

Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely Opposed</i>	2	<ul style="list-style-type: none"> • These financial investments are not beneficial to most of the people and the funding could be used for emergency services, homes for disabled and homeless or to increase employment • Area could become a place for vagrants to occupy • Development is too close to the Railway corridor, mainly residential
<i>Accept if many features were different</i>	3	<ul style="list-style-type: none"> • A Better downtown hub for transit and accessible structured buildings • Residential and commercial development may have negative impacts to downtown. • Plan for lesser number of taller buildings than proposed • Focus should be on parks rather than housing
<i>Accept if one or two features were different</i>	4	<ul style="list-style-type: none"> • Should be pedestrian oriented development • Pedestrian connection to warehouse district should be the principal of the plan • Proposed Dewdney avenue development concept may increase traffic may impact plan's intent to create an area "suitable for pedestrian strolling and sidewalk shopping." • Narrowing Dewdney avenue to 4 lanes may have issues for emergency vehicles • Design wider sidewalks along Dewdney Avenue and Bike path, if used should be separate from the sidewalk • Add recreational opportunities, space and equipment's for children such as skateboard park and playground and a major public art piece • Add public facilities such as library, farmer's market, Rink, community centre • Limit the height of the buildings to 3 stories as the taller buildings block the sun during winter. • Taller buildings may interfere with views of downtown from the warehouse • What will happen to the existing Spur line
<i>I support this proposal</i>	7	<ul style="list-style-type: none"> • Development of the Yards in general • Overall vision for infill development with mixed use, park and connection to downtown

		<ul style="list-style-type: none"> • Enhancement of Warehouse district • Pedestrian connection to downtown and enhancement to existing connection at Broad and Albert Street • Vibrant urban neighbourhood • The Plan is very positive, Pedestrian friendly, allows for mixtures of uses • Dewdney Avenue redevelopment concept • Park space, landscape buffer and restricted parking • Variation in building heights, with lower height along Dewdney avenue and gradually increasing towards the downtown
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1. Issue:

Area could become a place for vagrants to occupy

Administration's Response:

This area once developed, will be a vibrant urban realm with multiple residential and commercial mixed-use development along with public parks and a potential arena or any other compatible uses.

2. Issue:

Development is too close to the Railway corridor, mainly residential

Administration's Response:

During the review process, administration reviewed reports pertaining to Noise and Vibration impact of the adjacent railway line. Based on those study, this report incorporated policies and recommendation for minimum building setback and landscape buffer. These recommendations align with the federation of Canadian municipalities and the railway association of Canada's guidelines for new development in proximity to railway operations.

3. Issue:

These are not financially beneficial investments

Administration's Response:

Development of the Yards Neighbourhood plan is an outcome of the City Council's vision and principles for Regina Revitalization Initiative and confirms to the Design Regina: *Official Community Plan*.

4. Issue:

Residential and commercial development may have negative impacts to downtown Business.

Administration's Response:

Every location has its own competitive advantages, and the same may be true for the Yards as well. The future development should present a positive competitive challenge for both the downtown and the Yards allowing businesses to succeed.

5. Issue

A Better downtown hub for transit and accessible structured buildings

Administration's Response:

The plan currently outlines Dewdney Avenue as a pedestrian and street-oriented development.

6. Issue

Focus should be on parks rather than housing

Administration's Response:

The proposed Plan outlines confirms to OCP's goal of a complete neighbourhood where multitude of residential and commercial development are planned along with a landscape buffer and public park space.

7. Issue

Narrowing Dewdney avenue to 4 lanes may have issues for emergency vehicles

Administration's Response:

The proposed Dewdney avenue redevelopment will be planned and designed accordingly to the municipal design standards, which requires accessibility for all emergency vehicles. Similarly, based on the studies completed by the applicant, the proposed configuration will help ease the vehicle speed travelling through Dewdney Avenue.

8. Issue

Design wider sidewalks along Dewdney Avenue and Bike path, if used should be separate from the sidewalk

Administration's Response:

The figure outlining the redevelopment of Dewdney avenue is conceptual only, the design of Dewdney avenue must confirm to the City's design standards process

9. Issue

Add public facilities such as library, farmer's market, rink, community centre

Administration's Response:

The proposed land use plan supports the potential for two specialized area: a central public/ civic area that could include a neighbourhood park and civic buildings: an "entertainment area" that could include an appropriately scaled sports, entertainment or convention centre.

10. Issue

Add recreational opportunities, space and equipment's for children such as skateboard park and playground and a major public art piece

Administration's Response:

Detail design of the proposed park shall be established only after a requirement analysis is completed at the time of concept plan application and shall confirm to the City of Regina Recreation Masterplan - 2019.

11. Issue

Limit the height of the buildings to 3 stories as the taller buildings block the sun during winter. Taller buildings may interfere with views of downtown from the warehouse

Administration's Response:

Majority of the buildings along Dewdney Avenue have been restricted to 4-6 along Dewdney Avenue and 6-10 stories along the Railway corridor, this should allow for a smooth transition and be compatible with the development along north side of Dewdney as well as downtown Regina.

The policy allows for taller buildings at several location in order to meet the population target of 2,500 between this development and the old Taylor field as outlined in the *Official Community Plan Map 1 – Growth plan*

12. Issue

Future Developments in the Yards should be subject to same policies and fees applied to rest of the city.

Administration's Response:

Yards Neighbourhood Plan is a policy document to help guide the future development, future incentives development incentives (if any) have not been included in the plan. The methodology for such incentives could be developed and be incorporated within the zoning regulation. Such insensitive could be like the ones outlined in the Zoning Bylaw 2019.



November 28, 2019

Binod Poudyal
City Planner II
Planning and Development Services Department
City of Regina
2476 Victoria Avenue
Regina, SK S4P 3C8

Re: Proposed Yards Neighbourhood Plan (File No. 150CP03)

Dear Mr. Poudyal:

Thank you for the opportunity to comment on the proposed Yards Neighbourhood Plan on behalf of Regina Downtown Business Improvement District (RDBID).

Regina Downtown Business Improvement District is encouraged to see the inclusion of a major recreation, sport, entertainment facility and convention centre as permitted uses in Mixed-Use Policy Area B and as such, offers conditional support for the proposed Yards Neighbourhood Plan. Our support is conditional on future development within the Yards being subject to the same policies and fees applied to developments elsewhere in the City. RDBID objects to any future development incentives being offered on the Yards site.

The Yards Neighbourhood is an exciting opportunity for the City of Regina, however, we caution against the replication of successful uses currently being offered in other areas of the city. This would create the risk of cannibalization of other prosperous neighbourhoods.

Densification should be encouraged in our city centre. It is our hope that policies and plans that support densification, and not necessarily replication, will lead to private investment and residential development in the heart of Regina.

Should you have any questions, please do not hesitate to contact me at 306.359.7573.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Judith Veresuk".

Judith Veresuk
Executive Director
Regina Downtown Business Improvement District



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December 3, 2019

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Planning and Development Services Department
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Re: Proposed Yards Neighbourhood Plan (File No. 150CP03)

Dear Mr. Poudyal:

Thank you for the opportunity to provide comments on the proposed Yards Neighbourhood Plan.

Regina's Warehouse Business Improvement District is excited to see the development of the former railyard site — it isn't often that a city has such a golden opportunity to redevelop an area within its city centre. Development should complement the existing city centre, create a bridge between Downtown with the Warehouse District, and ensure a pedestrian and bike friendly plan that establishes the vital connection between The Yards with Dewdney Avenue.

RWBID is encouraged to see the zoning allow for the inclusion of a major recreation, sport, entertainment facility and convention centre as permitted uses in Mixed-Use Policy Area B and as such, offers conditional support for the proposed Yards Neighbourhood Plan.

We would be interested in exploring incentives to encourage the development of underground parking and to attract a major entertainment/convention/sport facility.

An increase in density in the area done with thoughtfulness and forward thinking will help lead to a vibrant city centre. We look forward to continued discussions on the development of the Railyard Renewal Project.

Kind Regards,

Leasa Gibbons
Executive Director

