

August 13, 2013

To: Members,  
Regina Planning Commission

Re: Application for Discretionary Use (13-DU-19) Proposed Office Building in OA-Office  
Area Zone, 4545 Parliament Avenue

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RECOMMENDATION

1. That the discretionary use application to accommodate Industry Office and Research and Development within a 3774m<sup>2</sup> building located at 4545 Parliament Avenue , being Parcel W3, Plan No. 102067949 , Harbour Landing Subdivision be APPROVED, and that a Development Permit be issued subject to the following conditions:
  - a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.4 inclusive, prepared by Cassola Koppe and dated June 5, 2013; and
  - b) Visual Screening shall be provided along the south property line, in accordance with Part 15C of the Zoning Bylaw.
  - c) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*
  - d) That the development comply with all Transport Canada Regulations with respect to Aeronautical Obstruction Clearance
2. That this report be forwarded to the August 26, 2013 meeting of City Council.

CONCLUSION

The applicant proposes to develop:

- An office building of which will include Industry Office and Research and Development uses, consistent with the OA Zone.
- The building will be identical to the two other offices previously approved, being four storeys in height and 3774m<sup>2</sup> in area.
- The subject property is currently zoned Office Area Zone
- The subject property is located within Harbour Landing Subdivision

The proposal complies with the development standards and regulations contained in Regina Zoning Bylaw No. 9250 and is consistent with the policies contained in Regina Development Plan Bylaw No. 7877 (Official Community Plan).

## BACKGROUND

This application is being considered pursuant to *Regina Zoning Bylaw No. 9250*, *Regina Development Plan Bylaw No. 7877 (Official Community Plan)*, and *The Planning and Development Act, 2007*.

This proposal represents the third of four phases of office development in the Harbour Landing Business Park. The proposed building is identical to the first two buildings approved in previous phases. The property was rezoned from IP-Prestige Industrial to OA in August, 2012 to implement the recently adopted amendments to the City's office policy in the OCP.

Pursuant to subsection 56(3) of the Act, Council may establish conditions for discretionary uses based on; nature of the proposed (e.g. site, size, shape and arrangement of buildings) and aspects of site design (e.g. landscaping, site access, parking and loading), but not including the colour, texture or type of materials and architectural details.

## DISCUSSION

Land Use Details		
	<u>Existing</u>	<u>Proposed</u>
Zoning	OA	OA
Land Use	Vacant	Office Building
Number of Dwelling Units	N/A	N/A
Building Area	nil	N/A

Zoning Analysis		
	<u>Required</u>	<u>Proposed</u>
Number of Parking Stalls Required	63 min 108 max	108 stalls
Minimum Lot Area (m <sup>2</sup> )	2000 m <sup>2</sup>	8939 m <sup>2</sup>
Minimum Lot Frontage (m)	30 m	58.60 m
Maximum Building Height (m)	16.0 m	13.24 m
Gross Floor Area	N/A	3774m <sup>2</sup>
Maximum Floor Area Ratio	2.5	0.42
Maximum Coverage (%)	65%	14%

Surrounding land uses include apartment buildings to the south, office buildings to the west, vacant land intended for office development to the east, and vacant commercial land to the north.

The proposal requires screening and buffering along the south property line, consistent with Chapter 15 of the Zoning Bylaw, which could take the form of fencing and/or soft landscaping

The proposed development is consistent with the purpose and intent of the OA-Office Area Zone with respect to:

- Facilitating the development of limited "Office Areas," outside of the downtown/central city area, which provide a market alternative for businesses benefitting from close access

to major corridors, regional customers, intermodal hubs, etc. in accordance with the Regina Development Plan.

- To discouraging the relocation of office users from the downtown to suburban or office park locations by limiting the type, scale and size of office users in the OA Zone, in accordance with subpart 7 C.12 and the “Office, Industry” definition of this Zoning Bylaw.

### Site Impact Traffic Analysis

The applicant undertook the preparation of a Site Impact Traffic Study to assess traffic related impacts and circulation that would result from the proposed development (i.e. all four phases) on the local road network. The study concluded that the road network could accommodate the traffic generation that would result for the proposed development. The proposed development will generate 253 vehicle trips during afternoon peak hours.

One item to note is that there will be a restriction on north bound left turn movements from the development onto Parliament Avenue. The reason for this restriction is to direct the out flow of traffic from the site to the future signalized intersection of Harbour Landing Drive and Parliament Avenue.

### RECOMMENDATION IMPLICATIONS

#### Financial Implications

The subject area currently receives a full range of municipal services, including water, sewer and storm drainage. The applicant will be responsible for the cost of any additional or changes to existing infrastructure that may be required to directly or indirectly support the development, in accordance with City standards and applicable legal requirements.

#### Environmental Implications

In 2011, the proposal was circulated to the Regina Airport Authority, Transport Canada, and NAV Canada for review and comment to assess any potential impacts on operations at the Regina International Airport.

In response to the circulation the Regina Airport Authority provided the following comments:

- Compliance with the airport zoning regulations is a mandatory federal requirement to ensure that no development penetrates protected airspace and causes a hazard to flight operations. The proponent should be required to provide an engineered/surveyed assessment to demonstrate this compliance;
- NAV Canada Land Use Review is required to ensure that this development does not interfere with current or future navigational aids (electronic zoning). Of particular importance is to ensure that NAV Canada assesses the impact on a future instrument landing system (ILS) on Runway 31. If any degradation occurs to existing or future navigational aids or procedures at the Regina International Airport, the Regina Airport Authority would oppose the development proposal in its current form and request that mitigation measures be undertaken; and

- As this proposed development would occur in the area between the 25 and 30 NEF, the City must ensure compliance with the requirements of the *Regina Development Plan – Part A – Section 5.11* and applicable portions of the *Regina Development Plan – Part B – Southwest Sector Plan*.

Section 5.11 of Part A – Policy Plan of *Regina Development Plan Bylaw No. 7877* contains the following policies regarding the consideration of commercial development in proximity to airport lands:

- That the Sector Plan establish policies for areas between the NEF 25 and 30 contours as projected for 2024 as shown on Map 2.3 – Potential Long Term Growth Areas, which would minimize the noise impact on new development by seeking alternatives to noise sensitive land uses, and establishing standards for noise insulation and other abatement measures for development within the affected areas;
- That the height of structures within the airport environs shall conform to height regulations set out in *Regina Airport Zoning Regulations of Transport Canada*.

The subject property is located between the 25 and 30 NEF boundaries. Commercial uses such as office located in areas where the NEF exceeds 30 require a noise impact analysis by a professional engineer or architect licensed to practice in the Province of Saskatchewan in accordance with the Airport Noise Attenuation Overlay Zone prior to the issuance of a building permit. This requirement would not apply in this case as no portion of the subject property exceeds the 30 NEF contour.

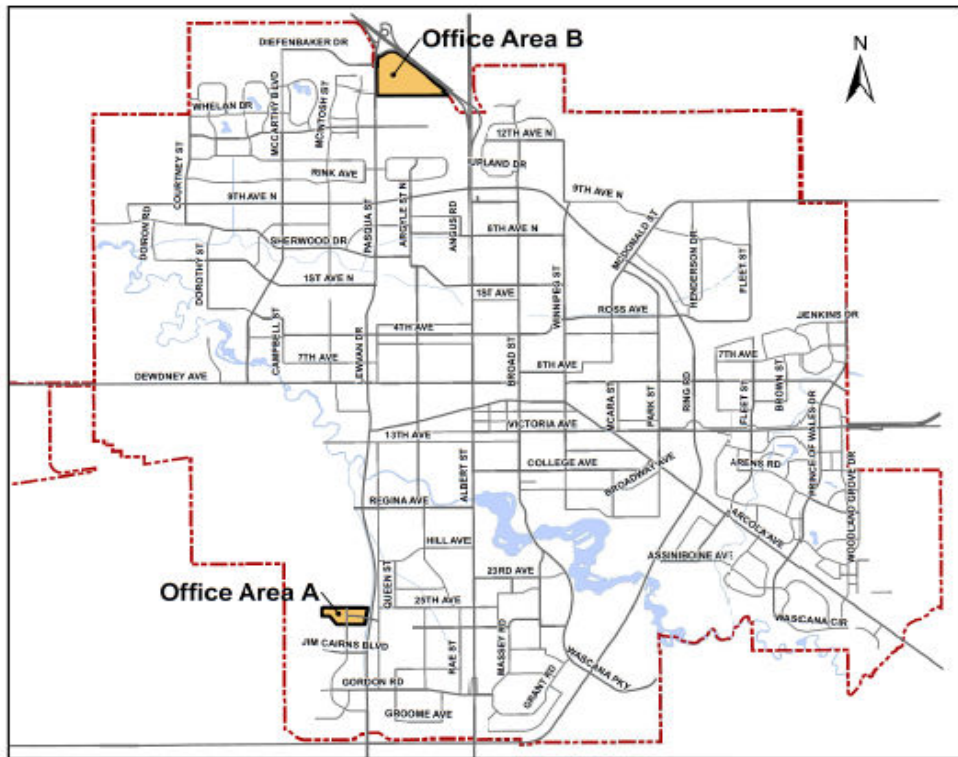
The applicant is required to demonstrate approval has been granted by Transport Canada for Aeronautical Obstruction Clearance prior to the issuance of a building permit in accordance with the Obstruction Limitation Surface Overlay Zone in *Regina Zoning Bylaw No. 9250*.

#### Policy/Strategic Implications

The applicant's proposal has been reviewed in accordance with the recommended office policy in the Official Community Plan, pursuant to Bylaw No. 2012-44 and is consistent with the following relevant provisions of Section 4.15 of the office policy:

- c) Medium and major office shall be prohibited from locating outside the downtown except in the following limited contexts:
  - v) The development of medium and major office buildings within identified Office Areas that are conceptually located on Map 4.4, in accordance with policies 4.15 (e)-(g).

#### MAP 4.4: DESIGNATED OFFICE AREAS



- e) The development of Office Areas authorized by section 4.15(c)(v) shall be in accordance with the following policies:
  - i) As a prerequisite for office development, the subject property(s) must be rezoned to “Office Area”, and should include sufficient land to accommodate at least three medium office buildings and associated parking, landscaping, etc.;
  - iii) Development permit applications for new office buildings within identified Office Areas shall be considered as a discretionary use and shall only be approved where the office vacancy rate of the downtown, based on the most recent available data, and as interpreted by the City, is equal to, or less than, 6.5 per cent of total known available downtown office floor area;

Administration Comment: The existing downtown office vacancy rate is approximately 5.8%. This data was provided by Colliers International, as part of their Q1 2013 report pertaining to the "Regina Office Market". As explained by Colliers International, the recent increase in the office vacancy rate, which has consistently fallen below 2% over the last five years, is due to nearly 250,000 square feet of additional office space coming online to the market in 2012. Regardless of the increase in downtown vacancy, the report notes that Regina's downtown continues to have one of the lowest office vacancy rates in Canada, and that vacancy levels are expected to be stable throughout 2013.

- v) The development of office in Office Area A, as identified on Map 4.4, is regarded as a priority due to its airport proximity and should be substantially built-out before office is allowed to be developed within Office Area B;
  - viii) In order to support a more efficient use of land and City services, surface parking area size shall be restricted; however, additional parking may be allowed where structured parking is used, or where contributions are made towards public parking or transit, or other public amenities or services, in accordance with the Zoning Bylaw.
- f) The design of Office Areas authorized by section 4.15(c)(v) should be in accordance with the following policies:
- i) Where more than one office building is proposed, office buildings should be clustered together, and should be clearly identified as a distinct node(s);
  - ii) Outdoor plazas, retail and service, which provide an amenity to office patrons and employees, should be located adjacent to, or integrated with, Office Areas;
  - iii) Where an Office Area forms part of a larger development, office buildings should have priority location next to key entranceways, intersections, corridors;
  - iv) The location and design of office buildings should support a pedestrian-scale street environment (e.g. “street walls” through minimal and uniform setbacks, fenestration and entranceway articulation, signage and landscaping).

*Administration Comment: The proposed building forms part of a cluster of four buildings. The previous phase includes a plaza space which has the potential to develop into an attractive public space and amenity space for office workers. This space would be further enhanced with active uses facing the plaza. The subject property is situated adjacent to a major gateway to the Harbour Landing neighbourhood and the larger Southwest Sector of the city. Buildings are appropriately arranged on the site, with the building of the first phase of the project having strong orientation to the gateway intersection of Harbour Landing Drive and Parliament Avenue.*

#### Other Implications

None with respect to this report.

#### Accessibility Implications

The proposed development provides four parking stalls for persons with disabilities which exceed the minimum requirements by three stalls

## COMMUNICATIONS

Communications strategy has been developed to address the community issues.

Public notification signage posted on:	July 4, 2013
Letter sent to immediate property owners	July 2, 2013
Public Open House Held	Not Applicable
Number of Public Comments Sheets Received	0

## DELEGATED AUTHORITY

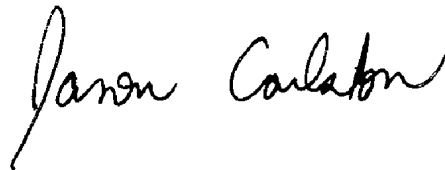
City Council's approval is required, pursuant to Part V of *The Planning and Development Act, 2007*.

Respectfully submitted,



Fred Searle, Manager  
Current Planning

Respectfully submitted,



Jason Carlston, Deputy City Manager  
Community Planning and Development

Prepared by: Ben Mario