

SOUTHEAST REGINA NEIGHBOURHOOD PLAN (SENP) Proposed Amendments to SENP	
Note: “Anaquod Road”, as referred to herein, is the new north-south road that will replace Tower Road	
Proposed Amendments re: Regina Bypass Proximity	
1	Amend Figures 11, 12, 13, 14, 15, 17, 18, 24, 25, 26 by showing road connection between Chuka Boulevard and proposed Anaquod Road as “Collector Road” (solid grey line)
2	Amend Figures 11, 16, 17, 18 by adding the following symbol to map at location corresponding to intersections of Primrose Green Drive and the Regina Bypass: ⊗ and by noting in legend that ⊗ equates to “No Connection to Bypass”
3	Amend Figure 13 by replacing “Secondary Gateway” symbol associated with proposed Arcola Avenue-Anaquod Road intersection with “Potential Secondary Gateway” symbol
4	Amend Figure 16 by showing road connection between Chuka Boulevard and proposed Anaquod Road as “Potential Transit Road” (solid orange line)
5	<p>Replace the 2nd and 3rd paragraph of Section 6.4 with the following:</p> <p>“Two existing intersections along Arcola Avenue, at Woodland Grove Drive and Chuka Boulevard, will accommodate some of the traffic flows to and from the SENP Area. A third intersection, to connect Anaquod Road to Arcola Avenue, is shown; however, this would not be permitted, as a full movement intersection, unless it can be demonstrated, to the satisfaction of the jurisdictional authority, that appropriate levels of safety and service, affecting both Arcola Avenue and the Regina Bypass, can be maintained.</p> <p>In order to support an acceptable level of traffic management, the Arcola Avenue-Anaquod Road intersection may be designed as a “right-in, right-out” intersection. Further, a road right-of-way, connecting Anaquod Road to Chuka Boulevard, should be secured as part of the planning and build-out of lands south and east of Chuka Creek.”</p>
6	Delete Policy 6.4(b)
7	<p>Replace Policy 6.4(c) with the following two policies:</p> <p>“6.4(c) The intersection at Arcola Avenue (Highway 33) and Anaquod Road, as shown on Figure 17, shall be limited to “right-in, right-out” turning movements only.”</p> <p>“6.4(d) Notwithstanding Policy 6.4(c), the intersection at Arcola Avenue (Highway 33) and Anaquod Road, as shown on Figure 17, may be designed to include additional turning movements, beyond “right-in, right-out”, where it can be demonstrated, to the satisfaction of the jurisdictional authority, that appropriate levels of safety and service, affecting both Arcola Avenue (Highway 33) and the Regina Bypass, can be maintained.”</p>
8	Amend Figure 11 by changing the land-use designation of the mixed-use area abutting Arcola Avenue (Highway 33) from “Mixed-Use Area” to “Mixed-Use Area or Neighbourhood Area” and change associated color coding of affected area from brown to yellow with brown hatching overlay
9	Amend Figure 11 by changing “Major Intersection” to “Intersection”
Proposed Amendments re: Housekeeping Items	
10	Amend Figure 4 by replacing obsolete version of OCP – Part A Growth Plan Map with the current version
11	Replace all references to proposed new “Tower Road” with “Anaquod Road”, excepting references to existing Tower Road
12	Amend Figure 11 by changing the land-use designation of lands within plan area, which are located east of the Bypass Service Road and south of the Chuka Creek floodway, from “Prestige Industrial Area” to “Light & Medium Industrial Area”