

# Coopertown

## Neighbourhood Plan

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### OCP – Part B.17



## PART B.17

### Coopertown Neighbourhood Plan

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

This Neighbourhood Plan forms part of:

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

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

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

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## 1. INTRODUCTION

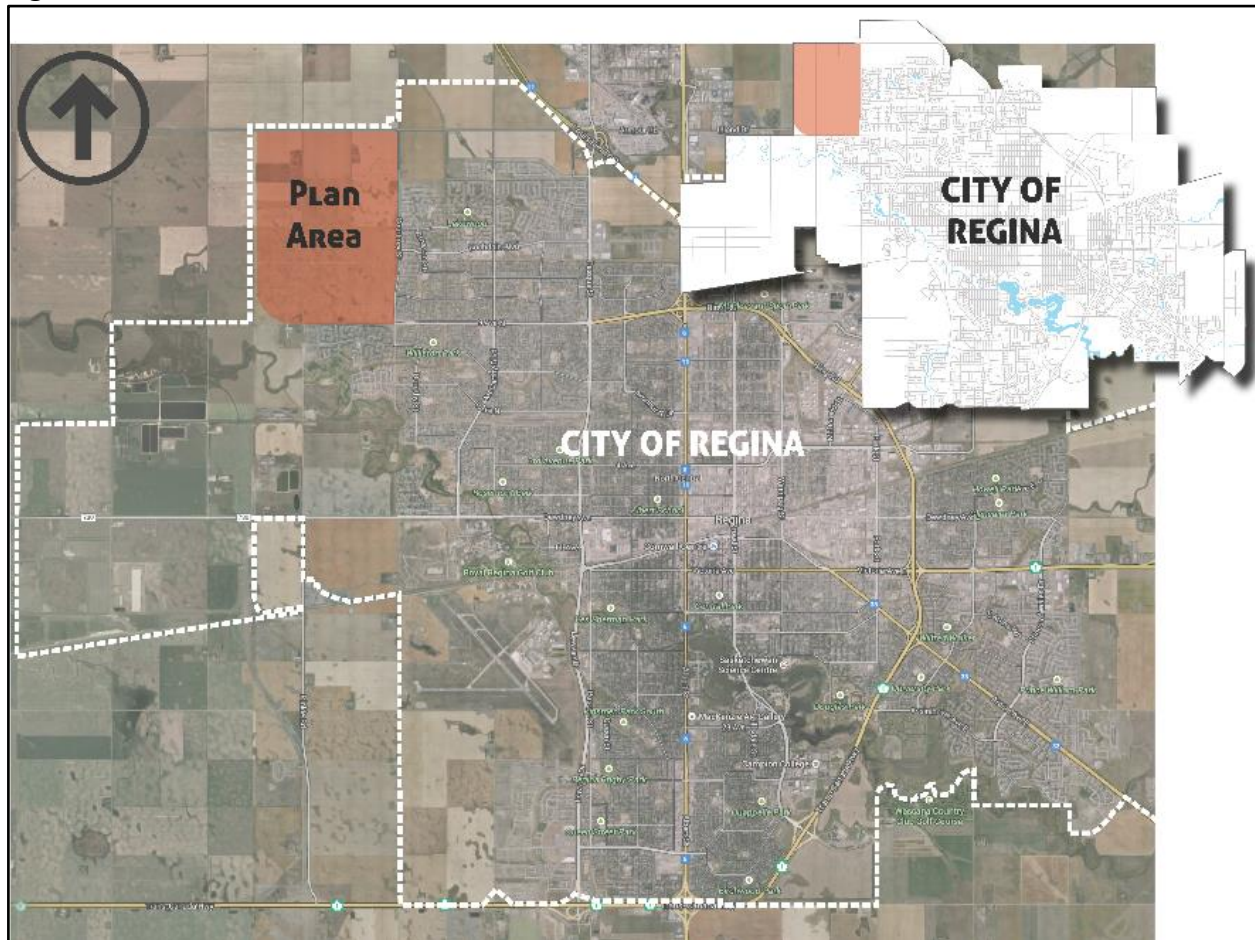
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### 1.1. Background

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

### 1.2. Location

**Figure 1 – Location Context**



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

### **1.3. Regulatory Context**

#### Planning and Development Act, 2007

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

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

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

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

#### Concept Plans, Rezoning and Subdivision

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



Figure 2 – OCP Growth Plan

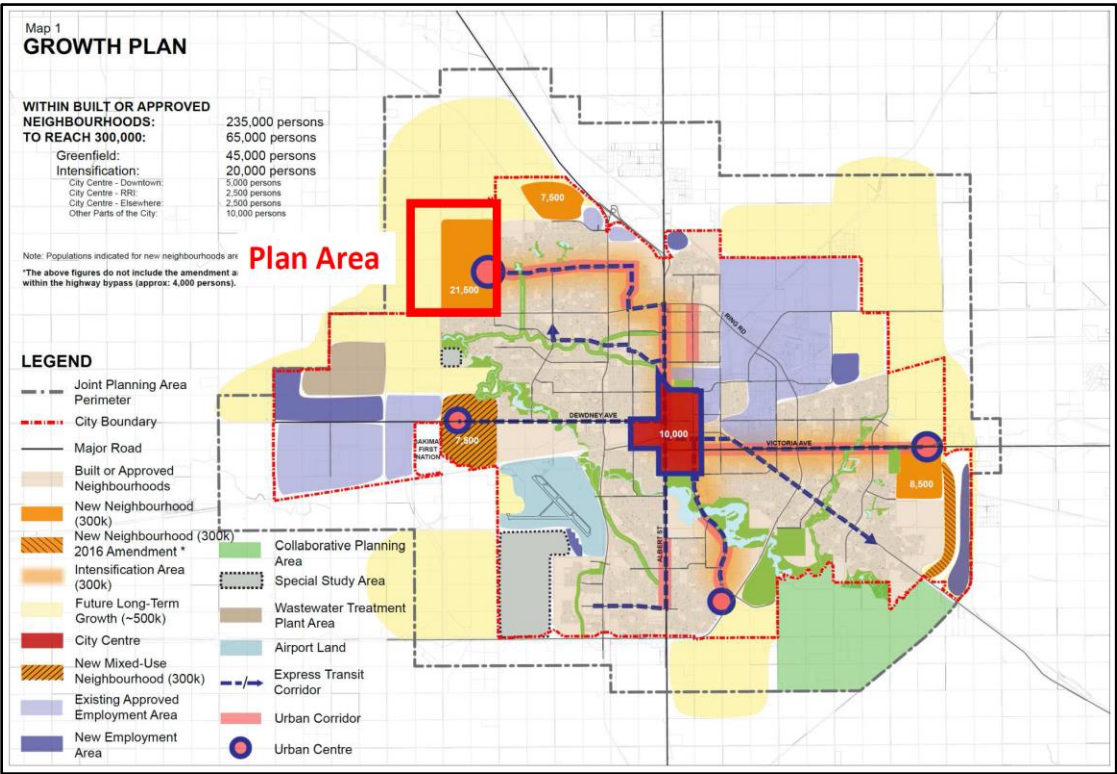
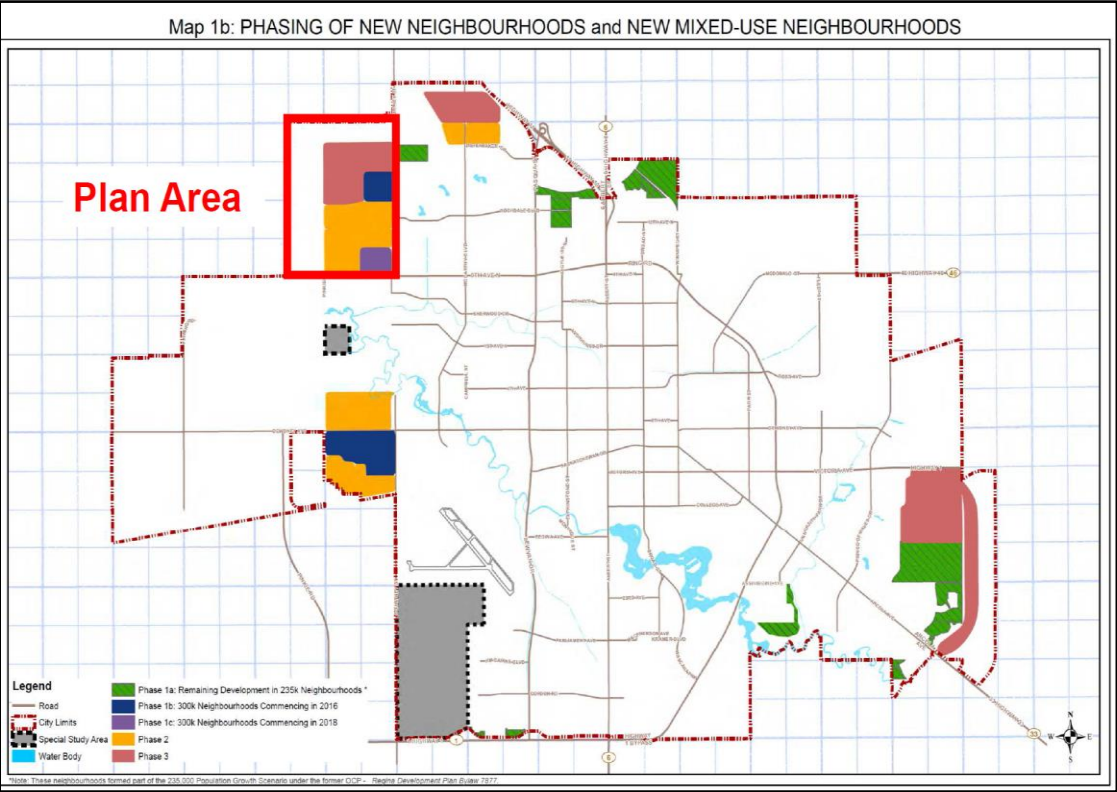


Figure 3 – OCP Phasing Plan



## **1.4. Interpretation**

### Plan Timeframe

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

### Map Interpretation

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

### Policy Interpretation

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

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

### Use Interpretation

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

## **2. SITE CONTEXT**

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### **2.1. Topography**

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

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

### **2.2. Environment**

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

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

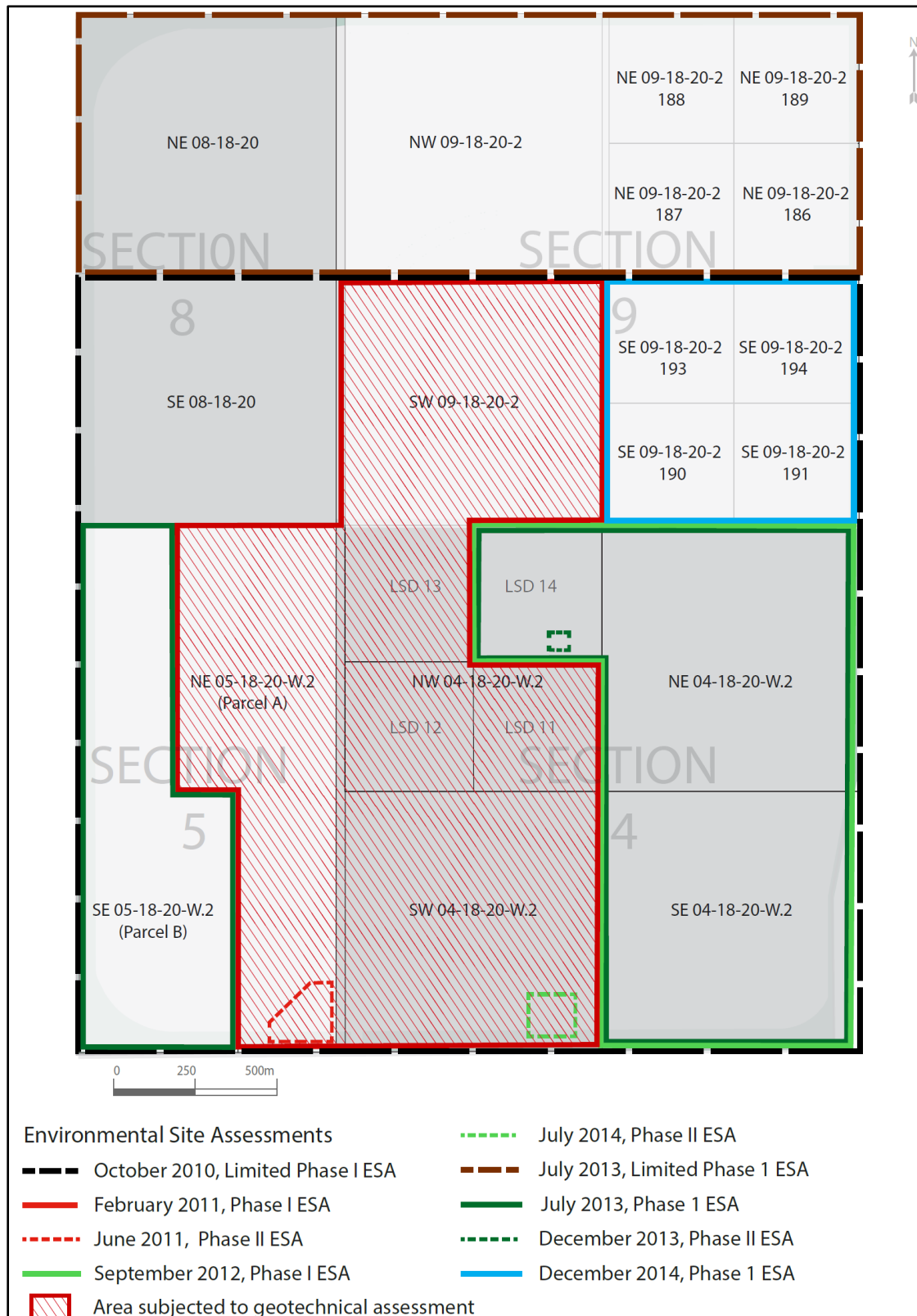
A series of environmental site assessments (ESA) have been completed for the Plan Area to identify areas of environmental concern (e.g. contamination). A summary of completed ESAs and their findings and recommendations is outlined in Figure 4 and Table 1. As a result of Phase I ESA investigations, more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

### **2.3. Heritage Resources**

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



**Figure 4 – Environmental Assessment Summary**



**Table 1 – Environmental Assessment Summary**

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

## **2.4. Existing Development**

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

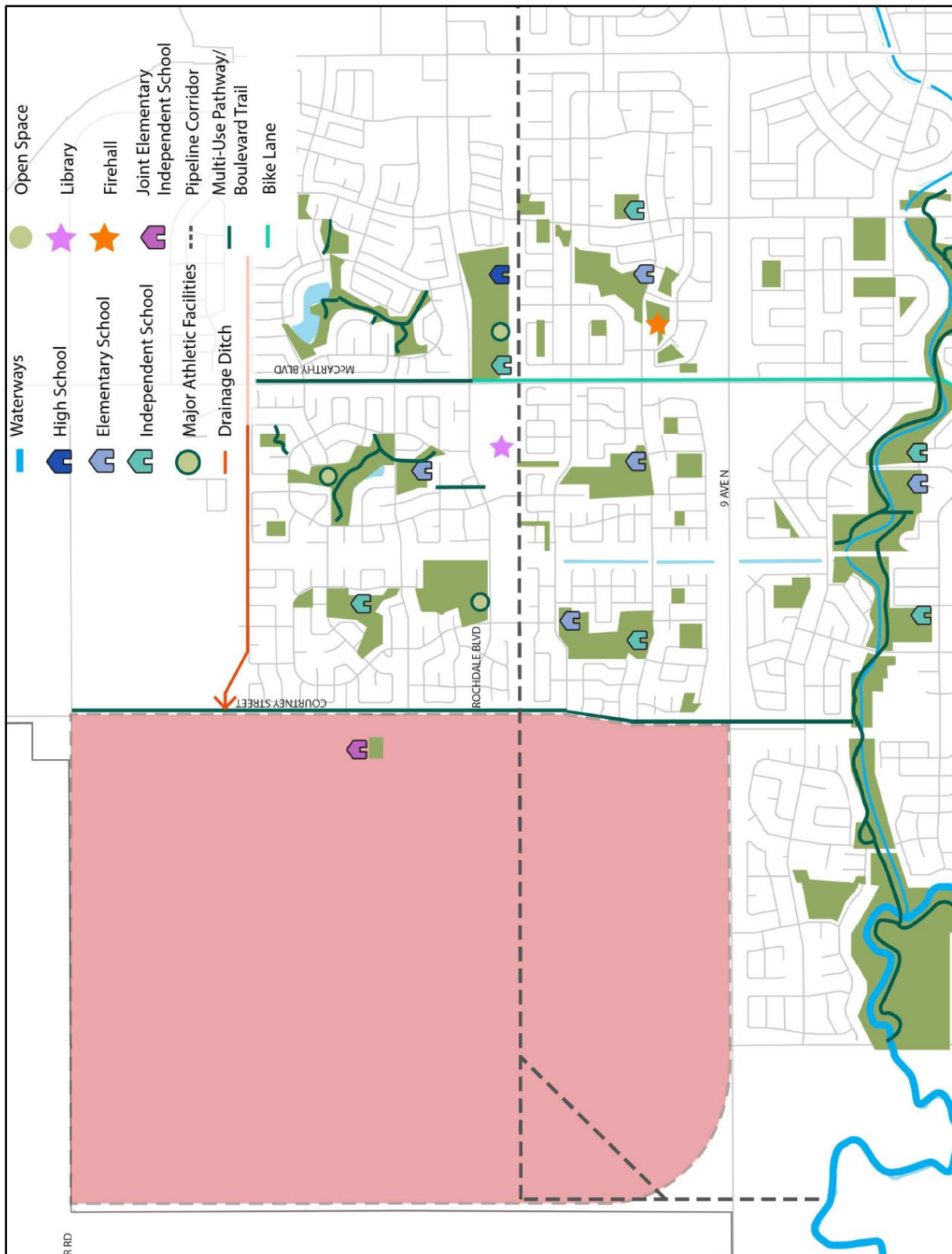
At the time this Plan was adopted, active built features within the Plan Area included: a church (Rosewood Park Alliance Church), a joint-use school (Plainsview School and Saint Nicholas), a City owned waste water facility (Mapleridge Lift Station) and four residential acreages. These developments are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

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

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

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

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



## **2.6. Existing Utilities**

### **2.6.1. Hydrocarbon Pipeline**

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

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

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

### **2.6.2. Telecommunication**

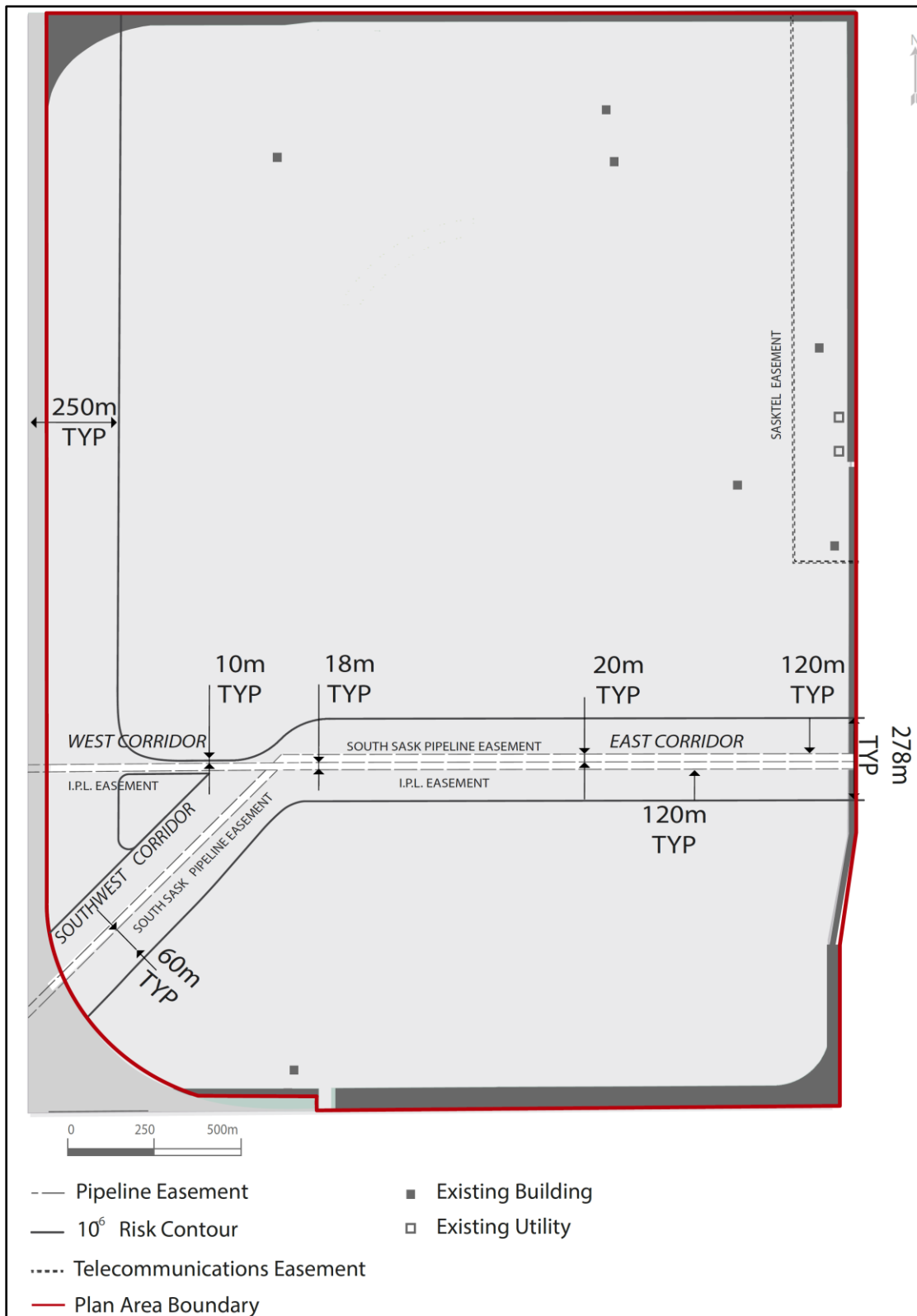
There is a 5-metre wide easement for a Saskatchewan Telecommunications (SaskTel) buried telecommunication cable in the northeast of the Plan Area, and there is a SaskTel communication tower located adjacent to Courtney Street, 150 metres north of the Mapleford Gate intersection.

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

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

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

Figure 6 – Setbacks & Features





### 3. VISION & CONCEPT

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#### 3.1. Vision

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

#### 3.2. Concept

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

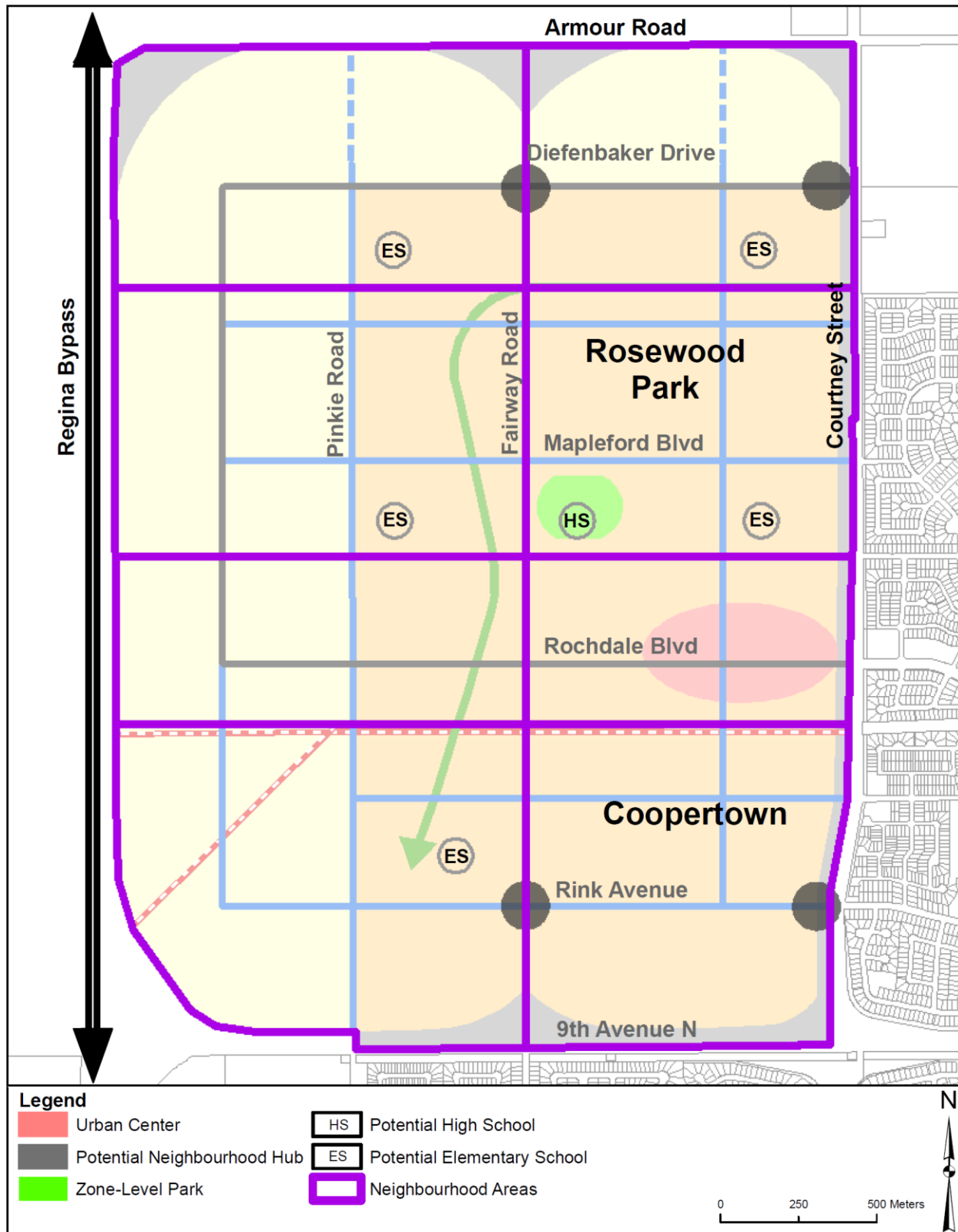
- Neighbourhoods that support a diversity of residential options, centred around a focal area that includes park space, schools and local commercial opportunities.
- An “Urban Centre” that serves as a major shopping and social destination, with a broad mix of uses, and that caters to a customer base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

#### 3.3. Population

**Table 2 – Population (Minimum)**

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

Figure 7 – Neighbourhood Areas



## 4. LAND-USE STRATEGY

### 4.1. Overview

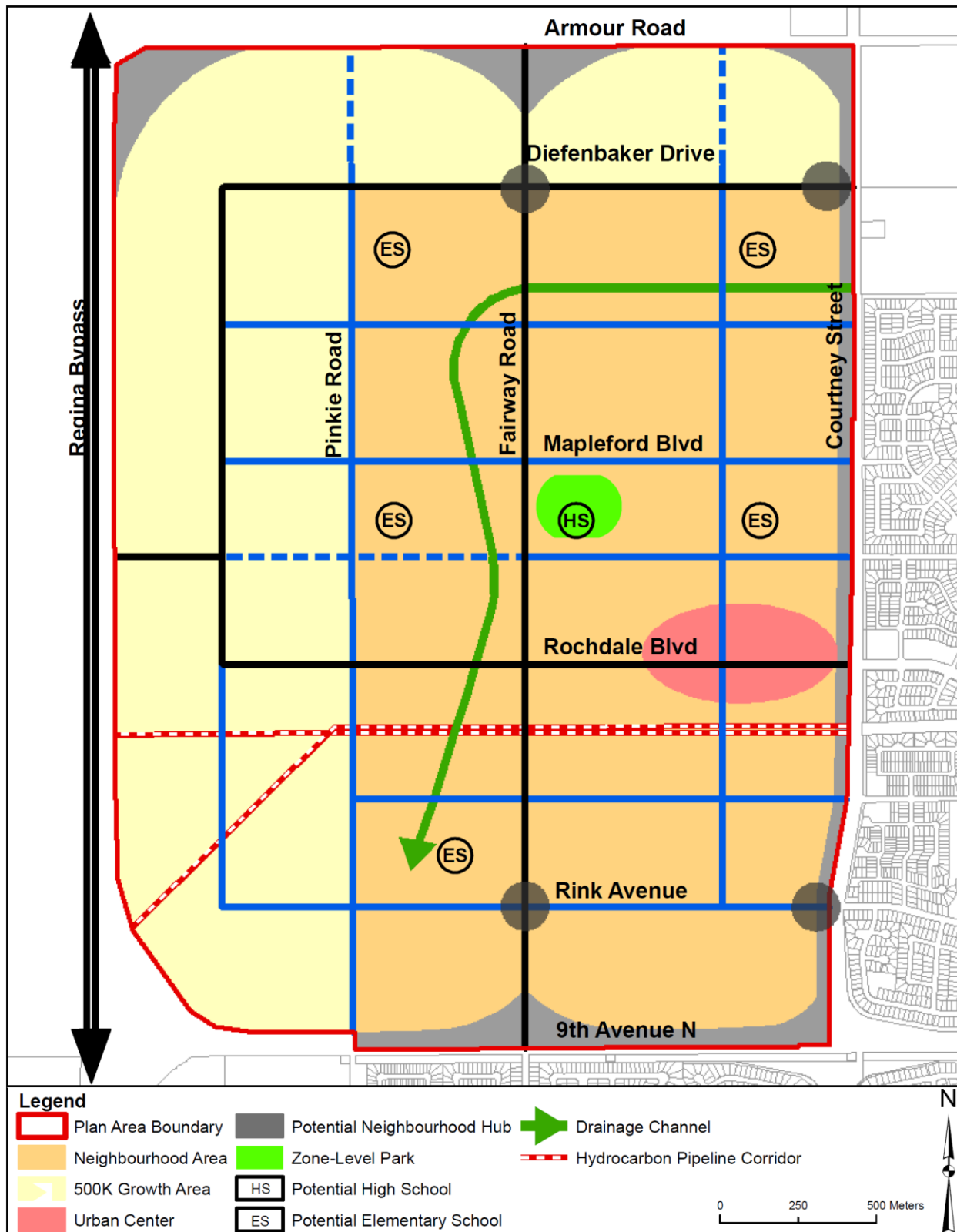
The purpose of this section is to provide an overview of, and policies for directing, the future land-use and design concept for the Plan Area. The Land-Use Plan (Figure 8) shows the general distribution of land-uses and major open space and roadway features; the Land-Use Allocation table (Table 3) outlines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

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

**Table 3 – Land Use Allocation**

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

Figure 8 – Land Use Plan



## **4.2. Neighbourhood Area**

### **4.2.1. Overview**

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

### **4.2.2. Policy**

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

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



## **4.3. Centre and Hubs**

### **4.3.1. Overview**

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

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

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

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

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

## 4.4. Open Space

### 4.4.1. Overview

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

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

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

**Table 4 – Municipal Reserve Requirements**

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

#### **4.4.2. Policy**

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

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

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

### **4.5.1. Overview**

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

### **4.5.2. Policy**

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

## **5. SERVICING STRATEGY**

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### **5.1. Mobility**

#### **5.1.1. Overview**

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

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



### 5.1.2. Policy

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

### **Intersections**

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

Figure 9 – Road Network Plan

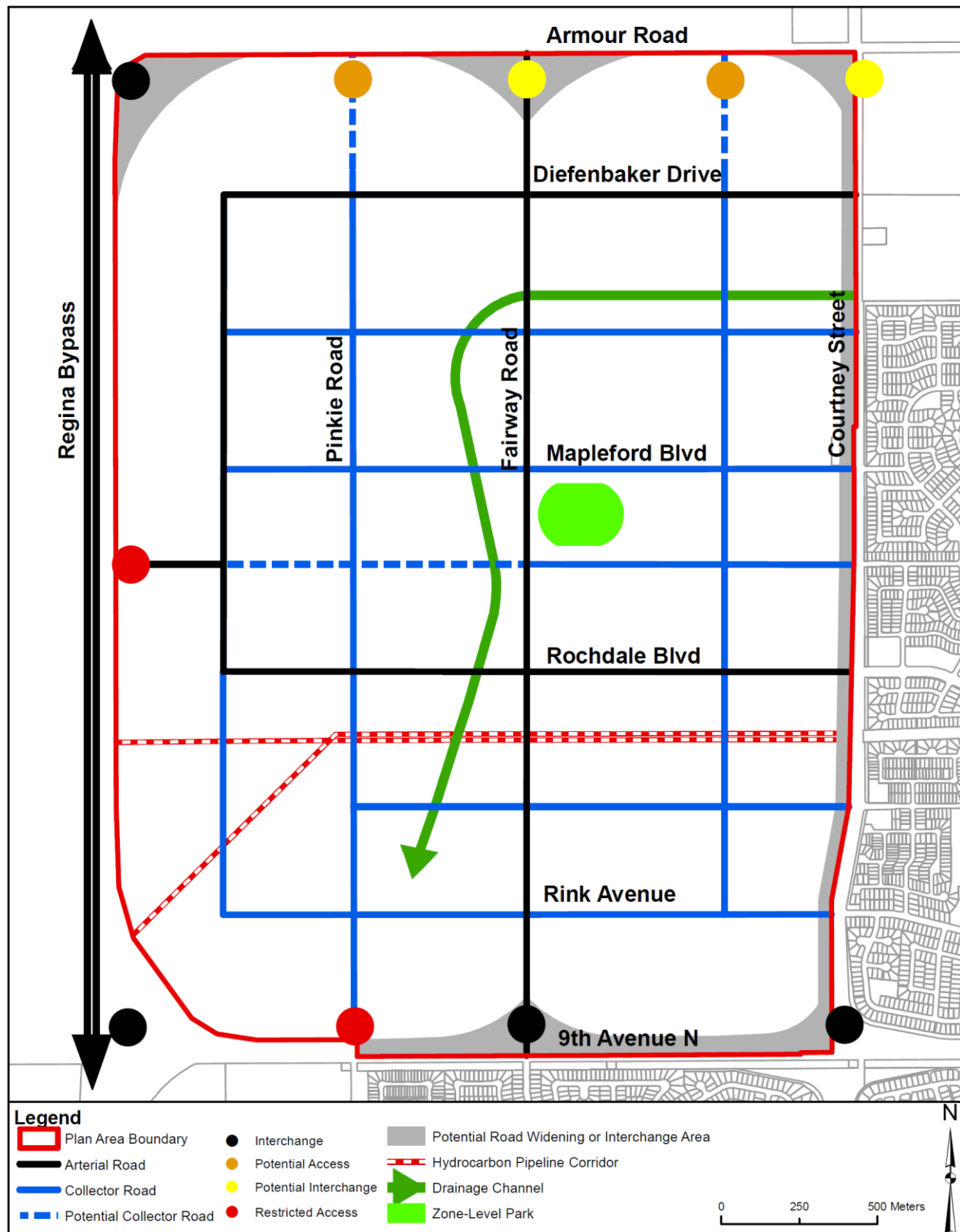
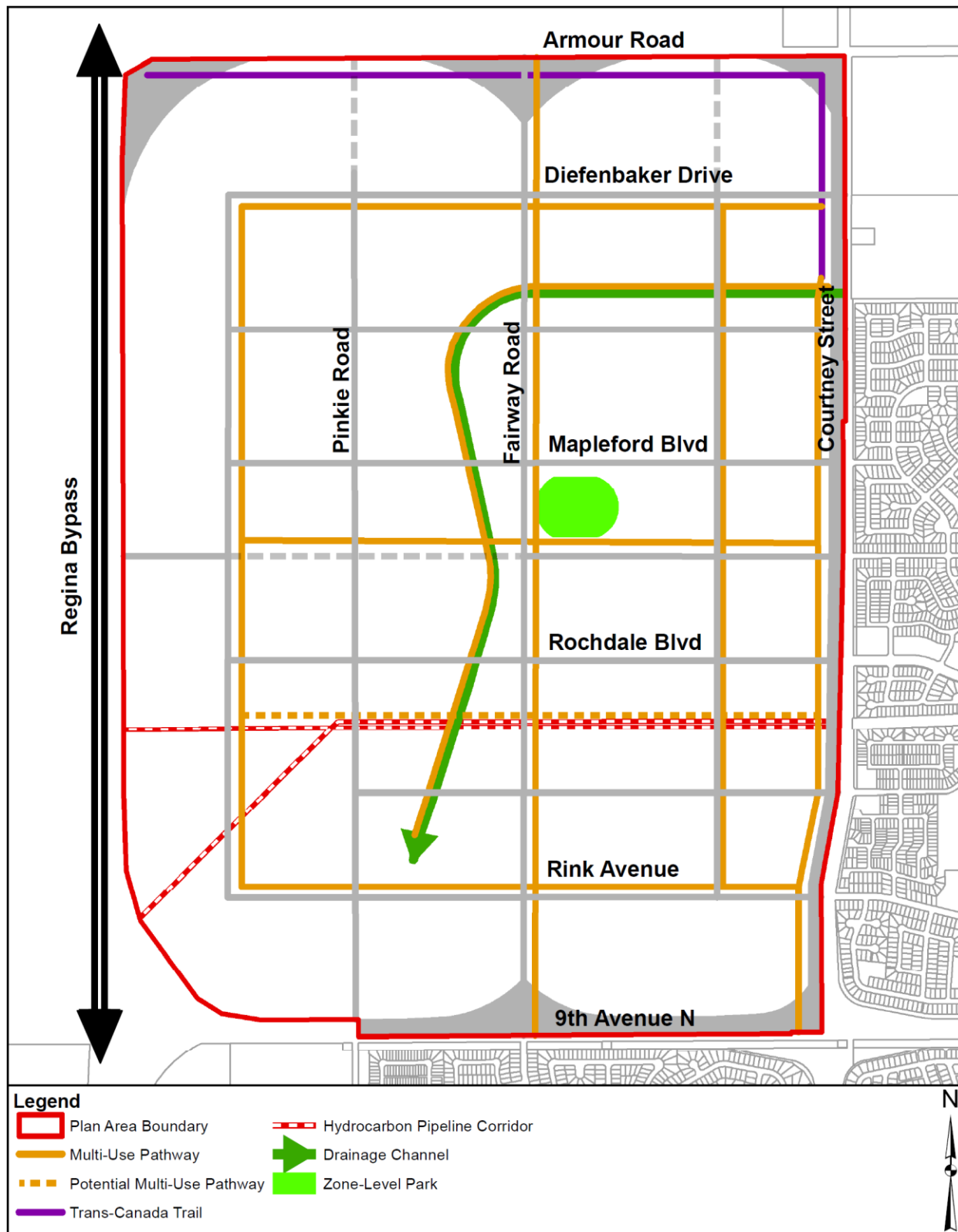


Figure 10 – Active Transportation Plan



## **5.2. Water Servicing**

### **5.2.1. Overview**

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

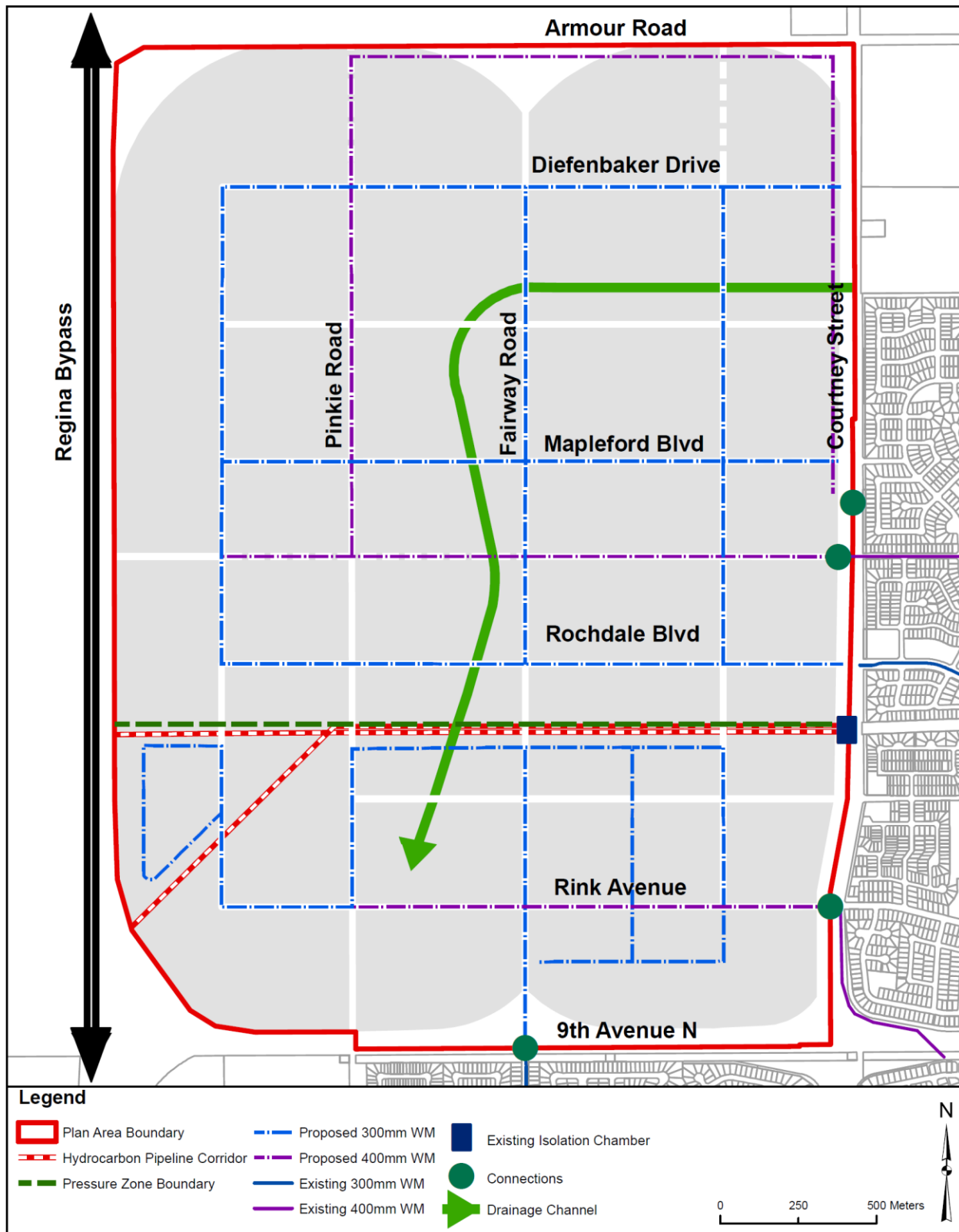
- The North Pressure Zone has capacity to accommodate additional development.
- The Primary Pressure Zone is operating at capacity; any additional development within the Primary Pressure Zone will result in a diminishing level-of-service (e.g. water pressure and fire flow) for existing neighbourhoods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

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

### **5.2.2. Policy**

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

Figure 11 – Water Servicing Plan





## **5.3. Wastewater Servicing**

### **5.3.1. Overview**

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

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

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

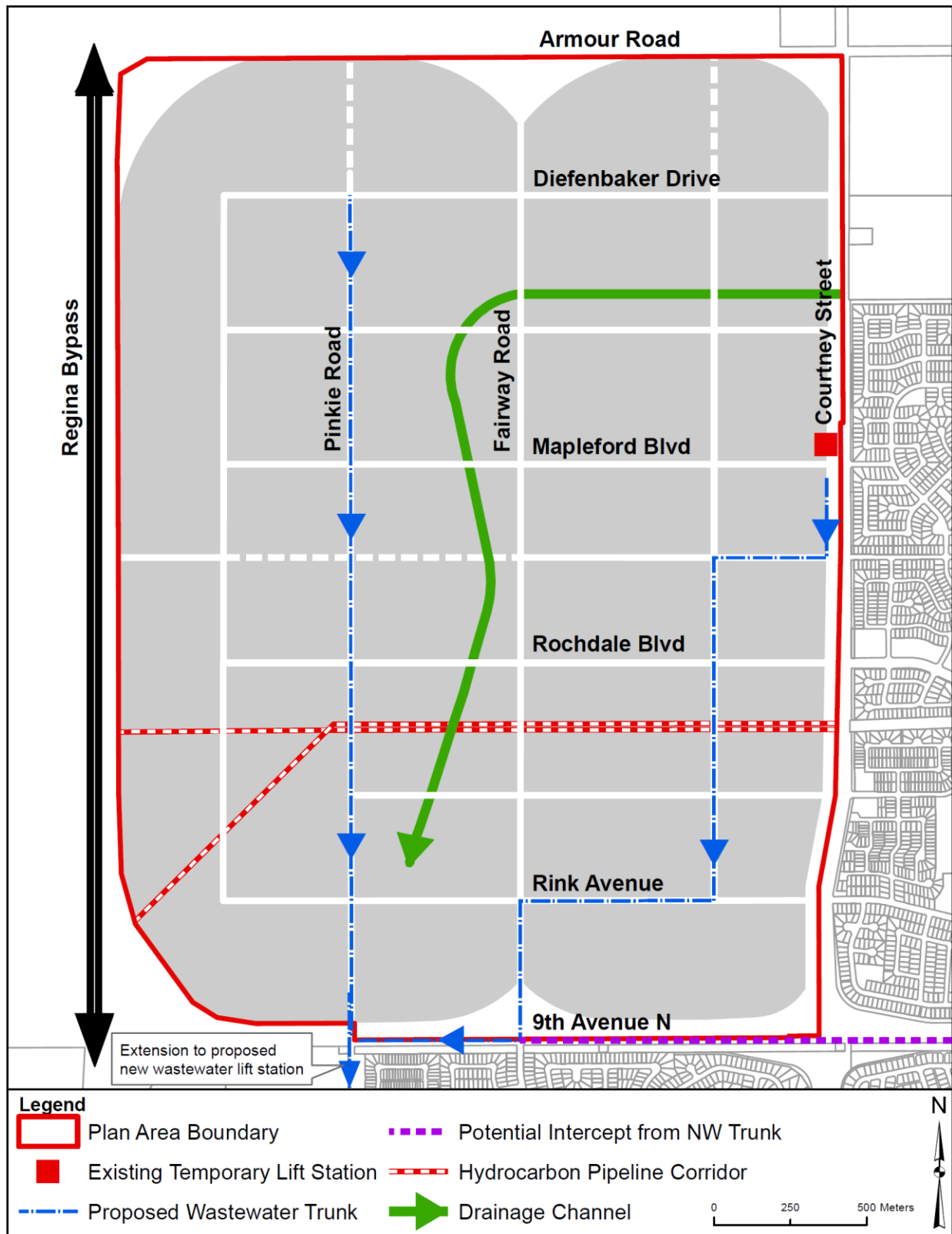
The City may consider allowing some of the Coopertown wastewater to discharge to the MRLS, as an interim measure; however, it must be demonstrated how additional capacity will be accommodated and how the affected catchment area can tie in to the "Coopertown system" following the decommissioning of the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

### 5.3.2. Policy

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

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

Figure 12 – Wastewater Servicing Plan



## **5.4. Storm Water Servicing**

### **5.4.1. Overview**

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

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

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

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

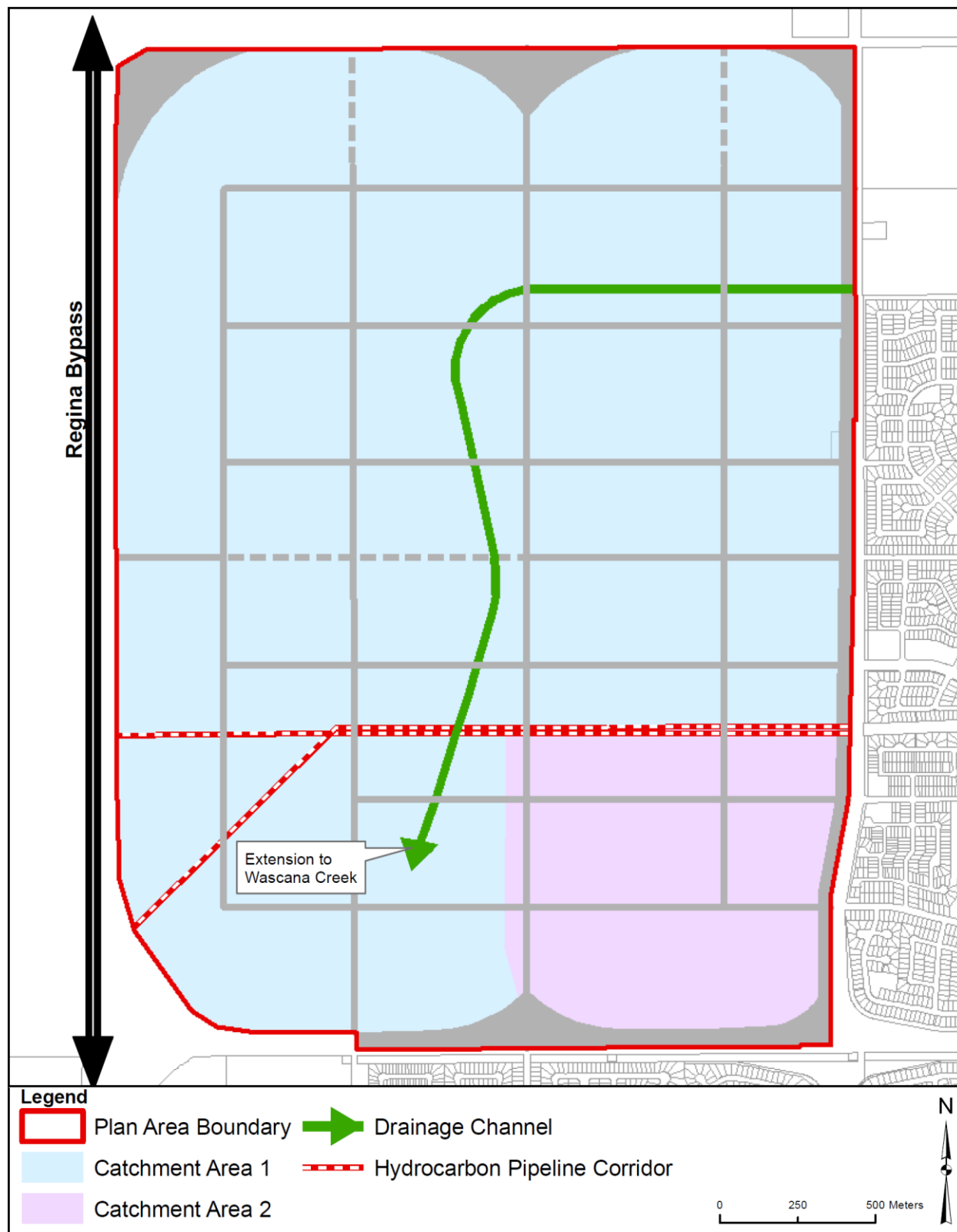
Further, more detailed, planning for the proposed storm water system shall occur at the concept plan stage. Through the concept plan process, the sub-catchment areas shall be verified (location, area and detention volume), including associated detention facilities and drainage routes.

#### 5.4.2. Policy

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

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

Figure 13 – Storm Water Servicing Plan





## **6. IMPLEMENTATION**

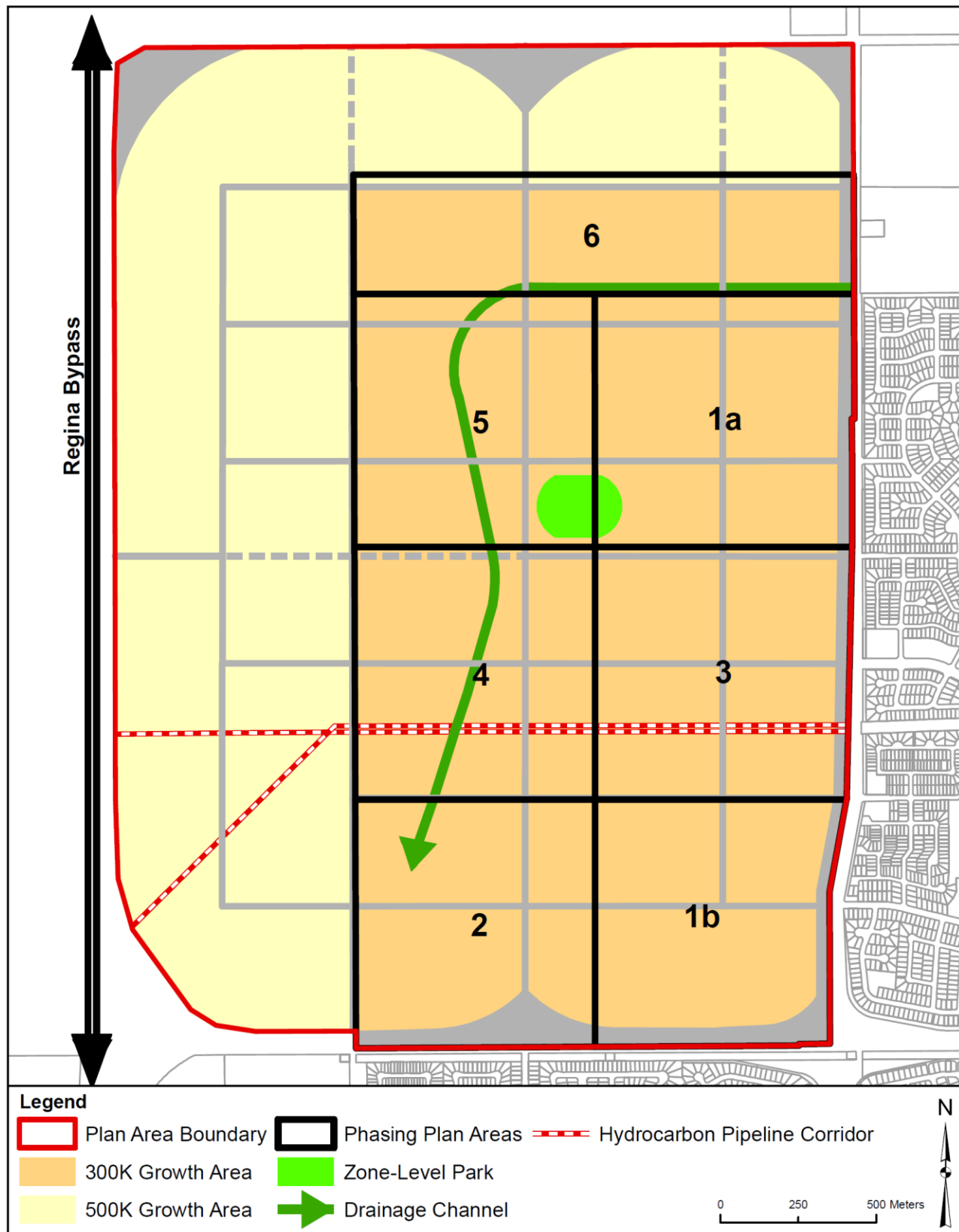
### **6.1. Overview**

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

### **6.2. Policy**

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

Figure 14 – Phasing Plan







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