



Regina Planning Commission

**Wednesday, April 7, 2021
4:00 PM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

**Public Agenda
Regina Planning Commission
Wednesday, April 7, 2021**

Approval of Public Agenda**Minutes Approval**

Minutes of the meeting held on March 3, 2021.

Administration Reports

RPC21-29 Dewdney Park Renaming

Recommendation

The Regina Planning Commission recommends that City Council:

1. Approve the renaming of Dewdney Park to Buffalo Meadows Park.
2. Approve this recommendation at its meeting on April 14, 2021.

RPC21-30 Discretionary Use - 4700 Parliament Avenue - PL202000200

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for a proposed "Service Trade, Wash- Light" (car wash) located at 4700 Parliament Avenue, being legally described as Blk/Par Y1, Plan 102350269 subject to the following standards and conditions:
 - a) The development shall be generally consistent with the plans attached to this report as Appendices A3.1 - A3.2 inclusive, prepared by AECOM and dated October 16, 2020; and
 - b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw, 2019*.



OFFICE OF THE CITY CLERK

2. Authorize the Development Officer to issue a development permit with respect to the application, subject to the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
3. Approve these recommendations at its meeting on April 14, 2021, following the required public notice.

RPC21-31 Utility Easement in City Environmental Reserve Parcel - 4500 Parliament Avenue

Recommendation

Regina Planning Commission recommends that City Council:

1. Authorize the granting of an easement allowing for the construction, installation and maintenance of a private storm sewer line under the dedicated environmental reserve lands legally described as Surface Parcel #202988582, Blk/Par ER11 Plan 1021633081, for the benefit of those lands legally described as Surface Parcel #203368484, Blk/Par Z3 Plan 102256185, pursuant to section 202 of *The Planning and Development Act, 2007*.
2. Authorize the registration of an interest against the title with respect to the dedicated lands, based on the said easement.
3. Approve these recommendations at its meeting on April 14, 2021.

RPC21-32 Zoning Bylaw Amendment & Discretionary Use - 3215 & 3310 Lakeview Avenue - PL202000181 & PL20200018

Recommendation

Regina Planning Commission recommends that City Council:

1. Authorize the exchange of the municipal reserve lands located at 3215 Lakeview Avenue, being Parcel R6, Plan No. 60R07552, in the Lakeview Subdivision in return for the City receiving the lands legally described as Block 83, Plan JF4373 located at 3301 Garnet Street in accordance with the terms of a formal agreement to be entered into pursuant to CR20-14.
2. Designate Block 83, Plan JF4373 located at 3301 Garnet Street as municipal reserve upon the City obtaining title to said lands, as required by section 199 (3) of *The Planning and Development Act, 2007*.



OFFICE OF THE CITY CLERK

3. Approve the application to rezone the lands located at 3215 Lakeview Avenue, being Parcel R6, Plan No. 60R07552 and a portion of the lands located at the southeast corner of 3310 Lakeview Avenue, being proposed Parcel E (currently Part of Parcel D, Plan No. 60R07552), in the Lakeview Subdivision, from PS - Public Service Zone to I - Institutional Zone.
4. Approve the proposed text amendment to the I - Institutional Zone within *The Regina Zoning Bylaw, 2019-19* to allow for a Transportation, Parking Lot as a discretionary use in specific circumstances, as detailed in Appendix A-3 to this report.
5. Approve the discretionary use application for the proposed development of "Transportation, Parking Lot" located at the southeast corner of 3310 Lakeview Avenue, being proposed Parcel E (currently Part of Parcel D, Plan No. 60R07552), in the Lakeview Subdivision, subject to compliance with the following development standards and conditions:
 - a. the development shall be generally consistent with the plans attached to this report as Appendix A-4, prepared by number TEN architecture group, dated March 15, 2021;
 - b. the applicant shall enter into a three-way agreement in accordance with the City's standard terms and conditions for any work related to the development that is required within the road right-of-way, including but not limited to sidewalks and access; and
 - c. the development shall comply with all applicable standards and regulations in *The Regina Zoning Bylaw, 2019-19*.
6. Authorize the Development Officer to issue a development permit concerning the discretionary use application upon the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
7. Instruct the City Solicitor to prepare the necessary bylaws to give effect to the recommendations, to be brought forward to the meeting of City Council following approval of the recommendations and the required public notice.
8. Approve these recommendations at its meeting on April 14, 2021.



OFFICE OF THE CITY CLERK

RPC21-33 YQR Runway Expansion - Official Community Plan Amendment**Recommendation**

Regina Planning Commission recommends that City Council:

1. Amend *Design Regina: The Official Community Plan Bylaw No. 2013-48* by including the recommendations of this report to:
 - (a) include reference to Map 9: Health and Safety in Policy 11.13 of Part A, Section D9, Goal 3;
 - (b) add the following new policy statements to Part A, Section D9, Goal 3, after Policy 11.14:
 - (i) “Policy 11.14A: Consult the Regina International Airport for any development in proximity to the airport.”;
 - (ii) “Policy 11.14B: Consider long-term expansion plans of the Regina International Airport in planning and development decisions on lands in the vicinity of the airport, in consultation with the Regina International Airport.”;
 - (c) replace the existing Map 9: Health and Safety with the Map 9: Health and Safety that is attached to this report as Appendix A-2; and
 - (d) replace the existing Map 10: Airport Vicinity with the Map 10: Airport Vicinity that is attached to this report as Appendix A-4.
2. Instruct the City Solicitor to prepare the necessary bylaws to give effect to the recommendations, to be brought forward to the meeting of City Council following approval of these recommendations and the required public notice.
3. Approve these recommendations at its meeting on April 14, 2021.

RPC21-34 Zoning Bylaw Update - Industrial and Mixed-Use Zones**Recommendation**

Regina Planning Commission recommends that City Council:

1. Approve the amendments to *The Regina Zoning Bylaw, 2019* as directed by Appendix A of this report.



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2. Instruct the City Solicitor to prepare the necessary bylaw to give effect to the recommendations, to be brought forward to the meeting of City Council following approval of the recommendations by Council and the required public notice.
3. Approve these recommendations at its meeting on April 14, 2021.

Adjournment

AT REGINA, SASKATCHEWAN, WEDNESDAY, MARCH 3, 2021

AT A MEETING OF REGINA PLANNING COMMISSION
HELD IN PUBLIC SESSION

AT 4:00 PM

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

Present: Councillor John Findura, in the Chair
Councillor Terina Shaw (Videoconference)
Councillor Shanon Zachidniak
Frank Bojkovsky (Videoconference)
Adrienne Hagen Lyster (Videoconference)
Cheri Moreau (Videoconference)
Tak Pham (Videoconference)
Kathleen Wilson (Videoconference)
Celeste York (Videoconference)

Regrets: Biplob Das
Jacob Sinclair

Also in Attendance: Council Officer, Elaine Gohlke
Legal Counsel, Cheryl Willoughby (Videoconference)
Executive Director, City Planning & Community Development,
Diana Hawryluk
Director, Planning & Development Services, Fred Searle
Director, Innovation, Energy & Technology, Carole Tink
(Videoconference)
Manager, Environmental Services, Greg Kuntz (Videoconference)
Manager, Servicing & Infrastructure Approval, Jen Stevenson
(Videoconference)
Senior City Planner, Ben Mario (Videoconference)
City Planner II, Linda Huynh (Videoconference)
City Planner II, Amarpreet Guliani (Videoconference)
City Planner II, Michael Sliva (Videoconference)
Senior Engineer, Max Zasada (Videoconference)

APPROVAL OF PUBLIC AGENDA

Councillor Shanon Zachidniak moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted, after adding the following:

RPC21-29 - Communication from Samantha Magnus and Cody Dumonceaux regarding item RPC21-22 - 3700 Green Diamond Road - Discretionary Use; and

RPC21-30 - Communication from Heritage Regina regarding item RPC21-28 - Options for Regulating Heritage and Architectural Design

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

MINUTES APPROVAL

Councillor Shanon Zachidniak moved, AND IT WAS RESOLVED, that the minutes for the regular and special meetings held on February 3 and February 20, 2021 be adopted, as circulated.

ADMINISTRATION REPORTS

RPC21-20 1565 Winnipeg Street - Discretionary Use Application - PL202000170

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for a proposed Drive-Through, Accessory located on a portion of 1565 Winnipeg Street, being Plan AG4178, Block 16, Lots 40 - 43 and Plan DM5186, Block 16, Lots 1- 5, in the Dewdney Place Subdivision, subject to the following development standards and conditions:
 - a. The development shall generally be consistent with the plans attached to this report as Appendix A-3.1 dated September 26, 2020, A-3.2 dated November 26, 2020 and A-3.3 dated December 22, 2020 inclusive, prepared by Paula Bannerman Designs;
 - b. The subject lots shall be parcel tied or consolidated; and
 - c. Except as otherwise required by this approval, the development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 2019*.
2. Authorize the Development Officer to issue a development permit with respect to the application, subject to the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
3. Approve these recommendations at its March 10, 2020 meeting.

Ken MacMurchy, representing ABA Coffee Holdings Ltd. addressed the Commission.

Councillor Shanon Zachidniak moved that the recommendation contained in the report be concurred in.

	In Favour	Against
Councillor Shanon Zachidniak		✓
Frank Bojkovsky	✓	
Adrienne Hagen Lyster	✓	
Cheri Moreau	✓	
Tak Pham	✓	
Celeste York	✓	
Kathleen Wilson	✓	
Councillor Terina Shaw	✓	
Councillor John Findura	✓	
	8	1

The motion was put and declared CARRIED.

RPC21-21 1905 E. Redbear Avenue - Discretionary Use - PL202000227

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for a proposed Assembly, Recreation use, located at 1905 E. Redbear Avenue, being Plan 73R077003 Block 45 Lot K, in the Industrial Ross Subdivision, subject to the following development standards and conditions:
 - a. The development shall generally be consistent with the plans attached to this report as Appendix A-3.1 to A-3.3 dated November 2020 inclusive, prepared by Jason Gilchuk of Gilchuk Design and Drafting; and
 - b. Except as otherwise required by this approval, the development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 2019-19*.
2. Authorize the Development Officer to issue a development permit with respect to the application, subject to the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
3. Approve these recommendations at its March 10, 2020 meeting.

Thomas King, representing Regina Squash Centre, addressed the Commission.

Adrienne Hagen Lyster moved that the recommendation contained in the report be concurred in.

	In Favour	Against
Adrienne Hagen Lyster	✓	
Frank Bojkovsky	✓	
Cheri Moreau	✓	
Tak Pham	✓	
Celeste York	✓	
Kathleen Wilson	✓	
Councillor Terina Shaw	✓	
Councillor Shanon Zachidniak	✓	
Councillor John Findura	✓	
	9	0

The motion was put and declared CARRIED.

RPC21-23 1802 E. Stock Road - Discretionary Use - PL202000241

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for a proposed Assembly, Recreation, located at 1802 E. Stock Road, being Plan 101955427 Ext 2 Block 41A, in the Industrial Ross Subdivision, subject to the following development standards and conditions:
 - a. the development shall generally be consistent with the plans attached to this report as Appendix A-3.1 and A-3.2; and
 - b. except as otherwise required by this approval, the development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 2019*.
2. Authorize the Development Officer to issue a development permit subject to the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
3. Approve these recommendations at its March 10, 2020 meeting.

Rick Stewart, representing Colliers International, and Kathy Peters, representing Queen City Volley Ball, addressed the Commission.

Councillor Shanon Zachidniak moved that the recommendation contained in the report be concurred in.

	In Favour	Against
Councillor Shanon Zachidniak	✓	
Frank Bojkovsky	✓	
Adrienne Hagen Lyster	✓	
Cheri Moreau	✓	
Tak Pham	✓	
Celeste York	✓	
Kathleen Wilson	✓	
Councillor Terina Shaw	✓	
Councillor John Findura	✓	
	9	0

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

RPC21-24 1768 Quebec Street - Zoning Bylaw Amendment - PL202000185

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the application to rezone the subject property located at 1768 Quebec Street, being Lot 23-Blk/Par 294-Plan OLD33 Ext 0 and Lot 43-Blk/Par 294-Plan 101299440 Ext 28 from RL – Residential Low-Rise Zone to ML - Mixed Low-Rise Zone.
2. Instruct the City Solicitor to prepare the bylaw(s) required to give effect to the recommendations, to be brought forward to the meeting of City Council following approval of the recommendations by City Council.
3. Approve these recommendations at its March 10, 2021 meeting.

William Neher, representing Neher & Associates, addressed the Commission.

Celeste York moved that the recommendation contained in the report be concurred in.

	In Favour	Against
Celeste York	✓	
Frank Bojkovsky	✓	
Adrienne Hagen Lyster	✓	
Cheri Moreau	✓	
Tak Pham	✓	
Kathleen Wilson	✓	
Councillor Terina Shaw	✓	
Councillor Shanon Zachidniak	✓	
Councillor John Findura	✓	
	9	0

The motion was put and declared CARRIED.

RPC21-25 1609 Halifax Street - Official Community Plan & Zoning Bylaw Amendment -
PL202000229

Recommendation

Regina Planning Commission recommends that City Council:

1. Amend Section 9 of Part B.8 of *Design Regina: The Official Community Plan Bylaw No. 2013-48* by establishing the authorization for the following property to be rezoned to the MH - Mixed High-Rise Zone: 1609 Halifax Street, legally described as Lots 1 and 2, Block 248, Plan No. OLD33.
2. Approve the application to rezone the properties located at 1609 Halifax Street, legally described as Lots 1 and 2, Block 248, Plan No. OLD33, from IL - Light Industrial Zone to MH - Mixed High-Rise Zone.
3. Direct the City Solicitor to prepare the necessary bylaws to authorize the amendments to the bylaws, to be brought forward to the meeting of City Council following approval of the recommendations and the required public notice.
4. Approve these recommendations at its March 10, 2021 meeting.

James Archibald, representing Arch Transco Ltd., addressed the Commission.

Cheri Moreau moved that the recommendation contained in the report be concurred in.

	In Favour	Against
Cheri Moreau	✓	
Frank Bojkovsky	✓	
Adrienne Hagen Lyster	✓	
Tak Pham	✓	
Celeste York	✓	
Kathleen Wilson	✓	
Councillor Terina Shaw	✓	
Councillor Shanon Zachidniak	✓	
Councillor John Findura	✓	
	9	0

The motion was put and declared CARRIED.

RPC21-265100 E. - 5180 E. Green Jewel Boulevard - Zoning Bylaw Amendment -
PL202000243

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the Zoning Bylaw amendment application to rezone Lots 29 - 49, Block 52, Plan 102293951 located at 5100 E. – 5180 E. Green Jewel Boulevard in the Greens on Gardiner Subdivision to apply the LA - Lane Access Overlay Zone.
2. Direct the City Solicitor to prepare the necessary bylaws to authorize the amendment to the bylaw, to be brought forward to the meeting of City Council following approval of the recommendations and the required public notice.
3. Approve these recommendations at its March 10, 2021 meeting.

Kevin Reese, representing Karina Developments and Chuka Creek Developers Ltd., addressed the Commission.

Frank Bojkovsky moved that the recommendation contained in the report be concurred in.

	In Favour	Against
Frank Bojkovsky	✓	
Adrienne Hagen Lyster	✓	
Cheri Moreau	✓	
Tak Pham	✓	
Celeste York	✓	
Kathleen Wilson	✓	
Councillor Terina Shaw	✓	
Councillor Shanon Zachidniak	✓	
Councillor John Findura	✓	
	9	0

The motion was put and declared CARRIED.

RPC21-272950 Chuka Boulevard - Proposed Concept Plan and Zoning Bylaw
Amendment - PL202000224 and PL202000223

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the application to amend the Towns Concept Plan by

redesignating the land uses within the area identified in Appendix A-4 as follows:

- a. From Flex-Use to a combination of Low-Density Residential, Medium Density Residential and Municipal Reserve.
 - b. From Mixed-Use or High Density Residential to Low Density Residential.
 - c. Adopt, by resolution, the proposed amended Towns Concept Plan attached as Appendix A-3 and circulation plan as Appendix A-6.
2. Approve associated Zoning Bylaw amendment to rezone portions of lands located at 2950 Chuka Boulevard, Blk/Par E, Plan 102289945, Ext 0 within the Towns Concept Plan, as shown in Appendix A-1 as follows:
 - a. From MLM – Mixed Large Market Zone to RU – Residential Urban Zone;
 - b. From MLM – Mixed Large Market Zone to RL - Residential Low Rise Zone;
 - c. From MLM – Mixed Large Market Zone to PS – Public Service Zone; and
 - d. Apply LA - Lane Access Overlay Zone to a portion of proposed RU – Residential Urban Zone.
3. Instruct the City Solicitor to prepare the necessary bylaw(s) to give effect to the recommendations, to be brought forward to the meeting of City Council following approval of the recommendations and the required public notice.
4. Approve these recommendations at its March 10, 2021 meeting.

Evan Hunchak, representing Dream Development, addressed the Commission.

RECESS

Pursuant to the provisions of Section 34 (13.1) of City Council's Procedure Bylaw No. 9004, Councillor Findura called for a 30 minute recess.

Regina Planning Commission recessed at 6:17 p.m.

Regina Planning Commission reconvened at 6:47 p.m.

Cheri Moreau moved that the recommendation contained in the report be concurred in.

	In Favour	Against
Cheri Moreau	✓	
Frank Bojkovsky	✓	
Adrienne Hagen Lyster	✓	
Tak Pham	✓	
Celeste York	✓	
Kathleen Wilson	✓	
Councillor Terina Shaw	✓	
Councillor Shanon Zachidniak	✓	
Councillor John Findura	✓	
	9	0

The motion was put and declared CARRIED.

RPC21-22 3700 Green Diamond Road - Discretionary Use - PL202000226

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for the proposed development of "Building, Stacked" located at 3700 Green Diamond Road, being Parcel H, Plan No. 102253889 in the Greens on Gardiner neighbourhood, subject to compliance with the following development standards and conditions:
 - a. The development shall be generally consistent with the plans attached to this report as Appendix A-3.1 & A-3.2, prepared by Abele Architecture, dated November 18, 2020; and
 - b. The development shall comply with all applicable standards and regulations in *The Regina Zoning Bylaw, 2019-19*.
2. Authorize the Development Officer to issue a development permit with respect to the application, upon the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
2. Approve these recommendations at its March 10, 2020 meeting.

The following addressed the Commission:

- Thomas Froh
- Hayley Lucas
- Matthew Carleton

- Councillor Lori Bresciani, representing citizens in Ward 4
- Kevin Reese, representing Karena Development and Greens on Gardiner Corporation

(Adrienne Hagen Lyster left the meeting.)

- Rachel Ricard, Kris Mailman and Hemant Chauhan, representing Broadstreet Properties Ltd.

Councillor Shanon Zachidniak moved that the recommendation contained in the report be concurred in.

Councillor Shanon Zachidniak moved, AND IT WAS RESOLVED, that mandatory adjournment pursuant to the provisions of Section 34 (13.2) of City Council's Procedure Bylaw No. 9004 be waived and the meeting continue.

The Council Officer called the vote on Councillor Zachidniak's motion to concur in the recommendation contained in the report.

	In Favour	Against
Councillor Shanon Zachidniak		✓
Frank Bojkovsky	✓	
Cheri Moreau	✓	
Tak Pham		✓
Celeste York		✓
Kathleen Wilson	✓	
Councillor Terina Shaw		✓
Councillor John Findura		✓
	3	5

The motion was put and declared LOST.

Councillor Terina Shaw moved that City Council:

- 1. Deny the discretionary use application for the proposed development of "Building, Stacked" located at 3700 Green Diamond Road, being Parcel H, Plan No. 102253889 in the Greens on Gardiner neighbourhood, subject to compliance with the following development standards and conditions:**
 - a. The development shall be generally consistent with the plans attached to this report as Appendix A-3.1 & A-3.2, prepared by Abele Architecture, dated November 18, 2020; and**

- b. The development shall comply with all applicable standards and regulations in *The Regina Zoning Bylaw, 2019-19*.
2. Not authorize the Development Officer to issue a development permit with respect to the application, upon the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
3. Approve these recommendations at its March 10, 2020 meeting.

	In Favour	Against
Councillor Terina Shaw	✓	
Frank Bojkovsky		✓
Cheri Moreau	✓	
Tak Pham		✓
Celeste York	✓	
Kathleen Wilson		✓
Councillor Shanon Zachidniak	✓	
Councillor John Findura	✓	
	5	3

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

RPC21-28 Options for Regulating Heritage and Architectural Design

Recommendation

Regina Planning Commission recommends that City Council:

1. Remove CR20-94 from the List of Outstanding Items for City Council.
2. Receive and file this report.

The following addressed the Commission:

Bruce Dawson; and
Jackie Schmidt, representing Heritage Regina.

Councillor Shanon Zachidniak moved that the recommendation contained in the report be concurred in.

	In Favour	Against
Frank Bojkovsky	✓	
Adrienne Hagen Lyster	✓	
Cheri Moreau	✓	
Tak Pham	✓	

Celeste York	✓
Kathleen Wilson	✓
Councillor Terina Shaw	✓
Councillor John Findura	✓

8	0
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The motion was put and declared CARRIED.

COMMUNICATIONS

RPC21-29 Samantha Magnus and Cody Dumonceaux - 3700 Green Diamond Road -
Discretionary Use

RPC21-30 Heritage Regina: Options for Regulating Heritage and Architectural Design

**Councillor Shanon Zachidniak moved, AND IT WAS RESOLVED, that
Communications RPC21-29 and RPC21-30 be received and filed.**

ADJOURNMENT

**Councillor Shanon Zachidniak moved, AND IT WAS RESOLVED, that the meeting
adjourn.**

The meeting adjourned at 9:32 p.m.

Chairperson

Secretary

Dewdney Park Renaming

Date	April 7, 2021
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Parks, Recreation & Cultural Services
Item No.	RPC21-29

RECOMMENDATION

The Regina Planning Commission recommends that City Council:

1. Approve the renaming of Dewdney Park to Buffalo Meadows Park.
2. Approve this recommendation at its meeting on April 14, 2021.

ISSUE

In July of 2020 a petition was submitted to the City of Regina requesting that Dewdney Park be changed to Buffalo Meadows Park.

IMPACTS

Policy Impacts

The recommendation to rename the park supports the Cultural Plan objective of “Conserve Cultural Heritage Resources” by ensuring that the naming of streets, parks and other civic assets celebrates Regina’s unique history and cultural diversity, and that it tells the whole story of Regina.

The renaming also supports the City's efforts towards Reconciliation.

Financial Impacts

The existing park sign can be sanded and repainted with new name decals added as well as a decal providing background on the new name, at the cost of \$1,000. Parks Maintenance will absorb this cost in its operational budget.

There are no sustainability, accessibility or environmental impacts associated with this report.

OTHER OPTIONS

1. Deny the renaming and maintain the park name as Dewdney Park.
2. Refer the report back to Administration for consideration of another name.

COMMUNICATIONS

The renaming of Dewdney Park started with a petition of almost 600 members of the public and a name suggestion of Buffalo Meadows Park. This name was shared with the Civic Naming Committee by the City Clerk's Office and approved for use. Once approved for use, the name was shared with the North Central Community Association and the Central Zone Board, as representatives of their residents and recreation zone. They were both supportive of moving forward with the name Buffalo Meadows Park. If the name is approved, Administration will work with the Community Association, Zone Board, Regina Treaty Status Indian Services (RTSIS) and a local Elder to ensure a ceremony is planned for the renaming of the park in spring 2021.

Administration will develop a communications strategy to ensure that the public is informed of the new name and ceremony when the pool opens.

DISCUSSION

In July 2020, *Decolonizing Relations* submitted a petition to have Dewdney Avenue, Dewdney Pool, and Dewdney Park renamed. The selected name for the pool and park included in the petition was Buffalo Meadows. Administration is developing a legacy review process to address the request for the renaming of Dewdney Avenue, which is not complete at this time. However, there are procedures in place, that involve consulting with the Community Association and Zone Board for the park. The renaming of the pool is being considered through a separate report to Council.

The proposed name, Buffalo Meadows Park, was approved by the Civic Naming Committee in October 2020 and was shared with the Community Association and Zone Board shortly after for comments. The Zone Board informed Administration that they were supportive; however, as the affected community, they would defer to the North Central Community Association. On December 9, the City received a letter of support (Appendix A) from the North Central Community Association to move forward with the renaming.

As the community organization representing residents of the North Central Neighbourhood is supportive of the renaming of the park and the name has also been considered for the renaming of Dewdney Pool, Administration recommends moving forward with the new name.

and replacing the park signage.

DECISION HISTORY

On November 26, 2018, City Council approved the Civic Naming Committee Guidelines (CR18-116). City Council is responsible for adjudicating street or park name changes submitted under section 4.11.1.3 of these guidelines. Section 6 of the guidelines outline the specific guidelines for naming parks.

Respectfully Submitted,



Laurie Shalley, Director, Parks, Recreation & Cultural Services

Respectfully Submitted,



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

3/24/2021

Prepared by: Janine Daradich, Manager, Planning & Partnerships

ATTACHMENTS

Appendix A

December 9, 2020

Darla McKellar Chmarney
Community Consultant
City of Regina, Recreation & Cultural Services
Queen Elizabeth II Court 2476 Victoria Avenue
PO Box 1790 REGINA SK S4P 3C8

Dear Darla:

Re: Proposal to Rename Dewdney Pool Park and Dewdney Pool

This letter is in response to the letter sent to the North Central Community Association (NCCA), regarding the request to rename Dewdney Pool Park and Dewdney Pool, located at 3355 8th Avenue, to Buffalo Meadows Park and Buffalo Meadows Pool.

On December 8, 2020 the NCCA Board of Directors met and discussed the proposed name change put forward by the community group called *Decolonizing Relations*. The NCCA Board agrees that the proposed name reflects the importance that buffalo have had on the lives of Indigenous Peoples and aligns with the Regina Cultural Plan. Therefore, the North Central Community Association is pleased to support the remaining of Dewdney Pool Park and Dewdney Pool to Buffalo Meadows Park and Buffalo Meadows Pool.

We thank the City of Regina for their consultation with our organization on this matter.

On behalf of the NCCA Board of Directors,



Morris Eagles
Chairperson
North Central Community Association

Discretionary Use - 4700 Parliament Avenue - PL202000200

Date	April 7, 2021
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC21-30

RECOMMENDATION

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for a proposed “Service Trade, Wash-Light” (car wash) located at 4700 Parliament Avenue, being legally described as Blk/Par Y1, Plan 102350269 subject to the following standards and conditions:
 - a) The development shall be generally consistent with the plans attached to this report as Appendices A3.1 - A3.2 inclusive, prepared by AECOM and dated October 16, 2020; and
 - b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw, 2019*.
2. Authorize the Development Officer to issue a development permit with respect to the application, subject to the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
3. Approve these recommendations at its meeting on April 14, 2021, following the required public notice.

ISSUE

The applicant, CTM Design Services Ltd. and property owner Shell Canada, propose to develop a convenience store, gas bar, and car wash at 4700 Parliament Avenue. The subject property is in the Harbour Landing subdivision and zoned MH - Mixed High-Rise

Zone under the *Regina Zoning Bylaw, 2019* (Zoning Bylaw) where a Service Trade, Wash – Light (car wash) is a discretionary use. The convenience store and gas bar are permitted land uses in the MH - Mixed High-Rise Zone. However, the car wash falls under the land use classification of 'Service Trade, Wash - Light' land use under the Zoning Bylaw, which is a discretionary use in the MH - Mixed High-Rise Zone.

All properties in the city of Regina are assigned a zoning designation under the Zoning Bylaw. Within each zoning designation, land use is permitted, not permitted (i.e. prohibited) or discretionary. Discretionary uses require a public and technical process and review by the Regina Planning Commission and City Council's approval to proceed.

This application is being considered pursuant to *The Planning & Development Act, 2007* (Act); *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) and the Zoning Bylaw, including suitability based on the prescribed evaluation criteria for discretionary uses established in Part IE.3. The proposal has been assessed and deemed to comply with all applicable policies, regulations and standards.

Pursuant to subsection 56(3) of the Act, City Council may establish conditions for discretionary uses based on the nature of the proposal (e.g. site, size, shape, the arrangement of a building) and aspects of site design (e.g. landscaping, site access, parking, loading), but not including architectural details.

IMPACTS

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.

Environmental Impacts

The City of Regina has a community goal of achieving net zero emissions and sourcing of net zero renewable energy by 2050. In support of this, City Council has asked Administration to provide energy and greenhouse gas implications of recommendations so that they can evaluate the climate impacts of their decisions. The development of this car wash will not likely result in an increase in overall trips to car washes in the city. It will likely result in residents using this car wash instead of another, resulting in net neutral greenhouse gas emissions overall.

Accessibility Impacts

As per the Zoning Bylaw, Chapter 4, subpart 4B.6.2(1), a minimum of two per cent of the required parking stalls shall be provided in the form of accessible parking stalls in the MH – Mixed High-Rise Zone. As no parking stalls are required by the total floor area of the proposed building, no accessible parking stalls are required. However, one has been proposed by the applicant.

Policy /Strategic Impact

The proposed development supports the following OCP goals/ policies:

- Section C, Goal 3, Policy 3.8: *Require intensification in built or approved neighbourhoods to be compatible with the existing built form and servicing capacity.*

The proposed location is within a built or approved neighbourhood that utilizes existing services.

OTHER OPTIONS

Alternative options would be:

1. Approve the application with specific development standards or conditions being attached as amendments to the plan.
2. Refer the application back to Administration. If City Council has specific concerns with the proposal it may refer the application back to Administration to address or make recommendation on those points and direct that the report be reconsidered by Planning Commission or brought directly back to Council following such further review.
3. Deny the application. Development of a “Service Trade, Wash – Light” land use will not proceed on the subject property if City Council rejects 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. Public notice of City Council's consideration of this application will be given in accordance with *The Public Notice Policy Bylaw, 2020*. The applicant will receive written notification of Council's decision in accordance with *The Planning and Development Act, 2007*.

DISCUSSION

Proposal

The application proposes to develop a Service, Trade, Wash-Light (car wash) within the vacant property located at 4700 Parliament Avenue.

The proposed development will include the following features:

- A 114 square metre car wash as shown in Appendix A-3.1 to A-3.2, which is a discretionary use in the MH – Mixed High-Rise Zone.
- A 168 square metre convenience store with a gas bar, which are permitted uses in the MH - Mixed High-Rise Zone.

The zoning and land use related details are summarized in the following table:

Land Use Details	Existing	Proposed
Zoning	MH - Mixed High-Rise Zone	MH - Mixed High-Rise Zone
Land Use	Vacant Lot	"Service Trade, Wash- Light" Car Wash (Discretionary) "Retail Trade Shop" Convenience Store (Permitted) "Service Trade, Motor Vehicle- Light" Gas Bar (Permitted)
Building Area (m ²)	None	282

Zoning Analysis	Required	Proposed
Number of Parking Stalls	2	8
Maximum Site Coverage	65%	12.9%
Minimum Lot Frontage (m)	6	66.7
Minimum Lot Area (m ²)	250	4, 064
Maximum Building Height (m)	15	6

This application is deemed compliant with all applicable policies and regulations in the Zoning Bylaw. Based on the Administration's evaluation of the proposal for the land use, development standards, and criteria established in Part 1E.3 of the Zoning Bylaw, the development is a suitable use for the proposed location. No adverse impacts have been identified.

Access to the subject property is provided by a right-in-right-out driveway on Parliament Avenue and via a drive-way access from Harbour Landing Drive, as shown in Appendix A-3.1. There are plans for signalization of the intersection at Parliament Avenue and Harbour Landing Drive. The signals are planned for installation in 2021.

The surrounding land uses include a hotel under construction to the north, future commercial land and CO-OP grocery store to the east, office buildings (Harbour Landing Building Park) and commercial use to the south and future commercial to the west.

Community Engagement

In accordance with the public notice requirements of *The Public Notice Policy Bylaw, 2020*, neighbouring property owners within 75 metres of the proposed development received written notice of the application, and a public notification sign was posted on the subject site. The Harbour Landing Community Association was contacted but did not respond. The City received two letters of support from the public, as well as a suggestion to add electric charging stalls. Electric charging stalls are not required under the Zoning Bylaw.

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,



3/26/2021

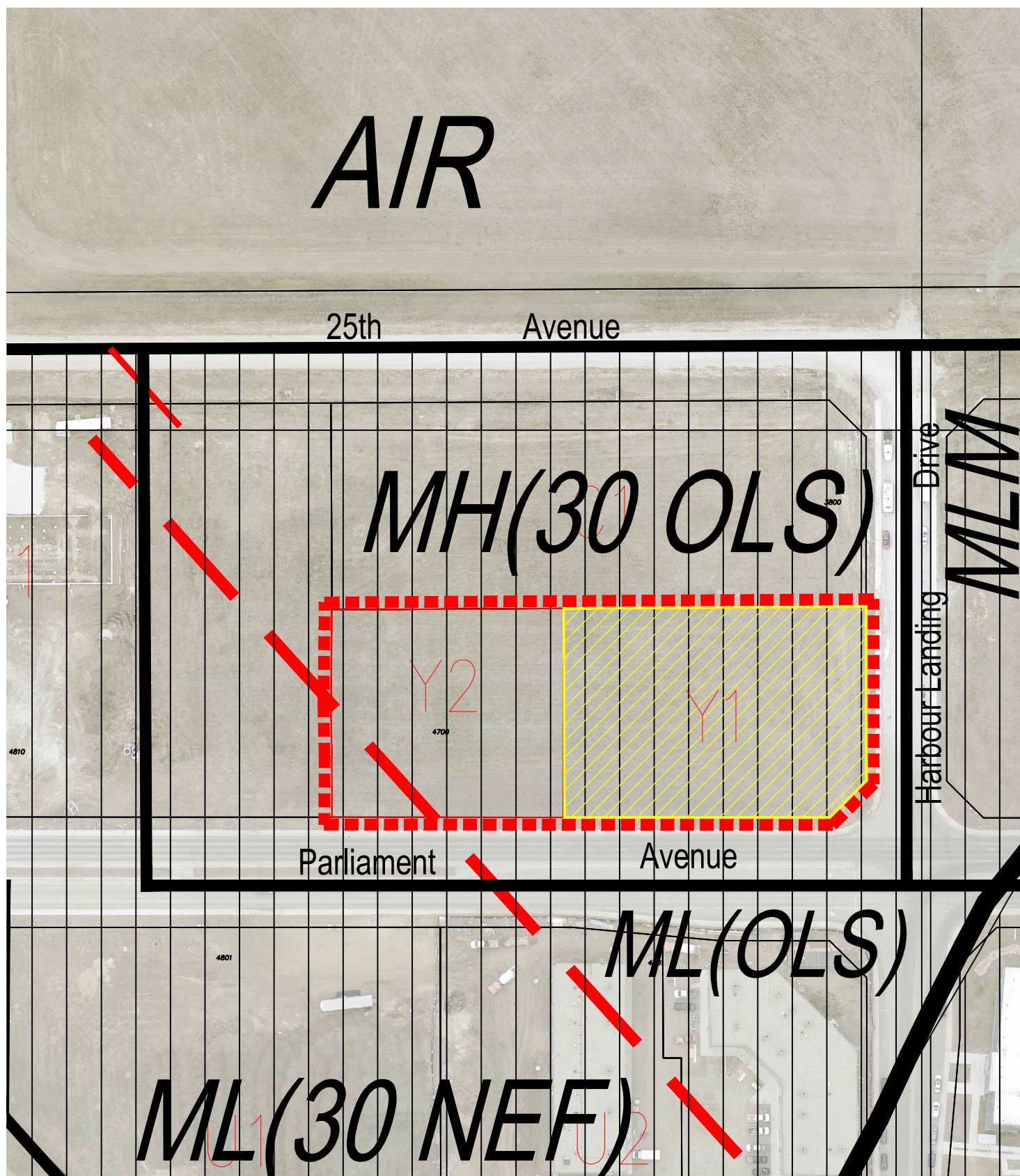
Diana Hawryluk, Executive Director, City Planning & Community Dev.

3/30/2021

Prepared by :Kimberly Hemm, City Planner I

ATTACHMENTS

Appendix A-1
Appendix A-2
Appendix A-3.1
Appendix A-3.2



Subject Property



Building Site

Date of Photography : 2018





Subject Property



Building Site

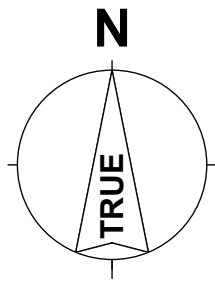
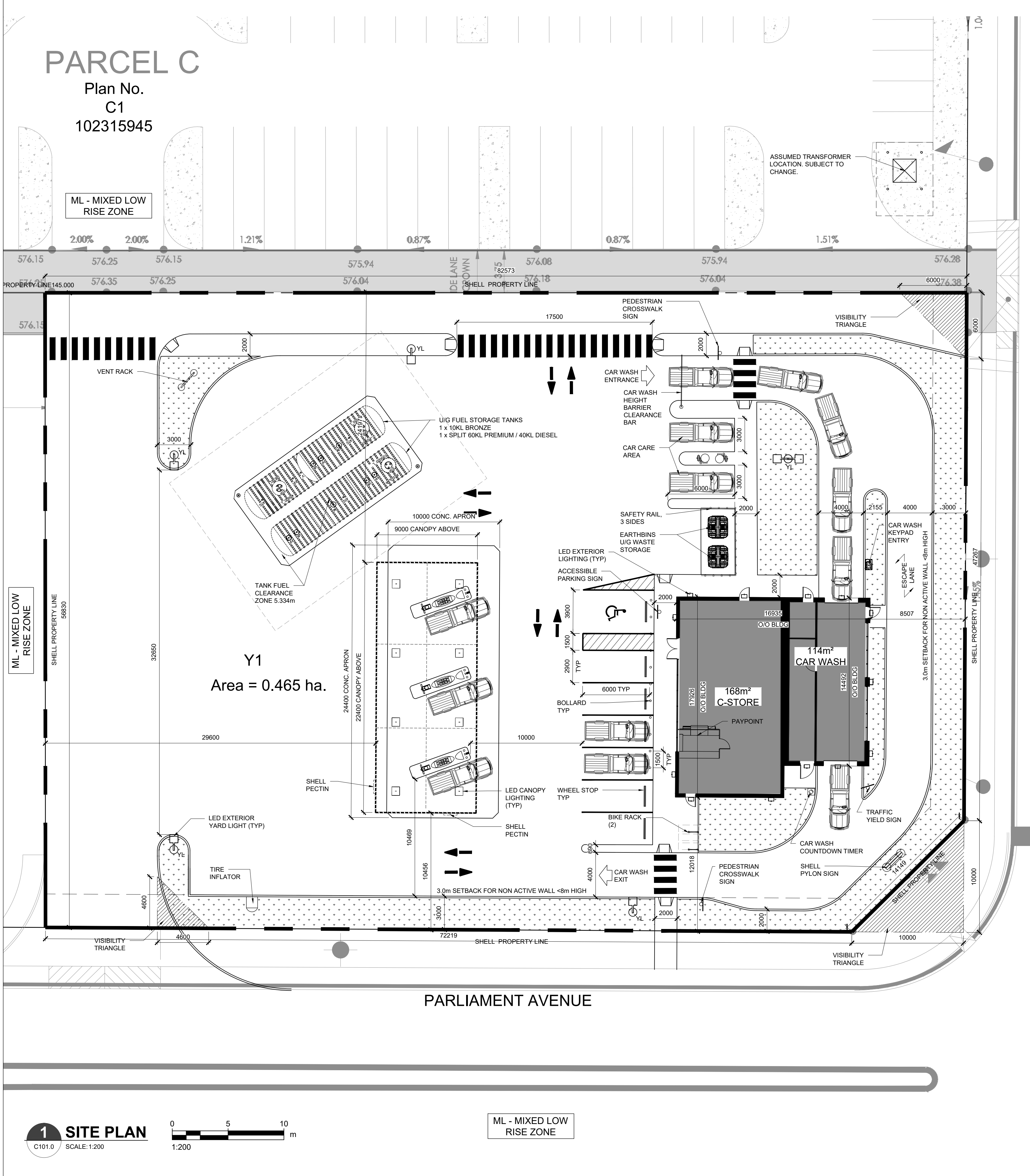
Date of Photography: 2018



Project PL202000200

Civic Address/Subdivision

4700 Parliament Avenue



LEGEND

IRON SURVEY POST FOUND	●	Fd/IP
MANHOLE	○	MH
GRATED-TOP MANHOLE	○	GTMH
CATCH BASIN	□	CB
FIRE HYDRANT	⊗	FH
POWER POLE	○	PP
TRAFFIC LIGHT	○	TL
TRAFFIC SIGN/SIGN POST	⊕	TS
LIGHT STANDARD	⊙	LS
LIGHT STANDARD (SGL)	⊕	YL
LIGHT STANDARD (DBL)	⊕	YL
TELEPHONE PEDESTAL	⊕	TP
EXISTING CONC. CURBS	—	
NEW CONC. CURBS	—	
PREFIX (EX.) = EXISTING		EX
VENT		V
FILL		F
LEVEL MONITOR		LM
INTERSTITIAL MONITOR		IM
SUBMERSIBLE TURBINE PUMP		STP

GENERAL NOTES

- ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT CONC. CURB RADII WHICH ARE NOTED IN METERS.
- DRAWING IS NOT TO BE SCALED.
- ALL DIMENSIONS TO BE CHECKED & VERIFIED ON THE SITE, BY SURVEY, PRIOR TO ANY CONSTRUCTION. ANY DISCREPANCIES ARE TO BE REPORTED THE ENGINEER BEFORE PROCEEDING.
- CONTRACTOR TO ENSURE THAT ALL CONSTRUCTION ON MUNICIPAL PROPERTY IS TO THE LATEST MUNICIPAL STANDARDS.
- THIS SITE PLAN WAS CREATED FROM INFORMATION TAKEN FROM FEASIBILITY SITE PLAN DRAWING PROVIDED BY AECOM, DATED 2020-08-01 AND PARCELS C AND Y GRADING DRAWING PROVIDED BY STANTEC, DATED 2018-09-03. CONTRACTOR TO CONFIRM ALL EXISTING SITE INFORMATION PRIOR TO START OF CONSTRUCTION. SHOULD SUBSTANTIAL DISCREPANCIES BECOME APPARENT, CONTACT THE CONSULTING ENGINEER.
- GC SHALL PROVIDE AS BUILT DRAWINGS INCLUDING AS BUILT GRADE, BUILDING, ETC. UPON COMPLETION OF THE WORK, WITH ADDITIONAL COPY TO THE AUTHORITY HAVING JURISDICTION UPON REQUEST. GRADING SHALL INCLUDE FLOOR ELEVATIONS, YARD ELEVATIONS, CONTOURS ON 0.1m INCREMENTS, RIM ELEVATIONS OF ALL CBs, MHs, AND THE INVERT OF ALL PIPES WHERE THEY ENTER/LEAVE CBs AND MHs. THE AS BUILTS SHALL BE IN BOTH HARD COPY AND ELECTRONIC COPY IN AUTOCAD 2015 OR EARLIER FORMAT.

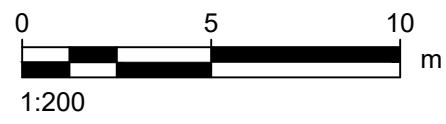
DETAILS OF DEVELOPMENT

MUNICIPAL ADDRESS: 4700 PARLIAMENT AVE, REGINA SK			
LEGAL ADDRESS: BLOCK Y, PLAN 102163081			
DATA		REQUIRED	PROVIDED
ZONING	MH- Mixed High-Rise Zone (HT-A)		
MIN LOT AREA	1500 sq.m	4064 sq.m	
MIN SITE FRONTAGE	22.5m	66.7 m	
FLOOR AREA (INCL. CANOPY)	N/A	526 sq.m.	
SITE COVERAGE (MAX)	65%	12.9%	
FLOOR AREA RATION (FAR) (MAX)	3.0	0.13	
MAX BUILDING HEIGHT	15m	6m	
BUILDING SETBACKS	FRONT YARD (PARLIAMENT AVE)	3.0m IF BUILDING FACE IS A NON ACTIVE WALL LESS THAN 8m HIGH	11.97m
	REAR YARD (NORTH PROPERTY LINE)	N/A	24.15m
	SIDE YARD (EAST PROPERTY LINE)	N/A	8.48m
	SIDE YARD (WEST PROPERTY LINE)	N/A	29.63m
LANDSCAPE STRIP	PARKING ABUTTING STREET	3m MIN	3.0m
LANDSCAPE COVERAGE		10% MIN	12.1%
CARWASH STACKING		TBD	5
LOADING SPACES		0	0
LOADING SPACE DIMENSIONS		N/A	N/A
PARKING		REQUIRED	PROVIDED
	Spaces	2	8
	Stall Length	6.0m or 5.5m	6.0m
ACCESSIBLE PARKING	Spaces	1	1
	Stall Length	5.5m	6.0m
	Stall Width	3.9m	3.9m
ACCESSIBLE PARKING RAMP	Width	N/A	1.5m
NO. OF BICYCLE STALLS		2	2
LAND USE BYLAW SUMMARY: LANDS TO NORTH: AIRPORT (AIR) LANDS TO EAST: MIXED LARGE MARKET ZONE (MLM) LANDS TO SOUTH: MIXED LOW RISE (ML) LANDS TO WEST: MIXED LOW RISE (ML)			

HARBOUR LANDING DRIVE

MLM - MIXED LARGE MARKET ZONE

1 SITE PLAN
C101.0 SCALE: 1:200



ML - MIXED LOW RISE ZONE

AECOM

PROJECT

Shell Canada Products
Harbour Landing
NTI

4700 Parliament Ave
Regina, Saskatchewan

CLIENT

Shell Canada

400-4th Avenue SW
Calgary, AB T2P 0J4

403.252.4554 tel

www.shell.ca

CONSULTANT

AECOM Canada Ltd

4th Floor, 3292 Production Way
Burnaby, BC V5A 4R4

604.444.6400 tel 604.294.8597 fax

www.aecom.com

CTM Design Services Ltd.

210, 340 Midpark Way SE
Calgary, AB T2X 1P1

403.640.0990 tel

www.ctmdesign.ca



REGISTRATION

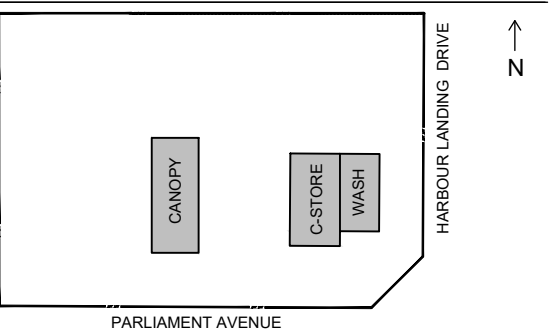
ISSUE/REVISION

A	2020-10-16	ISSUED FOR DU APP.
I/R	DATE	DESCRIPTION

DRAWN BY

NAS

KEY PLAN



GLOBAL PROJECT ID NUMBER

CAN01442

SHEET TITLE

SITE

SITE PLAN

CTM DESIGN FILE NAME

2020108_C101.0 - C103.0

SHEET NUMBER

C101.0



- | | |
|---|---|
| 1 | ACM PANELS IN SHELL WHITE |
| 2 | PRE-FINISHED ALUMINUM FLASHING IN SHELL WHITE |
| 3 | SHORT METAL BULLNOSE OVERHANG BY OTHERS IN SHELL WHITE |
| 4 | LONG METAL BULL NOSE OVERHANGS BY OTHERS IN SHELL WHITE |
| 5 | 16 PRESSURE TREATED PLYWOOD WITH FULLY ADHERED PRE-FINISHED METAL PANEL |



REGISTRATION

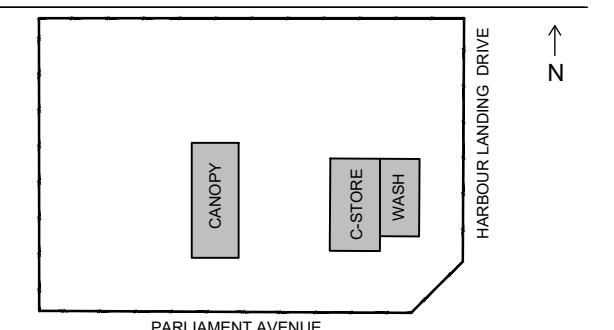
ISSUE/REVISION

A	2020-10-16	ISSUED FOR DU APP.
I/R	DATE	DESCRIPTION

DRAWN BY

NAS

KEY PLAN



GLOBAL PROJECT ID NUMBER

CAN01442

SHEET TITLE

C-STORE & CAR WASH

EXTERIOR ELEVATIONS

CTM DESIGN FILE NAME

2020108 A201.4 + A202.4

SHEET NUMBER

A201.4

Utility Easement in City Environmental Reserve Parcel - 4500 Parliament Avenue

Date	April 7, 2021
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC21-31

RECOMMENDATION

Regina Planning Commission recommends that City Council:

1. Authorize the granting of an easement allowing for the construction, installation and maintenance of a private storm sewer line under the dedicated environmental reserve lands legally described as Surface Parcel #202988582, Blk/Par ER11 Plan 1021633081, for the benefit of those lands legally described as Surface Parcel #203368484, Blk/Par Z3 Plan 102256185, pursuant to section 202 of *The Planning and Development Act, 2007*.
2. Authorize the registration of an interest against the title with respect to the dedicated lands, based on the said easement.
3. Approve these recommendations at its meeting on April 14, 2021.

ISSUE

The applicant and property owner of 4540 Parliament Avenue, Dream Asset Management Corporation, proposes to run a storm sewer line from their property, through the subject property at 4500 Parliament Avenue to discharge storm water into the existing Lewvan drainage ditch located to the west of Lewvan Drive. The alternative storm water drainage outlet results from the unique challenges faced by 4540 Parliament Avenue and the height restrictions imposed on their site by the Regina International Airport's future runway extension. 4500 Parliament Avenue is owned by the City of Regina and is dedicated as an Environmental Reserve (ER 11).

Pursuant to Section 202(1)(iii) of the *Planning and Development Act, 2007*, City Council (if the lands are owned by the municipality) may authorize the construction, installation or maintenance of a private storm sewer line through dedicated environmental reserve lands and the registration of an easement on the property title.

IMPACTS

Financial Impact

The applicant will be responsible for the cost of constructing the storm sewer outlet in ER 11 including the cost of construction of protective works to prevent erosion of the drainage ditch bank and drainage spot from stream flow, in accordance with City of Regina (City) standards and applicable legal requirements.

Upon authorization by City Council, the property owner of 4540 Parliament Avenue will be charged \$1,600 for the right to install the storm sewer line in City property, and be required to obtain all necessary agreements and cover any associated cost related to the future construction, operation and maintenance of the works located within the easement.

Infrastructure Impact:

The ER 11 partially serves as the maintenance access for the western portion of the Lewvan drainage ditch. It is part of the storm channel system that runs through Harbour Landing and extends north, ultimately connecting to Wascana Creek. As the storm sewer line will be located several metres below the surface, there are no anticipated impacts on the ER 11 and existing utilities within the parcel identified at this time.

Environmental Impact

An Environmental Impact Assessment (EIA) was completed by Stantec in 2006 for the Harbour Landing Concept Plan area, which concluded that there are no protected or endangered species residing within the area. ER 11 is a human-constructed drainage system that is not deemed to be environmentally sensitive. As such, there are no anticipated energy or greenhouse gas impacts as a result of this proposal.

Policy/Strategic Impact

The proposed development supports the following *Design Regina: Official Community Plan 2013-48* (OCP) goals/policies:

- Section D4, Goal 1, 6.1 Design, construct and operate infrastructure to comply with relevant legislative and regulatory requirements.

Authorization of the utility easement will allow for the property owners of 4540 Parliament Avenue to access storm sewer connection in alignment with existing bylaws and legislation.

- Section D4, Goal 3, 6.6.3 *Optimize use of existing infrastructure to minimize financial and environmental impacts of growth.*

OTHER OPTIONS

An alternative option would be:

1. Refer back to Administration. If City Council has specific concerns with the proposal, it may be referred back to Administration for further review and direct that the request be brought back to Regina Planning Commission or to City Council for reconsideration following such review. Referral of the report back to Administration will delay the development until requested information has been gathered or changes to the proposal have been made.
2. Refusal. Refusing to authorize the easement would prohibit the development of a private storm sewer line as proposed and the applicant would be required to determine an alternate solution to provide storm sewer service to its property.

COMMUNICATIONS

The proposal was circulated internally and to external utility stakeholders for any concerns with respect to the proposed easement. No objections were received.

DISCUSSION

Proposal

The applicant and property owner of 4540 Parliament Avenue, Dream Asset Management Corporation, requests that City Council authorize the granting of an easement allowing the applicant to develop a private storm sewer connection under the City-owned Environmental Reserve (ER 11) at 4500 Parliament Avenue. The easement will be for the benefit of the 4540 Parliament Avenue property to discharge the storm sewer run-off from their site into Lewvan drainage ditch as shown in Appendix A-2.

The proposal results from the unique challenges faced by 4540 Parliament Avenue and the height restrictions imposed on their site by the Regina International Airport's future runway extension.

Background

The development of the Lewvan drainage ditch was first initiated around 1999 on the west side of Lewvan Drive as part of a multi-phase project to support drainage initiatives for farmlands located south of Regina. The Lewvan drainage ditch was later incorporated into the storm channel design for the approved Harbour Landing Concept Plan area in 2008. The subject property was dedicated as an Environmental Reserve (ER 11) in 2014 and partially functions as maintenance access for the Lewvan drainage ditch.

In accordance with *The Planning and Development Act, 2007* (the Act), Environmental Reserves are generally intended to support natural drainage, habitat, protection for flooding, bodies of water and erosion of soil. Several uses may be permitted within these lands, including utilities, public infrastructure and public park spaces, but otherwise should be left in its natural state.

Subdivision Bylaw No. 7780, 14(1) also states “Where land to be subdivided contains ravines, swamps, natural or manmade drainage courses or other areas that in the opinion of the City are unsuitable for building sites or other private uses, these lands shall be dedicated as environmental reserve”.

Consideration

The subject property at 4500 Parliament Avenue is currently dedicated as an Environmental Reserve (Appendix A-1). Based on the review of available information, the ER 11 was dedicated as an environmental reserve for its partial function as maintenance access to the Lewvan drainage ditch. The surface parcel remains in a naturalized state to support surface water drainage to the Lewvan drainage ditch. The parcel is not intended for public access nor contains any buildings or structures above ground. A number of utility easements by SaskPower and SaskTel currently exist within the parcel.

The surface of the proposed utility easement will be rock-based to support surface drainage and prevent soil erosion while the proposed storm sewer outlet within the easement will be located several metres below the surface. No anticipated impact on the functionality of the existing easements has been identified as a result of granting the easement.

The abutting property at 4540 Parliament Avenue is currently vacant; however, has been approved through administrative processes to accommodate a future commercial building. To proceed with the development, the applicant requires a connection to storm sewer services. Typically, a property would connect with a pre-existing servicing pipe (stub). The site faces a unique challenge in that the Regina International Airport’s future runway extension has imposed restrictions on the building heights in the vicinity of the airport. In order to fulfill the building height requirement and adhering to the airport restrictions noted above at the same time, the developer has limited option but to lower the surface grade at 4540 Parliament Avenue and concurrently install a storm sewer network within the property at a lower elevation. Consequently, the available servicing stub on the west of the applicant’s property is redundant due to being comparatively on a higher elevation.

Several alternative options were discussed jointly with the City and the Developer to accommodate stormwater services to the site. Including extending existing city storm sewer mains, developing a private pump station, and significant regrading of the site at 4540 Parliament Avenue. It was determined that this is the most viable and cost effective solution.

The option to construct a storm sewer outlet through the existing ER 11 lands is recommended as no other alternate options were deemed to be a technically appropriate or cost-effective solution given the constraints faced by 4540 Parliament Avenue. The challenges to storm service connection for the site are unique. The proposed servicing solution is recommended for this specific site and will not set a precedent.

The ER 11 is zoned PS - Public Service Zone under *Zoning Bylaw No. 2019-19*, in which a privately owned storm sewer connection is permitted under the land use “Utility, General”. The approved Harbour Landing Concept Plan does not identify the subject property as part of the community’s park/open space network. There are no anticipated land-use changes or impacts identified as part of this proposal.

Surrounding land uses include, the Regina International Airport to the north, Lewvan Drive and the Lewvan drainage ditch to the east, and a mix of commercial and office development to the south and west.

Upon authorization by City Council to locate the storm sewer in ER 11, the applicant is required to enter into a three-way agreement with the City to complete the work as well as register a utility easement agreement on title. Construction, operation and maintenance of the infrastructure within the easement will be the responsibility of the property owner of 4540 Parliament Avenue.

DECISION HISTORY

City Council's authorization is required pursuant to *The Planning and Development Act, 2007*.

Respectfully Submitted,



Fred Scarle, Director, Planning & Development Services

3/30/2021

Respectfully Submitted,



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

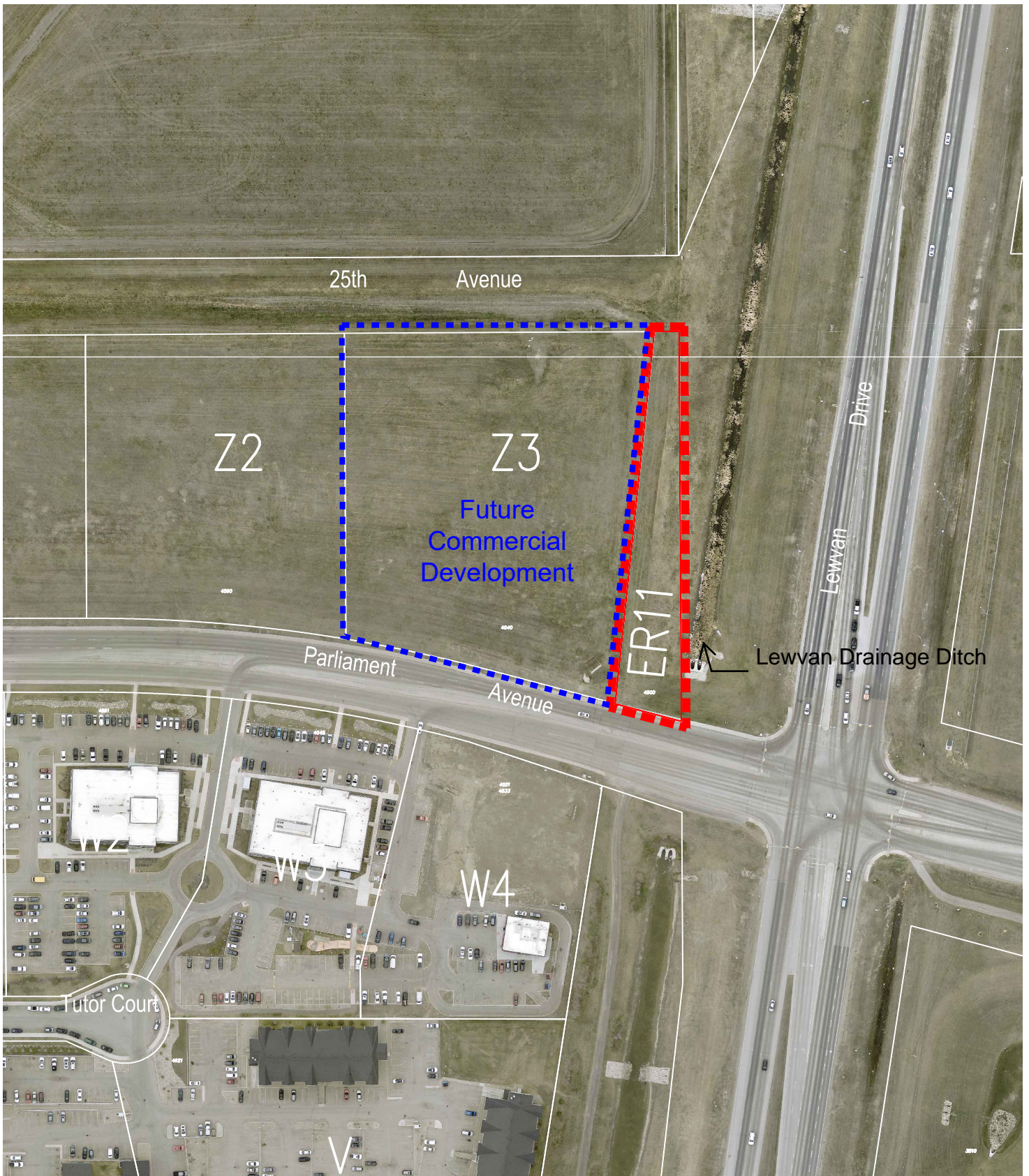
3/30/2021

Prepared by: Linda Huynh, City Planner II

ATTACHMENTS

Appendix A-1 (Subject Property)

Appendix A-2 (Proposed Easement Plan)



Date of Photography: 2018



Subject Property



Abutting Property 4540 Parliament Avenue

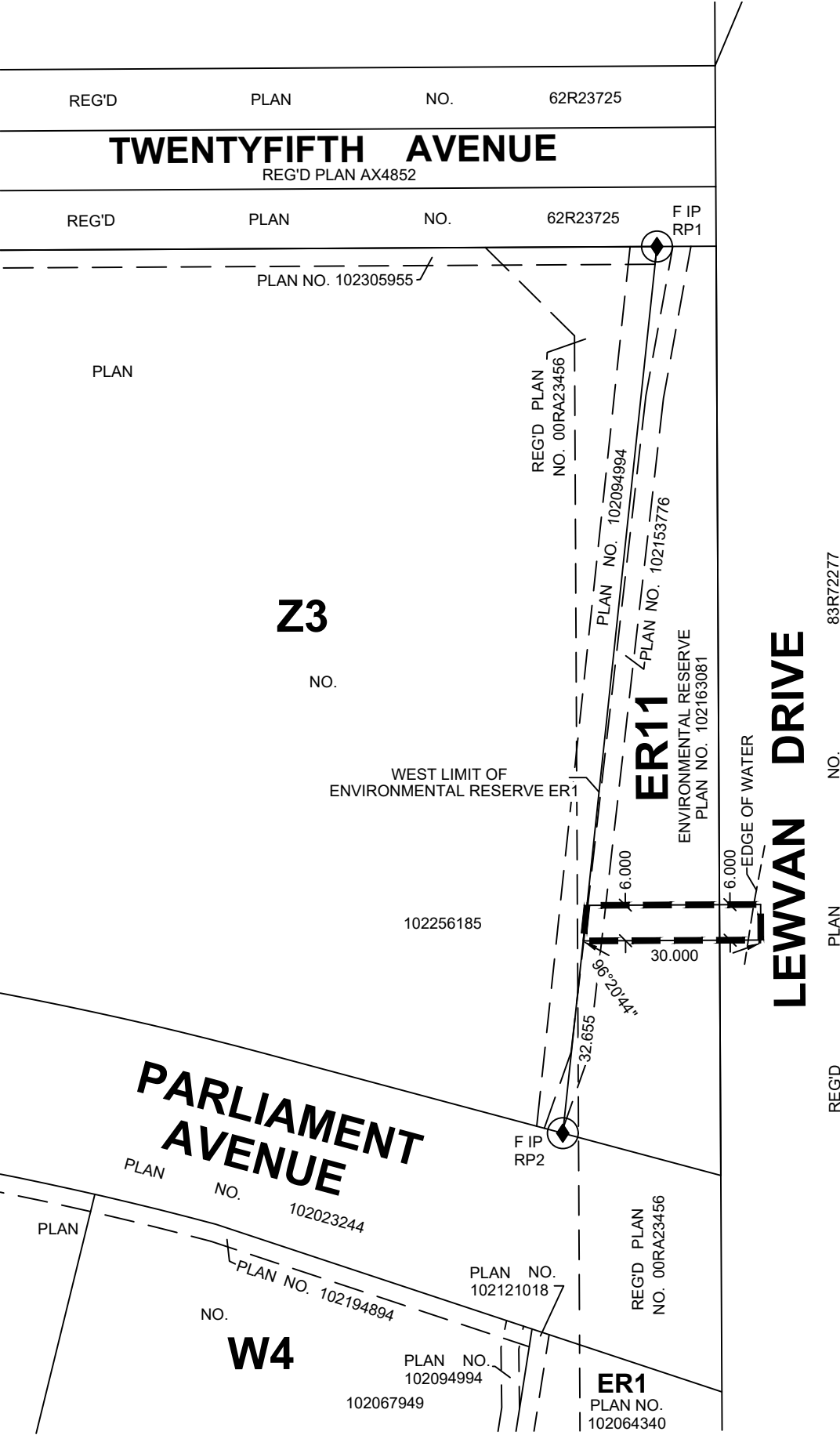
Project Utility Easement through ER11

Civic Address/Subdivision 4500 Parliament Avenue

DESCRIPTIVE PLAN - TYPE II
SHOWING
FEATURE UTILITY RIGHT OF WAY
WITHIN
LEWVAN DRIVE, REG'D PLAN No. 83R72277
AND WITHIN
ENVIRONMENTAL RESERVE ER11,
PLAN NO. 102163081,
SE1/4 SEC 11, TWP 17, RGE 20, W2 Mer
REGINA, SASKATCHEWAN
BY: S. RAJAKUMAR, SLS
DATE:JANUARY 25th, 2021
SCALE: 1:1000

LEGEND:
Area to be approved is outlined with a heavy dashed line.
Measurements are in metres and decimals thereof.
The extensions of all parcels affected by this feature are 0 unless otherwise shown.
Standard iron posts found are shown thus unless otherwise indicated.
Reference Points are shown thus RP1 RP2
New Right of Way limits are straight lines unless otherwise shown.
Width of right of way is 6.0 metres unless otherwise shown.
The Datum used: NAD83 (CSRS).
The Projection used: UTM Zone 13N (Extended).

RP Co-ordinates are current as of February 25th, 2019.
Geo-referenced points derived from previously
geo-referenced survey Plan No. 102305955.



Zoning Bylaw Amendment & Discretionary Use - 3215 & 3310 Lakeview Avenue - PL202000181 & PL20200018

Date	April 7, 2021
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC21-32

RECOMMENDATION

Regina Planning Commission recommends that City Council:

1. Authorize the exchange of the municipal reserve lands located at 3215 Lakeview Avenue, being Parcel R6, Plan No. 60R07552, in the Lakeview Subdivision in return for the City receiving the lands legally described as Block 83, Plan JF4373 located at 3301 Garnet Street in accordance with the terms of a formal agreement to be entered into pursuant to CR20-14.
2. Designate Block 83, Plan JF4373 located at 3301 Garnet Street as municipal reserve upon the City obtaining title to said lands, as required by section 199 (3) of *The Planning and Development Act, 2007*.
3. Approve the application to rezone the lands located at 3215 Lakeview Avenue, being Parcel R6, Plan No. 60R07552 and a portion of the lands located at the southeast corner of 3310 Lakeview Avenue, being proposed Parcel E (currently Part of Parcel D, Plan No. 60R07552), in the Lakeview Subdivision, from PS - Public Service Zone to I - Institutional Zone.
4. Approve the proposed text amendment to the I - Institutional Zone within *The Regina Zoning Bylaw, 2019-19* to allow for a Transportation, Parking Lot as a discretionary use in specific circumstances, as detailed in Appendix A-3 to this report.
5. Approve the discretionary use application for the proposed development of "Transportation, Parking Lot" located at the southeast corner of 3310 Lakeview

Avenue, being proposed Parcel E (currently Part of Parcel D, Plan No. 60R07552), in the Lakeview Subdivision, subject to compliance with the following development standards and conditions:

- a. the development shall be generally consistent with the plans attached to this report as Appendix A-4, prepared by number TEN architecture group, dated March 15, 2021;
 - b. the applicant shall enter into a three-way agreement in accordance with the City's standard terms and conditions for any work related to the development that is required within the road right-of-way, including but not limited to sidewalks and access; and
 - c. the development shall comply with all applicable standards and regulations in *The Regina Zoning Bylaw, 2019-19*.
6. Authorize the Development Officer to issue a development permit concerning the discretionary use application upon the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
 7. Instruct the City Solicitor to prepare the necessary bylaws to give effect to the recommendations, to be brought forward to the meeting of City Council following approval of the recommendations and the required public notice.
 8. Approve these recommendations at its meeting on April 14, 2021.

ISSUE

The applicants, Regina Public School Board and Regina Catholic School Board, propose to develop a new joint-use school on the current Argyle School and L'Arche Park sites located at 2941 and 3215 Lakeview Avenue. Additionally, the applicants propose to develop an off-site parking lot on the southeast corner of Kinsmen Park South located at 3310 Lakeview Avenue to support the construction of the joint-use school. To accommodate these developments, the applicants are applying for:

- Council to authorize an exchange of the municipal reserve Parcel R6 (L'Arche Park), civically known as 3215 Lakeview Avenue, for lands of equal or greater value being Block 83, Plan FJ4373, civically known as 3301 Garnet Street (St. Pius School Site), and rezone Parcel R6 (L'Arche Park) from PS – Public Service Zone to I – Institutional Zone to develop the proposed Argyle School/St. Pius School joint-use building.
- To rezone proposed Parcel E, located at the southeast corner of Kinsmen Park South, civically known as 3310 Lakeview Avenue from PS – Public Service Zone to I – Institutional Zone.

- To amend *The Regina Zoning Bylaw, 2019-19* to include “Transportation, Parking Lot” as a discretionary use in specific circumstances within the I – Institutional Zone, which is the Zone that will apply to the proposed Parcel E.
- For discretionary use approval of a “Transportation, Parking Lot” development on proposed Parcel E to accommodate a surface parking lot serving the proposed joint school site.

In 2019, the Ministry of Education (Ministry) approached the City of Regina (City) about the possibility of building a new Argyle /St. Pius joint-use school on the current Argyle School and Parcel R6 (L’Arche Park) site, with the required parking being accommodated across the street on a portion of Kinsmen Park South due to the site limitations. The City currently operates two baseball diamonds on L’Arche Park. This parcel of land is owned by the Government of Saskatchewan. In August 2019, Council instructed Administration to negotiate a suitable solution to meet the needs of all parties.

A solution was reached whereby the Ministry would transfer the title of Parcel R6 (L’Arche Park) to the school boards to develop the new joint-use school. Additionally, the Ministry will provide the City approximately 4.73 acres of land at the current St. Pius school site in exchange for Parcel E (southeast portion of Kinsmen Park) and to accommodate the loss of our ball diamonds at L’Arche Park.

In February 2020, City Council approved (CR20-14) the sale of proposed Parcel E (southeast corner of Kinsmen Park South) based on this negotiated agreement. Section 199 (3) of *The Planning and Development Act, 2007* requires City Council to authorize the exchange by adopting a municipal bylaw and requires the City to designate the lands it receives in exchange as a municipal reserve.

The Regina Zoning Bylaw, 2019-19 (Zoning Bylaw) classifies a school as “Institution, Education”, which is permitted in the I-Institutional Zone of the Zoning Bylaw. Therefore, the proposed Argyle School/St. Pius School joint-use building does not require City Council’s approval. However, an off-site parking lot is classified as “Transportation, Parking Lot” land use within the Zoning Bylaw, where parking stalls are built on a separate lot to meet a land use’s minimum parking requirements on another parcel. The I – Institutional Zone prohibits “Transportation, Parking Lot” as principal land use, thus requires a Zoning Bylaw amendment.

These applications are being considered under *The Planning and Development Act 2007*, *Design Regina: The Official Community Plan Bylaw 2013-48* (OCP) and the Zoning Bylaw.

IMPACTS

Financial Impacts

The proposed off-site parking lot on proposed Parcel E (southeast corner of Kinsmen Park South) will utilize approximately 0.489Ha (1.2 acres) (See Appendix A-1). The community will also lose two programmable ball diamonds and 1.429Ha (3.53 acres) of public greenspace (currently L’Arche Park) because of the proposed joint-use school.

In exchange for the transfer of title for proposed Parcel E, the Ministry has agreed to replace the 1.918 Ha (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 lost.

Also, the Ministry has stated the parking lot on proposed Parcel E would be available to the public as parking space during off-school hours.

The applicants will be responsible for the cost of any new or changes to existing infrastructure that may be required to directly or indirectly support the parking lots and joint-use school.

Policy/Strategic Impact

The proposal supports the following goals and objectives of *Design Regina: The Official Community Plan Bylaw 2013-48* (OCP).

- Section D11, Goal 1, Policy 11.4: *Encourage school boards and developers to locate schools such that the safety and level of activity of children is optimized including, but not limited to...*

The proposal to move the parking lot into the southeast portion of Kinsmen Park South improves children's safety on the playground by eliminating the parking lot (vehicle movements) and increasing the playground's functional size.

- Section D11, Goal 1, Policy 13.1: *Develop community resources to provide opportunities for social activities, events and programming for Regina residents.*

The OCP identifies schools as an essential community resource. The proposed off-site caveated parking lot supports developing a joint-use school building without changing the community's overall allocation of open space, which, in return, helps enhance the neighbourhood's social sustainability.

- Section D7, Goal 2, Policy 9.8: *Encourage and facilitate partnerships to enable Policies 9.6 and 9.7.*

Policies 9.6 and 9.7 within Section D7, Goal 2, recommend that the City should partner with other stakeholders to improve the accessibility of recreation facilities, programs and services. The Ministry has stated the proposed parking lot would be available as parking space during off-school hours, which will improve the accessibility of Kinsmen Park South.

Accessibility Impacts

The proposed Argyle School/St. Pius School joint-use school development requires two accessible parking stalls to meet the minimum accessible parking stall requirements within *The Regina Zoning Bylaw-2019-19*. These two stalls will be provided on the joint-use school site.

The proposed off-site parking lot development on proposed Parcel E requires a curb-cut and sloped access to the Kinsmen Park South to ensure that it remains accessible to the park users.

OTHER OPTIONS

Alternative options would be to:

1. Approve the application with specific amendments to the proposed plan.
2. Refer the proposal back to Administration. If City Council has specific concerns with the request, it may refer it back to Administration for further review and direct that the application be reconsidered by Regina Planning Commission or brought back directly to Council following such review.
3. Deny the Zoning Bylaw amendment and discretionary use applications. Development of an off-site parking lot on proposed Parcel E (southeast corner of Kinsmen Park South) will not proceed, and there will be no need to transfer the title of this parcel to the school boards if City Council denies the applications.

COMMUNICATIONS

The applicant and other interested parties will receive a copy of the report and notification of their right to participate as a delegation at the Council meeting when the application is considered following *The Public Notice Policy Bylaw, 2020*. Public notice of the public hearing that is required to be conducted upon consideration of the proposed bylaws will also be given per *The Public Notice Policy Bylaw, 2020*. The applicant will receive written notification of City Council's decision.

DISCUSSION

Proposal

City Council has previously authorized the transfer of the proposed Parcel E (southeast corner of Kinsmen Park South) (See Appendix A-1) to the applicants, Regina Public School Board and Regina Catholic School Board, further to CR20-14. That report also contemplated the proposed exchange of Parcel R6 (L'Arche Park) in return for the lands described as Block 83, Plan FJ4373 (being the current St. Pius school site located at 3301 Garnet Street). The applicants propose to rezone these parcels from PS – Public Service to I – Institutional Zone. The applicants intend to consolidate Parcel R6 with the existing Argyle School site to facilitate the development of the proposed Argyle School/St. Pius School joint-use building (See Appendix A-5), and develop an off-site parking lot on the proposed Parcel E to accommodate motor vehicle parking requirements for the proposed Argyle School/St. Pius School joint-use building (See Appendix A-4). This arrangement will allow the applicants to develop a typical two-storey school building design on the current Argyle School site and L'Arche Park parcel while maximizing the playground's functional area.

The surrounding land uses include residential development to the east, Kinsman Park to the north and west and proposed Argyle School/St. Pius School joint-use site to the south.

Park Space

Parcel R6 (currently L'Arche Park) has an area of 1.429Ha (3.53 acres) containing two programmable ball diamonds and public greenspace.

The proposed off-site parking lot on proposed Parcel E (southeast corner of Kinsmen Park South) will utilize 0.489Ha (1.2 acres) (See Appendix A-1), for a total of 1.918 Ha (4.73 acres) of open space impacted by this development.

On February 26, 2020, City Council considered report CR20-14 and directed Administration to ensure no net loss in open space or recreation facilities due to the transfer of these parcels to the Ministry (or school boards). Therefore, in exchange for these parcels, the Ministry has agreed to transfer a minimum of 1.918Ha (4.73 Acres) to replace L'Arche Park and the impacted portion of Kinsmen Park South with land from the current St. Pius School site. Also, two ball diamonds of equal quality to those lost will be rebuilt at the Province's cost at Leboldus High School. As a result, there will be no net loss of green space or recreational facilities to the community.

Zoning Bylaw Amendments

- Rezoning Parcel R6 and proposed Parcel E

Both Parcel R6 and proposed Parcel E are currently zoned PS – Public Service (See Appendix A-1). The PS zone can also be modified to accommodate proposed development on these parcels. However, Administration recommends rezoning both parcels to the I – Institutional Zone because it is consistent with the existing Argyle School lot's zoning designation. As a result, all parcels will be subject to the same land use and development standards.

- Amendment to I – Institutional Zone

The proposed amendment to *The Regina Zoning Bylaw, 2019-19* would, if approved, add “Transportation, Parking Lot” to the I - Institutional Zone as a discretionary use, providing Council with the discretion to consider this land-use on a case-by-case basis where the ‘I’ Zone applies.

Chapter 2 of *The Regina Zoning Bylaw, 2019-19* defines “Transportation, Parking Lot” as:

“an outdoor land use where motor vehicles that are registered, insured and in working order are parked outdoors or in primarily unenclosed areas for temporary intervals.”

“Transportation, Parking Lot” land use is currently prohibited in the ‘I’ Zone. Administration has assessed the proposed amendment to *The Regina Zoning Bylaw, 2019-19*, concluding that “Transportation, Parking Lot” is compatible with other land-uses allowed in the ‘I’ Zone. Typical land uses within ‘I’ Zone include school, hospital, humanitarian service institution,

religious institution, open space etc., which generally involve a lot of surface parking.

However, to discourage new stand-alone surface parking lots (i.e. without a store-front or active use), Administration proposes to add additional land use-specific restrictions (See Appendix A-3). Under these restrictions, a “Transportation, Parking Lot” will be considered a principal use on lot zone ‘I’ only when it accommodates long-term shared parking or off-site parking from adjacent land uses, which must meet the key regulations for an off-site caveated parking lot contained in section 1F.3.2 of the Zoning Bylaw.

This approach allows development of the proposed parking lot on proposed Parcel E (southeast corner of Kinsmen Park), which is necessary to meet the minimum parking requirements of the proposed Argyle School/St. Pius School joint-use building. Furthermore, the ‘I’ Zone is found in many locations throughout the city. Administration recognizes that there may be other locations, such as proposed Parcel E, where a “Transportation, Parking Lot” may be deemed appropriate and where it can be demonstrated and legally arranged that shared parking or off-site parking is suitable.

Inclusion of this land use in the I – Institutional Zone is consistent with mixed-use zones, which also identify “Transportation Parking Lot” as a discretionary use only when it permits long-term shared parking or off-site parking under specific conditions.

Including “Transportation, Parking Lot” land use as a discretionary use in the I – Institutional Zone, therefore, will provide Council with greater flexibility to consider potentially appropriate locations on a case-by-case basis, which may support:

- Enhanced land use diversity
- Adaptive re-use of underutilized parcels zoned I – Institutional
- Discouraging surface lots where motor vehicle parking is not the principal use

Discretionary Use Application

The applicants have also submitted a discretionary use application to develop a “Transportation, Parking Lot” on proposed Parcel E (southeast corner of Kinsmen Park South). It will utilize approximately 1.2 acres (0.489Ha) area and is intended to be used as a surface parking lot to meet the parking requirements of the proposed Argyle School/St. Pius School joint-use building. The Zoning Bylaw classifies such parking arrangement as “Off-site Caveated Parking”. This application is contingent on the Zoning Bylaw amendment being approved.

The proposed off-site parking lot will accommodate a total of 113 parking stalls, out of which two will be dedicated to the daycare land use on the main school site. All required accessible parking stalls will be provided on the main school site to meet the Zoning Bylaw requirements around accessible parking stalls. The land use and zoning related details of this proposal on proposed Parcel E are provided in the following tables:

Land Use Details	Existing	Proposed
Zoning	PS – Public Service	I – Institutional Zone
Land Use	Greenspace	Surface parking lot
Building Area	None	None

Zoning Analysis	Required	Proposed
Minimum Lot Area (m ²)	500	4905.395
Minimum Lot Frontage (m)	15	100.62
Maximum Site Coverage	75%	0 (no buildings)
Minimum Landscape Area (m ²)	490.54 (10% of site area)	943.92 (within property lines) + 391.98 (on buffer strips)
Parking Stalls (School)	100 (One stall is required per 100 square metres of total floor area)	111
Parking Stalls (Daycare)	6 (1 for staff+5 drop off)	2 (5 drop-off stalls for daycare are provided on the main school site)

The key regulations for an off-site caveated parking lot are contained in clause 1F.3.2 (b) of the Zoning Bylaw:

3.2 OFF-SITE CAVEATED PARKING

(1) Parking stalls built on a separate lot may be used to meet a lot's minimum motor vehicle parking requirements using off-site caveated parking provided that:

- (a) a "Transportation, Parking Lot" or "Transportation, Parking Structure" land use is listed as a permitted or discretionary use on the lot where the parking stalls are built; and*
- (b) the caveated parking area is located within 150 metres of the lot with the land use for which the parking is. This shall be measured from the closest point of the lot for which the parking is being provided to the furthest caveated parking stall.*

The proposed off-site parking lot is located on the north side of Lakeview Avenue, directly across from the proposed joint-use building and all parking stalls are well within the required 150 metres distance.

The applicants have also stated that the proposed off-site parking lot would be available as parking space during off-school hours for the Kinsmen Park South users. Accordingly, the proposal includes a curb-cut and sloped access to the Kinsmen Park South to ensure that it remains accessible to the park users. An agreement providing for caveated and shared use of the proposed parking lot will be executed between the City and the applicants before issuing a Development Permit as per the Zoning Bylaw requirements.

Based on Administration's evaluation of the proposal, development standards and criteria established in Part 1E.3 of the Zoning Bylaw, the development is suitable at the proposed location for the following reasons:

- As noted above, "Transportation, Parking Lot" is deemed to be compatible with other land uses allowed in the I - Institutional Zone.
- The land-use is generally compatible with existing land uses on adjacent properties, including City recreational facilities and park space.
- The land-use is also not intensive regarding parking and traffic and would be compatible with surrounding land uses.

Traffic

Administration reviewed a Traffic Impact Assessment submitted to support the joint-use school development, which included the proposed parking lot on proposed Parcel E. Access to the proposed surface parking lot will be provided from Kings Road. It is classified as a local roadway and the proposed access aligns with Assiniboine Avenue to create a four-legged intersection. The development will result in an increase in traffic in the area, but the applicant has shown that the road network has capacity to handle the increased traffic and has submitted mitigation measures to Administration's satisfaction. The mitigation measures include but are not limited to:

- the addition of a sidewalk along the west side of Kings Road from the parking lot entrance to the intersection with Lakeview Avenue;
- A widened 2.25 m sidewalk along the south side of Lakeview Avenue;
- Curb extensions on the south side of Lakeview Avenue and Kings Road;
- Zebra crossing pavement markings at the intersection of Lakeview Avenue and Kings Road;
- U-turn prohibited signs at the entrance to the school zone; and,
- A stop sign on the south leg of Kings Road and Lakeview Avenue (internal parking loop)

Community Engagement

In accordance with the public notice requirements of *The Public Notice Policy Bylaw, 2020*, neighbouring property owners within 75 metres of the proposed development received written notice of the application and public notification signs were posted on the subject sites. A summary of public feedback and Administration's response is provided in Appendix B.

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 outlined in the report (CR19-75).
- On February 26, 2020, City Council approved the transfer of a portion of the Kinsmen Park South (approximately 1.2 acres) to the Ministry of Education and authorized the

Administration to conclude negotiations with the relevant parties to ensure the conditions stated in the report are met (CR20-14).

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,



3/25/2021

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

3/30/2021

Prepared by: Amar Guliani, City Planner II

ATTACHMENTS

Appendix A-1

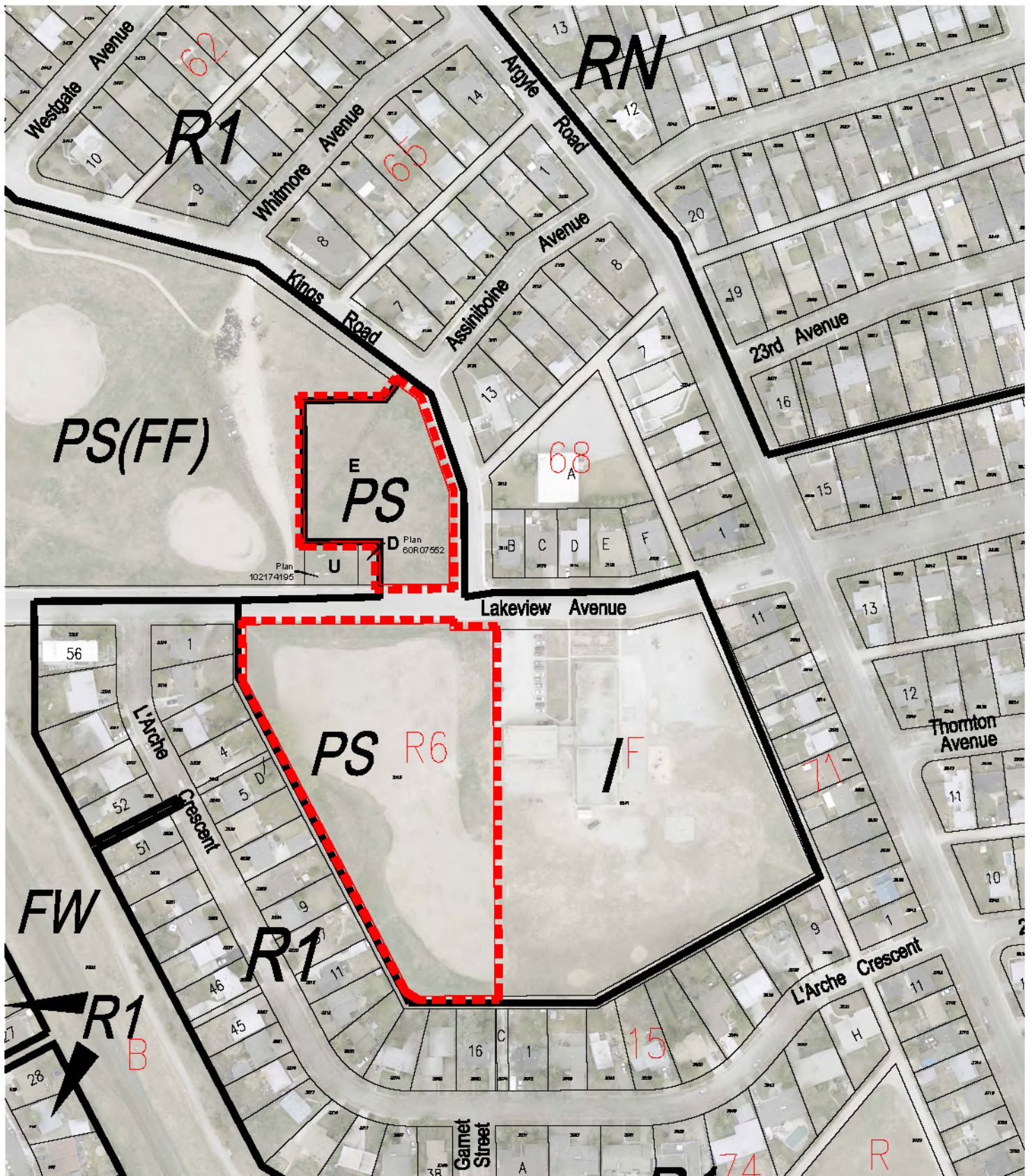
Appendix A-2_PH

Appendix A-3_Proposed I Zone Amendment

Appendix A-4_Site Plan (Parking Lot)

Appendix A-5_Site Plan (Joint-use School)

Appendix B - Public Consultation Summary



Date of Photography : 2018



Subject Property



Project
PL202000181
PL202000182
PL202000183

Civic Address/Subdivision

3215 Lakeview Avenue
3310 Lakeview Avenue



Subject Property

Date of Photography: 2018



Project PL202000181
PL202000182
PL202000183

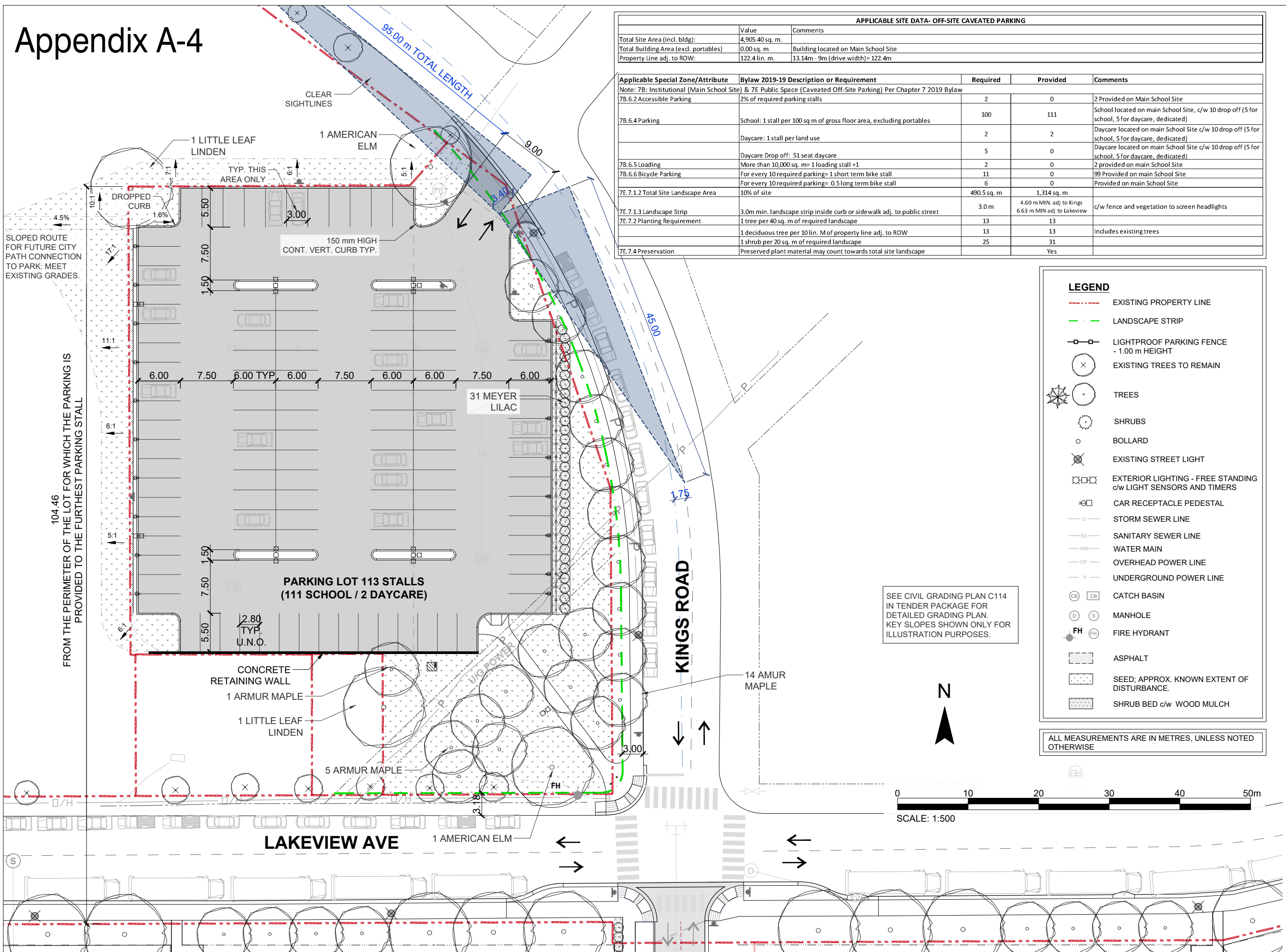
Civic Address/Subdivision

3215 Lakeview Avenue
3310 Lakeview Avenue

Appendix 'A-3': Proposed Amendment to I – Institutional Zone of *The Regina Zoning Bylaw, 2019-19*

Amend- ment No.	Page No.	Proposed Amendment (C)	Existing Regulation (D)	Proposed Regulation (E)					Rationale (F)
1	7.7	TABLE 7B.T2 INSTITUTIONAL ZONE LAND USES Be amended by adding Section T2.7 per the proposed regulation	None						The land use specific requirement is included to discourage the development of a surface parking lot as a stand-alone principal use.
				Sec.	Land Use	Permitted	Discretionary	Land Use Specific Regulations	
				2.7	<ul style="list-style-type: none"> Transportation, Parking Lot 	---	Discretionary	The “Transportation, Parking Lot” land use will only be considered as a principal use when it permits long-term shared parking or off- street caveated parking to meet minimum parking requirements of the use for which it is provided.	

Appendix A-4



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architecture ■ interior design ■ planning



1080
Architecture
Planning +
Interiors

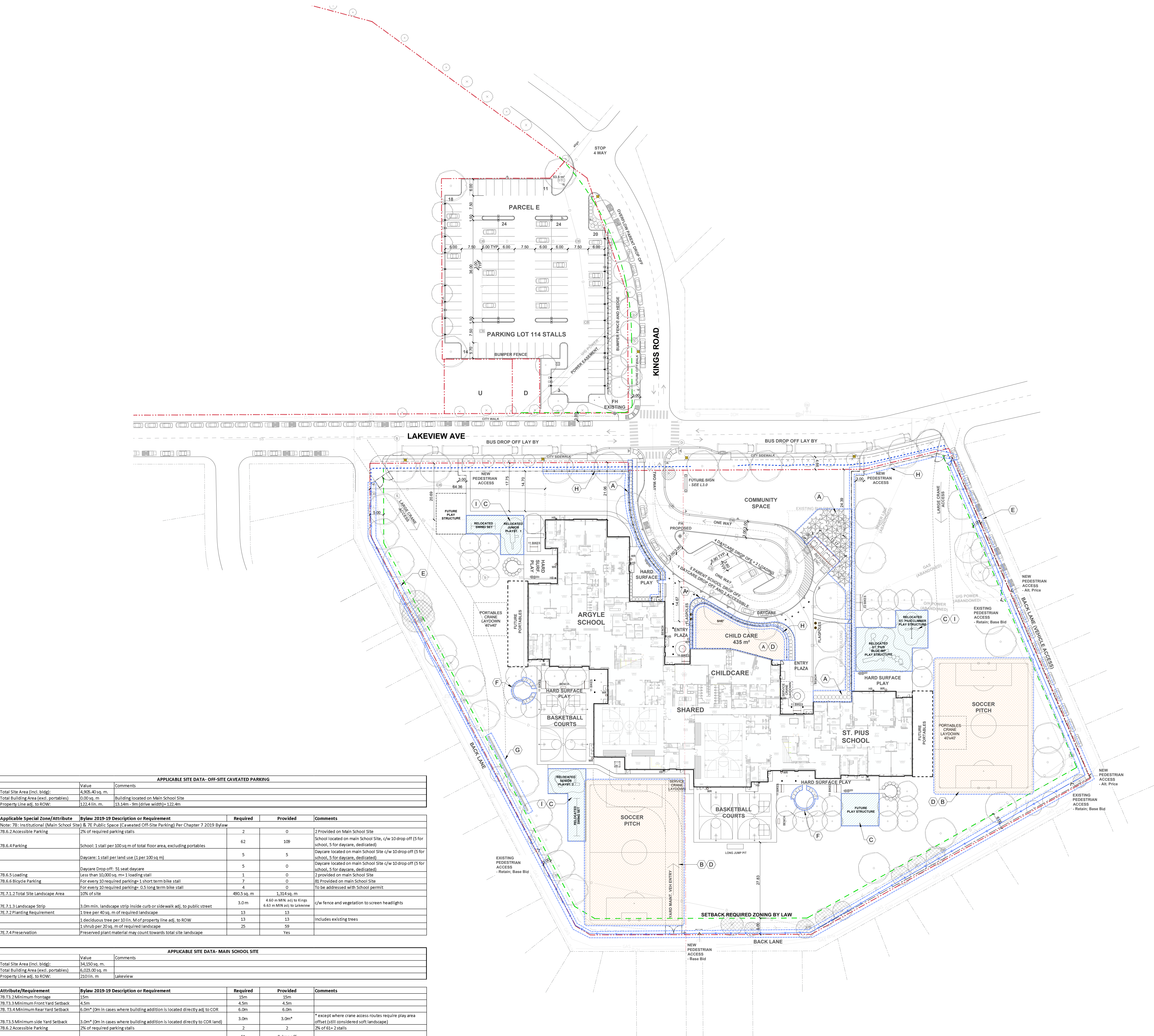
**ARGYLE & ST. PIUS X
JOINT-USE SCHOOLS**
LAKEVIEW AVENUE
REGINA, SK

OFFSITE CAVEATED PARKING LOT

sheet title
 consultant
 
HTFC
 PLANNING & DESIGN

seal: _____ scale: 1:500
 drawn by: PS date: MARCH 15, 2021
 checked by: MG
 project no. 20-006 sheet no. **DUL1** R2

Appendix A-5 (for reference only)



APPLICABLE SITE DATA- OFF-SITE CAVEATED PARKING				
	Value	Comments		
Total Site Area (incl. bldg):	4,908.40 sq. m.			
Total Building Area (excl. portables):	0.01 sq. m.	Building located on Main School Site		
Property Line adj. to ROW:	122.4 lin. m.	13.14m - 9m (drive width) + 122.4m		

Applicable Special Zone/Attribute	Bylaw 2015-19 Description or Requirement	Required	Provided	Comments
78.6.2 Accessible Parking	2% of required parking stalls	2	0	2 Provided on Main School Site
78.6.4 Parking	School: 1 stall per 100 sq. m. of total floor area, excluding portables. Daycare: 1 stall per land use (1 per 100 sq. m.) Daycare Drop off: 51 seat daycare Less than 10,000 sq. m. = 1 loading stall For every 10 required parking: 1 short term bike stall For every 10 required parking: 0.5 long term bike stall	62 5 5 1 7 4	109 5 0 0 0 0	School located on main School Site, c/w 10 drop off (5 for school, 5 for daycare, dedicated) Daycare located on main School Site c/w 10 drop off (5 for school, 5 for daycare, dedicated) Daycare located on main School Site c/w 10 drop off (5 for school, 5 for daycare, dedicated) 2 provided on main School Site 63 provided on main School Site To be addressed with School permit
78.7.1.2 Total Site Landscape Area	10% of site	490.3 sq. m.	1,334 sq. m.	4.60 m MIN. w/ to Kings 6.61 m MIN. adj. to Lakeview
78.7.1.3 Landscape Strip	3.0m min. landscape strip inside curb or sidewalk adj. to public street	3.0m	13	c/w fence and vegetation to screen headlights
78.7.2 Planting Requirement	1 tree per 40 sq. m. of required landscape 1 deciduous tree per 10 lin. M of property line adj. to ROW 3 shrub per 20 sq. m. of required landscape	13 25 3	13 59 13	Includes existing trees
78.7.4 Preservation	Preserved plant material may count towards total site landscape		Yes	

APPLICABLE SITE DATA- MAIN SCHOOL SITE				
	Value	Comments		
Total Site Area (incl. bldg):	34,150 sq. m.			
Total Building Area (excl. portables):	6,028.00 sq. m.			
Property Line adj. to ROW:	210 lin. m.	Lakeview		

Attribute/Requirement	Bylaw 2015-19 Description or Requirement	Required	Provided	Comments
78.7.3.2 Minimum frontage	15m	15m	15m	
78.7.3.3 Minimum front yard setback	4.5m	4.5m	4.5m	
78.7.3.4 Minimum rear yard setback	6.0m* (0m in cases where building addition is located directly adj. to COR)	6.0m	6.0m	
78.7.3.5 Minimum side yard setback	3.0m* (0m in cases where building addition is located directly to COR land)	3.0m	3.0m*	* except where crane access routes require play area offset (still considered off landscape)
78.6.2 Accessible Parking	2% of required parking stalls	2	2	2% of 63 = 3 stalls
78.6.4 Parking	School: 1 stall per 100 sq. m. of total floor area, excluding portables. Daycare: 1 stall per land use (1 per 100 sq. m.) Daycare Drop off: 51 seat daycare	61 5 5	9 drop off 0 2	109 provided in off-site caveated parking site 5 provided in off-site caveated parking site Total of 10 drop off (5 school, 5 daycare, dedicated)
78.6.5 Loading	Less than 10,000 sq. m. = 1 loading stall	1	2	
78.6.6 Bicycle Parking	For every 10 required parking: 1 short term bike stall For every 10 required parking: 0.5 long term bike stall	7 4	99 4	Meets OPR Requirements
78.7.1.2 Total Site Landscape Area	10% of site	3,415 sq. m.	33,488 sq. m.	
78.7.1.3 Landscape Strip	3.0m min. landscape strip inside curb or sidewalk adj. to public street	3.0m	3.0m Min.	
78.7.2 Planting Requirement	1 tree per 40 sq. m. of required landscape 1 deciduous tree per 10 lin. M of property line adj. to ROW 1 shrub per 20 sq. m. of required landscape	86 21 171	93 14 171	7 Additional trees to provide for deficit of property line trees 7 deficient trees provided in interior of site, due to space limitations.
78.7.4 Preservation	Preserved plant material may count towards total site landscape	Yes	Yes	
787.5 Aesthetic Screening	Garbage and recycling areas	Yes	Yes	Physical enclosure complete with vegetation screen

LEGEND

EXISTING PROPERTY LINE

REQUIRED LANDSCAPE SETBACK

EXISTING PERIMETER CHAIN LINK FENCE TO BE DEMOLISHED

BASE BID: EXISTING PERIMETER CHAIN LINK FENCE TO BE RETAINED & REPAIRED (INCLUDING NEW PEDESTRIAN ACCESS)

BASE BID: NEW CHAIN LINK FENCE

BASE BID: NEW GATES (1.8 m HEIGHT)

LIGHTPROOF PARKING FENCE (1m HT) - SEE 5/L.1

ORNAMENTAL FENCE (1.2 m HT) - SEE 7/L.1

SWALE - c/w EXTENT, SEE 4/L.0

EXISTING TREES TO REMAIN - SEE L.0

EXISTING TREES TO BE DEMOLISHED

TREES - SEE L.0

SHRUBS - SEE L.0

STORM SEWER LINE

SANITARY SEWER LINE

WATER MAIN

GAS LINE

OVERHEAD POWER LINE

UNDERGROUND POWER LINE

CATCH BASIN

MANHOLE

FIRE HYDRANT

ENTRANCE PLANTER - SEE L.2

WASTE RECEPTACLE

BOLLARD STD. - SEE 4/L.1

BOLLARD BREAKAWAY - SEE 3/L.1

EXISTING STREET LIGHT

EXTERIOR LIGHTING - FREE STANDING PLEASE NOTE: ELECTRICAL T.B.D. FOR LAKEVIEW SITE

EXTERIOR LIGHTING - WALL MOUNTED

CAR RECEPTACLE PEDESTAL

HOSE BIBB CONNECTION

FIRE DEPARTMENT CONNECTION

ALTERNATE PRICES - SITE (SEE SPECIFICATION SECTION)

A ADD IRRIGATION IN THESE AREAS - SEE L.0

B ADD IRRIGATION IN SOCCER FIELDS - SEE L.0

C REPLACE ENGINEERED WOOD FIBER SURFACING WITH RUBBER SURFACE TILES - SEE L.0

D REPLACE SOD w/ TOPSOIL AND SEED - SEE SPECIFICATIONS

E ADD REPLACEMENT OF ENTIRE PERIMETER FENCE LINE (GATES AND OPENINGS IN EXISTING FENCE BASE BID) NEW LOCATION OF FENCE IN SOUTHEAST AND EAST PERIMETER

F DELETE LARGE OUTDOOR CLASSROOMS (LOWER CONCRETE RETAINING WALL AND EARTH WORKS)

G REPLACE CONCRETE RETAINING WALL w/ TIMBER RETAINING WALL - SEE DETAILS SHEET L.0

H REPLACE ORNAMENTAL FENCE WITH BLACK CHAIN LINK FENCE, SAME HEIGHT - SEE SPECIFICATIONS

I DELETE PLAYSET RELOCATIONS; TO BE PROVIDED BY OTHERS

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Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	3	<ul style="list-style-type: none"> - Development will bring traffic, noise and more crime to the quiet neighbourhood. - Loss of green space, especially city park lands and decreased pedestrian safety. - More school buses and traffic will impact Lakeview Ave, L'Arche Crescent and the surrounding streets. - There will be a negative impact on property values on the surrounding properties. - High density of students. Joint school will create a more stressful and chaotic learning environment for the students. - Renovating existing school or building small schools is fine but do not to building a super school.
<i>Accept if many features were different</i>	1	<ul style="list-style-type: none"> - Increased traffic. - Construction noise and the negative effect of construction related vibrations on nearby homes. - Preference for a new public (i.e. secular) school as opposed to the proposed joint school.
<i>Accept if one or more features were different</i>	2	<ul style="list-style-type: none"> - Concerned by the loss of green space and proximity of the school site to an existing cell tower. - Install lighting in the parking lot, new trees as well as a locking gate at the entrance to stop vehicles from using the parking lot during off hours. - What is the plan to keep the new schoolyard and parking facility maintained in the future?
<i>I support this proposal</i>	2	
<i>Other</i>	1	<ul style="list-style-type: none"> - 3-storey portion of the proposed development would obstruct view and may bring down property values of the surrounding properties. - Many flights of stairs that children may have to use and navigate are confusing, overwhelming and probably somewhat disruptive to the classroom.

1.	<p>Issue: Increased traffic and its impact on the surroundings streets</p> <p><i>Administration's Response:</i> Administration reviewed a Traffic Impact Assessment submitted to support the joint-use school development, which included the proposed parking lot on proposed Parcel E. Access to the proposed surface parking lot will be provided from Kings Road. It is classified as a local roadway and the proposed access aligns with Assiniboine Avenue to create a four-legged intersection. The development will result in an increase in traffic in the area, but the applicant has shown that the road network can handle the increased traffic and has submitted mitigation measures to Administration's satisfaction.</p>
2.	<p>Issue: Joint Schools and Height of Buildings</p> <p><i>Administration's Response:</i> Any development on the site would have to conform to the development standards of the Zoning Bylaw. Under the current Zoning Bylaw, a school and daycare are permitted uses and the maximum height for a building within the I - Institutional Zone is 15 metres. As a result, there is no control over whether the schools should be joint or single and how they should be designed.</p>
3.	<p>Issue: Property values</p> <p><i>Administration's Response</i> Development in established neighbourhoods often generates concerns about the impact on property values. Administration acknowledges that residents have these concerns, but is not aware of any evidence that such development will necessarily have a negative impact on surrounding property values. The potential impact in this regard cannot be determined conclusively in advance, but will be affected by the perceptions, experiences and resultant actions of individual households, over time.</p>
4.	<p>Issue: Loss of green space</p> <p><i>Administration's Response</i> The proposed parking lot within Kinsmen Park South is estimated to utilize an area of approximately 1.2 acres (.489Ha). As well, two programmable ball diamonds and 3.53 acres (1.429Ha) of public greenspace would be lost due to the construction of the joint-use school on the Argyle School site. In exchange 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. Administration is supportive of the sale as there is a need for the school to expand.</p>
5.	<p>Issue: Development will bring noise and more crime</p> <p><i>Administration's Response</i></p> <ul style="list-style-type: none"> • Administration is not aware of any evidence to support an institutional development causing an increase in crime • All developments and the community must adhere to <i>Regina Noise Abatement Bylaw 6980</i>, which is established to regulate loud and unnecessary noise

6.	<p>Issue: Potential construction noise</p> <p><i>Administration's Response</i></p> <ul style="list-style-type: none">• <i>Regina Noise Abatement Bylaw 6980</i> was established to regulate loud and unnecessary noise and it requires:<ul style="list-style-type: none">• no person shall make, continue, cause or permit to be made or continued, any unreasonably loud or excessive noise likely to disturb any reasonable person within the city.• The use of power tools is prohibited between 10 p.m. and 7 a.m.

Community Association Consultation Summary

1. **Issue:** Request that the entrance to the proposed parking lot be moved to the southwest corner of the proposed lot, such that cars enter the parking lot from Lakeview Avenue and not Kings Road
 - This section of Kings Road is extensively used for foot traffic, cycling, skateboarding, and other forms of personal transportation by children, adults including seniors, and families.
 - A daycare and a seniors' care home are located in the immediate vicinity of the proposed parking lot entrance.
 - the planning associated with the new schools and the parking lot should in fairness to the south Lakeview community, mitigate the cumulative effects of loss of green space, increased traffic, and higher lighting intensities.

Administration's Response

Existing site conditions along Lakeview Avenue present some practical challenges such as proximity to cell tower, trees, utilities etc., which would push the access on Lakeview Avenue too close to the intersection of Kings Road. As a result, Administration is not in favour of this option. From a safety perspective, Administration determined that spacing of the entrance along Kings Road is more optimal, allowing for further distance between the intersection and the entrance and it aligns with the intersection of Kings Road and Assiniboine Ave.

2. **Issue:** Concern about the parking lot in general arises from the potential negative environmental and quality of life impacts
 - The gas fumes and noise from vehicles could be ameliorated with extensive greenery trees, shrubs, and other plants around the proposed parking lot.
 - Install environmentally friendly lighting options, with the lights directed downward to minimize scatter beyond the parking lot, will be employed.
 - the parking lot be paved rather than just have a gravel surface, to minimize dust and debris blowing off the lot onto neighbouring lawns

Administration's Response

Landscaping and site design of parking areas are regulated under *Regina Zoning Bylaw-2019* and the *Design Standards(draft)*. The Zoning Bylaw requires that all development on lots zoned Institutional must provide a minimum total site landscaping area of 10%. The Design Standards require that all parking areas must be paved with asphalt, and, when abutting a road right-of-way, must provide perimeter screening through landscaped strips, shrubs or fencing. Furthermore, the *Design Standards (draft)* require all on-site lighting to be located, oriented and shielded so as not to adversely affect adjacent residential properties. Administration shall review the final drawings at Building Permit stage to ensure that the proposal meets these requirements.

YQR Runway Expansion - Official Community Plan Amendment

Date	April 7, 2021
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC21-33

RECOMMENDATION

Regina Planning Commission recommends that City Council:

1. Amend *Design Regina: The Official Community Plan Bylaw No. 2013-48* by including the recommendations of this report to:
 - (a) include reference to Map 9: Health and Safety in Policy 11.13 of Part A, Section D9, Goal 3;
 - (b) add the following new policy statements to Part A, Section D9, Goal 3, after Policy 11.14:
 - (i) “Policy 11.14A: Consult the Regina International Airport for any development in proximity to the airport.”;
 - (ii) “Policy 11.14B: Consider long-term expansion plans of the Regina International Airport in planning and development decisions on lands in the vicinity of the airport, in consultation with the Regina International Airport.”;
 - (c) replace the existing Map 9: Health and Safety with the Map 9: Health and Safety that is attached to this report as Appendix A-2; and
 - (d) replace the existing Map 10: Airport Vicinity with the Map 10: Airport Vicinity that is attached to this report as Appendix A-4.

2. Instruct the City Solicitor to prepare the necessary bylaws to give effect to the recommendations, to be brought forward to the meeting of City Council following approval of these recommendations and the required public notice.
3. Approve these recommendations at its meeting on April 14, 2021.

ISSUE

The Government of Saskatchewan amended the *Statements of Provincial Interest* (SPI) Regulations on July 16, 2020, to ensure the City of Regina protects future runway expansion of the Regina International Airport (YQR). The SPI act as a governing document for all municipalities in Saskatchewan. Section 32 (1) of the *Planning and Development Act, 2007* (Act) requires that the Official Community Plan “must incorporate, insofar as is practical, any applicable provincial land use policies and statements of provincial interest.” As such, the City of Regina has endeavoured to update *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) to ensure compatibility with provincial regulations.

The specific SPI amendment follows:

Ensure the current and future runway expansion plans, aviation, and navigation needs of the Saskatoon and Regina International Airports are not compromised by development in proximity to these airports.

There is no anticipated timeline for a runway expansion at YQR, however, the City is proposing updates to two maps within the OCP and policy text amendments to ensure the airport's future growth is protected and addressed as development proposals come forward.

IMPACTS

Financial Impacts

There are no anticipated financial impacts to the City of Regina concerning the policy amendments. Any future runway expansion at YQR would be a cost borne by the airport.

Policy/Strategic Impact

The proposed amendments are in keeping with the OCP and do not conflict with any other OCP policies.

The City of Regina has been instructed by the Government of Saskatchewan, Ministry of Governmental Relations (Ministry), to update the OCP to reflect the SPI changes to protect YQR's long-term growth needs with a deadline of the end of May 2021.

A change to the OCP protecting runway expansion ensures orderly growth of the city of Regina and Regina International Airport.

OTHER OPTIONS

Alternative options would be:

1. Reject the amendments.

This option is not recommended by Administration as it would be contrary to provincial direction. OCP amendments require Council to adopt bylaw amendments, which are subsequently forwarded to the Ministry for final approval. Previous amendments were adopted by Council on January 22, 2020, as part of the 5-year review of the OCP, which received conditional approval by the Ministry on May 11, 2020 with the instructions to amend the airport related maps in the OCP. Deviating from provincial direction could put the past OCP amendments, endorsed by Council, in jeopardy.

2. Refer the report back to Administration with specific changes.

Pursuing this option would require Administration to seek an extension from the Ministry.

COMMUNICATIONS

Public notice of the public hearing to be conducted upon consideration of the proposed bylaw amendments will be given in accordance with *The Public Notice Policy Bylaw, 2020*. The proposed amendments and associated City Council meeting will be advertised on CityPage in the *Regina Leader-Post* and online at Regina.ca.

DISCUSSION

Proposal

Maps

The OCP currently contains policies and maps regarding planning in proximity to the airport found in the Health and Safety section and Maps 9 and 10 (Appendix A-1 and A-3). The proposed changes to Map 9 (Appendix A-2) include the inclusion of the Flight Protection Areas for New Development (Height). This boundary is brought forward from the Overlay in *Regina Zoning Bylaw No. 19-19*. Developments within this boundary are typically circulated to the Regina Airport Authority (RAA) for review on potential airport impacts. Future development proposals including concept plans within this boundary will collaborate with the RAA to ensure compatibility.

The proposed changes to Map 10 (Appendix A-4) also include the same height boundary as in Map 9. Additionally, arrows indicating directions of future runway growth have been added with a statement that the Noise Exposure Forecast (NEF) contours on the map, derived from the YQR Airport Master Plan, may be subject to change due to future runway expansions. The Height Restriction Transition Zone and Clear Zone have been removed from the existing Map 10 (Appendix A-3) due to redundancy of information.

Policy

The updated policy and maps in the OCP will ensure that future developments and future neighbourhood plans consider the Regina International Airport expansion plans.

The following policy statements are proposed to be added to the OCP, Part A, Section D9, Goal 3:

Policy 11.14A: Consult the Regina International Airport for any development in proximity to the airport.

Policy 11.14B: Consider long-term expansion plans of the Regina International Airport in planning and development decisions on lands in the vicinity of the airport, in consultation with the Regina International Airport.

Further, Policy 11.13 is proposed to be amended to reference both Map 9 and 10 (currently only references Map 10).

Community Engagement

Affected stakeholders, including the RAA and developers with approved or pending concept plans within the vicinity of the Regina International Airport, were notified of proposed changes and asked to provide comments. At the time of this report no major concerns were identified through stakeholder consultations. The proposed map and policy amendments were developed in consultation with RAA.

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

3/25/2021

Respectfully Submitted,



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

3/30/2021

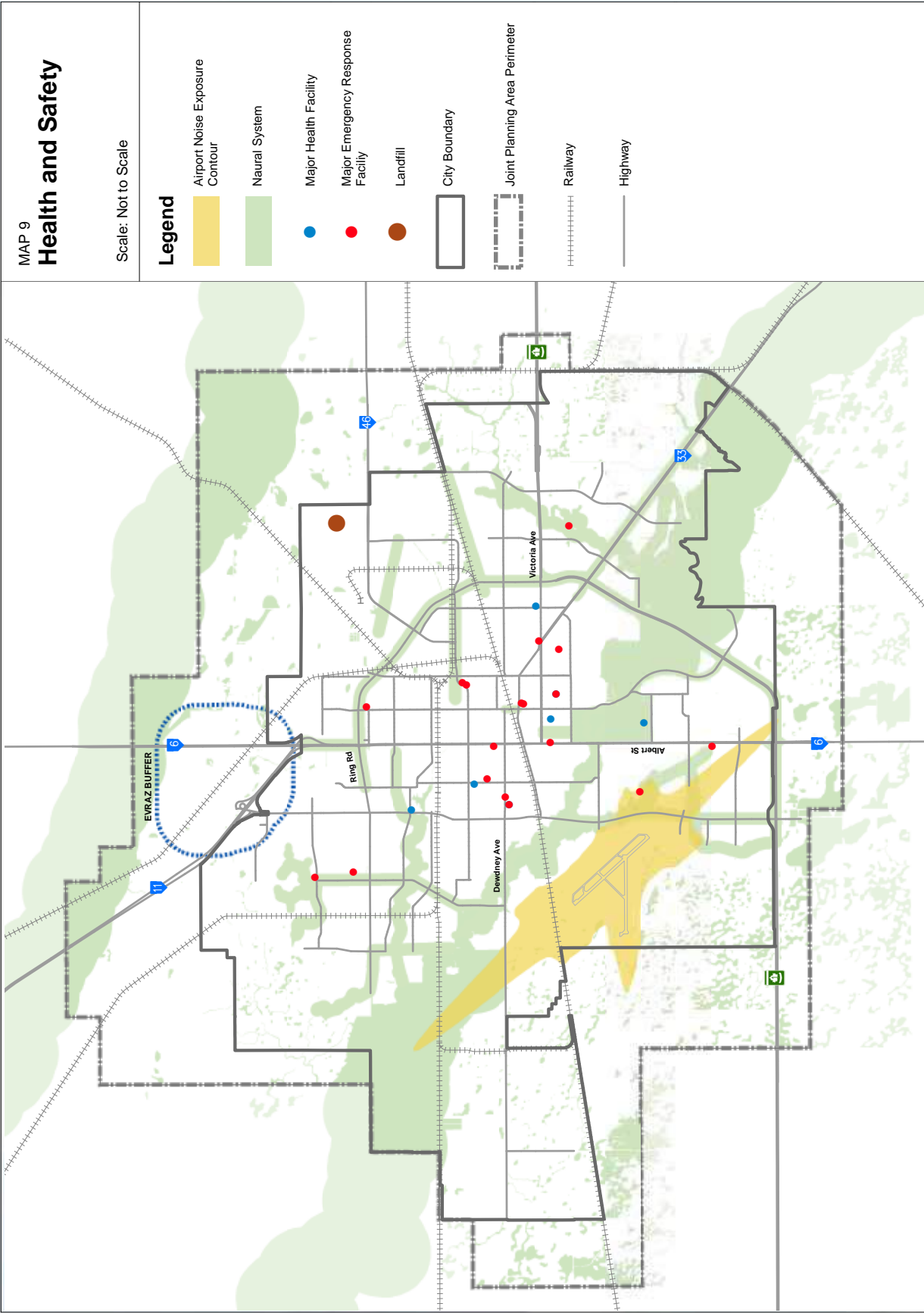
Prepared by: Michael Sliva, City Planner II

ATTACHMENTS

Appendix A-1
Appendix A-2
Appendix A-3
Appendix A-4

Appendix A-1

MAP 9: HEALTH AND SAFETY



MAP 9
Health and Safety

Scale: Not to Scale

Legend

- Major Health Facility
- Major Emergency Response Facility
- Landfill

⋯⋯⋯ Railway

— Highway

→ Future runway expansion direction. NEF boundaries subject to change

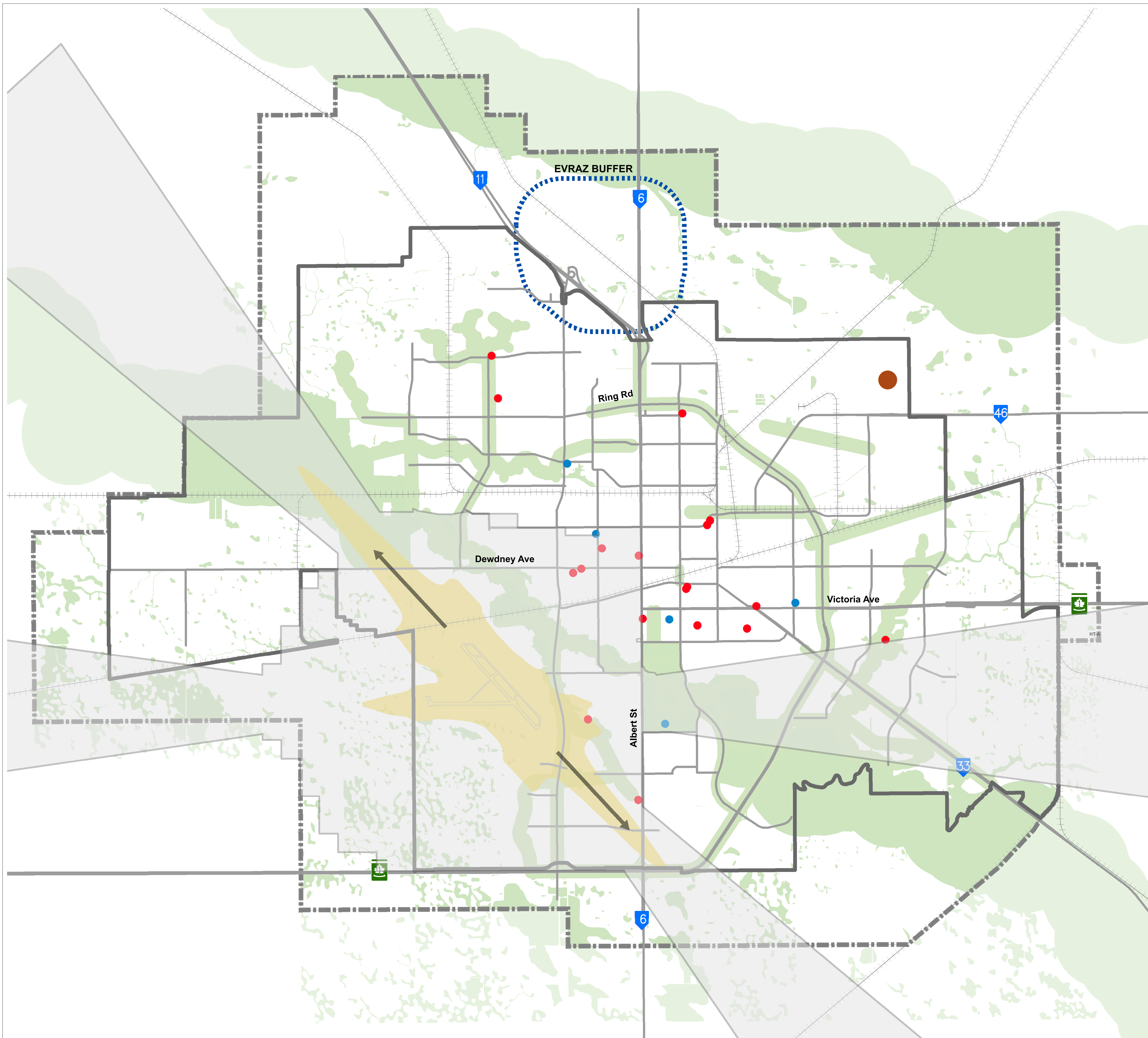
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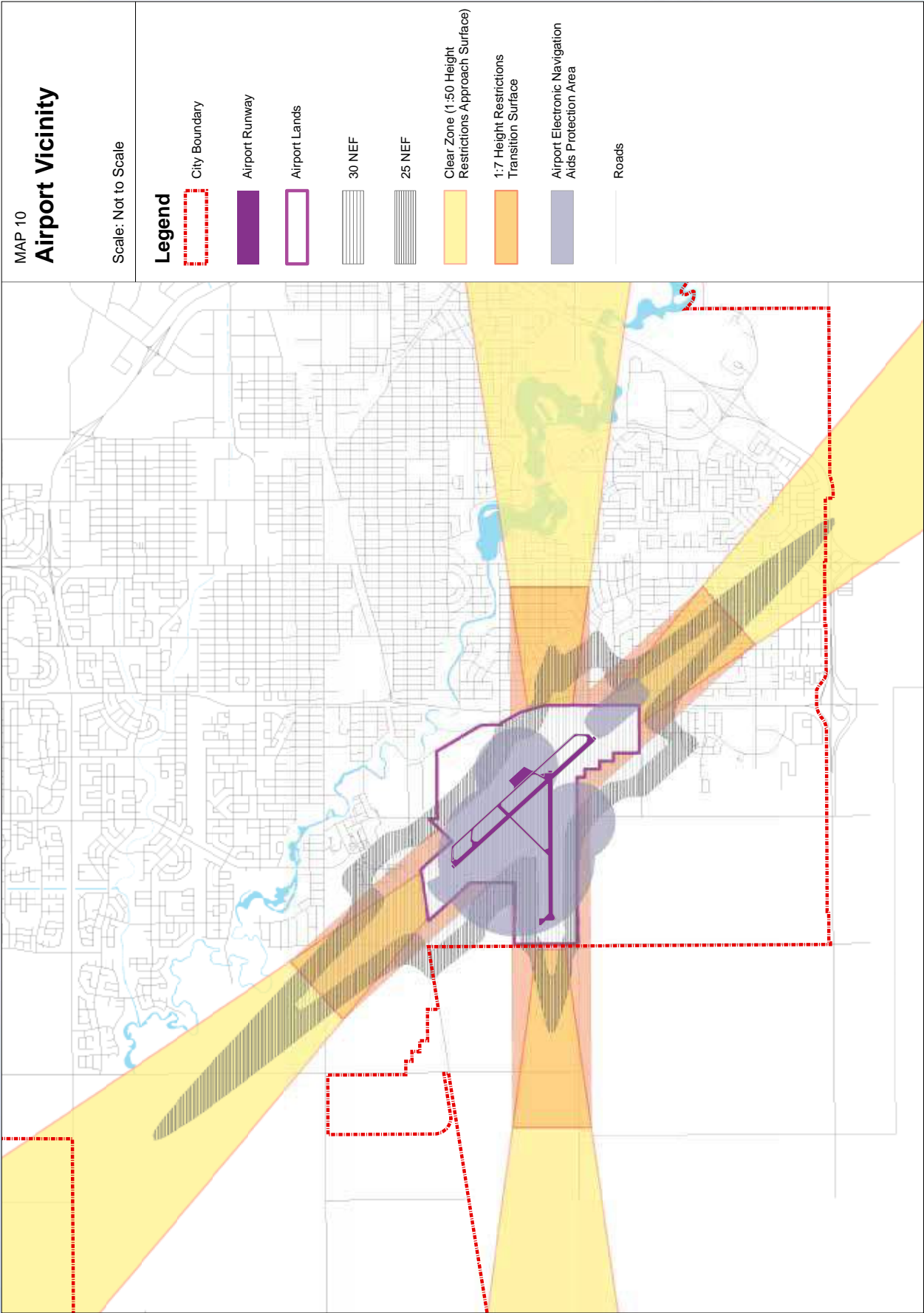
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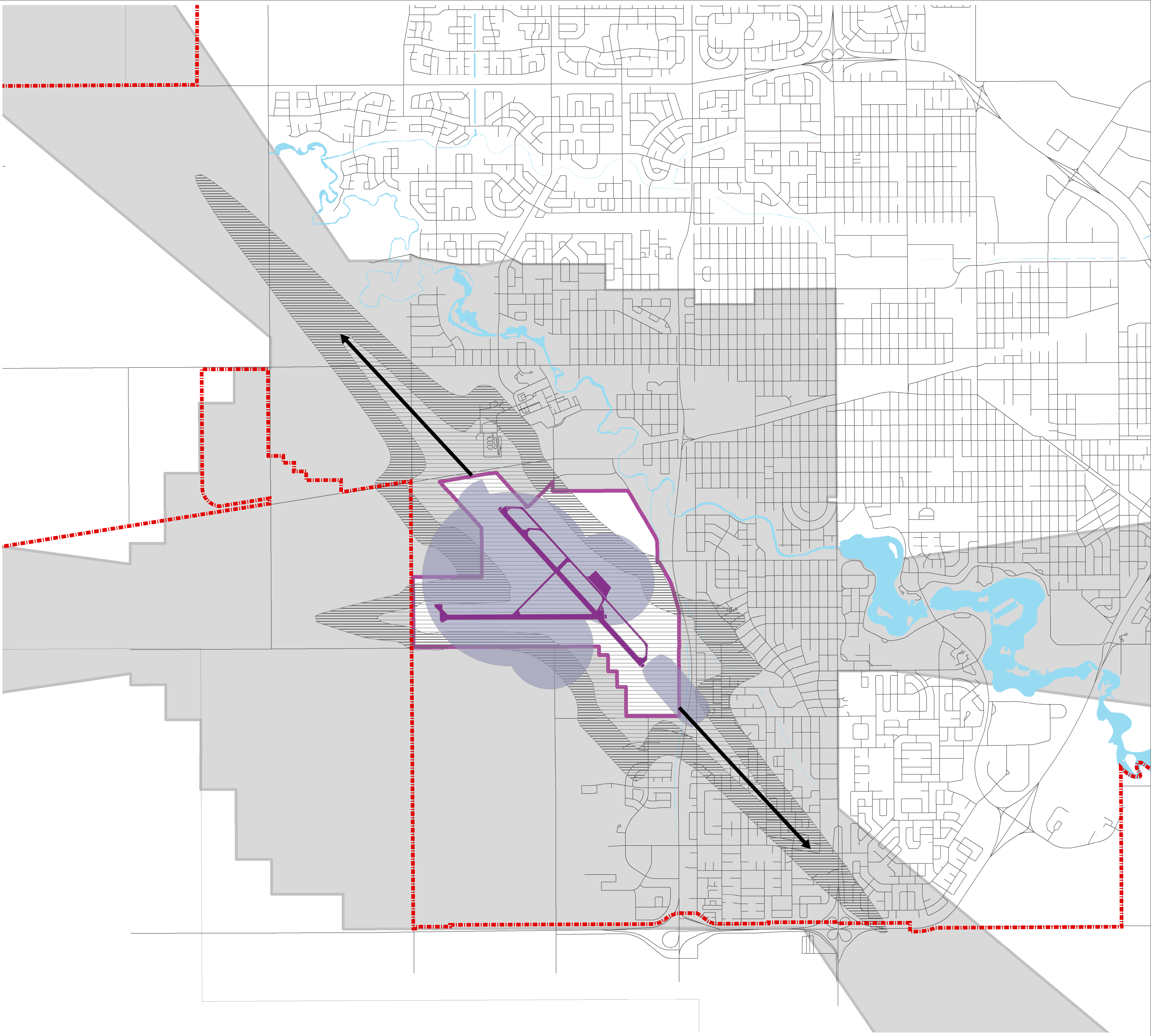
▭ City Boundary

▭ Joint Planning Area Perimeter

■ Aeronautical Protection Area








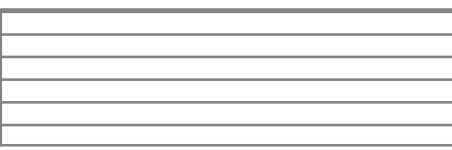

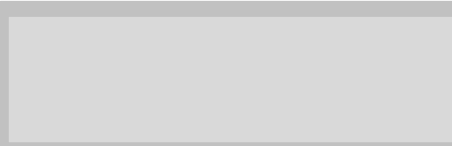





MAP 10

Airport Vicinity

Scale: Not to Scale

Legend

-  City Boundary
-  Airport Runway
-  Airport Lands
-  >30 NEF
-  >25 NEF
-  Aeronautical Protection Area
-  Airport Electronic Navigation Aids Protection Area
-  Roads
-  Future runway expansion direction. NEF boundaries subject to change

Zoning Bylaw Update - Industrial and Mixed-Use Zones

Date	April 7, 2021
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC21-34

RECOMMENDATION

Regina Planning Commission recommends that City Council:

1. Approve the amendments to *The Regina Zoning Bylaw, 2019* as directed by Appendix A of this report.
2. Instruct the City Solicitor to prepare the necessary bylaw to give effect to the recommendations, to be brought forward to the meeting of City Council following approval of the recommendations by Council and the required public notice.
3. Approve these recommendations at its meeting on April 14, 2021.

ISSUE

The Regina Zoning Bylaw, 2019-19 (Zoning Bylaw) came into effect on December 21, 2019 after receiving ministerial approval. At the August 26, 2019 meeting of City Council when the Zoning Bylaw was adopted, Administration committed to return to Council with an update on how the bylaw is performing after approximately one year of working with the new regulations.

In the first year of the bylaw, Administration brought forward two reports that have addressed administrative and housekeeping type amendments to improve the regulations, provide clarity and implementation. Staff will continue to monitor functionality of the bylaw with periodic reports to Council. This report goes beyond administrative and minor changes with a focus on improvements to the industrial and mixed-use zones to remove unnecessary barriers to development. The proposed amendments are provided for approval

in Appendix A.

IMPACTS

Policy/Strategic Impact

The recommendations of this report are consistent with the following policies from *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP):

- 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 tax-payers, and the sustainability of the city.*

The proposed amendments aim to remove barriers and create clear and consistent rules for developments and re-developments in industrial and mixed-use areas.

- Policy 7.24: *Within industrial areas, permit supporting services or amenities that complement industrial uses or cater to industrial employees or customers.*

Some regulations in the new Zoning Bylaw created unnecessary restrictions for local commercial services (e.g. retail, food & beverage) within industrial areas that were not present in the former bylaw. This is discussed in more detail in the discussion section of this report.

OTHER OPTIONS

Alternative options would be:

1. Approve the amendments in part by removing individual proposed amendments from the bylaw (amendments numbered separately in Appendix A to allow for ease of reference).
2. Refer the report back to Administration. Should City Council have specific concerns with the report and proposed amendments it may refer the report back to Administration and direct that it be reconsidered by Regina Planning Commission or brought directly back to Council following further review by Administration.
3. Deny the proposed amendments. This would impact economic development opportunities, especially in existing industrial and mixed-use areas of the city.

COMMUNICATIONS

Public notice of the public hearing to be conducted upon consideration of the proposed bylaw amendments will be given in accordance with *The Public Notice Policy Bylaw, 2020*. The proposed amendments and associated City Council meeting will be advertised on CityPage in the *Regina Leader-Post*, posted on the City's public notice board at City Hall and online at Regina.ca.

DISCUSSION

The primary driving force behind the project to develop a comprehensive new Zoning Bylaw for Regina was to align it with the City's new OCP – Design Regina. Overall Administration is confident that the new Zoning Bylaw is and will continue to deliver on the goals and policies of the OCP to move the city forward with respect to sustainable growth and development. With any comprehensive re-write of a complex bylaw such as the Zoning Bylaw, it was always anticipated that certain aspects of the bylaw may need to be monitored and amended in response to its performance or changes in development trends. Often the only way to identify issues with a new bylaw is to test the regulations. Since the bylaw came into effect, staff have received positive feedback about organization and readability. For instance, zones were consolidated, and each chapter effectively acts as a 'one-stop shop' for most of the regulations you will need to know about your property. Administration will continue to work on formatting and ease of use and identify improvements through subsequent administrative and housekeeping amendment reports.

Stakeholder Interviews

Planning staff have heard from a variety of industry stakeholders who regularly use the Zoning Bylaw that there are challenges with some of the industrial and mixed-use regulations. Administration decided to focus on these challenges as part of the one-year update on the performance of the Zoning Bylaw. A variety of stakeholders who frequently use the bylaw and those who staff knew were experiencing barriers were interviewed to form the recommendations of this report. Some themes emerged through stakeholder consultation as follows:

- The size thresholds in industrial zones that take a project from a permitted use to a discretionary use (needing Council approval) are too low. This is expanded further in the following section.
- There are too many uses that are discretionary under the bylaw that were permitted under the former *Zoning Bylaw 9250*.
- The required 100 metre separation distance from certain commercial services uses to residential in light industrial and industrial prestige zones prevents investment in existing areas and is more restrictive than the previous bylaw.
- New definitions and land use classifications are hard to understand.

Administration also considered, through the review of this report, specific requests from stakeholders about challenges they are having with certain properties and the regulations beyond the issues noted above.

Discretionary Use Thresholds

The new Zoning Bylaw established more thresholds than the previous bylaw. Thresholds in zoning mean that land uses are allowed in a zone, up to a certain size (e.g. height, gross floor area, etc.). For example, a land use may be permitted up to a maximum specified gross floor area, after which point the development requires City Council approval including a public review up to a higher gross floor area. In certain instances, in the bylaw there is a maximum limit of the discretionary requirements after which the use will be prohibited in the zone.

Many of the size thresholds were intentionally established lower than in the previous bylaw because the new bylaw was originally drafted with the expectation that certain low-impact discretionary uses would be delegated from Council down to Administration (the Development Officer) to approve. When the bylaw was brought forward to Council for consideration, Council had concerns and unanswered questions about how the delegation of authority would work so that aspect of the bylaw was removed from the final version, while at the same time the low thresholds were retained. Delegation of discretionary use approval to Administration will be considered in a subsequent report. Regardless of the outcome of that report, Administration believes now after utilizing the Bylaw for over a year that many thresholds, particularly in the industrial zones, are too low, which results in unnecessary discretionary use applications that could have otherwise simply gone through a development permit and building permit review with no related land use impacts or compatibility issues.

Various changes are presented in the proposed amendments to increase thresholds and remove the upper limits of discretionary use like what was found in the former bylaw. For example, 'Retail Trade, Shop', which includes a range of uses such as retail stores, bakeries, furniture store, etc. were either permitted or discretionary under the former bylaw with no size limit. Under the current bylaw 'Retail Trade, Shop' uses are permitted under 300 square metres and discretionary from 300 square metres to 1,000 square metres in the Industrial Light (IL) zone. There is value in having thresholds for certain uses to direct the scale of use to the most appropriate zone, but in the cases identified in Appendix A the low thresholds are not justified, will inhibit reinvestment and intensification of existing areas, and are unnecessary to achieve policy objects in the OCP. This is making it challenging for owners of older, existing multi-tenant buildings to reuse spaced in an efficient manner. In addition, the new regulations have created legally non-conforming business in these developments.

Industrial and Mixed-Use Zone Use Restrictions on Uses

Related to the above issue, Administration reviewed the industrial and mixed-use zones to determine if any uses should be permitted that were under the former bylaw and/or they are low impact uses that are appropriate in the zone and do not require City Council's discretion to approve. Numerous uses are proposed in Appendix A for consideration to take them from discretionary to permitted uses. Examples include 'Storage, Personal' (e.g. personal self-storage) and 'Institution, Training' (e.g. adult training centres) in the Industrial Prestige (IP) zone. These uses meet the intent of the zone to "gradually integrate low-intensity industrial development in suitable locations in or near neighbourhoods with a mix of uses."

Separation of Commercial Uses in Industrial Zones

Similar to how thresholds were established to restrict the size of certain uses, the new bylaw also introduced required separation distances for establishing commercial and quasi-commercial uses within industrial areas. The regulations require that uses like 'Retail Trade, Shop' and 'Wholesale Trade Outdoor' in the Industrial Light zone must be at least 100 metres or further from a lot zoned Residential or Mixed-Use. The rationale for these regulations was to align with the following OCP policies from Part A – Citywide Plan, Section D5: Land Use and Built Environment:

- Policy 7.21: Ensure an adequate supply of serviced industrial land to maintain a

diverse range of development opportunities.

- Policy 7.23: Protect industrial lands by avoiding re-designations of industrial areas, except where the City determines that a different land use is more beneficial.

The goal was to avoid situations where prime industrial lands might be used for non-industrial activities. This is likely more of a concern with respect to new industrial areas on the periphery of the city where employment lands might compete, to a certain degree, with other commercial/mixed-use areas on the periphery of the city. Staff heard from stakeholders that these regulations are creating non-conformities with existing sites in built up industrial areas of the city and are more restricted than they were under *Regina Zoning Bylaw 9250* because there are residential or mixed-use properties within 100 metres. An example of this is the Saskatchewan Drive corridor between Elphinstone Avenue and Albert Street on the south side of the street where properties are limited by their proximity to residential properties in north Cathedral. Upon further review, these areas are more of a transition Industrial area.

As noted in the Policy/Strategic Implications section of the report, the following policy required consideration:

- Policy 7.24: Within industrial areas, permit supporting services or amenities that complement industrial uses or cater to industrial employees or customers.

The proposed amendments have considered the above policies and are better aligned with Policy 7.24. Council would still have an opportunity to determine the suitability of the uses if they are higher intensity uses that exceed the defined thresholds in the bylaw as amended.

Residential as a Discretionary Use in the Mixed Large-Market Zone

Through the stakeholder interviews a comment was made that the City should consider contemplating stand-alone residential developments in the Mixed Large-Market (MLM) zone as a discretionary use where the site will integrate with an adjacent commercial/mixed-use development.

Currently the MLM zone allows for residential uses on the condition that they occur on the same site or within the same building as a commercial use with the intention that residential developments are integrated with commercial development. Policy encourages residential and mixed-use development in these locations, but this regulation ultimately impedes implementation of this policy because integrating commercial and residential on the same parcel or building is less suitable for some developments. In response, the Administration proposes to allow residential-only developments in the MLM zone as a discretionary use where context of the site can be evaluated based on planned or existing land uses. This will reduce a barrier for implementation of mixed-use development while ensuring the overall development policy is achieved.

Improvements to Definitions

Under the new bylaw, land uses were consolidated so there are fewer land use classes. Instead the Zoning Bylaw uses larger umbrella categories to define land uses based on impact, whereas the former *Regina Zoning Bylaw (9250)* defined many land uses. For example, the land use class of 'Industry, Light' captures many uses such as a machine

shop and glass cutting that were separate uses under the former bylaw. The downside to the new approach of consolidated land use classes is that some of the new terms are not immediately identifiable. The reader must refer to the definitions section of the bylaw (Chapter 2) to understand where their land use fits. Further, Administration has noted some inconsistencies with the definitions where certain uses should fall under another land use class or where a more specific land use should be regulated differently. For instance, Administration is recommending a specific land use for 'Retail Trade, Fuel Station' (i.e. gas bar/ station) whereas it currently falls into the same land use category as a vehicle repair shop. These two land uses may be appropriate in separate contexts, and therefore require separate definitions.

Administration did not undertake a comprehensive review of all definitions. One of the challenges for stakeholders that staff heard during the interviews is simply getting accustomed to new terms and a different organization of the bylaw. Administration will endeavour to continue educating users on how this bylaw functions. Select improvements are provided in Appendix A, while continual improvements will be brought forward in subsequent housekeeping and administrative amendments reports.

DECISION HISTORY

On August 26, 2019, City Council adopted *The Regina Zoning Bylaw, 2019* to replace the former *Regina Zoning Bylaw (9250)*. The Ministry of Government Relations subsequently approved *The Regina Zoning Bylaw, 2019* effective December 21, 2019.

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,



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

3/31/2021

Prepared by: Michael Cotcher, Senior City Planner

ATTACHMENTS

Appendix A - Proposed Amendments - Final RPC

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
1	Table 5A.T2, T2.1	IP	100 square metres threshold for outdoor space to trigger a discretionary use (DU) for 'Food & Beverage, Outdoor'.	Remove threshold in (a) from both permitted and discretionary columns.	There is a lack of rationale for this threshold. Retain land use regulation (b) as it speaks to transitional nature of zone.
2	Table 5A.T2, T2.2	IP	<p>'Retail Trade, Shop' and 'Wholesale Trade, Indoor' permitted up to 250 square metres per lot threshold. Upper limit of 1,000 square metres for discretionary approval.</p> <p>Regulation (2) about goods or materials needing to be produced, processed, serviced, altered on the lot to be sold on the lot.</p>	<p>Raise threshold to 3,000 square metres per unit.</p> <p>Remove land use specific reg (2)</p>	<p>Raising the threshold will remove barriers to development and still meet the intent of the zone as a transitional zone between industrial and non-industrial uses. The change is consistent with OCP policy 7.24 regarding complementary and supporting services in industrial areas.</p> <p>Everything is contained indoors as per land use regulation (1) so there is no need for the 100 metre (m) separation distance. Unnecessary to meet intent of limiting land use compatibility. Regulation (2) is difficult to enforce and implement regulation about goods/materials being produced etc. on the lot.</p>
3	Table 5A.T2, T2.3	IP	N/A	Move 'Institution, Humanitarian Service' and 'Institution, Training' to T2.6 where uses would be permitted; remove specific land use regulation (2)	Lower impact that are appropriate in the IP zone should be permitted. There is a lack of rationale to require discretionary approval. Land use specific regulation (2) is unnecessary.
4	Table 5A.T2, T2.5	IP	N/A	Move 'Storage, Personal' and 'Storage, Warehousing' to T2.6 (permitted)	There is no need for cap on size for the two uses. These are low impact uses

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
					and appropriate for the zone therefore they should be permitted.
5	Table 5A.T2, T2.6	IP	Permitted	Move various uses to this row as noted.	Low impact uses that are appropriate for the IP zone should be permitted.
6	Table 5A.T2, T2.7	IP		Delete row	There is no need to include an accessory use in this table as they are addressed in a separate section of the chapter.
7	Table 5A.T2, T2.8	IP	Various uses permitted up to 250 square metres; Discretionary at 250 – 1,000 square metres	Change threshold to 1,000 square metres per unit and remove upper limit. Land use specific reg. of 100 m separation distance should only apply to Food & Beverage, Lounge to make it discretionary when within proximity to residential or mixed-use lots (not outright prohibited)	Current threshold is not justified. Most of the uses, excluding 'Food and Beverage, Lounge' are transitional uses there is we need the separation to residential or mixed-use.
8	3B.1 & 3B.2	IL	Intent statement that wholesaling sold on site will be produced on site. Application statement that Industrial Light shall apply to lands that do not abut a residential or mixed-use lot.	Remove reference to products produced on site in 3B.1 (d). Change the application in 3B.2, (3)(a) – should only apply to new development.	There are existing situations where light industrial abuts residential or mixed-use lots. Light industrial regulations have other provisions to ensure compatibility with other uses. It is difficult to enforce and implement regulations about goods/materials being produced etc. on the lot.
9	Table 5B.T2, T2.1	IL	'Food & Beverage, Outdoor' permitted up to 100 square metres threshold of outdoor area to trigger a discretionary use.	Remove threshold in (a) from both permitted and discretionary.	No rationale for threshold. Keep (b) as it speaks to transitional nature of zone.

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
10	Table 5B.T2, T2.2	IL	Various uses permitted up to 300 square metres per lot; 300-1,000 square metres under discretionary use	Move Service Trade, Light to T2.7 (permitted) Remove separation distance (1) Remove upper cap of 1,000 square metres and make threshold 300 square metres per unit and above as discretionary	Service Trade, Light is an appropriate use for the IL zone. Retain other uses as there could be compatibility issues (e.g. Food & Beverage, Lounge could have compatibility issues with residential) Keep threshold to encourage uses in IP.
11	Table 5B.T2, T2.3	IL	'Retail Trade, Shop' and 'Wholesale Trade, Indoor' permitted up to 300 square metres; 300-1000 square metres discretionary.	Make threshold 3,000 square metres per unit. Remove all specific land use regulations.	Raising the threshold will remove barriers to development and still meet the intent of the zone as a transitional zone between industrial and non-industrial uses. The change is consistent with OCP policy 7.24 regarding complementary and supporting services in industrial areas. The regulations are unnecessary to meet intent limiting land use compatibility. Regulations for materials or goods to be made or produce on site to be sold on the lot are difficult to enforce and implement. Everything is contained indoors so there is no need for separation distance.
12	Table 5B.T2, T2.5	IL	'Institution, Training' and 'Retail Trade, Cannabis' permitted up to 300 square metres per lot; above threshold discretionary	Move 'Institution, Training' to T2.7 (permitted); Move 'Retail Trade, Cannabis' and associated land use specific regulations to T2.3	Institution, Training is an appropriate use in IL and likely services industrial clientele Cannabis retail should be included with other retail in the zone.

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
13	Table 5B.T2, T2.6	IL	Various uses and regulations – see Table 5B.T2	<p>Remove (a) from Permitted column and (b) from Discretionary column.</p> <p>Change any references to “Sensitive lot” to “Residential zoned lot”.</p> <p>Remove (b)(ii) from Permitted</p> <p>Delete (c) from Discretionary</p> <p>Create a separate use for ‘Retail Trade, Fuel Station’ and move to T2.7 (permitted).</p> <p>Change names (and in definitions) for Service Trade, Wash – Light & Heavy to ‘Service Trade, Light motor vehicle wash’ and ‘Service Trade, heavy motor vehicle wash’.</p> <p>Remove ‘Institutional, Health Care’</p> <p>Change wording of (1)(b) to match other zones (e.g. Table 4B.T2, T2.6)</p> <p>Move ‘Storage, Warehouse’ and ‘Industry, Laboratory’ to T2.7</p> <p>Add ‘Retail Trade, Motor Vehicle – Light’</p> <p>Add ‘Retail Trade, Motor Vehicle – Heavy’</p>	<p>Uses in T2.6 should only require discretionary approval when above 500 square metres AND abutting a residential lot</p> <p>Rationale outdoor/indoor provisions is applicable to certain types of ‘Service Trade, Motor Vehicle Heavy’ uses but not Gas Bars/ stations. Regulations were intended for repair shops (making discretionary if partially or entirely outdoors)</p> <p>Need to remove crematorium from definition of ‘Institution, Health Care’ (only reason it is in this zone) and include it in another use. Funeral homes and crematorium should be in a separate use and make them permitted in this zone and added to mixed-use zones (MLM and MH);</p> <p>Improvements to definitions</p> <p>‘Storage, Warehouse’ and ‘Industry, Laboratory’ are low impact uses that are appropriate in the zone and therefore should be permitted</p> <p>New definitions for vehicle sales to differentiate light vehicles versus heavy vehicles consistent with other uses</p>

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
14	Table 5B.T2, T2.7 Chapter 2, definitions	IL	N/A	<p>As per above move 'Storage, Warehouse' and 'Industry, Laboratory' to T2.7 – should be permitted.</p> <p>Add new land use/definition 'Assembly, Ceremonial' which includes funeral homes and crematorium.</p> <p>Create a separate use for 'Retail Trade, Fuel Station' and move to T2.7 (permitted).</p>	<p>Remove crematorium from definition of 'Institution, Health Care' (as this is the only reason it is found in this zone) and include in Put funeral homes and crematorium in a separate use and make them permitted in this zone and mixed-use zones (MLM and MH) – no need to have in this zone otherwise; intended for repair shops)</p> <p>New bylaw more restrictive for industrial zones so consider 9250 approach for some uses.</p> <p>Rationale outdoor/indoor provisions is applicable to certain types of 'Service Trade, Motor Vehicle Heavy' uses but not Gas Bars/ stations. Regulations were intended for repair shops (making discretionary if partially or entirely outdoors).</p>
15	Table 5B.T2, T2.8	IL	Uses are missing an indication if they are permitted or discretionary.	<p>Add discretionary for uses.</p> <p>Reinstate land use specific regulation (1)</p> <p>Move 'Retail Trade, Outdoor Lot' and 'Wholesale Trade, Outdoor' to T2.6</p>	<p>Correct errors in the table. Land use specific regulation (1) was mistakenly repealed when it should have been repeal land use regulation (2)</p> <p>Uses noted should be permissive up to a certain threshold.</p>
16	Table 5B.T2, T2.9	IL	'Transportation, Parking Stand' permitted if fewer than 6 stalls per lot	Move 'Transportation, Parking Stand' to T2.6	Uses noted should be permissive up to a certain threshold and when in proximity to residential zoned lots.

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
17	Table 5B.T2, T2.11	IL	'Storage, Outdoor' permitted up to 500 square metres per lot and when not abutting a Sensitive Lot. Discretionary otherwise	Move to T2.6	Same rationale as other outdoor uses – potential concern only if abutting a residential lot and at a certain intensity (e.g. over 500 square metres)
18	5C.1 (b)	IH	(b) notes "retailing and wholesaling in conjunction with products that are produce on-site"	Delete wording about being produced on site.	Regulates to a finer level of detail than necessary and is difficult to enforce.
19	Table 5C.T2, T2.2	IH	'Retail Trade, Shop' and 'Wholesale Trade, Indoor' permitted if less than 500 square metres (per lot) and discretionary between 500 square metres and 1,000 square metres, per lot.	Remove cap (leave threshold of 500 square metres but per unit instead of lot) Remove land use specific regulation (1) Move 'Wholesale Trade, Indoor' to T2.5 (permitted)	(1) Regulates to a finer/unnecessary level of detail (requires changing the intent statements of the zone) Lack of rationale for upper cap but 500 square metres per lot to be retained to avoid overuse of IH zone of uses that are better suited in IP and IL.
20	Table 5C.T2, T2.3	IH	'Institution, Health Care' and 'Institution, Training' permitted up to 1,000 square metres per lot.	Remove 'Institution, Health Care' and replace with new use "Assembly, Ceremonial" – move to T2.5 (permitted) Move 'Institution, Training' to T2.5 (permitted)	There is no need to have 'Institution, Health Care' captured in this zone after definition is amended to remove crematoriums and funeral homes into a separate land use class/definition. 'Institution, Training' is appropriate in IL and likely services industrial clientele.
21	Table 5C.T2, T2.4	IH	Various uses permitted if entirely outdoors and	Move uses and land use specific regulation (1) to T2.5 (permitted).	The requirement for indoor/outdoor does not make sense for these uses.

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
			discretionary if partially or entirely outdoors.		
22	Table 5C.T2, T2.5	IH	Various uses that are permitted in IH	Move 'Storage, Personal' to this row. Add "Retail Trade, Motor Vehicle – Heavy" to this row.	This is a low impact use that is compatible with other uses in the zone.
	Table 5C.T2, T2.7	IH	Various uses that are discretionary in the zone with several land use specific regulations	Move uses and land use specific regulations (1) through (3) to T2.5 (permitted) except 'Institution, Day Care' Amend (1) to remove text after "Residential"	Requiring goods/materials to be made on-site to be sold on-site regulates to a finer/unnecessary level of detail. There is only a potential conflict with residential so other noted uses can be removed from needing separation (Mixed-Use and IL – Industrial Light).
23	Table 5C.T2, T2.8	IH	N/A	Remove 'Service Trade, Body Rub Establishment'	Error – included in 2.9 as permitted
24	Table 4A.T2.1, T2.1	ML	'Food & Beverage, Outdoor' and 'Retail Trade, Outdoor Display' are permitted up to 50 square metres for dedicated outdoor area and discretionary up to 1,000 square metres per unit	Remove discretionary use based on size thresholds.	'Food & Beverage, Outdoor' (i.e. outdoor eating areas), and 'Retail Trade, Outdoor Display' (i.e. seasonal garden centres) may be of concern if they are abutting residential, not necessarily on size. These uses would still be discretionary if abutting a residential use at the side or rear yard. An appropriate size would be determined through the approval process.
25	Table 4A.T2, T2.2	ML	Range of land uses are permitted up to 300 square metres and discretionary up to 1,000 square metres	Remove the upper floor area limit of discretionary use.	The appropriate maximum size would be determined through the discretionary use process, which may vary depending on context of each application.

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
26	Table 4A.T2, T2.3	ML	Assembly Community/ Recreation/ Religious floor area requirements include the “dedicated outdoor area”	Remove reference to “dedicated outdoor area”	Dedicated outdoor area may include a basketball court or outdoor play area. Such areas for these uses are difficult to precisely define and usually would not add to the intensity and impact of the use.
27	Table 4A.T2, T2.6	ML	‘Service Trade, Accommodation’ is a permitted use	Move ‘Service Trade, Accommodation’ as a discretionary use (sec 2.7)	‘Service Trade, Accommodation’ (i.e. Hotel) may not be appropriate to some ML locations and may conflict with the intent of zone to accommodate local markets
28	Table 4A.T2, T2.6	ML	‘Transportation, Parking Structure’ is a permitted use	Move ‘Transportation, Parking Structure’ to discretionary use (sec. 2.7)	‘Transportation, Parking Structure’ may not be appropriate as a principle use in some ML locations and may conflict with the intent of zone to accommodate local markets.
29	Table 4A.T2, T2.8	ML	‘Agriculture, Animal Support’ is discretionary if greater than 1,000 square metres per lot	Move ‘Agriculture, Animal Support’ to discretionary if greater than 300 square metres.	This use is not typical of the ML Zone and should be limited in scale through discretionary use, similar to other comparable uses in the zone.
30	Table 4B.T2, T2.1	MH	‘Food & Beverage, Outdoor’ and ‘Retail Trade, Outdoor Display’ are permitted up to 100 square metres and discretionary up to 5,000 square metres outside an Urban Centre or Corridor and discretionary (unlimited) if inside an urban corridor.	Remove discretionary use based on size thresholds.	This amendment simplifies the regulation to potential residential land use compatibility issues. Size thresholds are unlikely to achieve policy objectives with respect to urban corridors and centres. Discretionary approval will still be required where abutting residential.

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
31	Table 4B.T2, T2.1	MH	<p>'Retail Trade, Outdoor Lot' is a discretionary use if dedicated outdoor area is 300 square metres and accessory to a principle use;</p> <p>Discretionary where outside of Urban Centre or Corridor and greater than 300 square metres but limited to 5,000 square metres; or</p> <p>Inside an Urban Centre or Corridor the land use is discretionary (unlimited) after 300 square metres</p>	Remove 'Retail Trade, Outdoor Lot' from the ML Zone and replace with 'Retail Trade, Motor Vehicle – Light', permitted up to 1,000 square metres including dedicated outdoor area, and discretionary above.	<p>Car sales lot are a distinct land use from other outdoor sales from other outdoor sales, which may include landscape materials, building materials, tractors, which are not appropriate for this zone.</p> <p>Discretionary use size threshold is maintained to ensure proposed use is evaluated for land use compatibility.</p>
32	Table 4B.T2, T2.3	MH	'Food & Beverage, Catering', 'Institution, Humanitarian Service', 'Institution, Training', 'Service Trade, Light', 'Service Trade, Personal' are permitted up to 300 square metres and discretionary up to 600 square metres	Remove these uses from this line to allow as a permitted use.	These are uses with not off-site impacts, usually limited in scale by nature, and are appropriate for this higher intensity mixed use zone.

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
33	Table 4B.T2, T2.3	MH	'Agriculture, Indoor', 'Industry, Artistic', 'Industry, Food & Beverage', 'Industry, Salvaging – Light' are permitted up to 300 square metres and discretionary up to 600 metres square.	Maintain the discretionary use threshold at 300 square metres, but remove the 600 square metre upper limit cap.	These uses are generally higher intensity, with potential off-site impacts and should be limited in scale but evaluated through a discretionary use process to assess the context of the application.
34	Table 4B.T2, T2.4	MH	'Retail Trade, Shop' is permitted up to 3,000 square metres per unit if outside an Urban Centre or Corridor and discretionary up to 6,000 square metres if inside an Urban Centre or Corridor per unit. The maximum amount of Retail per lot is limited to 10,000 square metres.	Maintain the existing discretionary use thresholds but remove the upper limit caps.	Policy intent of allowing large format retail in certain locations will be determined at the time of discretionary use rather than pre-determined through the Zoning Bylaw.
35	Table 4B.T2, T2.7	MH	'Service Trade, Heavy' is permitted up to 300 square metres and discretionary above.	Maintain discretionary use threshold at 300 square metres, but remove the upper floor area limit.	Appropriate size will be determined through the discretionary use process. This use includes repair of appliance, machinery, excluding automobiles.
36	Table 4B.T2, T2.7	MH	'Service Trade, Motor Vehicle – Light' is permitted up to 300 square metres and discretionary above.	Permit 'Service Trade, Motor Vehicle - Light' up to 500 square metres and discretionary above	Vehicle repair shops are common throughout the MH zone and are appropriately located. Increasing the threshold to 500 will allow for commonly sized establishments at as a permitted use and further

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
					consideration as a discretionary use above this threshold.
37	Table 4B.T2, T2.7	MH	Gas stations are currently considered under the 'Service Trade, Motor vehicle – Light' definition and permitted up to 300 square metres.	Add 'Retail Trade, Fuel Station' as a permitted use, subject to environmental regulations.	This is a consequential amendment of creating a separate land use for 'Retail Trade, Fuel Station' (i.e. Gas Bar/Station)
37a	Table 4B.T2, T2.9	MH	Food and Beverage, Restaurant is discretionary if greater than 500 square metres and adjoins a residential lot and discretionary if otherwise	Move this land use to the permitted category.	This land use is typical and accepted of properties in the MH Zone. Size is typically limited by nature of the business.
38	Table 4B.T2, T2.10	MH	'Service Trade, Clinic' is permitted up to 500 square metres and discretionary up to 1,000 square metres	Allow 'Service Trade, Clinic' as a permitted use.	'Service Trade, Clinic' (i.e. medical clinics) are naturally limited in size are commonly drawn to major corridors. They typically do not have off-site impacts.
39	Table 4B.T2, T2.10	MH	'Industry, Laboratory' is permitted up to 500 square metres and discretionary up to 1,000 square metres	Remove the upper limit of discretionary use for this land use.	Appropriate maximum size will be determined through the discretionary use process.
40	Table 4B.T2, T2.14	MH	Assembly Community/ Recreation/Religious permitted up to up to 3,000 square metres	Add 'Assembly, Ceremonial' as a use to this row. References to "dedicated outdoor area" as these areas are not necessary to regulate.	This is a consequential change of creating a separate land use for 'Assembly, Ceremonial' (i.e. funeral homes).

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
41	Table 4B.T2, T2.15	MH	Retail Trade, Cannabis is permitted up to 100 square metres and discretionary above this, subject to separation distance requirements.	Retail Trade, Cannabis will be permitted.	This use will naturally be limited by floor area by nature and therefore a discretionary use is not necessary to evaluate impacts. The separation distance requirements will be maintained.
42	Table 4C.T2, T2.1	MLM	'Food & Beverage, Outdoor' and 'Retail Trade, Outdoor Display' are permitted up to 100 square metres and discretionary up to 5,000 square metres outside an Urban Centre or Corridor and discretionary (unlimited) if inside an urban corridor.	These uses will be permitted.	Outdoor areas were unregulated in the previous bylaw in these areas and no concerns were noted. The discretionary use is not necessary to achieve a policy outcome.
43	Table 4C.T2, T2.3	MLM	Service Trade Clinic, Service Trade, Light, and Service Trade Personal are permitted up to 600 square metres and discretionary use above that.	Remove these uses from this line to allow as a permitted use.	Service Trade, Clinic (i.e. medical clinics), Light, and Personal are naturally limited in size are commonly drawn to major corridors. They typically do not have off-site impacts.
43a	Table 4C.T2, T2.3	MLM	None	Add Service Trade Heavy to this row to be allowed as a permitted use up to 600 square metres and discretionary if greater than 600	This is a quasi-industrial use and should be regulated like other similar uses in the zone. Currently this use is permitted up to 750 and discretionary if above.

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
44	Table 4C.T2, T2.3	MLM	'Wholesale Trade, Indoor' is permitted up to 600 square metres and discretionary above that.	Remove this use from the MLM Zone.	'Wholesale Trade' is an industrial use and should be directed toward these areas.
45	Table 4C.T2, T2.4	MLM	'Retail Trade, Shop' is permitted up to 3,000 square metres per unit if outside an Urban Centre or Corridor and discretionary up to 6,000 square metres if inside an Urban Centre or Corridor per unit.	Maintain the existing discretionary use thresholds but remove the upper limit caps.	Policy intent of allowing large format retail in certain locations will be determined at the time of discretionary use rather than pre-determined through the Zoning Bylaw.
46	Table 4C.T2, T2.6	MLM	'Retail Trade, Cannabis' is permitted up to 300 square metres and discretionary above this, subject to separation distance requirements.	'Retail Trade, Cannabis' will be permitted.	This use will naturally be limited by floor area by nature and therefore a discretionary use is not necessary to evaluate impacts. The separation distance requirements will be maintained.
47	Table 4C.T2, T2.9	MLM	'Industry, Light' is permitted up to 300 square metres and discretionary up to 600 square metres, subject to specific accessory use regulations.	Remove this provision.	This provision is redundant to general accessory use provisions elsewhere in the bylaw.
48	Table 4C.T2, T2.10	MLM	'Retail Trade, Outdoor Lot' and 'Storage, Outdoors' are discretionary uses if dedicated outdoor area	Remove 'Retail Trade, Outdoor Lot' from the MLM Zone and replace with 'Retail Trade, Motor Vehicle - Light', permitted up to 1,000 square metres including	Car sales lot are a distinct land use from other outdoor sales types, which may include landscape materials, building materials, tractors, which are not appropriate for this zone.

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
			<p>is 500 square metres or greater and accessory to a principle use;</p> <p>Discretionary where outside of Urban Centre or Corridor and greater than 300 square metres but limited to 5000 square metres; or</p> <p>Inside an Urban Centre or Corridor the land use is discretionary (unlimited) after 300 square metres</p>	<p>dedicated outdoor area, and discretionary above.</p> <p>Remove 'Storage, Outdoors' from land use</p>	<p>Discretionary use size threshold is maintained to ensure proposed use is evaluated for land use compatibility.</p> <p>'Storage, Outdoors' may still be allowable as an accessory use, subject to the general provisions.</p>
49	Table 4C.T2, T2.11	MLM	'Storage, Personal' is permitted up to 750 square metres and discretionary above. It must also be accessory to a principle use.	Remove requirement that the use be accessory to a principle use.	Personal storage facilities are typically not accessory to a principle use.
50	Table 4C.T2, T2.12	MLM	'Storage, Warehousing' is permitted if less than 750 square metres and discretionary above.	Remove 'Storage, Warehousing' from this zone.	'Storage, Warehousing' is intended to only be allowed as an accessory use in this zone.
51	Table 4CT2, T2.12	MLM	Gas stations are currently considered under the 'Service Trade, Motor Vehicle - Light' definition and permitted up to 750	Add 'Retail Trade, Fuel Station' as a permitted use, subject to environmental regulations.	This is a consequential amendment of creating a separate land use for 'Retail Trade, Fuel Station' (i.e. Gas Station)

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
			square metres. They are discretionary if within 75 metres of a dwelling		
52	Table 4CT2, T2.14	MLM	Assembly Community/ Recreation/ Religious are permitted up to 3000 square metres and discretionary above that threshold. This includes the dedicated outdoor area.	Add 'Assembly, Ceremonial' as a use to this row, which would permit up to 3000 square metres. Remove References to "dedicated outdoor area" as these areas are not necessary to regulate.	Regulating is outdoor areas by size is not a meaningful regulation for these land uses. Addition of 'Assembly, Ceremonial' is consequential to creating a separate land use to accommodate funeral homes.
53	Table 4C.T2, T2.15	MLM	Dwelling Units are allowed in this zone as a permitted use only if on the same site or building as an allowable use (i.e. commercial use)	Allow as a discretionary use a dwelling unit if not on the same site as allowable use, subject to the building being integrated and compatible amongst a mixed-use environment.	Requiring mixed-use buildings and sites is a barrier to implementation of encouraging mixed-use environments, especially in Urban Centres and corridors. The discretionary use application will allow the context to be evaluated to ensure that there is a planned or existing mixed-use environment.
54	4D.T2, T2.1	OA	'Food & Beverage Outdoor' and 'Retail Trade, Outdoor Display' are permitted up to 100 square metres and discretionary up to 5000 square metres outside an Urban Centre or Corridor and discretionary	Remove discretionary use based on size thresholds.	These uses are not necessary to regulate by size. Discretionary use will only be required if they are located abutting a residential zone.

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
			(unlimited) if inside an urban corridor.		
54a	Table 6A.T2.6	DCD-D	Dwelling Units are Permitted, but required be no greater than four units in one building if on a lot fronting Angus Street or Osler Street; and are only permitted in buildings with a minimum of five units if outside these areas.	Remove these regulations.	These regulations are unnecessarily restrictive. They will prevent unit conversions of commercial spaces into residential uses and residential development on fringes of the Downtown when housing incentive policy encourages it.
55	Table 6D.T2, T2.1	DCD-SD	None	Add 'Retail Trade, Motor Vehicle – Light' to list of permitted uses	This is consequential to adding a new definition to accommodate car sales lots.
56	Table 6E.T2(a), T2(a).3	DCD-CS	None	Add 'Assembly, Ceremonial' to list of allowable uses, permitted and discretionary, subject to conditions.	This amendment is consequential to adding a new definition to accommodate funeral homes.
57	Table 6E.T2(b), T2(b).3	DCD-CS	None	Add 'Assembly, Ceremonial' to list of allowable uses, permitted at 500 and discretionary above.	This amendment is consequential to adding a new definition to accommodate funeral homes.
58	Table 6E.T2(c), T2(c).2	DCD-CS	None	Add 'Assembly, Ceremonial' to list of allowable uses, permitted and discretionary uses, subject to conditions.	This amendment is consequential to adding a new definition to accommodate funeral homes.
59	Table 6E.T2(d), T2(d).2	DCD-CS	'Institution, Health Care' is permitted and discretionary in this zone	Remove 'Institution, Health Care' Add 'Assembly, Ceremonial'	This amendment is consequential to creating a definition to accommodate funeral homes, and clarifying that health care institutions (hospitals) are a separate use.
60	Table 6E.T2(e), T2(e).5	DCD-CS	'Institution, Health Care' is permitted and discretionary in this zone	Remove 'Institution, Health Care' Add 'Assembly, Ceremonial'	This amendment is consequential to creating a definition to accommodate funeral homes, and clarifying that

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
					health care institutions (hospitals) are a separate use.
61	Part 2B - Definitions		<p>“Institution, Health Care” – means a land use where:</p> <p>(a) patients may receive or be admitted for on-site health care and/or medical treatment by accredited professional and both in-patient and out-patient activities are permitted;</p> <p>(b)bodies are temporarily kept or tended to for autopsy, identification, scientific or educational inquiry, coroner activities or for preparation for a funeral, cremation or burial ;or</p> <p>(c)bodies are cremated according to federal and provincial laws and regulations</p>	<p>“Institution, Health Care” – means a land use where:</p> <p>(a) patients may receive or be admitted for on-site health care and/or medical treatment by accredited professional and both in-patient and out-patient activities are permitted;</p> <p>(b)bodies are temporarily kept or tended to for autopsy, identification, scientific or educational inquiry, coroner activities-</p>	This amendment is a result of creating a separate definition for Assembly, Ceremonial, which includes funeral services.
62	Part 2B - Definitions		None	<p>“Retail Trade, Motor Vehicle – Light” means an indoor or outdoor land use intended for sale, lease, or rental of light motor vehicles, accessories, and similar sized vehicles.</p>	This land use is necessary to distinguish and regulate between other outdoor retail types, such as construction and landscape material sales, and vehicle sales.

Number	ZBL Ref	Zone	Existing Regulation	Proposed Regulation	Rationale
63	Part 2B - Definitions		None.	“Retail Trade, Motor Vehicle – Heavy” means an indoor or outdoor land use intended for sale, lease, or rental of heavy motor vehicles and motor vehicle accessories	This land use is necessary to regulate the difference between common vehicles and large (heavy) vehicles, which will be more permissibly accommodated in industrial zones.
64	Part 2B - Definitions		None	“Assembly, Ceremonial” means a land use where: (a) members of the general public may gather for funeral ceremonies; (b) arrange preparation for bodily remains of a person; or (c) bodies are prepared for burial or are cremated.	This land use is created to remove funeral preparation activity from ‘Institution, Health Care’, which principally accommodates hospitals.
65	Part 2B - Definitions		None.	“Retail Trade, Fuel Station” means a land use primarily intended for the sale of fuel for Motor Vehicles, Heavy, and/or Light.	This land use definition is created to recognize that ‘Service Trade, Vehicle – Light’ is a separate and distinct land use from a common gas station.
66	Part 2B - Definitions		“Retail Trade, Outdoor” means an outdoor land use intended for the sale or lease lumber, construction motor vehicles and motor vehicle accessories. Excludes “Retail Trade, Adult; Retail Trade Motor Vehicle- Light; Retail Trade, Motor Vehicle – Heavy.	“Retail Trade, Outdoor” means an outdoor land use intended for the sale lumber, or construction materials. Excludes Retail Trade, Adult; Retail Trade Motor Vehicle- Light; Retail Trade, Motor Vehicle – Heavy.	This amendment is a consequence to creation of separate land uses for Retail Trade, Motor Vehicle Heavy, and Light (i.e. car sales lots).