



Regina Planning Commission

**Tuesday, April 12, 2022
4:00 PM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

**Revised Public Agenda
Regina Planning Commission
Tuesday, April 12, 2022**

Approval of Public Agenda**Adoption of Minutes**

Minutes of the meeting held on March 8, 2022.

Administration Reports

RPC22-12 Discretionary Use Application - 3585 Evans Court (PL202100190)

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for the proposed “Building, Planned Group” and “Building Stacked” land use with the proposed height of 18.67 meters at 3585 Evans Court, Blk/Par C-Plan 101931780 Ext 4, 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 and A-3.4, prepared by Allan Duddridge Architect Ltd. and dated January 21, 2022.
 - b) Except as otherwise specified in this approval, the development shall comply with all applicable standards and regulations in *The Regina Zoning Bylaw, 2019*.
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.
3. Approve these recommendations at its meeting on April 20, 2022, following the required public notice.



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- RPC22-16 Mark and Linda McFie: Coopertown Phase 1 RPC22-13
- RPC22-17 Paul Viala: Zoning Bylaw Amendment Application PL202100218 – Coopertown Phase 1 RPC22-13
- RPC22-18 Julie Derby and Todd Walter: Coopertown Phase 1 – RPC22-13 - Coopertown (Phase 1)
- RPC22-19 Audrey Hoeving: Coopertown Phase I
- RPC22-20 Dean Schmiedge: Noise and Traffic on 9th Avenue North
- RPC22-21 Wendy Walter: Zoning Bylaw Amendment Application (PL202100218) Coopertown Phase 1 RPC22-13
- RPC22-22 Warwick Hall Developments Ltd: 3585 Evans Court
- RPC22-23 Dream Development: Zoning Bylaw Amendment - PL202100218 – 500 N Courtney Street (Coopertown Phase 1)
- RPC22-24 Brett Hoeving: Coopertown Phase 1
- RPC22-13 Zoning Bylaw Amendment - PL202100218 – 500 N Courtney Street (Coopertown Phase 1)

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the application to rezone portions of lands from Coopertown Phase 1, being part of SE 04-18-20-2 Ext 4, located within the Coopertown Concept Plan, as shown in Appendix A-1, from UH - Urban Holding Zone to as follows:
 - a. RU - Residential Urban Zone – Parts of Proposed Blocks 1, 2, 3, 4, 6, and 7;
 - b. RL - Residential Low-Rise Zone - Parts of Proposed Blocks 1, 6, 7, and A;
 - c. RH – Residential High-Rise Zone- Proposed Block B;
 - c. PS - Public Service Zone - Proposed MR1 and MB1; and
 - d. LA - Lane Access Overlay Zone – Parts of Proposed Blocks 1, 2, 3, and 4.
2. 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 these recommendations and the



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required public notice.

2. Approve these recommendations at its meeting on April 20, 2022.

RPC22-14 Zoning Bylaw, 2019 – Housekeeping and Administrative Amendments

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the amendments to *The Regina Zoning Bylaw, 2019*, as directed by Appendix A-1 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 20, 2022.

RPC22-15 Review of Minimum Parking Requirements

Recommendation

Regina Planning Commission recommends that City Council:

Remove CR21-4 - Zoning Bylaw Amendments, Housekeeping and Administrative from the List of Outstanding Items for City Council at its meeting on April 20, 2022.

Adjournment

AT REGINA, SASKATCHEWAN, TUESDAY, MARCH 8, 2022

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
John Aston (Videoconference)
Frank Bojkovsky (Videoconference)
Biplob Das (Videoconference)
Adrienne Hagen (Videoconference)
Cheri Moreau (Videoconference)
Kathleen Wilson
Celeste York (Videoconference)

Regrets: Councillor Shanon Zachidniak
Tak Pham

Also in Attendance: Council Officer, Elaine Gohlke
Legal Counsel, Cheryl Willoughby
A/Executive Director, City Planning & Community Development,
Deborah Bryden
Director, Planning & Development Services, Autumn Dawson
Senior City Planner, Ben Mario
Historical Information & Preservation Supervisor, Dana Turgeon

(The meeting commenced in the absence of John Aston.)

APPROVAL OF PUBLIC AGENDA

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

ADOPTION OF MINUTES

Kathleen Wilson moved, AND IT WAS RESOLVED, that the minutes for the meeting held on February 8, 2022 be adopted, as circulated.

ADMINISTRATION REPORTS

RPC22-6 Zoning Bylaw Amendment - The Towns, Phase 2 - PL202100202

Recommendation

The Regina Planning Commission recommends that City Council:

1. Approve the application to rezone portions of lands located at 3000 Woodland Grove Drive, Part of SW 14-17-19-2 Ext 15 and Part of NW 14-17-19-2 Ext 35, within the Towns Concept Plan, as shown in Appendix A-1 as follows:
 - a. Blocks 36, 37, and a portion of Block 38 from UH – Urban Holding Zone to RU – Residential Urban Zone
 - b. Parcel L from UH – Urban Holding Zone to RH – Residential High-Rise Zone
 - c. Parcels J4 and J5 from UH – Urban Holding Zone to ML – Mixed Low-Rise Zone
 - d. Parcels W5 and W6 from UH – Urban Holding Zone to PS – Public Service Zone
2. 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 the required public notice.
3. Approve these recommendations at its meeting on March 16, 2022.

Cathy Lawrence, representing Terra Developments, Regina, addressed the Commission:

(John Aston joined the meeting.)

Councillor Terina Shaw moved that the recommendation contained in the report be concurred in.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Shaw
IN FAVOUR:	Councillors: Shaw and Findura Commission members: Aston, Bojkovsky, Das, Hagen, Moreau, Wilson, York
ABSENT:	Pham, Zachidniak

RPC22-7 Proposed Concept Plan & Zoning Bylaw Amendment - Part of 3000 Woodland Grove Drive - PL202100206 & PL202100204

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the application to amend the Towns Concept Plan by redesignating the land uses (low density to medium density residential and medium density to low density residential) within the area identified as the subject property and adopt the amended Concept Plan as set out in Appendix A-3.
2. Approve the application to rezone portions of lands from the Towns Phase 2, being part of NW 14-17-19-2 Ext 35 and SW 14-17-19-2 Ext 15, located within the Towns Concept Plan from UH - Urban Holding Zone to:
 - a. RU – Residential Urban Zone – Parts of proposed block 38, 40, 41, 42 and 43;
 - b. RL - Residential Low-Rise Zone – Proposed Block 39, 44 and Parts of proposed block 40, 4, 42 and 43; and
 - c.LA - Lane Access Overlay Zone to parts of Block 40 and 43.
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 these recommendations and the required public notice.
4. Approve these recommendations at its meeting on March 16, 2022, following the required public notice.

Cathy Lawrence, representing Terra Developments, Regina, addressed the Commission:

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

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Frank Bojkovsky
IN FAVOUR:	Councillors: Shaw and Findura Commission members: Aston, Bojkovsky, Das, Hagen, Moreau, Wilson, York
ABSENT:	Pham, Zachidniak

RPC22-8 Discretionary Use Application - 3810 Chuka Boulevard - PL202100166

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the Discretionary Use application for the proposed development of an “Accessory Drive-Through” land use restaurant on the property at 3810 Chuka Boulevard (Previously 4401 E Green Falls Drive), Blk/Par P-Plan 102144305 Ext 1, 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 and A-3.3, prepared by Dillon Consulting and dated February 9, 2022.
 - b) Aesthetic screening shall be provided along the shared property line with Parcel P5 in accordance with *The Regina Zoning Bylaw, 2019* requirements. This condition may be waived by the Development Officer if a non-residential development on Parcel P5 is approved.
 - c) Except as otherwise specified in this approval, the development shall comply with all applicable standards and regulations in *The Regina Zoning Bylaw, 2019*.
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.
3. Approve these recommendations at its meeting on March 16, 2022, following the required public notice.

The following addressed the Commission:

- Jeff Balon, Balon Consulting Corp., Saskatoon;
- Kevin Reese, Karina Developments and the Greens on Gardner development, Regina; and
- Mike DiStasi, applicant, and Kaitlyn Brown, consultant, Regina.

Councillor Terina Shaw moved that the recommendation contained in the report be concurred in.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Terina Shaw
IN FAVOUR:	Councillors: Shaw and Findura Commission members: Aston, Bojkovsky, Das, Hagen, Moreau, Wilson, York
ABSENT:	Pham, Zachidniak

RPC22-9 Discretionary Use Application - 2723 Narcisse Drive - PL202100155

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve the Discretionary Use application for the proposed development of "Building, Row- Planned Group" located at 2723 Narcisse Drive, being Parcel R1, Plan 102257030 in the Hawkstone 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-3.1 to A-3.8, inclusive, prepared by North Ridge Development, dated December 3, 2021.
 - b) Except as otherwise specified in this approval, the development shall comply with all applicable standards and regulations in *The Regina Zoning Bylaw, 2019*.
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.
3. Approve these recommendations at its meeting on March 16, 2022.

Freya Marchuk, representing North Ridge Development, Regina, addressed the Commission.

RESULT:	CARRIED [Unanimous]
MOVER:	Celeste York
IN FAVOUR:	Councillors: Shaw and Findura Commission members: Aston, Bojkovsky, Das, Hagen, Moreau, Wilson, York
ABSENT:	Pham, Zachidniak

RPC22-10 AI Ritchie Neighbourhood Land-Use Plan

Recommendation

Regina Planning Commission recommends that City Council:

1. Approve an amendment to Part B of *Design Regina: The Official Community Plan Bylaw No. 2013-48* by adding the AI Ritchie Neighbourhood Land-Use Plan as Part B.19, with such amendments to come into force the later of the date of Ministerial Approval or June 1, 2022, to allow time for consideration and approval of corresponding amendment to *The Regina Zoning Bylaw, 2019*.

2. 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 these recommendations and the required public notice.
3. Approve these recommendations at its meeting on March 16, 2022.

Jeremy Fenton, Senior City Planner, City Planning Department, made a PowerPoint presentation to the Commission, a copy of which is on file in the Office of the City Clerk.

(Adrienne Hagen left the meeting.)

Angela Ell, representing the Al Ritchie Community Association, addressed the Commission.

Councillor Terina Shaw moved that the recommendation contained in the report be concurred in.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Terina Shaw
IN FAVOUR:	Councillors: Shaw and Findura Commission members: Aston, Bojkovsky, Das, Moreau, Wilson, York
ABSENT:	Pham, Zachidniak

RPC22-11 CNC22-02 2020 and 2021 Annual Report

Recommendation

Regina Planning Commission recommends that City Council:

Receive and file this report.

Councillor Terina Shaw moved that the recommendation contained in the report be concurred in.

The motion was put and declared CARRIED.

RESULT:	CARRIED [Unanimous]
MOVER:	Councillor Terina Shaw
IN FAVOUR:	Councillors: Shaw and Findura Commission members: Aston, Bojkovsky, Das, Moreau, Wilson, York
ABSENT:	Pham, Zachidniak

ADJOURNMENT

Councillor Terina Shaw moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 5:33 p.m.

Chairperson

Secretary



Discretionary Use Application - 3585 Evans Court (PL202100190)

Date	April 12, 2022
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC22-12

RECOMMENDATION

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for the proposed “Building, Planned Group” and “Building Stacked” land use with the proposed height of 18.67 meters at 3585 Evans Court, Blk/Par C-Plan 101931780 Ext 4, 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 and A-3.4, prepared by Allan Duddridge Architect Ltd. and dated January 21, 2022.
 - b) Except as otherwise specified in this approval, the development shall comply with all applicable standards and regulations in *The Regina Zoning Bylaw, 2019*.
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.
3. Approve these recommendations at its meeting on April 20, 2022, following the required public notice.

ISSUE

The applicant, Warwick Hall Developments Ltd., proposes to develop two apartment buildings ("Building, Stacked") on the subject property. The buildings include a total of 118 residential units on the vacant lot at 3585 Evans Court. Each building is 18.64 metres tall comprising five floors. Discretionary Use approval is required as the subject property is within the RH - Residential High-Rise Zone, the building height is greater than 11 meters, and the development is a "Building, Planned Group" (more than one residential building on the site). Furthermore, the site is subject to the HT - Height Overlay Zone as the site is within the defined vicinity of the Wascana Centre where a building height greater than 13 meters requires a discretionary use approval.

All properties in the City of Regina (City) are assigned a zoning designation under *The Regina Zoning Bylaw, 2019* (Zoning Bylaw). Within each zoning designation, land-use can be permitted, prohibited or discretionary. Discretionary use applications require a public and technical review. Due to the potential for community impact or impacts beyond its immediate boundaries and considerable number of public comments, the Development Officer has determined that the subject application should be considered by Regina Planning Commission and City Council.

This application is being considered pursuant to *The Planning and Development Act, 2007* (The 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 is 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 arrangement of buildings) and other aspects of site design.

IMPACTS

Financial Impacts

There are no financial impacts to the City. The developer 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.

Accessibility Impacts

The development requires four accessible parking stalls. The proposal provides four, which meets the requirement.

Environmental Impacts:

City Council set a community goal for the City of achieving net-zero emissions and sourcing of net-zero renewable energy by 2050. In support of this goal, City Council asked Administration to provide energy and greenhouse gas implications of recommendations so that Council can evaluate the climate impacts of its decisions.

The proposed application involves the construction of a high-density residential development. Although difficult to quantify at this stage, high density developments generally have positive effects in the reduction of energy consumption and associated greenhouse gas (GHG) emissions. In addition, the intensification of an established area of the city will encourage active transportation and utilize existing land and infrastructure more efficiently.

Policy/Strategic Impact

The proposed development is located within an area identified for high density residential in the concept plan and is consistent with OCP policies to support the City's intensification goal of accommodating at least 30 per cent of new population growth in existing urban areas. Furthermore, this development also contributes to goals to revitalize and renew neighbourhoods, providing diversified housing choices, creating a complete neighbourhood.

OTHER OPTIONS

1. Approve the application with specific 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 additional recommendations and direct that the report be reconsidered by Regina Planning Commission or brought directly back to Council following such further review. Referral of the report back to Administration will delay approval of the development until the requested information has been gathered or changes to the proposal have been made.
3. Deny the application. The proposed development will not proceed on the subject property if City Council rejects the application. If Council defeats or does not move a recommendation to approve (with or without conditions), Council must consider an alternative motion to reject the application. The motion must include the reasons for the denial based on the evaluation criteria. If the proposal is denied by Council, the proponent would have the ability to apply for development of a permitted land use and/or building form. A single apartment building on a site designed to be less than 11m height may be accommodated without Council's approval or requirement for public notice. Administration is obligated by legislation to approve a development that conforms to regulations.

COMMUNICATIONS

The applicant and other interested parties will receive a copy of the report and notification of their right to appear as a delegation at the Council meeting when the application will be considered. Public notice of City Council's consideration of this application will also be given in accordance with *The Public Notice Policy Bylaw, 2020*. The Applicant will receive written notification of City Council's decision.

DISCUSSION

The Applicant proposes to develop two apartment buildings ("Building, Stacked") on the property. The buildings would include a total of 118 residential units, on the vacant lot at 3585 Evans Court. Each building will be 18.64 metres tall comprising five floors. The applicant proposes a total of 207 parking stalls, i.e., underground, at-grade within the building and exterior to the building.

Background and Concept Plan:

The existing Concept Plan, "Concept Plan 23rd Avenue (Former Campion School Site)" as shown in Appendix A-4, and the zoning to allow for residential development in Evans Court, was approved in 2007. These approvals identified and allowed for the development of high-density residential land use. High-density residential means density over 50 units per hectare and typically results in multi-unit apartment or stacked townhouse type development. The 2007 Concept Plan report does not prescribe any number of buildings and there was no approval for a specific apartment building type. The approved Concept Plan estimated a total of 180 units be developed on Phase 2 or within the area west of Evans Court (street) zoned for high density residential. The current development proposes a total of 118 units, bringing the total number of dwellings to 167 with the existing development. The proposed development is therefore consistent with the intended density when the 2007 Concept Plan was approved.

Zoning and Land Use:

Discretionary Use approval is required as the subject property is now within the RH - Residential High-Rise Zone, where the building height is greater than 11 meters, and the development is a "Building, Planned Group" (more than one residential building on the site). Furthermore, the site is subject to the HT - Height Overlay Zone as the site is within the defined vicinity of the Wascana Centre where any building height greater than 13 meters requires a discretionary use approval.

Land Use Details	Existing	Proposed
Zoning	RH – Residential High-Rise Zone	No change
Land Use/ Building Type	Vacant Lot	"Planned Group" / "Building, Planned Group"
Number of Dwelling	Vacant Lot	118

Zoning Analysis	Required	Proposed
Min. Lot Area (m ²)	800	8414
Lot Frontage (Min)	14.6 x 2	120.39
Front Setback	6	6
Rear Yard Setback	5	5
Side Yard Setback		
Flankage Side Yard	0.45	6.94
Interior Side Yard	5	5
Maximum Lot Coverage	50%	46.92%
Maximum FAR	3	1.76
Maximum Height (m)	20	18.67
Number of Parking Stalls	118 (One per dwelling)	207
Total Landscape Area	15%	34.10%

Discretionary Use Analysis:

In accordance with the Zoning Bylaw Regulation 1D.1.2 (2) (a) (ii) and (iii), rather than exercising delegated authority, the Development Officer determined that the subject application should be considered by City Council due to the potential for community impact(s) beyond its immediate boundaries and the considerable amount of public feedback opposed to the proposed development.

Pursuant to section 56 of The Act, a discretionary use decision to approve, reject, or approve subject to development standards or conditions must be in accordance with, and supported by the Zoning Bylaw. Section 1E.3.5 of the Zoning Bylaw specifies criteria by which all discretionary uses must be evaluated. Generally, in exercising its discretion, Council's decision with respect to discretionary use applications must be evaluated based on:

- Consistency of the proposed use with the OCP
- Consistency of the proposed use with other policy documents with emphasis on land use and intensity, and impact on public facilities and infrastructure and services
- Consistency of the proposed use with the Zoning Bylaw
- Potential adverse impacts or nuisances affecting nearby land, development, land use, property, neighbourhood character, the environment, traffic, public right-of-way, and other matters of health and safety

Furthermore, all discretionary use applications must consider any criteria particular to the discretionary land use (or building type) as specified in the Zoning Bylaw and be consistent with the Statements of Provincial Interest Regulations. Council may prescribe specific development standards or conditions of approval only if they are necessary to secure the objectives of the Zoning Bylaw with respect to the size, shape, and arrangement of buildings or site; accessibility and traffic

patterns of people or vehicles; mitigation of noxious or offensive emissions (i.e., noise, dust, glare, odour); and treatments to landscape, parking, open spaces, lighting, signs, excluding material or architectural detail.

Based on Administration's assessment, the application is consistent with all criteria, particularly with respect to land use and policy regulations. The following key factors were considered in the evaluation:

- The proposed land use is consistent with the approved Concept Plan, which identifies the site for high density residential.
- The design of the site and orientation of buildings is compatible with surrounding planned land uses. Most of the mass of the buildings is purposely set back from properties to the east.
- A sun shadow study, prepared by the applicant, was reviewed and is attached as Appendix A-3.5. There is no significant shadow casting on the properties to the east or Wascana Centre north of 23rd Avenue and minimal impact to the school site (parking lot) to the west during the winter mornings.
- Vehicular site access meets requirements. As noted below, traffic impacts are supported by qualified professional analysis and are consistent with assumptions made when the area was planned and approved.
- There are no factors affecting public nuisance or matters of health and safety to be addressed by this application.

Traffic:

High level transportation impacts were reviewed and were accounted for through the approval of the Concept Plan and zoning in 2007, which was supported by a traffic study. The traffic study assessed the subject site for high density residential development, which is consistent with this application. The location of the access into and out of the property was reviewed and are located to minimize traffic impacts.

Through the public consultation process, concerns were raised related to traffic impacts and, as a result, the Applicant submitted a review of the 2007 study by a qualified professional, which confirmed the findings of the 2007 Traffic assessment. Administration reviewed the material and confirmed no significant traffic impacts are expected along 23rd Avenue and the Evans Court resulting from the proposal.

Several comments by the public raised concern that the 2007 study would not have accounted for the increase in enrollment population of the Regina Christian School, which has resulted in periods of congestion on 23rd Avenue during pick-up and drop-off times. In response, the applicant, through a qualified professional submitted a separate TIA which concluded that the level of traffic

movements from this development will be within acceptable and normal standards. Based on accepted and widely used traffic manuals, no upgrades or intersections improvements will be required resulting from the proposal.

Wascana Height Overlay:

The subject property is located within the Wascana Height Overlay Zone where any buildings above 13 meters are considered discretionary. This discretionary requirement was added to the Zoning Bylaw in 2019 to acknowledge that the 2016 Wascana Centre Master Plan intends to limit the height of buildings within approximately 300 metres of the park boundary for the purposes of protecting the natural character, and that views from within the park should be focussed on natural elements and bounded by skyline or a horizon of trees.

The 13 metres height limit was chosen as it roughly coincides with the established tree canopy of the park and surrounding areas. It is acknowledged by the City and Provincial Capital Commission (PCC) that the requirement within the Master Plan falls outside the jurisdiction of the PCC. The intent of the City's requirement of a discretionary use is specifically to allow review and consultation by the PCC, and to consider applications that exceed the maximum height limit on a case-by-case basis, allowing evaluation of each proposal based on its own impacts and merits.

The PCC, upon review of the application, noted that the proposed building is "not compliant and consistent with the Master Plan." The PCC does not support the proposal for this reason.

The Administration concedes the building does not literally comply with the Master Plan. However, Administration maintains that the proposal does not conflict with the spirit and intent of the Plan and should be evaluated on its own merits. City Council has the jurisdiction to apply discretion to analyse each proposal and is not obligated to prohibit all development above 13 meters within the area of concern. Through this case-by-case analysis of each proposal Council may determine which proposals may be of little or no concern or those which may indeed have a negative impact on the natural character of the park.

Administration notes the following factors that support the recommendation of approval of this application:

- The Applicant has submitted plans showing the height of the proposed building in reference to the existing buildings within Wascana Centre (Appendix A-3.6). The proposed building is similar in height to the established character of buildings along Albert Street. (Although those buildings would predate the 13-metre height limit.)
- Appendix A-7 shows the building height in relation the mature trees along 23rd Avenue. The building plans and renderings show that the proposed building is mostly hidden behind the matures trees and would be one floor taller than the existing apartment building to the east.
- The subject property is not within view of an active portion of the park. It is across from the

parking lots of the T.C. Douglas and Wascana Rehabilitation Centres. The proposed building skyline does not obstruct any prominent vista and will not impede enjoyment of the natural character of the park, which is the overall intent of policy within the Wascana Centre Master Plan.

It is the Administration's view that the proposed development does not take advantage of proximity of the park at the expense of public enjoyment; and the proposed application does not conflict with the spirit and intent of the Wascana Centre Master Plan. Approval of this application does not set precedent as each discretionary use application will be considered on its own merits for impacts on the park.

Proposed Hillsdale Neighbourhood Plan:

Administration is currently in the process of drafting the Hillsdale Neighbourhood Plan. Administration has collected feedback on the planning concepts and is currently reviewing feedback before being incorporated into a draft Neighbourhood Land-Use Plan document that will be available for review before it goes to Committee and Council in 2022. The initial draft of the plan that was released in the fall of 2021 identified the subject property for a height limit of 14 meters to conceptually transition from a height limit of 20 metres on Albert Street to the west to maximum height limit of 11 meters for properties to the east.

This plan is in draft form and is not legally binding, although it may serve as a reference point for high level planning concepts that may be approved for the neighbourhood. The Neighbourhood Plan is tentatively scheduled to be considered by City Council in June, and if approved, would proceed to the Provincial Ministry of Government Relations for ratification. Developments approved after ratification of the plan will be required to comply as per *The Planning and Development Act, 2007*.

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 sign was posted on the subject site. The Administration received feedback, which expressed varying levels of concern and raised several questions about past approvals of the site and neighbourhood. In response, a virtual information session was conducted on January 25, 2022, which included a summary of the proposal by City Staff, and an opportunity for the Applicant to present the project, and for the attendees to ask questions of the City or applicant. A summary of public comments is outlined in Appendix B of this report. Hillsdale Community Association (HCA) was included in the circulation of the application. Following circulation, Administration attempted follow-up contact with the HCA; however, no response was received a response before the deadline for submission of this report.

DECISION HISTORY

On July 23, 2007, City Council approved the "Concept Plan 23rd Avenue (Former Campion School Site)," to allow the Evans Court development. (CR07-114).

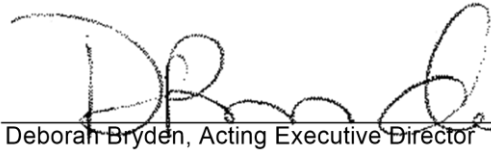
Respectfully Submitted,

Respectfully Submitted,



Autumn Lawson, Director, Planning & Development Services

3/22/2022



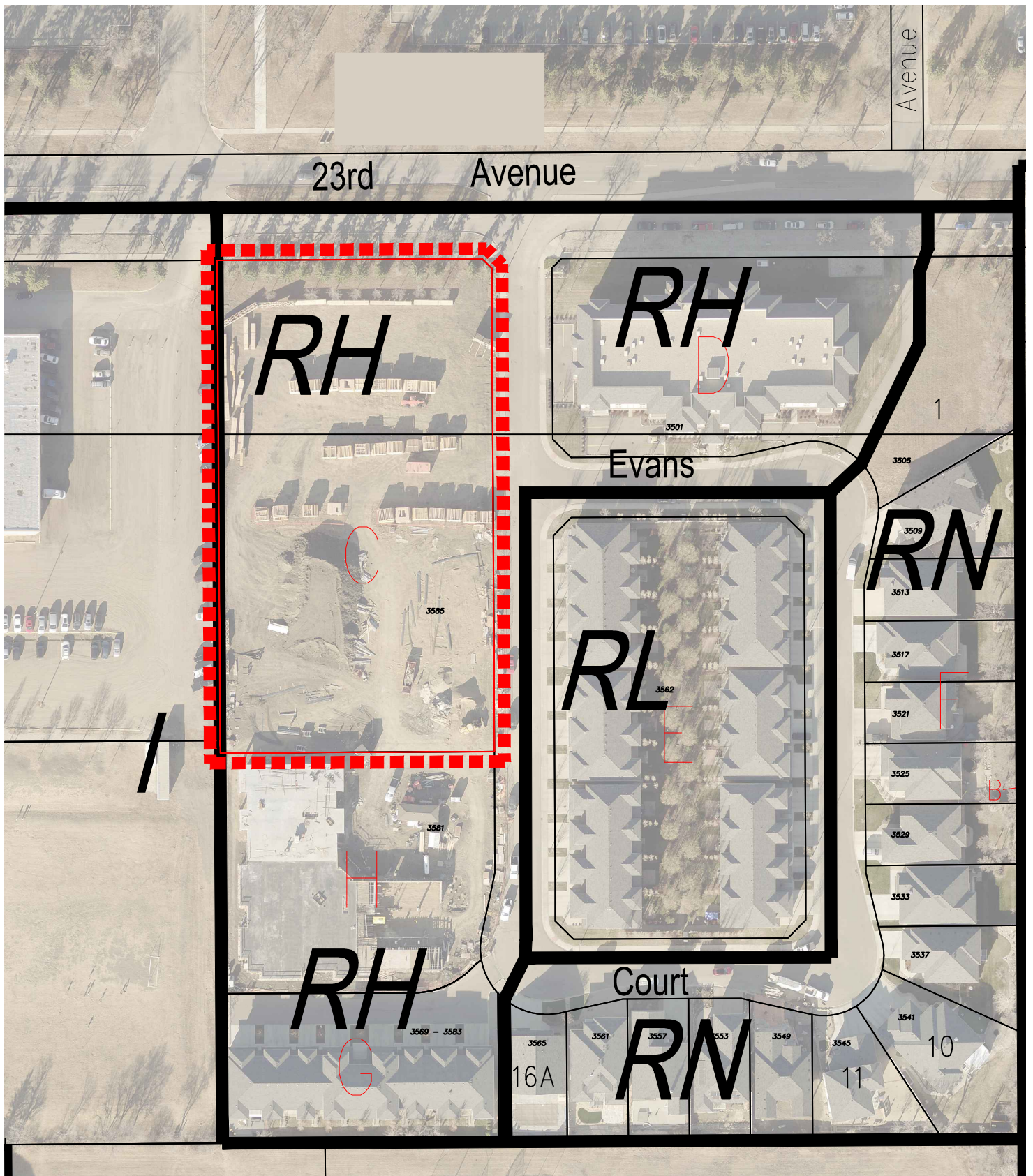
Deborah Bryden, Acting Executive Director

3/31/2022

Prepared by: Binod Poudyal, City Planner 2

ATTACHMENTS

- Appendix A-1 (Subject Property Map)
- Appendix A-2 (Aerial Map)
- Appendix A-3.1 (Site Plan)
- Appendix A-3.2 (Landscape Plan)
- Appendix A-3.3 (Building Elevations)
- Appendix A-3.4 (Floor Plans)
- Appendix A-3.5 (Sun Shadow Study)
- Appendix A-3.6 (Buildings in Wascana Centre)
- Appendix A-3.7 (Building Height on 23rd Ave)
- Appendix A-4 (Approved Concept Plan)
- Appendix B (Public Consultation Summary)



Subject Property

Date of Photography : 2020





Subject Property

CLIENT :NORTH RIDGE DEVELOPMENT CORP.
PROJECT# :
BUILDING ADDRESS :3585 EVANS COURT
REGINA, SK.

PARCEL C, PLAN #101931780

ZONING - RH
RESIDENTIAL MULTIPLE HOUSING

SITE AREA = 8,414.89 m²

	REQUIRED	PROVIDED
FRONT YARD	6.00m	6.00m
REAR YARD	5.00m	5.00m
SIDE YARD	5.00m	5.00m
BUILDING HEIGHT (MAX)	11.00 - 20.00m under discretionary	18.64m
SITE COVERAGE	50%	21.0 % = 1,789.12 sm
FLOOR AREA RATIO	3.00	0.21
AMENITY SPACE / UNIT	5% (420.74 sq.m.) = 3.56 sq.m/unit	9.8% (832.0 sq.m) = 7.0 sq.m /unit
PARKING / SUITE	1.0 STALL / UNIT = 118	207

	FLOOR AREA BUILDING A						TOTAL
	LOWER PARKADE AREA	UPPER PARKADE AREA	MAIN FLOOR AREA	2ND FLOOR AREA	3RD FLOOR AREA	4TH FLOOR AREA	
BUILDING A			1,766.54 sm	1,755.57 sm	1,755.57 sm	1,755.57 sm	7,033.25 sm
PARKADE	1,798.11 sm	1,798.11 sm					3,596.22 sm
TOTAL							10,629.47 sm

	FLOOR AREA BUILDING B						TOTAL
	LOWER PARKADE AREA	UPPER PARKADE AREA	MAIN FLOOR AREA	2ND FLOOR AREA	3RD FLOOR AREA	4TH FLOOR AREA	
BUILDING B			1,766.54 sm	1,755.57 sm	1,755.57 sm	1,755.57 sm	7,033.25 sm
PARKADE	1,798.11 sm	1,798.11 sm					3,596.22 sm
TOTAL							10,629.47 sm

BUILDING AREA
BUILDING "A"
BUILDING AREA - 1,798.11 m²
GROSS FLOOR AREA - 7033.27 m²
5 STOREYS ABOVE GRADE, INCLUDING ONE FOR PARKADE

BUILDING "B"
BUILDING AREA - 1,798.11 m²
GROSS FLOOR AREA - 7033.27 m²
5 STOREYS ABOVE GRADE, INCLUDING ONE FOR PARKADE

OCCUPANT LOAD PER BUILDING
15 - 1 BEDROOM SUITES, MAXIMUM OCCUPANT LOAD OF 2 PEOPLE AS PER ARTICLE 3.1.17.1(1)(b) = 30
40 - 2 BEDROOM SUITES, MAXIMUM OCCUPANT LOAD OF 4 PEOPLE AS PER ARTICLE 3.1.17.1(1)(b) = 160
4 - 3 BEDROOM SUITES, MAXIMUM OCCUPANT LOAD OF 6 PEOPLE AS PER ARTICLE 3.1.17.1(1)(b) = 24
REC ROOM, 93.32 SQ.M. / 1.85 SQ.M. PER PERSON = 50
GYM ROOM, 28.97 SQ.M. / 4.60 SQ.M. PER PERSON = 6
PARKING GARAGE, 3,596.22 SQ.M. / 46 SQ.M. PER PERSON = 78
TOTAL OCCUPANT LOAD = 348 PERSONS

CODE CLASSIFICATION

BUILDING "A & B" - ARTICLE 3.2.2.50
OCCUPANCY: C
GROUP C, UP TO 6 STOREYS, SPRINKLED
- COMBUSTIBLE OR NON-COMBUSTIBLE CONSTRUCTION, OR IN COMBINATION
- FLOOR ASSEMBLY 1-HR RATED
- ROOF ASSAEMBLY 1-HR RATED
- LOAD BEARING ASSEMBLIES MATCHED SUPPORTED ASSEMBLY
- SUITE SEPARATIONS: 1-HR FS (3.3.4.2 (1))
- TRAVEL DISTANCE: LOCATION OF EXITS, 45M (3.4.2.5.1 (b))

BUILDING "A & B" - PARKING GARAGE, ARTICLE 3.2.2.82
GROUP F, DIVISION 3, ANY HEIGHT, ANY AREA, SPRINKLED
- FLOOR AND ROOF ASSEMBLIES ABOVE THE BASEMENT OF NON-COMBUSTIBLE CONSTRUCTION, 2-HR FRR
- EXTERIOR WALLS ABOVE ADJOINING GROUND LEVEL OF NON-COMBUSTIBLE CONSTRUCTION, 2-HR FRR
- MAX TRAVEL DISTANCE TO EXITS: 45M
- OPENINGS NOT PROTECTED BY CLOSURES ARE PERMITTED THROUGH EXTERIOR WALLS IN A FULLY SPRINKLERED STORAGE GARAGE (3.2.1.2)

FIREWALLS
NOT REQUIRED

SUITE SEPARATION
SUITES ARE REQUIRED TO BE SEPARATED FROM EACH OTHER AND THE REMAINDER OF THE FLOOR AREA BY A 1-HR FRR FIRE SEPARATION AS PER 3.3.4.2.(1) & (2).

A MINIMUM SOUND TRANSMISSION CLASS (STC) RATING NOT LESS THAN 50 IS REQUIRED BETWEEN EACH SUITE AND EVERY OTHER SPACE IN A BUILDING, AS PER 5.8.1.1.1) EXCEPT THAT AN STC RATING OF NOT LESS THAN 55 IS REQUIRED BETWEEN EACH SUITE AND ELEVATOR OR REFUSE CHUTE.

EXITS
SEE EXITING PLAN ON THE ATTACHED DRAWINGS.

THE RESIDENTIAL BUILDING AND PARKING GARAGE ARE SERVED BY TWO EXITS, WITH A MAXIMUM TRAVEL DISTANCE TO EITHER OF THE EXITS NOT EXCEEDING 45m IN ACCORDANCE WITH ARTICLE 3.4.2.5.1).C).

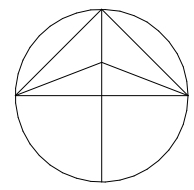


AMENITY SPACES BUILDING A + B			
RECREATION ROOM	186.6 sm	2.2%	
GYM	57.9 sm	0.7%	
SITE AMENITY AREA	592.0 sm	7.0%	
TOTAL	836.5 sm	9.9%	

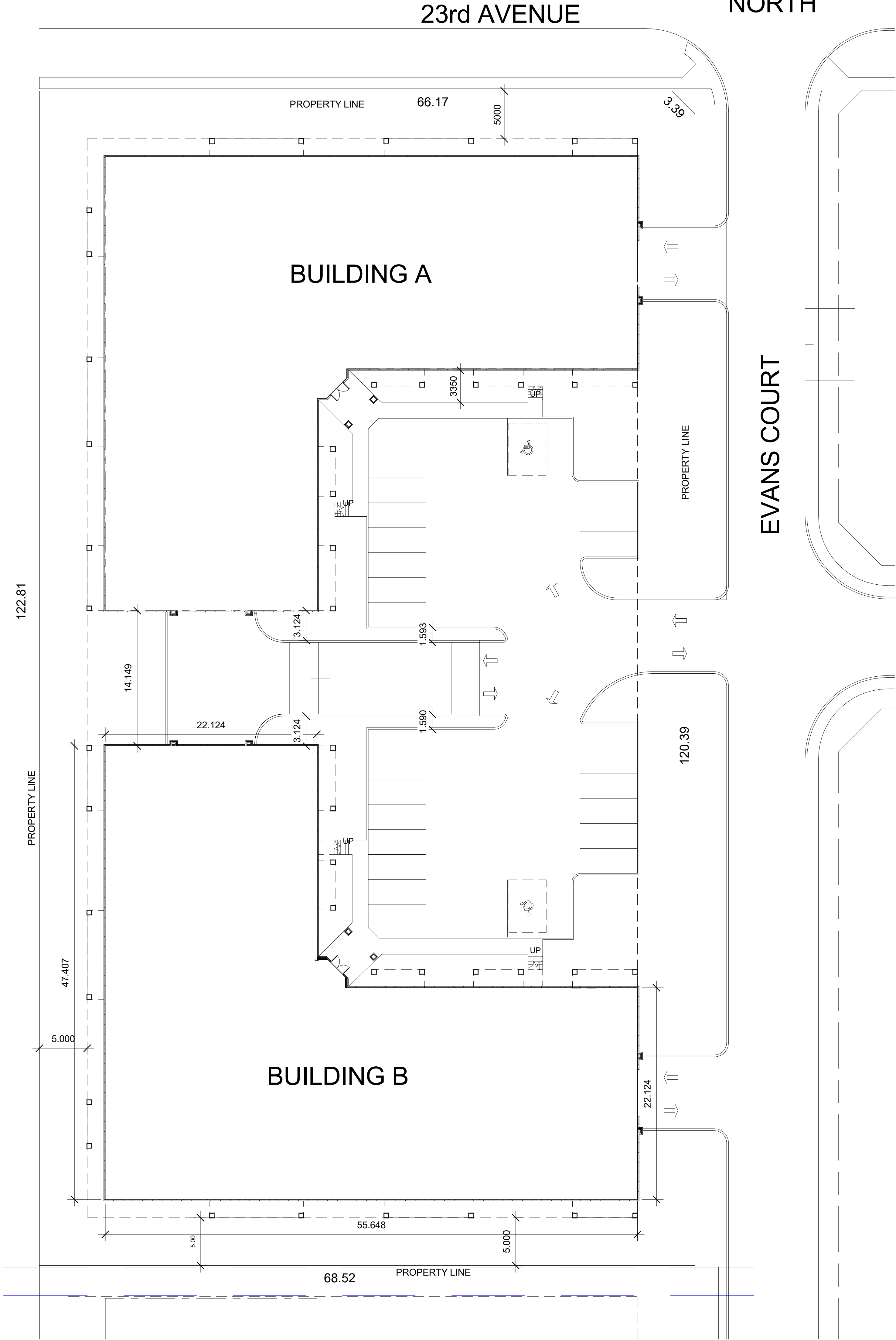
PARKING STALLS

PARKADE-STANDARD	176 STALLS
PARKADE-ACCESSIBLE	2 STALLS
SURFACE PARKING	27 STALLS
SURFACE-ACCESSIBLE	2 STALLS
TOTAL STALLS	207 STALLS

Appendix A-3.1



NORTH



KEY SITE PLAN

NO.	DATE	DESCRIPTION
1	JAN 20 2022	OVERALL SITE AREA CORRECTED
		ADJUST PARKING STALL LOCATIONS
2	JAN 21 2022	SITE DIMENSIONS ADDED

**ALLAN
DUDDRIDGE
Architect Ltd.**

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SEAL

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CONDOMINIUM DEVELOPMENT
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3585 EVANS COURT
REGINA, SK

CLIENT
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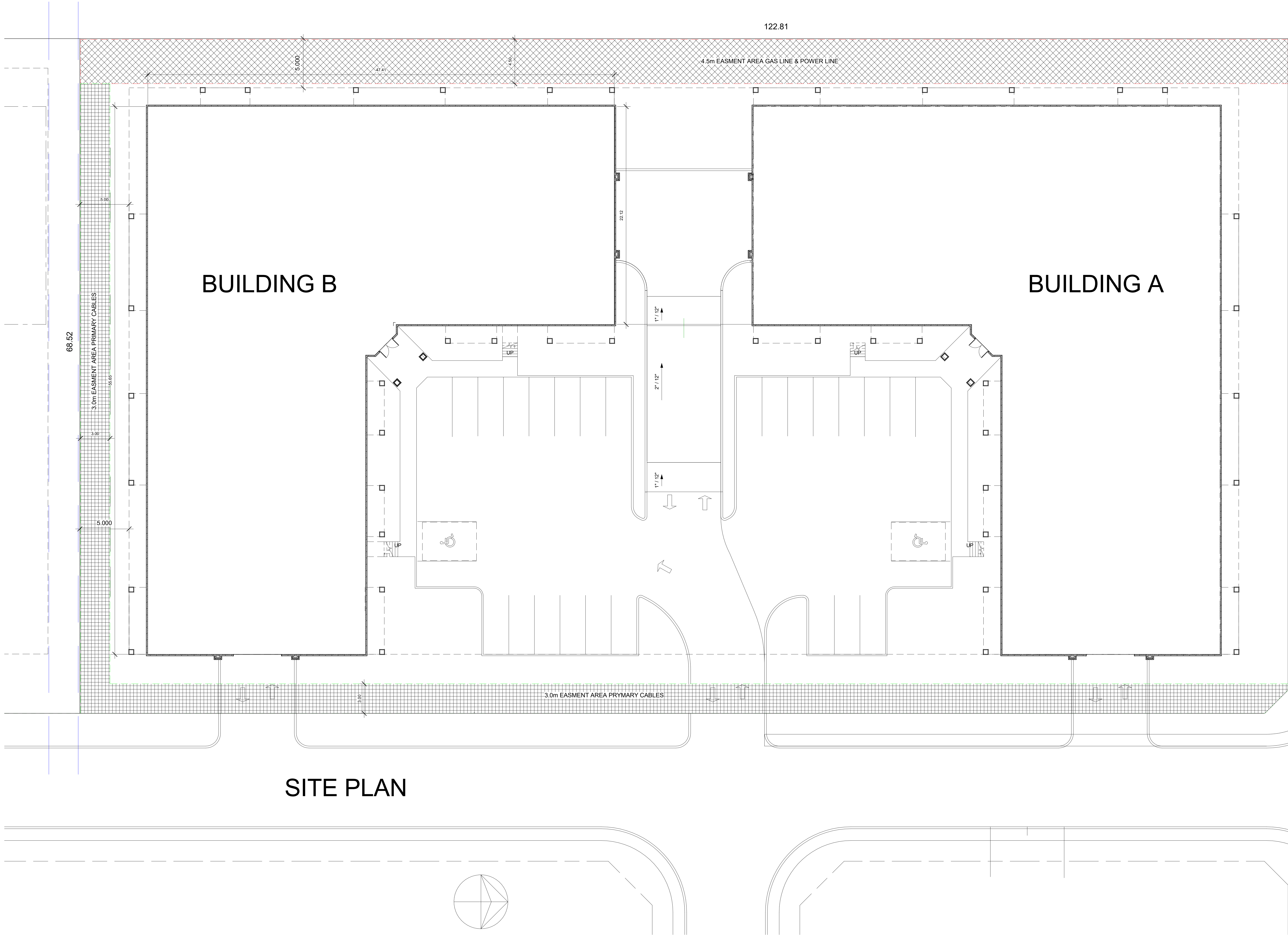
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**TITLE PAGE,
INFORMATION SHEET**

PROJ. NORTH	DRAWN: OS
	CHECKED: -
	DATE: JULY 2021
	SCALE: As indicated
	PROJECT NO. --
ORIENTATION	DRAWING NUMBER

1.0

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SITE PLAN

NORTH

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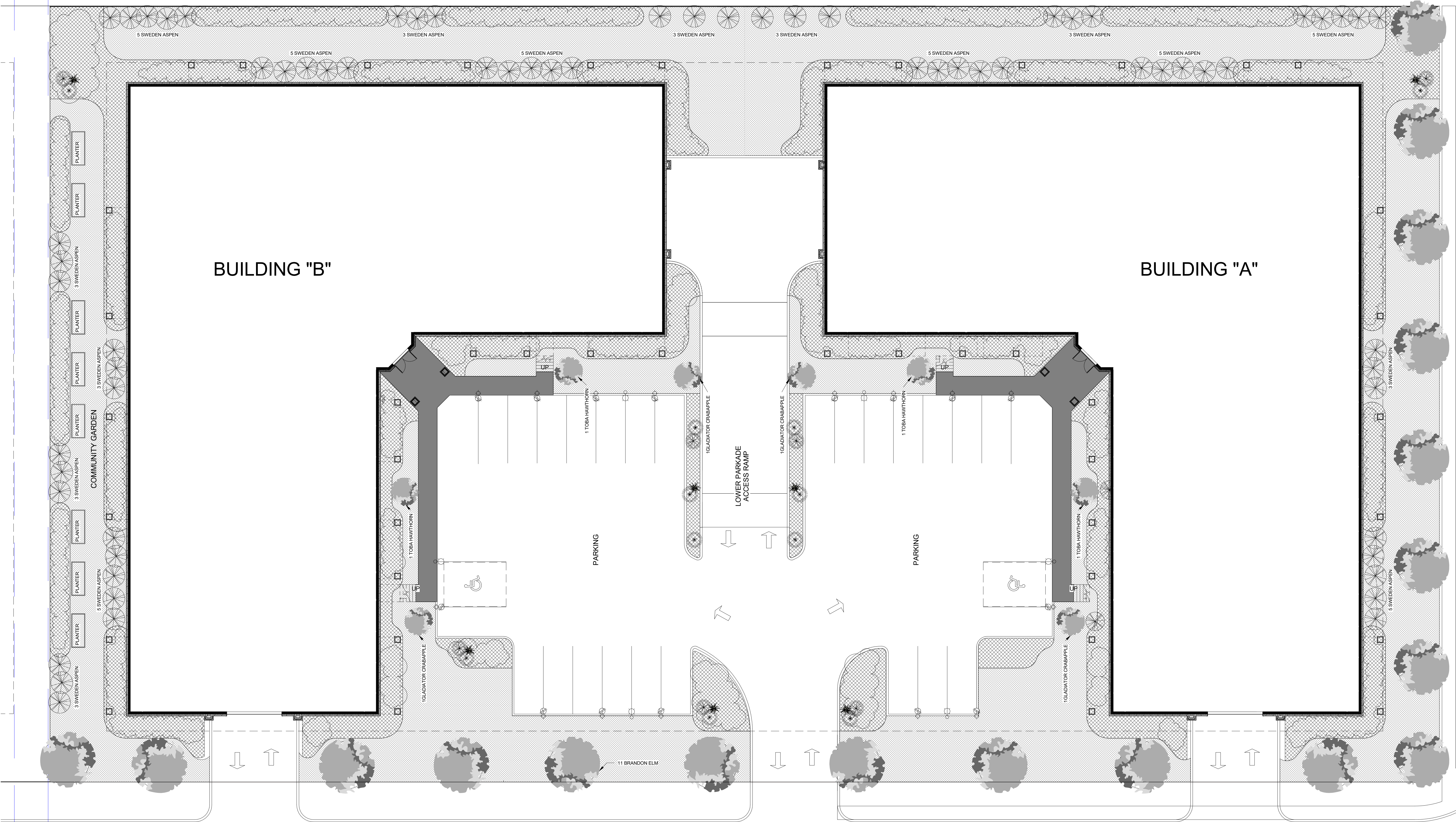
DEVELOPMENT CORPORATION

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DRAWING TITLE
EASEMENT SITE PLAN

PROJ. NORTH	DRAWN: OS
	CHECKED: -
	DATE: JULY 2021
	SCALE 1 : 150
	PROJECT NO. --
ORIENTATION	DRAWING NUMBER

1.12



1 LANDSCAPING PLAN
1 : 150

REQUIRED LANDSCAPE AREA CALCULATIONS

EVENS COURT BUILDING "A+B"
Per City of Regina Bylaw 9250 Chapter 15: Landscaping & Buffer Requirements &
Chapter 14: Parking and Loading Regulations

GROSS SITE AREA = 8,414.89 M² (Calculation based in the total Site area)

GROSS PARKING AREA = 1,178 M²

	Calculation	Required	Provided
Required Site Landscaping Area	Multi-unit developments of three or more units: 15% of total Site Area $8,414.89\text{m}^2 \times 15\% = 1,262.2$	1,262.2 m ²	2,870 m ²
Interior / Parking Landscape	Parking areas of 1,850 m ² or greater shall provide interior landscaping equal to 10% of the total parking area.	N/A	
Total Trees	1 Tree per 40m ² of required site landscape or fraction thereof. $600\text{m}^2 / 40 = 15$	32	93
Street Trees	1 Street Tree per 10 lin.m along a registered road right-of-way. $193.3 \text{ lin.m} / 10 = 19.3$	20	18 Trees were provided. Vehicular entrances restrict street tree planting
Shrubs	1 Shrub per 20m ² of required site landscape area or fraction thereof.	64	80
Bicycle Parking	5% of the required vehicle spaces $210 \times 5\% = 10.5$	11	12 Provided inside of the building

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LANDSCAPING PLAN

PROJ. NORTH

DRAWN: OS
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DATE: JULY 2021
SCALE: As indicated
PROJECT NO. --

ORIENTATION

DRAWING NUMBER

1.11

Appendix A-3.3



NORTH ELEVATION



EAST ELEVATION

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ELEVATIONS

PROJ. NORTH	DRAWN: OS
	CHECKED: -
	DATE: JULY 2021
	SCALE: 1/8" = 1'-0"
	PROJECT NO. --
ORIENTATION	DRAWING NUMBER

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SOUTH ELEVATION



WEST ELEVATION

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PH: 306.242.2434

DRAWING TITLE

ELEVATIONS

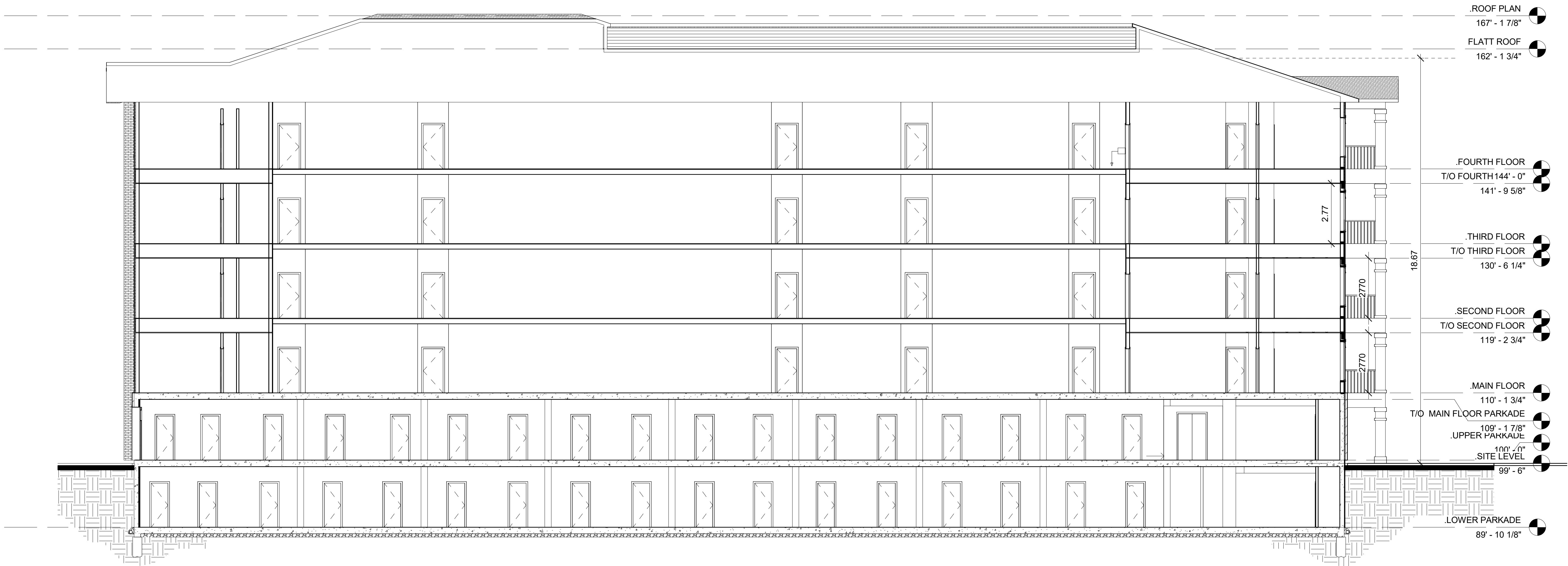
PROJ. NORTH

DRAWN: OS
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DATE: JULY 2021
SCALE: 1/8" = 1'-0"
PROJECT NO. --

ORIENTATION

DRAWING NUMBER

1.10



1 Cross section
1/8" = 1'-0"

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 12. DIMENSION TO FACE OF CONCRETE, WOOD FRAMING OR CENTRE LINE OF PARTY WALLS.

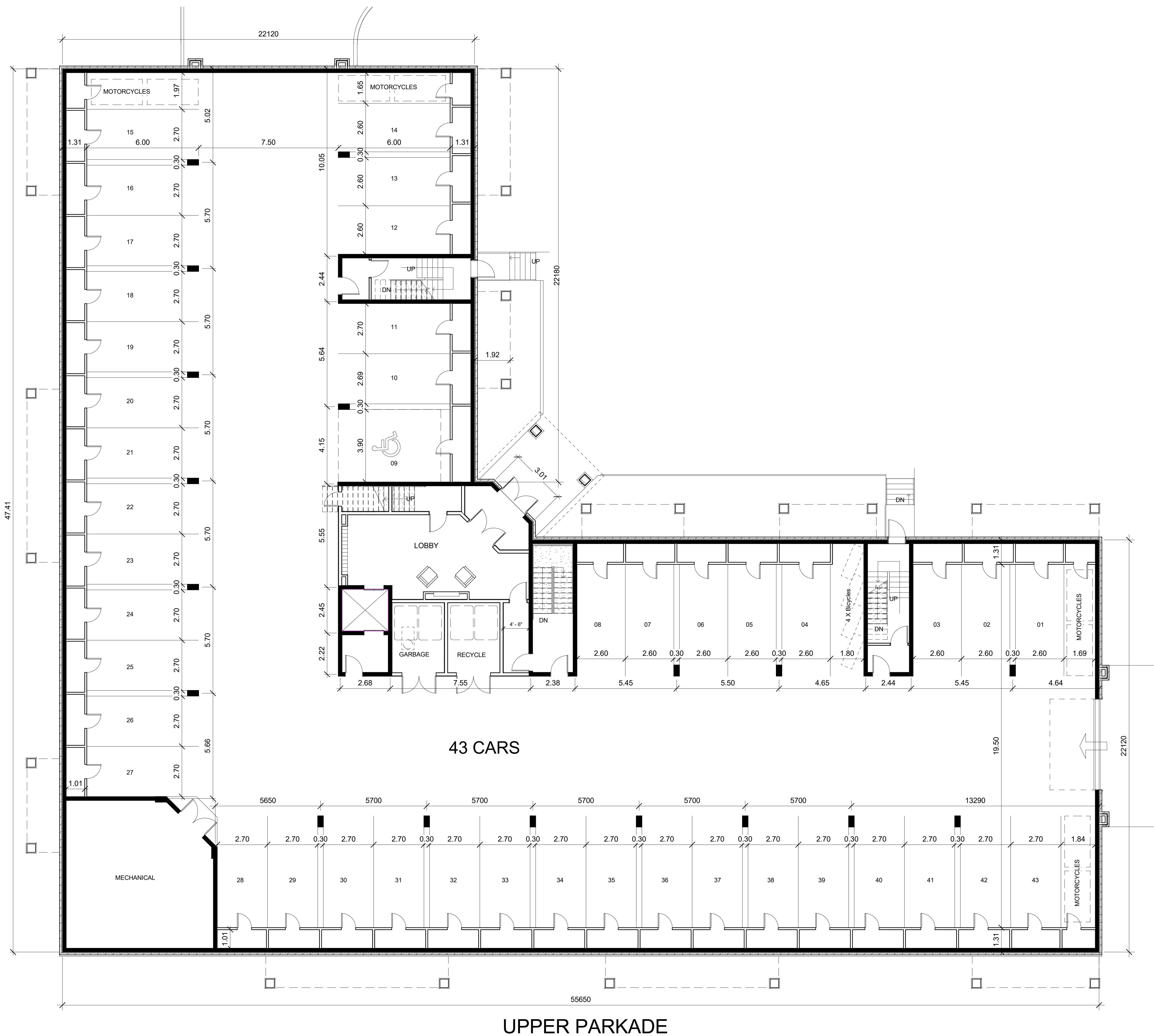
PROJECT
'WARWICK HALL'
CONDOMINIUM DEVELOPMENT
59 UNIT - BUILDING 'B'
3585 EVANS COURT
REGINA, SK

CLIENT
North Ridge
DEVELOPMENT CORPORATION
3037 FAITHFULL AVENUE
SASKATOON, SK S7K 8B3
PH: 306.242.2434

DRAWING TITLE
CROSS SECTION

PROJ. NORTH
DRAWN: OS
CHECKED: -
DATE: JULY 2021
SCALE 1/8" = 1'-0"
PROJECT NO. --
DRAWING NUMBER

1.8



NO.	DATE	DESCRIPTION
1	JAN 20 2022	OVERALL SITE AREA CORRECTED
		ADJUST PARKING STALL LOCATIONS
2	JAN 21 2022	SITE DIMENSIONS ADDED

ALLAN
DUDDRIDGE
Architect Ltd.

103 SASKATCHEWAN CRES. W.
SASKATOON, SASKATCHEWAN S7M 0A2
PH: 306.652.2193
E-MAIL: aduddridge@shaw.ca

SEAL

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SASKATOON, SK S7K 8B3
PH: 306.242.2434

DRAWING TITLE

UPPER PARKADE

PROJ. NORTH

DRAWN: OS
CHECKED: -
DATE: JULY 2021
SCALE: 1/8" = 1'-0"
PROJECT NO. --

ORIENTATION

DRAWING NUMBER

1.3



MAIN FLOOR

NO.	DATE	DESCRIPTION
1	JAN 20 2022	OVERALL SITE AREA CORRECTED
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SASKATOON, SK S7K 8B3
PH: 306.242.2434

DRAWING TITLE

MAIN FLOOR

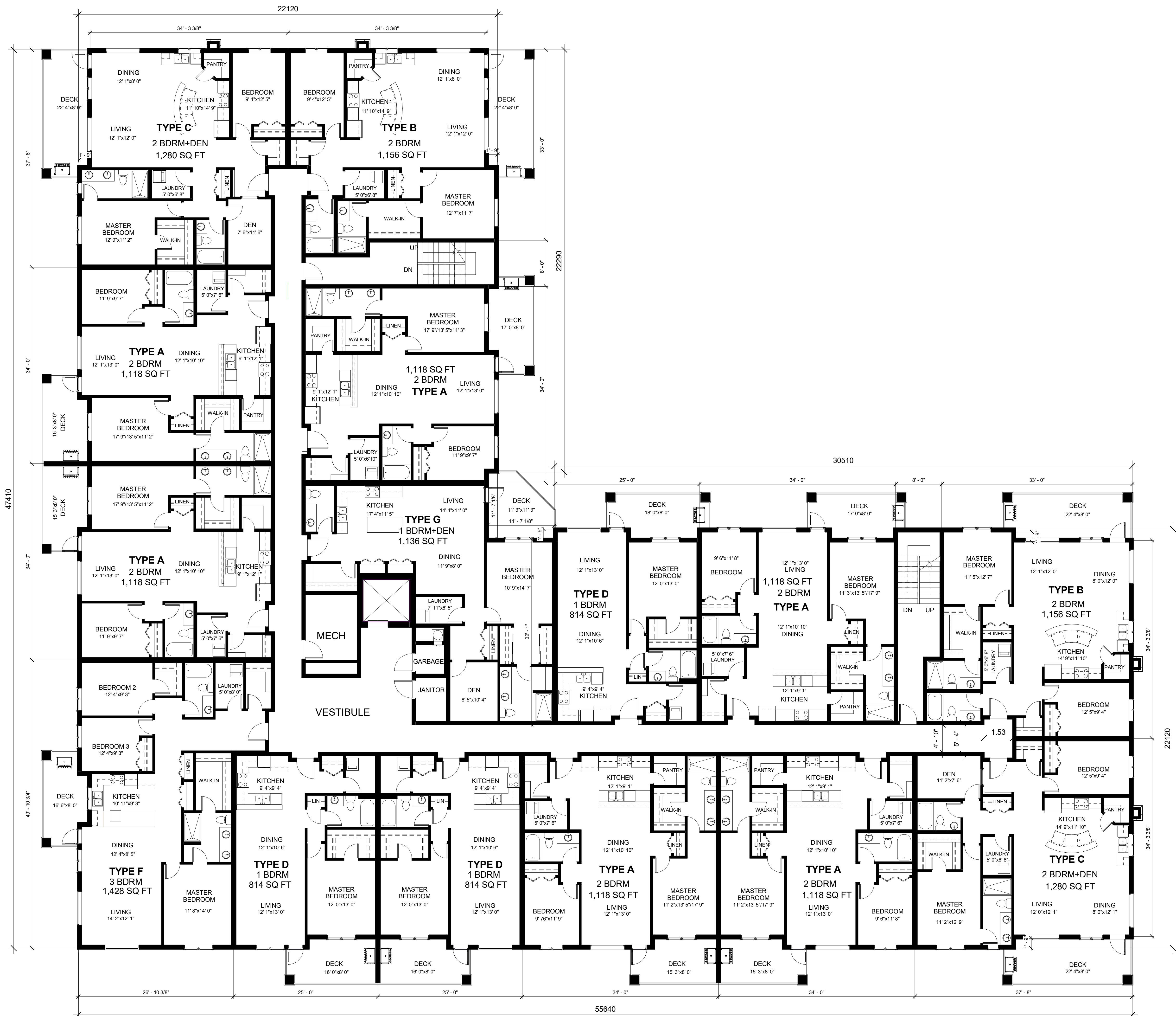
PROJ. NORTH

DRAWN: OS
CHECKED: -
DATE: JULY 2021
SCALE: 1/8" = 1'-0"
PROJECT NO. --

ORIENTATION

DRAWING NUMBER

1.4



SECOND FLOOR

NO.	DATE	DESCRIPTION
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ALLAN
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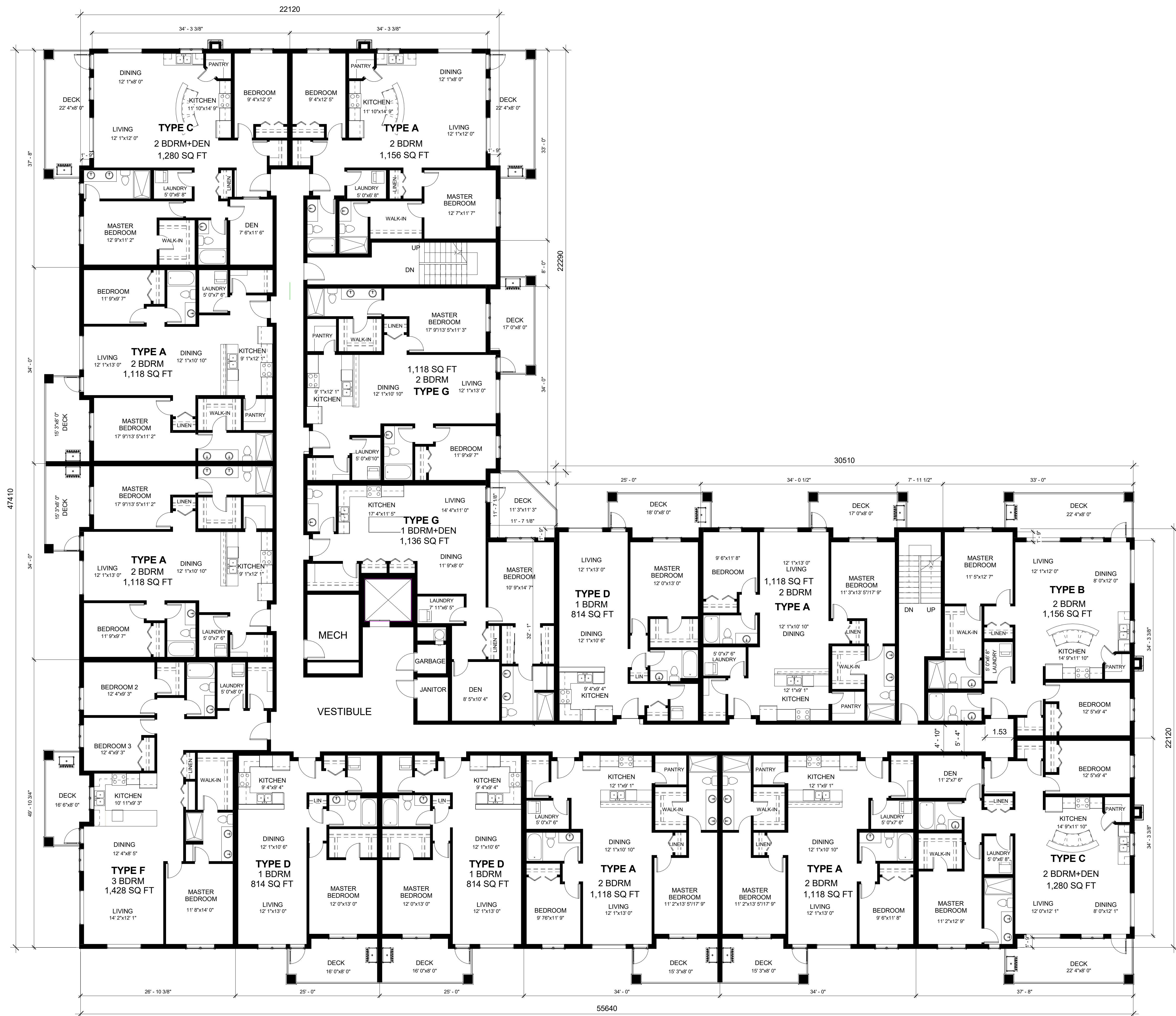
CLIENT
North Ridge
DEVELOPMENT CORPORATION

3037 FAITHFULL AVENUE
SASKATOON, SK S7K 8B3
PH: 306.242.2434

DRAWING TITLE
SECOND FLOOR

PROJ. NORTH	DRAWN: Author
	CHECKED: Checker
	DATE: JULY 2021
	SCALE: 1/8" = 1'-0"
	PROJECT NO. --
ORIENTATION	DRAWING NUMBER

1.5



THIRD FLOOR

NO.	DATE	DESCRIPTION
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ALLAN
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Ridge**
DEVELOPMENT CORPORATION

3037 FAITHFULL AVENUE
SASKATOON, SK S7K 8B3
PH: 306.242.2434

DRAWING TITLE

THIRD FLOOR

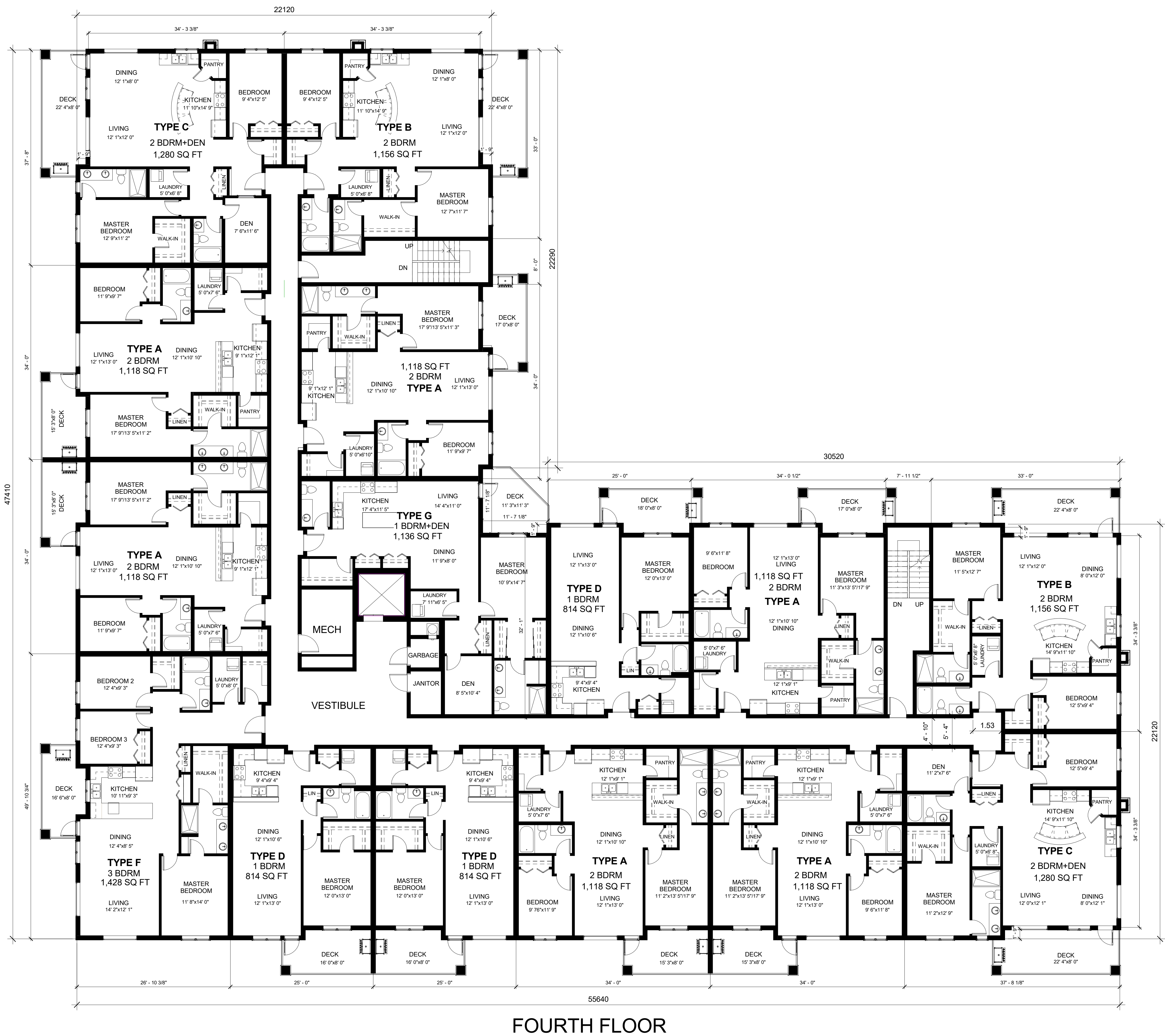
PROJ. NORTH

DRAWN: OS
CHECKED: -
DATE: JULY 2021
SCALE 1/8" = 1'-0"
PROJECT NO. --

ORIENTATION

DRAWING NUMBER

1.6



FOURTH FLOOR

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3585 EVANS COURT
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CLIENT

**North
Ridge**
DEVELOPMENT CORPORATION

3037 FAITHFULL AVENUE
SASKATOON, SK S7K 8B3
PH: 306.242.2434

DRAWING TITLE

FOURTH FLOOR

PROJ. NORTH

DRAWN: OS
CHECKED: -
DATE: JULY 2021
SCALE 1/8" = 1'-0"
PROJECT NO. --

ORIENTATION

DRAWING NUMBER

1.7



June 21 10:00 am

This aerial photograph shows a large, dark-colored building with a complex, multi-gabled roof structure. A 3D architectural model is overlaid on the building, highlighting its footprint and internal layout. The building is situated on a green lawn, with a paved parking lot and a road visible to the left. A line of trees and a fence are to the right. The lighting suggests a clear day.



June 21 2:00 pm

This aerial photograph shows the same building and 3D architectural overlay as the previous image. The perspective and lighting are consistent, showing the building's position relative to the surrounding landscape, including the parking lot, road, and trees.



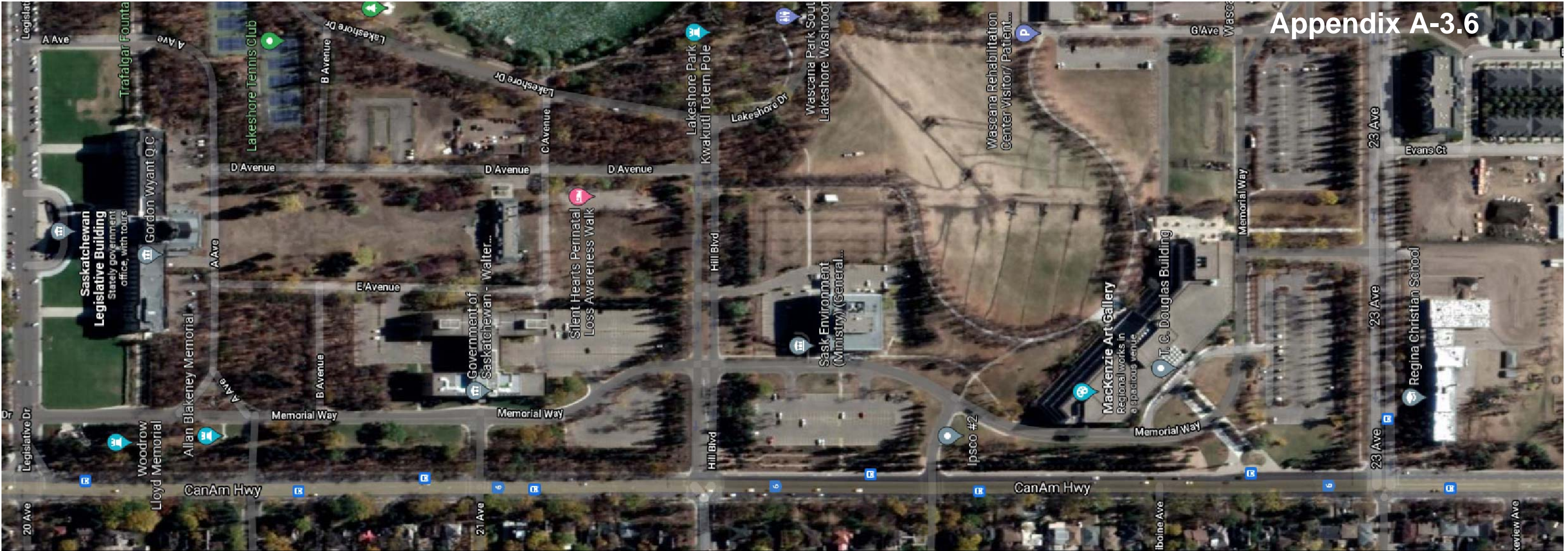
December 21 10:00 am

This aerial photograph shows the same building and 3D architectural overlay. The lighting is noticeably different from the June images, appearing softer and more diffused, which is characteristic of a winter day. The shadows are less pronounced, and the overall scene has a slightly muted color palette.

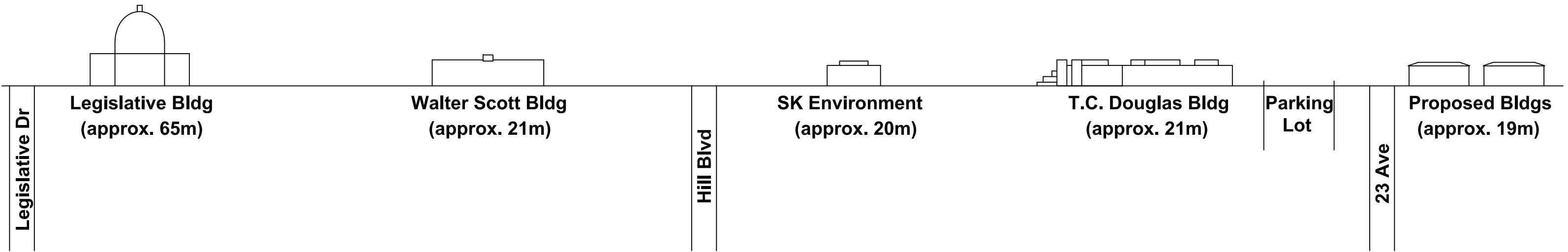


December 21 2:00 pm

This aerial photograph shows the same building and 3D architectural overlay. The lighting is similar to the December 10:00 am image, showing the building's footprint and its context within the site, including the parking lot and surrounding vegetation.

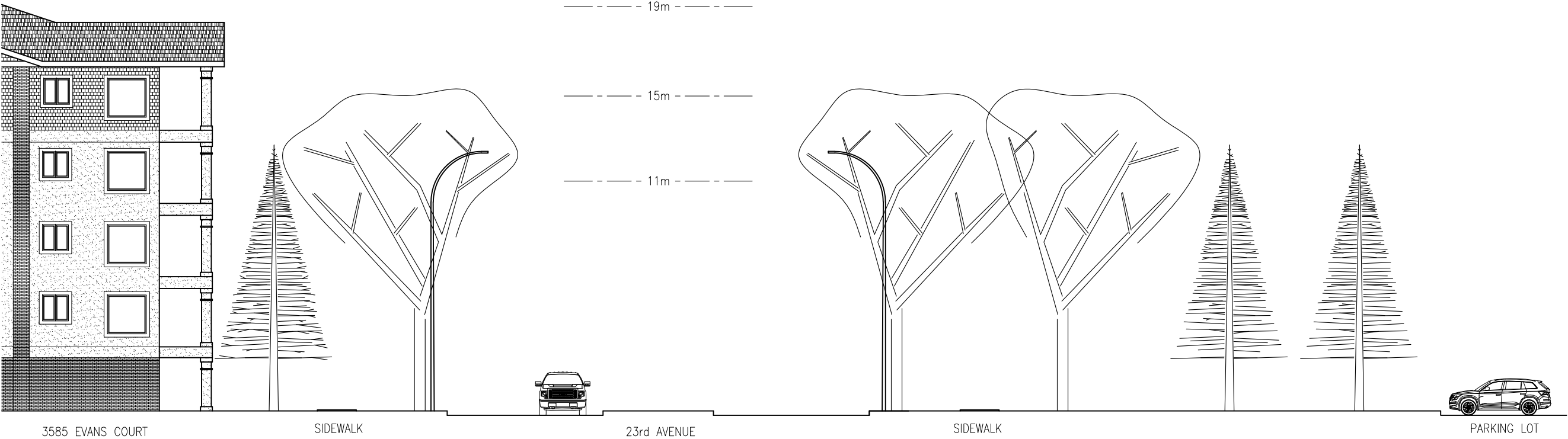


Appendix A-3.6



1:3 SCALE

100m





3585 Evans Court & 23rd Avenue Cross Section






23 Ave

Regina, Saskatchewan

 Google





 Street View - Jun 2019









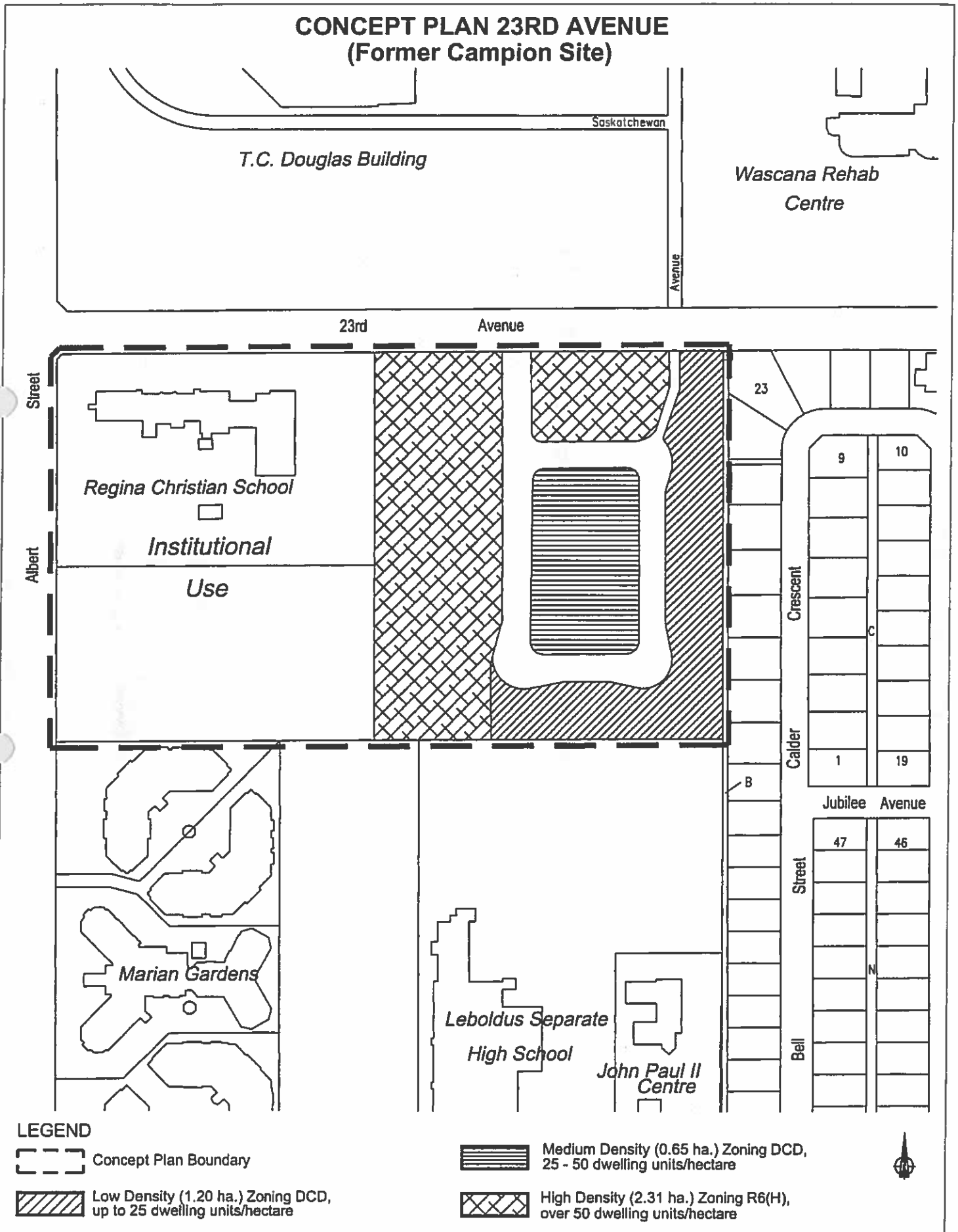


Google





CONCEPT PLAN 23RD AVENUE (Former Campion Site)



Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	20	<p>Summary of Comments:</p> <ul style="list-style-type: none"> - Traffic Impact: Impacts to the neighbourhood and along 23rd Avenue and concerns with additional traffic during school pick-up and drop-off time. - Density: The total of 118 units is not supported by the development area. - Building Height: 18.65m is significantly higher than other buildings within Evans Court. - Design: This area should be re-zoned for single family housing. <p>Detail Comments:</p> <ul style="list-style-type: none"> - There is no greenspace/park in this neighborhood, this land should actually be rezoned for this instead. - Increase traffic congestion and neighborhood will become unsafe for our kids to be in and walk to and from school. - Not enough parking if owners have more than one vehicle. - This neighborhood does NOT need more condos. There are already hundreds sitting empty in our city. These condos will become run down. - The developer should be ordered to comply with the current height restrictions. - The original plan by Evans Developments and approved by the City called for 3-36 unit condo buildings on the west side of their property - The original City of Regina zoning and developer marketing information was that the "west lot" would contain 3 x 36 condo unit = 108 condo units. The maximum building height was restricted to 4 stories. - There does not appear to be a direct roadway access, and a turn-around for fire trucks, to the east side of the building. - The parkade exit from Building "A" of 3585 Evans court, appears to exit directly into the face of the traffic exit from 3501 - Evans Court which is already a high traffic location and will be made more at risk with higher development density. - North Ridge Dev should redirect the parkade exits to the west and to the north onto 23rd Ave. - The two 5 story apartments will cause existing property prices to decrease on Evans Court.

		<ul style="list-style-type: none"> - Our understanding when we purchased was for two additional buildings not three and all built only 4 stories. - Adhere to the original units for the land and comply with all safety standards for fire, police and medical responses.
Accept if many features were different	16	<ul style="list-style-type: none"> - Density: Developer should only build one apartment building not two. - Parking is already a problem in the area so having two more apartments built would make the problem worse. - Traffic Impact: Traffic lights be installed on the corner of 23rd Ave and Evans Court - Height: Should not be taller then the two 4-story condo buildings already on the site. - Safety: To provide a safe environment for the school children next door there should only be a single 3 story building - Design: Build a single 3 story style condo or apartment building similar in height to the existing condo; Building facing 23rd Ave, as proposed in the 2007 plan; and Townhouses or bungalow condos would be preferred.
Accept if one or more features were different		
I support this proposal	2	
Other		

1. Issue: Traffic Impact

Administration's Response:

- A Traffic Impact Assessment (TIA) was reviewed at the time of the concept plan approval in 2007. The TIA at that time accounted the west parcel for high density residential.
- A new TIA was also submitted and reviewed during this review, confirming no significant traffic impacts as a result of the proposed development.
- The current development proposes a total of 118 units and with this, the overall number of dwellings within the area west of the Evans Court is 167, which is below the assumed density of 180 dwelling units in the TIA.
- The total number of dwelling units projected on the 2007 concept plan (within the Evans Court area) was 260 or 58.3 units per hectare. If this application is approved the total number of units within the concept plan area will be 241 or 54.35 units per hectares.

2. Issue: Building Height

Administration's Response:

- The subject site was zoned R6- Residential Multiple Housing Zone in 2007 under the previous zoning bylaw. R6 zone was intended to regulate the location and standards for apartment buildings, townhouses and fourplex dwellings. It also

provided developers with a variety of development options, with an expected net density in excess of 50 dwelling units per hectare.

- The previous R6 zone allowed a maximum height of 20 meters where, apartment buildings with a height of more than 13 metres were considered discretionary.
- The current zoning bylaw is similar and allows a maximum height of 20 meters where, buildings with a height between 11 - 20 metres are discretionary.

3. Issue: Density

Administration's Response:

- The original concept plan for the area estimated a total of 180 units on phase 2; the area west of Evans Court (street) zoned for high density residential.
- The current development proposes a total of 118 units, bringing the total number of dwellings to 167 with existing development currently on site.

Attention Regina Planning Commission, April 12th, 2022.

Re: **Coopertown Phase 1 RPC22-13**

Please add this email to the Public Agenda for the April 12th Regina Planning Commission Meeting.

With the opening of the bypass, traffic has increased along 9th Ave N creating significant safety concerns and increased noise levels. 9th Avenue North is too close to residents in Westhill Park and Edgewater.

The safety issues along 9th Ave N include both semi trucks and private vehicles. Semi trucks have been seen traveling at high speeds exceeding the speed limit, pulling illegal U turns in the middle of the road, stopping on the non-existent shoulder and have been involved in accidents. There are the same concerns with cars, SUVs, and other trucks. The speed limit continues to be exceeded on this road with little if any traffic enforcement.

This is a safety issue for anyone utilizing this roadway and the residents living parallel to the road. Numerous times vehicles can be seen behind our fence. The question is, when will we find one in our back yard? We hope no one is ever hurt from either side.

In addition to these issues a significant noise level exists that is honestly unbearable and has resulted in a change of lifestyle. Too often we cannot enjoy our own back yards.

According to multiple City of Regina planning documents 9th Ave N is now being referred to as a future Expressway. How will this affect the present issues? We can only say that they will become worse. The city of Saskatoon has developed residential properties next to busy roadways but incorporated noise attenuation with landscaping and fences in conjunction with reduced speed limits to address the concerns we have stated above.

As per The Coopertown Concept Plan **Report RPC18-34 Appendix D (July 2018)**, The City's Response was to examine a detailed design to include landscaping and a noise attenuation plan in response to the traffic/noise concern to Westhill

residents south of 9th Ave N. These items need to be addressed while there is still land and the ability to budget for this expansion.

As well as the Coopertown development in North Regina, there is a 300-acre urban reserve proposed to include: houses and businesses with a proposed truck stop. Have plans been initiated to develop Armour Road for this expansion and future existence? Please note that a “Truck stop” as part of the future plan will need preparation for increased truck traffic flow.

Then there is the intersection of 9th Ave N. and Fairway Road. High speed traffic and insufficient turning lanes are an accident waiting to happen. Can we be proactive and not wait for a fatality before something is done.

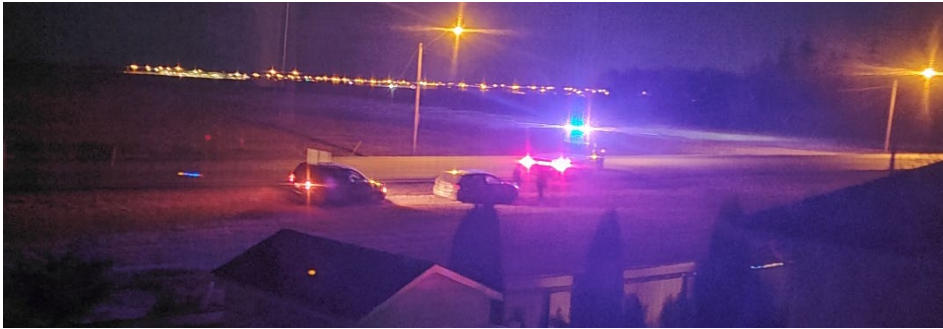
The oversight of placing a residential property this close to a **future expressway** now requires responsiveness. **A plan needs to include:**

- **Movement of 9th Ave N** away from residential properties for safety and to accommodate noise attenuation concepts.
- **Noise attenuation** for residents south of 9th Ave N to include fencing, berms, and landscaping.
- **A reduced speed** from 70 to 60 km per hour until the roadway can be upgraded.
- **Armour Road development** for city expansion.

We respectfully ask the Members of the Commission to consider these requests. Thank you for hearing our concerns.

Mark and Linda McFie

Please see the images below for examples of a few safety concerns that exist.



April 12, 2022

To: Regina Planning Commission

From: Paul Viala

RE: Zoning Bylaw Amendment Application PL202100218 – Coopertown Phase 1 RPC22-13

Thank you to the Regina Planning Commission elected members and the appointed volunteers. Your service to the community is very much appreciated. I am a 23-year resident of Westhill Park and am representing myself and many of my Westhill Park neighbours with similar concerns regarding the Zoning Bylaw Amendment Application – Coopertown Phase 1.

Our opposition to this amendment concerns the narrow setback and lack of noise attenuation measures between 9th Avenue N and the existing neighbourhoods of Westhill, Edgewater and the future Coopertown neighbourhoods. We are requesting that the plan for Coopertown Phase 1 be amended to accommodate moving 9th Avenue North to increase the setback between this roadway and Westhill Park and Edgewater neighbourhoods to implement effective noise attenuation. The Coopertown Concept Plan (RPC 18-34) and the Coopertown Neighbourhood Plan (OCP-Part B.17) both indicate that 9th Avenue North will become a high-speed expressway and then a freeway as an extension of the Ring Road. This cannot occur in such close proximity to homes in Westhill Park and Edgewater. Plans need to be made now to move the roadway and implement effective noise attenuation measures before development on Coopertown begins.

The opening of the Regina Bypass has exposed serious problems with the narrow setback between 9th Ave. North and homes along the roadway. Ninth Avenue North is a narrow, single lane roadway with no shoulders,



Narrow roadway has many examples of vehicles running off the road

and is being used as a high-speed expressway to access and exit the bypass. This has been terrible for the hundreds of residents backing the roadway. Mayor Masters, Councillor Mancinelli and MLA Laura Ross have all visited the back yards of neighbourhood residents to experience the high traffic volumes and excessive noise firsthand. They all agree that the current situation is not acceptable. The traffic is too loud, it is traveling too fast and the roadway is too close to neighbourhood homes.

These concerns should come as no surprise to City Administration. Numerous residents expressed this very concern during the open house held in November 2017 prior to the approval of the Proposed Coopertown Concept Plan (RPC 18-34). At that time, City Administration provided a vague response in Appendix D that “*at such time as 9th Avenue North is upgraded to an expressway, the City can, through preparation of a detailed design, examine potential opportunities for including landscaping and noise attenuation along the south side of 9th Avenue North*”. Subsequent planning documents for Coopertown continue to reiterate that 9th Avenue



Saskatoon example of good noise attenuation on a double lane expressway

dozens of trees on City property in the hope of getting some relief. However, traffic noise levels are too high to be mitigated by the planting of a few trees. An effective noise attenuation plan that includes berms, barriers and landscaping is necessary.

I am certain that everyone on this Commission and on Council can point out at least one noise attenuation problem in their neighbourhood. This issue is prevalent throughout the City. There are excellent examples of noise

attenuation that the City of Regina can consider. The City of Saskatoon *“Traffic Noise Sound Attenuation (TNSA) program was created to help maintain the quality of the outdoor amenity space in residential areas located adjacent to high-speed roadways and minimize the noise impact from high volume roadways to the outdoor spaces in surrounding residential areas.”*

In this instance, the Planning Commission and Council can be pro-active. By making changes to the Coopertown Plan to accommodate moving 9th Avenue North and by developing a comprehensive noise attenuation plan, you have the opportunity to positively impact the quality of life for residents in these Regina neighbourhoods for many decades to come.

Thank you so much for the opportunity to present today. I welcome any questions you may have.

Respectfully Submitted by

Paul Viala

North will become an expressway, however there is no further mention of resident concerns or any plans for noise attenuation.

The 20-foot high Coopertown berm, created in 2013, has made matters even worse by trapping and deflecting traffic noise towards the neighbourhoods. Residents have recorded traffic noise at one hundred decibels in back yards during the spring and summer. Residents are frustrated with the City’s inaction, and many have taken the extraordinary action of planting



City of Calgary

To: Elaine Gohlke, Council Officer, Office of the City Clerk, via e-mail: egohlke@regina.ca

Submission for: Public Agenda - April 12th Regina Planning Commission Meeting.

Re: Coopertown Phase 1 – RPC22-13 - Coopertown (Phase 1)

As it is right now 9th Avenue North, from Courtney Street to Pinkie Road, is situated too close to our properties, it is unsafe and very loud with ever increasing traffic noise. Semi-truck traffic continues to use this road as a shortcut instead of using the Regina Bypass as intended, ignoring the posted signs that heavy trucks are not to use 9th Avenue North.

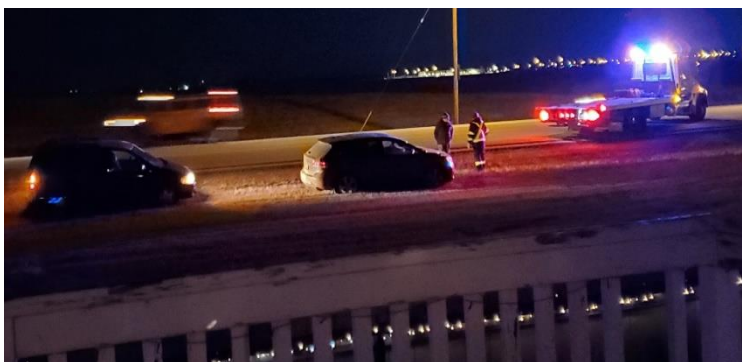
Upon review of the subject document and since the opening of the Regina Bypass traffic has increased significantly on 9th Avenue North between Courtney Street and Pinkie Road. With the current state of this unsafe stretch road and the amount of traffic noise and air pollution, would the citizens of Regina even consider buying, building, and living in Coopertown with the amount of traffic noise along 9th Avenue North and the current unsafe road conditions?

It is requested that the planning committee consider the quality of life for its current tax paying residents. It is requested that moving forward residents be included and be made aware of plans which should include moving 9th Ave North to the north side of the current “Coopertown” berm, as well as develop fencing and landscaping through a public consultation process. The notion of developing now and addressing concerns later would not be acceptable as the current living situation is unacceptable and our fear is that this will only make it worse for current homeowners and potential homeowners in Coopertown.

Turning from Fairway Road has become increasingly dangerous with many near misses and near head-on collisions and as noted, in the attached photos it is common practice to see cars stopping in the middle of the road because there is no shoulder. The speed limit continues to be exceeded on this stretch of road as the posted 70km/h signs are ignored.



Picture taken from our deck, traffic is too close to our fences/property, and this road is too narrow with no shoulder.



This scenario is very common to see behind our residences, along with hearing horns honking and brakes screeching as this road is not safe.

Since the opening of the Regina Bypass, we have been witness to many near misses, cyclists being run off the road, the yellow road markers being struck and sent flying into the ditch narrowly missing our back fence, beverage bottles/cans tossed out of vehicle windows landing in our backyard and of course constant brake screeching, stunting/racing, and horns honking.



Semi-Truck Traffic continues to ignore the signs asking them to use an alternate route . . . The Regina Bypass.

When we compare the setback distance on 9th Avenue North from the roadway to our residents, it is too close to be safe and without a shoulder on either side. Also, to note with this being so close to residences and with the increase of traffic, the constant smell of fuel makes it nearly impossible to tolerate when outside in our backyards. We no longer open our windows to allow “fresh air” in and it’s far too loud.

We have been informed that 9th Avenue North, starting at Courtney Street to Fairway Road, started out as an alternate road made by the developers of Westhill Park and rather than survey this road, move it north from our houses and add

a sound wall, the City of Regina opted to pave this road and now, according to the subject report this road will be considered a “future express way”. The question remains: has 9th Avenue between Courtney Street to Pinkie Road ever been surveyed? Are there any past records or zoning plans that indicate otherwise?

We were informed about two years ago that a noise attenuation plan and an air quality study will be conducted prior to any proposed planning in this area - has this been done?

During the planning and construction of the Regina Bypass we were informed that traffic would be routed further west of the city and more north (Armour Road), however, they chose a non-surveyed road, as a shortcut and cost savings and now we suffer these consequences along with having to pay taxes for unsafe living and a decrease in quality of life - this is simply not an acceptable living condition. Not only can we not open windows to allow fresh air in we can no longer relax in our back yard or be in our garden for fear of being struck by a yellow road marker, beverage bottle/can, or worse yet, a vehicle leaving the road and coming through our fence.

Has any consideration been given to move 9th Avenue North to the north side of the current berm created by Dreams/Coopertown to include fencing and landscaping?

Lastly and most importantly, we would like to extend an invite to members the City of Regina Planning Commission and Roadways Department to stop by our house to view this situation first-hand in order be made further aware and help provide a solution to this unsafe situation.



Picture of yellow road marker in the ditch just in front of our fence – these markers are constantly struck and sent flying. They are in constant need of repair and replacement as city workers do their best, however it’s not a safe road to be conducting work.

Thank you in advance for your attention to this situation, we look forward to hearing from you and always great to live in a city where the opinions of its residents are valued.

Sincerely,

Julie Derby and Todd Walter

To Whom it May Concern,

I am writing this letter to express my concern over the traffic on 9th avenue North. I am a 24 year resident of the Westhill Community. Since the implementation of the by-pass in Regina we have experienced and increase in traffic and accompanying noise behind our house. We have witnessed many cars run off the road or near miss accidents due to the narrow road and the speeds at which vehicles travel on the road.

Recently, we have been made aware that the plans for Coopertown Phase 1 will increase traffic and does not include any plans to address the noise or safety concerns of the residents of the Westhill and Edgewater residents. These plans show that 9th avenue North will become an expressway and eventually a freeway. We are asking that you consider the below requests for the safety and quality of life of the residents:

1. Plans to move 9th avenue north to increase the space between the roadway and our homes to help reduce noise and increase safety.
2. A comprehensive noise attenuation plan to address the noise issues within our neighborhood.

I request that this submission be also added to the Public Agenda at the beginning of the meeting April 20th Council meeting.

Audrey Hoeving

To whom it may concern.

The Regina Planning Commission and City Council needs to take steps to increase the buffer spaces and reduce the noise and traffic on 9th Avenue North. It is especially bad on 9th avenue north west of Courtney. I do not back directly onto 9th avenue north, but there is nothing between my backyard and 9th avenue north. I find enjoying my backyard has been drastically impacted. Yes, the easiest thing for you to do is nothing. If this your approach, history shall judge you. It will be another example of the south and south east being favoured as they have large spaces, hills and other noise lessening factors whereas the north can have have freeways running through their backyards.

To those who argue that we should have known this when we built or moved into this area, I would like to point out that Westhill started development 40 years ago when the only thing out here was fields. Personally, I started to build 35 years ago. At that time, the planned north/south route was to be Courtney. To blame those of us who came to this area that long ago is ridiculous.

I have contacted City Hall and have been advised that my taxes will not even be reduced despite the enjoyment of my backyard, not too mention what I hear inside, has been eliminated. I cannot believe how City Hall doesn't seem to care!

Dean Schmiedge

TO: Regina Planning Commission

**RE: Zoning Bylaw Amendment Application (PL202100218) Coopertown Phase 1
RPC22-13**

I would like to thank the members of the Planning Commission for the opportunity to speak to the Zoning Bylaw Amendment Application (PL202100218) Coopertown Phase 1 RPC22-13 inso far as it relates to 9th Avenue North.

For several years concerned citizens, some of whom are from Westhill and Edgewater, have been communicating with the City regarding issues that already exist along 9th Ave N. including the dangers on 9th Avenue North and the lack of noise attenuation since the opening of the West Bypass's 9th Avenue N. overpass .

9th Avenue North is in close proximity to the existing residences in Westhill and Edgewater and with the completion of the overpass at 9th Avenue N the dangers and noise levels have increased exponentially. My husband and I have lived in our home in Westhill, which backs onto 9th, for 22 years. 9th at that time was just a gravel road, several years later the City occasionally put oil on it and eventually it was paved for use by surrounding residents. 9th Avenue N still remains only a two lane road with no shoulders and was not intended for the useage it is now experiencing.

Last year City Council voted to remove the heavy truck designation on 9th Avenue North which decreased the dangers and noise level somewhat but these factors still remain a concern and recently the number of heavy duty trucks seems to have increased. As the road is so narrow if any vehicles (especially a semi) have an accident or mechanical issues there is nowhere to pull over and be out of the line of traffic. As most vehicles do not adhere to the speed limit posted it creates a very dangerous situation and increases the noise level. Another very dangerous section is the turn off from 9th Avenue North onto Fairways West. There is no turning lane for vehicles travelling east so they signal to turn and the traffic behind them swerve around right into the path of vehicles travelling west and turning onto Fairways. If a vehicle were to careen off the road into someone's backyard that would be disasterous.



During one of the past winter's storms there was not enough room on the road for this semi and oncoming vehicles to pass. The SUV ended up going into the ditch and got stuck.



The second concern is the increase in the noise factor with the road being so close to residences and the increase in vehicle usage. There have been no noise attenuation measures implemented (such as barriers, reducing speed limit or policing) or any proposals or commitments to date. Beginning in the spring the amount of traffic exponentially goes up with souped up cars racing down the road, motorcycle groups travelling in and out of town, campers and boaters to name a few. We are unable to sit in our back yard in the evenings or on the weekend and relax or have a normal conversation as the noise level is so high you cannot hear one another.

Neither of these issues have been addressed by the City and the proposed application is only going to add to these problems especially as the development is requesting to change to multi-unit dwellings(basically another Harbour Landing) which means more residences, more people and another increase in traffic.

If Coopertown proceeds as it presently appears there does not appear to be enough area to increase the setback for residents on either the south or north side of 9th Avenue North to address these issues. Dream Asset Management does state that they will be installing a noise barrier but that does not address the issues on the south side of 9th Avenue North.

It also appears that the City's future planning still includes an expansion of 9th Avenue North into a expressway and/or freeway – Coopertown Concept Plan (RPC 18-34), Coopertown Neighbourhood (OCP-Part B17) - as well as an overpass at Fairways West and 9th Avenue North. How does the City propose to accomplish this without first ensuring that Coopertown is moved further north to ensure ample space for the road and set backs on either side of 9th. Once Coopertown development starts there will be no options.

Thank you again for providing me the opportunity to speak to you today.

Wendy Walter

REGINA PLANNING COMMISSION SUBMISSION RPC22-12 3585 EVANS COURT**WARWICK HALL DEVELOPMENTS LTD (NORTH RIDGE DEVELOPMENT CORP)**

The Applicant submits this material in support of their Application and commends the positive analytical recommendation of the Administration resulting from their thorough professional review and inclusive consultation process.

OCP HOUSING AND LAND USE POLICY

The Policies encourage more housing development to support community vision and growth as Regina advances in a competitive western market. Diversity of form, location and intensification, compact city and sustainable environment are central objectives. Higher Density development is provided for in designated locations along major roadways in locations planned and policy supported. Intensification leverages walkable pedestrian opportunities and reduced vehicle utilization.

Few central City sites are available and planned for designated higher density investment. Through the OCP and approved Concept Plans these policies are set out by City Council and investors rely on this forward thinking process. It provided reasonable assurance of support for community compatibility and acceptance.

The applicant who has considerable experience developing green field sites but supports intensification chose this site specifically to build higher density residential housing for a targeted market (seniors, professionals seeking proximity to employment) that desires a more central location, access to community amenities and reduced vehicle utilization...diversity of form and location supported by approved plans implementing Council Policy.

To achieve progress towards City objectives for sustainable, compact City characteristics approved sites consistent with OCP Policy must be developed to higher density. There are few optimal locations to achieve this...the subject property has all the right foundational basis.

SITE CONCEPT PLAN

This site has been approved for higher density residential use since the 2007 Concept Plan was approved when this land was designated for growth supporting density objectives. The Plan advocated 180 units in this Phase in higher density form...with this development there will be 167 units. This area for higher density was chosen near the major roadways and at the western edge of the planned area away from lower density housing to provide a transition all consistent with the OCP at the time and reinforced by the current OCP policies.

The site zoning has continued to designate this area for higher density residential of the form and nature proposed to achieve housing diversity, neighborhood revitalization, intensification on designated appropriate sites.

The Applicant acknowledges the Discretionary Zoning and need for the community engagement and Council approval to ensure the policies and vision are met. The Discretionary Use review sets out clear requirements. As the Administration report cogently illustrates the proposal checks positively on all aspects...OCP Policies, approved Concept Plan, consistency with approved area character with no illustrated adverse impact.

THE PROPOSED DEVELOPMENT

The administration report and attachments provided full visual illustration of the proposal, the site, elevations, shadowing, elevations along 23rd Avenue and in perspective to the tree canopy and Wascana Center buildings. We would highlight several aspects raised in review with the Administration and the community meetings. The process has been positive and addressed very significant aspects of the development and area character:

- The building orientation opens up to the existing development
- Additional parkade spaces are provided (178 for 118 suites) to minimize on site and local street parking (207 stalls in total far in excess of the required 1 per suite)
- Building height 5 stories 18.6 meters vs maximum 20 meters allowed) primarily to accommodate the additional parkade spaces in 2 levels to ensure reduced parking and traffic congestion
- Building height is consistent with the Concept Plan to have height increase from the east to west..the height is one story more than the existing apartment which is 2 stories or more higher than the abutting single family residential
- Landscaped area 34% of the site while only 15% is required..to include a community garden as requested in community meetings
- Elevation perspective along 23rdAvenue show the buildings do not overshadow the tree canopy and respect the existing street vista exposure
- Contemporary, compatible exterior finishes and elevations

TRAFFIC IMPACT

When the Concept Plan was approved in 2007 a Traffic Study was done to illustrate that the proposed density would have no negative impact. The Applicant initially engaged a qualified engineering firm to review that 2007 Study and determine if the conclusions remained valid...they advised they did. Following the virtual community meeting traffic issues were again raised by residents. To respect this concern an updated full Traffic Impact Study was done. It confirmed the intersection for Evans Court at 23rd Avenue would continue to operate at a very reasonable and acceptable level for a collector road of this capacity with slightly increased peak traffic movements. It is important to note the Study used normal traffic pattern movements in its analysis which almost certainly overstate the traffic movements.

The development will primarily house those with lesser vehicle use due to their life style, the central building location and altered home work patterns will all reduce traffic.

WASCANA CENTER INTERFACE

The developer has full appreciation for the amenity and community open space value of Wascana Center and the desire to preserve its interface with growth. The location of this project has enhanced attraction due to Wascana Center proximity for walking, exposure to open space visual appeal.

The height considerations of the Wascana Center Master Plan as the Administration points out are to preserve the visual interface and tree canopy exposure as well as the access to and usability of the park, all laudable and positive factors. The Center land abutting the site is for several hundred feet a major surface parking lot and major office building several feet higher than the proposed apartment complex (as are the Environment and Walter Scott Buildings further north along Albert Street). The development as the elevation vistas illustrate does not impose on the Wascana Center policy or use. It will enhance the park use by housing additional residents abutting whose life style is attracted to open space activity.

CITY NET ZERO OBJECTIVES

Even before the City adopted the progressive and leading net Zero objectives the developer stated and committed that the buildings would be the most energy efficient multi-family structures in the City. The apartment building currently being built on the site by the developer will have an energy efficiency performance 20% better than the new national code. The proposed buildings will meet or exceed that and pursue the Net Zero objectives. They recognize the merit and wisdom of that forward looking approach. Reviewing the Big Moves of the City plan the developer will embrace and contribute to this positive initiative:

- Number 2 Net Zero New Builds....use of energy efficient heating and cooling, high energy efficient tankless water heaters, Energy Star 16 SEER air conditioner, energy recovery Ventilators (EVRs)
- Number 3 Fuel Switching heaters...High efficiency air handlers to distribute air will run on electricity instead of conventional gas...they will optimize heat transfer to reduce energy consumption
- Number 5 Reduce Vehicle Emissions...plugs will be provided for electric vehicles encouraging occupants to switch from carbon emitting vehicles to electric powered
- Number 6 Increase Active Transportation and Transit Use...the central location and intensification of development strongly support this with proximity to employment centers and open space encouraging walking and alternate forms of transportation, eliminating or reducing vehicle use. This is one of the significant attributes of the compact City Policy.

These are illustrative examples of the commitment to work towards Net Zero in the framework of the City plan. The project design team has been directed to assess all options to further support the objectives and document the results.

CONCLUSION AND SUMMARY

This application meets all approved policies and objectives of the City OCP and approved Concept Plans. Achieving the very progressive and challenging objectives for a more intensified compact city requires forward planning and policy statements that guide investor decisions. This proposal offers tangible opportunity for major progress on the city plans on a site designated and planned for this density and form. It will substantially increase the success towards the intensification target that has been elusive. Regina and Regional Home Builders` Association have submitted a letter of full support to the application and City policy.

More housing diversity to support growth and free up current stock for families, intensification, location proximate to community amenities and employment, and a model for Net Zero implementation all speak to the merits of the proposal. City Council approval will exhibit in real terms delivery on the plans and objectives as intended and inspire confidence in the sustainable growth approach to community future.

We look forward to constructive and supportive discussion of this application and are prepared to provide and additional information or clarification.

Respectfully submitted on Behalf of Warwick Hall Development Ltd (North Ridge Development Corporation)

Bob Linner

Pat Mah

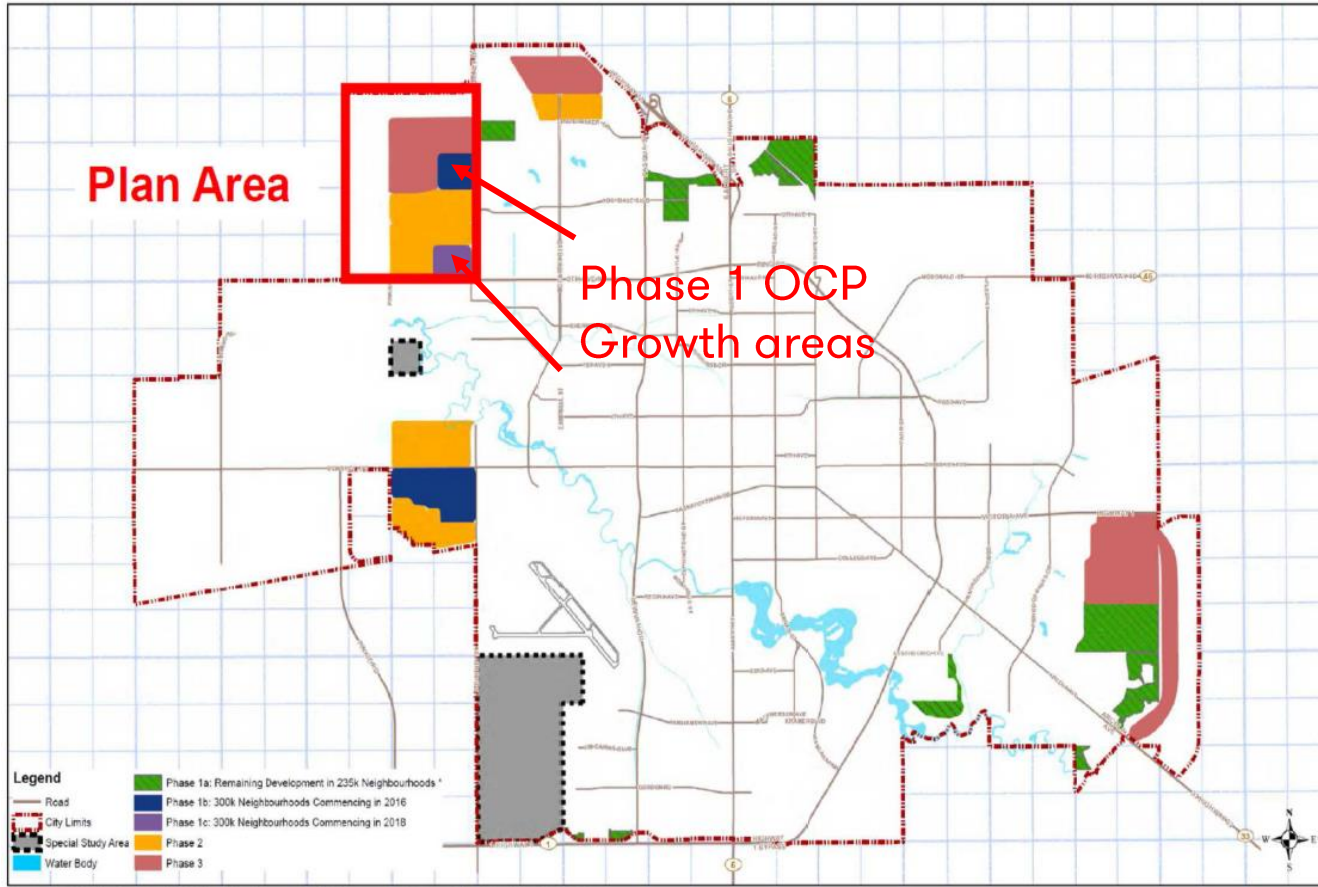
April 6, 2022

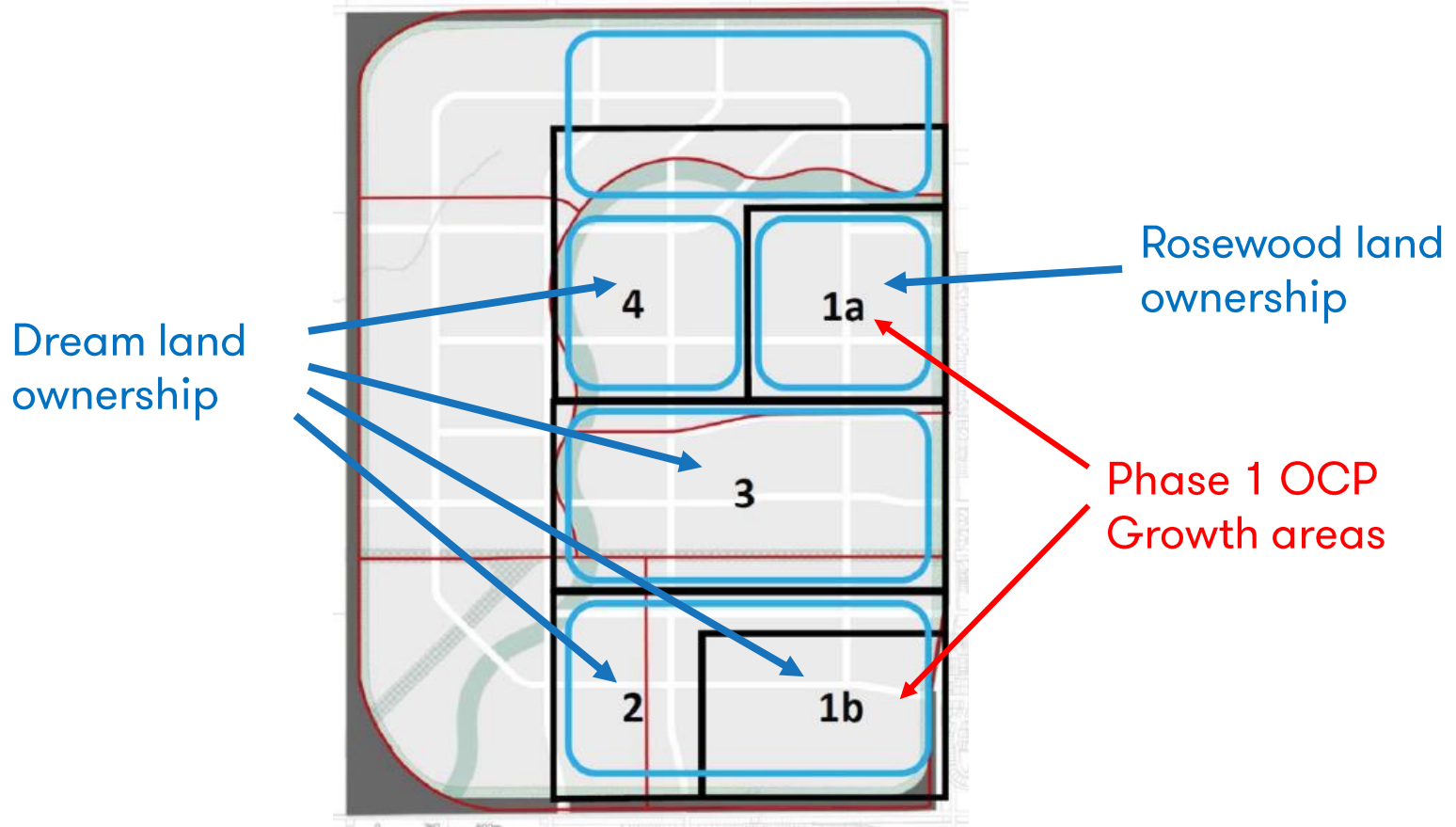
**Zoning Bylaw
Amendment
Part of 500
Courtney Street
(PL202100218)
Coopertown
Phase 1**

April 12, 2022

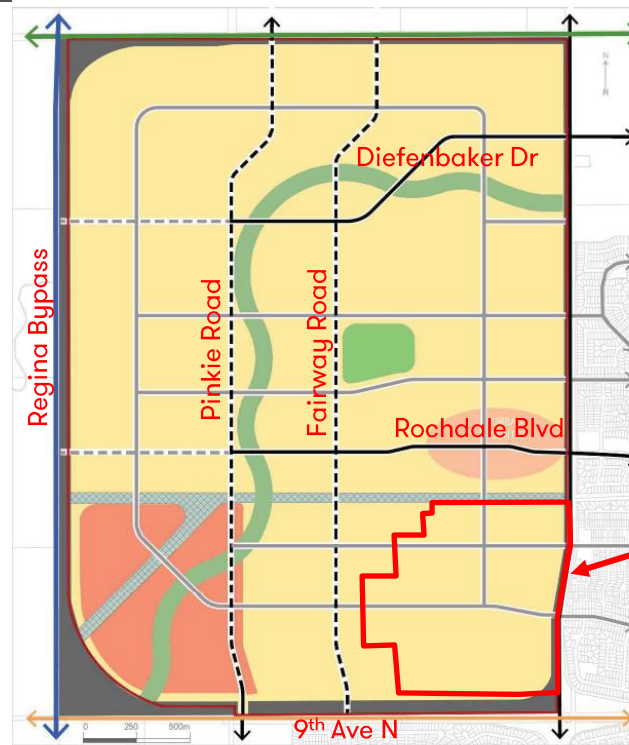


- This is the first zoning application for the Coopertown neighbourhood.
- A diversity of new housing types are of need in NW Regina. To accommodate this, the current zoning UH Urban Holding is needed to be revised to the appropriate residential zones: RU Residential Urban (low density), RL Residential Low-rise (medium density) and RH Residential High-Rise (high density) to accommodate a mix of front drive and laned single family, semi-detached, townhomes, and apartments.
- Innovative home orientation on MR1 has homes directly fronting the greenspace with rear lane access. This will create a more sustainable and inclusive community.
- A portion of the laned lots in Eastbrook Phase 1 are proposed to have the FA, “Front Access Lane Overlay Zone” allowing for either rear lane access and/or front driveway access.

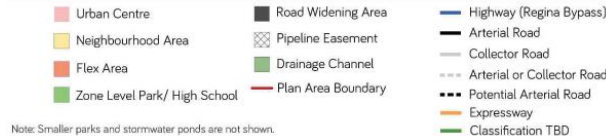




Approved Coopertown Neighborhood Plan (2019)



Dream
Concept
Plan area

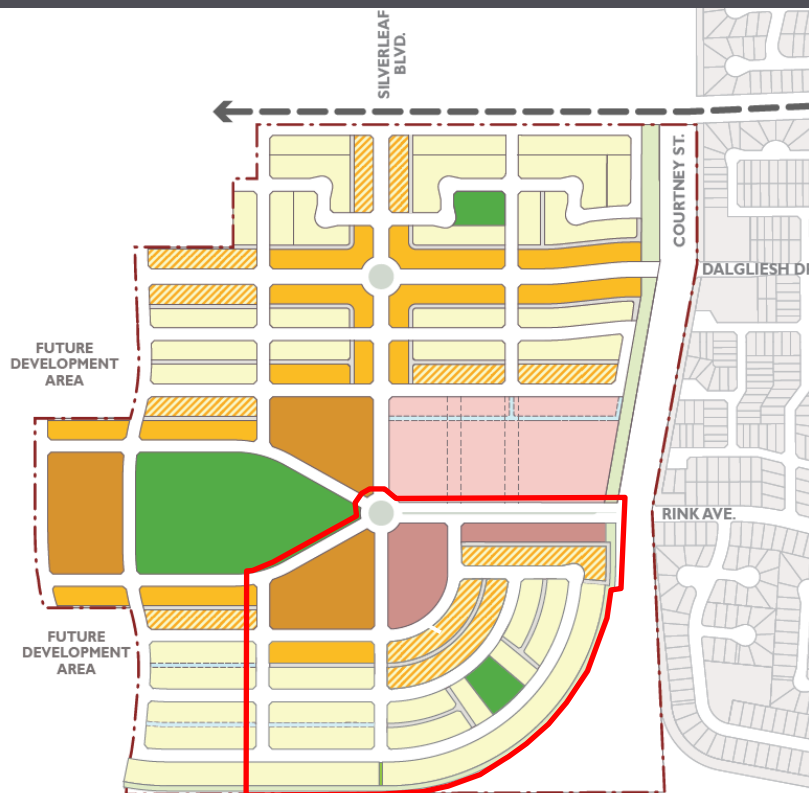


Approved Coopertown Concept Plan (2019)

Legend

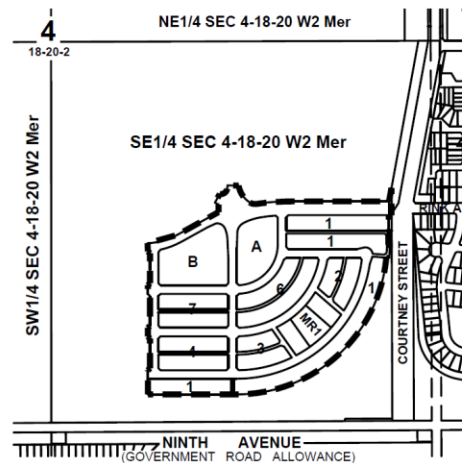
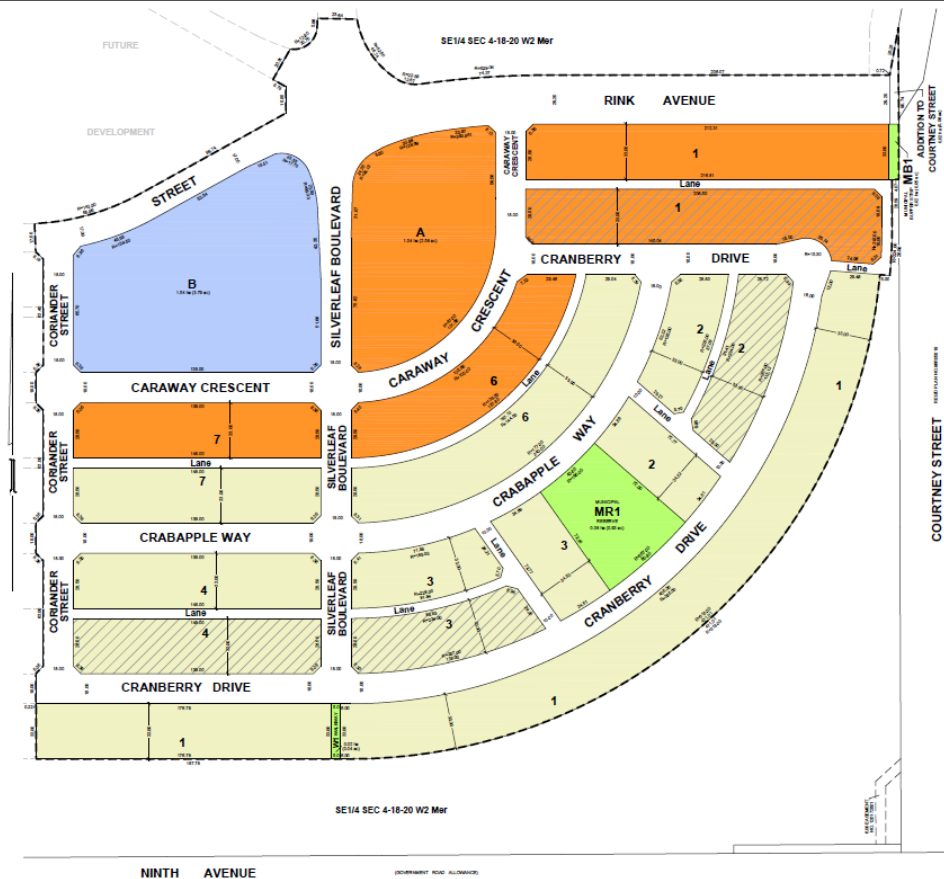
- Low Density Units
- Low or Medium Density Units
- Medium Density Units
- High Density Units
- Flex Area 1 (Limited to: Commercial, Mixed-use, Office, Low, Medium and High Density Residential)
- Flex Area 2 (Limited to: Low, Medium and High Density Residential, Office, Mixed-use)
- Municipal Reserve
- Municipal Buffer
- Potential Municipal Walkway
- Potential Road
- Potential Lane
- Hydrocarbon Pipeline Corridor
- Concept Plan Boundary

Land Use Category	Ha	%	U/Ha	Units	Pop	Ppl/Ha
Low Density Units	15.987	25.0%	25	400	1079	67.5
Low or Medium Density Units	4.831	7.5%	37.5	181	471	97.5
Medium Density Units	5.534	8.6%	50	277	692	125
High Density Units	4.907	7.7%	100	491	883	180
Flex Area 1 - Commercial	3.590	5.6%	-	-	-	-
Flex Area 1 - Residential	0.864	1.3%	75	65	117	135
Flex Area 2	1.605	2.5%	75	120	217	135
Municipal Reserve	5.023	7.8%	-	-	-	-
Potential Municipal Walkway	0.017	0.0%	-	-	-	-
Local Roads	19.83	31.0%	-	-	-	-
Municipal Buffer	1.821	2.8%	-	-	-	-
Total	64.009	100%		1533	3458	54 ppl/ha
Courtney St. ROW	6.40	-	-	-	-	-
Interchange Lands	0.861	-	-	-	-	-
Concept Plan Area	71.27					





9TH AVE. N **Phase 1 ~ 271 lots**

Proposed Coopertown Phase 1 Zoning Amendment



ZONING:

RESIDENTIAL URBAN (RU)		AREA = 6.03 ha (14.89) ac
RESIDENTIAL LOW-RISE (RL)		AREA = 3.50 ha (8.66) ac
RESIDENTIAL HIGH-RISE (RH)		AREA = 1.54 ha (3.79) ac
PUBLIC SERVICE (PS)		AREA = 0.42 ha (1.02) ac
HATCHED AREAS REFER TO BLOCKS WITH ZONE FORWARD OVERLAY		

Coopertown Phase 1 Parking Analysis with “Front Access Lane Overlay” Zone

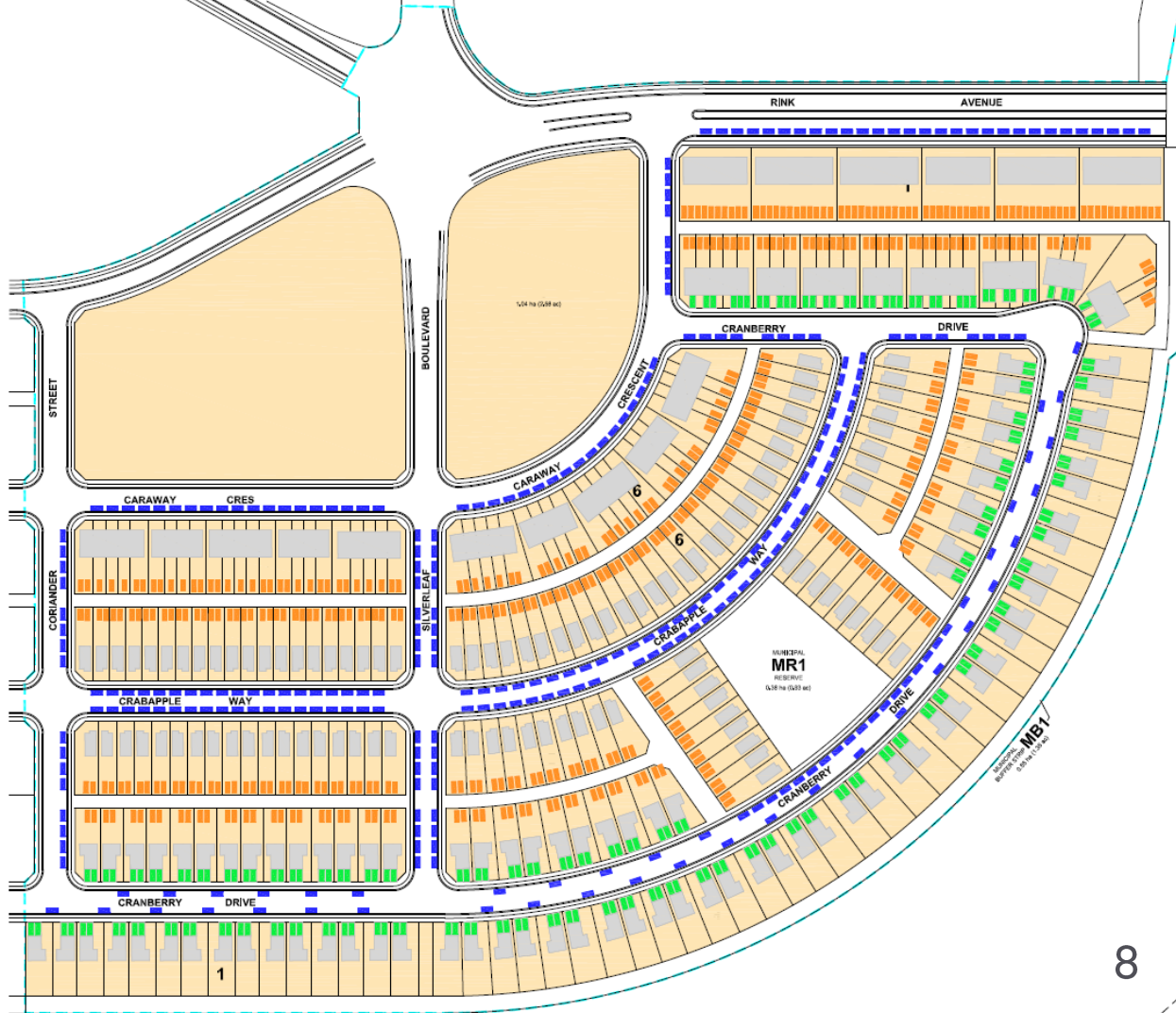
Coopertown Phase 1-1

Parking Analysis

Front Driveway Parking Stalls	211
Rear Parking Pad Stalls	468
On Street Parking Stalls	299
Total Parking Stalls	978

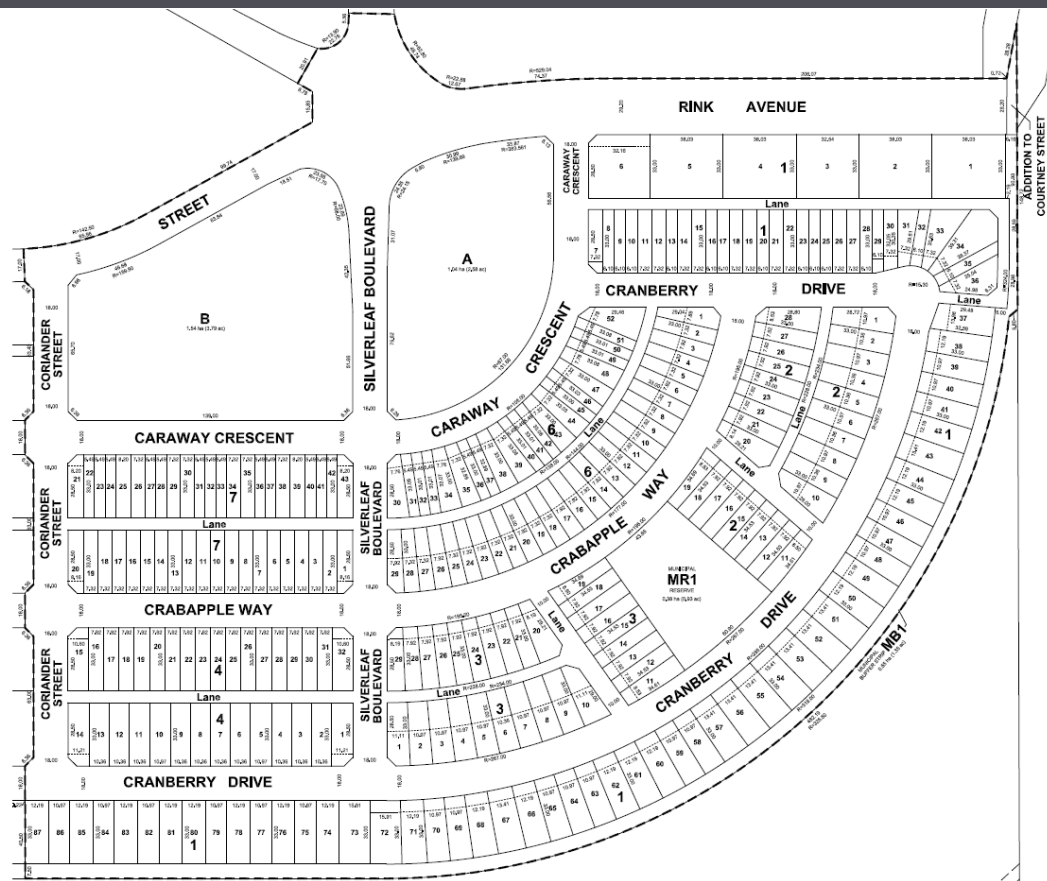
Total Lots	271
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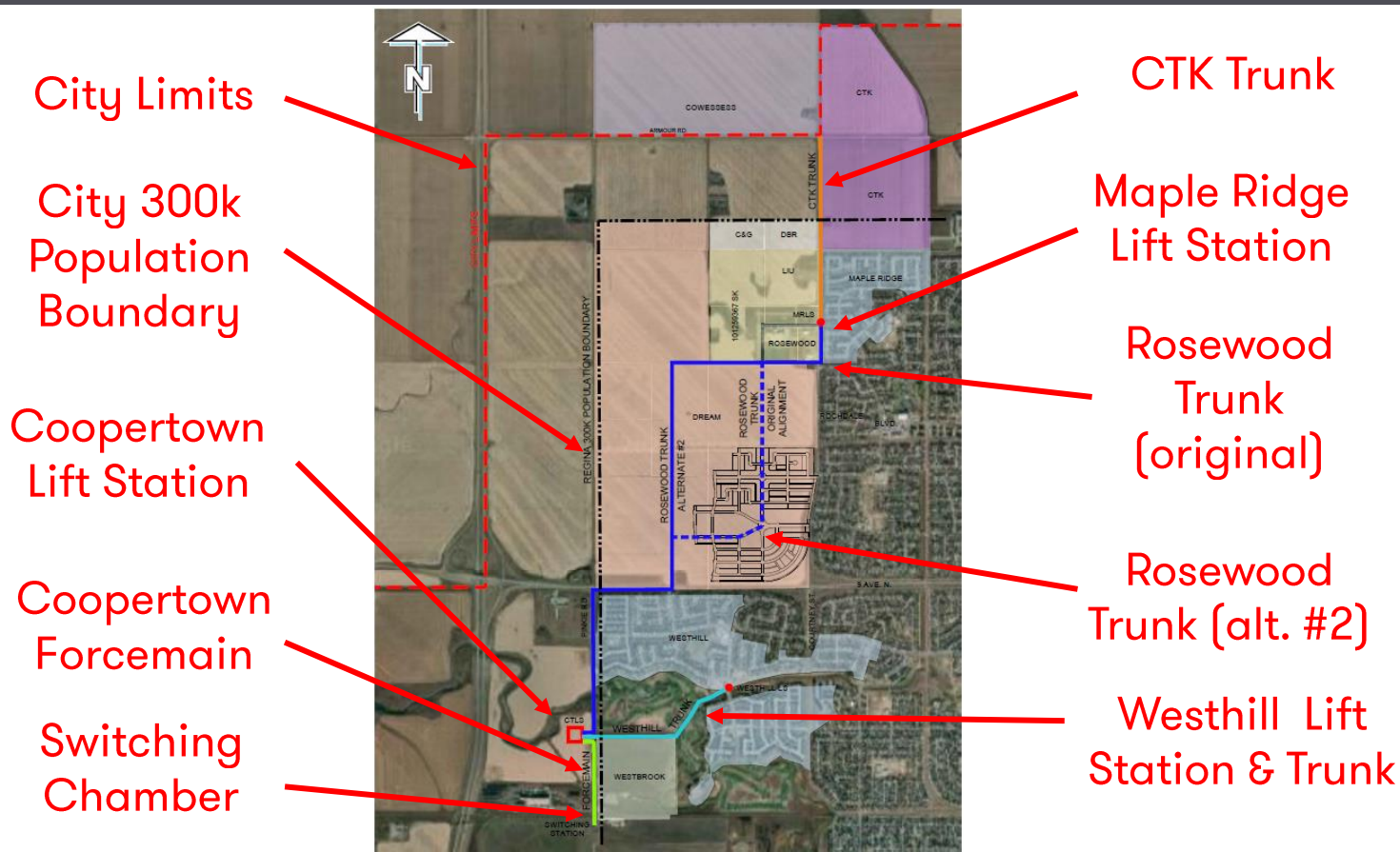
Parking Stalls per Lot	3.61
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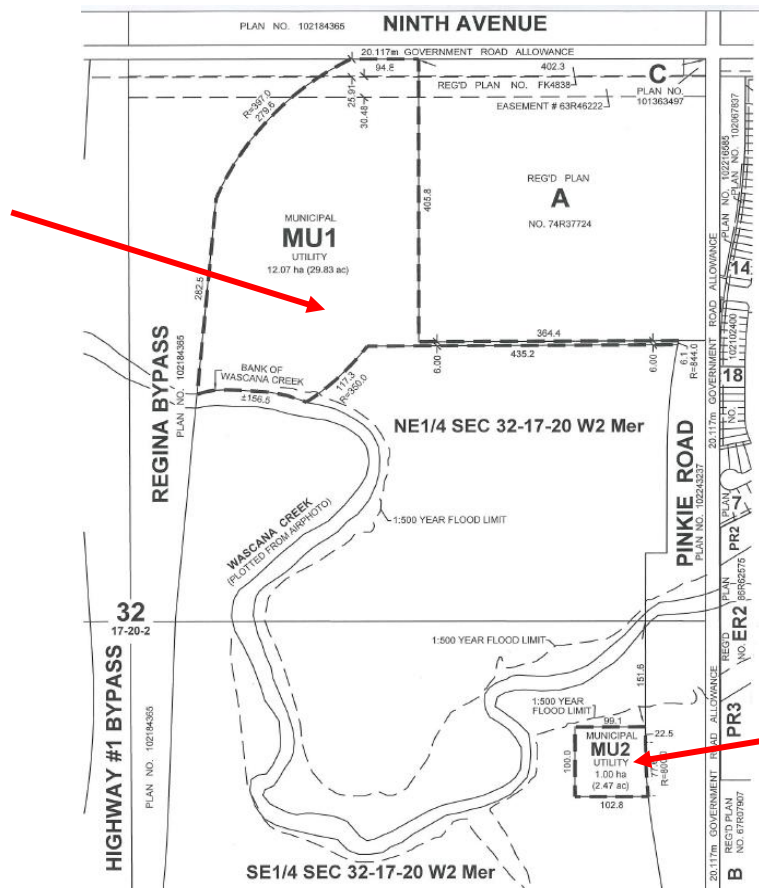
Coopertown Phase 1 Proposed Plan of Subdivision

- ❑ Appx. 531 housing units
- ❑ 271 Lots
 - 82 Townhome lots
 - 86 Single Family & Semi-Detached laned lots
 - 18 Single Family lots Fronting Park MR1
 - 85 Single Family front drive lots
- ❑ 2 Multi-Family Parcels
 - 1.04 Ha (2.58 ac) medium density parcel – 52 units
 - 1.54 ha (3.79 ac) high density parcel – 154 units



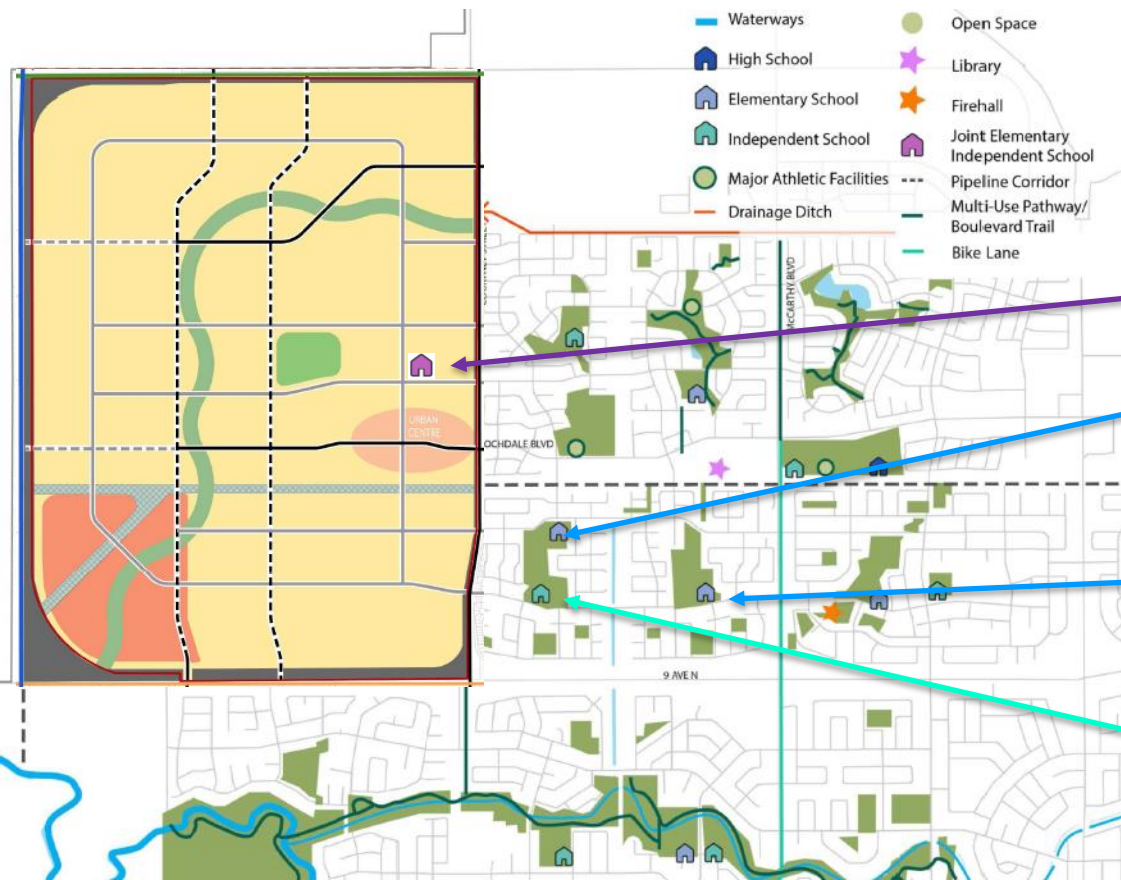


Coopertown
Storm Channel
Outlet to Wascana
Creek



Coopertown
Lift Station

Existing Schools in NW Regina with Capacity for Students



Plainsview Public Elementary (Mapleford Blvd)
St. Nicholas Catholic Elementary (Mapleford Blvd)

Ecole Centennial Public Elementary (Dalglish Dr)

WH Ford Public Elementary (Rink Ave)

St Jerome Catholic Elementary (Rink Ave)

dream 

**thank
you.**

I am writing this letter to express my deep concerns over the traffic and safety on 9th avenue North. Following the opening of the by-pass we have experienced a significant increase in traffic and accompanying noise behind our house. We have witnessed a number close near accidents due to the narrow road and the speeds at which vehicles travel on the road.

Recently, we have been made aware that the plans for Coopertown Phase 1 will increase traffic and does not include any plans to address the noise or safety concerns of the residents of the Westhill and Edgewater residents. These plans show that 9th avenue North will become an expressway and eventually a freeway. We are asking that you consider:

1. Move 9th avenue further north to increase the space between the roadway and our homes, this would help reduce noise and increase safety.
2. Consider a comprehensive noise attenuation plan to address the noise issues within our neighborhood.

I request that my submission be added to the Public Agenda for the April planning and council meetings. RPC22-13.

Brett Hoeving



Zoning Bylaw Amendment - PL202100218 – 500 N Courtney Street (Coopertown Phase 1)

Date	April 12, 2022
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC22-13

RECOMMENDATION

Regina Planning Commission recommends that City Council:

1. Approve the application to rezone portions of lands from Coopertown Phase 1, being part of SE 04-18-20-2 Ext 4, located within the Coopertown Concept Plan, as shown in Appendix A-1, from UH - Urban Holding Zone to as follows:
 - a. RU - Residential Urban Zone – Parts of Proposed Blocks 1, 2, 3, 4, 6, and 7;
 - b. RL - Residential Low-Rise Zone - Parts of Proposed Blocks 1, 6, 7, and A;
 - c. RH – Residential High-Rise Zone- Proposed Block B;
 - c. PS - Public Service Zone - Proposed MR1 and MB1; and
 - d. LA - Lane Access Overlay Zone – Parts of Proposed Blocks 1, 2, 3, and 4.
2. 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 these recommendations and the required public notice.
2. Approve these recommendations at its meeting on April 20, 2022.

ISSUE

Dream Asset Management Corporation (Applicant and Owner) proposes to rezone parts of the subject property to facilitate development of Coopertown Phase 1. The subject properties

are within the Coopertown Concept Plan and consist of 17.73 ha of land with and will accommodate a population of approximately 957 people. The lands are proposed to be rezoned from UH – Urban Holding Zone to RU – Residential Urban Zone, RL – Residential Low-Rise Zone, RH – Residential High-Rise Zone, and PS – Public Service Zone, as shown in Appendix A-1. Additionally, three blocks are proposed to have the LA – Lane Access Overlay applied to all front-driveway access. Rezoning to a suitable zone is necessary for any development to proceed in accordance with the approved Concept Plan.

Property owners can submit applications to change the zoning designation of their property. This application requires an amendment to the *Regina Zoning Bylaw 2019-19* (Zoning Bylaw), which requires review by Regina Planning Commission (RPC) and approval by City Council. These applications include a public and technical review process in advance of consideration by RPC and Council.

This application is being considered pursuant to *The Planning and Development Act, 2007* (Act); the OCP and Zoning Bylaw. The proposal has been assessed and is deemed to comply with the Act, OCP (Parts A and B.17 – Coopertown Neighbourhood Plan) and the Zoning Bylaw.

IMPACTS

Financial Impacts

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 Impact

City Council set a community goal for the City of Regina of achieving net-zero emissions and sourcing of net-zero renewable energy by 2050. In support of this goal, City Council asked Administration to provide energy and greenhouse gas implications of recommendations so that Council can evaluate the climate impacts of its decisions.

The recommendations in this report have limited direct impacts on energy consumption and greenhouse gas emissions. The Coopertown Neighbourhood Plan and Coopertown Phase 1 Concept Plan were planned to encourage / accommodate various modes of transportation including transit and active transportation (walking and cycling), which are generally known to contribute to the reduction of energy consumption and associated greenhouse gas emissions.

Policy/Strategic Impact

The proposed development enables the development of the Coopertown neighbourhood, which is identified as for immediate development in the City's Phasing Plan. The larger

Coopertown concept plan complies with several policy goals encouraging mixed neighbourhoods comprising every density of housing and options for people of every stage of life, economic level, and ability, which is consistent with neighbourhood development policies to create complete communities. Approval of this first phase would enable the development of this approved plan.

The proposed walkway along the southwest boundary of Phase 1 will connect to a future multi-use pathway along the north side of 9th Avenue North. This will fulfill goals within the *Regina Transportation Master Plan* and connect to the planned and existing transportation network.

OTHER OPTIONS

1. Refer the application back to Administration. If City Council has specific concerns with the proposal, it may refer it back to Administration for further review and direct that the report be reconsidered by Regina Planning Commission or brought directly back to Council following such further review.
2. Deny the application and the subject properties would remain zoned UH – Urban Holding Zone.

Both of these options would delay the development as the current zone does not support neighbourhood development.

COMMUNICATIONS

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

DISCUSSION

Proposal

The applicant proposes to rezone the subject properties from UH – Urban Holding Zone to a variety of residential and public use zones to facilitate development of Coopertown Phase 1. Specifically, the applicant proposes to rezone to the following, and as shown in Appendix A-1:

- RU – Residential Urban Zone to accommodate one and two unit dwellings

- RL – Residential Low-Rise Zone to accommodate multi-family dwellings
- RH – Residential High-Rise Zone to accommodate multi-family dwellings
- PS – Public Service Zone to accommodate open space

The LA – Lane Access Overlay Zone would be applied to the hatched area as shown on the plan of proposed subdivision (Appendix A-3.1) to allow for front-driveway access where vehicular traffic would otherwise be restricted to only the rear lane.

Considerations

The proposed rezoning will facilitate development of Coopertown Phase 1 in accordance with the approved concept plan. The next steps for the Applicant would be to apply for subdivision and servicing agreements; at this time the City of Regina is not reviewing an associated subdivision or servicing agreement. The plan of proposed subdivision shown on Appendix A-3.1 is provided for illustrative purposes only.

The approved concept plan is attached as Appendix A-3.2. The proposed development complies with the Coopertown Concept Plan and Coopertown Neighbourhood Plan (OCP Part B.17).

The surrounding land uses are Courtney Street and the Sherwood Estates neighbourhood to the east, 9th Avenue North and the Westhill Park neighbourhood to the south, vacant land that is planned for future development within the Coopertown neighbourhood to the north, and west.

Traffic Infrastructure

As this is the first phase of development, upgrades will be required to service this development. The sole access to this development will be through a newly upgraded signalized intersection at Rink Avenue and Courtney Street. Furthermore, the development will also require upgrades to Courtney Street to arterial road standards, from 9th Avenue North to Rink Avenue. The upgrades will be required as subdivision and development warrants, likely within two years of approval.

Transit

Transit services will be available to the neighbourhood in the future. The timing of service provision will depend on the pace of development and demand. The nearest transit stop is close to the intersection of Rink Avenue and Courtney Street within the Sherwood Estates Community to the east of the subject property.

Servicing

The development is required to be serviced in accordance with City regulations. The Coopertown Plan outlines the general requirements for neighbourhood serviceability, but alternatives may be considered without an amendment to that plan. Upgrades to existing infrastructure or new infrastructure will be the responsibility of the Developer. The design of servicing will be negotiated through the servicing agreement approval process and before

issuance of the plan of subdivision.

Lane Access Overlay Analysis:

The Applicant proposes to apply the LA – Lane Access Overlay Zone along portions of Cranberry Drive as shown in Appendix A-3.1 (hatched area). The LA Zone would extend approximately 530 meters along the proposed street. The Applicant intends to develop this area for dwellings with front and/or rear garages. Without the application of the LA Zone, these lots would require vehicle access via the rear lane only and dwelling units with front attached garages at this location would not be permitted.

The LA Zone is intended to allow flexibility regarding front and lane access to residential lots on a block face. Furthermore, in accordance with Part 8M of the Zoning Bylaw, the zone is to be applied on an entire block face that is considered appropriate for having both front and lane access with due consideration to the utilization of infrastructure, surrounding land uses, and safety.

Applying the LA Zone does reduce the amount of on-street parking available to residents, but in some respects, this is offset by increased on-site parking, which is typically four stalls per dwelling (two in garage and two on the driveway). The additional driveway crossings reduce the available on-street parking by approximately 68 stalls. As per the information provided by the Applicant (Appendix A-3.4), 64 lots will be affected by the LA Zone. and approximately 300 on-street parking spaces will remain available within the development area. This LA Zone may result in the lane being partially used. This analysis was necessary to determine that applying the LA Zone would not result in concerns regarding safety or conflict with planned land uses.

Also of note is that the 18 lots that back onto the MR1 would have legal frontage from a “lane” rather than a street. The design intent, which was deliberated and approved through the Coopertown concept plan, would be architecturally oriented towards the park, and there would be no parking allowable within the lane. This means that vehicles will need to either park on site, or along the street. There is adequate parking on-street to accommodate this design.

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. The Sherwood/McCarthy Community Association was contacted but did not respond. Comments from neighbouring properties are captured in Appendix B.

DECISION HISTORY

On June 24, 2019, City Council approved the Coopertown Concept Plan (CR19-60).

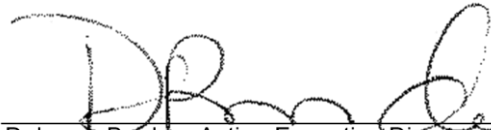
Respectfully Submitted,

Respectfully Submitted,



Autumn Lawson, Director, Planning & Development Services

3/22/2022



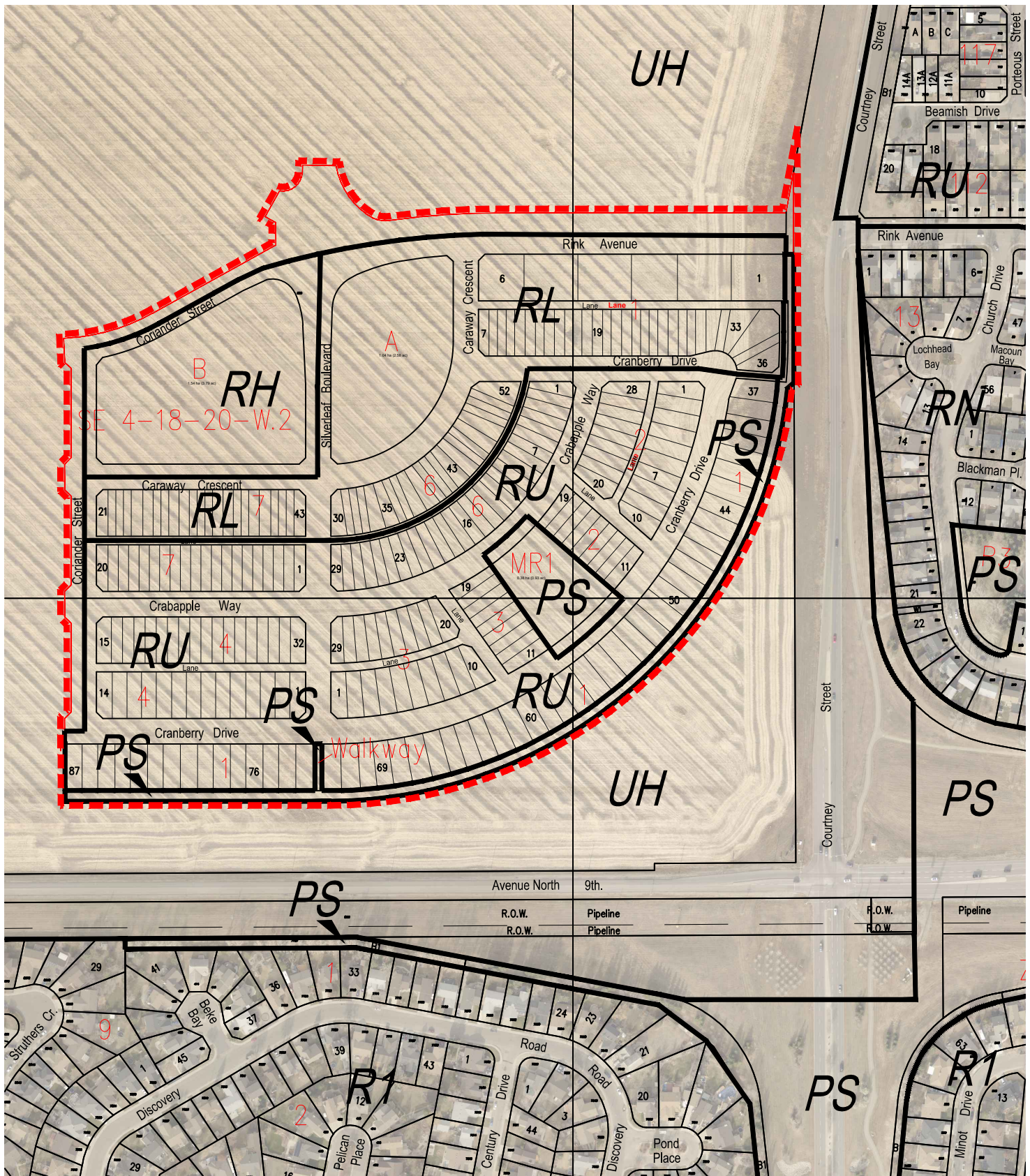
Deborah Bryden, Acting Executive Director

3/31/2022

Prepared by: Michael Sliva, City Planner II

ATTACHMENTS

Appendix A-1 (Subject Property Map)
Appendix A-2 (Aerial Map)
Appendix A-3.1 (Proposed Rezoning)
Appendix A-3.2 (Coopertown Concept Plan)
Appendix A-3.3 (Phasing Map)
Appendix A-3.4 (Parking Analysis)
Appendix B (Public Feedback)

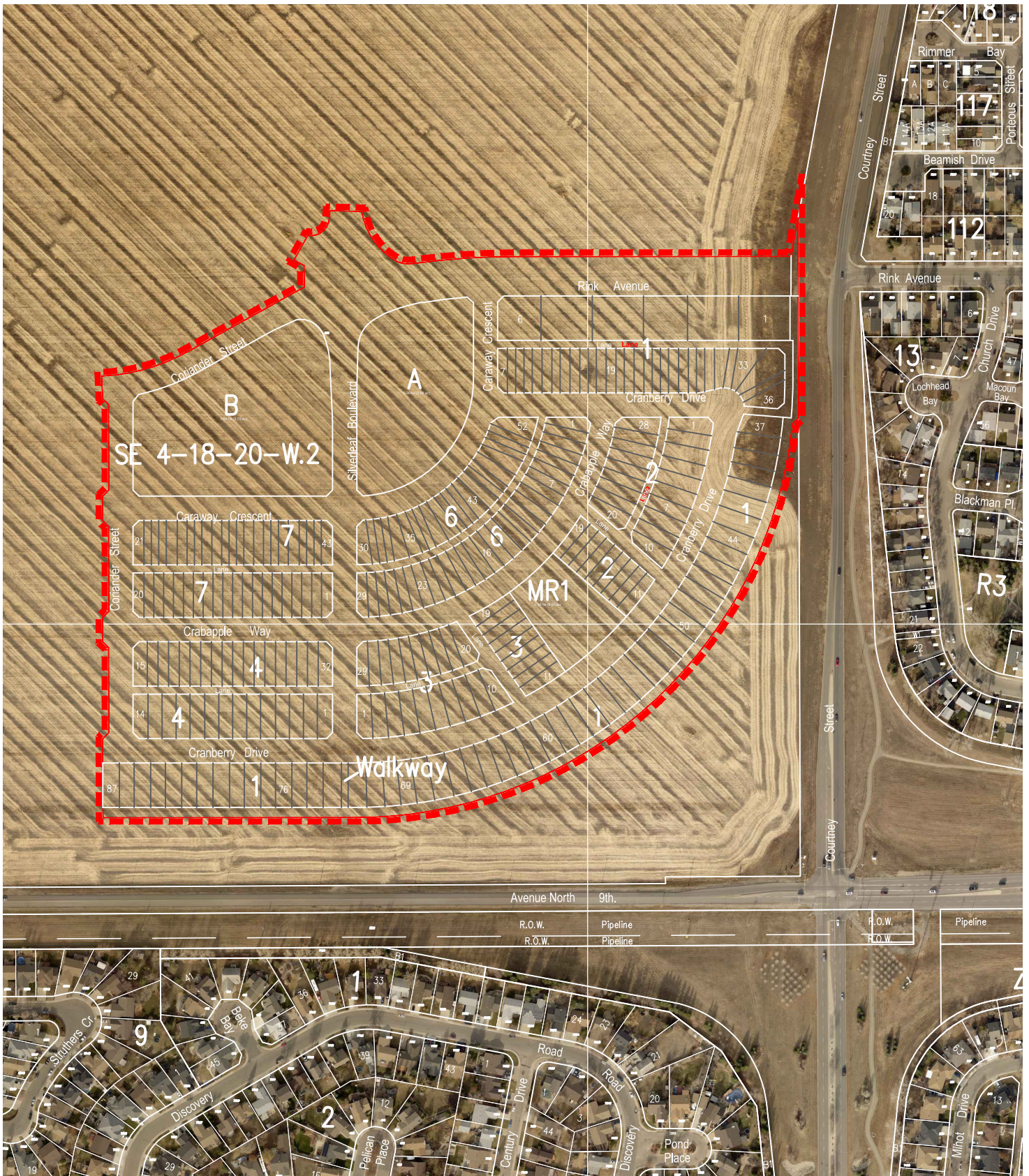


Date of Photography : 2020



Subject Property





Date of Photography: 2020



Subject Property



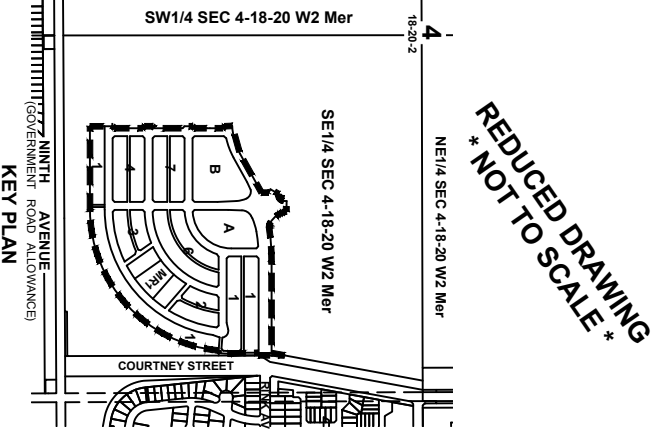


COOPERTOWN
PHASE 1
PLAN OF PROPOSED SUBDIVISION
OF PART OF
SE1/4 SEC 4, TWP 18, RGE 20, W2 Mer
REGINA, SASKATCHEWAN
2021
SCALE = 1: 1000














ZONING:	
RESIDENTIAL URBAN (RU)	AREA = 6.03 ha (14.89) ac
RESIDENTIAL LOW-RISE (RL)	AREA = 3.50 ha (8.66) ac
RESIDENTIAL HIGH-RISE (RH)	AREA = 1.54 ha (3.79) ac
PUBLIC SERVICE (PS)	AREA = 0.42 ha (1.02) ac
HATCHED AREAS REFER TO BLOCKS WITH ZONE FORWARD OVERLAY	

NOTE:
-MEASUREMENTS ARE IN METRES AND DECIMALS THEREOF.
-AREA TO BE APPROVED IS OUTLINED BY A BOLD DASHED LINE AND CONTAINS 17.73 HA (43.81 AC).

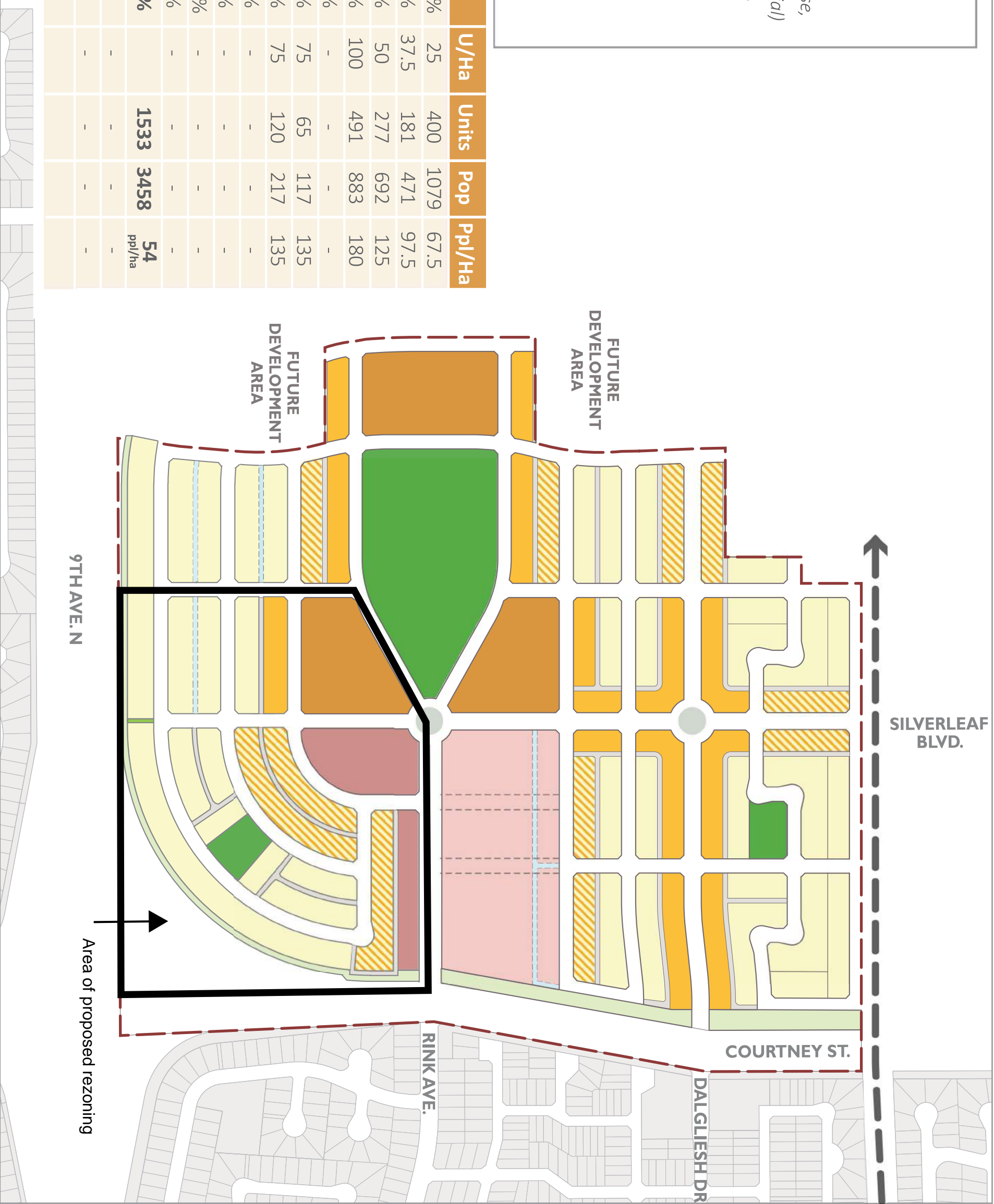
OWNER - DEVELOPER:
DREAM ASSET MANAGEMENT CORPORATION



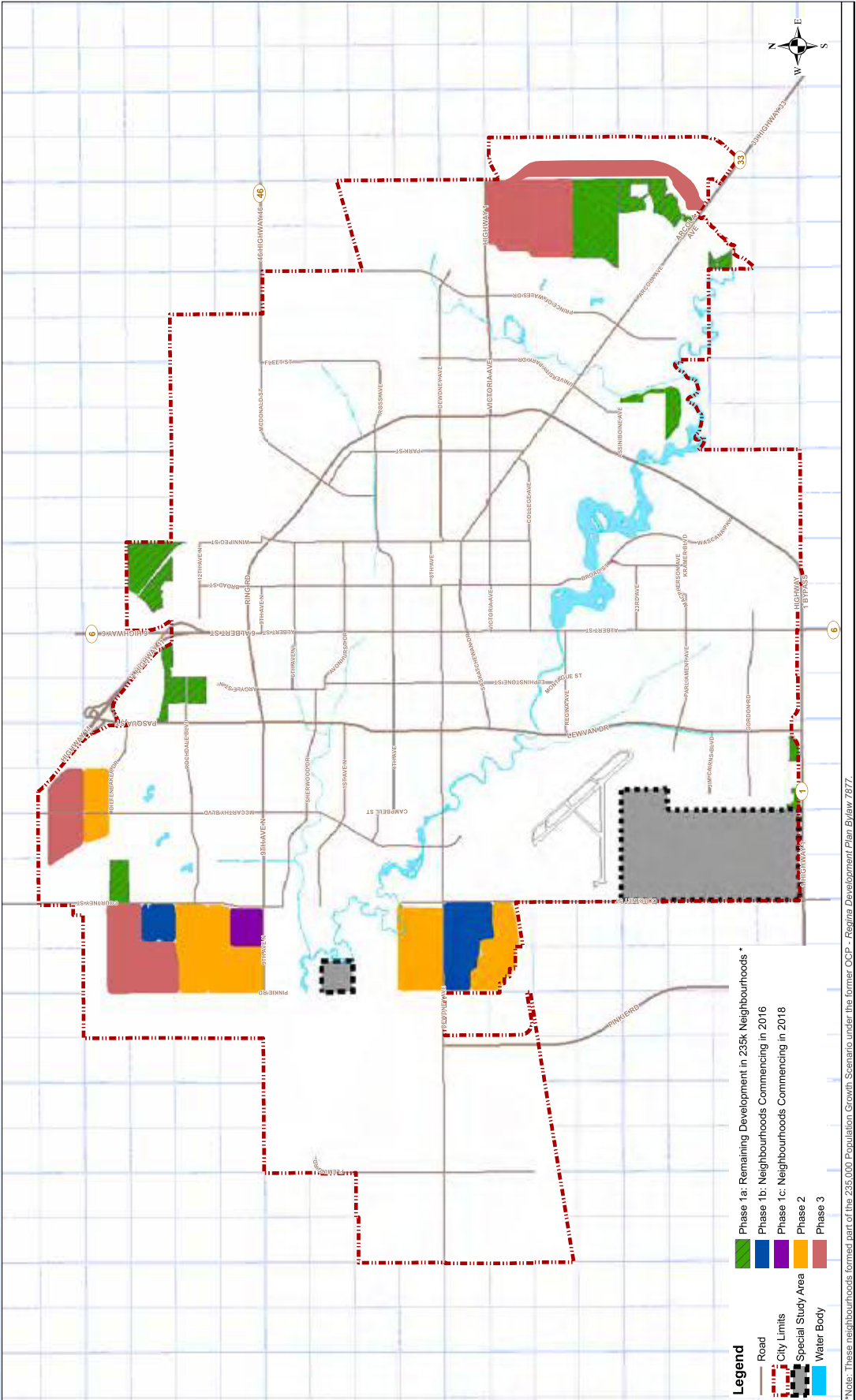
Legend

	Low Density Units
	Low or Medium Density Units
	Medium Density Units
	High Density Units
	Flex Area 1 (<i>Limited to: Commercial, Mixed-use,</i> <i>Office, Low, Medium and High Density Residential</i>)
	Flex Area 2 (<i>Limited to: Low, Medium and High</i> <i>Density Residential, Office, Mixed-use</i>)
	Municipal Reserve
	Municipal Buffer
	Potential Municipal Walkway
	Potential Road
	Potential Lane
	Hydrocarbon Pipeline Corridor
	Concept Plan Boundary

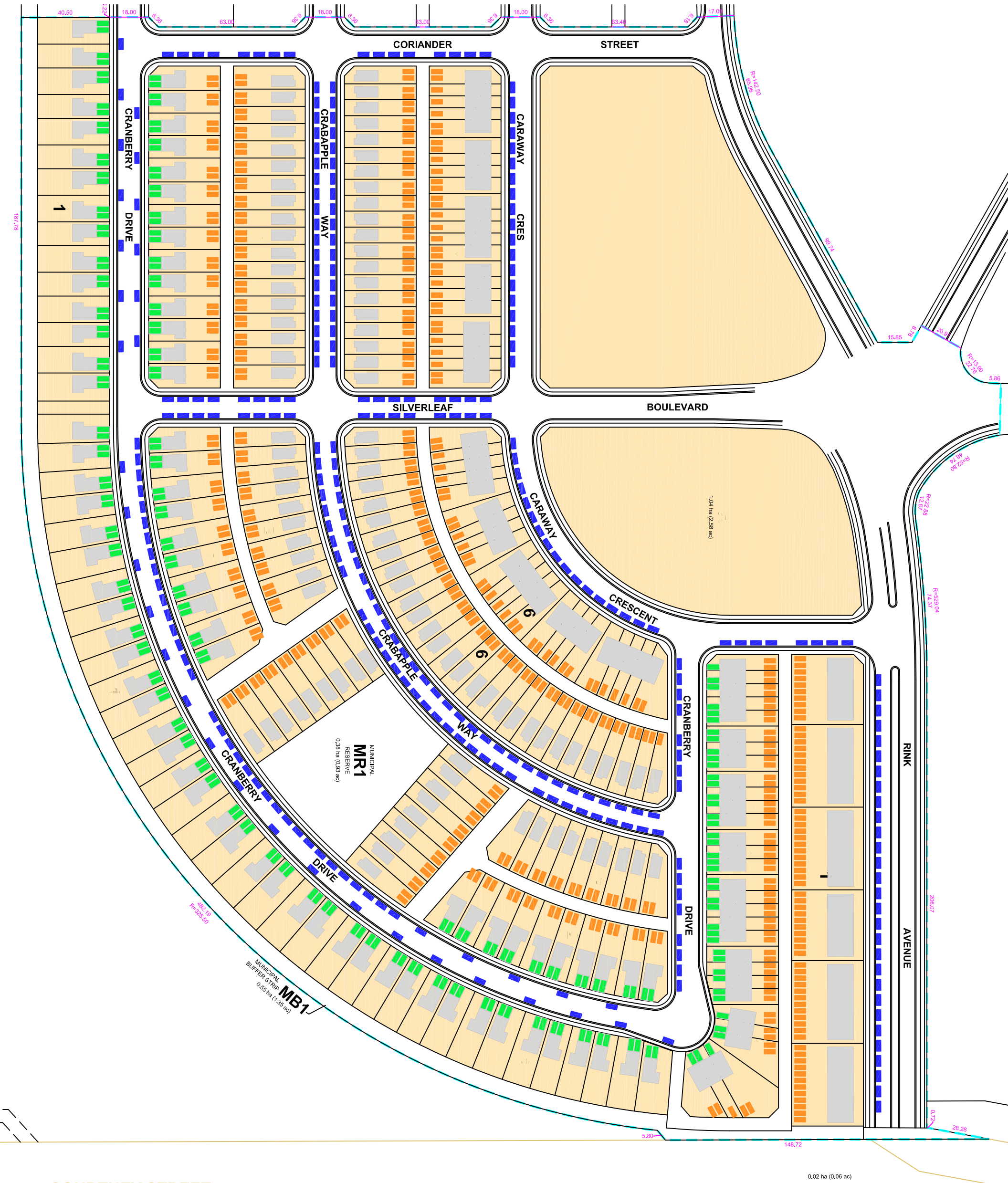
Land Use Category	Ha	%	U/Ha	Units	Pop	Ppl/Ha
Low Density Units	15.987	25.0%	25	400	1079	67.5
Low or Medium Density Units	4.831	7.5%	37.5	181	471	97.5
Medium Density Units	5.534	8.6%	50	277	692	125
High Density Units	4.907	7.7%	100	491	883	180
Flex Area 1 - Commercial	3.590	5.6%	-	-	-	-
Flex Area 1 - Residential	0.864	1.3%	75	65	117	135
Flex Area 2	1.605	2.5%	75	120	217	135
Municipal Reserve	5.023	7.8%	-	-	-	-
Potential Municipal Walkway	0.017	0.0%	-	-	-	-
Local Roads	19.83	31.0%	-	-	-	-
Municipal Buffer	1.821	2.8%	-	-	-	-
Total	64.009	100%		1533	3458	54 ppl/ha
Courtney St. ROW	6.40	-	-	-	-	-
Interchange Lands	0.861	-	-	-	-	-
Concept Plan Area	71.27					



MAP 1b: PHASING OF NEW NEIGHBOURHOODS



Appendix A-4



COURTNEY STREET

REG'D PLAN NO.96R05819

0.02 ha (0.06 ac)

Public Notice Comments

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	10	<ul style="list-style-type: none"> - Oppose all development in Coopertown - Sound barrier on 9th Avenue N - Protect property values - Widen Courtney Street - No commercial at all - No multi-family at all
<i>Accept if many features were different</i>	22	<ul style="list-style-type: none"> - Want additional access to neighbourhood - Want lights at Courtney Street and Rink Avenue - Sound barrier on 9th Avenue N - No commercial/move commercial - More green space - Does not want road connection at Rink Avenue - No/less high density - Widen Courtney Street - Widen 9th Avenue N - Ban 2-storey dwellings/bungalows only - Do not allow heavy trucks on 9th Avenue N - Prohibit multi-family development until condo prices rebound
<i>Accept if one or two features were different</i>	18	<ul style="list-style-type: none"> - Want lights at Courtney Street and Rink Avenue - Sound barrier on 9th Avenue N - Want additional access to neighbourhood - Road access on 9th Avenue N - Widen Courtney Street - Allow heavy trucks on 9th Avenue N - Eliminate roundabout
<i>I support this proposal</i>	3	<ul style="list-style-type: none"> - Widen Courtney Street

The following is a summary of issues identified through public consultation, listed in order of magnitude (starting with most numerous):

1. **Road Expansions and Traffic Lights**

Administration's Response:

- Traffic lights at Rink Avenue and Courtney Street are anticipated as part of this development.
- Widening of Courtney Street from 9th Avenue North to Rink Avenue will be required before completion of this development.
- Widening of 9th Avenue North is planned within the *Regina Transportation Master Plan*. The specific timing is outside the scope of this proposal.
- Specific concerns about allowing/prohibiting heavy trucks on 9th Avenue North are outside the scope of this proposal and were addressed at the March 23, 2022 Executive Committee meeting.

2. **Protect property values/Prohibit Development**

Administration's Response:

- Coopertown Phase 1 is included as part of Phase 1 of the City of Regina phasing plan. The phasing plan enables all lands included within Phase 1 to proceed at this time.

3. **Do not want commercial or multi-family**

Administration's Response:

- Both commercial and multi-family development contribute to a mixed-use environment required for a complete community.
The Coopertown Concept Plan was approved by City Council in 2019. This Concept Plan envisions commercial and high density residential to be part of the built out Coopertown area.
- The proposed Coopertown Phase 1 is in compliance with this approved plan.

4. **Sound barrier/sound attenuation wall**

Administration's Response:

- The applicant intends to build a sound attenuation wall along the north side of 9th Avenue North.
- There are currently no plans to develop a sound attenuation wall along the south side of 9th Avenue North.



Zoning Bylaw, 2019 – Housekeeping and Administrative Amendments

Date	April 12, 2022
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC22-14

RECOMMENDATION

Regina Planning Commission recommends that City Council:

1. Approve the amendments to *The Regina Zoning Bylaw, 2019*, as directed by Appendix A-1 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 20, 2022.

ISSUE

The Regina Zoning Bylaw, 2019 (Zoning Bylaw) came into effect on December 21, 2019. The last housekeeping amendments to the Zoning Bylaw were completed in April 2021 and mainly focused on Mixed-use and Industrial Zones. Since then, through regular usage of the Zoning Bylaw, specific housekeeping corrections and other needed amendments have been identified as outlined in Appendix A-1 of this report. Many of the proposed amendments in this report will clarify requirements in residential zones and address common concerns in the interpretation and enforcement of standards. Some key changes will result in more efficient administration and approvals for development permits and discretionary uses.

The proposed amendments are being considered pursuant to *The Planning and Development Act*,

2007 (Act), OCP and the Zoning Bylaw and are deemed to comply with applicable legislation, policy and regulation.

IMPACTS

Policy/Strategic Impact

The recommendations of this report are consistent with the OCP policies recommending minimizing regulatory barriers to encourage economic growth while balancing the needs and aspirations of all Regina residents, and the sustainability of the City. The proposed amendments aim to remove inconsistencies in the bylaw to improve the City's ability to administer the bylaw and remove barriers to new development proposals.

Environmental Impact

City Council set a community goal for the City of Regina of achieving net-zero emissions and sourcing of net-zero renewable energy by 2050. In support of this goal, City Council asked Administration to provide energy and greenhouse gas implications of recommendations so that Council can evaluate the climate impacts of its decisions. The recommendations in this report are administrative in nature and are not expected to have direct impacts on energy consumption and greenhouse gas emissions.

OTHER OPTIONS

1. Approve the amendments in part by removing individual proposed amendments from the bylaw (amendments numbered separately in Appendix A-1 to allow for ease of reference).
2. Refer the report back to Administration. Should Council have specific concerns with the proposed amendments, it may refer the entire report back to Administration for adjustment and direct that it be reconsidered by Regina Planning Commission or brought directly back to Council following further review by Administration. This would delay implementation of amendments.
3. Deny the proposed amendments. This would impact Administration's ability to apply and interpret the bylaw for the affected sections resulting in unnecessary delays in development application processes.

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 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

Proposed Zoning Bylaw Amendments

The Zoning Bylaw helps the City achieve many OCP goals concerning sustainable growth and development. Given the comprehensive and complex nature of the Zoning Bylaw, it requires periodic updates, amendments and improvement to ensure it remains an effective tool to regulate development within the city. Through the regular use of the Zoning Bylaw, Administration has identified amendments, which are considered to be administrative and housekeeping in nature, generally falling into one of the following three categories:

- General corrections – a number of typographical errors, incorrect references, or other discrepancies, including errors in zoning designations on the maps (Chapter 9).
- Improving clarity – wording changes necessary to clarify the intent of regulations or make it easier for Zoning Bylaw users to understand.
- Increasing flexibility – several regulation changes to address issues with the provisions and better align the Zoning Bylaw with the OCP.

Proposed amendments and rationale are attached as Appendix A-1. Please note that some amendments are needed for each zone/chapter due to the format of the bylaw. Council's concurrence with this report and all proposed amendments would direct preparation of specific amendments to the Zoning Bylaw for Council's consideration.

Some of the key proposed amendments are discussed below:

• Administration of Discretionary Use and Zoning Bylaw Applications

(Amendment 3) The proposed change will clarify the distinction between a discretionary use approval and a development permit. At present, the Zoning Bylaw requires the Development Officer to issue a development permit immediately after a discretionary use approval. The lack of distinction between discretionary use approval and development permit places unnecessary emphasis on detailed technical requirements through the discretionary use process, which are not necessary or pertinent to the defined scope of the discretionary use approval. Ultimately, this change may result in the ability to reduce discretionary use review duration and focus on ensuring compliance with technical requirements information after Council (or the Development Officer's approval where authority has been delegated) through the development permit or building permit process.

(Amendment 4) The Zoning Bylaw does not include provisions for reissuing a discretionary use approval if the applicant fails to obtain a Building Permit within two years from the date of issuing a

discretionary use approval. Under current regulations, such applications must be brought back to Council for reapproval, which is unnecessary in most circumstances, especially if there have been no policy or regulatory changes that would impact the proposal. The proposed changes will allow the Development Officer to extend Council's approval for two more years if certain conditions are met, such as ensuring the regulatory or physical context has not substantially changed.

(Amendment 8) This amendment clarifies that a Zoning Bylaw amendment application that gets denied by Council would not be able to be resubmitted for a period of one year. This is consistent with requirements for resubmission of rejected applications for minor variance and Discretionary Use applications.

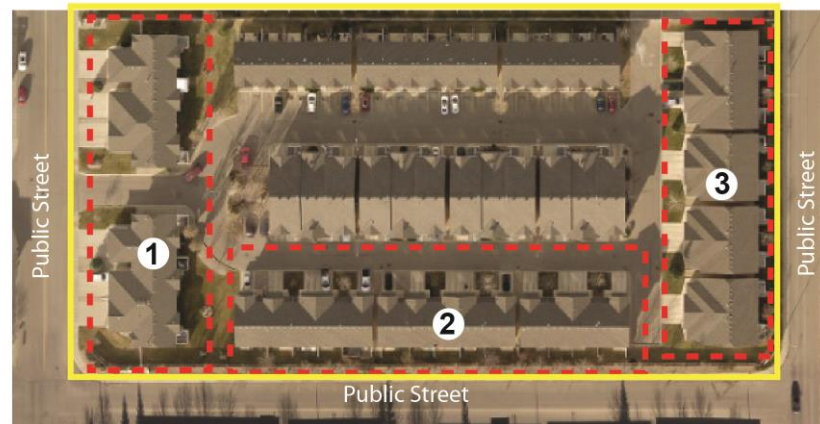
The abovementioned proposed changes align with *The Planning and Development Act, 2007*, and will improve process efficiency and customer service.

- **Revisions to Development Standards for Planned Group of Buildings**

(Amendment 16) The Zoning Bylaw defines Planned Group of Buildings (or, Building, Planned Group) as a development of more than one residential building on a lot. Compared to a conventional development consisting of one building per lot, a Planned Group of Buildings tends to utilize the lot more intensively by applying flexible development standards, including reduced setbacks between internal buildings and lot frontage per building, and by having internal parking.

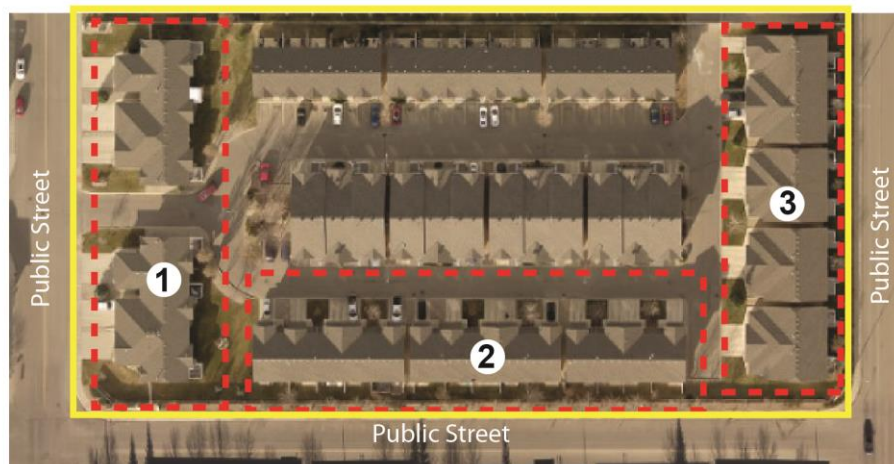
Current regulations for Planned Group of Buildings have proven to be less flexible, unclear, and result in inconsistent setbacks from a street. They are primarily based on the overall lot conditions instead of individual buildings. The proposed changes will ensure that there are consistent building setbacks from a street, regardless if the setback is front, side, or rear and clarify which standards should apply under which conditions. For clarity and consistency, the presence of front vehicle access to a street will determine frontage and area standards. This is illustrated in Figures 1 and 2, below.

Figure 1 - Planned Group of Buildings - Existing Regulations



- Lot without Rear Lane Access
- 1 - Buildings with front vehicular access
subject to development standard for lots
without rear lane access
- 2 & 3 - Buildings without front vehicular access
subject to development standard for lots
without rear lane access

Figure 2 - Planned Group of Buildings - Proposed Regulations



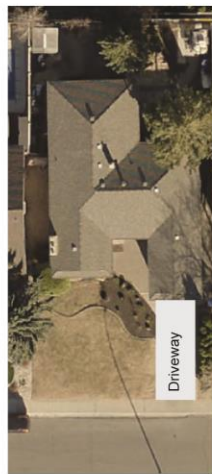
- Lot without Rear Lane Access
- 1 - No Change
- 2 & 3 - Buildings without front vehicular access
subject to development standard for lots
with rear lane access

- **Revisions to Residential Parking Regulations**

(**Amendment 22**) Current motor vehicle parking regulations for lots with front vehicular access in all Residential zones limit the:

- (a) driveway width to the exterior dimensions of the attached or detached garage on site, and
- (b) number of vehicles parked on a legal driveway located in the front to the capacity of the garage, carport or parking pad, or two, whichever is greater (see Figure 3).

Figure 3: Existing Residential Parking Regulations for Front Access Driveways



Single-vehicle Driveway Configuration

Driveway width = Exterior dimensions of garage

Maximum # of Vehicles parked = Capacity of garage (i.e., one)



Two-vehicle Driveway

Driveway width = Exterior dimensions of garage

Maximum # of Vehicles parked = Capacity of garage (i.e., two)

Administration has found that limiting the number of vehicles parked in the approved space is impractical and difficult to enforce. Bylaw officers must observe and be able to document the on-site infraction, which often does not occur during typical enforcement hours. Secondly, the capacity of the garage and driveway is also ambiguous depending on the size of vehicle.

Administration proposes to resolve these issues in current requirements by regulating the maximum width of a front access driveway instead of the number of motor vehicles parking in the front yard and clarifying where on a lot a driveway may be permitted. The proposed changes will:

- Allow front access driveways on Residential lots to extend 1.2 metres on the side of the attached or detached garage that is closer to a side property line, legalizing vehicles parked in spaces adjoining a driveway. This is a common occurrence in new neighbourhoods and

cannot reasonably be enforced.

- On lots with an approved parking configuration of a single motor vehicle space, the total width of the legal front access driveway can be expanded to 6.1 metres (See Figure 4) to accommodate space for two vehicles. This is consistent with previous regulations.

Together, these amendments will focus on limiting where vehicles are allowed to park in the front yard of Residential properties with no lane access while ensuring that they do not occupy the entire front yard, which is the intention of the regulation.

Figure 4: Proposed Residential Parking Regulations for Front Access Driveways



Single-vehicle Driveway Configuration

Driveway width = Maximum 6.1 metres
Maximum # of vehicles parked = Unregulated



Two-vehicle Driveway

Driveway width = Exterior dimensions of garage
+
1.2 metres on the side closer to a
side property line

Maximum # of vehicles parked = Unregulated

- **Bonusable Amenities in DCD – D – Downtown Direct Control District**

(**Amendment 36**) The DCD-D zone includes provisions that allow Council to authorize a development agreement between the City and a developer to relax the maximum floor area ratio and/or height requirements of the zone in exchange for the provision of a public amenity. The Zoning Bylaw defines public amenity as *“any resource, convenience, facility or benefit meant for use and enjoyment by members of the general public.”* Table 6A.T5 within the DCD-D zone regulations includes several options for bonusable amenities. While most bonusable amenities were carried over from the old *Regina Zoning Bylaw No. 9250*, “Landscaped Area” was not.

While the DCD-D zone includes minimum site landscaping requirements, “Landscaped Area” bonusable amenity will allow Administration to negotiate more. Landscape provisions have been an effective way to negotiate public amenity in the past. As landscaping plays a significant role in urban design and offers shared benefits for the public and private developers through physical,

environmental and ecological functions, it tends to be a favourable option. Therefore, Administration recommends adding “Landscaped Area” back to the DCD-D as an optional bonusable amenity. Its purpose, Incentive-To-Amenity Ratio and Amenity Performance Standard requirements will remain the same as those of the old *Regina Zoning Bylaw No. 9250*.

- **Improvements to I and PS Zones**

(**Amendment 40**) “Assembly, Community” land use is listed as a Discretionary Use in the I – Institutional Zone. However, the I Zone intends to provide sites for institutional, community or public service facilities. The Zoning Bylaw defines “Assembly, Community” as *a land use where members of the general public may gather for community, educational, or cultural activities*. Common examples of this land use include rinks, libraries and community centres. Administration proposes to make “Assembly, Community” land use a permitted use on lots that were not formal school sites or where redevelopment of a lot includes school. It will continue to be a Discretionary Use where the proposal involves the redevelopment of a former school site without a school. This change is consistent with the purpose and intent of the I Zone and the School Siting and Re-Use Guidelines within Appendix B of the OCP.

(**Amendment 41**) The PS – Public Service Zone is commonly applied to parcels having facilities providing public utilities. However, minimum motor vehicle parking requirements in the PS Zone are based on the gross floor area, resulting in excessive parking stalls for infrastructure such as pumping stations, substations etc., where very few or no employees work at a given time. Administration is proposing to add an exception to the minimum parking requirements for “Public Use, General” and “Utility, General” land uses within the PS Zone to allow such amenities to provide reduced or no parking stalls.

- **Revisions to Railway Setback Overlay Zone**

(**Amendment 43**) RS – Railway Setback Overlay Zone aims to ensure that development is compatible with railway operations. There is the possibility that railway activities could adversely affect residents' safety, health, and welfare. Current provisions of the RS Overlay zone are based on *The Guidelines for New Development in Proximity to Railway Operations* prepared for the *Federation of Canadian Municipalities and the Railway Association of Canada*. However, as written, the regulations severely impact the landowners' ability to redevelop their existing developments within the RS Overlay zone, which is more than the guidelines that the regulations were intended to implement.

This amendment adds some flexibility in how the City applies the provisions of the RS Overlay zone to such situations. Proposals to redevelop an existing site within the RS Overlay will be allowed to proceed if they are not rebuilding any closer to the lot with railway operations than the previous development on the same lot. On vacant lots, developments will be allowed to proceed if they follow the minimum setback requirements of the underlying zone.

- **Parking Area Standards**

(Amendment 46) This amendment proposes bringing parking area standards, including minimum stall and driveway dimensions, back to the Zoning Bylaw. The former *Regina Zoning Bylaw No. 9250* included parking area standards. However, they were not carried over to the new *Zoning Bylaw, 2019*, under the premise that the City's *Development Standards Manual* already included some regulations regarding site design. Thus, they might be better suited in the *Development Standards* document to avoid confusion when regulations are in separate documents. The *Design Standards* provide land developers and the City of Regina with development guidelines for their projects and aim to streamline processes based on principles set out in the OCP and associated Master Plans. However, by definition, guidelines are not mandatory to follow, which has limited Administration's ability to ensure compliance and enforcement of the parking area standards. Moving them back into Zoning Bylaw will streamline processes and remove legal challenges associated with compliance and enforcement of these standards.

- **Revisions to Zoning Bylaw Formatting**

(Various Amendments) The formatting of a Zoning Bylaw contributes to the ability of users to locate pertinent information and apply it appropriately to a given property. Since the bylaw came into effect, staff have received positive feedback about the organization and readability of the Zoning Bylaw. 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. However, Administration has found opportunities to improve the Bylaw format further.

Proposed amendments will move land use specific regulations for "Residential Business" "Dwelling, Secondary Suite" land uses from each zone where they are permitted or discretionary to a new subpart in Chapter 2.

In conclusion, periodic updating of the Zoning Bylaw ensures that the Zoning Bylaw is applied consistently and provides improved customer service. The proposed amendments will improve customer service by addressing existing errors/omissions, improving the functionality and increasing flexibility within the Zoning Bylaw, and complying with applicable legislation and policy; therefore, Administration recommends approval.

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.

On April 29, 2021, City Council adopted housekeeping amendments to Industrial and Mixed-Use zones in *The Regina Zoning Bylaw, 2019*.

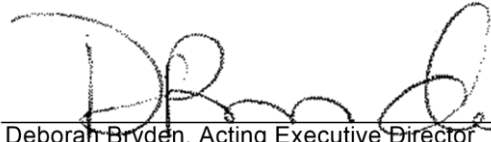
Respectfully Submitted,

Respectfully Submitted,



Autumn Lawson, Director, Planning & Development Services

3/31/2022



Deborah Bryden, Acting Executive Director

3/31/2022

Prepared by: Amar Guliani, City Planner II

ATTACHMENTS

Appendix A-1 - Proposed Zoning Bylaw Amendments

Amendment No.	Affected Zones (A)	Existing Regulation (B)	Proposed Regulation (C)	Rationale (D)	Category (E)
Table of Contents					
1	N/A	The AC – Architectural Control District Overlay is incorrectly named the AC – Architectural Contract District Overlay	Correct the name of the overlay to read AC – Architectural Control District Overlay	Through the use of the Bylaw, various typographical or referencing errors have been discovered. Amendments in the Bylaw will correct these errors.	Typo
2	N/A	Chapter 2 – Interpretation	Update the Table of Contents for Chapter 2 subject to proposed amendments in rows 9 and 10 of this table.	This change is necessary to reference the new subparts correctly.	Clarify
Chapter 1 – Authority and Administration					
3	N/A	Current regulations require the Development Officer to issue a Development Permit for a Discretionary Use application immediately after Council's Approval.	Amend provisions within Subpart 1E.1 – Development Permits and Subpart 1E.3 – Discretionary Use to replace the requirement for issuing a Development Permit for a Discretionary Use application with issuing a Notice of Decision subject to any applicable development standards or conditions prescribed by City Council.	This approach is consistent with section 57 of <i>The Planning Development Act, 2007</i> . Additionally, it will expedite the Discretionary Use process as much of the servicing requirements would be considered later at the Building Permit stage.	Flexibility
4	N/A	Existing provisions do not allow the Development Officer to reapprove a Discretionary Use after a period of inactivity.	Add a new provision to Subpart 1E.3 – Discretionary Use to allow the Development Officer to administratively reapprove an inactive Discretionary Use application if it determines that the project is still justified in light of the surrounding context and the original review of the Discretionary Use application.	At present, a Discretionary Use is valid for two years from approval. Often, the applicants intend to defer their construction plans due to unforeseen reasons. The proposed change will simplify the reapproval process without bringing the Discretionary Use application back to Council.	Flexibility
5	N/A	Development Permit regulations in sections 1E.1.2 and 1E.4.1 require the applicant to submit a specific set of information certified by professionals in the relevant	Amend section 1E.1.2 to clarify the content of a site plan and floor plan(s) and that a landscape plan and building elevations are only required when they involve changes to existing landscaping or exterior of	The existing requirements are too onerous for small-scale development permit applications. The proposed change will add some flexibility and clarity around when to require a higher standard of application plans.	Flexibility

Amendment No.	Affected Zones (A)	Existing Regulation (B)	Proposed Regulation (C)	Rationale (D)	Category (E)
		fields regardless of the scale and scope of the proposed work.	the building. Additionally, amend section 1E.4.1 to allow the Development Officer to relax certification requirements as necessary.		
6	N/A	Section 1E.3.6 reference to performance standards is not consistent with the Planning and Development Act, 2007	Replace "performance standards" with "development standards" in 1E.3.6	This change will ensure consistency with section 56(3) of <i>The Planning and Development Act, 2007</i> .	Clarify
7	N/A	Provisions in Section 1D.1.2 do not clarify if the Development Officer can approve bonusing agreements.	Add "or this Bylaw" after the reference to <i>The Planning and Development Act, 2007</i> in subsection 1D.1.2(2)	The Zoning Bylaw was recently amended to authorize administrative approval of particular Discretionary Use applications. Requiring City Council's approval for a bonusing agreement for an administratively approved Discretionary Use application defies the purpose of having delegated authority. This change will ensure consistency with sections 15 and 70 of the Act.	Clarify
8	N/A	Existing provisions do not clarify the next steps for contract zones or zoning bylaw amendment applications that Council denied.	Add new provisions to Subpart 1F.4 – Zoning Amendments to clarify the effect of denial on a Zoning Bylaw Amendment application that it cannot be resubmitted for a period of 12 months from the date of the rejection, except on the grounds that the proposal has been modified to constitute a new zoning amendment proposal as determined by the Development Officer.	The Zoning Bylaw already specifies the effect of denial for Discretionary Use and minor variance applications. Furthermore, the proposed provision will be similar to a requirement in the old Zoning Bylaw, which was inadvertently not carried forward to Zoning Bylaw 2019-19.	Flexibility
Chapter 2 - Interpretation					
9	N/A	N/A	Add Subpart 2C to Chapter 2 to accommodate land use specific regulations as proposed in lines 15, 27, 30, 32, 33, 38 of this table.	The proposed change will allow consolidating redundant land use specific regulations and parking area standards in one spot, thereby reducing the overall length of the Bylaw and making it easy to edit and navigate.	Clarify

Amendment No.	Affected Zones (A)	Existing Regulation (B)	Proposed Regulation (C)	Rationale (D)	Category (E)
10	N/A	N/A	Add Subpart 2D to Chapter 2 to accommodate parking standards as proposed in line 45 of this table.	The proposed change will allow bringing parking area standards back to the Zoning Bylaw, making it easy to find relevant information in one spot.	Clarify
11	N/A	Chapter 2 mainly defines terms necessary for the understanding, administration and enforcement of this Bylaw and is named accordingly. However, the proposed change in row 9 does not relate to definitions.	Revised Chapter 2 name to read "Interpretation, Land Use Specific Regulations & Site Design Standards"	This change will allow accommodating the proposed amendment in rows 9 and 10 above.	Clarify
12	N/A	Part 2A states the purpose of Chapter 2 as it relates to definitions which are necessary for the understanding, administration and enforcement of this Bylaw	<p>Revise Part 2A to include purposes of the new Subparts 2C and 2D added per rows 9 and 10 as below:</p> <p>(3) The purpose of Part 2C of this Chapter is to provide regulations and performance standards for specific land uses, which are permitted or discretionary within the various land use zones of this Bylaw.</p> <p>(4) The purpose of Part 2D of this Chapter is to provide regulations that are applicable to any land use or development on any site, irrespective of the land use zone in which it is located.</p>	This change will allow accommodating the proposed amendment in rows 9 and 10 above.	Clarify
13	N/A	Definition for the term "Unit" excludes dwelling units. As a result, multiunit buildings containing "dwelling unit" as a land use are prohibited in Residential zones.	Revise the "Unit" definition to include dwelling units.	This change is necessary to establish consistency between Residential zone regulations and the term definitions.	Clarify

Amendment No.	Affected Zones (A)	Existing Regulation (B)	Proposed Regulation (C)	Rationale (D)	Category (E)
14	N/A	Zone definition does not include the newly enacted DCD-RExG zone.	Update the term definitions to include DCD-RExG Regina Exhibition Grounds Direct Control District	The proposed change was missed from the recent Zoning Bylaw Amendment regarding Regina Exhibition Grounds Direct Control District.	Clarify
Chapter 3 – Residential Zones					
15	RN – Residential Neighbourhood, RU – Residential Urban, RL – Residential Low-rise, RH – Residential High-rise and R1 - Residential Detached	Land use specific regulations for Residential Business and Dwelling, Secondary Suite uses are precisely the same in these zones.	Move land use specific regulations for Residential Business and Dwelling, Secondary Suite from these zones to Subpart 2C created as per proposed amendment in row 9 of this table. Add a reference for users to consult with Subpart 2C accordingly.	The proposed change will allow consolidating redundant land use specific regulations in one spot, thereby reducing the overall length of the Bylaw and making it easy to edit and navigate.	Clarify
16	All Residential zones	In a Planned Group on a lot without rear lane access, buildings fronting a public street are subject to higher lot area, frontage and setback standards even when they have no individual direct vehicular access from the fronting public street.	Each building fronting a public street within a Planned Group with no direct vehicular access from the fronting public street shall follow the Minimum Lot Area, Minimum Lot Frontage, Minimum Rear Yard Setback and Minimum Side Yard Setback requirements of a lot with rear lane access.	The proposed changes are necessary to provide more clarity and consistency in applying these development standards to a planned group of buildings. The proposed changes will not reduce or increase the minimum required standards.	Clarify
17	RN – Residential Neighbourhood, RU – Residential Urban,	The total minimum Side yard setback standard for interior and corner lots are unclear and inconsistent between different building types permitted or discretionary in the zone.	Revise reference to "Total Side Yard" as "Other Side Yard" and update the standards for Building, Detached, Building Stacked and Building Row (End Unit) accordingly.	The proposed change clarifies the development standards and will not reduce or increase the minimum required standards.	Clarify
18	RL – Residential Low-rise, RH – Residential High-rise	Interior side yard requirements for Building, Row are unclear and inconsistent with other building types	Revise standards to clarify side yard standards for end units and interior units in a Building, Row.	The proposed changes add more clarity to the development standards for a Building, Row and will not reduce or increase the minimum required standards.	Clarify

Amendment No.	Affected Zones (A)	Existing Regulation (B)	Proposed Regulation (C)	Rationale (D)	Category (E)
19	All Residential zones	Minimum development standards requiring less than one-metre dimension do not consistently use the same units of measurement.	Revise all minimum development standards requiring less than one-metre dimension to use "millimetres" as a unit of measurement and "0 metres" to read "Nil."	The proposed changes remove formatting inconsistencies between various development standards.	Clarify
20	All Residential zones	Development Standards For Accessory Buildings Or Structures - where access to an attached or detached garage or carport is provided from a flankage side, the setback must be 5.5m from the property line.	Where access to an attached or detached garage or carport is provided from a flankage side, the setback must be 5.5m from the back of the curb or walk or 1.5 metres where the flankage lot line adjoins a public lane	The proposed change removes inconsistency between development standards for a garage with vehicular access door facing public lane along the rear or side lot line.	Clarify
21	All Residential zones	Accessory Building or Structure Exceptions – current regulations apply to accessory uses and are inconsistent with the respective figure listed in the regulations.	Rename the section title to read "Accessory Use or Structure Exceptions" and reword the regulation to ensure consistency with the associated figure.	This proposed change corrects an inconsistency between the regulations and associated figures.	Clarify
22	All Residential zones	Motor Vehicle Regulations – Front access driveways cannot be wider than the exterior width of the garage on-site. Furthermore, the maximum number of vehicles that can be parked on a front access driveway is limited to the garage's capacity or a maximum of two, whichever is higher. Lastly, the figure showing Front Yard Parking is misreferenced.	Revise the Motor Vehicle Regulations section to allow front access driveway width to include 1.2 metres on each side of the garage width that it leads to. Additionally, allow expanding a front access driveway leading to a single-vehicle garage, carport or parking pad to a total width of 6.1 metres, and remove reference to the maximum number of vehicles that can be parked on a driveway. Adjust reference to the figure showing Front Yard Parking.	These changes are necessary to improve the readability of the front yard parking regulations to allow for a better interpretation and enforcement of the rules.	Clarify
23	RH – Residential High-rise Zone	Section 3D.7.3 is missing regarding exposed soil.	Add a regulation clarifying how exposed solid will be considered	This amendment corrects an oversight in the Zoning Bylaw and is consistent with other Residential zones.	Clarify

Amendment No.	Affected Zones (A)	Existing Regulation (B)	Proposed Regulation (C)	Rationale (D)	Category (E)
			towards the total site landscaping area.		
24	All Residential zones	Various typographical and/ or reference errors	Amended as needed	Through the use of the Bylaw, various typographical or referencing errors have been discovered. Amendments in the Bylaw will correct these errors.	Typo
Chapter 4 – Mixed-Use Zones					
25	ML – Mixed Low-rise zone	Section 4A.T2.2 lists "Service, Trade, Professional" land use	Revise "Service, Trade, Professional" land use in Section 4A.T2.2 to read "Service Trade, Personal".	This amendment corrects a typographical error.	Typo
26	MH – Mixed High-rise zone	Section 4B.T2.13 references "ML – Mixed Low-rise" zone.	Revise reference to "ML – Mixed Low-rise" zone under the "permitted" column of Section 4B.T2.13 to read "MH – Mixed High-rise."	This amendment corrects a typographical error.	Typo
27	All Mixed-use zones	Land use specific regulations for Residential Business use are precisely the same in these zones.	Move land use specific regulations for Residential Business from these zones to Subpart 2C created as per proposed amendment in row 9 of this table. Add a reference for users to consult with Subpart 2C accordingly.	The proposed change will allow consolidating redundant land use specific regulations in one spot, thereby reducing the overall length of the Bylaw and making it easy to edit and navigate.	Clarify
28	MLM – Mixed Large Market	Section 4C.T2.13 regulates Assembly uses on a per-lot basis.	Revise permitted and discretionary regulations for Assembly uses in Section 4C.T2.13 to be regulated on a per-unit basis.	MLM zone primarily applies to large lots and multiunit developments (shopping centres etc.) where large-scale units (e.g., gyms) tend to exhaust threshold for Assembly uses as a permitted use. As a result, even a small-scale assembly unit requires Discretionary Use approval. Changing limitation from per lot to per unit will allow for multiple assembly units in a large building form.	Flexibility
29	All Mixed-use zones	Various typographical and/ or reference errors	Amended as needed	Through the use of the Bylaw, various typographical or referencing errors have been discovered. Amendments in the Bylaw will correct these errors.	Typo

Amendment No.	Affected Zones (A)	Existing Regulation (B)	Proposed Regulation (C)	Rationale (D)	Category (E)
Chapter 5 – Industrial Zones					
30	IL – Industrial Light zone	Land use specific regulations for Residential Business and Dwelling, Secondary Suite uses are precisely the same in this zone as the other zones.	Move land use specific regulations for Residential Business and Secondary suite uses from the IL zone to Subpart 2C created as per proposed amendment in row 9 of this table. Add a reference for users to consult with Subpart 2C accordingly.	The proposed change will allow consolidating redundant land use specific regulations in one spot, thereby reducing the overall length of the Bylaw and making it easy to edit and navigate.	Clarify
31	All Industrial zones	Various typographical and/ or reference errors	Amended as needed	Through the use of the Bylaw, various typographical or referencing errors have been discovered. Amendments in the Bylaw will correct these errors.	Typo
Chapter 6 – Direct Control District Zones					
32	DCD-D – Downtown, DCD-LHP – Laneway Housing Pilot, DCD QP - Former Diocese of Qu'Appelle Lands, DCD-CS – Centre Square Zone, DCD-WH –Dewdney Avenue Warehouse, DCD-CBM –Chuka Boulevard Mixed	Land use specific regulations for Residential Business use are precisely the same in these zones.	Move land use specific regulations for Residential Business from these zones to Subpart 2C created as per proposed amendment in row 9 of this table. Add a reference for users to consult with Subpart 2C accordingly.	The proposed change will allow consolidating redundant land use specific regulations in one spot, thereby reducing the overall length of the Bylaw and making it easy to edit and navigate.	Clarify
33	DCD-D – Downtown, DCD-LHP – Laneway Housing Pilot, DCD QP - Former Diocese of Qu'Appelle Lands, DCD-CS – Centre Square Zone	Land use specific regulations for Dwelling, Secondary Suite use are precisely the same in these zones.	Move land use specific regulations for Dwelling, Secondary Suite use from these zones to Subpart 2C created as per proposed amendment in row 9 of this table. Add a reference for users to consult with Subpart 2C accordingly.	The proposed change will allow consolidating redundant land use specific regulations in one spot, thereby reducing the overall length of the Bylaw and making it easy to edit and navigate.	Clarify

Amendment No.	Affected Zones (A)	Existing Regulation (B)	Proposed Regulation (C)	Rationale (D)	Category (E)
34	DCD-LHP – Laneway Housing Pilot, DCD QP - Former Diocese of Qu'Appelle Lands, DCD-CS – Centre Square Zone	Development Standards For Accessory Buildings Or Structures - where access to an attached or detached garage or carport is provided from a flankage side, the setback must be 5.5m from the property line.	Where access to an attached or detached garage or carport is provided from a flankage side, the setback must be 5.5m from the back of the curb or walk or 1.5 metres where the flankage lot line adjoins a public lane	The proposed change removes inconsistency between development standards for a garage with vehicular access door facing public lane along the rear or side lot line.	Clarify
35	DCD-LHP – Laneway Housing Pilot, DCD QP - Former Diocese of Qu'Appelle Lands	Current regulations in the Accessory Building or Structure Exceptions section also apply to accessory uses and are inconsistent with the Development Standards For Accessory Buildings Or Structures table.	Rename the section title to read "Accessory Use or Structure Exceptions" and reword the regulation to ensure consistency with the Development Standards For Accessory Buildings Or Structures table.	This proposed change corrects an inconsistency between the regulations and the associated table.	Clarify
36	DCD-D – Downtown Direct Control District	Table 6A.T5: Downtown Direct Control District Bonusable Amenities does not offer "Landscaped Area" as a bonusable amenity.	Landscaped Area - To provide public amenity space; serve as a focal point for pedestrian activity in the Downtown. Applicable Incentive To Amenity Ratio - 5.0 square metres of additional gross floor area allowed for every 1.0 square metre of Landscaped Area provided; and applicable Performance Standard requirements.	This amendment would reinstate "Landscaped Area" as a bonusable amenity in the DCD-D zone that was previously offered in Zoning Bylaw 9250 and has been used in the past for some projects that were approved under the old Zoning Bylaw.	Flexibility
37	DCD QP -Former Diocese of Qu'Appelle Lands, DCD-CS – Centre Square Zone, DCD-CBM – Chuka Boulevard Mix	In a Planned Group on a lot without rear lane access, buildings fronting a public street are subject to higher lot area, frontage and setback standards even when they have no individual direct	Each building fronting a public street within a Planned Group with no direct vehicular access from the fronting public street shall follow the Minimum Lot Area, Minimum Lot Frontage, Minimum Rear Yard Setback and Minimum Side Yard Setback	This change aligns with the proposed change to all Residential zones in row 16. It is necessary to provide more clarity and consistency in applying these development standards to a planned group of buildings. The proposed changes will not reduce or increase the minimum required standards.	Clarify

Amendment No.	Affected Zones (A)	Existing Regulation (B)	Proposed Regulation (C)	Rationale (D)	Category (E)
		vehicular access from the fronting public street.	requirements of a lot with rear lane access.		
Chapter 7 – Special Zones					
38	C – Contract Zone	Table 7A.T1 does not include recently enacted contract zones, and the heading for subpart 7A.5 has a typographical error.	Update Table 7A.T1 to reflect recently enacted contract zones and fix typo in the heading for subpart 7A.5	These amendments are necessary to update the Bylaw and remove typographical errors.	Clarify
39	I – Institutional Zone, UH – Urban Holding Zone	Land use specific regulations for Dwelling, Secondary Suite use are precisely the same in these zones.	Move land use specific regulations for Dwelling, Secondary Suite use from these zones to Subpart 2C created as per proposed amendment in row 9 of this table. Add a reference for users to consult with Subpart 2C accordingly.	The proposed change will allow consolidating redundant land use specific regulations in one spot, thereby reducing the overall length of the Bylaw and making it easy to edit and navigate.	Clarify
40	I – Institutional Zone	Assembly, Community land use is listed as a Discretionary Use	Permit Assembly, Community land use on a lot that was not a former school site, or where redevelopment of a lot includes a school; Discretionary otherwise.	The proposed change is consistent with the intent of the I zone and Design Guidelines for Former School Sites in Appendix B of the City's OCP.	Flexibility
41	PS – Public Service Zone	Public Use, General and Utility, General land uses require one stall per 100 square metres of gross floor area.	Revise parking requirements for Public Use, General and Utility, General land use to one parking stall per employee or nil when unmanned where it involves public/private utility substations, pumping stations, equipment buildings and similar facilities that, in the opinion of the Development Officer, are principally concerned with the provision of utilities – including, but not limited to: drinking water, stormwater, sewage, electricity, gas or telecommunications.	Existing requirements result in an excessive minimum required parking stalls for public/private infrastructure facilities with very few or no employees working on-site.	Flexibility

Amendment No.	Affected Zones (A)	Existing Regulation (B)	Proposed Regulation (C)	Rationale (D)	Category (E)
42	All Special zones	Various typographical and/ or reference errors	Amended as needed	Through the use of the Bylaw, various typographical or referencing errors have been discovered. Amendments in the Bylaw will correct these errors.	Typo
Chapter 8 – Overlay Zones					
43	RS – Railway Setback Overlay	Current regulations do not clarify how to proceed with the redevelopment of an existing site subject to the Railway Setback overlay.	At the discretion of the Development Officer, redevelopment of an existing site may proceed if the setbacks from railway operations are not changing. On a vacant lot, developments may be allowed to proceed if they follow the minimum requirements of the underlying zone.	Railway Setback regulations are based on FCM guidelines that apply to new communities. Using the same standards to existing development would be too onerous for the developers and may even sterilize the lots from being developed in some cases.	Flexibility
44	All Overlay zones	Various typographical and/ or reference errors	Amended as needed	Through the use of the Bylaw, various typographical or referencing errors have been discovered. Amendments in the Bylaw will correct these errors.	Typo
Chapter 9 – Zoning Maps					
45	Zoning Map 2688(A)	The zoning designation of 1971 Albert Street reads C – Contract Zone.	Amend the zoning designation of 1971 Albert Street from C – Contract Zone to DCD – D – Downtown Direct Control District Zone.	The proposed change corrects an administrative mapping error. The Contract Zone approval of this site never came into effect.	Typo
Other Amendments					
46	N/A	N/A	Move Parking Area Standards, including minimum stall dimensions and driveway width, for residential and non-residential parking from 'Design Standards - Transportation' document to Subpart 2D created per proposed amendment in row 10 of this table.	The proposed amendment reverts parking area standards back to the Zoning Bylaw to allow the Development Officer to ensure compliance and enforcement of these standards. As written, the Design Standards document is not a regulatory document hence not enforceable.	Clarify



Review of Minimum Parking Requirements

Date	April 12, 2022
To	Regina Planning Commission
From	City Planning & Community Development
Service Area	Planning & Development Services
Item No.	RPC22-15

RECOMMENDATION

Regina Planning Commission recommends that City Council:
Remove CR21-4 - Zoning Bylaw Amendments, Housekeeping and Administrative from the List of Outstanding Items for City Council at its meeting on April 20, 2022.

ISSUE

This report is in response to the following motion from report CR21-4:

“That Administration provide a report to Council in Q1 of 2022 on implications of removing minimum parking requirements on new and current developments for consideration in future amendments to The Regina Zoning Bylaw.”

This report responds to the motion by summarizing the City of Regina’s (City) current parking situation, trends in other urban municipalities and best practices as well as potential implications for reducing or eliminating minimum parking requirements.

IMPACTS

Financial Impact

There is no financial impact related to this report.

Environmental Impact

The approved Energy & Sustainability Framework calls for the reduction or elimination of GHG's. Minimum parking requirements are related to the use of alternative travel modes (e.g active transportation and transit) and compact urban environments.

Administration is committed to reviewing parking needs through the annual review of the Energy & Sustainability Framework and implement parking changes in the future.

Policy/ Strategic Impact

There is no policy impact with respect to this report.

OTHER OPTIONS

Options for future amendments requires further review, identification of a Zoning Bylaw amendment solution and public and stakeholder engagement. Alternative options would be:

Option 1: Extend the existing zero parking requirements (no minimum parking requirements) of the Downtown an additional 800m beyond the Downtown (Appendix B)

Option 2: Extend the existing zero parking requirements (no minimum parking requirements) of the Downtown an additional 800m beyond the Downtown and reduce parking requirements within and along major urban centres and corridors (Appendix C)

Option 3: Eliminate minimum parking requirements across the city.

These options build on each other: Option 1 being the most minimal change and Option 3 being the most extreme. Potential issues increase from Option 1 to Option 3 due to affected area expanding, and distancing from, existing highly urbanized and mixed-use areas where parking elimination has least risk due to availability of active and transit mobility.

These options are elaborated on in Appendix A. With all options, it is assumed that minimum parking requirements for accessible parking and drop-off parking will remain.

Considerations for these options include:

- Eliminating minimum parking requirements completely is more common in larger urban municipalities where real estate values are high, mass transit is more available, and density and intensification are more ingrained. Regina has not reached this threshold and parking is still in demand.
- There is no conspicuous health and safety issue resulting in the need for on-site minimum parking requirements as there was when parking was originally added to zoning bylaws (1950s), as most municipalities have since implemented comprehensive measures to control on-street parking and traffic (an exception is the need for on-site accessible and drop-off parking).

- Requiring homeowners and tenants to own or rent parking stalls is changing as trends towards alternate modes of transportation is growing.
- The City significantly reduced its minimum parking requirements through the implementation of the current Zoning Bylaw, and the City generally requires less parking than other comparable prairie cities (i.e. Saskatoon and Winnipeg).
- Research suggests that developers generally only take advantage of zero parking requirements in contexts that have a high-level of mixed land-use and transit service – that is, where minimum parking requirements have been eliminated, developers will still provide parking comparable to previous requirements in suburban contexts.
- Considering the issue of voluntary over-supply, urban municipalities that have a strong mandate to achieve the benefits associated with the elimination of minimum parking requirements have also implemented maximum parking requirements.

COMMUNICATIONS

This report summarizes information and options for Council's consideration and did not require communication with the public or external stakeholders.

DISCUSSION

Overview

There is a growing trend amongst urban municipalities to significantly reduce, or eliminate entirely, their minimum requirements for private, on-site parking (minimum parking requirements). This is a reversal of previous practice where the provision of parking was deemed as a standard requirement, as regulated through the zoning bylaw.

The zoning bylaws of most cities require that development/ land-use approvals include provisions for motor vehicle parking space to ensure that the parking needs generated by the development/ land-use are met on the same site or in proximity. Inclusion of minimum parking requirements in zoning bylaws, as a development standard, became common starting in the 1950s, with mass automobile production and highway building, and was intended to manage parking in an orderly way.

Significantly reducing or eliminating minimum parking requirements is a relatively recent trend. In 2017, the City of Buffalo, NY was first, in North America, to eliminate its minimum parking requirements, for all land-uses, across the entire city. In Canada, Edmonton, AB followed in 2020, and Toronto, ON in 2021. The stated benefits, broadly, are:

- To respond to more complex city patterns and consumer preferences.
- To support societal and environmental benefits, including: affordable housing, better urban design and the reduction of greenhouse gas emissions (climate action).

Current State:

Regulatory Overview

Through the approval of the current Zoning Bylaw (2019), the City's minimum parking requirements were significantly reduced, relative to the former Zoning Bylaw. The following, is a summary of notable differences between current and former Zoning Bylaw:

- Minimum parking requirements in the Downtown entirely eliminated, whereas the former Zoning Bylaw required parking for commercial and office (not residential).
- Minimum parking requirements for all residential types reduced to 1 stall/unit. The former R6 - Residential Multiple Family Zone required 1.5 stalls/ for apartment units. All other dwellings required 1 stall/unit.
- For commercial development, minimum parking requirements substantially reduced and are calculated differently. Generally, with some exceptions, all land-uses within a zone require the same amount of parking per floor area, whereas the former zoning bylaw required parking based on each land-use, which limited building re-use options.
- Exemptions established, which allow for significant reductions (e.g. up to 75% in City Centre), where justified through a parking analysis, in specific areas (Appendix C).

Development Trends

In addition to reduced minimum parking requirements established through the approval of the current Zoning Bylaw, developers have the opportunity to seek parking reductions through various procedures. The following is a summary of these and corresponding data:

Variance Provision	<ul style="list-style-type: none">• The minor variance provision of the Zoning Bylaw (Ch. 1, 1F.1) allows the City to relax the minimum parking requirements by up to 10%.• City received 22 variance requests in the ten years before current Zoning Bylaw and only one after.• Reductions afforded by this provision are minor and are applied for miscellaneous reasons.
Development Appeal	<ul style="list-style-type: none">• The development appeal provision of the <i>Planning and Development Act, 2007</i> allows an applicant to appeal various decisions, including the refusal to issue a development permit because it would contravene the minimum parking requirements of the Zoning Bylaw.• City received 15 development appeals in the ten years before current Zoning Bylaw and zero after - four of the development appeals were for affordable or special needs housing.

Exception Provision	<ul style="list-style-type: none">• The exception provision of the Zoning Bylaw (Ch. 1, 1F.2) allows the City to relax the minimum parking requirements by up to 50%-75%, depending on location and specified criteria.• This provision had limited applicability with former Zoning Bylaw and was significantly expanded with current Zoning Bylaw.• City received one exception request since current Zoning Bylaw was approved (For proposed Cathedral YWCA, which was approved).
Contract Zone	<ul style="list-style-type: none">• The Contract Zone of the Zoning Bylaw (Ch. 7, Part 7A) allows the City to establish unique parking requirements for a proposed development, in circumstances where the development also presents a unique or positive development that cannot otherwise be accommodated.• City received 6 contract zones in the ten years before current Zoning Bylaw and zero after - 3 of the contract zones were for affordable or special needs housing.

Although reductions to minimum parking requirements must be obtained through an application process, developers may voluntarily over-supply parking without an application, as the City has no maximum parking requirements. Administration examined several examples of multi-unit residential and commercial developments, in both downtown/inner city and suburban contexts, per former and current Zoning Bylaw, and note the general trend is to voluntarily over-supply parking (with exceptions, as noted below).

Based on Administration's review, the following observations are offered:

- Applications for parking related variances, development appeals and contract zones have reduced since approval of the current Zoning Bylaw; however, it is not certain whether this is due to the reduced minimum parking requirements or other factors.
- Many of the requests for reduced parking requirements through the former Zoning Bylaw have been incorporated into the current Zoning Bylaw.
- Parking reductions for affordable or special needs housing represent a disproportionately high share of applications.
- Even with reductions to minimum parking requirements developers are still voluntarily over-supplying parking in most cases examined. Typical exceptions being: affordable and special needs housing and smaller-scale commercial developments in mixed-use contexts.
- For multi-unit residential development, the over-supply is generally much greater with condominium development, rather than rental. The over-supply issue also existed with former Zoning Bylaw, but was less so, as minimum parking requirements were higher.
- For commercial development, the over-supply is generally much greater with suburban large-format, rather than smaller-scale located in mixed-use environments.

Literature review suggests, where a city has eliminated its minimum parking requirements, the general trend is for developers to capitalize on this mostly in mixed-use contexts with strong transit service, and to continue to over-supply in suburban contexts.

(e.g. Journal of the American Planning Association, 2021 – review of Buffalo, NY)

Through the review of the above factors, the evidence suggests that the reductions to minimum parking requirements, through the approval of the current Zoning Bylaw, was an effective initiative and that current parking requirements better align with OCP and Transportation Master Plan policy.

City Comparison

The trend towards eliminating minimum parking requirements is new and is more common amongst larger urban municipalities where real estate values are high, mass transit is more available, and density and intensification are more ingrained. In Canada, examples include:

Toronto	<ul style="list-style-type: none">• Minimum parking requirements eliminated across the entire city in 2021.• Maximum parking implemented for various contexts across the entire city.
Edmonton	<ul style="list-style-type: none">• Minimum parking requirements eliminated across the entire city in 2020.• Maximum parking implemented near major transit corridors and downtown.
Calgary	<ul style="list-style-type: none">• Minimum parking requirements eliminated for commercial development across the entire city in 2021 (minimum parking for residential still applies).• Maximum parking not implemented, except for downtown.

As opposed to eliminating minimum parking requirements completely, the more common practice is to eliminate parking in areas with a high level of mixed-use and transit service, such as downtowns and mixed-use transit corridors.

In terms of comparable prairie cities, Regina is in a similar position as Saskatoon and Winnipeg as it relates to parking requirements – for all three cities:

- Minimum parking requirements have been eliminated for the downtown areas only.
- No maximum parking has been implemented (Regina has a maximum for surface parking in the downtown, but not total parking).
- Minimum parking has been reduced for all land-use categories.

Regina generally requires less parking than Winnipeg and Saskatoon for high-density residential, commercial and industrial land-uses. This may be due to the fact the Regina's Zoning Bylaw is newer and perhaps more aligned with current development standard trends.

Implications

The elimination of minimum parking requirements is a relatively new trend and is associated with benefits relating to affordable housing, better urban design and climate action. Most of the literature relating to implications for eliminating minimum parking requirements focusses on these positive aspects. Literature relating to potential negative issues is limited, and retrospective analyses focusing on real world examples is even more limited, considering that Buffalo, NY was the first to do so, in North America, in 2017.

Considering this, the benefits and issues noted below should be considered as “potential”.
(Derived from general literature review – academic and professional sources)

Potential Benefits

Climate	<p>Personal automobile usage constitutes a significant percentage of greenhouse gas emissions; therefore, encouraging active and transit transportation, by allowing reduced or eliminated parking requirements, can be a positive step towards climate action.</p> <p>By reducing or eliminating parking, the urban landscape can accommodate more buildings, which means more compact and walkable cities, which further leads to decreased auto usage. There are also other positive outcomes, such as decreased asphalt production and “heat-island-effect”.</p>
Affordability	<p>On-site parking requirements raises construction costs, which, generally, results in higher sale prices; for renters, parking raises maintenance costs, which results in higher rent prices. If the cost of parking is not separated or “unbundled” from the cost of housing, owners or renters will have to pay for parking as a part of their housing costs even if they do not use or need parking.</p>
Financial Sustainability	<p>Reducing or eliminating minimum parking requirements supports infill and intensification, which has the potential to support more compact and diverse neighbourhoods and, therefore, more efficient use of city infrastructure.</p> <p>Infill and intensification is often impeded by the parking requirements, especially for lots that are smaller or have unique configurations.</p>
Urban Design	<p>Minimum parking requirements that result in large surface parking lots fragment downtowns and neighbourhoods, making them less walkable and visually cohesive. In urban settings, reducing or eliminating minimum parking requirements has the potential to support a “restitching” of the urban landscape, resulting in infill and fully developed streetscapes.</p>
Consumer Choice	<p>The demand for parking may be shifting resulting from technological and social changes - decreases in automobile ownership and increases in alternate travel modes and lifestyles, such as the following, have influenced parking: carpooling, ridesharing, telecommuting, work at home, online shopping, walking, cycling and transit. (general statement based on US literature – not known for Regina)</p> <p>Reducing or eliminating minimum parking requirements would allow developers and investors to determine parking needs on a case-by-case basis, considering the unique factors and context of the development proposal.</p>

Potential Issues

Spill-Over	<p>Where a residence or business does not supply on-site parking, this will likely result in increased usage of on-street parking, commercial parking lots and the parking lots of other landowners or businesses, which may displace existing users of these stalls.</p> <p>This is expected to be a potential issue in both urban and suburban contexts – the former has more on-street parking, transit and non-car owning residents, but also more people generally, whilst the opposite is true for suburban contexts. In Regina, indicators of this issue include:</p> <ul style="list-style-type: none"> • Complaints from suburban residents that traffic associated with new multi-unit buildings is monopolizing on-street parking. Residents often perceive “ownership” of parking spaces in front of their properties and take issue if they do not commonly have access to it. • The lack of on-street parking in the area around the General Hospital that is available for employees and visitors and the contention with residents over limited on-street spaces. • The enforcement of illegal parking. <p>These issues may be potentially mitigated through:</p> <ul style="list-style-type: none"> • On-street parking management (e.g. parking passes). • On-site land banks (landscaped areas) that can transition to on-site parking, should the municipality identify an issue that warrants the need for the on-site parking; however, might be difficult to enforce through agreements. • Enhancing alternate modes of transportation. • More commercial public parking lots where the resource can be shared by multiple businesses in proximity, as opposed to individual lots.
Mobility	<p>There is limited literature available on implications associated with mobility patterns where minimum parking requirements have been eliminated. This is likely because the elimination of minimum parking requirements is a relatively new trend and the analyses of such implications requires a lengthy test period. Potential mobility issues include the following:</p> <ul style="list-style-type: none"> • Where a residential or commercial development has opted for zero parking based on transit accessibility, and then that transit service is cancelled, that may pose as a problem. For a commercial scenario, business activity or re-sale of the property may be impeded. • Challenges for car-dependent people, such as those that have mobility issues and require a personal, specialized automobile.

	<p>These potential issues may be mitigated through:</p> <ul style="list-style-type: none"> • Limiting the elimination of minimum parking requirements to mixed-use areas and major corridors with a high-level of transit service. • Maintaining on-site accessible and drop-off parking, even where minimum parking requirements have been otherwise eliminated.
City Services	<p>Reducing or eliminating minimum parking requirements could potentially necessitate the need for increased or improved active transportation infrastructure and transit services to ensure there are viable, alternative, transportation options in neighbourhoods. Regina has one of the lowest amount of transit service hours for a comparable city size; therefore, the proposed Regina Transit Master Plan does recommend an increase in service hours. Increased transit service would increase mobility but would require additional investment to provide more service hours.</p> <p>This potential issue may be mitigated through:</p> <ul style="list-style-type: none"> • Where a developer opts for zero parking, a payment-in-lieu of parking be required, which can then be invested into active transportation and transit services. • Increased ridership, associated with people opting for zero parking, would add additional revenue to existing transit service.
Neighbourhood Design	<p>The effective planning and design of new neighbourhoods depends on having a cohesive and unified vision of the proposed neighbourhood, including the configuration, design and function of streets and lanes, with connections to the existing built areas. Allowing developers to select whether they want to include on-site parking, or not, would pose as a challenge, as on-site parking and driveway access may affect the design and function of the street or lane and redundant infrastructure.</p> <p>This potential issue may be mitigated through:</p> <ul style="list-style-type: none"> • Developing infrastructure with assumption that parking will be provided on site to allow for flexibility over time. • Retain minimum parking requirements in suburban residential areas. <p>Moving towards full elimination of minimum parking requirements is optimally undertaken in concert with initiatives to implement complete neighbourhoods with a high level of active and transit transportation – thus, in the context of optimal implementation, full commitment and investment towards complete neighbourhoods should be undertaken.</p>

Summary

Through the approval of the current Zoning Bylaw, the City's minimum parking requirements have been substantially reduced. Notwithstanding these reductions, the prevailing trend for developers is to still voluntarily over-supply parking – the exception being: affordable and special needs housing and smaller-scale commercial development in mixed-use contexts. This pattern is reinforced through literature review, which indicates a general trend to over-supply in suburban contexts (some municipalities have countered this through the imposition of maximum parking requirements).

Administration suggests that the minimum parking requirements of the Zoning Bylaw are generally appropriate for Regina market context; however, should Council want to pursue additional parking reductions, options are provided for consideration.

DECISION HISTORY

On January 27, 2021 City Council approved amendments to Regina Zoning Bylaw, 2019-19 and requested a report regarding minimum parking requirements on new and current developments (CR21-4).

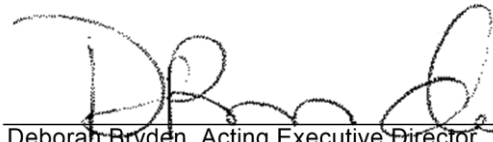
Respectfully Submitted,

Respectfully Submitted,



Autumn Lawson, Director, Planning & Development Services

3/23/2022



Deborah Bryden, Acting Executive Director

3/31/2022

Prepared by: Jeremy Fenton, Senior City Planner

ATTACHMENTS

MinParkingRev_Rep_20220412_RPC_AppA

MinParkingRev_Rep_20220412_RPC_AppB

MinParkingRev_Rep_20220412_RPC_AppC

APPENDIX A

Options for Reducing or Eliminating Minimum Parking Requirements

Option 1	Eliminate Minimum Parking Requirements 800m beyond Downtown
Key Features	<ul style="list-style-type: none"> • This area corresponds to Appendix B Map • No parking analysis and payment-in-lieu of parking required
Considerations	<ul style="list-style-type: none"> • Minimum parking requirements have already been eliminated for the Downtown and the REAL site, so this may be considered a logical extension of these areas • Section 1F.2 of the Zoning Bylaw already allows parking to be reduced by up to 75% in the City Centre where a parking analysis and payment-in-lieu of parking is provided • This area is within walking distance of the Downtown and consists of mixed land-uses and a highly permeable/ walkable grid pattern • Does not include other strategic infill and intensification areas (urban centres, urban corridors, express transit routes, etc.) • Area where most affordable and special housing is developed • Least risk for all 3 options (smallest affected area; urbanized area)
Variations to Option 1	<ul style="list-style-type: none"> • Minimum parking requirements still apply to specific zones or land-uses • Eliminate minimum parking requirements in the City Centre only • Instead of eliminating completely, reduce by 75%, but parking analysis and payment-in-lieu of parking not required • Instead of eliminating completely, reduce by 75% and allow for full elimination, beyond 75%, where justified by a parking analysis • Additionally: require maximum parking requirements

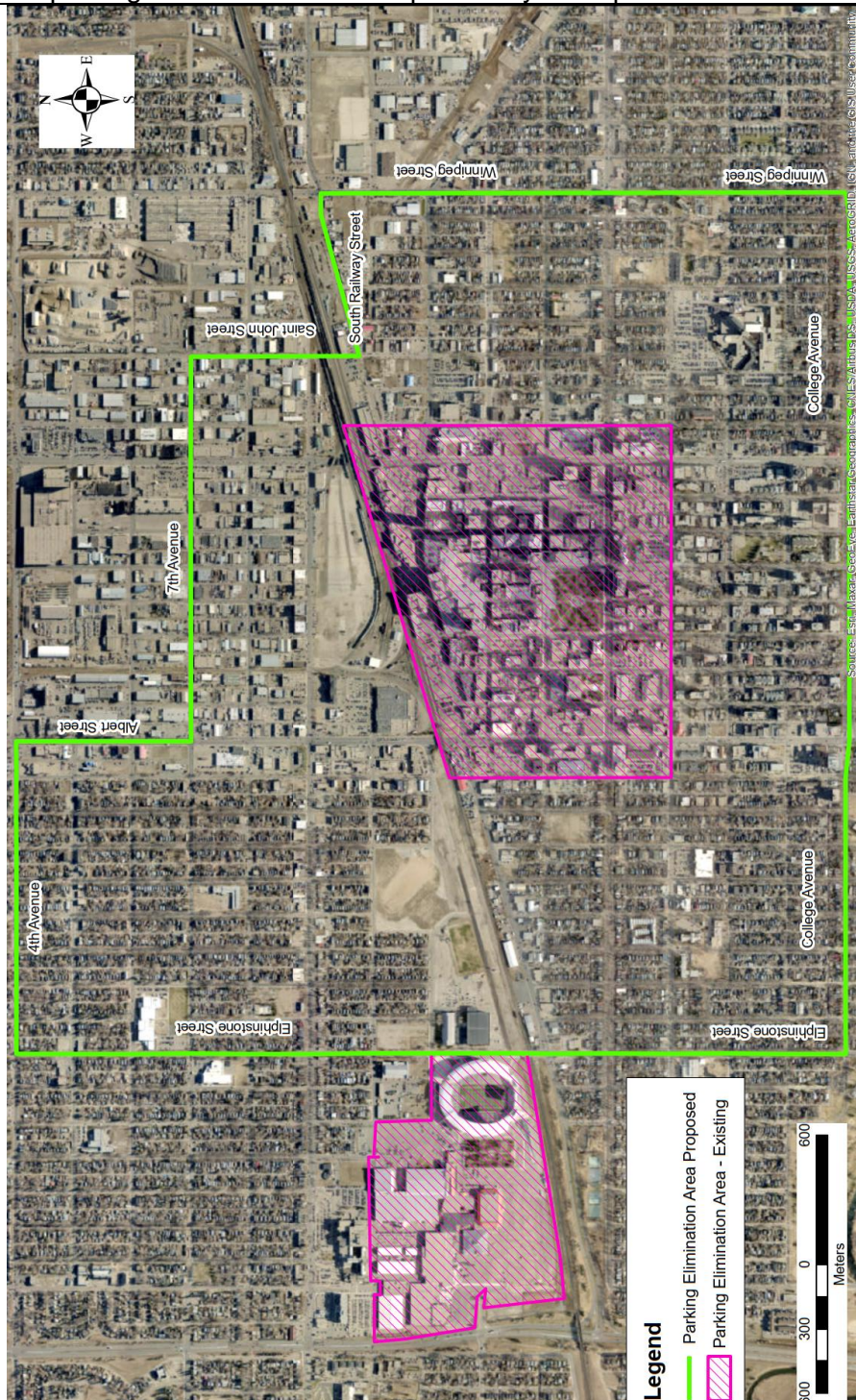
APPENDIX A

Option 2	<ul style="list-style-type: none"> • Eliminate Minimum Parking Requirements 800m beyond Downtown • Reduce Minimum Parking Requirements: Centres and Corridors
Key Features	<ul style="list-style-type: none"> • For 800m beyond the Downtown: Same as Option 1 • Reduce minimum parking requirements by 50% within urban centres and urban corridors and within 500m of an Express Transit Corridor • No parking analysis and payment-in-lieu of parking required
Considerations	<ul style="list-style-type: none"> • For 800m beyond the Downtown: Same as Option 1 • Section 1F.2 of the Zoning Bylaw already allows parking to be reduced by up to 60% within urban centres and urban corridors and by up to 50% within 500m of an express transit corridor, where a parking analysis and payment-in-lieu of parking is provided • These areas have a high-level of transit mobility and are locations identified, through the OCP, for intensification and transition to mixed-use.
Variations to Option 2	<ul style="list-style-type: none"> • For 800m beyond the Downtown: Same as Option 1 • Eliminate minimum parking requirements for the following land-uses, where located within 400m of a transit route: affordable housing; Dwelling, Backyard Suite; Dwelling; Group Care; Dwelling, Assisted Living; Mixed-Use buildings; Institution, Humanitarian Service • For urban centres, urban corridors and express transit corridors: <ul style="list-style-type: none"> ○ Require parking analysis for 50% reduction ○ Require payment-in-lieu of parking for parking reduction • Minimum parking requirements still apply to specific zones or land-uses

Option 3	Eliminate Minimum Parking Requirements City-Wide
Key Features	<ul style="list-style-type: none"> • This area corresponds to entire city • No parking analysis or compensation required
Considerations	<ul style="list-style-type: none"> • Highest risk for all 3 options (largest affected area; includes suburban areas and areas with lowest level of active and transit mobility) • Examples and research shows that developers generally only take advantage of zero parking requirements in highly mixed-use areas with high levels of active and transit mobility and still tend to voluntarily over-supply in suburban contexts – therefore, probable minimal value
Variations	<ul style="list-style-type: none"> • Minimum parking requirements still apply to specific zones or land-uses • Parking analysis still applies to specific zones or land-uses to qualify • Payment-in-lieu of parking still applies to specific zones or land-uses to qualify

Potential Parking Elimination Area (applies to Options 1 and 2 of Report)

This map shows areas where minimum parking requirements have been eliminated and an area where this parking elimination area can potentially be expanded



Existing Parking Exemption Areas

This map shows areas where the Zoning Bylaw already allows 50% (Express Transit Corridors) and 60% (Urban Centres and Corridors) parking reductions

