning & Development Services
Item #	CR20-13

RECOMMENDATION

Regina Planning Commission recommends that City Council:

1. Approve the rezoning and Official Community Plan amendment application from IL – Light Industrial to MH – Mixed High Rise on Lots: 29 To 42, Block: 248, Plan: OLD33, Lots: 4 to 10, Block: 248, Plan: OLD33 and Lot: A, Block: 248, Plan:100299056 at 1525 South Railway Street, 1550 Saskatchewan Drive, 1630 St John Street, 1625 Halifax Street, 1631 Halifax Street and 1647 Halifax Street in the Core Area Neighbourhood.
2. Direct the City Solicitor to prepare the necessary bylaws to amend *The Regina Zoning Bylaw, 2019* and *Design Regina: The Official Community Plan Bylaw No 2013-48* to authorize the amendments as set out in this report.

HISTORY

At the February 6, 2020 meeting of Regina Planning Commission, the Commission considered the attached report RPC20-5 from the City Planning & Development Division.

Recommendation #3 does not need City Council approval.

Respectfully submitted,

REGINA PLANNING COMMISSION


Elaine Gohlke, Secretary 2/14/2020

ATTACHMENTS

RPC20-5 Zoning Bylaw Amendment Application (PL201900036) – 1550 Saskatchewan Drive

Appendix A-1

Appendix A-2

Appendix A-3

Zoning Bylaw Amendment Application (PL201900036) – 1550 Saskatchewan Drive

Date	February 6, 2020
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC20-5

RECOMMENDATION

Regina Planning Commission recommends that City Council:

1. Approve the rezoning and Official Community Plan amendment application from IL – Light Industrial to MH – Mixed High Rise on Lots: 29 To 42, Block: 248, Plan: OLD33, Lots: 4 to 10, Block: 248, Plan: OLD33 and Lot: A, Block: 248, Plan: 100299056 at 1525 South Railway Street, 1550 Saskatchewan Drive, 1630 St John Street, 1625 Halifax Street, 1631 Halifax Street and 1647 Halifax Street in the Core Area Neighbourhood.
2. Direct the City Solicitor to prepare the necessary bylaws to amend *The Regina Zoning Bylaw, 2019* and *Design Regina: The Official Community Plan Bylaw No 2013-48* to authorize the amendments as set out in this report.
3. Approve these recommendations at its February 26, 2020 meeting, to allow sufficient time to advertise the required public notice for the respective bylaws.

ISSUE

Anthony Marquart on behalf of Fitzroyalty Management GP Inc. (the Applicant), submitted application to rezone the subject properties from IA1 – Light Industrial to MAC - Major Arterial Commercial, to facilitate development of land uses for commercial mixed-use purposes. This application was submitted under *Regina Zoning Bylaw No. 9250*, which was in effect until December 20, 2019. *The Regina Zoning Bylaw 2019* was adopted before the consideration of this application by Regina Planning Commission and City Council and under the new bylaw the subject properties will be rezoned from IL – Industrial Light Zone to MH- Mixed High-Rise Zone.

Current policies within Core Area Neighbourhood Plan (Official Community Plan – Part B.8) identify this location for light industrial land use. As such, the proposed rezoning would require amendments to OCP Part B.8.

There is no associated development application with this rezoning application.

The proposal has been assessed and is deemed to comply with the Zoning Bylaw and *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP). The proposed change in land use necessitates an amendment to the Core Area Neighbourhood Plan (Appendix A-3).

Financial Impacts

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 new, or changes to existing, infrastructure that may be required to directly or indirectly support any proposed development that may follow, in accordance with City standards and applicable legal requirements.

Policy/Strategic Impact

The proposed development supports the following OCP goals/ policies:

- Section C, Goal 3, Policy 2.7: 7 Direct future higher density intensification to the City Centre, existing Urban Centres and Corridors and adjacent Intensification Area where an adequate level of service and appropriate intensity and land use can be provided.
- Section D10, Goal 1, Policy 12.2: Minimize regulatory barriers to economic growth to the greatest possible extent while balancing the needs and aspirations of all Regina residents, fee-and taxpayers, and the sustainability of the city.

The subject site is located within the City Centre as identified on Map 1 – Growth Plan in OCP Part A – Citywide Plan.

OTHER OPTIONS

Alternative options would be to refer the application back to Administration or deny the application.

COMMUNICATIONS

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.

DISCUSSION

The applicant proposes to rezone the subject properties from IA1 – Light Industrial to MAC - Major Arterial Commercial. The City of Regina has adopted *Regina Zoning Bylaw No. 2019-19* since this application was made and will result in the property being rezoned to MH – Mixed High-Rise Zone. The properties currently consist of largely vacant land and an SGI Driver Exam Office. There is no associated development application with this rezoning application.

Current policies within Core Area Neighbourhood Plan (OCP – Part B.8) identify this location for light industrial land use. As such, the proposed rezoning would require amendments to OCP Part B.8. The Administration supports the amendment to the plan on the basis that these properties are adjacent to downtown, as well as to existing MH – Mixed-Rise Zone properties, and act as a future commercial gateway into the Downtown.

Immediate neighbouring properties received letters and a public notification sign was posted on the site. The Heritage Community Association was contacted. No comments were received.

Through the review, no public opposition or compliance issues were identified.

DECISION HISTORY

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

Respectfully Submitted,



Fred Scarle, Director, Planning & Development Services

Respectfully Submitted,



1/20/2020

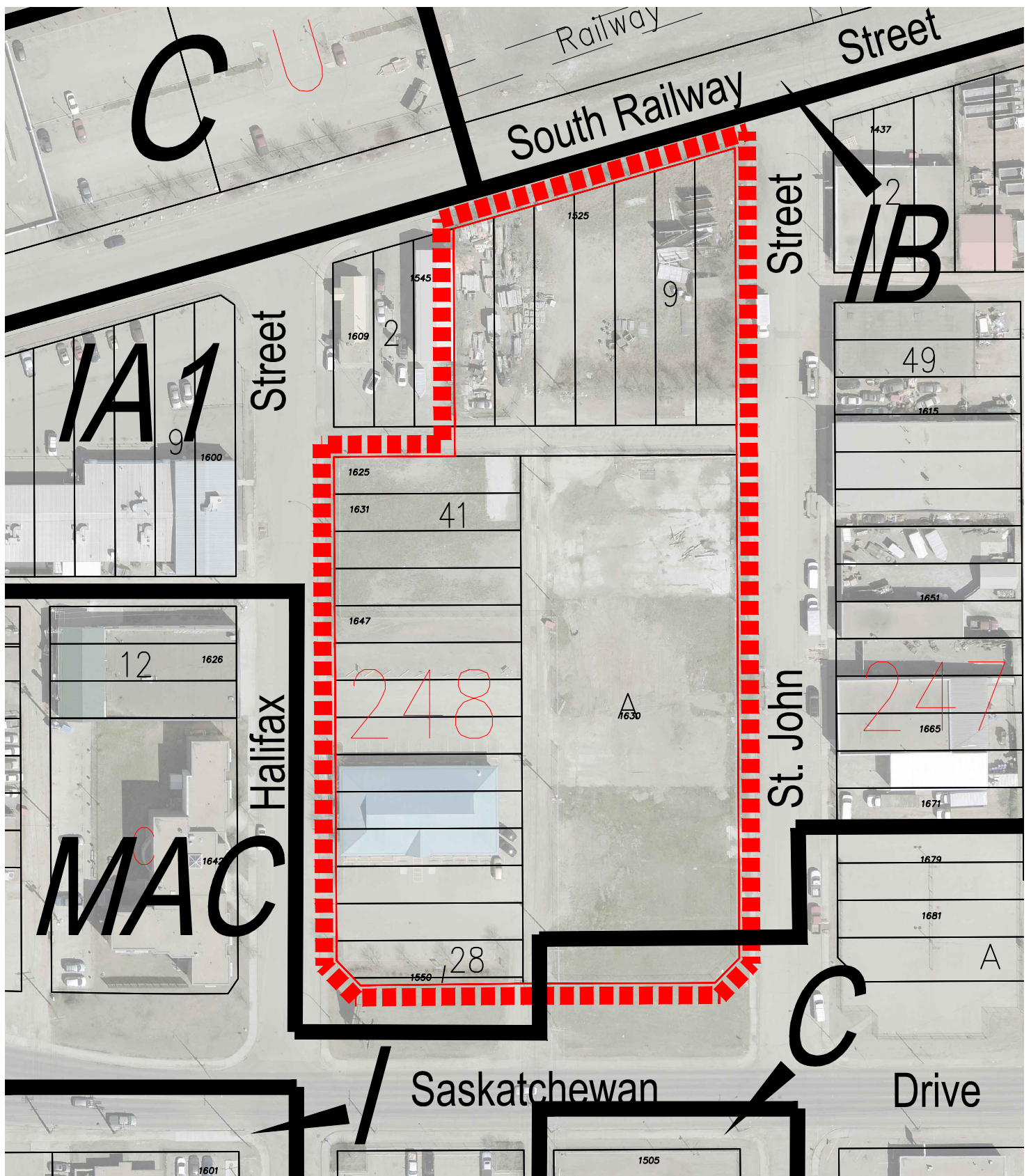
Diana Hawryluk, Executive Director, City Planning & Community Dev.

1/22/2020

Prepared by: Michael Sliva, City Planner II

ATTACHMENTS

Appendix A-1
Appendix A-2
Appendix A-3



Subject Property

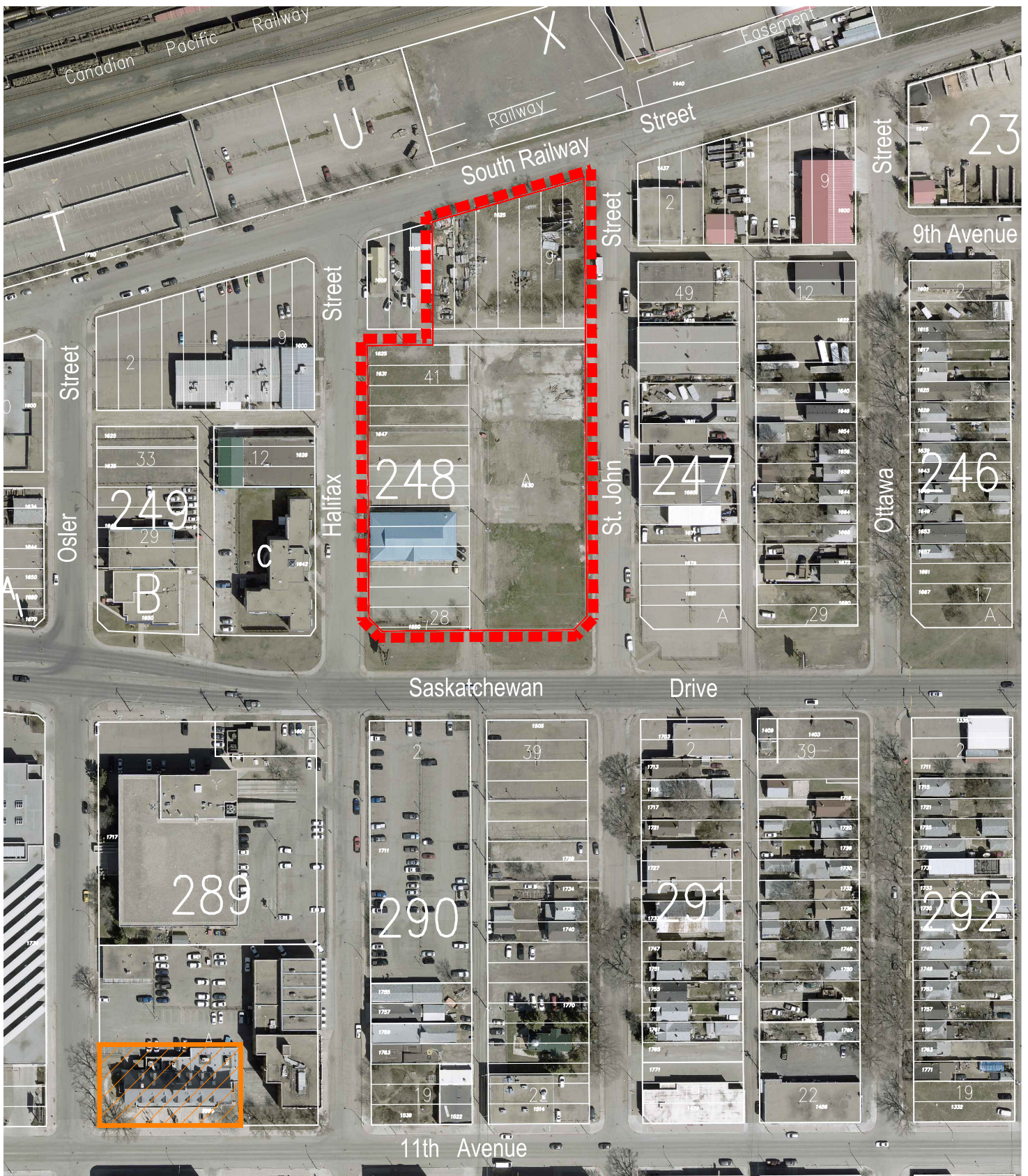
Date of Photography : 2018



Project PL201900033

Civic Address/Subdivision

1525 South Railway Street
1630 St. John Street
1625, 1631, 1647 Halifax Street and 1550 Saskatchewan Drive



Date of Photography: 2018



Subject Property

Project PL201900033

Civic Address/Subdivision

1525 South Railway Street
1630 St. John Street
1625, 1631, 1647 Halifax Street and 1550 Saskatchewan Drive

Appendix A-3

Building	Address	Legal Description	Use to be Allowed
a) Office building	2323 Broad Street	Lot 32, Block 464 Plan 101169109 Ext. 201 and Lot 3, Block 464, Plan Old 33	Office building and accessory parking
b) Commercial Building	1510 12th Avenue and 1872 St. John Street	Lots 21-24, Block 301, Plan No. OLD33	MX – Mixed Residential Business
c) Existing Residence	1636 College Avenue	Lot 8, Block 465, Plan Old 33, Ext. 0 as described on Certificate of Title No. 90R24816	A specialty Medical Clinic to accommodate a maximum of four medical specialists
d) Future Commercial Use	1525 South Railway Street 1550 Saskatchewan Drive 1630 St John Street 1625 Halifax Street 1631 Halifax Street 1647 Halifax Street	Lots: 29 To 42, Block: 248, Plan: OLD33; Lots: 4 To 10, Block: 248, Plan: OLD33; Lot: A, Block: 248, Plan:100299056	Future mixed commercial and residential

Borrowing Bylaw Supplementary Report

Date	February 26, 2020
To	City Council
From	Financial Strategy & Sustainability
Service Area	Financial Services
Item No.	CM20-4

RECOMMENDATION

That City Council receive and file this report.

ISSUE

On January 29, 2020, City Council approved (through report CR20-7) that the Executive Director, Financial Strategy and Sustainability be authorized to negotiate the banking and related agreements with the highest ranked proponent who responded to the City's Request for Proposals (RFP) and that the required borrowing bylaw be brought forward for approval by Council at a later date. As the negotiations are close to being finalized, the borrowing bylaw is being brought forward to the February 26, 2020 Council meeting for approval. This supplemental report provides information about the operating line of credit and corporate credit card (procurement/ purchasing card) facility that are set out in the borrowing bylaw.

IMPACTS

Financial Impact

The City Administration is recommending that the City's operating line of credit be set at a \$9 million maximum and that the corporate credit card facility be limited to up to \$1 million. Both of these types of debt are a form of short term borrowing as they are repayable within the current year (i.e. the debt is not outstanding for more than 365 days).

The proposed borrowing of \$10 million is within the City's authorized debt limit of \$450 million. The City's total outstanding debt as of December 31, 2019, was \$301.5 million, 67% of the debt limit approved by the Saskatchewan Municipal Board.

In addition to this limit, section 136 of *The Cities Act* states that the amount to be borrowed for the purpose of financing operating expenditures, together with the unpaid principal of other borrowings made for that purpose, may not exceed an amount equal to twice the amount the city estimates that it will raise in taxes in the year the borrowing is made and that the City will receive in unconditional provincial or federal grants the year the borrowing is made. The City Administration confirms that the borrowing contemplated also falls within this limit.

There are no accessibility, environmental or other implications or considerations.

OTHER OPTIONS

The City could choose not to have an operating line of credit and corporate credit card program. This is not recommended as these are important and essential to the City's operations. A common practice across all municipalities, an operating line of credit provides the City with financial flexibility to respond to emergency situations. The corporate credit cards can offer a wide range of financial and operational benefits. This includes cash rebates on corporate purchases and streamline expense management for the organization.

COMMUNICATIONS

Public notice is required to be provided for Council to consider borrowing. The borrowing contemplated in this report was advertised on the City's website and public notice board on January 3, 2020 and the Leader Post on January 4, 2020.

DISCUSSION

Through report CR 20-7, the Executive Director, Financial Strategy and Sustainability was delegated the authority to designate and appoint the City's financial institution based on the results of the City's RFP. This included the authority to negotiate, approve, award and enter into the various banking agreements. City Administration is close to finalizing the various banking agreements that have been negotiated with the Bank of Montreal, which was the highest ranked proponent from the RFP adjudication process. The short-term debt contemplated in the agreements, however, must be authorized by Council through a borrowing bylaw. The following provides some details on the operating line of credit and corporate credit card facility.

Operating Line of Credit

Historically, the City has obtained a \$20 million operating line of credit to provide the City with financial flexibility to respond to emergency situations or where funds are not immediately available in the City's bank account to meet a payment obligation. Through an assessment of the City's short-term borrowing needs, Financial Services recommends that this amount be reduced so that the operating line of credit be set at \$9 million.

The \$9 million is sufficient in the event of a liquidity constraint requiring the City to use short-term debt as contingency until short-term investments are liquidated. The City's short-term investments can be available as cash within four business days in the unlikely event that the line of credit is exhausted. In addition, in terms of cash flow, the City is currently working towards improved planning of cashflows through projects to help manage financial risk, governance around capital expenditures and capital carry-forward.

Lowering the limit of the line of credit from \$20 million to \$9 million will also reduce the City's debt limit impact. With the \$1 million corporate credit card facility and \$9 million line of credit, the debt limit impact is reduced from 4.4% to 2.2%. In addition, reducing the amount is reasonable given that the operating line of credit has rarely been used by the City. As a contingency, the line of credit has only been utilized once since it was established and was repaid within four hours.

Access to the operating line of credit with the Bank of Montreal will be effective September 1, 2020 when the current banking contract expires. This debt is required to be repayable over a term not exceeding one year from the date of the borrowing. The debt is available at the City's option by way of a prime rate-based loan minus 1.00% (2.95%) or letters of credit up to a maximum of \$5,000,000 having a term of up to one year which include a letter of credit fee. The source of money to be used to repay the principal and any interest owing under the line of credit includes municipal property taxes and the general fund reserve.

Corporate Credit Card (Procurement / Purchasing Card) Facility

As part of the banking RFP, the City asked for proposals on providing a procurement/purchasing card program. The City has historically had a purchasing card program that allows certain authorized employees to use corporate credit cards to pay for authorized business expenses instead of relying on their own credit cards or the City requisitioning cheques for each purchase. In addition to corporate credit cards being convenient, these credit cards can offer a wide range of financial, operational and security benefits. This includes cash rebates on corporate purchases, statement reporting for spend analysis and simplify purchase transactions.

In addition to the \$9 million operating line of credit, the City recommends entering into agreements with the Bank of Montreal and BMO Harris Bank N.A. for up to a \$1 million Mastercard corporate credit card facility. Access to this facility will be effective May 1, 2020 when the current contract expires. This debt is repayable in accordance with the Mastercard Agreement which provides that the principal and interest is due and payable in full monthly. The source of money to be used to repay the principal and any interest owing under the corporate credit card facility includes municipal property taxes and the general fund reserve.

DECISION HISTORY

On January 29, 2020 City Council approved (through report CR20-7) that the Executive Director, Financial Strategy and Sustainability be authorized to negotiate the banking and

related agreements with the highest ranked proponent who responded to the City's Request for Proposals (RFP) and that the required borrowing bylaw be brought forward for approval by Council at a later date. As the borrowing bylaw is being brought forward to the February 26, 2020 Council meeting, this report provides further information to support the borrowing bylaw.


Respectfully Submitted,

Respectfully Submitted,



Carla Koot, Manager, Accounting Services

2/18/2020



Shauna Pzdel, A. Exec. Dir., Financial Strategy & Sustainability

2/19/2020

Prepared by: Calvin Ear, Financial Business Partner

BYLAW NO. 2020-8

THE REGINA ZONING AMENDMENT BYLAW, 2020

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 The purpose of this Bylaw is to amend *The Regina Zoning Bylaw, 2019* by re-zoning the subject lands to prescribe the land uses and development regulations that apply to the lands.
- 2 The authority for this Bylaw is section 46 of *The Planning and Development Act, 2007*.
- 3 Schedule “A” of *The Regina Zoning Bylaw, 2019* is amended in the manner set forth in this Bylaw.
- 4 Chapter 19 – Zoning Maps (Map No. 2888-A) is amended by rezoning the lands in Regina, Saskatchewan as outlined on the map attached as Appendix “A”, legally described as:

Legal Address: **Lots 28 – 42, Block 248, Plan OLD33**
 Lots 4 – 10, Block 248, Plan OLD33
 Lot A, Block 248, Plan 100299056

Civic Address: **1525 South Railway Street, 1550 Saskatchewan Drive,**
 1630 St. John Street, 1625 Halifax Street, 1631 Halifax
 Street, 1647 Halifax Street

Current Zoning: **IL – Light Industrial Zone**

Proposed Zoning: **MH – Mixed High-Rise Zone**

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

READ A FIRST TIME THIS 26th DAY OF February 2020.

READ A SECOND TIME THIS 26th DAY OF February 2020.

READ A THIRD TIME AND PASSED THIS 26th DAY OF February 2020.

Mayor

City Clerk

(SEAL)

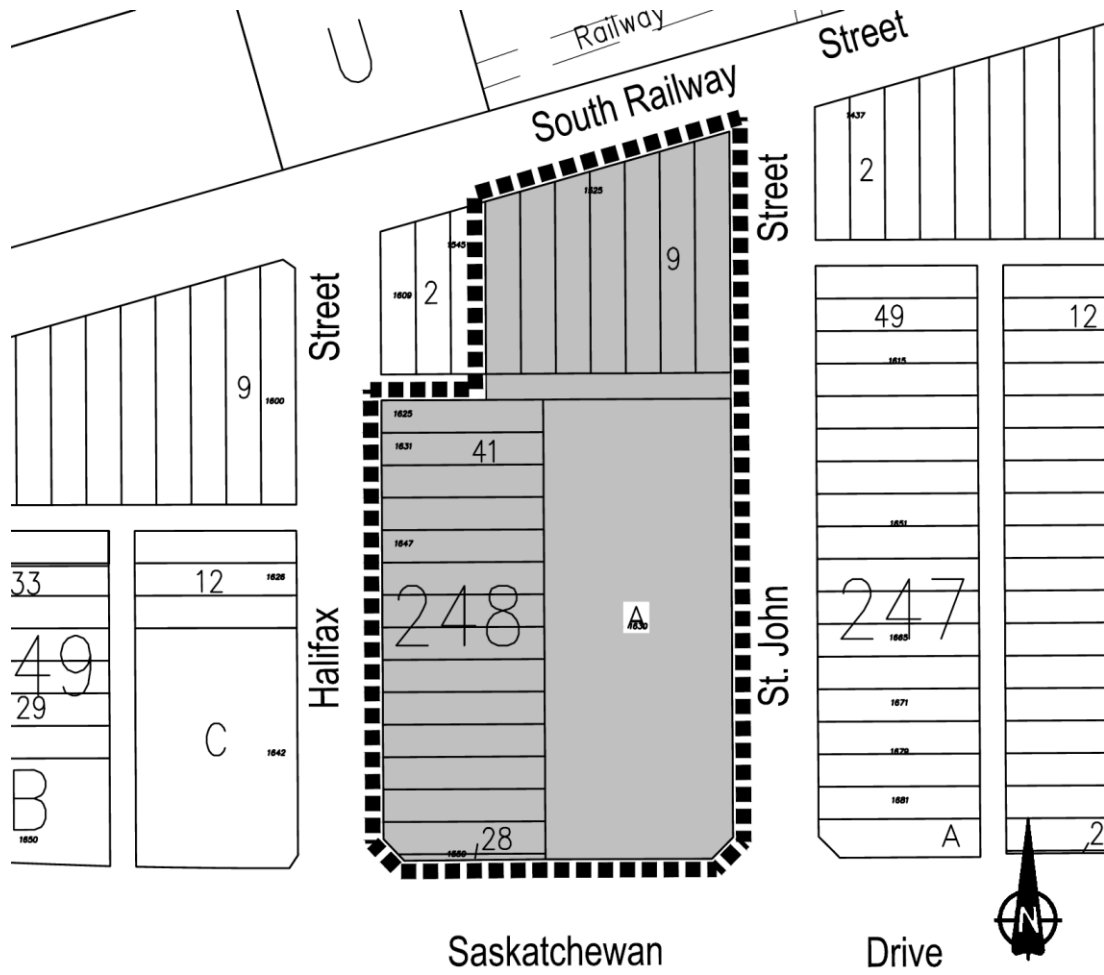
CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

APPENDIX "A"



ABSTRACT

BYLAW NO. 2020-8

THE REGINA ZONING AMENDMENT BYLAW, 2020

PURPOSE:	To amend <i>The Regina Zoning Bylaw, 2019</i> .
ABSTRACT:	The proposed amendment is to re-zone the subject lands to prescribe the specific land uses and development regulations that will apply to the lands.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, February 6, 2020, RPC20-5.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw 2019</i>
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning & Community Development
INITIATING DEPARTMENT:	Planning & Development Services

BYLAW NO. 2020-9

DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN
AMENDMENT BYLAW, 2020 (No. 3)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 The purpose of this Bylaw is to amend *Design Regina: The Official Community Plan Bylaw* to facilitate development of land uses for commercial and mixed-use purposes as defined within the Core Area Neighbourhood Plan.
- 2 The authority for this Bylaw is part IV, section 29(2) of *The Planning and Development Act, 2007*.
- 3 Schedule “A” of Bylaw No. 2019-48, being *Design Regina: The Official Community Plan Bylaw* is amended in the manner set forth in this Bylaw.
- 4 Part B.8, Section 9 – Exceptions is repealed and the following substituted:

“9. The exceptions to the policies in this Part are only as follows:

Building	Address	Legal Description	Use to be Allowed
a) Office Building	2323 Broad Street	Lot 32, Block 464, Plan 101169109, Ext. 201 and Lot 3, Block 464, Plan Old 33	Office building and accessory parking
b) Commercial Building	1510 12 th Avenue and 1872 St. John Street	Lots 21-24, Block 301, Plan No. OLD33	MX – Mixed Residential Business
c) Existing Residence	1636 College Avenue	Lot 8, Block 465, Plan Old 33, Ext. 0 as described on Certificate of Title No. 90R24816	A specialty Medical Clinic to accommodate a maximum of four medical specialists
d) Future Commercial Use	1525 South Railway Street	Lots 29-42, Block 248, Plan OLD33	Future mixed commercial and residential

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

City Solicitor

	1550 Saskatchewan Drive 1630 St. John Street 1625 Halifax Street 1631 Halifax Street 1647 Halifax Street	Lots 4-10, Block 248, Plan OLD33, Lot A, Block 248, Plan 100299056	
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”

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

READ A FIRST TIME THIS 26th DAY OF February 2020.

READ A SECOND TIME THIS 26th DAY OF February 2020.

READ A THIRD TIME AND PASSED THIS 26th DAY OF February 2020.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

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

Ministry of Government Relations

ABSTRACT

BYLAW NO. 2020-9

DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW, 2020 (No. 3)

PURPOSE:	To amend <i>Design Regina: The Official Community Plan Bylaw</i> .
ABSTRACT:	The proposed amendment will facilitate development of land uses for commercial and mixed-use purposes as defined within the Core Area Neighbourhood Plan.
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, February 6, 2020, RPC20-5.
AMENDS/REPEALS:	Amends <i>Design Regina: The Official Community Plan Bylaw</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning & Community Development
INITIATING DEPARTMENT:	Planning & Development Services

BYLAW NO. 2020-10

THE DEVELOPMENT LEVY AMENDMENT BYLAW, 2020

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 The purpose of this Bylaw is to amend *The Development Levy Bylaw, 2011* to clarify how the City will collect and reimburse developers for the value of built excess infrastructure.
- 2 The authority for this Bylaw is section 169 and section 173 of *The Planning and Development Act, 2007*.
- 3 Bylaw No. 2011-16 being *The Development Levy Bylaw, 2011* is amended in the manner set forth in this Bylaw.
- 4 Schedule "D" is repealed and the attached Schedule "D" is substituted.
- 5 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 26th DAY OF February 2020.

READ A SECOND TIME THIS 26th DAY OF February 2020.

READ A THIRD TIME AND PASSED THIS 26th DAY OF February 2020.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

SCHEDULE “D”



Administration of Servicing Agreements and Development Levy Agreements Policy

Policy Title:		Applies to:	
Administration of Servicing Agreements and Development Levy Agreements		City of Regina City Planning & Community Development	
Adopted by:	Dates:	Total # of Pages	
City Council	Effective:	26-Feb-2020	12
	Last Review:	30-Apr-2018	
	Next Review:	As required	
Policy #: 2018-2-CPD			
Authority:			
Adopted by resolution of City Council as per <i>The Planning and Development Act, 2007</i>			

1.0 Purpose

To provide for the orderly administration of Servicing Agreements for approved subdivisions and Development Levy Agreements for approved non-subdivided development by the adoption of standards and policies addressing security for performance of developers' covenants, the remittance of Servicing Agreement Fees or Development Levies in instalments, and Endeavour to Assist provisions.

2.0 Scope

This policy generally applies to both Servicing Agreements and Development Levy Agreements. It is noted in circumstances where statements apply to one type of agreement and not the other.

3.0 Definitions

Catchment Area: Means a geographical area of land that Infrastructure Work can provide services to.

Council: Means the council of the City of Regina, acting for the purposes of *The Planning and Development Act, 2007* as a municipality or an approving authority.

Developer: Means an applicant for subdivision approval who is required to enter into a Servicing Agreement pursuant to section 172 of *The Planning and Development Act, 2007*; or an applicant for a development permit or building permit who is required to enter into a Development Levy Agreement pursuant to the City's *Development Levy Bylaw, 2011* as may be amended from time to time and section 171 of *The Planning and Development Act, 2007*.

Development Area: Refers to the area shown for construction or development in schedules to a Development Levy Agreement.

Development Levy Agreement: Refers to the form of Development Levy Agreement, including Standard Conditions, adopted by the Council from time to time, and referred to in Administrative Reports respecting development applications as the City's "Standard Development Levy Agreement"; all subject to such changes as circumstances of development applications require and as may be approved or directed by Council.

Endeavour to Assist Agreement: Means the portion of the Servicing Agreement or Development Levy Agreement that addresses the methods by which the Initial Developer can recoup a proportion of the costs relating to Excess Infrastructure Capacity from developers of Future Benefitting Lands.

Endeavour to Assist Payments: Means the portion of the costs relating to Excess Infrastructure Capacity that are attributable to the Future Benefitting Lands, which are to be paid and satisfied to the Initial Developer through an Endeavour to Assist Agreement.

Engineering Submission: Means, for the purpose of this policy the following:

- A detailed engineering drawing set as per the requirements outlined in the Development Standards Manual;
- All electronic models and modeling results, analysis and calculations required for the design of water distribution, sanitary collection, and storm water systems in an acceptable format outlined in the Development Standards Manual or otherwise deemed acceptable to the City;
- Traffic Impact Analysis, Noise Studies or other requirements as outlined in the Concept Plan, Secondary Plan, Development Standards Manual; and
- Other requirements that may be deemed by the City to be relevant to subdivision.

Excess Infrastructure Capacity: Means the portion of Infrastructure Work the Initial Developer constructs which provides capacity in excess of that which is required for the lands being developed by the Initial Developer or which will service or provide a benefit to Future Benefitting Lands of a Future Developer. Costs related to the excess capacity shall be calculated based on a proportionate land area of the benefitting lands, unless indicated otherwise. The City may require technical analyses to confirm capacity.

Future Benefitting Lands: Means lands to be developed or subdivided in the future that will directly benefit from Excess Infrastructure Capacity constructed by the Initial Developer. The total Excess Infrastructure Capacity is calculated over a defined Catchment Area.

Future Developer: Means the subsequent developer or landowner who will develop the Future Benefitting Lands.

Greenfield Development: Refers to construction outside the Intensification Levy Boundary as is identified on the map in Appendix C of Policy # 2017-2-CPD as the 'Greenfield Area'.

Infrastructure Work: Has the meaning ascribed in the Servicing Agreement and Development Levy Agreement and is generally intended to refer to work or services related to streets, roads, grading and utilities to be provided, constructed or installed by a developer of an approved subdivision, excluding Landscaping Work.

Initial Developer: Means the developer who constructs the Excess Infrastructure Capacity that benefits other Future Benefitting Lands as part of the Infrastructure Work.

Intensification: Refers to the construction of new buildings or alterations to existing buildings within the Established Area that results in a higher intensity of use (e.g. developing a vacant site, increasing the number of legal residential Dwelling Units, increasing the Gross Floor Area of a commercial or industrial building).

Interest Rate: means the City of Regina's indicative pricing rate plus 2 % at the effective date of the Endeavour to Assist Agreement.

Intersection: Means, for the purpose of this policy, a point where two or more roads or pathways share the same space.

Landscape Drawing Submission: Means for the purpose of this policy the following:

- A detailed landscape drawing set submitted as per the requirements outlined in the Development Standards Manual; including:
- Dimensioned recreational facilities or elements within park space.

Landscaping Work: Has the meaning ascribed in the Servicing Agreement and Development Levy Agreement and is generally intended to refer to work or services related to the establishment of parks and landscaping and/or irrigation of public lands such as municipal reserve, environmental reserve, buffer strips, floodway fringe areas to be provided, constructed or installed by a developer of an approved subdivision, excluding Infrastructure Work.

Phase(s) or Phased Development: Refers to the registration and development of a portion only of an approved subdivision.

Road: Means, for the purposes of Part D of this policy, the public right-of-way comprised of a thoroughfare that has been paved or otherwise improved to allow travel by some form of conveyance.

Sanitary Main: Means, for the purposes of Part D of this policy, a pipe 200 mm or more in diameter that receives and conveys sanitary flows.

Servicing Agreement: Refers to the form of Servicing Agreement, including Standard Conditions, adopted by the Council from time to time, and referred to in Administrative Reports respecting subdivision or development applications as the City's "Standard Servicing Agreement"; all subject to such changes as circumstances of subdivision or development applications require and as may be approved or directed by Council.

Servicing Agreement Fee(s) / Development Levy(ies): Refers to the charges or levies adopted by Council from time to time pursuant to Part VIII of *The Planning and Development Act, 2007*.

Storm Water Collection System: Means, for the purposes of Part D of this policy, a pipe greater than 200 mm in diameter, pump station, detention facility, retention facility or channel that manages storm water.

Subdivision: Means an overall subdivision as will have been shown in a concept plan submitted by the Developer for approval by the Council and refers to the entire area as would be locally known as that named subdivision irrespective of approval of partial plans of subdivision or phased development thereof.

Traffic Signals: Means, for the purposes of this policy, a device or set of devices utilized to control traffic, pedestrians and other modes of transportation at an intersection.

Water Main: Means, for the purposes of this policy, a pipe 150 mm or more in diameter that delivers potable water within the distribution system network.

4.0 Policy

The Executive Director of City Planning and Community Development is authorized to prepare Servicing Agreements and Development Levy Agreements and arrange for the execution of same by the City Clerk, and thereafter administer Servicing Agreements and Development Levy Agreements, in accordance with the policies and procedures set forth in this Policy.

Part A – Financial Assurances for Completion of Work

Upon entering into Servicing Agreements, the Executive Director of City Planning and Community Development shall obtain securities in an approved form in the amount of 50% of the total estimated cost of the aggregate of Infrastructure Work and Landscaping Work.

The security may be varied upon the completion of Infrastructure Work and the issuance of a Completion Certificate to such effect, to an amount equaling:

- 10% of the total estimated cost of Infrastructure Work; plus 50% of the total estimated cost of all remaining Parks and Landscaping Work;
- provided that the amount of the security varied in accordance with this clause shall not exceed the original amount of security provided at the time of entering into the servicing agreement, nor shall the security be reduced to an amount less than the aggregate of 10% of the total cost of infrastructure work and 10% of the total cost of parks and landscaping work.

Upon completion of Landscaping Work and the issuance of a Completion Certificate to such effect, the security may be further reduced to:

- 10% of the total estimated cost of Infrastructure Work; plus 10% of the total estimated cost of Park and Landscaping Work.

Upon receipt of the Final Acceptance Certificate of the Infrastructure Work, the security may be further reduced to:

- 10% of the total estimated cost of Park and Landscaping Work;
- provided that a Completion Certificate for the Landscaping work has been issued. If a Completion Certificate for the Landscaping work has not been issued, the security shall remain at the aggregate of 10% of the total estimated cost of the Infrastructure Work plus the initial 50% of the estimated cost of all Parks and Landscaping Work. This security shall be maintained until a Completion Certificate for the Landscaping Work has been issued.

Upon receipt of the Final Acceptance Certificate of the Landscaping Work, the security may be released in its entirety provided that a Final Acceptance Certificate of the Infrastructure Work has been issued.

The provisions of this Part A apply to all Servicing Agreements unless the Council provides different terms in its resolution approving the relevant subdivision application or development.

Part B – Payment of Servicing Agreement Fees

For Greenfield Development

Servicing Agreements shall provide as follows in this Part B with regard to the payment of Servicing Agreement Fees in instalments.

Instalment payments on Servicing Agreement Fees will be accepted in Servicing Agreements having a Development Area of 2 or more hectares.

Instalments payments on Servicing Agreement Fees will be accepted in Servicing Agreements having a Development Area of less than 2 hectare to a limit of two Servicing Agreements per year per subdivision.

Instalments payments on Servicing Agreement Fees will be accepted in Servicing Agreements pertaining exclusively to a park having a Development Area of less than 2 hectares, to a limit of one Servicing Agreement per year per subdivision. This provision is in addition to the two Servicing Agreements per year described in the immediately preceding clause.

Notwithstanding the preceding clauses in this Part B, no instalment payments shall be allowed in any Servicing Agreement having a Development area of 0.75 hectares or less.

Instalment payments shall be as follows:

- (a) For Assessments in relation to Infrastructure:
 - 30% upon execution of the Servicing Agreement;
 - 40% upon the earlier of the issuance of a Certificate of Completion for Infrastructure Work or 9 months from the date of the Servicing Agreement;
 - 30% upon the earlier of the issuance of Final Acceptance Certificate for the Infrastructure Work or 18 months from the date of the Servicing Agreement.
- (b) For Assessment in relation to Parks and Recreation Facilities:
 - 50% upon the earlier of the issuance of a Certificate of Completion for Landscaping Work or 12 months from the date of the Servicing Agreement;
 - 50% upon the earlier of the issuance of Final Acceptance Certificate for the Landscaping Work or 24 months from the date of the Servicing Agreement.

Payment of the unremitted portion(s) of Servicing Agreement Fees shall at all times be secured by Letters of Credit in an approved form. The Letters of Credit may be reduced or surrendered, as the case may be, upon remittance by the Developer of an instalment on or payment of the balance of the Servicing Agreement Fees.

For Intensification Development

A Servicing Agreement Fee that has been imposed on a development within the established area (i.e. intensification) must be paid at the time of building permit, prior to issuance of the development permit.

If the amount owing is more than \$50,000, the Developer may opt to enter into a Servicing Agreement to facilitate payment in instalments:

- i. 34% upon application of the development permit (for the purposes of this policy, this will occur at the time of building permit);
- ii. 33% upon 12 months from the date of the application of the development permit; and
- iii. 33% upon 24 months from the date of the application of the development permit.

Payment of the unremitted portion(s) of Servicing Agreement Fees shall at all times be secured by Letters of Credit in an approved form. The Letters of Credit may be reduced or surrendered, as the case may be, upon remittance by the Developer of an instalment on or payment of the balance of the Servicing Agreement Fees.

Part C – Payment of Development Levies**For Greenfield Development**

Development Levy Agreements shall provide as follows in this Part C with regard to the payment of Development Levies in instalments.

Instalment payments on Development Levies will be accepted in Development Levy Agreements having a Development Area of 2 or more hectares.

Notwithstanding the preceding clauses in this Part C, no instalment payments shall be allowed in any Development Levy Agreement having a Development area of 0.75 hectares or less.

Instalment payments shall be as follows:

- a. For Assessments in relation to Infrastructure:
 - i. 30% upon execution of the Development Levy Agreement;
 - ii. 40% upon 9 months from the date of the Development Levy Agreement;
 - iii. 30% upon 18 months from the date of the Development Levy Agreement.
- b. For Assessment in relation to Parks and Recreation Facilities:
 - i. 50% upon 12 months from the date of the Development Levy Agreement;

- ii. 50% upon 24 months from the date of the Development Levy Agreement.

Payment of the unremitted portion(s) of Development Levies shall at all times be secured by Letters of Credit in an approved form. The Letters of Credit may be reduced or surrendered, as the case may be, upon remittance by the Developer of an instalment on or payment of the balance of the Development Levies.

For Intensification Development

A Development Levy that has been imposed on a development must be paid at the time of building permit, prior to issuance of the development permit.

If the amount owing is more than \$50,000, the Developer may opt to enter into a Development Levy Agreement to facilitate payment in instalments:

- iv. 34% upon application of the development permit (for the purposes of this policy, this will occur at the time of building permit);
- v. 33% upon 12 months from the date of the application of the development permit; and
- vi. 33% upon 24 months from the date of the application of the development permit.

Payment of the unremitted portion(s) of Development Levies shall at all times be secured by Letters of Credit in an approved form. The Letters of Credit may be reduced or surrendered, as the case may be, upon remittance by the Developer of an instalment on or payment of the balance of the Development Levies.

Part D – Endeavour to Assist

Where, pursuant to a Servicing Agreement or Development Levy Agreement, an Initial Developer is required to provide Excess Infrastructure Capacity, and upon application of the Initial Developer, the City may agree to include Endeavour to Assist provisions to apply in relation to lands within the Catchment Area serviced by the said Excess Infrastructure Capacity. The City will review all applications relating to Endeavour to Assist in accordance with its policies and the standards for development then in effect and will work with the Initial Developer to detail any arrangements, if any, in an Endeavour to Assist Agreement to be included within the said Servicing Agreement or Development Levy Agreement. The City reserves the right and sole discretion to determine the format of and what will qualify for an Endeavour to Assist Agreement.

Under the Endeavor to Assist, the City will agree to collect additional levies or fees from Future Developers and to reimburse the Initial Developer for the value of the Excess Infrastructure Capacity as a condition of providing development approvals or entering into a Servicing Agreement relating to the first phase of development for the area relating to the Future Benefitting Lands.

For further certainty, the City will require collection of all amounts payable relating to the full value of Excess Infrastructure Capacity built (or paid for) for

the initial developer from the future developer. This value of Excess Infrastructure Capacity shall be payable by the Future Developer as part of the first Servicing Agreement related to the subdivision containing the Future Benefitting Lands.

The Future Developer will be required to pay the Initial Developer for the full amount of Infrastructure Costs associated with all remaining Future Benefitting Lands.

Where the City collects payment from the Future Developer relating to Endeavour to Assist Payments, the City will pay all applicable sums to the Initial Developer within 30 days of receiving such payment.

The value of the Excess Infrastructure Capacity relating to Endeavour to Assist Payments shall be based on the actual unit costs that are detailed in the cost estimate included in the Initial Developer's Servicing Agreement. Only the following items shall be eligible to be included within Endeavour to Assist Payments:

- land or rights-of-way acquisition costs;
- construction costs;
- design and inspection costs for the works.

The following infrastructure types may be eligible for Endeavour to Assist:

- sanitary pump (or lift) stations
- sanitary mains;
- water mains;
- storm water collection systems;
- traffic signals;
- intersections;
- any road that requires more than a 22.0 metre dedicated right-of-way.

Roads that are greater than 22.0 metres in dedicated right-of-way width are eligible to be valued as Excess Infrastructure Capacity within this policy. The eligible cost shall be determined by the actual cost of the roadway less the average cost of a typical collector roadway (22.0 metres). Benefitting Lands that are within 200 metres of a lateral intersecting road are included in the contributing catchment area. Lands that require the extension of the same road within them would not be eligible for cost sharing.

Roads less than 22.0 metres right-of-way that exist on two properties are cost shared by both land owners. Intersections that share at least one point of intersect between the initial developer and future developer are eligible within this policy. Both at grade or grade separated intersections are eligible. Grade separated intersections shall be calculated based on a proportionate land catchment area of the benefitting lands, unless indicated otherwise.

Traffic signals that are warranted through the development and share an intersection with both the Initial Developer and Future Benefitting Lands are eligible to be valued as Excess Infrastructure Capacity within this policy.

Sanitary mains that have lateral connections are cost shared proportionately to the areas that are provided a direct service. Mains that are intended for conveyance are cost shared by proportionate land area for the entire benefitting lands catchment area.

Storm water systems that have lateral connections are cost shared proportionately to the areas that are provided a direct service. Systems that are intended for conveyance are cost shared by proportionate land area for the entire benefitting lands catchment area.

No costs for Excess Infrastructure Capacity that has been paid by the City shall be eligible to be included within Endeavour to Assist Payments.

The allocation of costs relating to Excess Infrastructure Capacity amongst the Initial Developer and the Future Developer will be determined by the Executive Director of City Planning & Community Development or their delegate. Generally, costs related to all Excess Infrastructure Capacity defined in the Endeavour to Assist Agreement shall be allocated over a proportionate Catchment Area.

The Endeavour to Assist Payments shall be escalated at a rate of interest equal to the Interest Rate defined within the policy.

The maximum term of an Endeavour to Assist Agreement shall be for 20 years; however, it will expire once all Endeavour to Assist Payments have been received. The Endeavour to Assist Agreement may be renewed by the mutual agreement of the City and the Initial Developer prior to its expiry, as initiated by the Initial Developer. No payment shall be made to the Initial Developer or required of the Future Developer after the Endeavour to Assist Agreement has expired, and the City shall have no obligation or liability relating to the collection or payment of Endeavour to Assist Payments following the termination of the Endeavour to Assist Agreement. The Initial Developer shall acknowledge that the City is not responsible for the payment of any Endeavour to Assist Payments to the Initial Developer in the event that Future Benefitting Lands do not develop within the term of the Endeavour to Assist Agreement.

Upon execution of an Endeavour to Assist Agreement an interest shall be registered on the title in favour of the City as against the Future Benefitting Lands specifying that the development of those lands is subject to the payment of an Endeavour to Assist Payment by the Future Developer.

All developers are cautioned that the standards and levels of service required by the City of Regina change from time to time. As a result, the City does not and cannot guarantee that the services provided under the Endeavour to Assist

Agreement will meet the standards required at the time of subdivision approval, development permit or building permit issuance for the Future Benefitting Lands.

If the capacity of infrastructure originally intended for the Future Benefitting Lands is no longer available due to development that has occurred, then the City shall not endeavor to collect funds from the Future Developers to contribute to the Initial Developer's costs for that infrastructure.

The City may require additional Infrastructure Works when the Future Benefitting Lands develop, and the Future Developer will be responsible for all such costs relating to the Future Benefitting Lands as may be applicable at that time.

Part E – Application Requirements

Prior to the issuance of a Servicing Agreement or a Development Levy Agreement, the following submissions must be made to the satisfaction of the City prior to December 31:

- Secondary Plan or Concept Plan approval if deemed required in accordance with Policies 14.23 and 14.27 of *Design Regina, The Official Community Plan Bylaw 2013-48*;
- Zoning approval;
- Application for subdivision;
- Receipt by the City of an Engineering Submission;
- Receipt by the City of a Landscape Drawing Submission;
- Formal written request to enter into a servicing or development levy agreement.

Any amendments to the above submission requirements may be considered and approved at the discretion of the Manager of Development Engineering.

Upon confirmation that the above submissions have been received to the City's satisfaction, the City will assign a Servicing or Development Levy Agreement number to the application.

The development proponent will have six months from the date the Servicing or Development Levy Agreement number is assigned to enter into the Servicing or Development Levy Agreement with the City of Regina.

In the event that the development proponent fails to enter into a Servicing or Development Levy Agreement within six months from the date the Servicing or Development Levy Agreement number is assigned, the Servicing or Development Levy Agreement will be deemed invalid and the Servicing Agreement Fee or Development Levy Rate and Policy in effect at the date the Servicing or Development Levy Agreement number was assigned will no longer be in effect.

5.0 Roles & Responsibilities

The Executive Director of City Planning & Community Development, when reviewing subdivision applications, shall attempt to identify aspects of the subdivision application which may require any departure from approved Servicing Agreement forms and policies. The intent of this requirement is to provide the council and its commissions, boards and committees with sufficient information to identify and adopt specific resolutions authorizing the departure from practices and procedures identified in this document.

Development Levy Agreements will be approved as described in *The Planning & Development Act, 2007*.

All Servicing Agreements and Development Levy Agreements shall be executed by the City Clerk, and one original executed copy thereof shall be maintained in the Office of the City Clerk. The City Clerk shall not execute any Servicing Agreement or Development Levy Agreement unless an original executed copy thereof has been approved as to form and content by the City Solicitor.

All Financial Securities taken under the terms of Servicing Agreements shall be deposited in the vault maintained by the Director of Finance.

The Executive Director of City Planning & Community Development shall, when retrieving original securities for reduction or return to the Developer or the issuing institution, provide the Director of Finance with a statement which identifies the payments received or the certificates issued by the Executive Director of City Planning & Community Development which condition the release or the reduction of security, and which further identifies the accounts to which any payment shall be credited under the requirements of *The Planning and Development Act, 2007*.

6.0 Revision History

Date	Description of Change	(Re)-Approval Required (y/n)
16-Dec-1996	Initial Release (Report CR96-311).	Yes
24-Mar-1997	Revised by Resolution of City Council (Report CR97-81)	Yes
29-Sep-2010	Revised by Resolution of City Council (Report CR10-105)	Yes
14-Dec-2015	Revised by Resolution of City Council to add Parts D and E (Report CM15-14)	Yes
30-Apr-2018	Clarified application of Endeavour to Assist policy to sanitary pump or lift stations	Yes
25-Jun-2018	Revised to reflect terms for collecting intensification levies	Yes
12-Feb-2020	Revised to update Endeavor to Assist	Yes

ABSTRACT

BYLAW NO. 2020-10

THE DEVELOPMENT LEVY AMENDMENT BYLAW, 2020

PURPOSE:	To amend <i>The Development Levy Bylaw, 2011</i> .
ABSTRACT:	The proposed amendment will clarify how the City collects and reimburses developers for the value of built excess infrastructure.
STATUTORY AUTHORITY:	Section 169 and section 173 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	The Minister's approval is not required pursuant to subsection 170(3) of <i>The Planning and Development Act, 2007</i> .
PUBLIC HEARING:	A public hearing is required pursuant to subsection 207(2) of <i>The Planning and Development Act, 2007</i> between the first and second reading of this Bylaw.
PUBLIC NOTICE:	Public Notice is required pursuant to subsection 207(3) of <i>The Planning and Development Act, 2007</i> . An advertisement for this Bylaw appeared in the Leader Post on February 8, 2020 and February 15, 2020.
REFERENCE:	Finance and Administration Committee, February 12, 2020, FA20-3.
AMENDS/REPEALS:	Amends <i>The Development Levy Bylaw, 2011</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Planning & Development Services
INITIATING DEPARTMENT:	City Planning & Community Development

Written submission

To the Council of the city of Regina,

RE: Proposed Zoning Bylaw Amendment - Body Rub Parlours

I'm writing to express my concerns regarding the new amendments to regulate Body Rub establishments in your city. I'm a health researcher specializing in the occupational health and safety of sex workers, and I'm concerned that the amendment to relocate Body Rub establishments to industrial zones may increase sex workers' vulnerability to violence.

Canadian research evidence has shown that when sex work is confined to industrial areas, these locations create health and safety risks for workers. Industrial areas tend to be isolated and poorly lit, resulting in more opportunities for predators to commit violence against workers both at and en route to their workplaces. In addition to violence directed towards individual workers, the criminalized nature of sex work in Canada makes these establishments particularly vulnerable to robbery. Because third parties in sex work (e.g., Body Rub establishment owners and managers) are criminalized, few establishment owners will call police when faced with violence or assault in the venue, due to the risk of inviting criminal charges. Qualitative research has shown that violent aggressors target sex work establishments for robbery or assault precisely because they know that the venues will not contact authorities. I am further concerned that the loss of income associated with relocating such establishments may push sex workers - who may be economically vulnerable - to accept more risky clients that they may otherwise refuse (e.g. intoxicated and potentially violent clients), in the interests of recouping lost costs.

Evidence suggests that confining Body Rub establishments to particular zones in order to get a license can proliferate the number of establishments who choose to operate without a license in other zones. Concerns regarding client traffic and safety may prompt owners to pursue unlicensed alternatives (e.g., private apartments), which have been reported by sex workers to feel less safe. In addition, sex workers have raised concerns that it is in these unlicensed establishments that trafficking and exploitation are most likely to occur, as they operate outside municipal authority awareness. Given evidence that many sex workers prefer to work in licensed, street-front establishments for their own safety, there is concern that pushing sex work venues into isolated areas would undermine the safety of these licensed indoor spaces and simultaneously proliferate unlicensed and unmonitored venues where sex workers can be more vulnerable to coercion.

I strongly urge Council not to pass this amendment, in the interests of occupational health and safety for sex workers, and to instead work on alternatives to address community concerns by working in collaboration with Body Rub establishments. Sex workers have incentives to continue to keep their businesses viable, and would have an interest in working together with Council to find acceptable alternatives.

Thank you for your time and consideration on this issue.

Best regards,
Sylvia Machat

Anderson, S., Jia, J. X., Liu, V., Chatter, J., Krüsi, A., Allan, S., ... & Shannon, K. (2015). Violence prevention and municipal licensing of indoor sex work venues in the Greater Vancouver Area: narratives of migrant sex workers, managers and business owners. *Culture, health & sexuality*, 17(7), 825-

841. <https://www.tandfonline.com/doi/full/10.1080/13691058.2015.1008046>

Van der Muelen, E.; Durisin, E. (2008). Why decriminalize how canada's municipal and federal regulations increase sex workers' vulnerability. *Canadian Journal of Women and the Law*, 20(2), 289-

312. https://heinonline.org/HOL/Page?handle=hein.journals/cajwol20&div=17&g_sent=1&casa_token=&collection=journals

BYLAW NO. 2020-11

THE REGINA ZONING 2019 AMENDMENT BYLAW (No.2)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

1 Schedule A of Bylaw 2019-19, being *The Regina Zoning Bylaw, 2019* is amended in the manner set forth in this bylaw.

2 In Chapter 2, the definition “Residential Business” is repealed and the following substituted:

“**Residential Business**” means an accessory land use conducted in a Dwelling Unit by the resident of the Dwelling Unit for monetary gain.”

3 In Chapter 2, the definition “**Service Trade**” is repealed and the following substituted:

“**Service Trade**” means a land use class of various land use types where services are provided to members of the general public. This land use class includes the following land uses:”

4 In Chapter 2, the definition “**Service Trade, Adult**” is repealed and the following substituted:

“**Service Trade, Body Rub Establishment**” means a land use where:

- (a) services are offered, solicited or administered to the human body for sensual or sexual pleasure; or
- (b) the primary function of the activity offered, solicited, advertised or administered is kneading, rubbing, touching, massage or other stimulation of the human body by a person who is not an active member in good standing of either the Massage Therapist Association of Saskatchewan, Inc., the Natural Health Practitioners of Canada or the Canadian Massage & Manual Osteopathic Therapists Association.”; or
- (c) a premise advertised as or equipped or arranged to provide the services described in (a) and includes but is not limited to a service advertised as “sensual”, “sexy” or by any other word or any depictions having like meaning or implication.

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

City Solicitor

Excludes the land use “**Assembly, Adult**”.

- 5 “Service Trade, Adult” is struck out and “Service Trade, Body Rub Establishment” is substituted wherever it appears.
- 6 In Chapter 2, the definition “**Service Trade, Clinic**” is amended to add “For the purposes of massage services an accredited member shall mean an active member in good standing with the Massage Therapist Association of Saskatchewan, Inc., the Natural Health Practitioners of Canada or the Canadian Massage & Manual Osteopathic Therapists Association.” after “nature”.
- 7 Subsections 3A.T2.7(5), 3B.T2.7(5), 3C.T2.7(5), 3D.T2.7(5), 3E.T2.7(5), 3F.T2.7(5), 4A.T2.10(5), 4B.T2.16(5), 4C.T2.16(5), 4D.T2.6(4), 5B.T2.13(5), 6A.T2.8(5), 6B.T2.5(5), 6C.T2(b).7(5), 6C.T2(c).7(5), 6C.T2(d).7(5), 6C.T2(e).7(5), 6E.T2(a).8(5), 6E.T2(b).10(5), 6E.T2(c).9(5), 6E.T2(d).8(5), 6E.T2(e).8(5), 6F.T2.7(5), 6G.T2.10(5) are amended by adding “Service Trade, Clinic” after “Service Trade, Personal,” or “Service Trade, Personal” as the case may be.
- 8 Section T2.2 in tables 3A.T2, 3B.T2, 3C.T2, 3D.T2, 3E.T2 and 3F.T2 is amended by:
 - (a) repealing subsection (1) and substituting the following:

“(1) The “Open Space Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”
 - (b) repealing clause 2(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”
- 9 Section T2.4 in tables 3A.T2, 3B.T2, 3C.T2 and 3D.T2 is amended by:
 - (a) adding the following subsection after subsection (2):

“(2.1) The “Assembly, Community”, “Assembly, Recreation”, “Assembly, Religious” or “Institution, Day Care” land use may not be established where they will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”
 - (b) amending subsection (3) by striking out “subsection (2)” and substituting “(2) and (2.1)”.

- (c) repealing clause 3(a) and substituting the following:

“(a) a straight line measured from the nearest point of the portion of the building used for “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

- 10 In Chapter 3E, section 1ET2.3 in table 3E.T2 is amended by:

- (a) striking out “1E” in the section number;

- (b) adding the following subsection after subsection (2):

“(2.1) The “Assembly, Community”, “Assembly, Recreation”, “Assembly, Religious” or “Institution, Day Care” land use may not be established where they will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

- (c) amending subsection (3) by striking out “subsection (2)” and substituting “(2) and (2.1)”.

- (d) repealing clause 3(a) and substituting the following:

“(a) a straight line measured from the nearest point of the portion of the building used for “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

- 11 In Chapter 3F, section T2.4 in table 3F.T2 is amended by:

- (a) adding the following subsection after subsection (2):

“(2.1) The “Institution, Day Care” and “Assembly, Religious” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

- (b) amending subsection (3) by striking out “subsection (2)” and substituting “(2) and (2.1)”.

- (c) repealing clause 3(a) and substituting the following:

“(a) a straight line measured from the nearest point of the portion of the building used for “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

12 In Chapter 4A, section T2.2 in table 4A.T2 is amended by:

(a) repealing subsection (1) and substituting the following:

“(1) The “Institution, Education” and “Institution, Day Care” land uses may not be established where they will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

13 In Chapter 4A, section T2.3 in table 4A.T2 is amended by:

(a) adding the following subsection after subsection (1):

“(1.1)The “Assembly, Community”, “Assembly, Recreation” or “Assembly, Religious” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

(b) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.

(c) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

14 In Chapter 4A, section T2.6 in table 4A.T2 is amended by:

(a) repealing subsection (1) and substituting the following:

“(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (2)(a) and substituting the following:

- “(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

15 In Chapter 4B, section T2.8 in table 4B.T2 is amended by:

- (a) repealing subsection (1) and substituting the following:

“(1) The “Institution, Day Care”, “Institution, Education” and “Open Space, Active” land uses may not be established where they will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

- (b) repealing subsection (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

16 In Chapter 4B, section T2.14 in table 4B.T2 is amended by:

- (a) adding the following subsection after subsection (1):

“(1.1) The “Assembly, Community”, “Assembly, Recreation” or “Assembly, Religious” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

- (b) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.

- (c) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

17 In Chapter 4C, section T2.2 in table 4C.T2 is amended by:

- (a) repealing subsection (1) and substituting the following:

“(1) The “Institution, Day Care”, “Institution, Education” and “Open Space, Active” land uses may not be established where they will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

18 In Chapter 4C, section T2.14 in table 4C.T2 is amended by:

(a) adding the following subsection after subsection (1):

“(1.1)The “Assembly, Community”, “Assembly, Recreation” or “Assembly, Religious” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

(b) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.

(c) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

19 In Chapter 4D, section T2.3 in table 4D.T2 is amended by:

(a) adding the following subsection after subsection (1):

“(1.1)The “Assembly, Recreation”, “Institution, Education” or “Institution, Day Care” land uses may not be established where they will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

(b) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.

(c) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

20 In Chapter 4D, section T2.4 in table 4D.T2 is amended by:

(a) repealing subsection (1) and substituting the following:

“(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

21 In Chapter 5A, section T2.6 in table 5A.T2 is amended by:

(a) adding the following subsection after subsection (2):

“(2.1) The “Assembly, Recreation”, “Institution, Day Care” or “Open Space, Active” land uses may not be established where they will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

(b) amending subsection (3) by striking out “(2)” and substituting “(2) and (2.1)”.

(c) repealing clause (3)(a) and substituting the following:

“(a) be a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

22 In Chapter 5B, section T2.7 in table 5B.T2 is amended by:

(a) adding the following subsection (1.1) after subsection (1):

“(1.1) The “Assembly, Recreation” or “Institution, Day Care” land use

may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

(b) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.

(c) repealing clause (2)(a) and substituting the following:

“(a) be a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

(d) repealing subsection (3) including clauses (a) and (b) and substituting the following:

“(3) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment”, “Retail Trade, Adult” or “Assembly Adult” land use.

(4) The measurement required in (3) shall be:

(a) a straight line, measured from the nearest point of the portion of the building used or proposed to be used for the “Service Trade, Body Rub Establishment”, “Retail Trade, Adult” or “Assembly, Adult” land use to the nearest portion of the lot requiring separation.

(b) assessed as of the date of receipt of a complete application as determined by the Development Officer.”

23 In Chapter 5B, section T2.8 in table 5B.T2 is amended by:

(a) repealing subsection (1) and substituting the following:

“(1) The “Assembly, Adult”, or “Retail Trade, Adult” land use may not be established or enlarged on a lot that is closer than 182.88 metres from:

(a) an “Assembly, Adult”, “Retail Trade, Adult” or “Service Trade, Body Rub Establishment” land use; or

(b) a “Sensitive Lot.””

(c) striking out “Service Trade, Adult” in the column titled “Land Use”.

24 Adding the following section and row after section T2.8:

T2.8.1	<ul style="list-style-type: none"> • Service Trade, Body Rub Establishment 	Permitted	---	<p>(1) The “Service Trade, Body Rub Establishment” land use may not be established or enlarged where it is closer than 182.88 metres from any of the following land uses:</p> <ul style="list-style-type: none"> (a) “Assembly, Community”; (b) “Assembly, Recreation”; (c) “Assembly, Religious”; (d) “Institution, Education”; (e) “Institution, Day Care”; (f) “Open Space, Active”; (g) another lot containing a “Service Trade, Body Rub Establishment” land use; or (h) a Sensitive Lot. <p>(2) The measurement required in (1) shall be:</p> <ul style="list-style-type: none"> (a) a straight line, measured from the
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				<p>nearest point of the portion of the building used or proposed to be used for the “Service Trade, Body Rub Establishment” to the nearest portion of the lot requiring separation.</p> <p>(b) assessed as of the date of receipt of a complete application as determined by the Development Officer.</p> <p>(3) Any application submitted for a development permit in respect of a “Service Trade, Body Rub Establishment” land use must include the consent of the property owner.</p>
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25 In Chapter 5C, section T2.5 in table 5C.T2 is amended by repealing subsection (3) including clauses (a) and (b) and substituting the following:

“(3) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment”, “Retail Trade, Adult” or “Assembly Adult” land use.

(4) The measurement required in (3) shall be:

(a) a straight line, measured from the nearest point of the portion of the building used or proposed to be used for the “Service

Trade, Body Rub Establishment”, “Retail Trade, Adult” or “Assembly, Adult” land use to the nearest portion of the lot requiring separation.

- (b) assessed as of the date of receipt of a complete application as determined by the Development Officer.”

26 In Chapter 5C, section T2.7 in table 5C.T2 is amended by:

- (a) adding the following subsection after subsection (4):

“(4.1)The “Assembly, Recreation” or “Institution, Day Care” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

- (b) amending subsection (5) by striking out “(4)” and substituting “(4) and (4.1)”.

- (c) repealing clause (5)(a) and substituting the following:

“(a) be a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

27 In Chapter 5C, section T2.8 in table 5C.T2 is amended by:

- (a) repealing subsection (1) and substituting the following:

“(1) The “Assembly, Adult” or “Retail Trade, Adult” land use may not be established or enlarged on a lot that is closer than 182.88 metres from:

- (a) a lot containing an “Assembly, Adult, “Retail Trade, Adult” or “Service Trade, Body Rub Establishment” land use; or
(b) a “Sensitive Lot.””

- (b) striking out “Service Trade, Adult” in the column titled “Land Use”.

28 Adding the following section and row after section T2.8:

T2.9	• Service Trade, Body	Permitted	---	(1) The “Service Trade, Body Rub
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	Rub Establishment			<p>Establishment” land use may not be established or enlarged where it is closer than 182.88 metres from any of the following land uses:</p> <ul style="list-style-type: none"> (a) “Assembly, Community”; (b) “Assembly, Recreation”; (c) “Assembly, Religious”; (d) “Institution, Education”; (e) “Institution, Day Care”; (f) “Open Space, Active”; (g) another lot containing a “Service Trade, Body Rub Establishment” land use; or (h) a Sensitive Lot. <p>(2) The measurement required in (1) shall be:</p> <ul style="list-style-type: none"> (a) a straight line, measured from the nearest point of the portion of the building used or proposed to be used for the “Service Trade, Body Rub Establishment” to
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				<p>the nearest portion of the lot requiring separation.</p> <p>(b) assessed as of the date of receipt of a complete application as determined by the Development Officer.</p> <p>(3) Any application submitted for a development permit in respect of a “Service Trade, Body Rub Establishment” land use must include the consent of the property owner.</p>
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- 29 In Chapter 6A, section T2.2 in table 6A.T2 is amended by adding the following subsections in the column headed “Land Use Specific Regulations”:

“(1) The “Assembly, Community”, “Assembly, Recreation” or “Assembly, Religious” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.

(2) The measurement required in (1) shall be:

- (a) a straight line, measured from the nearest point of the portion of the building used for the “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.
- (b) assessed as of the date of receipt of a complete application as determined by the Development Officer.”

- 30 In Chapter 6A, section T2.3 in table 6A.T2 is amended by adding the following subsections after clause (2)(b):

“(3) The “Institution, Day Care”, “Institution, Education” or “Open Space,

Active” land use may not be established where they will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.

(4) The measurement required in (3) shall be:

- (a) a straight line, measured from the nearest point of the portion of the building used for the “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.
- (b) assessed as of the date of receipt of a complete application as determined by the Development Officer.”

31 In Chapter 6B, section T2.1 in table 6B.T2 is amended by:

(a) repealing subsection (1) and substituting the following:

“(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (2)(a) and substituting the following:

“(a) be a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

32 In Chapter 6B, section T2.4 in table 6B.T2 is amended by:

(a) repealing subsection (1) and substituting the following:

“(1) The “Institution, Day Care” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

33 In Chapter 6C, section T2(a).1 in table 6C.T2(a) is amended by:

(a) repealing subsection (2) and substituting the following:

“(2) The “Open Space, Active” and “Institution, Education” land uses may not be established where they will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (3)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

34 In Chapter 6C, section T2(a).6 in table 6C.T2(a) is amended by:

(a) repealing subsection (2) and substituting the following:

“(2) The “Institution, Day Care” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (3)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

35 In Chapter 6C, section T2(a).7 in table 6C.T2(a) is amended by:

(a) adding the following subsection after subsection (1):

“(1.1) The “Assembly, Community” or “Assembly, Recreation” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

(b) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.

(c) repealing clause (2)(a) and substituting the following:

- “(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

36 In Chapter 6C, section T2(b).1 in table 6C.T2(b) is amended by:

- (a) repealing subsection (1) and substituting the following:

- “(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

- (b) repealing clause (2)(a) and substituting the following:

- “(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

37 In Chapter 6C, section T2(b).2 in table 6C.T2(b) is amended by:

- (a) striking out “Recreational” and substituting “Recreation” in the column entitled “Land Use”.

- (b) adding the following subsection after subsection (1):

- “(1.1) The “Assembly, Community” or “Assembly Recreation” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

- (c) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.

- (d) repealing clause (2)(a) and substituting the following:

- “(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

38 In Chapter 6C, section T2(b).6 in table 6C.T2(b) is amended by:

- (a) repealing subsection (1) and substituting the following:

“(1) The “Institution, Day Care” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

39 In Chapter 6C, section T2(c).4 in table 6C.T2(c) is amended by:

(a) repealing subsection (1) and substituting the following:

“(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

40 In Chapter 6C, section T2(c).6 in table 6C.T2(c) is amended by:

(a) repealing subsection (1) and substituting the following:

“(1) The “Institution, Day Care” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

41 In Chapter 6C, section T2(d).4 in table 6C.T2(d) is amended by:

- (a) repealing subsection (1) and substituting the following:

“(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

- (b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

- 42 In Chapter 6C, section T2(d).6 in table 6C.T2(d) is amended by:

- (a) repealing subsection (1) and substituting the following:

“(1) The “Institution, Day Care” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

- (b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

- 43 In Chapter 6C, section T2(e).4 in table 6C.T2(e) is amended by:

- (a) repealing subsection (1) and substituting the following:

“(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

- (b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

- 44 In Chapter 6C, section T2(e).6 in table 6C.T2(e) is amended by:

- (a) repealing subsection (1) and substituting the following:

“(1) The “Institution, Day Care” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

- (b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

- 45 In Chapter 6D, section T2.1 in table 6D.T2 is amended by:

- (a) repealing subsection (1) and substituting the following:

“(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

- (b) repealing clause (2)(a) and substituting the following:

“(a) be a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

- 46 In Chapter 6E, section T2(a).2 in table 6E.T2(a) is amended by:

- (a) adding the following subsection after subsection (1):

“(1.1) The “Assembly, Recreation”, “Institution, Day Care” or “Institution, Education” land uses may not be established where they will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

- (b) amending subsection (5) by striking out “(1)” and substituting “(1) and (1.1)”.

- (c) repealing clause (2)(a) and substituting the following:

- “(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

47 In Chapter 6E, section T2(a).3 in table 6E.T2(a) is amended by:

- (a) adding the following subsection after subsection (1):
 - “(1.1) The “Assembly, Community”, “Assembly, Religious” or “Open Space, Active” land uses may not be established where they will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”
- (b) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.
- (c) repealing clause (2)(a) and substituting the following:
 - “(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

48 In Chapter 6E, section T2(b).3 in table 6E.T2(b) is amended by:

- (a) adding the following subsection after subsection (1):
 - “(1.1) The “Assembly, Community”, “Assembly, Recreation” or “Institution, Day Care” land uses may not be established where they will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”
- (b) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.
- (c) repealing clause (2)(a) and substituting the following:
 - “(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

49 In Chapter 6E, section T2(b).5 in table 6E.T2(b) is amended by:

- (a) repealing subsection (1) and substituting the following:

“(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

- (b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

50 In Chapter 6E, section T2(c).2 in table 6E.T2(c) is amended by:

- (a) adding the following subsection after subsection (1):

“(1.1) The “Assembly, Community”, “Assembly, Recreation” or “Institution, Day Care” land uses may not be established where they will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

- (b) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.

- (c) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

51 In Chapter 6E, section T2(c).3 in table 6E.T2(c) is amended by:

- (a) repealing subsection (1) and substituting the following:

“(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

- (b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the

building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

52 In Chapter 6E, section T2(d).2 in Table 6E.T2(d) is amended by:

(a) adding the following subsection after subsection (1):

“(1.1) The “Assembly, Community”, “Assembly, Recreation” or “Institution, Day Care” land uses may not be established where they will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

(b) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.

(c) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

53 In Chapter 6E section T2(d).3 in table 6E.T2(d) is amended by:

(a) repealing subsection (1) and substituting the following:

“(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

54 In Chapter 6E, section T2(e).5 in table 6E.T2(e) is amended by:

(a) adding the following subsection after subsection (1):

“(1.1) The “Assembly, Community”, “Assembly, Recreation”, “Institution, Day Care” or “Open Space, Active” land uses may not

be established where they will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

- (b) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.
- (c) repealing clause (2)(a) and substituting the following:
 - “(a) be a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

55 In Chapter 6F, section T2.6 in Table 6F.T2 is amended by:

- (a) repealing subsection (2) and substituting the following:
 - “(2) All land uses under T2.6 may not be established where they will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”
- (b) repealing clause (3)(a) and substituting the following:
 - “(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

56 In Chapter 6G, section T2.2 in table 6G.T2 is amended by:

- (a) repealing subsection (1) and substituting the following:
 - “(1) The “Institution, Day Care”, “Institution, Education” and “Open Space, Active” land uses may not be established where they will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”
- (b) repealing clause (2)(a) and substituting the following:
 - “(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

57 In Chapter 6G, section T2.9 in table 6G.T2 is amended by:

(a) adding the following subsection after subsection (1):

“(1.1) The “Assembly, Community”, “Assembly, Recreation” or “Assembly, Religious” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

(b) amending subsection (2) by striking out “(1)” and substituting “(1) and (1.1)”.

(c) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

58 In Chapter 7B, section T2.4 in table 7B.T2 is amended by:

(a) repealing subsection (1) and substituting the following:

“(1) The “Institution, Education”, “Institution, Day Care” and “Open Space, Active” land uses may not be established where they will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause (2)(a) and substituting the following:

“(a) be a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

59 In Chapter 7B, section T2.6 in table 7B.T2 is amended by:

(a) adding the following subsection after subsection (2):

“(2.2) The “Assembly, Community”, “Assembly, Recreation” or “Assembly, Religious” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.”

(b) amending subsection (3) by striking out “(1)” and substituting “(2) and (2.1)”.

(c) repealing clause 3(a) and substituting the following:

“(a) be a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

60 In Chapter 7C, section T2.1 in table TC.T2 is amended by:

(a) repealing subsection (1) and substituting the following:

“(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

(b) repealing clause 2(a) and substituting the following:

“(a) be a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

61 In Chapter 7C, section T2.3 in table 7C.T2 is amended by adding the following sections after “Outdoor Use Only.”:

“(1) The “Assembly, Community” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.

(2) The measurement required in (1) shall be:

(a) a straight line, measured from the nearest point of the portion of the building used for the “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.

(b) assessed as of the date of receipt of a complete application as determined by the Development Officer.”

62 In Chapter 7D table 7D.T2 is amended by:

(a) striking out section number “T1.1” and substituting “T2.1”

(b) striking out section number “T1.2” and substituting “T2.2”

- (c) repealing subsection (1) in section T1.1 and substituting the following:

“(1) The “Open Space, Active” land use may not be established where it will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

- (d) repealing clause (2)(a) in section T1.1 and substituting the following:

“(a) be a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

- 63 In Chapter 7E, section T2.1 in table 7E.T2 is amended by:

- (a) repealing subsection (1) and substituting the following:

“(1) The “Institution, Education” and “Open Space, Active” land uses may not be established where they will be closer than 182.88 metres to a “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use.”

- (b) repealing clause (2)(a) and substituting the following:

“(a) a straight line, measured from the nearest point of the portion of the building used for the “Retail Trade, Cannabis” or “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.”

- 64 In Chapter 7E, section T2.2 in table 7E.T2 is amended by adding the following subsections in the column entitled “Land Use Specific Regulations”:

“(1) The “Assembly, Community” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.

- (2) The measurement required in (1) shall be:

(a) a straight line, measured from the nearest point of the portion of the building used for the “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.

(b) assessed as of the date of receipt of a complete application as determined by the Development Officer.”

65 In Chapter 7E, section T2.3 in table 7E.T2 is amended by adding the following subsections in the column entitled “Land Use Specific Regulations”:

- “(1) The “Assembly, Recreation”, “Assembly, Religious” or “Institution, Day Care” land use may not be established where it will be closer than 182.88 metres to a “Service Trade, Body Rub Establishment” land use.
- (2) The measurement required in (1) shall be:
 - (a) a straight line, measured from the nearest point of the portion of the building used for the “Service Trade, Body Rub Establishment” land use to the nearest portion of the lot requiring separation.
 - (b) assessed as of the date of receipt of a complete application as determined by the Development Officer.”

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

READ A FIRST TIME THIS 26th DAY OF February 2020.

READ A SECOND TIME THIS 26th DAY OF February 2020.

READ A THIRD TIME AND PASSED THIS 26th DAY OF February 2020.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

ABSTRACT

BYLAW NO. 2020-11

THE REGINA ZONING 2019 AMENDMENT BYLAW, 2020 (No.2)

PURPOSE:	To provide for separation distances from Body Rub Establishments.
ABSTRACT:	This bylaw implements separation distances between Body Rub Establishments and the following uses: “Institution, Education”, “Institution Day Care”, “Open Space, Active”, “Assembly, Community”, “Assembly, Recreation”, “Assembly, Religious”, other Body Rub Establishments and “sensitive lots”.
STATUTORY AUTHORITY:	Section 49 of <i>The Planning and Development Act, 2007</i> .
MINISTER’S APPROVAL:	n/a
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Advertised in the Leader Post February 8, 2020 and February 15, 2020.
REFERENCE:	Priorities and Planning Committee, November 20, 2019, PPC19-13; City Council, January 29, 2020, CM20-1
AMENDS/REPEALS:	<i>The Regina Zoning Bylaw, 2019</i> No. 2019-19
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Planning and Community Development
INITIATING DEPARTMENT:	Planning and Development Services

BYLAW NO. 2020-15

The Short-Term Borrowing Bylaw, 2020

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

Purpose

- 1 The purpose of this Bylaw is to authorize the following short-term borrowing:
- (a) an amount up to \$9,000,000 for the purposes of a line of credit; and
 - (b) an amount up to \$1,000,000 for the purposes of a corporate credit card program used to pay for periodic expenditures.

Authority

- 2 The authority for this Bylaw is *The Cities Act* and in particular Part IX and Divisions 5 and 6.

Definitions

- 3 In this Bylaw:

“**City**” means the City of Regina;

“**Executive Director**” means the person appointed from time to time as the Executive Director, Financial Strategy and Sustainability for the City by the City Manager;

“**LC Fee**” means with respect to any Letter of Credit, (1) an amount calculated by multiplying (A) the face amount of such Letter of Credit by (B) a fraction, the numerator of which is the product resulting from multiplying (i) 1.00% by (ii) the term of such Letter of Credit (including the date of issuance of such Letter of Credit but excluding the date of its maturity) and the denominator of which is 365, plus (2) any other amount specified as being charged by the Bank of Montreal in respect of, Letters of Credit in any “Canadian Fee Schedule (Global Trade Solutions)” or equivalent standard Bank of Montreal document provided by the Bank of Montreal to the City;

“**Letter of Credit**” means any documentary, stand-by or other letter of credit issued by the Bank of Montreal on behalf of the City, and all renewals and substitutions therefor;

“**Mastercard Agreement**” means the Mastercard Agreement entered into between the City, the Bank of Montreal and BMO Harris Bank N.A.;

“**Prime Rate**” means the annual rate of interest announced by Bank of Montreal from time to time as being a reference rate then in effect for determining interest rates on commercial loans made in Canadian currency in Canada.

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

City Solicitor

Debt Limits

- 4(1) The City received approval of the re-establishment of its long-term debt limit of \$450,000,000 granted by the Saskatchewan Municipal Board on October 5, 2016.
- (2) The City's outstanding debt as of December 31, 2019 totals \$301,500,000 which means that the debt incurred pursuant to this Bylaw will not result in the City's debt exceeding its established debt limit of \$450,000,000.
- (3) The debt incurred pursuant to this Bylaw is also in compliance with section 136 of *The Cities Act* as the amount to be borrowed together with any unpaid principal of other borrowings made for operating expenditures will not exceed an amount equal to the sum of:
- (a) twice the amount that the City estimates it will raise in taxes in the then current year which is estimated as \$244,459,000; and
 - (b) the amount that the City will receive in unconditional provincial or federal grants in the current year which is estimated as \$42,407,000.

Authorization and Purpose of Borrowing

- 5(1) The City is authorized to borrow:
- (a) effective September 1, 2020 a sum or sums up to \$9,000,000 from the Bank of Montreal for the purposes of a line of credit for financing expenditures for working capital and general municipal purposes; and
 - (b) effective May 1, 2020 a sum or sums up to \$1,000,000 from the Bank of Montreal and BMO Harris Bank N.A. for the purposes of a corporate credit card program used to pay for periodic expenditures.
- (2) The Executive Director is authorized to negotiate, approve and enter into all necessary agreements on behalf of the City and generally to do all things and execute all documents and other papers in the name of the City, in order to carry out the borrowing as provided in this Bylaw.
- (3) The City Clerk is authorized to affix the City's seal to all documents and papers required by subsection (2).

Availability and Rate of Interest

- 6(1) The debt outlined in clause 5(1)(a) is available at the City's option by way of Prime Rate based loans minus 1.00% or Letters of Credit up to a maximum of \$5,000,000 having a term of up to one year which includes an LC Fee.

- (2) The debt outlined in clause 5(1)(b) is available in accordance with the terms of the Mastercard Agreement which includes the interest and fees outlined in the attached Schedule "A".

Term and Repayment

- 7(1) The borrowing authority for the debt outlined in clauses 5(1)(a) and (b) shall be from the effective date outlined in those clauses until May 1, 2025.
- (2) The term of any individual borrowing outlined in clause 5(1)(a) is payable on demand and shall be repaid over a term not exceeding one year from the date of the borrowing.
- (3) The debt outlined in clause 5(1)(b) is payable in accordance with the Mastercard Agreement which provides that the principal and interest is due and payable in full monthly.

Source of Payment

- 8 The source or sources of money to be used to repay the principal and any interest owing under the borrowing authorized by this Bylaw includes municipal property taxes and the general fund reserve.

Coming into Force

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

READ A FIRST TIME THIS 26th DAY OF February 2020.

READ A SECOND TIME THIS 26th DAY OF February 2020.

READ A THIRD TIME AND PASSED THIS 26th DAY OF February 2020.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

Schedule "A"

Mastercard Interest Rates and Fees

#	Charge	Description	Program		
			Canadian	U.S.	
			CAD\$ Cards (\$=CAD\$)	US\$ Cards (\$=US\$)	(\$=US\$)
1	Cash Advance Fees: (* Refers to a percentage of the amount of the Cash Advance)	At a BMO branch or ATM	2% *	2% *	4% *
		Not at a BMO branch or ATM	4% *	4% *	4% *
2	Late Fees:	**Refers to a percentage of the amount of the unpaid balance in accordance with the terms of the Agreement	1.75% **	1.75% **	1.75% **
4	Foreign Transaction Fee:		2.5%	2.5%	2.0 %

ABSTRACT

BYLAW NO. 2020-15

The Short-Term Borrowing Bylaw, 2020

PURPOSE:	The purpose of this Bylaw is to authorize the City to borrow money in the form of a line of credit and a corporate credit card facility.
ABSTRACT:	This Bylaw authorizes the City to enter into a loan agreement and a Mastercard agreement to incur debt in the amount of up to \$9 million for a line of credit and up to \$1 million for a corporate credit card facility. The Bylaw sets out the purpose of the debt, the repayment terms, interest payments and source for paying the debt.
STATUTORY AUTHORITY:	Part IX and Divisions 5, and 6 of <i>The Cities Act</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	Public notice is required pursuant to section 101 of <i>The Cities Act</i> . Public notice was provided on the City's website and public notice board on January 3, 2020 and the Leader Post on January 4, 2020.
REFERENCE:	Report FA20-2 from the January 15, 2020 Finance and Administration Committee, Report CR20-7 from the January 29, 2020 City Council meeting and CM20-4 from the February 26, 2020 City Council meeting.
AMENDS/REPEALS:	new bylaw
CLASSIFICATION:	Administrative
INITIATING DIVISION:	Financial Strategy and Sustainability
INITIATING DEPARTMENT:	Financial Services

To the City Counselors of Regina, SK.,

RE: Land at South East corner of Kinsmen Park

On behalf of the Argyle School Community Council we welcome the opportunity to speak to City Council in favor of utilizing the space on the south east corner of Kinsmen Park for a parking lot.

As community members and parents, we are extremely grateful to have the beautiful space that is Kinsmen Park in the heart of our community. Located directly across from Argyle School it benefits our children as it is accessible for learning and fun without the need and cost of transportation. And while we are extremely fortunate to have this space so close, we still want to ensure there is plenty of room for outdoor supervised spaces on our school site. A trip to the park is still a field trip and requires additional coordination by the teacher, making outdoor learning and play spaces on site the ideal. We have purposely put off new outdoor spaces in the current state of Argyle with anticipation of the new build, but we have spent time and effort researching the benefits they offer and we are looking forward to being able to incorporate these in design. The design team has shared ideas from other projects and we do not want to miss out on these options due to space constraints. The design includes mobiles should student enrollment grow, which is likely given our location and what is being experienced in Harbor Landing. These additions will further limit what outdoor space is available for play and learning. Kids need wide open spaces to burn excess energy at recess, this is for the benefit of the students and the teachers.

We would ask that consideration also be given to the parking lot as a benefit to safety. Off-site staff parking is safer for students as there is next to no risk that they would be in the parking lot at any time during the school day. When you begin to look closely at the design of King's Road, you must also take note of how narrow the road is. Combined with its curves there is actually limited visibility for oncoming traffic in either direction. Adding parked cars on either side of the street and it is a near miss whenever two cars meet to pass one another. When there are sporting events taking place or it is just a beautiful summer day, cars are literally parked bumper to bumper, with kids and adults alike running out between parked cars to cross to or from the park. It is always a hub of traffic and people. Having a parking lot would help mitigate these risks as it provides a designated space for vehicles, in turn freeing up the street for traffic.

It appears that the votes from the community survey conducted do not demonstrate a strong response in favor of a parking lot compared to those opposed. In looking more closely at the response ratio, with only 200 responses from the 3,402 surveys sent, at 6% one could challenge that the sampling is not near representative of the community as a whole. The results could suggest that 94% of the community is indifferent to the use of this space; with the vast majority believing their vote was not necessary in determining the use of a space that currently serves no purpose. In fact, up and until a few years ago, this space was nothing more than dirt and a

few dumpsters, underutilized with zero curb appeal. While we recognize that grass has been planted, the fact remains that this corner of the park has no use. Kinsmen Park has plenty of green space that will remain untouched and in no way hindered by a parking lot. While we appreciate concerns raised by those with homes adjacent to the proposed lot, the fact stands that these homes located across from a school and a large city park will be subject to high traffic volume and vehicles continuously parked in front and across from their homes, parking lot or not. It has been communicated by the design team that every effort would be made to create a space that incorporates the natural surroundings in conjunction with a functional parking space.

We are so excited about all the joint build with St.Pius has to offer, but with that comes a need for more space; as much as we can possibly get! So you can appreciate why our request for an off-site staff parking lot is instrumental in providing both schools with those needs. We know how fortunate we are to be getting a new school, and we do not want to seem ungrateful in asking for more, but we are appealing to the Council for your support and assistance in making this build everything it is meant to be. Both St. Pius and Argyle have school communities that are like families with respective pride and school spirit that has not been broken by the crumbling of our facilities. We have been waiting for so long for this dream to become a reality for our children, our staff, our communities and having a few extra acres really can make all the difference!

We thank you for your consideration of our request to approve the use of the south east corner of Kinsmen Park to be utilized as an off-site parking lot for St.Pius/Argyle staff.

This request is respectfully submitted by the Argyle Elementary School Community Council.

Stephanie O'Connor
Argyle School Community Council

Executive Committee: Kinsmen Park South Parking

Date	February 26, 2020
To	His Worship the Mayor and Members of City Council
From	Executive Committee
Service Area	Financial Strategy & Sustainability
Item #	CR20-14

RECOMMENDATION

The Executive Committee recommends that City Council:

1. Approve the transaction to provide title for a portion of the Kinsmen Park South (approximately 1.2 acres) to the Ministry of Education (Ministry) subject to, but not limited to:
 - a. The City of Regina receiving title of approximately 4.73 acres of green space at the St. Pius School site which the Ministry will provide at its cost.
 - b. Replacement of the two programmable ball diamonds located at L'Arche Park, at the Ministry's cost.
 - c. Upgrade of any infrastructure related to the parking lot or joint-use school being the responsibility of the Ministry.
2. Authorize the Executive Director of Financial Strategy & Sustainability to conclude negotiations with the relevant parties to ensure the conditions stated in this report are met.
3. Direct the City Solicitor to prepare the necessary agreements to complete the transaction and be authorized to execute a transfer authorization.
4. Authorize the City Clerk to execute the agreements as prepared by the City Solicitor.

HISTORY

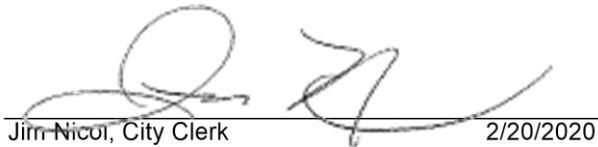
At the February 12, 2020 meeting of the Executive Committee, the Committee considered the attached EX20-5 report from the Financial Strategy & Sustainability Division.

Adam Hicks, representing Regina Public School Board and Vicki Bonnell, representing Regina Catholic School Board, addressed the Committee.

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #5 does not require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Jim Nicol, City Clerk 2/20/2020

ATTACHMENTS

EX20-5 - Kinsmen Park Parking.pdf

Appendix A - Survey Results

Appendix B Map of Kinsmen Park Area

Kinsmen Park South Parking

Date	February 12, 2020
To	Executive Committee
From	Financial Strategy & Sustainability
Service Area	Land & Real Estate
Item No.	EX20-5

RECOMMENDATION

That the Executive Committee recommend that City Council:

1. Approve the transaction to provide title for a portion of the Kinsmen Park South (approximately 1.2 acres) to the Ministry of Education (Ministry) subject to, but not limited to:
 - a. The City of Regina receiving title of approximately 4.73 acres of green space at the St. Pius School site which the Ministry will provide at its cost.
 - b. Replacement of the two programmable ball diamonds located at L'Arche Park, at the Ministry's cost.
 - c. Upgrade of any infrastructure related to the parking lot or joint-use school being the responsibility of the Ministry.
2. Authorize the Executive Director of Financial Strategy & Sustainability to conclude negotiations with the relevant parties to ensure the conditions stated in this report are met.
3. Direct the City Solicitor to prepare the necessary agreements to complete the transaction and be authorized to execute a transfer authorization.
4. Authorize the City Clerk to execute the agreements as prepared by the City Solicitor.
5. Approve these recommendations at its February 26, 2020 meeting for approval after the public notice has been advertised.

ISSUE

At the August 26, 2019 City Council meeting, Administration received approval to continue discussions with the Ministry of Education in response to the Ministry's request to use a portion of the Kinsmen Park South as a parking lot to support the construction of a joint-use

school on the current Argyle School and L'Arche Park site. It is noted that L'Arche Park is owned by the Government of Saskatchewan (Province holds the land title), and the City of Regina (City) maintains two baseball diamonds on these lands.

As part of the approval to continue discussions, Administration was to return to City Council with the results of a community consultation completed by the Ministry regarding the use of a portion of the Kinsmen Park South for a proposed parking lot. Other conditions of continuing the discussions were as follows:

1. Continuing discussion around the use of the Kinsmen Park South for parking does not constitute approval of a prospective joint-use school.
2. The City must remain whole with respect to loss of land.
3. The Ministry would be responsible to re-build lost City recreational facilities at its cost.
4. All upgrades to infrastructure would be the financial responsibility of the Ministry.

The community consultation consisted of a broadly circulated survey and Open House hosted by the Regina Public and Separate School Boards; the summarized results are attached as "Appendix A". Administration has come to an agreement in principle with the Ministry regarding the provision of land, the replacement of recreational facilities and other financial responsibilities of the Ministry should City Council approval be granted to transfer a portion of the title for Kinsmen Park South land for use as a parking lot for the proposed joint use school.

If approval to transfer title of a portion of the Kinsmen Park South to use as a parking lot is granted, the Ministry is still required to submit a building permit application to construct the parking lot, and meet all development conditions including setbacks, paving, drainage, lighting and potential studies required to ensure the compliance of the proposed parking lot and the joint-use school with City bylaws.

IMPACTS

The construction of a parking lot within Kinsmen Park South is estimated to utilize an area of approximately 1.2 acres (.489Ha), see Appendix B for map of the affected area. As well, two programmable ball diamonds would be lost due to the construction of the joint-use school on the Argyle School site, as well as a loss of 3.53 acres (1.429Ha) of public greenspace which is currently L'Arche Park.

In exchange for transfer of title for a portion of the Kinsmen Park South, the Ministry has agreed in principle to replace the approximate 4.73 acres (parking area and L'Arche Park) with land from the St. Pius School site and provide two ball diamonds of equal quality to those that are lost.

In addition, the Ministry has stated the parking lot that would be constructed on the portion of the Kinsmen Park South, would be available as parking space during off-school hours. As well, any upgrades to infrastructure related to the parking lots and joint-use school will be the financial responsibility of the Ministry.

OTHER OPTIONS

Not approve the transfer of a portion of Kinsmen Park for use as a parking lot.

Should approval not be granted to transfer title of a portion of the Kinsmen Park South for parking, the Ministry has indicated it would look at accommodating parking within the joint-use school site (current Argyle School site and L'Arche park) which would result in a potential loss of two programmed ball diamonds and green space associated with the L'Arche park. The City would use its best efforts to work with the Ministry to have the ball diamonds replaced, however the City would not be able to ensure this happens. The removal of and non-replacement of the ball diamonds provides a negative impact on the City programming for the area and potential use of green space in the area.

COMMUNICATIONS

If approval is granted, Administration will continue to work with the Ministry to prepare a formal agreement. A subsequent communication strategy for the public will be determined once a formal agreement has been executed.

DISCUSSION

Together the Regina Public and Regina Separate School Boards conducted community consultation by sending out a total of 3,402 surveys within the Kinsmen Park South area and received 200 responses via email and hardcopy. An open house, hosted by the School Boards, also provided residents of the community the ability to get more information and provide their opinions in person.

The 200 responses provided the following results:

In Favor	117 (58%)
Opposed	80 (40%)
Unsure	3 (1.5%)

A summary of the results is attached as "Appendix A".

Negotiations between the City and the Ministry have resulted in an agreement in principle that the Ministry will:

- Provide the City approximately 4.73 acres of park lands/green space in the neighborhood with land at the St. Pius school site.
- Provide two programmable ball diamonds of equal quality to those lost at L'Arche Park.

The direction from City Council, as a result of this report, pertains only to the transfer of title of a portion of Kinsmen Park South (approximately 1.2 acres) in exchange for title of approximately 4.73 acres of greenspace and 2 programmable ball diamonds to support the development of the proposed joint-use school. The development of the joint-use school will require its own building approval process and will be subject to the City building permit application process.

DECISION HISTORY

On August 26, 2019 City Council authorized Administration to continue discussions on a potential joint-use school site in the Lakeview neighbourhood based on the proposed terms specified, including:

1. The use of part of Kinsmen Park South as a parking lot does not constitute approval of a prospective joint-use school.
2. The City must remain whole with respect to the loss of land.
3. The Ministry would be responsible to rebuild lost City recreational facilities at its cost.
4. All upgrades to infrastructure would be the financial responsibility of the Ministry.

The recommendations contained within this report require City Council approval.

Respectfully Submitted,

Respectfully Submitted,



Shauna Szdel, A. Exec. Dir., Financial Strategy & Sustainability

2/6/2020



Barry Lacey, Exec. Director, Financial Strategy & Sustainability

2/6/2020

Prepared by: Keith Krawczyk, Manager, Real Estate

ATTACHMENTS

Appendix A - Survey Results

Appendix B Map of Kinsmen Park Area

Public Consultation Summary

Response	Number of Responses	Issues Identified*
Yes Responses		
Yes	117	<ul style="list-style-type: none"> • Yes, I support this because it is wasted space and will free up school ground space • Parking lot needs to be landscaped, trees, shrubs, needs to fit in with the park • This noted area is best used for parking and will also be good for after hours parking for park users for such things as sporting events to limit on-street parking. • Proposed parking would not detract. • I have lived in the neighbourhood for 35 years, in that time I have never seen that part of Kinsmen Park being used, other than for a leaf drop off. The proposed parking site is a perfect spot for a parking lot for the new school and after-hours community use. • The proposed parking area does not seem to intrude upon the ski trails at all. • YES - I think it would be beneficial to have a designated parking area for both school and community use. • The condition is that the land remain the dirt it is, and the land remains designated as "park" land. Another condition is that no trees or bushes are cut to make room for parking. The parking might not be perfect for the users, but there has to be understanding that it is a privilege to park a vehicle on this green space. • Additional parking for users of the soccer fields and ball diamonds in non-school hours. • That area of the park is currently not maintained to a very high level and is not used for any recreational purpose at this time. • Parking for a school would be a better use for the land. • I would rather have that used than have cars parked in front of my residential house. • I strongly feel that a flashing light pedestrian crosswalk will be required. • I support the use of that land for school staff parking with the proviso that that use will in no way impact the cross-country ski trails. • Hello. I would support the area indicated being used as a parking lot ONLY if it is available to the general public (park patrons) at all times. • Parking could be used after hours for ball diamonds. Parking could be used for community soccer...currently people parking all over narrow side streets and with parked cars, traffic and pedestrians it can get pretty messy. The land is just full of weeds. • Yes, IF they pay a monthly price. People have to pay for parking throughout the rest of the city so this should be included.

		<ul style="list-style-type: none"> • The proposed parking lot on south-east portion of Kinsmen Park will in no way be a detriment to the park. I am familiar with the park since the 1970's. There never has been any activity at this location since that time, so I approve of the addition of the parking lot on it. • The piece of land in question is currently a giant weed bed and dirt pit that we consider a nuisance and eyesore in the neighbourhood as it is not cared for by the city. Although a giant concrete pad is not inherently attractive, we do expect and anticipate that there would be some minor, complimentary landscaping that would accompany the construction of the parking area. • Yes, absolutely we need a safer better parking space for the parents driving their kids to school. • Yes, to better address traffic concerns of local residents this parking lot should be accessed at King's Road and Assiniboine Avenue. • There is still lots of park space • It isn't really "park" land, it is an undeveloped eyesore in the neighbourhood. • It is not being used now – has never been used for over 50 years + • This area should be turned into year round parking for the Park!! Every year skiers need to park in the street to use the trails, it would be better to use this area for parking, spring, summer, fall, as well.
No Responses		
No	80	<ul style="list-style-type: none"> • Walking and skiing paths very close to the identified area. There are also ball diamonds which are well-used during ball season. How will this proposed parking lot impact those paths and and other recreational uses? When we are seeing the negative effects of climate change, to propose eliminating green space for a non-permeable parking is close to unconscionable. Will neighboring houses experience more flooding as a result of less water being absorbed by the grass and shrubs currently in that area? Is the City prepared to pay for any resulting water damage to nearby houses? At the very least, will permeable pavement be used in order to mitigate this potential problem? • Parks are designated green spaces. Let's keep them that way. This is a heavily used park and the area suggested is currently neglected but I would still rather not see a parking lot there. • If the government wants to build a giant school then they can build a parking structure along with it to accommodate the increased number of parked vehicles. • Never should a public green space be converted to parking - plus the folks who look at a park will look at parking- how is that fair. They bought homes with a view of a park. • I am also concerned that more of Regina's greenspace would be chipped away and lost. This parking lot location would literally "pave paradise and put up a parking lot"! Kinsmen Park is a city decision. Please think of our children's safety and do not go ahead with this parking lot. • Once a park area is lost, we never get it back.

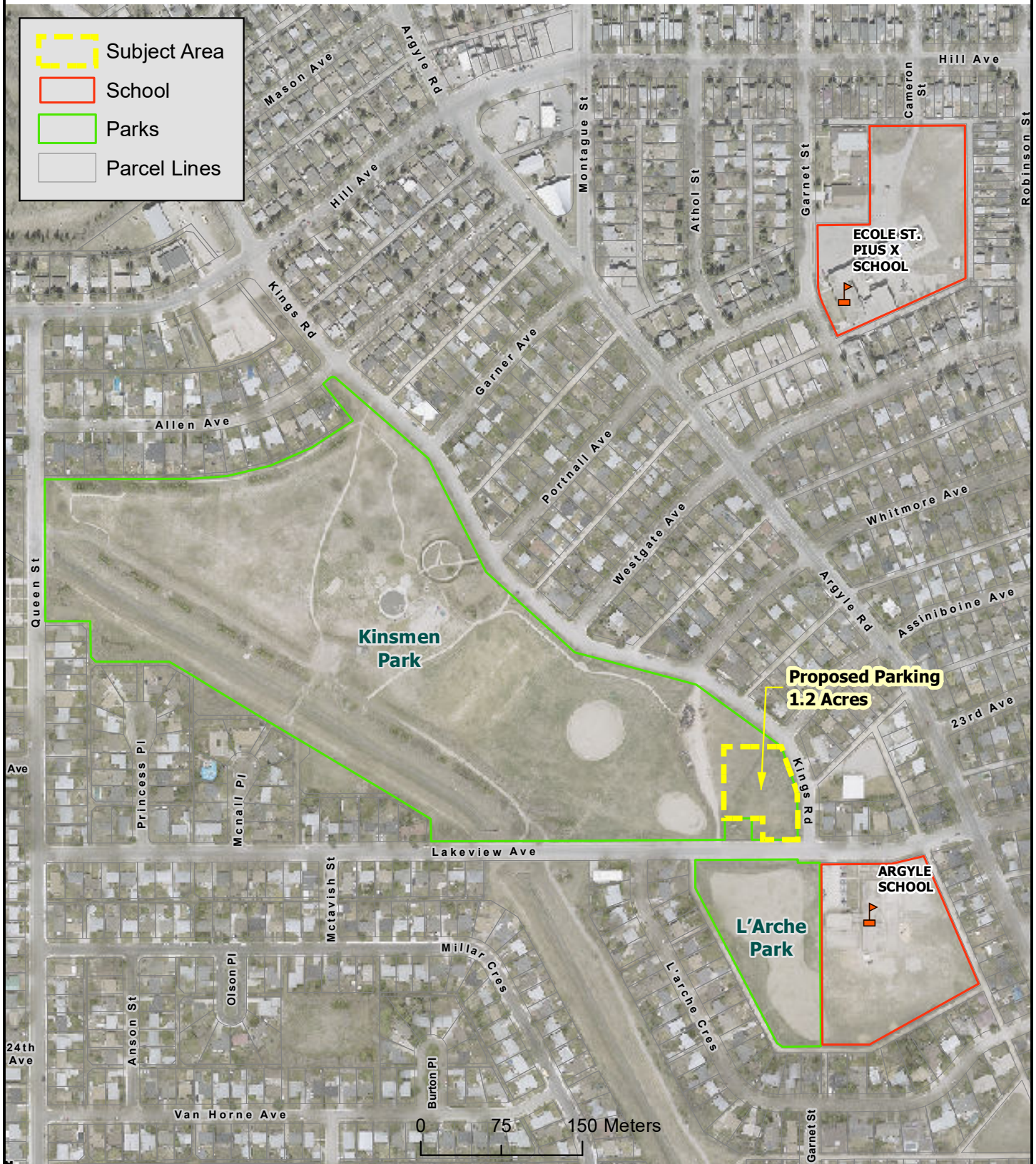
		<ul style="list-style-type: none"> • Activity in Kinsmen Park is very important to Regina Ski Club, our Board believes green space is very important, is a limited and shrinking resource in the city, and should be protected. Our club therefore does not support the proposal to create a parking lot in Kinsmen Park. The proposed parking area will be immediately adjacent to the ski trails. It could create impacts on skiing in the park through increased walking traffic from the parking area, removal of trees, and snow clearing from the parking lot. It is crucial to the continued successful use of Kinsmen Park as a ski area that the shrubs and trees between the proposed parking area and the rest of the park be maintained. It should be designed so walkers entering the park in winter will be directed onto walking areas and not onto the ski trails. Club representatives would be happy to meet with designers to discuss this further. Our final point is that, while skiers welcome snow, snow blown or piled from a parking lot onto a ski area is not desirable. Plans for the parking lot should include a snow management plan that does not involve moving snow from the parking lot onto the main area of the park. • I feel that park space is limited in the lake view area as it is and to convert green space to a parking lot is certainly a waste and misuse of this space. Maybe an off-leash park for dogs maybe a better use of this space. • If we keep stealing patches of the park for various development projects, none will be left to enjoy. This will increase the amount of traffic in the community, making it noisier. I am not in favour of the area of Kinsmen Park being used as a parking lot. I believe that there is ample room on the property of Argyle School to have parking and schoolyard equipment and areas for children. Greenspace is at a premium and Kinsmen Park is used year round. • This would eliminate another piece of green space in our city. This space facilitates informal activities like dog training, children enjoying unstructured play among the trees and on the grass, dog owners training their dogs, etc. In addition, this space provides habitat for a variety of birds, insects and other animals. The space is available as a recycling depot for trees and compostable yard waste, should the city consider re-instating these activities. The trees and grasses serve to sequester carbon and release oxygen into the air for all of us to breathe. • This park is one of only a handful of cross country ski trails in the city. All spring, the park is busy with community soccer programs (all of those families are able to find on street parking without an issue). • Property Values. Thankfully my home is not directly adjoining the park, but the homes that face/adjoin the park could see a drop in their property values. There is also higher risk of collisions, increased traffic, and change of pace in the neighbourhood that I see as detrimental. • For those pet owners that wish to train their animals, or play fetch, they respectfully use areas that do not interfere with the groomed ski trail (often using the corner designated as the proposed parking lot). Reducing the open space areas for pet owners to run their dogs and play fetch will impinge adversely on the ski trails and their maintenance. • I have never had any trouble finding parking; there is no need to build a new parking lot.
--	--	--



		<ul style="list-style-type: none"> • Moved to this area for the greenspace and parks, don't need this area to become congested and ugly. • I'm also concerned that Placing the parking lot across the street will most certainly increase traffic congestion at the intersection while vehicles wait to turn where pedestrians are crossing. • Adding the element of all of these cars coming and going in the parking lot drastically increases how busy the area is and how safe for wandering and playing children, etc. It would reduce the peace of the park. It would also dangerously increase the busyness of that end of the street which is already excessively busy, as there would be even more foot and car traffic on that end of Lakeview avenue. • The teachers can even use their bike to commute. Other than that if people really need dedicated parking spot then they can rent a place in the neighbourhood. They can even think about creating multi story parking lot in the current parking space to make better use of the spot they currently have. • And effort should be made to ensure public transit is a more ideal option so that it reduces our carbon footprint and keeps our neighbourhoods free of cars. Perhaps the teachers in the neighbourhood schools should be from the neighbourhood and there wouldn't be a need to create so many parking lots of schools. • This is potential green space, car culture is too much, start walking/biking • There is plenty of on street parking for people to access, this is such a ridiculous idea! Definitely do not use our/any greenspace in the park for cars and parking • Security concerns for staff weekends and evenings, offsite parking lot would be a gathering place weekend and evenings. • This will damage the integrity of the neighbourhood.
<i>Undecided</i>	3	<ul style="list-style-type: none"> • Require more information on the school building, traffic control, crosswalks before a decision can be reached.
<i>Total</i>	200	

*Comments were combined and truncated to provide a summary overview.

Appendix B

1:5,000



 <p>REGINA Infinite Horizons City of Regina</p>	<p>Financial Strategy & Sustainability/Land & Real Estate/Real Estate</p>		
	<p>Project: Subject Land</p>	<p>Civic Address: 3310 Lakeview Ave Legal Description: Blk/Par D-Plan 60R07552 Ext 1</p>	

Van de's Accessible Transit

3052 – 25th Avenue • Regina, Saskatchewan S4S 1K9 • Phone: (306) 586-1972

February 19, 2020

City Clerk, and

His Honor the Mayor and City Council

RE: TAXI REVIEW BYLAW SCHEDULED FOR FEB 26, 2020 COUNCIL MEETING

I would like permission to speak at the February 26th council meeting regarding the City Taxi Bylaw computer system which is currently in use, and how it is affecting Van de's Accessible Transit customer service, productivity and income.

I would like to request that a one vehicle taxi company be exempt from having to use this computer system. As a one-man operation that specializes in transporting physically disabled individuals in wheelchairs, this system is not feasible. It is very costly to have to hire someone full-time to operate the computer, plus all the expenses I have encored so far by purchasing a computer and hiring someone to install and operate the program.

I am finding it just too costly when I can keep manual records that are just as efficient, if not better, and provides much more detail. Because of the high expense I might be forced to shut down my Accessible taxi service, which would be a shame as the company has been in business since 1995 (25 years) and has numerous regular and loyal customers.

Enclosed is a trip sheet which I complete each day and feel it would be just as efficient as doing the reports on the computer. If you feel that there are changes which should be made to this form, I would be more than happy to oblige. These trip sheets would be forwarded to the Taxi License Department on a regular basis as required by the Department. I would be happy to answer any questions.

As far as service from the Computer Company, as I am a one vehicle operation and the other taxi companies have a fleet of 60 or more vehicles, if there is a computer technical problem, unfortunately I am the last one to be served, which I can understand.

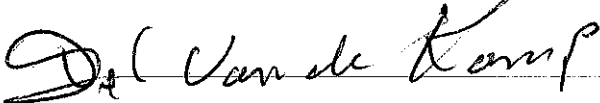
In closing, I hope you can understand the issues I am having. As I said earlier, I have been in business for 25 years and would hate to have to give it up as I have a very strong repertoire with my customers. Once again if you have any questions I would be happy to answer them, along with providing my opinion on other Tax Bylaw matters including:

- Uber
- Fare Structures
- Airport Fees
- Transfer Fees
- Badge Replacement Fees
- Data Submission
- any other pertinent areas

Thank you.

Respectfully submitted,

VAN DE'S ACCESSIBLE TRANSIT,

A handwritten signature in black ink, appearing to read "Del Van De Kamp", written over a horizontal line.

Del Van De Kamp,
Owner/Operator

Van De's Daily Trip Log

[illegible]

Submission to City Council meeting: February 26, 2020

Re: Taxi Bylaw Review

Thank you for the opportunity to speak to the report. My name is Sandy Archibald from Regina Cabs.

The report offers some options but is being brought forward 12 months too late. From the outset, the industry was assured of a level playing field with Ride Sharing but that bylaw passed 12 months ago and only now is the City addressing the taxi bylaw.

During the last 12 months, the industry has lost customers, lost drivers, lost vehicle operators, lost revenue, lost jobs and sadly: has lost optimism.

To begin to level the playing field there needs to be a process that a taxi can be put into service as quickly and with as low a cost as a ride share vehicle can. We appreciate that the administration has put forward some recommendations that may assist the industry; but we believe the report has room to go further to reach that promise.

	Ridesharing platform	Taxi Industry
1. <u>Rates/fares:</u>	unregulated	regulated

The report recommends the use of 'soft' meters and authorizes taxi fares outside the regulated model when booked through an app. We support this recommendation and are cautiously optimistic the proposed model will begin to level the playing field with the rideshare discount/surge model and offer fare certainty and convenience to the customer.

2. <u>Vehicle age limit:</u>	unregulated	regulated
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The report recommends permitted vehicle age of 10 years. We recommend no limit so the playing field is level. The industry has self-regulated in the past and can do so in the future. All vehicles must have a valid S G I inspection certificate and that process and documentation provides surety to regulators and customers both. Removing the age limit will allow operators who may find a vehicle out of service due to an accident, be able to quickly get back in service with an inspected, older model vehicle and allow the operator more time to search the market for a competitively priced newer vehicle that he can purchase and put into service.

3. <u>Vehicle company decal size:</u>	unregulated by the City	regulated
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Ridesharing is required to have a minimal 8 cm x 8 cm sign on two sides of the vehicle and taxis should be permitted to install similar sized decals on the taxi vehicle as the Operator and/or dispatch service chooses. Eliminating all but the essentials will lessen the overhead expense for the Operator and get a taxi into service more quickly.

4. Vehicle inspections by the City:

unregulated

regulated

Rideshare vehicles aren't required to be inspected by the City and taxis are over inspected in our opinion. A taxi operator should be able to provide: current SGI inspection certificate, SGI vehicle registration, letter from the certified camera installer, letter from the meter installer that states the taxi has been road tested and the meter is within tolerance and is sealed, along with the City application form, and then receive the City decal immediately without having to schedule and pay for a redundant inspection.

Eliminating the inspection would greatly level the playing field. With the move to charging fares outside of the City's set structure, allocating resources to do road tests on the meter should be eliminated.

In the event of a complaint from the public, the city has the ability to require the taxi vehicle to attend at City Hall for a check of the meter.

5. In car cameras:

unregulated

regulated

Council has made the decision that the public who rides in Rideshare vehicles do not require the surety of in-car cameras. Various reasons are provided....the vehicle make and year are described....the driver's picture is shown etc. Unfortunately bad actions can happen anywhere, anytime.

Council has to decide if only some segments of the traveling public need to be protected with in car cameras or if all citizens should be.

Cameras required in both platforms or neither.

What is council's direction?

The Regina Police Service is the only entity that can access the data.

6. Number of vehicles permitted to be in service:

unregulated

regulated

The public has yet to see the data regarding Ride sharing vehicles but the industry estimates there are three times the number of ride sharing vehicles compared to taxis on the road. We are at a crossroads to determine if they there will continue be a viable taxi industry 24 hours a day, that offers service to the public and to those who are not able to use ride sharing because of access to credit cards and a smart phone or if they require a wheel chair accessible vehicle, which ride sharing companies don't offer.

7. Extra fees:

It is of concern that the R A A is requiring ground transportation services to collect fees from the public for the airport's sole use. If this recommendation is passed, messaging to the public must be abundantly clear that it is neither the city nor the industry that keeps these fees; it is a third party.

What fee is next? We do not support the recommendation of collecting fees for third parties.

Conclusion:

We appreciate the administration working with the industry and we support the proposed soft meters and hybrid fare structure.

We recommend no limit on the age of the vehicle, removing the requirement for specific sized company decaling on the taxi vehicle, eliminating City taxi inspections unless there is a documented complaint.

We seek council's guidance on in vehicle cameras for both ride sharing and taxi platforms.

We urge analysis be done on data from the number of ride sharing vehicles in service and we register our concern with collecting fees for third parties.

Thank you.

On behalf of Coop Taxi, the 3 representatives are Daljit Singh and Dhawal Patel who will be presenting together and one for Kamaljit Grewal that will be speaking are speak on the comparison of the rules and standards of taxi and ridesharing companies.

Both companies are providing the same kind of services, so the rules and standards should be the same. For example, Cameras in the vehicles are only mandatory in Taxis, other ridesharing companies do not have them because they say that they are Part Time even though more than 50% are operating full time. They should be providing public safety too as we are. Our taxi inspections are done by the city or the city police like usual while they should be allowed to be done by any brokers. Brokers should also be allowed to decide the size of our decals, because ridesharing companies dont even have decals. Also during our inspections, if any sort of fog light or other small parts are not working, they take off our decals and do not permit our driving for up to 4 days, and if it's a long weekend then have to wait even longer. This is an issue to us because it does not seem like a big deal as half of the vehicles do not even have a fog light. If we have to do it that way then all ridesharing companies should have to follow the same law. Companies like Uber also have no Vehicle age limit while for us taxis it's only an under 8 year old limit. Ridesharing companies drivers are doing personal runs and are also take flag fare, this is wrong and some sort of action should be taken against it for sure. We Also want to discuss how other ridesharing companies do criminal record checks online while we have a long unnecessary procedure of actually having to go to the police station for the procedure. At the same time SGI also requires the criminal record checks for all of the taxi drivers, and this doubles the work for us.

Thanks You.



February 26, 2020.

Your Worship and Members of Council. Thank you for providing the Regina Airport an opportunity to comment on the proposed amendments to the taxi bylaw that is being discussed today.

The focus of our comments are primarily linked to ensuring a more equal playing field for commercial transportation companies who utilize the airport to operate their private business. In June of 2019, the Regina Airport rolled out a new ground transportation strategy which included a reduction to parking rates, a replacement of an annual fee with a “per-trip” fee for commercial operators, such as taxis and ride-share, along with an offer to financially subsidize a route for public transit. The intent of the airport’s new “per trip” fee was to remove any barriers for commercial operators to begin service at YQR. Over time we expect this approach to create a more competitive environment as it removes any volume driven concerns that would be required with the old annual fee approach. The need for the fee itself relates to offsetting costs of managing the airport’s front curb operations and those related to ground transportation generally. Having adequate coverage for ground transportation during peak demand periods, such as large events and conferences or significant flight activity has been an ongoing challenge for airport users and visitors to our community. The introduction of new entrants into the market such as ride-share and the added focus in having YQR staff contact additional commercial operators directly to pickup passengers during peak periods has helped to reduce the occurrences of shortages. I should also add that for some unlicensed ground transportation operators using YQR, they have been essentially operating a private commercial business yet not providing the airport with any form of fee whatsoever. As a self-funded not-for-profit organization, the very livelihood of the airport relies on all commercial businesses, regardless of the type of business, to provide some sort of fee structure to operate.

In terms of the fee structure, we tried to make it as simple as possible. The fee charged to the commercial operator is based on the size of the vehicle and in the case of taxis and ride-share of 7 seats or less, it has been set at \$2. I wanted to add that \$2 is one of the lowest airport fees in the country and we believe that it allows for any company to operate at YQR affordably.



In terms of the old taxi bylaw itself and the airport fee, the deficiency was that it would not provide any flexibility to the commercial operator to choose how they could handle the airports per-trip fee. We felt strongly that we wanted each company to decide for themselves for competitive reasons, whether they would absorb the fee or pass on the charges to their customers. The key here is that the airport would like each company to decide for themselves, their level of competitiveness they would like to offer the marketplace while performing an airport pick-up or drop-off. Leveling the playing field appears to be an overarching theme of some of the changes contemplated in the bylaw that are not related to the airport, so we believe the airports fee structure put in place last year truly meets with the bylaw's intent.

In closing, the Regina Airport Authority is in full support of the amendments contemplated concerning airport fees. Once passed, the airport will conclude licenses with the remaining operators so they may continue to perform pick-ups and drop-offs at YQR, yet they will only pay for what they use. In addition, using the airport's in-terminal ground-transportation screens the various operators will be advertised so customers are aware what choices they have, along with contact information to each company. Information will also be displayed in the airport terminal regarding the fee structure to commercial operators which will create awareness of these changes.

Thank you

James Bogusz
President and CEO
Regina Airport Authority

John Aston
VP Commercial, Projects and Planning
Regina Airport Authority

Supplemental Taxi Bylaw Report

Date	February 26, 2020
To	City Council
From	City Solicitor's Office
Service Area	Licensing & Parking Services
Item No.	CM20-5

RECOMMENDATION

That City Council receive and file this report.

ISSUE

At the February 6, 2020 Community and Protective Services Committee meeting, during consideration of report CPS20-6, the Committee requested that Administration report back with an option to create an exemption from the general rules for accessible taxis for the use of technology for data collection and submission.

IMPACTS

None with respect to this supplementary report.

OTHER OPTIONS

Should Council wish to make an exemption, Administration would recommend that exemptions be considered by the Administration through an application process and that eligibility be limited to brokers with only one vehicle in their fleet. The application process would include a review of the data collection and submission documents to ensure accurate, timely and complete information could be provided. Bylaw amendments would be required to implement any exemption or exemption process.

COMMUNICATIONS

None with respect to this supplementary report.

DISCUSSION

The Regina Taxi Bylaw, 1994 requires taxicab brokers to ensure all taxicabs affiliated with that brokerage are equipped with a global positioning system (GPS) and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system (CAD). The CAD system must be capable of recording required trip data in an electronic format. These requirements were initially recommended to the City by an external consultant who completed a study of the taxi industry on behalf of the City. The requirements were approved by Council in 2012 and came into effect in 2014 for brokerages with regular taxicabs and 2015 for brokerages with only accessible taxicabs. All Regina taxicab brokerages have complied with these requirements.

A representative from Van De's Accessible Transit appeared as a delegation at the February 6, 2020 Community and Protective Services Committee meeting and requested an exemption from the current requirements on the basis of the cost of the system and that he feels the requirements are unnecessary because his brokerage only has one vehicle associated with it. He instead proposes to keep and provide the City with paper records of trips completed by Van De's Accessible Transit.

The Administration does **not recommend** granting an exemption to Van De's Accessible Transit on the basis of the benefits of the GPS and CAD systems, including the ability to record information that assists in the protection of both passengers and drivers, creates dispatch efficiencies and records detailed trip data.

Safety and Consumer Protection. GPS provides the ability to view real time location of the vehicle which increases safety for both drivers and passengers. Dispatchers are connected directly to the driver and in emergency situations can dispatch assistance to the vehicle location immediately. If the emergency involved criminal activity the data can be used for investigation. Consumer safety and protection is also accomplished through GPS data as it is used to resolve complaints related to overcharging.

Wait Times. Dispatchers make use of the real time vehicle location and queued fares when dispatching trip requests which creates dispatch efficiencies and reduces the wait time for passengers.

Data Collection. CAD systems allow for data retention and submission in a standard format consistent with all vehicle for hire providers. Drivers must log in and out of the CAD system while on duty. This information is used to address incoming complaints and verify active driving hours, a bylaw requirement for certain classes of drivers.

Trip data collected by these systems include date and time of dispatch and pick up, duration of trip, passenger wait times, whether a person was picked up or the request was cancelled, whether the trip was for an accessible fare, driver and vehicle information and number of

vehicles in service. This data is used to determine the appropriate number of taxicabs that should be available to meet demand for regular, accessible and seasonal services.

In consideration of the safety features and decision-making information provided by these systems, Administration sees a benefit for all brokerages to maintain GPS and CAD systems as prescribed in *The Regina Taxi Bylaw, 1994* and does not recommend any changes to this requirement.

DECISION HISTORY

This report is supplementary to report CPS20-6 from the February 6, 2020 meeting of the Community and Protective Services Committee.

Respectfully Submitted,



Dawn Schikowski
Manager, Licensing & Parking Services

Respectfully Submitted,



Byron Werry
City Solicitor

Prepared by: Dawn Schikowski, Manager, Licensing & Parking Services

Community and Protective Services Committee: Taxi Bylaw Review

Date	February 26, 2020
To	His Worship the Mayor and Members of City Council
From	Community & Protective Services
Service Area	Office of the City Solicitor
Item #	CR20-15

RECOMMENDATION

The Community and Protective Services Committee recommends that City Council:

1. Approve the amendments proposed to *The Taxi Bylaw, 1994* as further detailed in Appendix A to this report be approved, which will implement the following changes to the regulation of taxi services:
 - a. permit the use of digital taxi meters (“soft” meters);
 - b. allow taxi services to charge fares outside of the City’s set fare structure provided that such trips are booked through an approved mobile application capable of providing a pre-estimate and other requirements to passengers;
 - c. update fees charged by the City;
 - d. implement further data collection requirements;
 - e. remove the vehicle age requirement from the bylaw;
 - f. change the decal requirements;
 - g. allow the use of an inflatable spare tire;
 - h. set out the review and approval process for “certificates of approval” issued by the Regina Police Service for taxi drivers; and
 - i. make housekeeping changes as identified in Appendix A.
2. Direct the City Solicitor to prepare the necessary bylaw to implement the amendments to *The Taxi Bylaw, 1994* as described in this report, to be brought forward to the March 25, 2020 meeting of City Council for approval.

HISTORY

At the February 6, 2020 meeting of the Community and Protective Services Committee, the Committee considered the attached CPS20-6 report.

The following addressed the Committee:

- Delno Van De Kemp, representing Van De's Accessible Transit;
- Sandy Archibald and James Archibald, representing Regina Cabs;
- Glen Sali, representing Capital Cabs; and
- John Aston, representing Regina Airport Authority Inc.

There have been no previous decisions related to the recommendations. Bylaw changes require City Council approval.

Respectfully submitted,

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE



Tracy Brezinski, Secretary

2/20/2020.

ATTACHMENTS

CPS20-6 - Taxi Bylaw Review.pdf

Appendix A - Taxi Bylaw Review

Taxi Bylaw Review

Date	February 6, 2020
To	Community and Protective Services Committee
From	City Solicitor's Office
Service Area	Licensing & Parking Services
Item No.	CPS20-6

RECOMMENDATION

The Community and Protective Services Committee recommends:

1. That the amendments proposed to *The Taxi Bylaw, 1994* as further detailed in Appendix A to this report be approved, which will implement the following changes to the regulation of taxi services:
 - a. permit the use of digital taxi meters ("soft" meters);
 - b. allow taxi services to charge fares outside of the City's set fare structure provided that such trips are booked through an approved mobile application capable of providing a pre-estimate and other requirements to passengers;
 - c. update fees charged by the City;
 - d. implement further data collection requirements;
 - e. increase permitted vehicle age to 10 years;
 - f. change the decal requirements;
 - g. allow the use of an inflatable spare tire;
 - h. set out the review and approval process for "certificates of approval" issued by the Regina Police Service for taxi drivers; and
 - i. make housekeeping changes as identified in Appendix A.
2. That this report be considered at the February 26, 2020 meeting of City Council.
3. That the City Solicitor be instructed to prepare the necessary bylaw to implement the amendments to *The Taxi Bylaw, 1994* as described in this report, to be brought forward to the March 25, 2020 meeting of City Council.

ISSUE

In February 2019 City Council passed *The Vehicles for Hire Bylaw*, allowing Transportation Network Companies (TNC) to operate in the City of Regina. Throughout the development of *The Vehicles for Hire Bylaw*, the taxi industry was engaged in discussions with the Administration and expressed concerns about the emergence of TNC and their ability to continue to operate under traditional taxi regulations. No changes were made to *The Taxi Bylaw, 1994* at the time. Administration and the taxi industry agreed to review the bylaw for potential amendments to address these concerns.

IMPACTS

The fee changes recommended in this report will ensure a more accurate cost recovery of the various fees collected.

There are no environmental, accessibility, or other implications or considerations.

OTHER OPTIONS

City Council may choose to approve all, some or none of the recommendations contained in this report.

COMMUNICATIONS

If approved, amendments to *The Taxi Bylaw, 1994* will be posted on Regina.ca.

DISCUSSION

In March 2019, Administration requested feedback from the taxi industry, including brokerages, licence holders and drivers on potential amendments to *The Taxi Bylaw, 1994* to better align with provincial legislation, update outdated sections and any other areas of concern. Most of the input received came from the taxi brokerages and formed the framework for additional discussions.

Many of the comments related to seasonal taxicab licences and potential changes to the number, type and manner of issuance of these licences. The seasonal licences will be considered in a future report after the 2019-2020 seasonal data has been received and reviewed to respond to motion CPS18-21. The analysis will consider how the lottery issued licences and the emergence of ridesharing impacted the seasonal taxi services.

The remaining feedback focused on enabling the traditional taxi service to adapt to the changing environment, collection of reliable trip data and ensuring fees were appropriate. Working sessions were held with the taxi brokers to develop improvements related to technology advancements, fare structure, fees, data requirements and vehicle requirements. The recommended changes are listed in Appendix A and discussed below in further detail.

(a) Technology Advancements

Soft Meters have become the new form of taxi meters in other major municipalities. A taxi soft meter is a smartphone or tablet that is used similarly to the traditional hard-wired taxi meter. The technology uses GPS or on-board diagnostics to calculate distance and time rates for taxi trips. Licence inspectors are able to test the soft meters for compliance and apply a seal to prevent tampering. Consistent with hard-wired meters, customers will be able to view the rate on the device throughout the trip. The benefits of the soft meter to the taxi industry is the low cost and availability of the devices, brokers can track their taxis live and taxi drivers can provide an electronic copy of a receipt if required. Administration recommends that the current bylaw be amended to allow the use of approved soft meters in taxicabs.

(b) Fare Structure

The biggest concern voiced by taxi brokers was the fare structure prescribed in the bylaw. Using the taxi cost index, the tariff of fees prescribes the maximum fare for the initial distance, incremental distance, waiting time charges and extra charges. Brokers felt that the fare structure disadvantaged their industry because TNC are permitted to set their own fares. Most believed taxi fares were below those charged by the TNC and affirmed they were not looking for an overall fare increase, instead they expressed a desire for flexibility around fare pricing. Various options were considered including allowing brokers to set their own fares, setting a flat fee for short fares, or allowing surge and discount pricing. Currently only the maximum fare amount is prescribed so discounting of fares is already available. Among the other options, no single method seemed to address the concerns.

Research into other municipalities identified a hybrid pricing model that was successfully implemented by the City of Calgary. The model has two pricing structures:

1. Street hails and dispatched trips initiated through direct contact with brokers adhered to a traditional taxi fare model that uses time and distance travelled. Allowable fees are prescribed within a tariff of fees.
2. Trips pre-arranged through a mobile application were charged based on distance. Similar to a TNC, the pre-arranged service booked through the mobile application does not need to apply the specific fees in a traditional taxi fare model.

The hybrid model proved to be the most acceptable by the taxi brokers.

Unlike a TNC, the taxi industry continues to receive trip requests through telephone or text and by street hail. When this occurs, there is no method to confirm the acceptance of a quoted fare by either the driver or the passenger and therefore a prescribed fare structure must be relied upon to ensure fare consistency and neither party is disadvantaged. When a mobile application is used, the fare is communicated electronically and accepted in advance by both parties. Introducing mobile application pricing for pre-arranged taxi services provides a benefit to both passengers and taxi drivers. Passengers appreciate the convenience and the upfront pricing takes away the fare anxiety often associated with taxi trips. Drivers are assured they will receive payment and feel they are better able to compete with TNC drivers.

In order for a taxi broker to use a mobile application for pre-arranged services, the mobile application would need to be approved by the licence inspector to ensure trip tracking and

transmission of information to the passenger is documented. Taxi brokers may need to update their systems in order to provide the mobile application, however they would not be required to provide this service. The option would be available should they choose to offer it.

Administration recommends that pre-arranged taxi services booked through a mobile application be exempt from charging the fares prescribed in section 4(1) of the fare schedule of the Bylaw.

In addition, administration recommends that in order to offer its own fares a taxi broker would need to have a mobile application capable of meeting requirements similar to those the City sets for TNCs. If the mobile application cannot meet these requirements a taxi broker could still accept trips through their mobile application but would have to charge the rates set by the City.

(c) Fees

Airport Fees:

The Taxi Bylaw, 1994 prescribes extra fees that taxis are permitted to charge. These fees include things such as a cleaning fee and a charge for use of a debit machine. The Administration is recommending that an additional airport service charge fee be permitted to be charged.

As of July 1, 2019, the Regina Airport Authority Inc. (RAA) implemented a new commercial ground transportation fees for all service providers. The fee is a pay-per-use pickup and drop off charge reflective of the size of the commercial vehicle. This move is part of the new ground transportation strategy of RAA and allows any commercial operator to conduct business at the Regina Airport. Limousine, shuttle and Vehicle for Hire operators have the ability to charge the ground transportation fee to their passengers. *The Taxi Bylaw, 1994* prohibits this fee to be collected by taxi brokers or drivers, leaving the taxi brokers and drivers to bear the cost of this fee. In order for taxi drivers and brokers to recover this cost from passengers, Administration recommends that the tariff of fees be amended to include the ability to charge an amount equivalent to the commercial ground transportation fee charged by RAA.

Transfer Fees:

A Transfer of records must be completed when a taxicab licence is transferred to a replacement vehicle, vehicle ownership changes or brokerage affiliation is updated. The associated fee for conducting the transfer is \$50 and requires licensing officers to work with Saskatchewan Government Insurance (SGI) agents for verification. The taxi industry requested that the transfer fee be eliminated. Licensing programs are intended to be cost recovery. Licensing costs would not be recovered if the fee were eliminated, however a review of the program costs identified that due to efficiency improvements with the process, the fee could be reduced to \$35 per transfer. Administration recommends that the transfer fees be reduced to \$35.

Badge Replacement Fee:

The fee review also identified that the current fee for replacement badges (\$16) does not cover the administration costs of reprinting the badges and processing the associated police incident report. Therefore, Administration is recommending that the duplicate licence fee be increased to \$25.00. This amount will allow for cost recovery and is equal to the annual licence renewal fee.

(d) Data Submission

Collection of reliable trip data is necessary for both the taxi industry and the City. Data is used to analyze trends, determine appropriate staffing and licence levels, to verify bylaw compliance and to assist with passenger and driver safety. Taxi drivers, as the operators of the taxicabs, play an important role in the collection of data. To ensure accurate data is collected, Administration recommends the following requirements be added to the driver conduct section of the bylaw:

1. Drivers must be signed into the dispatch system of the taxi brokerage at all times the taxicab is on duty;
2. Drivers shall ensure that all dispatched or non-dispatched trips are logged through the dispatch system of the brokerage.

(e) Data Retention Period

The passenger transportation industry has experienced significant change over the last decade and the evolution is expected to continue. Having accessible information becomes even more important during change. Currently taxi brokers are required to archive trip data for a minimum of six months and transportation network companies (TNC) are required under *The Vehicles for Hire Bylaw* to retain records for a minimum of one year. In order to be able to compare data between both types of transportation providers, and ensure data is available when required, Administration recommends increasing the time frame for taxi broker data retention to a minimum of one year.

(f) Vehicle Requirements

Spare Tire:

All taxicabs must meet vehicle inspections requirements prior to issuance of a taxicab licence, including that the vehicle must be equipped with a spare tire and jack. Industry members have raised concerns over this requirement as newer models of vehicles are no longer required to have a spare tire sold with the vehicle and instead are supplied with an inflatable spare tire kit. Taxi drivers have also shared that in the event they experience a flat tire, they normally do not install a spare tire themselves. Instead, the vehicle is taken to a repair shop for immediate repair or replacement. SGI also does not require a taxicab to be equipped with a spare tire and jack. Administration recommends amending the requirement to the vehicle must be equipped with a spare tire and jack or an inflatable spare tire kit with a sealant.

Vehicle Age:

The taxi industry shared their concern over the current vehicle age restriction of eight years. The cost of replacing a taxicab, especially accessible taxicabs, can be significant and difficult to obtain for some licence owners. SGI vehicle inspection regulations require that all vehicles for hire have a valid stage 2 inspection certificate completed annually by a qualified mechanic appointed by SGI. This is the same certificate a person would be required to obtain when re-certifying a total loss ("regulations require written off") vehicle or certifying an out-of-province vehicle. The inspection is a better indication of vehicle fitness over the age of a vehicle. However, eliminating the vehicle age consideration completely may not meet the expectations of taxi users who have come to expect that a newer vehicle is used in the

service. Unlike TNCs, the City does not require taxi brokers to advise customers of the vehicle model year prior to dispatch.

Research identified that most municipalities regulate vehicle age and the average allowable age is 10 years, summarized in Table 1. The major TNCs use a self-imposed vehicle age limit of ten years. Administration recommends that the vehicle to be used as a taxicab shall be limited to 10 years.

Table 1: Vehicle Age

Municipality	Max Age Requirement
Regina	8 years
Saskatoon	7 years
Winnipeg	n/a
Edmonton	n/a
Calgary	8 years
Red Deer	13 years
Montreal	10 Years
Windsor	12 years
Ottawa	10 years

Vehicle Decals:

Taxi brokers also raised concerns that the overall vehicle decal package was over prescribed and created a higher cost to licence owners and requested they be removed or relaxed. The decal requirements are in place to ensure passengers, licence inspectors and the Regina Police Service can easily identify the vehicle as a taxicab. Identifying markers allow individuals to recognize the vehicle as an approved taxicab and provides information needed to address customer service concerns with a specific vehicle. Research identified that all municipalities prescribe some type of decal requirements which are summarized in Table 2.

Table 2: Vehicle Decal Requirements

	Regina-Proposed	Saskatoon	Winnipeg	Edmonton	Calgary	Ottawa
Top Light	Requirement	Illuminated	Illuminated	Required	Illuminated	Broker name Decal Number 50 mm
Passenger/driver Side Decal	Broker name Car number 75 mm	Broker name Vehicle Number	Broker Name Telephone number 50 mm Licence Number 100 mm	Broker Name Telephone number Vehicle number Displayed on the exterior	Broker name	Vehicle Number 100 mm
Rear Decals		N/A	Licence number 100 mm		Vehicle number 100 mm	N/A

The goal of decal requirements is to ensure the public can identify the vehicle as a taxicab, the taxicab company and the vehicle identification number. Current requirements specify information that is not necessary to identify the vehicle as a taxicab. Administration

recommends that the current decal requirements are removed and replaced with the following:

1. A top light capable of illumination
2. Broker name and an identifying number assigned by the taxicab broker must be on both sides and rear of the vehicle
3. Each letter or number must be at least 75mm in height

(g) Driver Requirements

Upon implementing *The Vehicle for Hire Act*, the Province repealed a portion of *The Traffic Safety Act* requiring taxi drivers to obtain a certificate of approval from the local police service. A certificate of approval is a background check completed by police. *The Taxi Bylaw, 1994*, continues to reference the repealed *Traffic Safety Act* process and therefore it is recommended that the bylaw be amended to remove references to *The Traffic Safety Act* and replace them with a description of the review and appeal process undertaken by police.

DECISION HISTORY

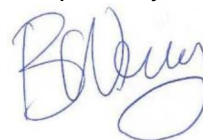
There have been no previous decisions related to the recommendations.
Bylaw changes require City Council approval.

Respectfully submitted,



Dawn Schikowski, Manager Licensing & Parking Services 1/30/2020

Respectfully submitted,



Byron Werry, City Solicitor

1/30/2020

Prepared by: Dawn Schikowski, Manager Licensing & Parking Services

ATTACHMENTS

Appendix A - Taxi Bylaw Review

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Taxi Bylaw Proposed Amendments side-by-side

Current Bylaw provision	Proposed Bylaw provision	Explanation
Definitions		
n/a	<p>Add new definition:</p> <p>“certificate of approval” means certificate of approval as described in section 3.1 of this Bylaw;</p> <p>(see also new section 3.1)</p>	A certificate of approval is a review process completed by Regina Police Service when a person applies to be a driver. This term and process were previously included in <i>The Traffic Safety Act</i> and an internal RPS policy. The section of <i>The Traffic Safety Act</i> was recently repealed; therefore, the Bylaw is being amended to move that process into the Bylaw.
n/a	<p>Add new definitions:</p> <p>“approved pre-arranged service” means taxi services that are exempted from the maximum fares set out in this Bylaw in accordance with sections 29.4 and 29.5 of this Bylaw;</p> <p>“mobile application” means an online enabled application, a digital platform, a software program, a website or other system or technology platform offered, used or facilitated to enable a person to obtain taxi services;</p> <p>“passenger” means a person who uses a taxi service and includes a person who</p>	To allow taxis to set own fares when a trip is booked through a mobile application. The mobile application and the service must meet certain requirements as set out in section 29.4 and 29.5.

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	attempts to hire a taxi for an approved pre-arranged service;	
<p>"Licence Inspector" means any person employed with the City of Regina in the following positions:</p> <p>(a) Manager, Business Support, Community Services;</p> <p>(b) Billing Co-ordinator, Community Services; and</p> <p>(c) Licensing Officer;</p>	<p>Repeal and replace with:</p> <p>"Licence Inspector" means any person employed with the City of Regina in the following positions:</p> <p>(a) Manager, Licensing & Parking Services;</p> <p>(b) Billing Co-ordinator, Licensing & Parking Services; and</p> <p>(c) Licensing Officer;</p>	Housekeeping change. Position title names have changed.
n/a	<p>Add new definition:</p> <p>"sealed" means physical or digital tamper proof mechanism applied to the taximeter by the License Inspector;</p>	Facilitates the use of a smart phone or tablet enabled meter (soft meter).
"Taximeter" means a mechanical or electronic device by which the charge for transportation in a taxicab is mechanically or electronically calculated and upon which the charge is indicated by figures.	<p>Repeal and replace with:</p> <p>"Taximeter" means a mechanical, electronic or digital device which is used to calculate and display a charge for transportation in a taxicab.</p>	Facilitates the use of a smart phone or tablet enabled meter (soft meter).
Taxicab Driver Licences		
3 (1)(e) the Chief of Police provides a valid certificate of approval respecting the new applicant pursuant to section 65 of <i>The</i>	Repeal 3 (1)(e) and 4 (2) and replace with:	A certificate of approval is a review process completed by Regina Police Service when a person applies to be a

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<p><i>Traffic Safety Act</i>;</p> <p>4 (2) Notwithstanding anything contained herein, the Chief of Police shall be and is hereby authorized to carry out a review of the certificates of approval issued by him or her under section 65 of <i>The Traffic Safety Act</i> on a yearly basis as the licensees apply for a renewal of their City of Regina taxicab driver's licence, or more frequently as the Chief of Police deems necessary for the administration of his or her duties.</p> <p><i>The Traffic Safety Act</i> (repealed section) 65 (6) No person shall drive a class PT vehicle that is used for the transportation of passengers in a city and the administrator shall not issue a certificate of registration for a class PT vehicle in a city, unless there are filed with the administrator valid certificates of approval respecting that person furnished by:</p> <ul style="list-style-type: none"> (a) the clerk or administrator of the city, or any other person authorized by that city, in which the class PT vehicle is to be driven; and (b) either: (i) a peace officer who is a member of the police service or unit having responsibility for policing within the city in which the person resides; or (ii) another person who is satisfactory 	<p>3(1)(e) the Chief of Police provides a valid certificate of approval respecting the applicant.</p> <p>3.1 (1) Every taxi driver shall be required to hold a valid certificate of approval issued by the Chief of Police in accordance with the policy of the Regina Police Service.</p> <p>(2) A certificate of approval may include a full enquiry into the applicant's suitability for a taxi licence in the opinion of the Chief of Police, which may include, but is not limited to: background checks determined to be appropriate by the Chief of police, eligibility to work in Canada, circumstances of offences, involvement in criminal activity relevant to operation of a taxi and compliance with the requirements of <i>The Vehicle for Hire Act or Regulations</i>.</p> <p>(3) Any decision to deny, suspend or revoke a certificate of approval may be appealed by the applicant to the Regina Police Service Taxi and Tow License Review Board in writing in a form approved by the Chief of Police including the reasons for the appeal. The Regina Police Service Taxi and Tow Licence Review Board shall provide its decision in writing to the applicant.</p>	<p>driver. This term and process were previously included in <i>The Traffic Safety Act</i> and an internal RPS policy. The section of <i>The Traffic Safety Act</i> was recently repealed; therefore the Bylaw is being amended to move that process into the Bylaw.</p>
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<p>to the administrator.</p> <p>(7) No certificate of approval is valid if the person who furnished the certificate, or a successor in office to that person, has subsequently filed with the administrator a certificate of withdrawal of approval.</p>	<p>(4) Notwithstanding anything contained herein, the Chief of Police is authorized to carry out a review, suspend or revoke any certificate of approval during the validity period of any taxi drivers licence. Should a certificate of approval be denied, suspended or revoked the Chief of Police shall notify the licensee and the licence inspector immediately.</p>	
<p>6(3) keep with him or her at all times while operating a taxicab a daily trip record of each trip the taxicab driver has made during that work period, which shall contain the information set out in section 21.8.1, and provide the information to the Licence Inspector respecting accessible taxicabs in the form, manner and time prescribed by the Licence Inspector.</p> <p>21.8.1 Every taxicab owner shall:</p> <p>(a) keep or cause to be kept a trip record for each taxicab showing:</p> <ul style="list-style-type: none"> (i) the current Provincial motor vehicle licence number of each taxicab; (ii) the date and time of the trip; (iii) the name and identification number of the taxicab driver; 	<p>Repeal 6 (3) and 21.8.1 and replace with:</p> <p>6 (3) keep or cause to be kept a trip record for each taxicab showing:</p> <ul style="list-style-type: none"> (i) the current Provincial motor vehicle licence number of the taxicab; (ii) the date and time of the trip; (iii) the name and identification number of the taxicab driver; (iv) the location at which each passenger is picked up and the address at which each passenger is discharged; (v) whether the taxicab is hired on an hourly or daily basis; (vi) whether the trip transports a passenger who is ambulatory or a passenger who is non-ambulatory for accessible taxicabs; and (vii) retain the records required in this 	<p>Requires a trip log for all drivers. A trip log captures information for trips that a dispatch system does not, including street hail trip information and drop off location for dispatched trips.</p>

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<p>(iv) the location at which each passenger is picked up and the address at which each passenger is discharged;</p> <p>(v) whether the taxicab is hired on an hourly or daily basis;</p> <p>(vi) whether the trip transports a passenger who is ambulatory or a passenger who is non-ambulatory for accessible taxicabs; and</p> <p>(vii) retain the records required in this section for a period of six months from the date the record was made; and</p> <p>(b) provide the records in clause (a) respecting accessible taxicabs in the form, manner and time prescribed by the Licence Inspector.</p>	<p>section for a period of one year from the date the record was made;</p> <p>and provide the trip record to the License Inspector upon request of the License Inspector.</p>	
<p>n/a</p>	<p>New requirement:</p> <p>(3.1) ensure that, within 24 hours of a trip being provided, all trips provided by the driver are recorded in the computer aided dispatch system of the Broker.</p>	<p>To ensure accurate data tracking, street hail trips need to be added by the driver.</p>
<p>n/a</p>	<p>New requirement:</p> <p>6 (3.2) not offer or provide any trips unless and until the driver is duly</p>	<p>Driver trips cannot be properly recorded when not logged in or logged in under another driver's identification.</p>

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	recorded as actively operating under the computer aided dispatch system of the broker with which the driver is associated.	
6 (5) at all times while the taxicab is in operation for the carriage of passengers for hire, but not otherwise, have the meter in a recording position, except when the taxicab is being operated on "Special Trips" as referred to in clauses 4(1)(e) and 4(2)(e) of Schedule "A" attached hereto and forming part of this Bylaw;	Repeal and replace with: 6 (5) at all times while the taxicab is in operation for the carriage of passengers for hire, but not otherwise, have the meter in a recording position, except when the taxicab is being operated for an approved pre-arranged service as defined by this bylaw or on "Special Trips" as referred to in clauses 4(1)(e) and 4(2)(e) of Schedule "A" attached hereto and forming part of this Bylaw;	For approved pre-arranged services (as defined above) a meter is not required to be used.
6 (12.1) for operators of temporary, regular or seasonal taxicabs, accept payment of fares by way of an electronic payment system or not before April 1, 2013 and for operators of accessible taxicabs, accept payment of fares by way of an electronic payment system on or before December 1, 2014;	Repeal and replace with: 6 (12.1) accept payment of fares by way of an electronic payment system;	Housekeeping. Removes expired dates.
Temporary and Regular Taxicab Owner Licensing Requirements		
9 (e) the vehicle to be used as a taxicab under that licence meets the following vehicle age requirements:	Repeal and replace with: 9 (e) the vehicle to be used as a taxicab under that licence shall not be older than	Relaxes the 8 year maximum requirement to 10 years.

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<p>(i) as of May 1, 2016, the vehicle to be used as a taxicab shall not be 11 model years old or older;</p> <p>(ii) as of May 1, 2017, the vehicle to be used as a taxicab shall not be 10 model years old or older;</p> <p>(iii) as of May 1, 2018, the vehicle to be used as a taxicab shall not be 9 model years old or older;</p>	<p>10 model years at any time during the licence period;</p>	
<p>9 (f) as of April 1, 2013, the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment system that is maintained in working order;</p>	<p>Repeal and replace with:</p> <p>9 (f) the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment system that is maintained in working order;</p>	<p>Housekeeping. Removes expired dates.</p>
<p>9 (g) as of May 1, 2014 the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system; and</p>	<p>Repeal and replace with:</p> <p>9 (g) the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system; and</p>	<p>Housekeeping. Removes expired dates.</p>
<p>9 (h) as of May 1, 2015 the vehicle that is to be used as the taxicab under that licence is equipped with:</p>	<p>Repeal and replace with:</p> <p>9 (h) the vehicle that is to be used as the taxicab under that licence is equipped with:</p>	<p>Housekeeping. Removes expired dates.</p>

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<p>13 (2.1) display on the vehicle exterior at all times the following information in the following locations, in a colour that contrasts distinctly with the body colour of the vehicle with each letter or number at least 75mm in height:</p> <ul style="list-style-type: none"> (a) the name and phone number of the taxicab broker with which the taxi is affiliated on the passenger side doors, driver side doors, and rear of the vehicle; and, (b) an identifying number assigned by the taxicab broker on the passenger side fender, driver fender, and rear of the vehicle; 	<p>13 (2.1) display on the vehicle exterior at all times the following:</p> <ul style="list-style-type: none"> (a) a sign on top of the vehicle; (b) on both sides and the rear of the vehicle, the name of the taxicab broker with which the taxicab is affiliated and an identifying number assigned by the taxicab broker with which the taxicab is affiliated in numbers contrasting with the colour of the vehicle at least 75mm in height; 	<p>Removes the requirement to display a phone number on the exterior of the vehicle. Requires the decals to be installed on the side and rear, instead of specifying door and fender.</p>
<p>13 (9) ensure that the dial of the taximeter will be illuminated adequately at all times when the taxicab is under hire;</p>	<p>Repeal and replace with:</p> <p>13 (9) ensure that the dial of the taximeter will be illuminated adequately at all times when the taxicab is under hire except when providing an approved pre-arranged service as defined by this bylaw or on "Special Trips" as referred to in clauses 4(1)(e) and 4(2)(e) of Schedule "A" of this Bylaw;</p>	<p>For approved pre-arranged services (as defined above) a meter is not required to be used.</p> <p>Special Services – housekeeping change. These are out of town trips and were never required to use a meter.</p>
<p>13 (11) as of May 1, 2014 ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to</p>	<p>Repeal and replace with:</p> <p>13 (11) ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system</p>	<p>Housekeeping. Remove expired dates.</p>

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receive taxi dispatches from a computer aided dispatch system.	and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system;	
13 (12) as of May 1, 2015 ensure that the vehicle that is used as the taxicab is equipped at all times with:	13 (12) ensure that the vehicle that is used as the taxicab is equipped at all times with:	Housekeeping. Remove expired dates.
Seasonal Taxicab Owner's Licenses		
15 (e) the vehicle to be used as a taxicab under that licence meets the following vehicle age requirements: (i) as of May 1, 2016, the vehicle to be used as a taxicab shall not be 11 model years old or older; (ii) as of May 1, 2017, the vehicle to be used as a taxicab shall not be 10 model years old or older; (iii) as of May 1, 2018, the vehicle to be used as a taxicab shall not be 9 model years old or older;	Repeal and replace with: 15 (e) the vehicle to be used as a taxicab under that license shall not be older than 10 model years at any time during the licence period;	Relaxes the 8 year maximum requirement to 10 years.
15 (g) as of May 1, 2014 the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system; and	Repeal and replace with: 15 (g) ensure that the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system; and	Housekeeping. Removes expired dates.

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15 (h) as of May 1, 2015 the vehicle that is to be used as the taxicab under that licence is equipped with:	Repeal and replace with: 15 (h) ensure that the vehicle that is to be used as the taxicab under that licence is equipped with:	Housekeeping. Removes expired dates.
19 (2.1) display on the vehicle exterior at all times the following information in the following locations, in a colour that contrasts distinctly with the body colour of the vehicle with each letter or number at least 75mm in height: <ul style="list-style-type: none"> (a) the name and phone number of the taxicab broker with which the taxi is affiliated on the passenger side doors, driver side doors, and rear of the vehicle; and, (b) an identifying number assigned by the taxicab broker on the passenger side fender, driver fender, and rear of the vehicle; 	Repeal and replace with: 19 (2.1) display on the vehicle exterior at all times, the following: <ul style="list-style-type: none"> (a) a sign on top of the vehicle; (b) on both sides and the rear of the vehicle, the name of the taxicab broker with which the taxicab is affiliated and an identifying number assigned by the taxicab broker with which the taxicab is affiliated in numbers contrasting with the colour of the vehicle at least 75mm in height; 	Removes the requirement to display a phone number of the exterior of the vehicle. Requires the decals to be installed on the side and rear, instead of specifying door and fender.
19 (9) ensure that the dial of the taximeter will be illuminated adequately at all times when the taxicab is under hire;	Repeal and replace with: 19 (9) ensure that the dial of the taximeter will be illuminated adequately at all times when the taxicab is under hire except when providing a pre-arranged service as defined by this Bylaw or on "Special Trips" as referred to in clauses 4(1)(e) and 4(2)(e) of Schedule "A" of this Bylaw;	For approved pre-arranged services (as defined above) a meter is not required to be used. Special Services – housekeeping change. These are out of town trips and were never required to use a meter.

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19 (11) as of May 1, 2014 ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system.	Repeal and replace with: 19 (11) ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system.	Housekeeping. Removes expired dates.
19 (12) as of May 1, 2015 ensure that the vehicle that is used as the taxicab is equipped at all times with:	Repeal and replace with: 19 (12) ensure that the vehicle that is used as the taxicab is equipped at all times with:	Housekeeping. Removes expired dates.
Accessible Taxicab Owner's Licenses		
21.6 (g) the vehicle to be used as a taxicab under that licence meets the following vehicle age requirements: (i) as of May 1, 2016, the vehicle to be used as a taxicab shall not be 11 model years old or older; (ii) as of May 1, 2017, the vehicle to be used as a taxicab shall not be 10 model years old or older; (iii) as of May 1, 2018, the vehicle to be used as a taxicab shall not be 9 model years old or older;	Repeal and replace with: 21.6 (g) the vehicle to be used as a taxicab under that licence shall not be more than 10 model years old at any time during the licence period;	Relaxes the 8 year maximum requirement to 10 years.
21.6 (h) as of December 1, 2014, the vehicle to be used as the taxicab under that licence is equipped at all times with	Repeal and replace with: 21.6 (h) the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment	Housekeeping. Removes expired dates.

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an electronic payment system that is maintained in working order;	system that is maintained in working order;	
21.6 (i) as of December 1, 2015, the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system;	21.6 (i) the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system;	Housekeeping. Removes expired dates.
21.6 (j) as of December 1, 2016, the vehicle that is to be used as the taxicab under that licence is equipped with:	Repeal and replace with: 21.6 (j) the vehicle that is to be used as the taxicab under that licence is equipped with:	Housekeeping. Removes expired dates.
21.6 (2) The accessible taxicabs listed in Schedule "C" to this Bylaw are exempted from the requirements in clause 21.6(1)(e) as long as the following conditions are met: <ul style="list-style-type: none"> (a) these taxicabs meet all other requirements for accessible taxicabs as set out in this Bylaw; and (b) these taxicabs meet the requirements for mobility, aid, location and securement as required in the CSA D409-02, as amended, and that such requirements for mobility, aid 	Repeal	Housekeeping. Only one vehicle remained in schedule C and it is no longer in use. Therefore, this section and table are no longer needed to provide for an exemption for this one vehicle.

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<p>location and securement are verified by the applicant's retrofitter.</p> <p>(3) The accessible taxicabs listed in Schedule "C" to this Bylaw are deemed to meet the requirements for mobility, aid, location and securement as required in the CSA D409-02, as amended.</p>		
<p>21.8 (2.01) display on the vehicle exterior at all times the following information in the following locations, in a colour that contrasts distinctly with the body colour of the vehicle with each letter or number at least 75mm in height:</p> <ul style="list-style-type: none"> (a) the name and phone number of the taxicab broker with which the taxi is affiliated on the passenger side doors, driver side doors, and rear of the vehicle; and, (b) as identifying number assigned by the taxicab broker on the passenger side fender, driver fender, and rear of the vehicle; 	<p>Repeal and replace:</p> <p>21.8 (2.01) display on the vehicle exterior at all times the following information:</p> <ul style="list-style-type: none"> (a) a sign on top of the vehicle; (b) on both sides and the rear of the vehicle, the name of the taxicab broker with which the taxicab is affiliated and an identifying number assigned by the taxicab broker with which the taxicab is affiliated in numbers contrasting with the colour of the vehicle at least 75mm in height; 	<p>Removes the requirement to display a phone number of the exterior of the vehicle. Requires the decals to be installed on the side and rear, instead of specifying door and fender.</p>
<p>21.8 (8) ensure that the dial of the taxi meter will be illuminated adequately at all times when the taxicab is under hire;</p>	<p>Repeal and replace with:</p> <p>21.8 (8) ensure that the dial of the taxi meter will be illuminated adequately at all times when the taxicab is under hire except when providing an approved pre-</p>	<p>For approved pre-arranged services (as defined above) a meter is not required to be used.</p>

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	arranged service as defined by this Bylaw or on "Special Trips" as referred to in clauses 4(1)(e) and 4(2)(e) of Schedule "A" of this Bylaw;	Special Services – housekeeping change. These are out of town trips and were never required to use a meter.
21.8 (8.1) as of December 1, 2014, ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;	Repeal and replace with: 21.8 (8.1) ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;	Housekeeping. Removes expired dates.
21.8 (8.2) as of December 1, 2015, ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system;	21.8 (8.2) ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system;	Housekeeping. Removes expired dates.
21.8 (8.3) as of December 1, 2016, ensure that the vehicle that is used as the taxicab is equipped at all times with:	Repeal and replace with: 21.8 (8.3) ensure that the vehicle that is used as the taxicab is equipped at all times with:	Housekeeping. Removes expired dates.
21.8.1 Every taxicab owner shall: (a) keep or cause to be kept a trip record for each taxicab showing: (i) the current Provincial motor	Repeal. This section is moved to driver requirements.	Removes requirement from owner. This section is now contained within driver requirements. A trip log captures information for trips that a dispatch

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<p>vehicle licence number of each taxicab;</p> <p>(ii) the date and time of the trip;</p> <p>(iii) the name and identification number of the taxicab driver;</p> <p>(iv) the location at which each passenger is picked up and the address at which each passenger is discharged;</p> <p>(v) whether the taxicab is hired on an hourly or daily basis;</p> <p>(vi) whether the trip transports a passenger who is ambulatory or a passenger who is non-ambulatory for accessible taxicabs; and</p> <p>(vii) retain the records required in this section for a period of six months from the date the record was made; and</p> <p>(b) provide the records in clause (a) respecting accessible taxicabs in the form, manner and time prescribed by the Licence Inspector.</p>		<p>system does not, including street hail trip information and drop off location for dispatched trips.</p>
Taxicab Brokers Licenses		
<p>22 (c) the applicant provides evidence satisfactory to the Licence Inspector that the brokerage is equipped with computer aided dispatch technology by:</p> <p>(i) May 1, 2014, for brokerages affiliated with any temporary or regular</p>	<p>Repeal and replace with:</p> <p>22 (c) the applicant provides evidence satisfactory to the Licence Inspector that the brokerage is equipped with computer aided dispatch technology.</p>	<p>Housekeeping. Removes expired dates.</p>

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taxicabs; and December 1, 2015, for brokerages affiliated with only accessible taxicabs and no other types of taxicab;		
22 (d) the applicant provides evidence satisfactory to the Licence inspector that all taxicabs affiliated with that brokerage are equipped with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system by: (i) May 1, 2014 for seasonal, temporary or regular taxicabs; and (ii) December 1, 2015 for accessible taxicabs.	Repeal and replace with: 22 (d) the applicant provides evidence satisfactory to the Licence inspector that all taxicabs affiliated with that brokerage are equipped with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system.	Housekeeping. Removes expired dates.
24.2 (1) As of May 1, 2014, each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under regular, temporary and seasonal taxicab owner's licences that are affiliated with that broker;	Repeal and replace with: 24.2 (1) Each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under regular, temporary and seasonal taxicab owner's licences that are affiliated with that broker;	Housekeeping. Removes expired dates.
24.2 (2) As of December 1, 2015 each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under accessible taxicab owner's licences that are affiliated with that broker; and	Repeal and replace with: 24.2 (2) Each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating	Housekeeping. Removes expired dates.

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	under accessible taxicab owner's licences that are affiliated with that broker; and	
24.2 (3) The computer-aided dispatch system must be capable of recording in an electronic format the information required to be provided to the City pursuant to section 24.3 and must be archived in a form approved by the Licence Inspector for a minimum of six months after the date the data is recorded.	<p>Repeal and replace with:</p> <p>24.2 (3) The computer-aided dispatch system must be capable of recording in an electronic format the information required to be provided to the City pursuant to section 24.3 and must be archived in a form approved by the Licence Inspector for a minimum of one year after the date the data is recorded.</p>	Increases data retention requirement from six months to one year.
n/a	<p>Add the following clause to section 24.2.1(a) regarding recording of trip data:</p> <p>ix. whether or not the trip was an approved pre-arranged service and if so, whether payment was processed through the mobile application or made to the driver;</p>	Adds an additional requirement to the data requirements in the Bylaw. A taxi broker will be required to track its approved pre-arranged trips where they charge their own rates separately from their trips charged at City rates. Unlike Vehicles for Hire services a passenger will not be required to pay for the service through the mobile application. In order to ensure that it is clear to drivers and customers when payment has been made through the application the City will require a record to be kept of whether payment was made through the application or in person.
General		

Appendix A
Taxi Bylaw Proposed Amendments side-by-side

<p>25.1 (3) Subsection (2) does not limit the Chief of Police from refusing to issue or withdrawing a certificate of approval required pursuant to this Bylaw and <i>The Traffic Safety Act</i>.</p>	<p>Repeal and replace with:</p> <p>25.1 (3) Subsection (2) does not limit the Chief of Police from refusing to issue or withdrawing a certificate of approval required pursuant to this Bylaw.</p>	<p>Housekeeping. Removes reference to <i>The Traffic Safety Act</i> as certificates of approval will now be fully addressed in the Bylaw.</p>
<p>26 (2) The Licence Inspector shall revoke or refuse to issue or renew any licence pursuant to this Bylaw if:</p> <p style="padding-left: 20px;">(a) a certificate of approval is required and the Chief of Police refuses to issue a certificate of approval for the applicant or licensee pursuant to <i>The Traffic Safety Act</i> or withdraws the certificate of approval associated with that licence pursuant to <i>The Traffic Safety Act</i>;</p>	<p>Repeal and replace with:</p> <p>26 (2) The Licence Inspector shall revoke or refuse to issue or renew any licence pursuant to this Bylaw if:</p> <p style="padding-left: 20px;">(a) a certificate of approval is required and the Chief of Police denies, suspends or revokes the certificate of approval for the applicant or licensee;</p>	<p>Housekeeping. Removes reference to <i>The Traffic Safety Act</i> as certificates of approval will now be fully addressed in the Bylaw.</p>
<p>26 (9) A person may not appeal a refusal to issue or renew a licence or a revocation of a licence where the reason for the refusal, or revocation is any of the following:</p> <p style="padding-left: 20px;">(a) the Chief of Police refuses to issue or withdraws the person's certificate of approval pursuant to section 65 of <i>The Traffic Safety Act</i>; or</p>	<p>Repeal and replace with:</p> <p>26 (9) A person may not appeal a refusal to issue or renew a licence or a revocation of a licence where the reason for the refusal, or revocation is any of the following:</p> <p style="padding-left: 20px;">(a) the Chief of Police denies, suspends or revokes the person's certificate of approval; or</p>	<p>Housekeeping. Removes reference to <i>The Traffic Safety Act</i> as certificates of approval will now be fully addressed in the Bylaw.</p> <p>Appeals for the removal of a certificate of approval are made to the Regina Police Service pursuant to section 3.1 (new - above).</p>

Appendix A
Taxi Bylaw Proposed Amendments side-by-side

29 (1) Subject to section 29.1, no owner or driver shall charge or demand a fee any more than the amount calculated in accordance with the Tariff of Fees as set in Schedule "A" attached hereto.	Repeal and replace with: 29 (1) Subject to sections 29.1, 29..2, 29.3 29.4 and 29.5 no broker owner or driver shall charge or demand a fee any more than the amount calculated in accordance with the Tariff of Fees as set in Schedule "A" attached hereto.	Adds further exemptions from the Tariff of Fees to accommodate taxi brokers setting their own rates for trips booked through an approved mobile application. See also sections 29.2, 29.4 and 29.5.
n/a	New section: 29.3 Where a taxicab driver, owner or broker is charged a transportation fee per trip by the Regina Airport Authority for passenger pick-up or drop-off at the airport, the taxicab license owner or taxicab driver may add a fee equal to or less than the fee charged by the Regina Airport Authority to the total fare paid.	The Regina Airport Authority has instituted a charge for all pick ups and drop offs at the airport. This amendment allows taxi drivers to pass that charge on to their customers.
n/a	New sections: 29.4 (1) A taxicab broker may provide pre-arranged trips at fares other than the maximum charges set out in section 4(1) of the Tariff of Fees provided that the taxi broker: <ul style="list-style-type: none"> (a) submits an application to the licence inspector for approval, in the form prescribed by the licence inspector; (b) provides evidence satisfactory to the licence inspector that the 	Allows taxi brokers to charge fares set by the broker and not by the City if the broker and its mobile application obtain approval from the City and meet certain requirements.

Appendix A
Taxi Bylaw Proposed Amendments side-by-side

	<p>taxicab broker uses a mobile application that meets the requirements of this Bylaw;</p> <p>(c) is approved by the license inspector for the provision of pre-arranged trips and that approval is not subsequently suspended or revoked; and</p> <p>(d) uses its mobile application to dispatch and accept requests for the trip in accordance with all of the requirements of section 29.5.</p> <p>(2) Notwithstanding subsection (1) the licence inspector may suspend or revoke any approval granted pursuant to subsection (1) should it be determined by the licence inspector that the taxicab broker failed to comply with any of the requirements of this section in the provision of pre-arranged trips or if the mobile application does not meet the requirements of this Bylaw.</p> <p>29.5 Every taxi broker providing approved pre-arranged service shall:</p> <p>(a) provide the following information to a passenger, through its mobile application, in a clear and unambiguous manner at the time of the passengers request for a trip and</p>	
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Appendix A
Taxi Bylaw Proposed Amendments side-by-side

	<p>prior to initiation of the trip:</p> <ul style="list-style-type: none"> i. the applicable rate to be charged for the trip, including how the rate is calculated; ii. any extra charges as permitted by subsection 4(2) of the Tariff of Fees, variable or surge pricing for the trip; iii. an estimate of the total cost of the trip; iv. estimated time of pick-up; v. the vehicle number assigned to the taxicab; <p>(b) Provide real-time GPS tracking visible to the passenger showing the location of the vehicle while on route to pick up the passenger and for the duration of the trip;</p> <p>(c) At the conclusion of the trip, immediately provide to the customer a receipt, which may be provided electronically, containing:</p> <ul style="list-style-type: none"> i. The total amount paid; ii. The date, time and duration of the taxi service; iii. The pick-up and drop-off locations; iv. The taxi badge number of the driver; v. The vehicle number of the taxi cab; vi. The name of the taxicab broker; 	
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Appendix A
Taxi Bylaw Proposed Amendments side-by-side

	<p>(d) Provide a mechanism, through the mobile application, to submit feedback regarding the taxi service to the taxicab broker;</p> <p>(e) The taxicab broker must have a written privacy policy regarding the collection of personal information through its mobile application, must provide instructions of how to obtain a copy of its privacy policy or a link to its privacy policy in a location accessible to passengers using the mobile application and shall provide a copy of its privacy policy to any person upon request;</p> <p>(f) Include a process by which a passenger accepts or refuses the taxi service prior to the trip being initiated and keep a record of such acceptance or refusal;</p> <p>(g) Any calculations relating to distance, time or cost shall be accurate and completed in a manner so as not to be misleading or deceptive;</p> <p>(h) No charges other than those disclosed pursuant to this section may be charged to the passenger for the taxi services requested by the passenger;</p>	
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Appendix A
Taxi Bylaw Proposed Amendments side-by-side

	(i) Payment for pre-arranged services may be made through a secure payment mechanism facilitated by the mobile application or to the driver of the taxicab.	
Schedule A License Fees		
Duplicate Licence \$16 Transfer Fee \$50	Amend fees: Duplicate License \$25 Transfer Fee \$35	Fee updates to better reflect cost recovery.
Schedule A Tariff of Fees		
4 (1) Every person operating any class of taxicab shall charge or collect only the following:	4 (1) Every person operating any class of taxicab shall charge or collect no more than the following:	Clarifies that the fees in the tariff are maximum fees.
4 (1) (f) cleaning fee where passenger soils vehicle by vomit or bodily fluid up to \$100	Move existing section to 4(2): 4 (2) (g) cleaning fee where passenger soils vehicle by vomit or bodily fluid up to \$100	Housekeeping. Moves this section from 4(1) to 4(2).
n/a	Add new charge: 4 (2) (f) a fee equal to the amount per trip charged to the taxi driver by the Regina Airport Authority for any trips originating or terminating at the Regina Airport.	The Regina Airport Authority has instituted a charge for all pick ups and drop offs at the airport. This amendment allows taxi drivers to pass that charge on to their customers.
Schedule B Vehicle Requirements		
1 (c) except where exempted by Saskatchewan Government Insurance, the	Repeal and replace:	Allows the use of an inflatable spare tire as many new vehicles do not come with full spare tire.

Appendix A
Taxi Bylaw Proposed Amendments side-by-side

vehicle must be equipped with a spare tire and jack that is ready for use;	1 (c) except where exempted by Saskatchewan Government Insurance, the vehicle must be equipped with either: a spare tire and jack that is ready for use or an inflatable spare tire kit with sealant;	
Schedule C Accessible Taxi Vehicles exempt from certain requirements		
Schedule C	Repeal	Housekeeping. Only one vehicle remained in schedule C and it is no longer in use. Therefore this section and table are no longer needed to provide for an exemption for this one vehicle.

February 26, 2020

Mayor Fougere and Memers of Council:

The Heritage Community Association (HCA) wants to underline the importance of finishing the Maple Leaf Pool project as quickly as possible.

Our community has already been without this vital neighbourhood hub for one full summer. The original timeline had the pool being re-opened mid-season 2020. We were informed early February that it would now be pushed back to at least Fall 2020. With Wascana Pool also closed this summer, this delay will create extra stress on families, individuals, and other community resources.

We are grateful for the work that City staff are doing to help ease the stress while the pool is being re-built – including providing free summer programming for children and youth, and free transportation and admission to other pools in the city. These additional supports help a lot, and they've seen great uptake by our community – in part thanks to City staff's commitment to working closely with the Heritage Community Association in order to make them as accessible as possible to community members.

These supports, however, do not and cannot replace the pool and everything it offers our community. I want to remind you that Maple Leaf Pool is a lifeline for many people in our community. At a time when gang violence and addictions are on the rise, the pool provides a vital opportunity for people - especially youth – to engage in safe, positive activities during the summers. It is a central, neutral meeting place where people from all backgrounds and ages play, exercise, make friends, cool down, and socialize with one another. Its benefits extend far beyond recreation and physical health (though those are important ones too).

The facility received an average of 134 visitors a day in 2018. Throughout the summer, this represents roughly 11,000 visits. And that number had not been declining over recent years.

I have heard from some of these pool users over the past couple of weeks, since sharing the news of the pool's delay and need for additional funding. They are frustrated and worried. Their concerns are not about losing an option for leisure this summer; they are coming from a place of real worry for the health and safety of their families and our neighbourhood, and also from a place of deep appreciation and excitement for this new facility. We have all seen the drawings released in October, and we are incredibly eager to start using this beautiful new community gathering place.

On behalf of the Heritage Community Association, I want to thank you for your unanimous support of this facility to date, and urge you to do whatever you can to ensure this project does not experience any further delays.

Thank you.

Shayna Stock,
Heritage Community Association

Mayor Fourgere, Members of City Council, Ladies and Gentlemen:

Well, folks, here we are again, discussing the same thing we talked about in December of 2018 and the spring of 2019, the fate of the Maple Leaf Pool.

The unanimous decision of Council, at that time, was to construct a new facility. The Community, young and old, seniors, students "jumped in" pardon the pun, with enthusiasm, input and hope. Our Executive Director of the Heritage Association, Shayna Stock, spent countless hours, shepherding the process. As a member of the Heritage Community, I can not emphasis enough the importance of completing this project as quickly as humanly possible.

I would like to echo the words of the many of us that the Maple Leaf Pool is a central meeting place for all ages, be it young, old or in-between. It is and was a meeting place, a place to make friends, a place to socialize and a place that benefits extend far beyond recreation and a healthier lifestyle.

When the news came out, a few weeks ago, that another \$880,000 was required to complete the proposed and selected design that the Community had enthusiastically embraced, my heart and my hope sank.

A handwritten signature in black ink, located in the bottom right corner of the page. The signature is stylized and appears to be a single letter 'A' or a similar character.

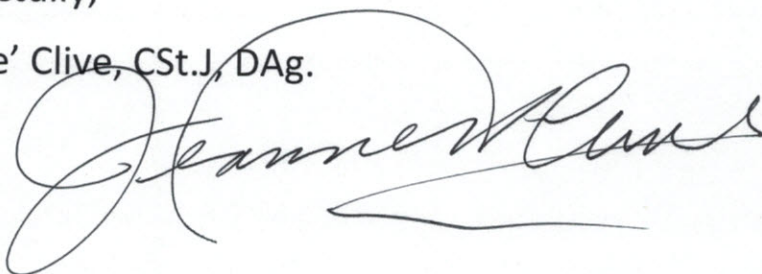
Last year, City Council voted to rebuilt the pool, we now have no pool at all. What the Community now has, is a very large snow-filled hole with a pristine chain link fence around the perimeter. One thing that we have do have, represents a "Capital Pointe project" only on smaller scale.

The Finance Committee voted unanimously to recommend the extra funding from a 3 million dollar fund that is currently available for these types of projects. It is our understanding that should Council approve this, this afternoon, that the extra funding will allow the project to go ahead as planned and hoped.

On behalf of the Community, I respectfully, ask that City Council do the right thing and adopt the recommendation of the Finance Committee by approving the recommendation, ensuring that the selected contractor has a performance bond in place and encourage Administration and the selected Contractor to do their due diligence and have the Maple Leaf Pool built by, or before the stated deadline.

Respectully,

Jeanne' Clive, CSt.J, DAg.

A handwritten signature in cursive script, appearing to read "Jeanne' Clive", with a long horizontal flourish extending to the right.

Finance and Administration Committee: Maple Leaf Pool Construction Update

Date	February 26, 2020
To	His Worship the Mayor and Members of City Council
From	Finance & Administration Committee
Service Area	City Planning & Community Development
Item #	CR20-16

RECOMMENDATION

The Finance and Administration Committee recommends that City Council:

Approve an additional \$880,000 from the Recreation/Culture Capital Program for the construction of Maple Leaf Pool.

HISTORY

At the February 12, 2020 meeting of the Finance and Administration Committee, the Committee considered the attached FA20-5 report from the City Planning & Community Development Division.

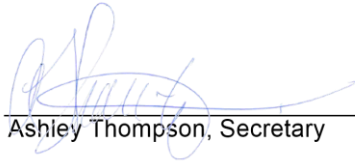
The following addressed the Committee:

- Shayna Stock, representing Heritage Community Association
- Jean Clive, representing Heritage Community Association

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #2 does not require City Council approval.

Respectfully submitted,

FINANCE AND ADMINISTRATION COMMITTEE

A handwritten signature in blue ink, appearing to read 'Ashley Thompson', is written over a horizontal line.

Ashley Thompson, Secretary

2/18/2020

ATTACHMENTS

FA20-5 - Maple Leaf Pool Construction Update.pdf

Maple Leaf Pool Construction Update

Date	February 12, 2020
To	Finance and Administration Committee
From	City Planning & Community Development
Service Area	Facilities Services
Item No.	FA20-5

RECOMMENDATION

That the Finance and Administration Committee recommends that City Council:

1. Approve an additional \$880,000 from the Recreation/Culture Capital Program for the construction of Maple Leaf Pool.
2. Approve this recommendation at its meeting on February 26, 2020.

ISSUE

In 2019, Administration developed a detailed design for the replacement of Maple Leaf Pool, which incorporates feedback received from the community as well as sustainable design principles. Administration is now nearing the completion of the procurement process for the construction of the new pool.

The highest ranked proponent's cost resulting from the negotiated Request for Proposals is higher than the projected \$4.5 million that City Council approved through the 2020 capital budget. An additional \$880,000 is required so that a contract can be awarded and allow construction to proceed on the pool design that has been shared with the community.

IMPACTS

Financial Implications

The projected \$4.5 million that City Council approved through the 2020 capital budget for the new Maple Leaf Pool is being funded through the one-time Gas Tax Grant. The

additional \$880,000 required, as a result of the procurement process, is recommended to be funded from the Recreation/Culture Capital Program that was established in the 2020 capital budget for the purpose of funding and supporting investments that advance the Regina Cultural and Recreation Master Plans and other initiatives that focus on enhancing quality of life in Regina. A plan for this program budget will be considered through a report to Council in April 2020. This budget item will be included in that plan.

Administration is reviewing the operating, maintenance and programming costs for the new facility and will share this information with Council through the 2021 operating budget process.

There are no environmental, accessibility or policy/strategic implications or considerations.

OTHER OPTIONS

The second option is to proceed without additional funding, which would require a redesign of the pool and the support building with the goal of more closely aligning the construction costs with the previously approved budget. This approach would require a reduction in the pool size and support building, as well as revisions to facility systems.

While this approach would require a lower up-front capital investment, there are several consequences to this approach:

1. *Service Level Reductions:* A reduced size for the pool and support building would impact the capacity to serve this community. This approach does not support the City's goal to increase participation in healthy outdoor activities by responding to the needs and interests expressed by the community through the design phase.
2. *Project Delays:* This approach would require significant redesign work and the procurement process for construction would need to be re-initiated. The time required to redesign and work through the procurement process would delay the start-up of construction and could extend construction into mid-season in 2021 rather than into fall of 2020. A delay in re-opening would be negative for the Heritage Neighbourhood, which has been without access to this facility since 2019.
3. *Revisions to Facility Systems:* Revising pool and building system designs to lower up-front costs would have long-term environmental, operating and maintenance impacts.

COMMUNICATIONS

Proponents responding to the Request for Proposals will be notified when the contract is awarded pursuant to the City's Purchasing Policy.

Updates will be provided to the public at key points of the project, including opportunities for the community to experience the new facility once construction is complete in 2020.

DISCUSSION

Public engagement began with the introduction of three concept designs that would fit within the Maple Leaf pool footprint. Residents attended an open-house and provided feedback to Administration and design consultants. In addition, the design options and feedback form were hosted on the City's website providing another opportunity to gather feedback. Almost 400 residents provided their feedback through the online survey, at the community event or at the Heritage or Al Ritchie Community Association offices. The majority of respondents said that they use the pool each season, and many on a weekly basis. Out of the three concept options developed, the majority preferred the "L" shaped pool design. The final concept was subsequently shared with residents in fall of 2019.

Administration has continued the planning, design and procurement for the construction of the new Maple Leaf Pool and the project is now reaching a milestone as the negotiated Request for Proposals process for construction is nearing completion. The highest ranked proponent's cost resulting from the negotiated Request for Proposals is higher than the projected \$4.5 million that City Council approved through the 2020 capital budget. An additional \$880,000 is required so that a contract can be awarded and allow construction to proceed and be completed in the fall of 2020.

The additional funding allows for maintaining the design that was developed based on community feedback and industry best practices with modern and accessible amenities and environmentally sustainable systems. This approach provides the best long-term value to the City of Regina through minimizing operations and maintenance costs.

DECISION HISTORY

On December 9, 2019 City Council approved the 2020 Capital Budget which included funding for the construction of Maple Leaf Pool (*CM19-15 - 2020 General and Utility Operating Budget and 2020 - 2024 General and Utility Capital Plan*).

The recommendation in this report is within the delegated authority of City Council.

Respectfully Submitted,


Mike Powell, Manager

2/6/2020

Respectfully Submitted,


Diana Hawryluk, Executive Director, City Planning & Community Dev.

2/6/2020

Prepared by: Jamie Hanson, Manager, Facilities Engineering

Government of Saskatchewan Targeted Sector Support (TSS) - Support for funding application

Date	February 26, 2020
To	City Council
From	Mayor's Office
Service Area	Office of the Mayor
Item No.	MR20-1

RECOMMENDATION

That City Council:

1. Support the hosting of an Economic Development Forum in Regina, May 28-29, 2020 bringing together regional stakeholders, the Municipalities Association of Saskatchewan (MAS), the Saskatchewan Association of Rural Municipalities (SARM) and Indigenous leadership to discuss roles and responsibilities for creating, attracting and better preparing communities for regional economic development opportunities.
2. Direct Administration to submit the funding application through the Government of Saskatchewan's Targeted Sector Support Program.
3. Subject to approval of funding assistance from the Targeted Sector Support Program, direct Administration to work with the Regional Economic Development and Cooperation Committee (REDAC) to organize and deliver the May 2020 Economic Development Forum on the condition that any projected shortfall in required funding be recovered either through registration fees or cost-shared among REDAC members and other participating partners.

ISSUE

REDAC is planning this Forum to lay the groundwork for a provincial economic development framework and governance strategy to ensure Saskatchewan's communities – urban, rural and

Indigenous – have a competitive advantage and are positioned to attract local, national international business opportunities by offering a coordinated, consistent attraction and retention strategy.

IMPACTS

Policy/Strategic Impact

The objectives of the Forum include:

- Better equipping communities for inter-municipal economic development;
- Creating the foundation for better cooperation and collaboration in terms of short and long-term planning priorities for communities;
- Eliminating silos and identifying synergies that align with the goals and outcomes of government, private sector industry, rural, urban and Indigenous leaders and other stakeholders;
- Seeing opportunities and sharing information on current economic development strategies, best practices and experiences of successful community partnerships; and
- Creating the foundational work required for the provincial economic development framework and governance strategy.

Financial

Funding assistance of 75%, up to a maximum of \$75,000 is being sought from the Government of Saskatchewan's Targeted Sector Support program.

The estimated total cost of the Forum is estimated at \$100,000. The projected funding requirement of \$25,000 will be recovered through registration fees, with any remaining deficit cost-shared among REDAC members and other participating partners.

There are no accessibility, risk/legal impacts or other implications or considerations related to this report.

OTHER OPTIONS

If a decision is made to not seek funding assistance, the proposed Economic Development Forum will not proceed.

COMMUNICATIONS

The REDAC Committee will draft and share a communications strategy among its members and partners and with the public to advertise and promote the Forum.

DISCUSSION

At the October 2018 Saskatchewan Urban Municipalities Association (SUMA) City Mayors' Caucus meeting (CMC), the Regional Economic Development and Cooperation (REDAC) Committee was created. The Committee is comprised of:

- Mayor Michael Fougere, Regina, Chair
- Mayor Fraser Tolmie, Moose Jaw, Vice-chair
- Representatives from the cities of Saskatoon, Warman and North Battleford
- Municipalities of Saskatchewan
- Saskatchewan Association of Rural Municipalities (SARM)

The outcomes from the Forum's dialogue, perspectives, sessions and keynote speakers will inform and set the stage for the development of a provincial framework and governance model for economic development in Saskatchewan

DECISION HISTORY

The recommendation contained within this report requires City Council approval.

Respectfully submitted,



Sheila Harmatiuk
Chief of Staff to the Mayor

Respectfully submitted,



Michael Fougere
Mayor

Prepared by: Sheila Harmatiuk, Chief of Staff to Mayor Fougere

Federation of Canadian Municipalities (FCM) Big City Mayors' Caucus (BCMC) meeting "Canada's Cities, Canada's Future" – February 6, 2020

Date	February 26, 2020
To	City Council
From	Mayor's Office
Service Area	Office of the City Clerk
Item No.	MR20-2

RECOMMENDATION

That City Council receive and file this report.

ISSUE

The Federation of Canadian Municipalities' (FCM) hosted a Big City Mayors' Caucus (BCMC) meeting on February 6, 2020 in Ottawa. Typically, the BCMC winter meeting is strategically planned to influence the federal budget cycle. This meeting in particular, was significant as it was the first BCMC meeting since the federal minority government's election and new mandate that continues to stress the importance of direct relationships with municipalities.

The primary 2020 budget themes put forward by the federal government are fighting climate change, growing the economy and strengthening the middle class, reconciliation and the health and safety of Canadians. Many of these priorities resonate and are consistent with FCM budget priorities, which focus on public transit, housing affordability and climate action.

IMPACTS

Policy/Strategic Implications

It is important strategically to align with municipalities across Canada to ensure a unified, strong and consistent message to other orders of government regarding municipal priorities.

It is equally important to collaborate with the provincial and federal governments to create an awareness and understanding of the importance of the role of municipalities and the partnership opportunities created by working together.

There are no financial, environmental, risk/legal or other implications or considerations.

OTHER OPTIONS

None with respect to this report.

COMMUNICATIONS

None with respect to this report.

DISCUSSION

Due to the results of the recent federal election that spoke volumes in terms of the disconnect felt by many western Canadians, FCM created the Western Economic Solutions Taskforce (WEST), of which western BCMC mayors are members. The purpose of WEST is to find solutions to the economic uncertainty facing western communities, while bringing those voices and priorities to the federal government.

Although the mandated work of the WEST is not yet complete, the four areas being explored to date include:

- Addressing barriers to getting resources and products to market;
- Energy development, climate policy and regulation;
- Supporting communities to diversify economies; and,
- Municipal infrastructure and fiscal sustainability.

The WEST continues to meet with senior federal officials to explore solutions, which will likely include budgetary asks. The WEST will provide a report on its outcomes at the FCM Annual Convention in June 2020.

Other objectives and discussions from the BCMC meeting include:

The importance of modernizing the federal – municipal relationship. A modernized federal – municipal relationship includes the following principles:

- The federal government looks to municipalities as partners in national projects;
- Cities have greater control over local initiatives, such as infrastructure and public transit; and,
- Support for municipal priorities is predictable, stable and permanent.

The Right Honourable Justin Trudeau, Prime Minister of Canada, Honourable Chrystia Freeland, Deputy Prime Minister and Minister of Intergovernmental Affairs, Honourable Bill Morneau, Minister of Finance, Honourable Catherine McKenna, Minister of Infrastructure, and the Honourable Ahmed Hussen, Minister of Families, Children and Social Development attended portions of the meeting. All ministers expressed appreciation for the work being

done by mayors across Canada and for the direct and open relationships between mayors and the federal government.

In addition, although no financial commitments could be made at this time, the ministers acknowledge and support the BCMC priorities, those being infrastructure (transit, green and recreational), housing, and measures necessary to mitigate the effects of climate change. An important priority for municipalities and mayors was the immediate need for project approval and funding through the Investing in Canada's Infrastructure Plan (ICIP). This remains part of a broader discussion between the federal and provincial governments. However, municipalities are ready to begin construction on important infrastructure projects and do not want to miss the 2020 building season.

BCMC Priorities:

Permanent Transit Funding:

Through the ICIP Public Transit Stream, \$23.2 billion over a 10-year period will be invested in transit projects. However, many public transit projects are complex, requiring years of planning, consultation and construction. In addition, municipalities are looking for a commitment for new funding that will enable rapid adoption of zero-emission transit vehicles.

As such, FCM is calling on the federal government to maintain the current annual rate of investment under the ICIP plan through a permanent, direct funding mechanism and to commit to an additional \$34 billion for the decade following the expiry of the ICIP in 2027-28.

Key Facts:

- \$3 billion in economic growth is generated per every \$1 billion invested in transit.
- \$15 billion is the annual cost of productivity lost to traffic congestion nationally.
- 20 per cent increase in transit ridership between 2007 and 2017.
- 60 per cent greenhouse gas (GHG) reduction between private vehicles and transit.

Housing Affordability:

The growing challenge of affordable, safe and secure housing is a top priority for municipalities across the country. Finding practical solutions to the disconnect between rents, home prices and income levels requires partnerships between the federal, provincial and municipal governments and other private-sector and industry stakeholders.

Although in Saskatchewan, the responsibility for housing does not reside with the municipal government, cities understand that safe, secure and affordable housing is the underpinning to healthy, vibrant, growing communities.

Although the National Housing Strategy is important in tackling these challenges, more must be done to solve this growing challenge. Specifically, FCM is calling for increased investment in supportive housing for people experiencing or at risk of experiencing homelessness and social/affordable housing for Indigenous households residing in cities. Additionally, a new forum comprised of all orders of government is suggested to collaboratively tackle the housing affordability crisis.

Key Facts:

- Canada is experiencing its lowest rental vacancy rate in 17 years at 2.2 percent. Low vacancy rates push rental levels upwards.
- Between 2018 and 2019, rents increased on average by 4.1 per cent, well above the rate of inflation.

Climate Adaptation:

Now more than ever, municipalities are faced with weather extremes that destroy homes and businesses, more frequent floods, wildfires and other disasters. As municipalities own and operate approximately 60 per cent of the public infrastructure residents rely on daily, communities are on the front lines of climate adaptation and mitigation. Addressing these risks by retrofitting infrastructure puts additional financial strain on municipalities.

The federal government, through the Disaster Mitigation and Adaptation Fund, has committed \$2 billion for climate change adaptation and mitigation strategies over 10 years. Although this funding is significant, funding applications generated requests for more than \$6 billion. As such, to ensure that the most impactful projects are supported, including those related to natural infrastructure, this funding commitment needs to be reviewed and re-evaluated.

Key Facts:

- Property damage from natural disasters and extreme weather events averaged \$405 million per year between 1983 and 2008 but have risen dramatically to \$1.8 billion in 2018.
- The return on investment of climate change adaptation measures is generally found to be about 1:6, where for every dollar invested, there was an estimated \$6 in avoided costs.

DECISION HISTORY

The October 2019 federal election results demonstrated the political tension and unease that exists across the country. However, it also provided municipalities with the opportunity to move beyond the election results and demonstrate the willingness and commitment to deliver solutions to local, provincial and national challenges. Especially meaningful has been the direct, relevant engagement between federal ministers and western Canadian mayors, demonstrating the significance of the voices and priorities of western provinces.

There is no delegated authority associated with this report as it is for informational purposes only.

Respectfully submitted,



Sheila Harmatiuk
Chief of Staff to the Mayor

Respectfully submitted,



Michael Fougere
Mayor

Prepared by: Sheila Harmatiuk, Chief of Staff to Mayor Fougere

Tentative agreement with IAFF

Date	February 26, 2020
To	City Council
From	Citizen Experience, Innovation & Performance
Service Area	People & Organizational Culture
Item No.	CM20-6

RECOMMENDATION

That City Council approve the tentative agreement between the City of Regina (City) and the International Association of Fire Fighters (IAFF), Local 181.

ISSUE

The Collective Bargaining Agreement (CBA) between the City and the IAFF expired on December 31, 2018. The IAFF served notice to commence collective bargaining on September 19, 2018 and bargaining commenced June 26, 2019.

A two-year tentative agreement has been reached with the IAFF. The details of the agreement are as follows:

- 1.8 per cent General Wage Increase (GWI) effective July 1, 2019
- 1.0 per cent GWI effective January 1, 2020
- 1.0 per cent GWI effective December 1, 2020

Changes to the IAFF, Local 181 CBA are primarily housekeeping in nature.

The agreement was reached after six (6) days of negotiations clearly demonstrating trust and respect between the parties.

The negotiated agreement is responsible, reasonable and fair for all stakeholders and falls within current mandate approved by Executive Committee.

IMPACTS

Financial Implications

The cost of the compounded increases over the course of the agreement total \$1,341,705.

The costs are broken down as follows:

Year	Year over Year Costs	Compounded Costs
2019	\$324,713	\$324,713
2020	\$367,567	\$1,016,992
Total	\$692,280	\$1,341,705

Policy and/or Strategic Implications

The negotiated settlement is within the mandate and provides stability for the City and the IAFF Local 181 for a two-year period.

Other Implications

Collective bargaining allows both the employer and the employee group the opportunity to negotiate an agreement on working conditions and provides a forum to discuss ways the City and Association can work together to improve the work environment, productivity and capacity of employees.

OTHER OPTIONS

None with respect to this report.

COMMUNICATIONS

If City Council approves this recommendation, the IAFF Local 181 will receive notification and the agreement will be executed between both parties.

DISCUSSION

The City and the IAFF Local 181 commenced collective bargaining on June 26, 2019, with the formal exchange of bargaining proposals.

Negotiations at this table were respectful and productive. As a result of positive dialogue and a direct approach, both parties achieved agreement on a number of housekeeping items, a greater understanding of each other's perspectives and an agreement that satisfied both parties.

The Administration recommends approval of this agreement for the following reasons:

- The agreement meets the identified and expressed needs of both parties as presented during collective bargaining.
- The agreement builds and strengthens the relationship between the City and the IAFF Local 181.
- The agreement provides labour stability until the end of December 2020.

DECISION HISTORY

The recommendation contained in this report require City Council approval.

Respectfully Submitted,

Respectfully Submitted,



Louise Folk, Executive Director

2/19/2020



Chris Holden, City Manager

2/20/2020

Prepared by: Mandy McGregor, Senior Human Resources Consultant

Out-of-Scope 2020 General Wage Increase

Date	February 26, 2020
To	His Worship the Mayor and Members of City Council
From	Executive Committee
Service Area	Citizen Experience, Innovation & Performance
Item #	CR20-17

RECOMMENDATION

The Executive Committee recommends that City Council:

Approve the following compensation adjustment for Out-of-Scope (OOS) employees:

- General Wage Increase of 1.50 per cent, effective January 1, 2020.
- Health/Flex Spending Account increase of \$500, effective April 1, 2020.

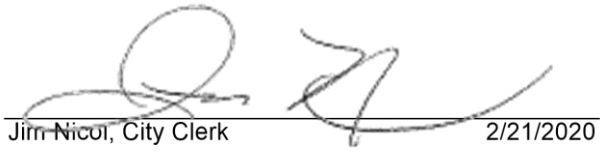
HISTORY

At the February 12, 2020 meeting of the Executive Committee, the Committee, in **private** session, considered the attached E20-6 report from the Citizen Experience, Innovation & Performance Division.

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #2 does not require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Jim Nicol, City Clerk 2/21/2020

ATTACHMENTS

E20-6 - Out-of-Scope 2020 General Wage Increase.pdf

Out-of-Scope 2020 General Wage Increase

Date	February 12, 2020
To	Executive Committee
From	Citizen Experience, Innovation & Performance
Service Area	Office of the City Clerk
Item No.	E20-6

RECOMMENDATION

That the Executive Committee recommend that City Council:

1. Approve the following compensation adjustment for Out-of-Scope (OOS) employees:
 - General Wage Increase of 1.50 per cent, effective January 1, 2020.
 - Health/Flex Spending Account increase of \$500, effective April 1, 2020.
2. Approve these recommendations at its February 26, 2020 meeting.

ISSUE

Fair and competitive compensation practices are a cornerstone of an effective organization. Maintaining a competitive position in our labour market is also necessary to ensure that we continue to attract and retain qualified employees to the City of Regina.

A 1.50 per cent General Wage Increase (GWI) and a \$500 Health/Flex Spending Account (HFSA) increase provides a reasonable compensation adjustment for OOS employees, and supports the need to attract, recruit and retain OOS employees. Negotiated increases with three of our City unions and associations are 1.50 per cent in 2020.

IMPACTS

Financial Implications

The City of Regina 2020 Budget includes a 1.50 per cent GWI for OOS employees, estimated to cost \$325,000.

Increasing the HFSA by \$500 per employee will cost approximately \$119,000.

Strategic Implications

Strategic and reputational considerations associated with this recommendation include:

- Equitable and competitive compensation packages contribute to employee retention, ensuring we can achieve our corporate goal of delivering reliable services to citizens.
- The GWI recommended is consistent with the 2020 negotiated increases for CUPE Local 7, CUPE Local 21, and ATU Local 588.
- There has been no increase to the HFSA since its inception in 2012. The current allocation lags other employers with similar benefits.

COMMUNICATIONS

Following approval by City Council, the City Manager will issue a general communication to all OOS staff informing them of the GWI and increase to the HFSA.

DISCUSSION

The City of Regina employs approximately 2800 employees comprising permanent, part-time and seasonal workers. Senior management and various positions of trust are OOS and comprise approximately 7.7 per cent of the workforce.

City of Regina Settlements:

While OOS GWI is not governed by a collective bargaining agreement, historical practice has been to model settlements on negotiated increases achieved by our in-scope bargaining units.

For 2020, CUPE Local 7, CUPE Local 21, and ATU 588 are receiving general wage increases of 1.50 per cent, and CMM is receiving 1.25 per cent. An OOS wage adjustment in line with the 1.50 per cent increase of the majority of our bargaining units in 2020 is fair and doesn't increase wage compression between in-scope and OOS employees.

Wage compression occurs when rates of pay between responsibility levels become negligible. It is a compensation issue Administration pays attention to when considering

wage increases. The most likely place for wage compression to occur is between OOS and CMM positions. Over the two-year period of 2017 and 2018 CMM increases were 1.40 per cent higher than OOS increases.

Health and Flex Spending Accounts:

Offering Health Spending Accounts and Flexible Spending Accounts is a way to enhance the overall compensation package and employee value proposition. The City of Regina implemented the HFSA programs for OOS employees in 2012 in the amount of \$500 for each employee. The annual amount provided has not changed since implementation. Saskatchewan Crown Corporations and other municipalities have higher annual allocations for similar programs. Since the City of Regina competes with the Crown Corporations for talent it is recommended that the City of Regina increase its HFSA allocations to remain competitive.

DECISION HISTORY

The recommendations contained in the report require City Council approval.

Respectfully Submitted,



Louise Folk
Executive Director
Citizen Experience, Innovation & Performance

Respectfully Submitted,



Chris Holden
City Manager

Prepared by: Amber Broda, Human Resources Associate

Property Tax Exemption Request - 600 Pinkie Road

Date	February 26, 2020
To	His Worship the Mayor and Members of City Council
From	Finance & Administration Committee
Service Area	Financial Strategy & Sustainability
Item #	CR20-18

RECOMMENDATION

The Finance and Administration Committee recommends that City Council:

1. Exempt the property leased by Kenneth Harle at 600 Pinkie Road from property taxes in accordance with the percentages outlined in Option 1 of Appendix C of this report.
2. Direct the City Solicitor to prepare the necessary bylaw to provide for the additional tax exemptions described in recommendation 1.

HISTORY

At the February 12, 2020 meeting of the Finance and Administration Committee, the Committee considered the attached FA20-4 report from the Financial Strategy & Sustainability Division.

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #3 does not require City Council approval.

Respectfully submitted,

FINANCE AND ADMINISTRATION COMMITTEE

A handwritten signature in blue ink, appearing to read 'Ashley Thompson', is written over a horizontal line.

Ashley Thompson, Secretary

2/18/2020

ATTACHMENTS

FA20-4 - Property Tax Exemption Request- 600 Pinkie Road.pdf

Appendix A - request Letter

Appendix B - Tax Mititgation Areas (003)

Appendix C - List of Properties

Property Tax Exemption Request - 600 Pinkie Road

Date	February 12, 2020
To	Finance and Administration Committee
From	Financial Strategy & Sustainability
Service Area	Assessment & Taxation
Item No.	FA20-4

RECOMMENDATION

The Finance and Administration Committee recommends that City Council:

1. Exempt the property leased by Kenneth Harle at 600 Pinkie Road from property taxes in accordance with the percentages outlined in Option 1 of Appendix C of this report.
2. Direct the City Solicitor to prepare the necessary bylaw to provide for the additional tax exemptions described in recommendation 1.
3. Approve these recommendations at its February 26, 2020 meeting.

ISSUE

On January 6, 2020 the City received a request for additional property tax mitigation (Appendix A) on a property affected by the 2014 Boundary Alteration. The request was to receive an abatement for 2019 property tax and a partial property tax exemption for 2020 – 2023 to keep the property tax at rural municipal levels.

Property tax mitigation tools and principles for properties affected by the 2014 Boundary Alteration were approved in Report CM13-14: Reconsideration of 2013 Boundary Alteration (CM13-14) on November 6, 2013. The property is an agricultural property in the New Neighbourhood (300k population) category. Under the original property tax mitigation policy, agricultural properties in the New Neighbourhood (300k population) category received a five-year tax mitigation, where taxes remained at the rural municipality levels for 2014 to 2018 and became fully taxable at City of Regina rates in 2019.

IMPACTS

Financial Impact

The financial impact of the recommended option is a municipal exemption of approximately \$1,375 annually or \$5,500 over the four-year period 2020 – 2023 and \$12,375 over the nine-year period.

The cost of the exemption is not reflected in the 2020 budget. Annually, Administration sets aside funding to cover potential losses in taxation revenue from assessment appeals. This variance will cover the cost of the recommended tax cancellation for the 2020 budget.

The cost of the exemptions would be included in future budgets.

Policy/Strategic Impact

The recommendation contained in this report is consistent with Council decisions in Reports CR19-95 and CR19-118. If options 1 or 2 are chosen, additional property owners may come forward to request the same consideration.

Other Impacts

The education portion of the tax is subject to *The Education Property Tax Act* which specifies that any exemption of education tax that is \$25,000 or greater in any given year, must be approved by the Government of Saskatchewan.

OTHER OPTIONS

Administration has reviewed all agricultural properties in the New Neighbourhood (300K Population) and identified four options for Council's consideration. Each option is discussed below with a summary of the financial impacts shown in Appendix C.

Option 1 – Provide Mitigation for the agricultural property 600 Pinkie Road in the New Neighbourhood (300k Population) area. (Recommended Option)

With this option, one property (listed in Option 1 of Appendix C), would receive mitigation. Taxes for this property will remain at RM levels for the years 2020-2023. The property tax abatement for 2019 is not provided.

This option provides the property owner with 4 years of mitigation and aligns with previously approved exemptions. In 2024, mitigation may, at Council's discretion, be extended for an additional five years to 2028. This option recognizes the request of this property owner and is consistent with Council decisions in Reports CR19-95 and CR 19-118. Reports CR19-95 and CR 19-118 both dealt with properties who made similar requests in 2019 and received tax mitigation over 5 years (2019-2023). As the request was received in 2020, a tax abatement would be required to provide mitigation for 2019 tax year (provided for in option 2 of this report). Administration is not recommending a tax abatement be provided as it sets precedent for future requests of mitigation for prior year property tax abatements on lands impacted by the boundary alteration with potential requests coming forward within the time period 2020-2023.

Option 2 – Provide Mitigation for the agricultural property 600 Pinkie Road in the New Neighbourhood (300k Population) area including an abatement of 2019 taxes.

With this option, one property (listed in Option 2 of Appendix C), would receive mitigation for 5 years. The mitigation would be an abatement for the 2019 taxes and the taxes for this property will remain at RM levels for the years 2020-2023. In 2024, mitigation may, at Council's discretion, be extended for an additional five years to 2028 in alignment with option 1.

As per section 244(2)(e) of *The Cities Act*, Council may approve an abatement if Council considers the abatement to be in the best interests of the community and is the result of a publicly advertised policy passed by resolution or bylaw. If the Committee wishes to consider this option, the Committee would need to table this report to the next Finance and Administration Committee meeting so that the Administration could draft a policy and provide public notice prior to Council considering the policy.

Administration does not recommend this option as it sets precedence for future requests of mitigation for prior year property tax abatements on lands impacted by the boundary alteration.

The financial impact of option 2 is a municipal exemption of approximately \$1,375 annually or \$6,875 over the first five-year period and \$13,750 over the 10-year period.

Option 3 – Provide Mitigation for all agricultural properties affected by the boundary alteration in the New Neighbourhood (300k Population) area.

There were 31 agricultural properties affected by the boundary alteration. Council approved extending mitigation for 3 properties in Report CR19-95 and 2 properties in Report CR 19-118.

With this option, the additional 26 properties (listed in Option 3 of Appendix C) including 600 Pinkie Road, would receive mitigation. Taxes for these properties will remain at RM levels for the years 2020-2023. In 2024, mitigation may, at Council's discretion, be extended for an additional five years to 2028. This option treats all agricultural properties affected by the boundary alteration in the New Neighbourhood (300k) properties equally.

The financial impact of option 3 is a municipal exemption of approximately \$32,786 annually or \$131,144 over the first four-year period and \$295,074 over the 9-year period.

Option 4 – Provide No Additional Mitigation for properties affected by the boundary alteration in the New Neighbourhood (300k Population) area.

With this option no further agricultural properties within the New Neighbourhood (300k population) area will receive additional mitigation and the requested property will remain fully taxable in 2019. This option is not consistent with Council decisions in CR19-95 or CR 19-118.

COMMUNICATIONS

All owners of the affected lands received communication with respect to the resolutions previously passed by City Council regarding exemptions for lands within the Boundary Alteration area.

The property owner requesting this exemption will be informed of this report.

DISCUSSION

See Other Options section for discussion.

DECISION HISTORY

On November 6, 2013, City Council approved the recommendations in CM13-14 for the boundary alteration. All lands affected by the boundary alteration are outlined on page one of Appendix B.

The report contained the following tax mitigation principles:

1. Protect the property owner, whose land is annexed into the City of Regina from unreasonable financial hardship;
2. Balance the need to protect the City's financial viability with protecting its long-term growth needs;
3. Property tax mitigation will be applied through existing legislation; and
4. Property tax mitigation will expire over time either when the property is developed or when the time frame for the mitigation expires.

The mitigation tools applied to each category, beginning in 2014, are shown in Table 1: Previously Approved Tax Mitigation Tools. The levels of mitigation applied to each category were designed to reflect the levels of services that the property received over the period. All properties receiving mitigation are subject to mill rate increases.

Table 1: Previously Approved Tax Mitigation Tools

Category	Tax Mitigation
Commercial Corridor	<ul style="list-style-type: none"> Five-year tax mitigation, which phases in the City taxation levels on the commercial properties, at a rate of 20% per year. Fully taxable at City of Regina mill rates in 2018.
New Neighbourhood (300k population) *	<ul style="list-style-type: none"> Five-year tax mitigation whereby the taxes would remain at RM levels. Fully taxable at City of Regina mill rates in 2019.
Future Long-Term Growth (500k population)	<ul style="list-style-type: none"> Five-year tax mitigation, whereby the taxes would remain at RM levels which may be extended to 10 and then 15 years. This recognized that longer-term growth areas would not be eligible for development and servicing under the growth plan and would remain as largely rural lands zoned as urban holdings for longer term.

*Agricultural properties within the Commercial Corridor were identified as New Neighbourhood (300k population) as they were not identified as employment lands in the OCP.

Properties where the tax difference between the 2013 rural taxes and the 2014 estimated municipal tax was less than \$10 do not receive tax mitigation. There are some linear properties, such as pipelines and railways, within the boundary alteration area crossing through the city that did not receive tax mitigation.

The commercial properties in the Commercial Corridor category became fully taxable at City of Regina rates in 2018 and all properties in the original New Neighbourhood (300k population) category became taxable at City of Regina rates in 2019. As properties in the approved mitigation area are developed, they are removed from mitigation.

In February of 2019, Council approved report CR19-15 Boundary Alteration 2019 Property Tax Exemptions. This report created a new mitigation category, South East Mitigation and set the direction for the next five years of mitigation for properties in the new category and the Future Long-Term Growth (500k population) mitigation areas.

Administration subsequently received a request for further mitigation from three property owners. These properties were agricultural properties in the West Commercial Corridor and therefore received mitigation as New Neighbourhood (300k population). Under the mitigation tools established in 2013, these properties received a five-year tax mitigation, where taxes remained at the rural municipality levels for 2014 to 2018 and became fully taxable at City of Regina rates in 2019.

The property owners requested additional mitigation that would result in them being treated the same as properties in the South East Mitigation and Future Long-Term Growth (500k population) categories.

In October of 2019, Council approved report CR19-95. This report granted a property tax exemption for a five year period (2019-2023) for the three agricultural properties in the New Neighbourhood (300k population) area that requested additional mitigation.

In January of 2020, Council approved report CR19-118. This report granted a property tax exemption for two more agricultural properties in the New Neighbourhood (300k population) area that requested additional mitigation in 2019 for a five year period (2019-2023).

The recommendations contained within this report require City Council approval.

Respectfully Submitted,

Respectfully Submitted,


Deborah Bryden, Director, Assessment & Taxation 1/27/2020


Barry Lacey, Exec. Director, Financial Strategy & Sustainability 2/6/2020

Prepared by: Tony Petrulias, Manager, Property Tax & Utility Billing

ATTACHMENTS

Appendix A - request Letter

Appendix B - Tax Mitigation Areas (003)

Appendix C - List of Properties

Appendix A

January 6, 2020

Office of the City Clerk, Queen Elizabeth Court, 2476 Victoria Ave. Regina Sask.

Dear Sir/Madam

This letter is to address the taxes assessed to farmland I lease from Saskatchewan Agriculture Lands Branch located at 600 Pinkie Rd. Legal land description is (108 Acres) N.E.29-17-20 W2. According to the terms of the agreement, I am responsible to pay the property taxes on this land.

Since 2013 little development has taken place in this area and this parcel remains as an agricultural piece of land with no buildings or development. The taxes in 2019 have more than tripled with no change to the surrounding area.

As a follow up, I researched the City of Regina taxation website and found that a similar agricultural package owned by Saskatchewan Agriculture Lands Branch on the adjacent section to the north (100 Pinkie Rd. S.E. & N.E. 32-17-20 W2) had no taxes charged to it.

I am requesting that council exercises their discretion to review the taxes assessed and charged to this agricultural property. Further to this request I ask that an abatement for 2019 taxes be provided as well as the previous level and type of mitigation for the period of 2019-2023.

I understand that as future growth occurs in the area, the taxes would be reviewed once more.

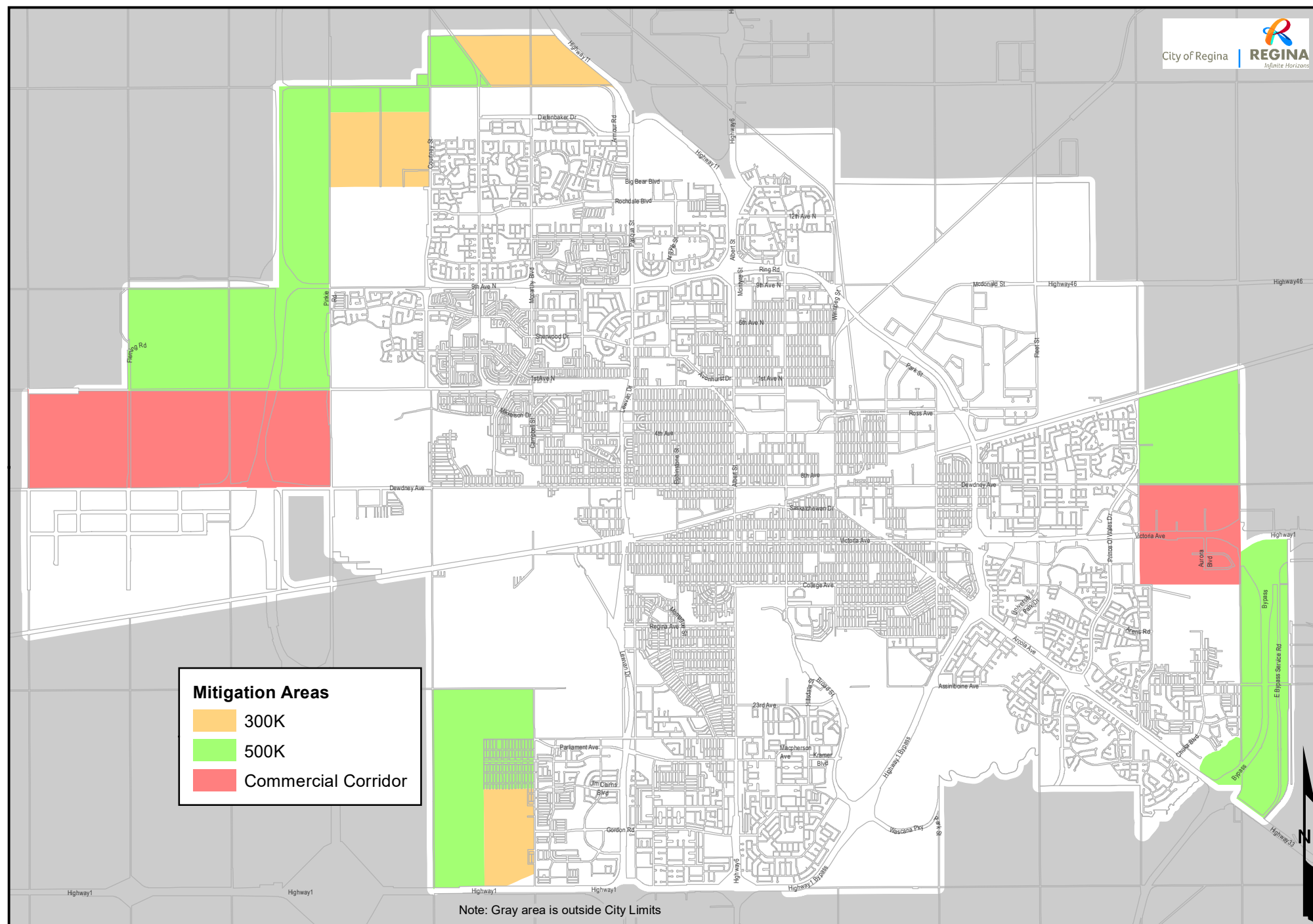
Thank-you for your consideration

Sincerely,

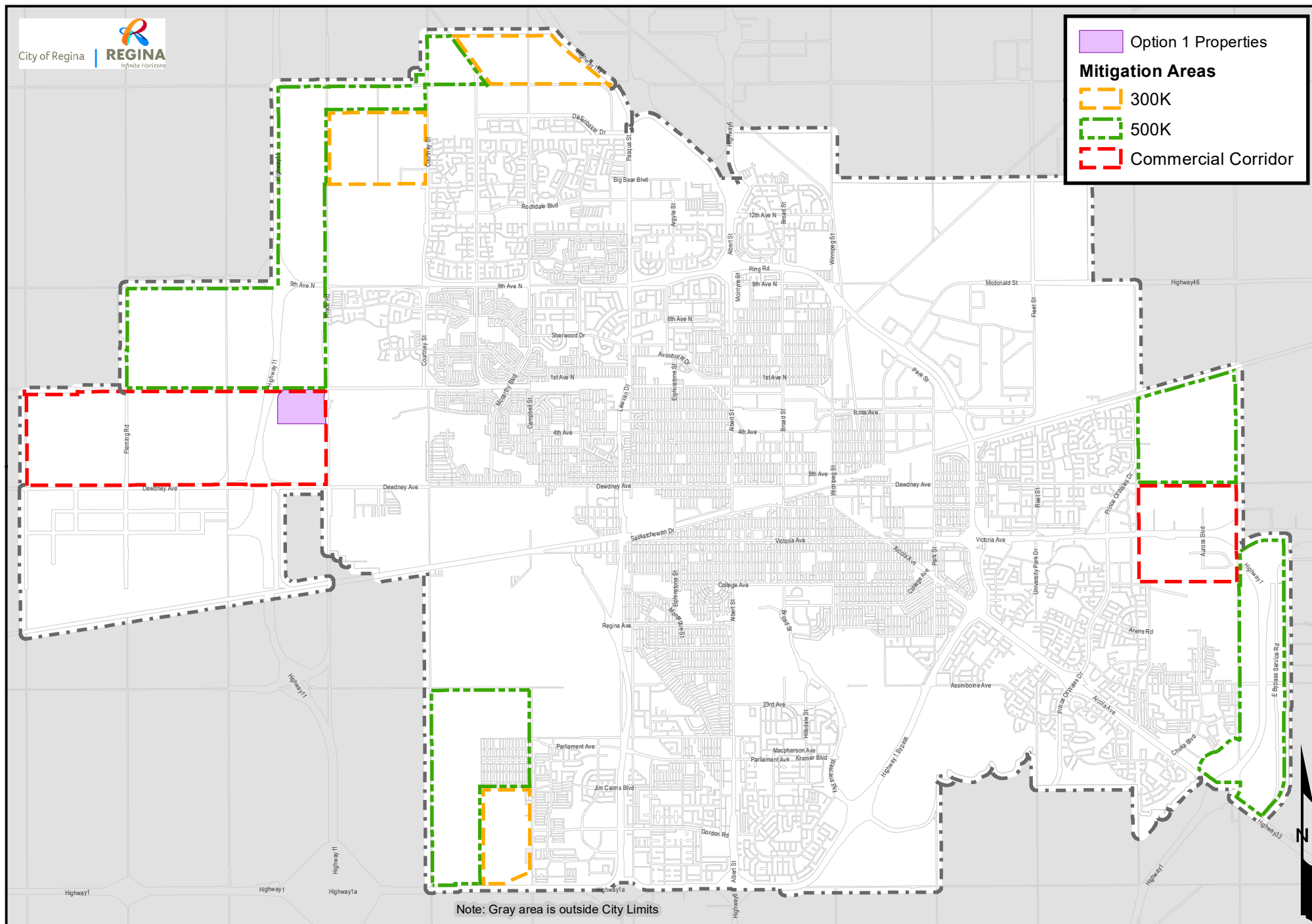
Ken Harle



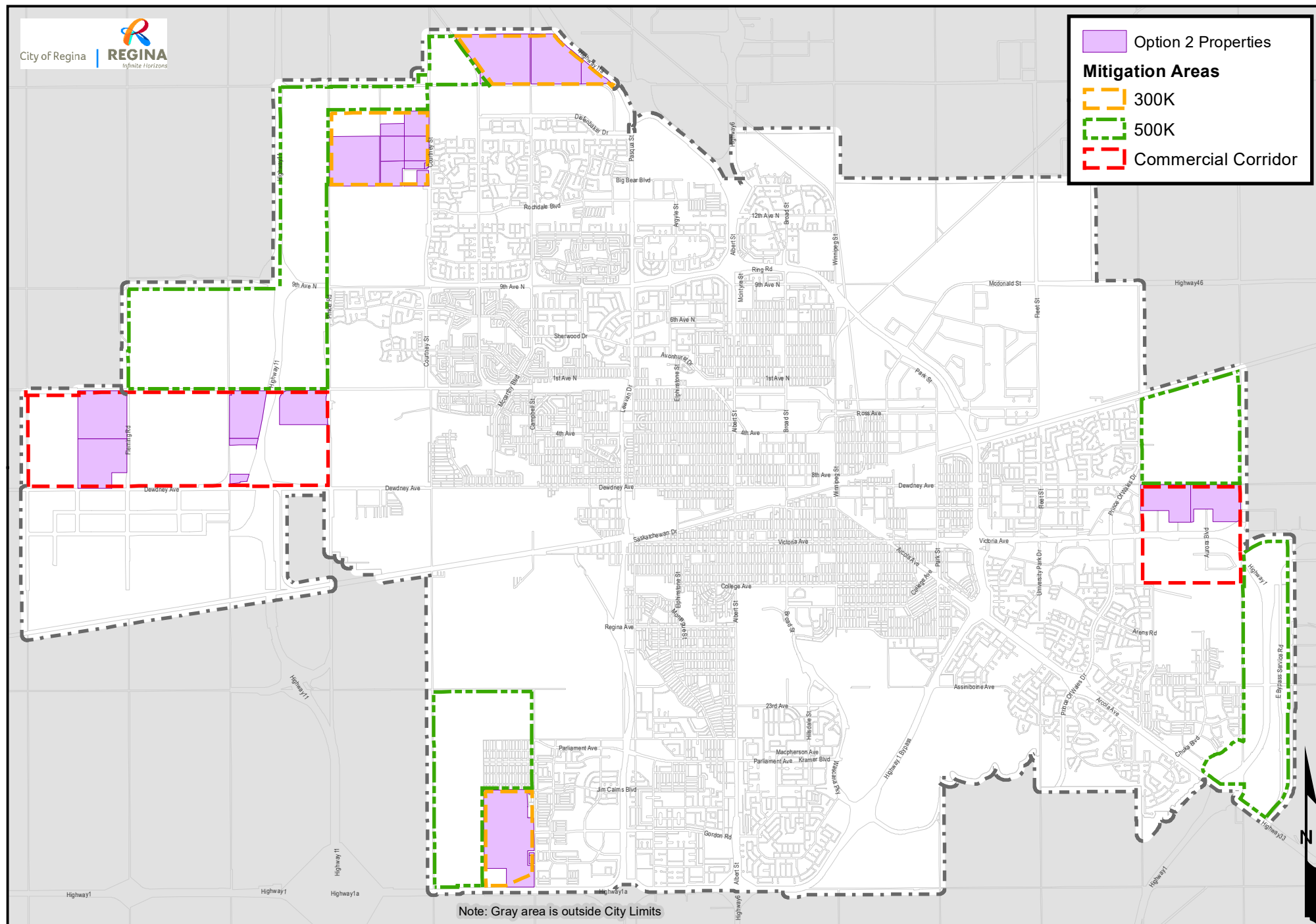
Tax Mitigation Areas



Option 1 Properties



Option 2 Properties



Appendix C
List of properties and impact on 2020 Levy

Option 1

Provide mitigation for one agricultural property in the New Neighbourhood (300K population) - Four year Mitigation 2020 - 2023

Civic	Assessed Value	% Exempt	Municipal Levy Before Mitigation	Municipal Levy After Mitigation	Municipal Mitigated Levy	Total Levy Before Mitigation	Total Levy After Mitigation	Total Mitigated Levy
600 PINKIE ROAD	188,400	72.01%	1,909	534	1,375	2,349	658	1,692
	188,400		1,909	534	1,375	2,349	658	1,692

Option 2

Provide mitigation for one agricultural property in the New Neighbourhood (300K population)
- Four year Mitigation 2020 - 2023 plus an abatement of 2019 Levies

Civic	Assessed Value	% Exempt	Municipal Levy Before Mitigation	Municipal Levy After Mitigation	Municipal Mitigated Levy	Total Levy Before Mitigation	Total Levy After Mitigation	Total Mitigated Levy
600 PINKIE ROAD	188,400	72.01%	1,909	534	1,375	2,349	658	1,692
	188,400		1,909	534	1,375	2,349	658	1,692

Option 3

Provide mitigation for all agricultural properties in the New Neighbourhood (300K population) - Four year Mitigation 2020 - 2023

Civic	Assessed Value	% Exempt	Municipal Levy Before Mitigation	Municipal Levy After Mitigation	Municipal Mitigated Levy	Total Levy Before Mitigation	Total Levy After Mitigation	Total Mitigated Levy
4800 ARMOUR ROAD	138,300	90.87%	1,401	128	1,273	1,725	157	1,567
5813 SECORD AVENUE	19,300	21.31%	196	154	42	241	189	51
4820 CAMPBELL STREET	32,100	15.33%	325	275	50	400	339	61
4820 GARRY STREET	32,100	15.33%	325	275	50	400	339	61
605 CONDIE ROAD	313,500	72.84%	3,177	863	2,314	3,909	1,062	2,848
1300 N COURTNEY STREET*	121,900	97.44%	1,235	32	1,204	1,520	39	1,481
1550 N COURTNEY STREET	732,900	25.18%	5,723	4,282	1,441	9,115	6,820	2,295
600 FLEMING ROAD	223,100	66.65%	2,261	754	1,507	2,782	928	1,854
1400 N COURTNEY STREET	142,900	86.10%	1,448	201	1,247	1,782	248	1,534
1001 CONDIE ROAD	137,000	93.42%	1,388	91	1,297	1,708	112	1,596
5800 ARMOUR ROAD	250,500	63.42%	2,538	929	1,610	3,124	1,143	1,981
5000 ARMOUR ROAD	213,600	67.80%	2,164	697	1,467	2,664	858	1,806
1600 N COURTNEY STREET	144,100	86.61%	1,460	196	1,265	1,797	241	1,556
4001 E DEWDNEY AVENUE	185,000	73.50%	1,875	497	1,378	2,307	611	1,696
5201 E DEWDNEY AVENUE	508,100	55.24%	4,484	2,007	2,477	6,327	2,832	3,495
12400 DEWDNEY AVENUE	214,700	67.97%	2,176	697	1,479	2,677	858	1,820
1750 N COURTNEY STREET	145,300	86.00%	1,472	206	1,266	1,812	254	1,558
4500 CAMPBELL STREET	303,600	60.12%	3,076	1,227	1,850	3,786	1,510	2,276
4245 GARRY STREET	53,600	14.85%	543	462	81	668	569	99
1301 N PINKIE ROAD	228,400	66.23%	2,314	782	1,533	2,848	962	1,886
1710 N COURTNEY STREET	136,800	93.06%	1,386	96	1,290	1,706	118	1,588
1301 CONDIE ROAD	249,900	93.42%	2,532	167	2,366	3,116	205	2,911
1301 N SILVERLEAF BOULEVARD	700	86.10%	7	1	6	9	1	8
1462 N COURTNEY STREET	259,300	97.44%	2,627	67	2,560	3,234	83	3,151
1458 N COURTNEY STREET	36,600	97.44%	371	9	361	456	12	445
600 PINKIE ROAD	188,400	72.01%	1,909	534	1,375	2,349	658	1,692
	5,011,700		48,415	15,629	32,786	62,464	21,146	41,318

*Account with a statutory exemption applied to it.

NOTICE OF MOTION

February 26, 2020

City Clerk
City Hall
Regina, Saskatchewan

Dear Sir:

Please be advised that I will submit the following NOTICE of MOTION at the February 26, 2020 meeting of Regina City Council.

Re: Co-operative Refinery Complex (CRC)-Unifor Local 594 Dispute

WHEREAS the Co-operative Refinery Complex (CRC)-Unifor Local 594 dispute is now into its third month;

WHEREAS the lockout has created hardship for the local businesses, community members, truckers, trucking companies, the CRC, Unifor Local 594 members and their families;

WHEREAS the Regina Police Service (RPS) involvement in the dispute has escalated as a result of political pressure, increasing the costs to taxpayers and drawing police resources away from more important public safety activities;

WHEREAS the Provincial Government has jurisdiction for labour relations and dispute resolution mechanisms in Saskatchewan; and

WHEREAS the Provincial Government has appointed a Special Mediator, Vince Ready, to help resolve the dispute, but without the authority to arbitrate a resolution;

THEREFORE BE IT RESOLVED that City Council call upon the Provincial Government to use all of the tools at its disposal, up to and including legislation that allows for binding third party binding arbitration, to secure an equitable resolution to the dispute between the parties.

Respectfully submitted,



Andrew Stevens
Councillor - Ward 3

NOTICE OF MOTION

February 26, 2020

City Clerk
City Hall
Regina, Saskatchewan

Dear Sir:

Please be advised that we will submit the following NOTICE of MOTION at the February 26, 2020 meeting of Regina City Council.

Re: Public Consultation regarding the CNIB/Brandt Building Proposal

WHEREAS Wascana Park is treasured by all Regina residents and Saskatchewan citizens;

WHEREAS *The Provincial Capital Commission Act [Act]* [section 7-3 and 7-5] requires that new buildings constructed in Wascana Centre be consistent with the Wascana Centre 2016 Master Plan;

WHEREAS the 2016 Master Plan, which continues under *The Act*, requires public consultation for major amendments to the Plan;

WHEREAS the CNIB/Brandt building proposal constitutes a “significant improvement” to the park and requires a major amendment to the Plan [Master Plan, 2016, p. 116];

WHEREAS the Provincial Auditor has recommended that, “The Commission needs to: Develop written expectations for public consultations for major amendments to the Master Plan.” [2019 Report – Volume 2, p. 67] and that, “the Provincial Capital Commission make public written processes about the timing, nature, and extent of public consultations for amendments to the Wascana Centre Master Plan,” [Provincial Auditor, 2019 Report – Volume 2, p. 71];

WHEREAS the Provincial Capital Commission (PCC) has undertaken to its Minister to, “develop a detailed public consultation plan to be posted online, as it relates to Wascana Centre’s Master Plan,” and,

WHEREAS the CNIB, through its Executive-Director, has been quoted in the press as stating that, “we [CNIB] did complete the public consultation piece in 2016” [Interview with Geoff Leo, CBC, <https://www.cbc.ca/news/canada/saskatchewan/cnib-plan-tenants-restaurants-wascana-park-1.5456515>, posted 8 February 2020] and,

WHEREAS the public meeting which took place on 24 August 2016, hosted by the CNIB, did not amount to a “public consultation” as contemplated by the 2016 Master Plan for the following reasons:

- the PCC had put in place no public consultation plan for the conduct of such a meeting,

- the Notice given to the public of such a meeting was deficient in that it did not, “give notice of its [the Authority’s] intention to pass a resolution ... amending ... a master plan,” as required by law [*Wascana Centre Act*, sections 12.3(1) and 12.3(3)c],
- the Notice given to the public did not state that the building in question would be owned by The Brandt Group of Companies (Brandt) or that Brandt’s intention was planning to lease a large part of the 77,000 square foot building for general office, including commercial or retail, tenants; and

WHEREAS “public feedback helps the proponent [CNIB] and the Commission better understand the aspirations, interests, wishes, and proposals from various stakeholders before making decisions about the proposed major development projects,” [Provincial Auditor, 2019 Report – Volume 2, pp. 69-70];

THEREFORE BE IT RESOLVED that :

1. Regina City Council recommend to the Provincial Capital Commission that it publish a “detailed public consultation plan” as recommended by the Provincial Auditor; and
2. A public consultation process be undertaken in accordance with the said “detailed public consultation plan,” for the complete building, including both the CNIB portion and all other portions of the building, in a timely fashion, such that the feedback from the consultation process can be considered by the PCC Board and its advisors as part of the decision-making process.

Respectfully submitted,



Bob Hawkins
Councillor – Ward 2



Andrew Stevens
Councillor – Ward 3

BYLAW NO. 2020-12

THE AUTOMATED VOTE COUNTING AMENDMENT BYLAW, 2020

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 The purpose of this Bylaw is to amend the existing bylaw by removing the reference of “occupation” from Schedule “A”, Front of Ballot.
- 2 The authority for this Bylaw is section 9.1 of *The Local Government Election Act, 2015*.
- 3 *The Automated Vote Counting Bylaw*, being Bylaw No. 10197, is amended in the manner set forth in this Bylaw.
- 4 Schedule “A” of Bylaw No. 10197 is repealed and the Schedule “A” attached to this Bylaw is substituted.
- 5 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 26th DAY OF February 2020.

READ A SECOND TIME THIS 26th DAY OF February 2020.

READ A THIRD TIME AND PASSED THIS 26th DAY OF February 2020.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

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

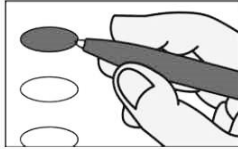
City Solicitor

Schedule "A"
Front of Ballot

Municipal/School Board Election
Regina, Saskatchewan
Date of Election

Instructions

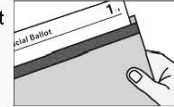
Making Selections



Fill in the oval to the right of the candidate of your choice. You must blacken the oval completely, and do not make any marks outside the oval. You do not have to vote in every race.

Do not cross out or erase, or your vote may not count. If you make a mistake or stray mark, ask for a new ballot from the poll workers.

Turning in the Ballot



Insert the completed ballot sleeve. Hand in the ballot to be counted. Do not fold the ballot.

Ballot for the office of:

MAYOR

You are entitled to vote for a maximum of ONE (1) candidate.

LAST NAME, First Name



LAST NAME, First Name



LAST NAME, First Name



LAST NAME, First Name



LAST NAME, First Name



LAST NAME, First Name



LAST NAME, First Name



LAST NAME, First Name



LAST NAME, First Name



Ballot for the office of:

**COUNCILLOR
WARD 1**

You are entitled to vote for a maximum of ONE (1) candidate.

LAST NAME, First Name



LAST NAME, First Name



LAST NAME, First Name



LAST NAME, First Name



LAST NAME, First Name



LAST NAME, First Name



LAST NAME, First Name



WARD 1

Sample

DRO Initials

Name of Printer
Address
Province, Postal Code

ABSTRACT

BYLAW NO. 2020-12

THE AUTOMATED VOTE COUNTING AMENDMENT BYLAW, 2020

PURPOSE:	To amend <i>The Automated Vote Counting Bylaw, Bylaw No. 10197</i>
ABSTRACT:	This amendment removes all references to “occupation” from the ballot as set out in Schedule “A”.
STATUTORY AUTHORITY:	Section 9.1 of <i>The Local Government Election Act, 2015</i>
MINISTER’S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	Executive Committee, January 15, 2020, EX20-1
AMENDS/REPEALS:	Amends Bylaw No. 10197
CLASSIFICATION:	Administrative
INITIATING DIVISION:	Office of the City Manager
INITIATING DEPARTMENT:	Office of the City Clerk

BYLAW NO. 2020-14

THE REGINA CODE OF CONDUCT AND DISCLOSURE AMENDMENT
BYLAW, 2020

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 The purpose of this Bylaw is to do the following:
 - (a) amend Bylaw 2002-57, being *The Regina Code of Conduct and Disclosure Bylaw* to do the following:
 - (i) remove all employees from the application of the code of conduct and disclosure rules in the Bylaw as employees will instead be subject to a corporate policy;
 - (ii) retain a process in the Bylaw for disclosing conflicts of interest and dealing with violations for the City Manager, City Clerk and City Solicitor as these positions report directly to Council;
 - (iii) retain the code of conduct and disclosure rules and process for disclosing conflicts of interest and dealing with violations in the Bylaw for non-council members on City boards, committees and commissions identified in the Bylaw;
 - (iv) update the references to the former legislation, *The Urban Municipalities Act, 1984* to reflect the equivalent *Cities Act* provisions as well as update any other outdated references; and
 - (b) amend Bylaw 2003-70, being *The City Manager's Bylaw*, to expressly authorize the City Manager to establish an employee code of conduct under the powers, duties and function of the City Manager to coincide with the City Manager's general authority over employees.
- 2 Section 1 of Bylaw 2002-57 is repealed and the following substituted:
 - "1. The purpose of this Bylaw is to:
 - (a) establish and apply a code of conduct and disclosure of land holdings requirement with respect to non-council members appointed by Council to committees, boards and commissions created by Council; and

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

City Solicitor

- (b) establish a process for disclosing conflicts of interest and dealing with violations of any employee code of conduct by the City Manager, City Clerk and City Solicitor as these positions report directly to Council.”

3 Section 2 of Bylaw 2002-57 is repealed and the following substituted:

“2. The authority for this Bylaw is sections 8 and 55 of *The Cities Act*.”

4 Subsections 3(1) and (2) of Bylaw 2002-57 are repealed.

5 Subsection 3(3) of Bylaw 2002-57 is amended by:

- (a) striking out “designated to comply with the requirements of section 36 of the Act, in addition to members of the City and District Planning Commissions, who are expressly named in clause 36(2)(d) of the Act” and substituting “required to fill out and file a land holdings disclosure form with the City Clerk in a form attached as Schedule ‘A’”;
- (b) adding the following clauses after clause (a):
 - “(a.1) Regina Planning Commission;”
 - (a.2) Mayor’s Housing Commission;”
- (c) repealing clauses (e) and (g); and
- (d) amending clause (h) by striking out “Old”.

6 Section 4 of Bylaw 2002-57 is repealed and the following substituted:

- “4. (1) The Code of Conduct applies to all persons appointed to any board, committee or commission created by Council, except for members of Council in so far as the following provisions provide.
- (2) Subject to subsection (3), employees of the City of Regina are not subject to this Bylaw and are instead subject to any employee code of conduct policy approved by the City Manager.
 - (3) While the City Manager, City Clerk and City Solicitor are subject to any employee code of conduct policy approved by the City Manager, the process for disclosing conflicts of interest and dealing with violations of the policy are set out in this Bylaw.”

- 7 Section 5 of Bylaw 2002-57 is repealed.
- 8 Subsection 6(1) of Bylaw 2002-57 is amended by striking out “section 33 of the Act” and substituting “sections 114-115 and sections 117-119 of *The Cities Act*”.
- 9 Clause 7(g) of Bylaw 2002-57 is amended by striking out “employee’s” and substituting “person’s”.
- 10 Subsection 8(1) of Bylaw 2002-57 is repealed and the following substituted:
- “8. (1) Where a member of a board, committee or commission perceives they are or may potentially be in conflict with the code of conduct provisions in this Bylaw, the person shall disclose it to the City Clerk.
- (1.2) Where the City Clerk or City Solicitor perceives they are or may potentially be in a conflict of interest with the code of conduct provisions in an employee code of conduct approved by the City Manager, the City Clerk or City Solicitor shall disclose it to the City Manager for consideration and adjudication.
- (1.3) Where the City Manager perceives they are or may potentially be in a conflict of interest with the code of conduct provisions in an employee code of conduct approved by the City Manager, the City Manager shall disclose it to the Mayor and the Deputy Mayor for consideration and adjudication.”
- 11 Subsection 9(1) of Bylaw 2002-57 is repealed and the following substituted:
- “9. (1) Where a person wishes to file a complaint that a member of a board, committee or commission has breached this Bylaw, they may file a complaint in writing with the City Clerk or the City Manager.
- (1.2) Where a person wishes to file a complaint that the City Clerk or City Solicitor has breached an employee code of conduct policy approved by the City Manager, they may file a complaint in writing with the City Manager.
- (1.3) Where a person wishes to file a complaint that the City Manager has breached an employee code of conduct policy approved by the City Manager, they may file a complaint in writing with the City Clerk.”
- 12 Subsection 10(1) of Bylaw 2002-57 is repealed and the following substituted:

- “10. (1) Where a disclosure is received or a written signed complaint is received involving the City Clerk or City Solicitor, the City Manager shall:
- (a) review the disclosure or complaint to determine whether there has been or is a real likelihood of a breach of the employee code of conduct;
 - (b) provide appropriate direction to the City Clerk or City Solicitor or take appropriate remedial action, which may take the form of:
 - (i) advice on how the employee should act in the future;
 - (ii) a written waiver of the breach if the breach is insignificant or does not violate the spirit and intent of the code of conduct;
 - (iii) directing the employee to divest any outside investment or interest or place such interest in a blind trust;
 - (iv) discipline, however any dismissal can only be decided by City Council.
- (1.2) Where the Mayor and Deputy Mayor receive a disclosure from the City Manager, the Mayor and Deputy Mayor shall:
- (a) review the disclosure to determine whether there has been or is a real likelihood of a breach of the employee code of conduct;
 - (b) provide appropriate direction to the City Manager or take appropriate remedial action, which may take the form of:
 - (i) advice on how the City Manager should act in the future;
 - (ii) a written waiver of the breach if the breach is insignificant or does not violate the spirit and intent of the code of conduct;

- (iii) directing the City Manager to divest any outside investment or interest or place such interest in a blind trust;
- (iv) discipline, however any dismissal can only be decided by City Council.

(1.3) Where a disclosure is received or a written signed complaint is received involving a member of a board, commission or committee created by Council, the City Clerk shall place it on the private agenda of the next Executive Committee meeting for consideration.

(1.4) Where a complaint is received involving the City Manager, the City Clerk shall place it on the private agenda of the next Executive Committee meeting for consideration.”

13 Subsections 10(3) and (4) are repealed.

14 Subclause 11(1)(d) and subsections 11(2) and (3) are repealed.

15 Section 12 is amended by striking out “*The Urban Municipality Act, 1984*, in particular sections 32-37, and the *Criminal Code of Code R.S.C. 1985*, c. C-46, in particular sections 122-125” and substituting “*The Cities Act* and the *Criminal Code of Canada*.”

16 Section 13 is repealed and the following substituted:

“13. Where this Bylaw conflicts with any provision of *The Cities Act*, or any successor to that Act, the Act shall take precedence to the extent of the conflict.”

17 The attached Schedule “A” is added to Bylaw 2002-57.

18 Bylaw 2003-70, being *The City Manager’s Bylaw* is amended by adding the following section after section 8:

“8.1 Pursuant to sections 85.1 and 100 of *The Cities Act*, the City Manager is delegated the authority to establish a code of conduct for employees.”

19 This Bylaw comes into force on March 1, 2020.

READ A FIRST TIME THIS 26th DAY OF February 2020.

READ A SECOND TIME THIS 26th DAY OF February 2020.

READ A THIRD TIME AND PASSED THIS 26th DAY OF February 2020.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

Schedule “A”

**CITY OF REGINA
DISCLOSURE OF OWNERSHIP OF LAND AND BUILDINGS
BY MUNICIPAL EMPLOYEES, OFFICIALS AND OTHERS**

I, _____ member of _____,
(print name) (State either "Administration" or Name of Committee)
hereby disclose that I or my spouse or a corporation incorporated or continued pursuant to The Business Corporations Act of which I or my spouse is a director or senior officer or in which I or my spouse have a controlling interest, and that is located in the urban municipality or in an adjoining municipality,

(Complete either 1 or 2)

1. Own or owns no land or buildings in the
City of Regina or adjoining municipality

Mark 'X'

OR

2. Own or owns lands or buildings in the
City of Regina or adjoining municipality
the particulars of which ownership are shown below:

Property Description and Location	Names in Which Property is Registered	Nature of Ownership Interest
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

- Note 1 Land and Buildings shall be listed and their location identified by civic address or legal description.
- Note 2 A person or a corporation owns lands or a building when the person or corporation has any right, title, estate or interest in the land or building.
- Note 3 Every person who is required to furnish a list of land and buildings owned by him is required to notify the Clerk within 30 days of any disposal or acquisition of land and buildings described in Note 1.

PLEASE COMPLETE REVERSE SIDE

(Name of Declarant)

(Address)

(Postal Code)

I, _____, of the City of Regina, in the Province of Saskatchewan, do hereby declare that to the best of my knowledge, information and belief, the statements and allegations contained and made in this form are true and complete, and I make this declaration for the purpose of official registration, in the full knowledge that it will be available for public examination.

Declared before me at the CITY }
of REGINA, in the Province of }
Saskatchewan, this _____ day of }
_____ A.D. 20_____. }

Signature of Declarant

A Notary Public or Commissioner for
Oaths in and for the Province of Saskatchewan

My appointment expires _____, 20_____.

=====

FOR USE BY MUNICIPAL CLERK

Date Received: _____

Received By: _____

Date copy returned to _____ () EMailed
Member () Delivered in Person

ABSTRACT

BYLAW NO. 2020-14

THE REGINA CODE OF CONDUCT AND DISCLOSURE AMENDMENT BYLAW, 2020

PURPOSE:	The purpose of this bylaw is to amend Bylaw 2002-57 to remove all employees from the application of the code of conduct and disclosure rules in the Bylaw as employees will instead be subject to a corporate policy approved by the City Manager. In addition, the amended bylaw includes a process for disclosing conflicts of interest and dealing with violations for the City Manager, City Clerk and City Solicitor as these positions report directly to Council. Further, the amended bylaw retains the code of conduct and disclosure rules and process for disclosing conflicts of interest and dealing with violations in the Bylaw for non-council members on City boards, committees and commissions identified in the Bylaw. Finally, the amendments update outdated references in the Bylaw.
ABSTRACT:	This Bylaw amends Bylaw 2002-57 to remove employees so that they can instead be dealt with under a corporate policy approved by the City Manager. Other amendments were necessary to ensure that the Bylaw still covers non-council members on City boards, committees and commissions. A process for dealing with disclosures and complaints about the City Manager, City Solicitor and City Clerk is retained in the Bylaw as Council still has a role to play with respect to these positions.
STATUTORY AUTHORITY:	Sections 8, 55, 85.1 and 100 of <i>The Cities Act</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A

REFERENCE: EX20-2 from the January 15, 2020 Executive Committee meeting and CR20-6 from the January 29, 2020 Council meeting

AMENDS/REPEALS: Bylaw 2002-57 and Bylaw 2003-70

CLASSIFICATION: Administrative and Regulatory

INITIATING DIVISION: City Manager's Division and Citizen Experience, Innovation & Performance Division

INITIATING DEPARTMENT: People and Organizational Culture