



CITY COUNCIL

**Monday, June 23, 2014
5:30 PM**

Henry Baker Hall, Main Floor, City Hall



Office of the City Clerk

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Agenda City Council Monday, June 23, 2014

Open With Prayer

Remembrance Recognition

Joanne Goulet

Confirmation of Agenda

Minutes of the meeting held on May 26, 2014

Delegations, Communications, Public Notices, Bylaws and Related Reports

- CP14-8 Bill Kos: Regina Planning Commission: Application for Zoning Bylaw Amendment and Discretionary Use (14-Z-07/14-DU-08) 2067 Retallack Street
- CR14-65 Regina Planning Commission: Application for Zoning Bylaw Amendment and Discretionary Use (14-Z-07/14-DU-08) 2067 Retallack Street

Recommendation

1. That the following amendment to the Cathedral Area Neighbourhood Plan, being Part B.6 of *Design Regina: The Official Community Plan Bylaw No. 2013-48*, be APPROVED:

That the following item be added to Section 6.0 – Exception:

Civic Address	Legal Description	Development/Use
2067 Retallack Street	Lots 27-28 Block 374, Plan OLD33	LC3 – Local Commercial

2. That the application to rezone Lots 27 and 28 in Block 374, Plan OLD33 located at 2067 Retallack Street from R4A-Residential Infill Housing to LC3-Local Commercial, be APPROVED.
3. That the discretionary use application for a proposed shopping centre located at 2067 Retallack Street, being Lots 27 and 28 in Block 374, Plan No. OLD33, be APPROVED and that a Development Permit be issued subject to the following conditions:



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- a. The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.6 inclusive, prepared by Tomilin Construction and dated February 21, 2014; and
 - b. The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
4. That a minor variance application be obtained to relax the maximum permitted height by 0.6 m (2 ft.) to the building prior to the issuance of a building permit.

DE14-51	Shatkowski House: Regina Planning Commission: Application for Concept Plan Amendment (14-CP-01) and Zoning Bylaw Amendment (14-Z-06) for Parcel A in Skyview Phase 1
CP14-9	Eagles Cove: Regina Planning Commission: Application for Concept Plan Amendment (14-CP-01) and Zoning Bylaw Amendment (14-Z-06) for Parcel A in Skyview Phase 1
CP14-10	Keeps Avenue: Regina Planning Commission: Application for Concept Plan Amendment (14-CP-01) and Zoning Bylaw Amendment (14-Z-06) for Parcel A in Skyview Phase 1
CR14-66	Regina Planning Commission: Application for Concept Plan Amendment (14-CP-01) and Zoning Bylaw Amendment (14-Z-06) for Parcel A in Skyview Phase 1

Recommendation

1. That the application to amend the Skyview Concept Plan, as depicted on the attached Revised Concept Plan Appendix A-3.2, be APPROVED.
 2. That the application to rezone Parcel A Plan No. 102035742 Ext 0 (part of NE ¼ Sec 10-18-20-W2M) as shown within the dashed line on the attached Subject Property Map Appendix A-1 be rezoned from R1-Residential Detached to R6-Residential Multiple Housing
 3. That the City Solicitor be directed to prepare the necessary bylaws.
- | | |
|---------|---|
| CP14-11 | Penelope Perdicaris: Regina Planning Commission: Application for Contract Zoning (13-CZ-09) Proposed Supportive Living Home 4125 and 4129 Queen Street |
| DE14-71 | Wallace Truong and Mervin Phillips: Regina Planning Commission: Application for Contract Zoning (13-CZ-09) Proposed Supportive Living Home 4125 and 4129 Queen Street |



Office of the City Clerk

CR14-67 Regina Planning Commission: Application for Contract Zoning (13-CZ-09) Proposed Supportive Living Home - 4125 and 4129 Queen Street

Recommendation

1. That the application to amend *Regina Zoning Bylaw No. 9250* to rezone 4125 and 4129 Queen Street, being Lots 22 and 23, Block T, Plan No. 102110207 from R1-Residential Detached Zone to C-Contract be APPROVED and that the contract zone agreement between the City of Regina and the applicant/owner of the subject properties be executed.
2. That further to recommendation 1, the proposed contract zone agreement shall include the following terms:
 - a. The applicant shall demonstrate the subject property consisting of two lots has been consolidated or parcel ties registered to prevent one lot from being sold separately;
 - b. Use of the building be limited to a Supportive Living Home with care for no more than 20 persons;
 - c. The development shall conform to the attached plans, see attached as Appendix A-3.1-3.5;
 - d. The Landscape Plan as part of the building permit application shall conform to Chapter 15 of the Zoning Bylaw, and shall generally screen the front of the building with shrubbery and trees, and the rear yard space shall be landscaped with a combination of shrubbery, fencing and trees.
 - e. Signage on the subject property shall comply with the development standards for the R1-Residential Detached Zone pursuant to Table 16.1 of the Zoning Bylaw;
 - f. Any zoning related detail not specifically addressed in the contract zone agreement shall be subject to applicable provisions of the Zoning Bylaw; and
 - g. The agreement shall be registered in the City's interest at the applicant's cost pursuant to Section 69 of *The Planning and Development Act, 2007*.
3. That the City Solicitor be directed to prepare the necessary bylaws to authorize the respective Zoning Bylaw amendment.



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CR14-68 Regina Planning Commission: Proposed Amendments to Regina Zoning Bylaw No. 9250

Recommendation

1. That the proposed housekeeping amendments to *Regina Zoning Bylaw No. 9250* be APPROVED.
2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the housekeeping amendments.

CR14-69 Regina Planning Commission: Application for Zoning Bylaw Amendment and Discretionary Use (14-Z-02, 14-DU-03) Proposed Restaurant in IB - Medium Industrial Zone, Unit D – 2112 Turvey Road

Recommendation

1. That the application to amend Table 5.3 Table of Land Uses - Industrial Zones to add “Restaurants” as a Discretionary Use in the IB – Medium Industrial Zone be APPROVED.
2. That the discretionary use application for a proposed restaurant located at Unit D–2112 Turvey Road, being Lot 9, Block 43 Plan No. 101957979, Ross Industrial Park 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 Alton Tangedal Architect Ltd. dated November 12, 2013 and February 21, 2014; and
 - b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
3. That the City Solicitor be instructed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment.

CR14-70 Executive Committee: Wastewater Treatment Plant Upgrade – Financial Model Update and Borrowing Bylaw

Recommendation

That the City Solicitor be instructed to prepare the necessary borrowing bylaw.

IR14-8 External Financing \$100.4 Million – RRI Stadium Project

Recommendation

That this report be received and filed.



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2014-42	THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 12)
2014-43	THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 13)
2014-44	THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 14)
2014-45	THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 15)
2014-46	THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 16)
2014-47	DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN MENDMENT BYLAW, 2014
2014-48	THE REGINA WASTEWATER TREATMENT PLANT BORROWING BYLAW, 2014
2014-51	THE REGINA REVITALIZATION INITIATIVE MARKET EBENTURE BYLAW, 2014

Delegations, Communications, Bylaws and Related Reports

DE14-52	John Klein: Public Works and Infrastructure Committee: The Regina Traffic Bylaw, 1997 No. 9900 Amendment
CR14-71	Public Works and Infrastructure Committee: <i>The Regina Traffic Bylaw, 1997 No. 9900 Amendment</i>

Recommendation

1. City Council approve the amendments to *The Regina Traffic Bylaw, 1997, No. 9900* (the “Traffic Bylaw”) contained within Appendix “A” to this report; and
2. The City Solicitor amend the Traffic Bylaw to reflect the changes proposed in Appendix “A” of this report.

DE14-53	Chad Jedlic - Harvard Developments Inc: Executive Committee: Interim Phasing and Financing Plan
DE14-54	Paul Moroz – Dream Development: Executive Committee: Interim Phasing and Financing Plan
DE14-55	Stu Niebergall – Regina & Region Home Builders Association: Executive Committee: Interim Phasing and Financing Plan
DE14-69	Ryan Karsgaard, John Van Nostrand & Jerven Weekes: Rosewood Park Alliance Church: Executive Committee: Interim Phasing and Financing Plan



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CP14-12 Kevin Reese – The Creeks: Executive Committee: Interim Phasing and Financing Plan

CR14-72 Executive Committee: Interim Phasing and Financial Plan

Recommendation

1. That the Interim Phasing and Financing Plan described in Appendix A be approved.
2. That the Servicing Agreement Fee rates for 2014 and 2015 as identified within Appendix A be approved;
3. That Administration be directed to process only area plan applications for lands within the Interim Phasing and Financing Plan. Review of areas outside the Interim Phasing and Financing Plan is to be limited to coordination of infrastructure planning;
4. That only lands within the Interim Phasing and Financing Plan be permitted to develop until a final phasing and financing plan is adopted;
5. That a final Phasing and Financing Plan be developed in coordination with the Servicing Agreement Fee/Development Levy Policy Review;
6. That the phasing and financing of post-300K land be deferred until after the Servicing Agreement Fee/Development Levy Policy Review, a long term financial plan, and an intensification strategy are completed and that the funding earmarked for the post-300K phasing and financing project be redirected to the development of a final phasing and financing plan;
7. That the Servicing Agreement Fee Administration Fees be adjusted to account for ongoing funding of three new Engineering staff, commencing in 2014;
8. That the development of employment areas, as defined in the Official Community Plan, in all areas of the city be evaluated on a case-by-case basis;
9. That the City Solicitor be directed to amend the *Development Levy Bylaw* in accordance with the approved Interim Phasing and Financing Plan; and



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10. That a special study respecting Rosewood Park Development be referred back to the Administration for a report to be back to the September 10, 2014 meeting of the Executive Committee, and that the following be addressed in the report:

- Is the plan as presented consistent with that of Coopertown?
- What financial implications would this bring to the City of Regina?
- What financial implications would this bring to other developments?
- What is the cost of storm water development on surrounding lands?

DE14-56 Tim Gross – Saskatchewan Housing Corporation: Executive Committee: Saskatchewan Housing Corporation Portfolio Renewal Initiative

CR14-73 Executive Committee: Saskatchewan Housing Corporation Portfolio Renewal Initiative

Recommendation

That City Council authorize the Executive Director, City Planning and Development to negotiate and approve an agreement with the Saskatchewan Housing Corpora to allow the Saskatchewan Housing Corporation to retain the City of Regina's portion of the funds obtained from the proceeds of the sale of the single family dwellings as outlined in Option One of the Administration report.

DE14-57 Bob Hughes: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property

DE14-58 Florance Stratton: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property

DE14-59 June Botkin: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property

DE14-60 Trish Elliott: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property

DE14-61 Amy Petrovitch: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property



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- DE14-62 Bill Brennan: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property
- DE14-63 Jeannie Mah: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property
- DE14-64 Leslie Charlton: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property
- DE14-65 Katherine Gibson: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property
- DE14-66 Susanne Arndt: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property
- DE14-67 Lynn Sheldon: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property
- DE14-70 Joanne Havelock: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property
- DE14-68 DE14-68 - Katherine Gagne (Regina Board of Education): Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property
- CR14-74 Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property

Recommendation

That the application to designate Ecole Connaught Community School, located at 2124 Elphinstone Street including the lands legally described as Lot all, Block 394 and Plan Old 33 as a Municipal Heritage Property be APPROVED.



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CR14-75 Community and Protective Services Committee: Changes to the Taxi Bylaw to Allow Collection of Electronic Trip Data

Recommendation

1. That amendments to *Bylaw No. 9635, The Taxi Bylaw, 1994*, as further described in Schedule A, be approved, to add the following provisions to the Bylaw:
 - a. a requirement that taxi brokers use the computer-aided dispatch technology required by the Bylaw to record the data as outlined in this report;
 - b. a requirement that taxi brokers submit the recorded data to the City; and
 - c. establish that it is an offence to falsify records that are required pursuant to the Bylaw.
2. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.

2014-30 THE TAXI AMENDMENT BYLAW, 2014 (No.2)

2014-38 THE REGINA TRAFFIC AMENDMENT BYLAW, 2014

Committee Reports

Community and Protective Services Committee

CR14-76 Harbour Landing Bus Service

Recommendation

That the transit service for Harbour Landing (Route #18), as outlined in Appendix A, be approved and implemented effective September 8, 2014.

CR14-77 Interim Fire Services Agreement – Global Transportation Hub Authority

Recommendation

1. Council direct the City Manager or designate to negotiate a Fire Services Agreement (FSA) with the Global Transportation Hub Authority (GTHA).
2. Council approve an extension of the current interim Fire Services Agreement between the City of Regina and the Global Transportation Hub Authority to the end of September 2014.



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Executive Committee

CR14-78 2014 Elected Official Committee Appointment – Arts Advisory Committee

Recommendation

1. That City Council appoint Councillor Bob Hawkins to the Arts Advisory Committee.
2. That this appointment be made effective immediately, with a term of office to December 31, 2014.
3. That Councillor Hawkins continue to hold office for the term indicated or until his successor is appointed.

Finance and Administration Committee

CR14-79 Global Transportation Hub Authority – Assessment & Taxation Services Agreement

Recommendation

1. That the Executive Director, City Planning & Development be delegated the authority to negotiate and approve a five-year agreement between the City of Regina and the Global Transportation Hub Authority regarding assessment and taxation services as further described in this report.
2. That the Executive Director, City Planning & Development be delegated the authority to extend the initial five year agreement on similar terms for a further five years should the terms continue to be satisfactory to the City.
3. That the City Clerk be authorized to execute the agreement between the City and the Global Transportation Hub Authority described in this report, in a form approved by the City Solicitor.

Regina Planning Commission

CR14-80 Application for Discretionary Use (14-DU-05) Proposed Shopping Centre - 2101 East Quance Street

Recommendation

That the discretionary use application for a proposed shopping centre located at 2101 Quance Street, being Block F, Plan No. 101859914, Gardiner Park Addition be APPROVED, and that a Development Permit be issued subject to the following conditions:



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- 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 Dayfa Development and dated February 19, 2014; and
- b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.

Informational Reports

IR14-9 2013 Public Accounts

Recommendation

That this report be received and filed.

IR14-10 Wastewater Treatment Plan Upgrade – Notification of Preferred Proponent

Recommendation

That this report be received and filed.

IR14-11 Federation of Canadian Municipalities (FCM) Big City Mayors' Caucus (BCMC) Meeting, May 29, 2014 and FCM's Annual Conference and Trade Show May 29 – June 2, 2014

Recommendation

That this communication be received and filed.

IR14-12 Housing Statistics Update

Recommendation

That this report be received and filed.

Tabled Bylaw

2014-40 THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 11)

Adjournment

AT REGINA, SASKATCHEWAN, MONDAY, MAY 26, 2014

AT A MEETING OF CITY COUNCIL

AT 5:30 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: Mayor Michael Fougere, in the Chair
Councillor Sharron Bryce
Councillor Bryon Burnett
Councillor John Findura
Councillor Jerry Flegel
Councillor Shawn Fraser
Councillor Bob Hawkins
Councillor Terry Hincks
Councillor Wade Murray
Councillor Mike O'Donnell
Councillor Barbara Young

Also in Attendance: Chief Legislative Officer & City Clerk, Jim Nicol
A/Deputy City Clerk, Erna Hall
A/City Manager, Brent Sjoberg
Executive Director of Legal & Risk, Byron Werry
CFO, Ed Archer
A/Executive Director, City Planning & Development, Diana Hawryluk
A/Executive Director, City Operations, Adam Homes
Director, Assessment, Tax & Real Estate, Don Barr
Director, Human Resources, Pat Gartner
Manager, Corporate Accounting, Lorrie Schmalenberg
Manager, Current Planning, Fred Searle

The meeting opened with a prayer.

RECOGNITION OF GUESTS

Carol Lafayette-Boyd

Ms. Carol Lafayette-Boyd was recognized for her accomplishments as a five time gold medal winner at the World Masters Games in April, 2014 in Hungary.

CONFIRMATION OF AGENDA

Councillor Sharron Bryce moved, seconded by Councillor Wade Murray AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted. And that the delegations listed on the agenda be heard when called forward by the Mayor.

ADOPTION OF MINUTES

Councillor Barbara Young moved, seconded by Councillor Bob Hawkins AND IT WAS RESOLVED, that the minutes for the meeting held on May 5, 2014 be adopted, as circulated.

PUBLIC NOTICE BYLAWS AND RELATED REPORTS

DE14-47 Jacqueline Tisher – Hope’s Home: Regina Planning Commission:
Application for Contract Zoning (13-CZ-8) Proposed Daycare Centre and
Respite Care Facility James Hill Road and Tutor Way, Harbour Landing
Phase 10 Stage 1

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Jacqueline Tisher and John Aston, representing Hope’s Home, answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw 9004, this brief was tabled until after consideration of CR14-54, a report from the Regina Planning Commission respecting the same subject.

CR14-54 Regina Planning Commission: Application for Contract Zoning (13-CZ-8)
- Proposed Daycare Centre and Respite Care Facility - James Hill Road and
Tutor Way, Harbour Landing Phase 10 Stage 1

Recommendation

1. That the application to amend *Regina Zoning Bylaw No. 9250* to rezone James Hill Road, being Lot FF in Block 72, Plan 1/4 SW 11-17-20 W2M from UH – Urban Holding to C – Contract be APPROVED and that the contract zone agreement between the City of Regina and the applicant/owner of the subject properties be executed.
2. That further to recommendation 1, the proposed contract zone agreement shall include the following terms:
 - a. The development shall conform to the attached plans labelled Hope’s Home Harbour Landing, prepared by P3A, and dated December 20, 2013, in Appendix A-3.1-2;
 - b. Space allocated for respite care facility be developed as shown on the attached site plan;
 - c. Execution of a shared access agreement between the owner of the subject property and the adjacent property owner for the shared driveway along James Hill Road;
 - d. Execution of an shared access/encroachment agreement between the owner of the subject property and the adjacent property owner for the future shared breezeway;
 - e. Landscaping of the lot shall comply with the requirements of Chapter 15 of the *Zoning Bylaw No. 9250*;

- f. Any zoning related detail not specifically addressed in the contract zone agreement shall be subject to applicable provisions of the Zoning Bylaw; and
 - g. The agreement shall be registered in the City's interest at the applicant's cost pursuant to Section 69 of *The Planning and Development Act, 2007*.
- 3. That the drop-off area on Tutor Way be at least 15 metres to the west of the intersection.
 - 4. That the City Solicitor be directed to prepare the necessary bylaws to authorize the respective Zoning Bylaw amendment.

Councillor Mike O'Donnell moved, seconded by Councillor Wade Murray, AND IT WAS RESOLVED, that the recommendations of the Regina Planning Commission contained in the report be concurred in.

CR14-55 Regina Planning Commission: Application for Zoning Bylaw Amendment (13-Z-30/13-CP-11) - Harbour Landing Phase 10 Stage 1 Appendix A-1

Recommendation

- 1. That the application to amend the Harbour Landing Concept Plan, as depicted on the attached Appendix A-2.1-2.4, be APPROVED.
- 2. That the following lands in Phase 10 -1 of Harbour Landing be rezoned from UH - Urban Holding, as shown on the attached plan of proposed subdivision (See Appendix A-3), be APPROVED:
 - a. Rezone from UH to DCD 12 – Suburban Narrow Lot Residential:
 - i. Lots 1-7 in Block 72; and
 - ii. All of Blocks 70, 73, 74, and 75.
 - b. Rezone from UH to R5 – Residential Medium Density:
 - i. Lots 8-54 of Block 72; and
 - ii. All of Block 71
 - c. Rezone from UH to R6 – Residential Multiple Housing:
 - i. Parcel GG in Block 72; and
 - ii. Parcel AA
- 3. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment.

Councillor Mike O'Donnell moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that the recommendations of the Regina Planning Commission contained in the report be concurred in.

(Councillor Murray temporarily left the meeting)

CR14-56 Regina Planning Commission: Application for Contract Zoning (13-CZ-06) Proposed Additional Dwelling Unit in Apartment Building, 1936 Cameron Street

Recommendation

That the application to amend the contract zone approved under *Regina Zoning Bylaw No. 9250* for 1936 Cameron Street, being Lot 49, Block 336, Plan No 10217439 be APPROVED and the contract zone be amended as follows:

- a. Replace section 5.(c) of the agreement with the following: “A maximum of nine units shall be developed in the apartment building and shall be consistent with the attached plans and elevations, prepared by Gilchuck Design and Drafting and dated October 3, 2012 and November 28, 2012.

Councillor Mike O'Donnell moved, seconded by Councillor Terry Hincks, AND IT WAS RESOLVED, that the recommendations of the Regina Planning Commission contained in the report be concurred in.

2014-37 The Regina Zoning Amendment Bylaw, 2014 (No. 9)

Councillor Barbara Young moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that Bylaw No. 2014-37 be introduced and read a first time. Bylaw was read a first time.

Councillor Barbara Young moved, seconded by Councillor Jerry Flegel, AND IT WAS RESOLVED, that Bylaw No. 2014-37 be read a second time.

No letters of objection were received pursuant to the advertising with respect to Bylaws No. 2014-37.

The Clerk called for anyone present who wished to address City Council respecting Bylaw No. 2014-37 to indicate their desire.

No one indicated a desire to address Council.

Second reading of Bylaw No. 2014-37 was put and declared CARRIED. Bylaw was read a second time.

Councillor Barbara Young moved, seconded by Councillor Shawn Fraser, that City Council hereby consents to Bylaw No. 2014-37 going to third reading at this meeting.

The motion was put and declared CARRIED UNANIMOUSLY.

(Councillor Murray returned to the meeting)

Councillor Barbara Young moved, seconded by Councillor Mike O'Donnell, AND IT WAS RESOLVED, that Bylaw No. 2014-37 be read a third time. Bylaw was read a third time.

2014-39 The Regina Zoning Amendment Bylaw, 2014 (No. 10)

Councillor Barbara Young moved, seconded by Councillor Wade Murray, AND IT WAS RESOLVED, that Bylaws No. 2014-39 be introduced and read a first time. Bylaw was read a first time.

Councillor Barbara Young moved, seconded by Councillor Jerry Flegel, AND IT WAS RESOLVED, that Bylaw No. 2014-39 be read a second time.

No letters of objection were received pursuant to the advertising with respect to Bylaw No. 2014-39.

The Clerk called for anyone present who wished to address City Council respecting Bylaw No. 2014-39 to indicate their desire.

No one indicated a desire to address Council.

Second reading of Bylaw No. 2014-39 was put and declared CARRIED. Bylaw was read a second time.

Councillor Barbara Young moved, seconded by Councillor Shawn Fraser, that City Council hereby consents to Bylaw No. 2014-39 going to third reading at this meeting.

The motion was put and declared CARRIED UNANIMOUSLY.

Councillor Barbara Young moved, seconded by Councillor Mike O'Donnell, AND IT WAS RESOLVED, that Bylaw No. 2014-39 be read a third time. Bylaw was read a third time.

2014-40 The Regina Zoning Amendment Bylaw, 2014 (No. 11)

Councillor Barbara Young moved, seconded by Councillor Wade Murray, AND IT WAS RESOLVED, that Bylaws No. 2014-40 be introduced and read a first time. Bylaw was read a first time.

Councillor Barbara Young moved, seconded by Councillor Jerry Flegel, AND IT WAS RESOLVED, that Bylaw No. 2014-40 be read a second time.

No letters of objection were received pursuant to the advertising with respect to Bylaw No. 2014-40.

The Clerk called for anyone present who wished to address City Council respecting Bylaw No. 2014-40 to indicate their desire.

No one indicated a desire to address Council.

Second reading of Bylaw No. 2014-40 was put and declared CARRIED. Bylaw was read a second time.

Councillor Barbara Young moved, seconded by Councillor Shawn Fraser that City Council hereby consents to Bylaw No. 2014-40 going to third reading at this meeting.

The motion was put and declared DEFEATED. Bylaw No. 2014-40 was tabled to the June 23, 2014 meeting of City Council.

DELEGATIONS, BYLAWS AND RELATED REPORTS

DE14-48 Chad Novak: Finance and Administration Committee: Boundary Alteration – 2014 Property Tax Exemptions

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Chad Novak, representing the Saskatchewan Tax Payers Advocacy Group addressed Council. There were no questions of the delegation.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw 9004, this brief was tabled until after consideration of CR14-57, a report from the Finance and Administration Committee respecting the same subject.

CR14-57 Finance and Administration Committee: Boundary Alteration – 2014 Property Tax Exemptions

Recommendation

1. That City Council approves the property tax exemptions outlined in this report.
2. That the City Solicitor be instructed to bring forward the necessary bylaw to provide for the property tax exemptions listed in Appendix A, Appendix B and Appendix C.

Councillor Wade Murray moved, seconded by Councillor Bob Hawkins that the recommendations of the Finance and Administration Committee contained in the report be concurred in.

Mayor Michael Fougere stepped down to enter debate.

Councillor Barbara Young assumed the chair.

Mayor Michael Fougere returned to the chair prior to the vote.

The motion was put and declared CARRIED.

DE14-49 Chad Novak: Finance and Administration Committee: 2013 Results – General Operating Fund

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Chad Novak, representing the Saskatchewan Tax Payers Advocacy Group addressed Council. There were no questions of the delegation.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw 9004, this brief was tabled until after consideration of CR14-58, a report from the Finance and Administration Committee respecting the same subject.

CR14-58 Finance and Administration Committee: 2013 Results – General Operating Fund

Recommendation

That this report be approved by City Council as provided.

Councillor Wade Murray moved, seconded by Councillor Terry Hincks, AND IT WAS RESOLVED, that the recommendations of the Finance and Administration Committee contained in the report be concurred in.

DE14-50 Judith Veresuk – Regina Downtown BID: Finance and Administration Committee: Funding Request – Downtown Visual Identity Guidelines

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Judith Veresuk answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw 9004, this brief was tabled until after consideration of CR14-59, a report from the Finance and Administration Committee respecting the same subject.

CR14-59 Finance and Administration Committee: Funding Request – Downtown Visual Identity Guidelines

Recommendation

1. That \$34,000 be transferred from the Downtown Deferred Revenue Account and paid to Regina Downtown Business Improvement District to support the Downtown Visual Identity Guidelines Project, as recommended in this report.
2. That the City of Regina enter into an agreement with the Regina Downtown Business Improvement District to govern the management of the Downtown Visual Identity Guidelines project and the future use and ownership of the Project deliverables, to be negotiated at the discretion of the Executive Director of Community Planning and Development.

Councillor Wade Murray moved, seconded by Mike O'Donnell, AND IT WAS RESOLVED, that the recommendations of the Finance and Administration Committee contained in the report be concurred in.

2014-41 The Properties Exempt From Taxation as Result of the 2013 Municipal
Boundary Alteration Bylaw

Councillor Barbara Young moved, seconded by Councillor Terry Hincks, AND IT WAS RESOLVED, that Bylaw No. 2014-41 be introduced and read a first time. Bylaw was read a first time.

Councillor Barbara Young moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that Bylaw No. 2014-41 be read a second time.

Second reading of Bylaw No. 2014-41 was put and declared CARRIED. Bylaw was read a second time.

Councillor Barbara Young moved, seconded by Councillor John Findura, that City Council hereby consents to Bylaw No. 2014-41 going to third reading at this meeting.

The motion was put and declared CARRIED UNANIMOUSLY.

Councillor Barbara Young moved, seconded by Councillor Sharron Bryce, AND IT WAS RESOLVED, that Bylaw No. 2014-41 be read a third time. Bylaw was read a third time.

COMMITTEE REPORTS

Executive Committee

CR14-60 Utilization of Reserve Funding to Purchase Service Vehicle for Radio Shop

Recommendation

That the Chief of Police and City Manager be authorized to purchase and retro-fit a new service vehicle for the radio shop operation at a cost of approximately \$30,000 funded from the Regina Police Service Radio Equipment Reserve.

Councillor Barbara Young moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that the recommendations of the Executive Committee contained in the report be concurred in.

CR14-64 Organizational Appointments for 2014 - School Board/City Council
Liaison Committee

Recommendation

1. That the following nominees of the organizational representatives for the School Board/City Council Liaison Committee be appointed for terms of office effective upon Council approval and expiring December 31, 2014:

- Ms. Julie MacRae
- Ms. Debra Burnett
- Ms. Katherine Gagne
- Mr. Dale West

2. That the members appointed continue to hold office for the term indicated or until their successors are appointed.

Councillor Barbara Young moved, seconded by Councillor Terry Hincks, AND IT WAS RESOLVED, that the recommendations of the Executive Committee contained in the report be concurred in.

Finance and Administration Committee

CR14-61 2013 Annual Report

Recommendation

1. That the 2013 Annual Report be approved by City Council.
2. That the Director of Finance be authorized to finalize the Annual Report, including the Financial Statements, with the auditor.

Councillor Wade Murray moved, seconded by Bob Hawkins, AND IT WAS RESOLVED, that the recommendations of the Finance and Administration Committee contained in the report be concurred in.

Public Works and Infrastructure Committee

CR14-62 Emergency Flood Damage Reduction Funding Agreement

Recommendation

1. City Council authorize the Acting Executive Director of City Operations or his or her designate to negotiate and approve the Emergency Flood Damage Reduction Funding Program Agreement (the “EFDRP Agreement”) between the City of Regina and the Government of Saskatchewan as represented by the Saskatchewan Watershed Authority; and
2. The City Clerk be authorized to execute the EFDRP Agreement on behalf of the City.

Councillor Sharron Bryce moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that the recommendations of the Public Works and Infrastructure Committee contained in the report be concurred in.

Regina Planning Commission

CR14-63 Application for Discretionary Use (14-DU-04) Proposed House-Form Commercial Office, 2113 Smith Street

Recommendation

That the discretionary use application for a proposed House-Form Commercial Office located at 2113 Smith Street, being Lot 22, Block 406, Plan No. 98RA28309, Centre Square neighbourhood 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-3.5 inclusive, prepared by KRN Design Ltd. and dated February 11, 2014; and
- b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*

Councillor Mike O'Donnell moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that the recommendations of the Regina Planning Commission contained in the report be concurred in.

INFORMATIONAL REPORTS

IR14-6	Regina Revitalization Stadium Project – Award of Request for Proposals #2076
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Recommendation

That this report be received and filed.

IR14-7	Regina and Region Water and Wastewater Study Funding
--------	--

Recommendation

That this report be received and filed.

Councillor Sharron Bryce moved, seconded by Councillor Wade Murray that reports IR14-6 and IR14-7 be received and filed.

Mayor Michael Fougere stepped down to enter debate.
Councillor Barbara Young assumed the chair.
Mayor Michael Fougere returned to the chair prior to the vote.

The motion was put and declared CARRIED.

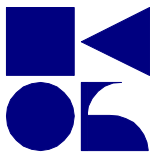
ADJOURNMENT

Councillor Sharron Bryce moved, seconded by Councillor Wade Murray, AND IT WAS RESOLVED, that Council adjourn.

Council adjourned at 6:56 p.m.

Mayor

City Clerk



2063 Retallack Street Regina, Saskatchewan, S4T 2K3, Canada

CP14-8

June 19, 2014

Mr. Jim Nicol, City Clerk
Office of the City Clerk
City of Regina
Queen Elizabeth Court,
Box 1790, Regina, SK, S4P 3C8

RE: Amendments to Zoning Bylaw 9250, Proposed Bylaw No. 2014-46

Dear Mr. Nicol:

Please accept my submission to City council in considerations to the amendments of Zoning Bylaw 9250/Proposed Bylaw No. 2014-46 at the Council Meeting June 23, 2014.

It always has been and continues to be my preference to have only residential buildings constructed adjacent to my property as laid out in the current R4A zoning designation. That is what I expected when I bought my house seventeen years ago but the property has been left idle and to-date remains only a place for dandelions to thrive.

Unfortunately I have lost any faith that I can enact much change and any energy to robustly oppose this application is gone. However, I do have the following comments:

- 1) The Retallack side easements appear to be less than any other of the houses or buildings on Retallack Street.
- 2) I am disappointed that there was not a Sun Study required determining the effects on my home from a wall 35 ft high and 113 feet wide.
- 3) On a positive side the proposed development has made an effort to mitigate the effects of the proposed building by maintaining an open space between us and I am consoled by this measure.

I do not plan to speak to Council at the meeting but do intend to attend. I may be contacted at 306-522-2390 or email billkos@sasktel.net.

Yours truly

William (Bill) Kos

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Application for Zoning Bylaw Amendment and Discretionary Use (14-Z-07/14-DU-08)
2067 Retallack Street

RECOMMENDATION OF THE REGINA PLANNING COMMISSION - - MAY 14, 2014

1. That the following amendment to the Cathedral Area Neighbourhood Plan, being Part B.6 of *Design Regina: The Official Community Plan Bylaw No. 2013-48*, be APPROVED:

That the following item be added to Section 6.0 – Exception:

Civic Address	Legal Description	Development/Use
2067 Retallack Street	Lots 27-28 Block 374, Plan OLD33	LC3 – Local Commercial

2. That the application to rezone Lots 27 and 28 in Block 374, Plan OLD33 located at 2067 Retallack Street from R4A-Residential Infill Housing to LC3-Local Commercial, be APPROVED.
3. That the discretionary use application for a proposed shopping centre located at 2067 Retallack Street, being Lots 27 and 28 in Block 374, Plan No. OLD33, 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-3.6 inclusive, prepared by Tomilin Construction and dated February 21, 2014; and
 - b. The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
4. That a minor variance application be obtained to relax the maximum permitted height by 0.6 m (2 ft.) to the building prior to the issuance of a building permit.

REGINA PLANNING COMMISSION – MAY 14, 2014

The following addressed the Commission:

- Ada Chan Russell, City Planner, made a PowerPoint presentation, a copy of which is on file in the City Clerk's Office; and
- Derek Tomilin, representing Tomilin Construction.

The Commission adopted a resolution to concur in the recommendation contained in the report. Recommendation #5 does not require City Council approval.

Councillors: Jerry Flegel and Mike O'Donnell; Commissioners: David Edwards, Phil Evans, Ron Okumura, Daryl Posehn and Phil Selenski were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on May 14, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the following amendment to the Cathedral Area Neighbourhood Plan, being Part B.6 of *Design Regina: The Official Community Plan Bylaw No. 2013-48*, be APPROVED:

That the following item be added to Section 6.0 – Exception:

Civic Address	Legal Description	Development/Use
2067 Retallack Street	Lots 27-28 Block 374, Plan OLD33	LC3 – Local Commercial

2. That the application to rezone Lots 27 and 28 in Block 374, Plan OLD33 located at 2067 Retallack Street from R4A-Residential Infill Housing to LC3-Local Commercial, be APPROVED.
3. That the discretionary use application for a proposed shopping centre located at 2067 Retallack Street, being Lots 27 and 28 in Block 374, Plan No. OLD33, 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-3.6 inclusive, prepared by Tomilin Construction and dated February 21, 2014; and
 - b. The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
4. That a minor variance application be obtained to relax the maximum permitted height by 0.6 m (2 ft.) to the building prior to the issuance of a building permit; and
5. That this report be forwarded to the June 23, 2014 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

CONCLUSION

The subject property is comprised of five lots. The applicant proposes to rezone two of the five lots (Lots 27 and 28) from R4A – Residential Infill Housing to LC3 – Local Commercial. The rezoning is required to accommodate a four-storey mixed-use building with 13 dwelling units and a shopping centre (more than five commercial retail units). The subject property is currently vacant and located within the Cathedral neighbourhood.

The proposal is consistent with *Design Regina: The Official Community Plan* with respect to complete neighbourhoods, employment and housing goals. An amendment to the Cathedral Neighbourhood Plan is required to accommodate the proposed development because the policy objectives include maintaining the residential nature of the R4A zone and preventing commercial

encroachment into abutting residential areas. The Administration supports the required Official Community Plan (OCP) amendment as it is consistent with OCP housing policies.

The following issues were raised in the public review process:

- Design and materials looks too modern and does not fit into the neighbourhood;
- Retail units in the courtyard area have poor exposure to 13th Avenue;
- The alley entrance on 13th Avenue has poor visibility;
- The height of the 4th floor should not be visible from 13th Avenue or Retallack Street; and
- A sufficient amount of parking is not provided.

As part of the application review, an urban design analysis was conducted to ensure that the mass, form and height of the proposed development complements the area and that the building interfaces well with both the 13th Avenue shopping corridor and Retallack Street's residential nature. The building design is consistent with urban design objectives and will also bring activity to the street level. Details of the design analysis are addressed in the Building Design section of the report.

The proposal will result in the development of an important site along the 13th Avenue commercial corridor that has been vacant for a number of years. The development of this mixed-use building will positively enhance the vibrancy of the 13th Avenue corridor.

BACKGROUND

A Zoning Bylaw amendment and Discretionary Use application has been submitted concerning the property at 2067 Retallack Street.

This application is being considered pursuant to *Regina Zoning Bylaw No. 9250, Design Regina: The Official Community Plan Bylaw No. 2013-48*, and *The Planning and Development Act, 2007*.

Pursuant to subsection 56(3) of the Act, Council may establish conditions for discretionary uses based on the nature of the proposed development (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

Development Proposal

Land use and zoning details are summarized as follows:

Land Use Details		
	Existing	Proposed
Zoning	R4A - Residential Infill Housing / LC3 - Local Commercial	LC3 - Local Commercial
Land Use	Vacant	Shopping Centre and Dwelling Units
Number of Dwelling Units	0	13
Building Area	0 sq. m.	1733 sq. m.

Zoning Analysis		
	Required	Proposed
Number of Parking Stalls Required	13	16
Minimum Lot Area (m ²)	100 m ²	1161.3 m ²
Minimum Lot Frontage (m)	5 m ²	34.5 m ²
Maximum Height (m)	13 m	13.6 m
Gross Floor Area	NA	1733.29 m ²
Maximum Floor Area Ratio	2.0	1.49
Maximum Site Coverage (%)	1.00%	0.39%

The four-storey building will accommodate 13 dwelling units and more than five commercial rental units on the main floor. The second, third and fourth floor units would vary between one- and two floors. Residential units consist of eight 1-bedroom units, three 2-bedroom units and two 3-bedroom units. As the building is proposed to contain more than five commercial rental units it will be classified as a Shopping Centre which is a discretionary use in the LC3 zone. Dwelling units are permitted in the LC3 zone provided that they are within a development that contains commercial uses.

The height of the building exceeds the maximum requirement by 0.6 m. Although the building has four storeys, only half of the top floor is actually covered. This means that the north side of the building is three storeys tall, creating a sensitive height transition from the residential R4A zone to the highest point along the 13th Avenue shopping area. The canopy along 13th Avenue will help to mitigate the visual impact of the taller side of the building. The Administration views this as a relatively minor variance from the height requirement. The applicant will be required to obtain a minor variance prior to the issuance of a building permit.

Surrounding land use includes commercial uses to the east and south along 13th Avenue, the Cathedral Neighbourhood Centre to the west and low to medium density housing to the north. The Safeway grocery store is located south west of the site.

The proposed development is consistent with the purpose and intent of the LC3 - Local Commercial zone with respect to:

- Accommodating commercial uses that are intended to provide local neighbourhood oriented services;
- Harmonizing proposed development with existing shopping environments through flexibility in building and site design; and
- Integrating neighbourhood shopping facilities in residential areas.

Building Design

The proposed mixed-use building will have commercial retail units at grade with active commercial uses along 13th Avenue. The design of the building includes an inner courtyard on the main floor, which creates a visually unique perspective for visitors and residents. Less active commercial units will also be accessed through this area. Windows along the commercial retail units facing the interior courtyard can help mitigate Crime Prevention Through Environmental Design (CPTED) issues by providing better visibility around corners. A canopy on the exterior

of the building along 13th Avenue provides sun shading for commercial glazing and weather protection for pedestrians.

The residential unit on the ground floor is closest to the detached dwelling to the north, which provides a transition to the proposed retail units along 13th Avenue. Amenities for residents are provided on the roof level where a communal produce garden is provided in addition to gardening tools, a summer kitchen and a barbecue area.

The visual impact of parking is minimized on the site. An underground parking garage is accessible from the lane to the east. Storage space for residents and secure bicycle parking are also provided in this area.

Although the Administration cannot establish conditions for colour, texture or type of materials and architectural details, applicants are encouraged to propose developments that fit well into existing neighbourhoods. A wide variety of building types, sizes, ages and architectural styles surround the site. The brick masonry used on the 13th Avenue and Retallack Street façades is consistent with neighbouring buildings including the Employment Network building to the east, Cathedral Neighbourhood Centre to the west and the Campbell and Haliburton Insurance building to the south as a few examples.

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 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

None with respect to this report.

Policy/Strategic Implications

Part A: Citywide Plan

The proposal is consistent with the policies contained within Part A: Citywide Plan of *Design Regina: The Official Community Plan* with respect to:

Complete Neighbourhoods:

- Including opportunities for daily lifestyle needs such as services, convenience shopping, and recreation
- Including a diversity of housing types to support residents from a wide range of economic levels, backgrounds and stages of life;
- Designing and locating the building to enhance the public realm and contribute to a better neighbourhood experience; and
- Providing convenient access to areas of employment.

Urban Centres and Corridors:

- Redeveloping existing retail areas to higher density, mixed-use and transit-oriented development with densities appropriate to servicing capacity.

Employment Area:

- Providing local commercial within residential areas.

Housing Supply and Affordability:

- Redeveloping former commercial properties that are appropriate for housing; and
- Creating intensification in an existing neighbourhood to create complete neighbourhoods.

Diversity of Housing Forms:

- Providing a greater mix of housing to accommodate households of different incomes, types, stages of life and abilities.

The mixed-use building incorporates both lifestyle needs and diverse housing options in the neighbourhood that will accommodate households at different stages of life. The proposal will also revitalize and bring intensification to the area by building on lands that have been vacant for many years.

Part B.6: Cathedral Area Neighbourhood Plan

Part B.6: Cathedral Area Neighbourhood Plan of Design Regina: Official Community Plan includes the policy objective to “maintain the residential stability of the district while providing opportunities for medium density infill housing development” for areas zoned R4A – Residential Infill Housing. Also, policy objectives for the 13th Avenue Shopping District are to “ensure that commercial development occurs in a manner which is compatible with adjacent residential areas” and to “encourage the consolidation of the existing commercial area and to prevent further commercial encroachment along 13th Avenue and into abutting residential areas.” As two of the five lots are being proposed to be rezoned from R4A to LC3 to accommodate the mixed-use building, the *Official Community Plan* (OCP) will need to be amended.

The Administration supports the OCP amendment for the following reasons:

- If the two lots were to remain as residential uses, the applicant would still be able to propose the same uses as the proposed building over the five lots. Two of the R4A lots could potentially accommodate a 13-unit apartment, while the three LC3 lots could be considered for a shopping centre with more than five commercial retail units. Instead, the applicant wants to incorporate these uses within one building. As such, both residential and local commercial uses are being added to the neighbourhood;
- The advantage of having a larger property to develop a mixed-use building is that the applicant has more flexibility with the design of the site including a courtyard design and underground parking;
- The applicant also maintains the intention of the LC3 zone by providing smaller storefronts within the building which is consistent with the existing 13th Avenue Shopping District; and

- The subject property was left vacant for a number of years. The proposed development fills a need for diverse housing options, provides commercial retail amenities in the area and develops an underutilized site. The development will provide more street-level activity and enhance safety in the area through natural surveillance.

The proposed development is consistent with *Regina's Comprehensive Housing Strategy* with respect to:

- Increasing the diversity of housing options; and
- Addressing housing needs while creating complete neighbourhoods and sustainable communities.

The location of the subject property is well-served by transit with multiple routes operating on 13th Avenue in both directions.

Other Implications

None with respect to this report.

Accessibility Implications

The proposed development provides one parking stall for persons with disabilities which meets the minimum requirement. All of the commercial retail spaces can be accessed through ramps and six of the residential units are accessed without stairs or steps.

COMMUNICATIONS

Public notification signage posted on:	March 3, 2014
Will be published in the Leader Post on:	June 7, 2014 and June 14, 2014
Letter sent to immediate property owners	March 5, 2014
Public Open House Held	March 20, 2014
Number of Public Comments Sheets Received	38

The Cathedral Area Community Association has indicated that it supports the proposed development especially given the incorporation of both commercial and residential units within the development.

The public open house was held at Westminster United Church and was attended by approximately 65 people.

A more detailed account of the respondents' concerns and the Administration's responses to these concerns are provided in Appendix B.

The applicant and other interested parties will receive written notification of City Council's decision.

DELEGATED AUTHORITY

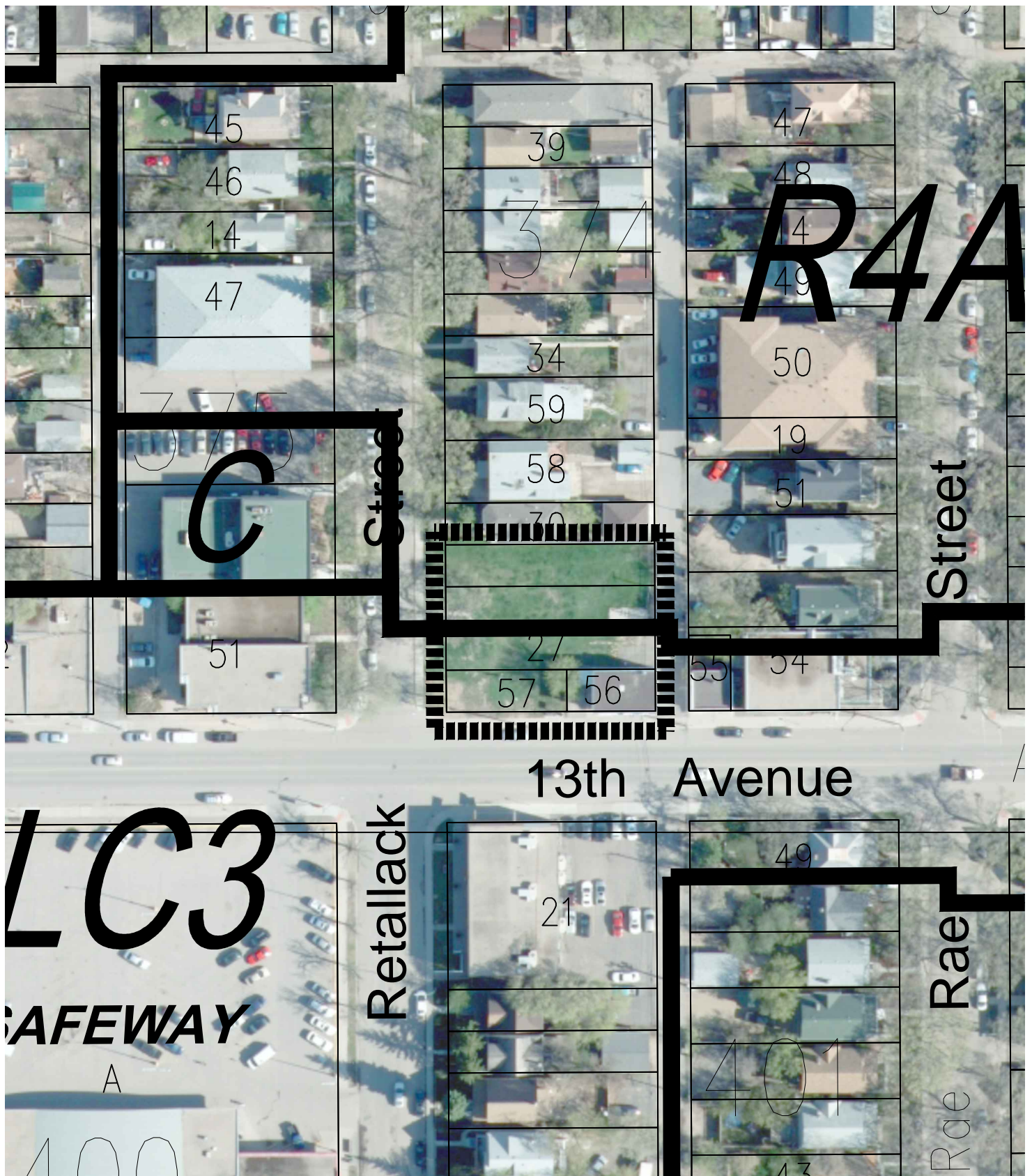
City Council's approval is required, pursuant to Part V of *The Planning and Development Act, 2007*.

Respectfully submitted,

REGINA PLANNING COMMISSION

Elaine Gohlke

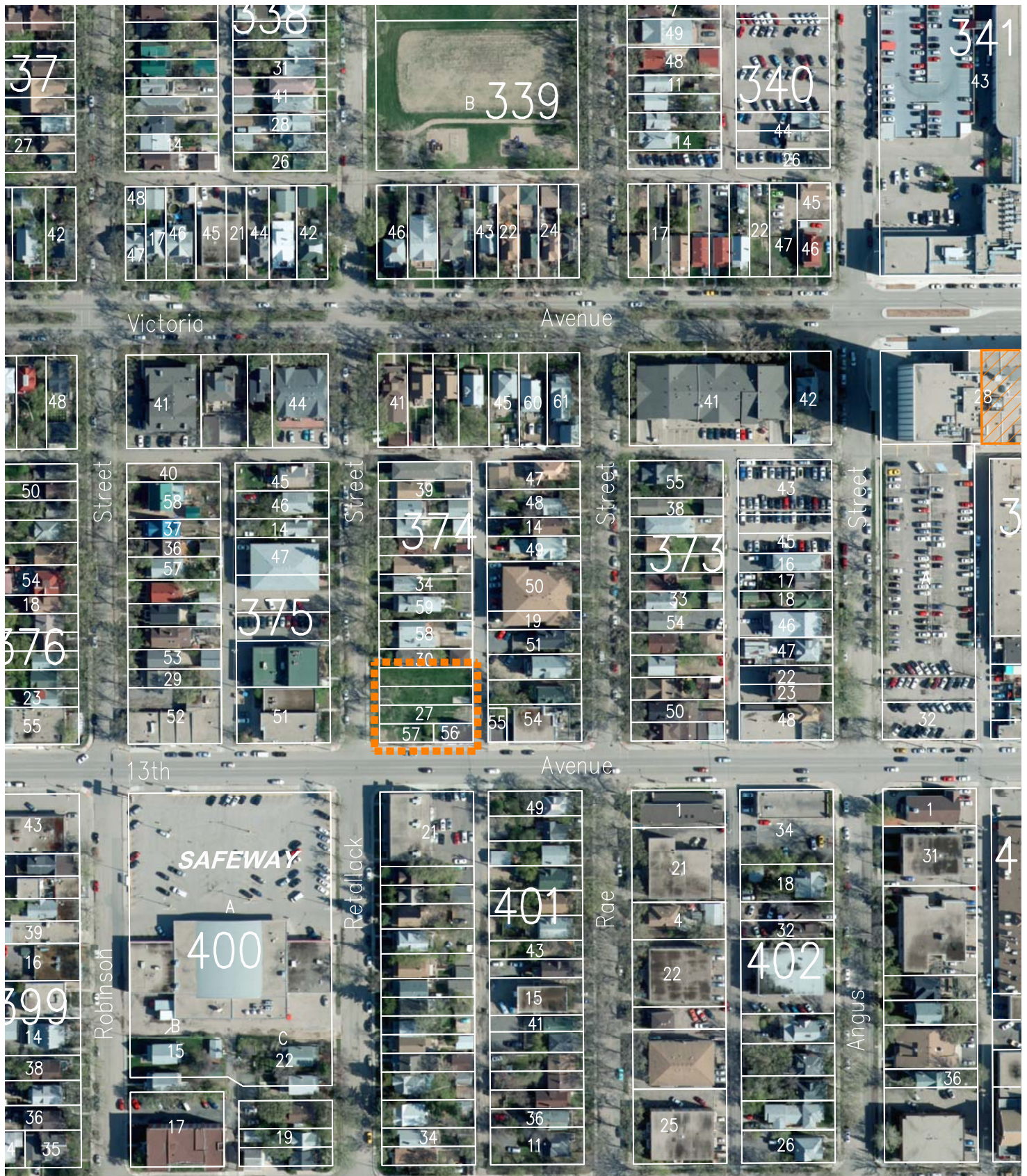
Elaine Gohlke, Secretary



Subject Property



Project 14-Z-07/14-DU-08 Civic Address/Subdivision Lots 27, 28 and 29 in Block 374, OLD 33 & Lots 56 and 57 in Block 374 in Plan No. 98RA28311



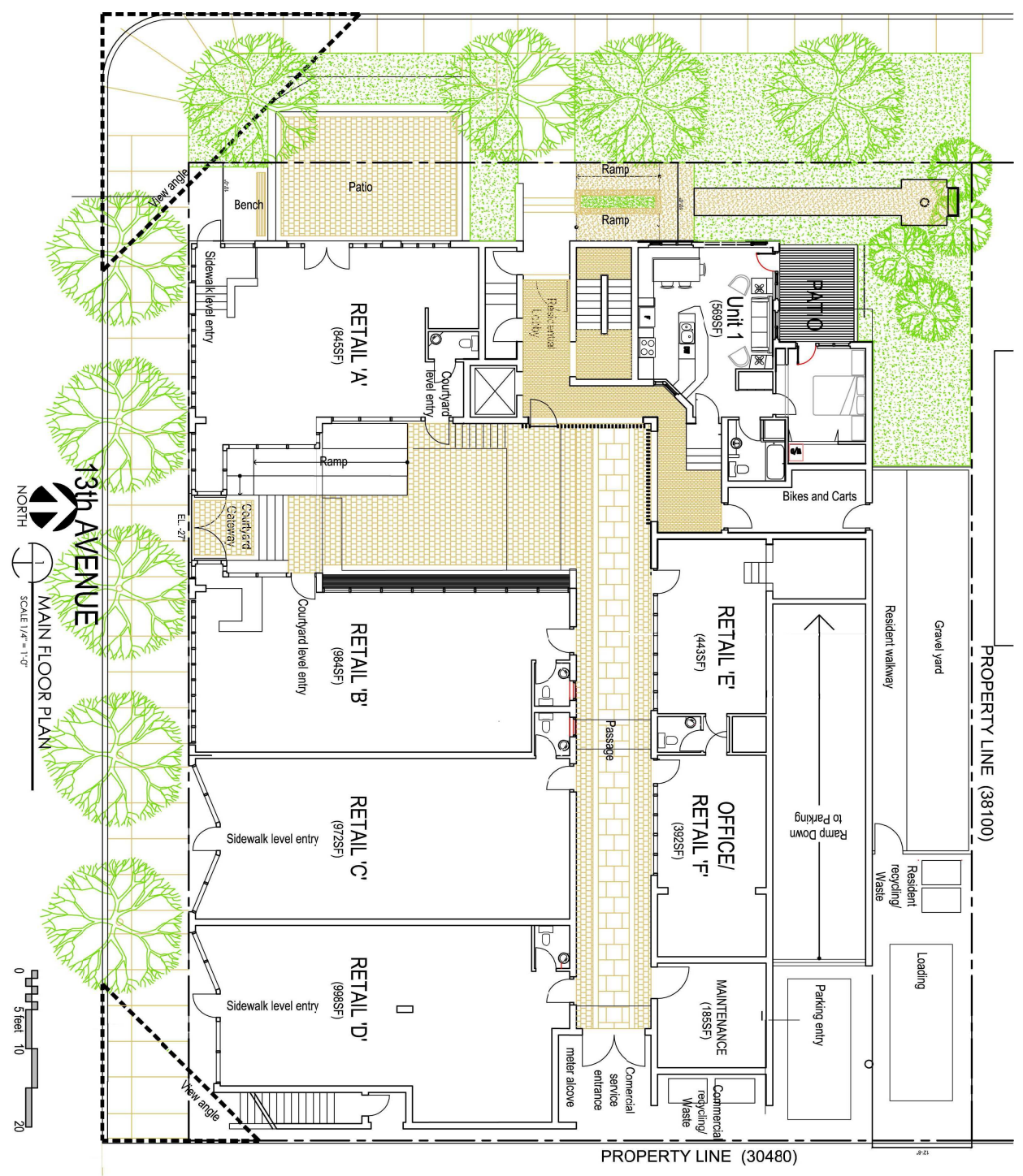
Subject Property

Date of Photography: 2012



Project 14-Z-07/14-DU-08 Civic Address/Subdivision

Lots 27, 28 and 29 in Block 374, OLD 33 &
Lots 56 and 57 in Block 374 in Plan No. 98RA28311



Tomlin Construction
2276 Garret Street
Regina, Saskatchewan
S4L 2Z9

MIXED USE DEVELOPMENT
13th Ave & 22nd St
Regina, Saskatchewan
S4L 2Z9

MAIN FLOOR PLAN

P3

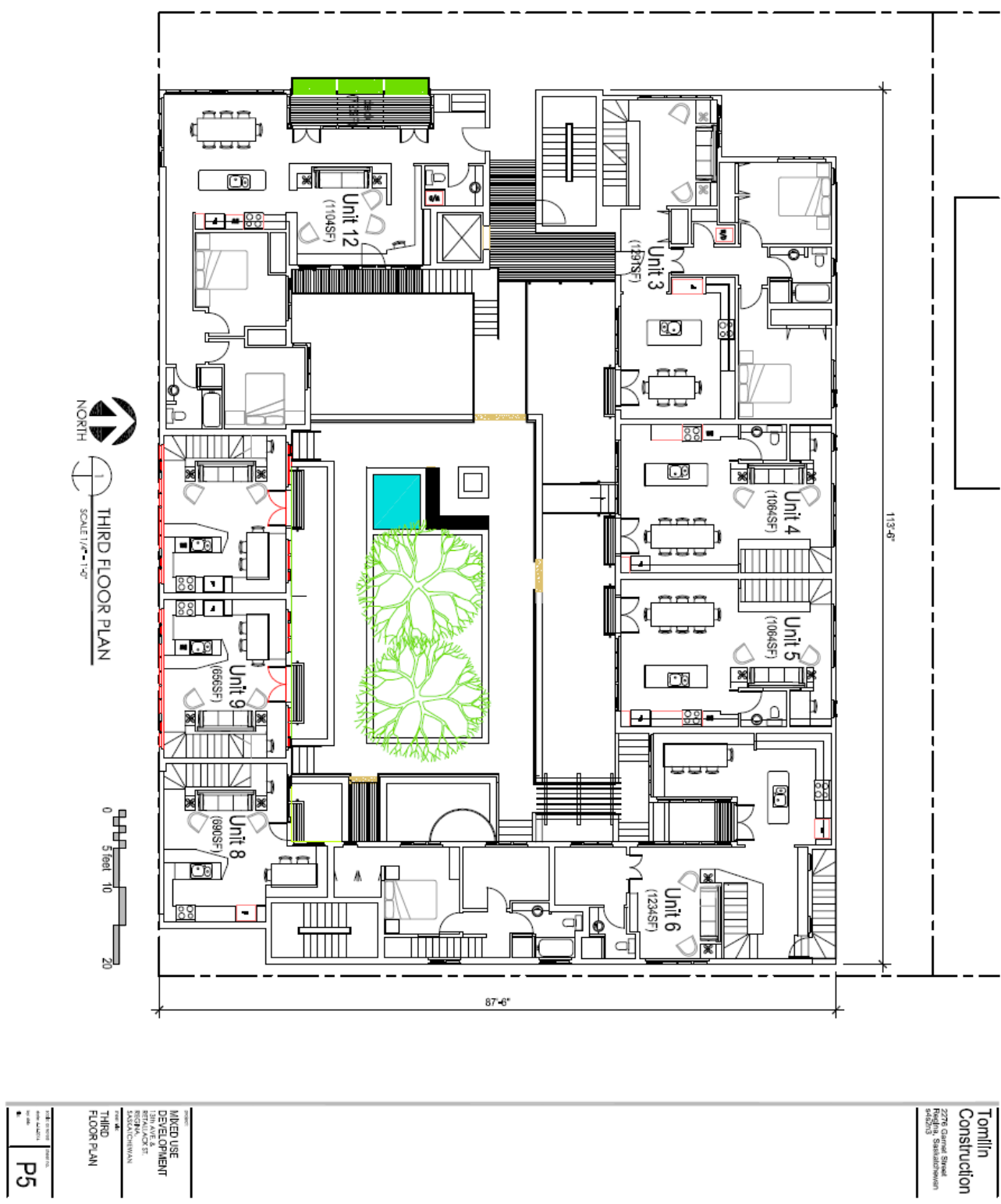


Tomlin Construction
2276 Garret Street
Regina, Saskatchewan
S4L 1Z9

MIXED USE
DEVELOPMENT
RETALLACK ET.
SAGANOWSKI
2014-07-07

SECOND FLOOR PLAN

P4

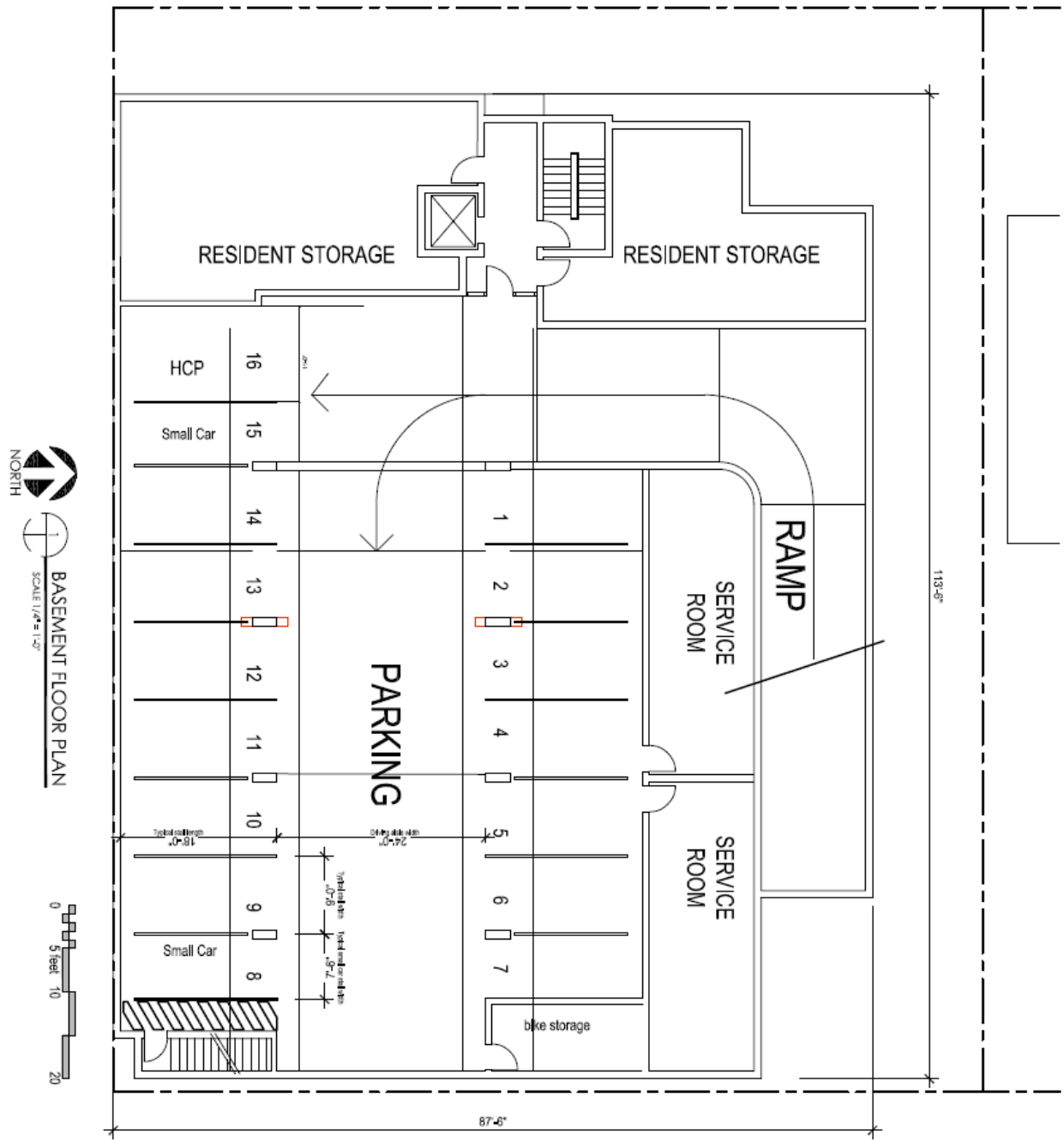




Tomlin
Construction
2278 Garfield Street
Rugby, Saskatchewan
S4T 2Z9

PROJECT
MIXED USE
DEVELOPMENT
18TH AVE. & ST.
RUGBY, SK
S4T 2Z9
SARAH CHAPMAN
DATE: 06/11/2014
DRAWN BY: SARAH CHAPMAN
CHECKED BY: SARAH CHAPMAN
FOURTH
FLOOR PLAN
P6

Planning Department



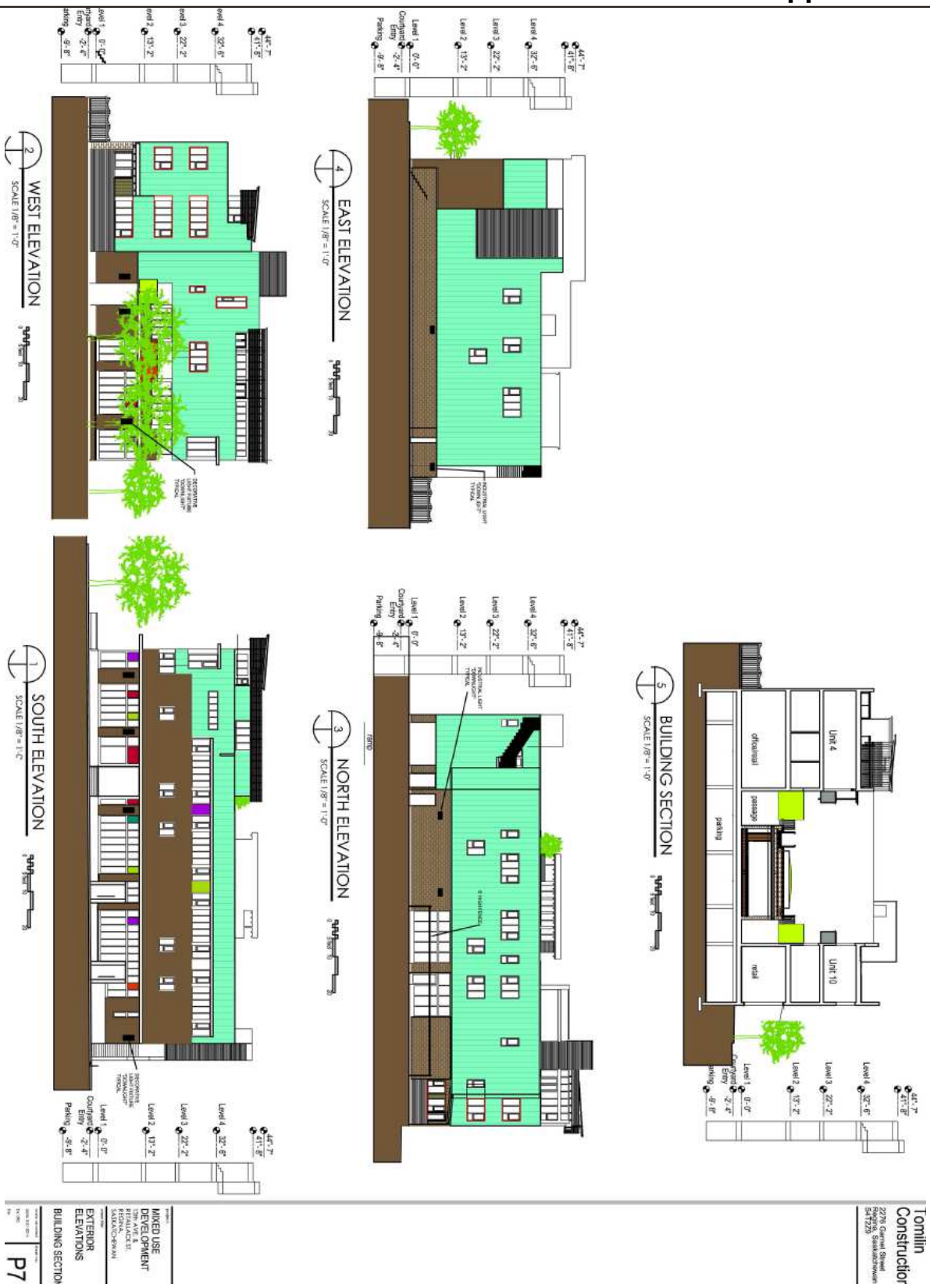
Tomlin
Construction
2276 Garret Street
North, Saskatoon
S4N 1Z5

MIXED USE
DEVELOPMENT
3RD AVE. &
BROADVIEW ST.
SASKATOON
S4N 1Z5
BASMENT PLAN

0 5 feet 10 20
P2

Planning Department

Project 14-Z-07/14-DU-08 Civic Address/Subdivision 2067 Retallack Street



Planning Department

Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	0	
<i>Accept if many features were different</i>	3	<ul style="list-style-type: none"> Design is too modern or industrial looking for area, design does not complement the neighbourhood (8) Poor choice of building materials (5)
<i>Accept if one or two features were different</i>	10	<ul style="list-style-type: none"> Prefer parking ramp on Retallack St, poor visibility at alley entrance on 13th Avenue 4th floor portion is too visible from 13th Avenue & Retallack Street Retail on 13th Ave should be continuous, poor exposure for courtyard retail (2) Not enough parking Would like large trees along 13th Avenue. No architect listed on the project
<i>I support this proposal</i>	25	<ul style="list-style-type: none"> Great design (9) Unique architecture, fits neighbourhood character (2) Great scale for neighbourhood (2) Residential interface helped by lower height to the north Layout of residential units (3) Private amenity space for residents (garden, etc.) (7) Mixed-use is positive for the neighbourhood (13) Courtyard is an inviting public space (2) Underground parking Infill development in Cathedral (8) Density near transit and services (2)

1. **Issue:** The choice of materials is inappropriate – they are too modern or industrial and would conflict with the existing neighbourhood character. Using more traditional materials like brick throughout would better suit the neighbourhood. The architecture is unimaginative.

Administration's Response:

Although the Administration cannot establish conditions for colour, texture or type of materials and architectural details, applicants are encouraged to propose developments that fit well into existing neighbourhoods. A wide variety of building types, sizes, ages and architectural styles are located in the immediate area and along the 13th Avenue commercial corridor. The brick masonry used on the 13th and Retallack Street facades is in keeping with other commercial facades in the area including the Employment Network Building to the east, the Cathedral Neighbourhood Centre to the west and the Campbell and Haliburton Insurance building to the south.

2. **Issue:** The courtyard concept detracts from the establishment of continuous commercial frontage along 13th Avenue.

Administration's Response:

The subject property has been vacant for a number of years and as such has been devoid of active commercial use other than some temporary uses that were established on the site from time to time. The proposed development will re-establish the continuity of active commercial use at this location on 13th Avenue by providing four commercial unit spaces along the 13th Avenue frontage. The access point to the court yard from 13th Avenue occupies only a very minimal portion of the frontage and as such does not detract from the design objective of establishing continuous active frontage along the 13th Avenue commercial corridor.

3. **Issue:** The commercial space inside the courtyard may not be viable due to a lack of visibility and exposure. Would the courtyard be closed to the public after closing hours?

Administration's Response:

The majority of commercial space is accessed directly from 13th Avenue. Two small commercial units are accessed from the courtyard. The applicant has advised that these spaces will likely accommodate less active commercial use such as office space. The courtyard will be secured and closed after business hours. The courtyard concept does provide the opportunity to add additional commercial use than would have otherwise been accommodated along the street frontages.

4. **Issue:** Not enough parking stalls are provided, which will lead to increased traffic and parking congestion in the surrounding area.

Administration's Response:

The number of parking stalls provided on the site exceeds the minimum parking requirements of the Zoning Bylaw. The 13th Avenue commercial corridor is pedestrian oriented and is intended to provide an array of commercial services and uses that Cathedral and area residents can access by walking. These services can also be accessed by other modes of transportation including cycling, automobile, and transit as 13th Avenue is a bus route.

5. **Issue:** The 4th floor portion would tower over 13th Avenue and the Community Association Centre across Retallack Street.

Administration's Response:

The proposed building has a small fourth floor on the south west corner of the site overlooking a roof garden for residents. The fourth floor portions of the of the building would exceed the maximum permitted height requirements established for the LC3 zone by 0.6 metres or two feet. The balance of the building including the portion that interfaces with property to the north falls within the maximum permitted height of the zone. The canopy along 13th Avenue will help to mitigate the visual impact of the taller side of the building.

From an urban design perspective the fourth floor portion provides additional articulation and architectural detailing to the top of the building and is positioned near the corner of the building at 13th Avenue and Retallack Street to help frame this intersection.

The Administration is supportive of the applicant's request to obtain a minor variance for the additional height as it has provided some flexibility in design and achieving a development that will contribute positively to the 13th Avenue corridor.

6. **Issue:** The parking entrance should be on or closer to Retallack St., because the alley entrance on to 13th Ave has poor visibility and is dangerous for pedestrians.

Administration's Response:

The entrance off the lane meets the Traffic Bylaw requirements with respect to the provision of required sight lines and driveway entrances. The access is preferred from the lane as opposed to direction traffic down Retallack Street to access the parking garage. If the access were located on Retallack Street it would require a driveway crossing which would cross the sidewalk and interrupt the street frontage and as such would detract from the pedestrian environment.

7. **Issue:** Large trees should be planted along 13th Avenue.

Administration's Response:

The applicant will be planting trees along 13th Avenue and determining appropriate species in consultation with Urban Forestry of the City of Regina.

8. **Issue:** Does the City require a licensed architect to provide information on drawings?

Administration's Response:

Applicants are required to provide the architect's information and stamp at the building permit stage.

Shatkowski Homes
6120 Brunskill Place
Regina, Saskatchewan

City Of Regina

We would like to be added for any questions
there may be at June 23,2014 meeting regarding
parcel A in Skyview.

Thanks

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke extending to the right.

Eagles
Cove

City of Regina-The procedure Bylaw

Proposed Bylaw No 2014-43,2014-42,2014-46

Ammendment to Regina Zoning Bylaw No 9250-Skyview

This is in regards to the changing **Skyview** area from *Medium density* to *High density*. We the residents of Skyview are **against** making changes to our area. We would like to keep the medium density as per the drawings we received when we bought our lot.

We have many reasons for not wanting anymore traffic or condos in our area. We feel our properties will depreciate in value with anymore traffic. Coming onto Koep Avenue in the winter is already becoming a problem with parking and overcrowding the street. We have only one park which is also becoming overcrowded.

In conclusion we feel we were given incorrect information when we purchased our lot. Making these changes wil NOT help increase our value, but certainly depreciate them.

Thank You.

ADDRESS

SIGNATURE

- 1) 6053 Eagles Cove
- 2) 6029 Eagles Cove
- 3) 6013 Eagles Cove
- 4) 6001 Eagles Cove
- 5) 6001 EAGLES COVE
- 6) 6005 EAGLES COVE
- 7) 6009 Eagles Cove
- 8) 6009 Eagles Cove
- 9) 6049 Eagles Cove

1

M. White
M. White
S. Harrison
Shelley Realey
Jan Realey
Shirley Knudsen
Cheryl Knudsen
Mike Knudsen
Tim Knudsen

CONED

City of Regina-The procedure Bylaw

Proposed Bylaw No 2014-43,2014-42,2014-46

Ammendment to Regina Zoning Bylaw No 9250-Skyview

This is in regards to the changing **Skyview** area from *Medium density* to *High density*. We the residents of Skyview are **against** making changes to our area. We would like to keep the medium density as per the drawings we received when we bought our lot.

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In conclusion we feel we were given incorrect information when we purchased our lot. Making these changes wil NOT help increase our value, but certainly depreciate them.

Thank You.

<u>ADDRESS</u>	<u>SIGNATURE</u>
10) 6049 Eagles Cove	Ann Bu
11) 6021 EAGLES COVE	Leona Correll
12) 6075 Eagles Cove	AME
13) 6033 Eagles Cove	B Lipp
14) 6037 Eagles Cove	Scuff
15) 6037 EAGLES COVE	ABig
16) 6017 Eagles Cove	Rolson

1

CONT'D
→

Koep Ave.

City of Regina-The procedure Bylaw

Proposed Bylaw No 2014-43,2014-42,2014-46

Ammendment to Regina Zoning Bylaw No 9250-Skyview

This is in regards to the changing **Skyview** area from *Medium density* to *High density*. We the residents of Skyview are **against** making changes to our area. We would like to keep the medium density as per the drawings we received when we bought our lot.

We have many reasons for not wanting anymore traffic or condos in our area. We feel our properties will depreciate in value with anymore traffic. Coming onto Koep Avenue in the winter is already becoming a problem with parking and overcrowding the street. We have only one park which is aso becoming overcrowded.

In conclusion we feel we were given incorrect information when we purchased our lot. Making these changes wil NOT help increase our value, but certainly depreciate them.

Thank You.

<u>ADDRESS</u>	<u>SIGNATURE</u>
6012 Koep Ave	SSclatz
6008 Koep Ave	Joe Harrison
5909 Koep Ave	Mike & Sue
6105 Koep Ave	Berg
6113 Koep Ave	Mike & Sue
6201 Koep Ave	m Rieger

City of Regina-The procedure Bylaw

Proposed Bylaw No 2014-43,2014-42,2014-46

Ammendment to Regina Zoning Bylaw No 9250-Skyview

This is in regards to the changing **Skyview** area from *Medium density* to *High density*. We the residents of Skyview are **against** making changes to our area. We would like to keep the medium density as per the drawings we received when we bought our lot.

We have many reasons for not wanting anymore traffic or condos in our area. We feel our properties will depreciate in value with anymore traffic. Coming onto Koep Avenue in the winter is already becoming a problem with parking and overcrowding the street. We have only one park which is also becoming overcrowded.

In conclusion we feel we were given incorrect information when we purchased our lot. Making these changes will NOT help increase our value, but certainly depreciate them.

Thank You.

ADDRESS 6016 Koep Ave

SIGNATURE M. Hnaker

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Application for Concept Plan Amendment (14-CP-01) and Zoning Bylaw Amendment
(14-Z-06) for Parcel A in Skyview Phase 1

RECOMMENDATION OF THE REGINA PLANNING COMMISSION – MAY 14, 2014

1. That the application to amend the Skyview Concept Plan, as depicted on the attached Revised Concept Plan Appendix A-3.2, be APPROVED;
2. That the application to rezone Parcel A Plan No. 102035742 Ext 0 (part of NE ¼ Sec 10-18-20-W2M) as shown within the dashed line on the attached Subject Property Map Appendix A-1 be rezoned from R1-Residential Detached to R6-Residential Multiple Housing; and
3. That the City Solicitor be directed to prepare the necessary bylaws.

REGINA PLANNING COMMISSION – MAY 14, 2014

The following addressed the Commission:

- Sue Luchuck, City Planner, made a PowerPoint presentation, a copy of which is on file in the City Clerk's Office; and
- Chad Schatz;
- Mike Strykiwsky;
- T. J. Hnatiuk; and
- Ann Baylis, representing Shatkowski Homes.

The Commission adopted a resolution to concur in the recommendation contained in the report, after adding a recommendation #5 to read as follows:

5. That Administration undertake an analysis of parking on Little Pine Loop and provide the results in an informational report to a future meeting of the Regina Planning Commission.

Recommendations #4 and #5 do not require City Council approval

Councillors: Jerry Flegel, Mike O'Donnell and Barbara Young; Commissioners: David Edwards, Phil Evans, Ron Okumura, Daryl Posehn and Phil Selenski were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on May 14, 2104, considered the following report from the Administration:

RECOMMENDATION

1. That the application to amend the Skyview Concept Plan, as depicted on the attached Revised Concept Plan Appendix A-3.2, be APPROVED;
2. That the application to rezone Parcel A Plan No. 102035742 Ext 0 (part of NE ¼ Sec 10-18-20-W2M) as shown within the dashed line on the attached Subject Property Map Appendix A-1 be rezoned from R1-Residential Detached to R6-Residential Multiple Housing;
3. That the City Solicitor be directed to prepare the necessary bylaws; and
4. That this report be forwarded to the June 23, 2014 City Council meeting to allow sufficient time for advertising of the required public notice for the proposed concept plan and rezoning amendments.

CONCLUSION

The applicant proposes to:

- Amend the Concept Plan for Skyview by changing the land use designation of Parcel A from low density residential to high density residential; and
- Amend the zoning designation by rezoning Parcel A from R1-Residential Detached to R6-Residential Multiple Housing to accommodate the development of a low-rise 15 unit condominium apartment building.

The proposed concept plan amendment is consistent with policies contained within *Design Regina: The Official Community Plan*.

BACKGROUND

In September 2013, the developer of the Skyview neighbourhood submitted an application to amend the concept plan to change the designations of Parcels A and D (Appendix A-4) to high density residential and to rezone both parcels to R6-Residential Multiple Family zone. These amendments, if approved by City Council, would have enabled the development of apartment buildings on each parcel.

The development that was being considered for Parcel D was a four apartment building complex containing 252 units. This type of development is considered a planned group of dwellings, which is a discretionary use in the R6 zone and required City Council's approval. Due to the complexity of the issues surrounding the development proposed for Parcel D, the developer decided to withdraw that application.

The developer then submitted new applications to amend the Skyview Concept Plan and the zoning on Parcel A to accommodate development of a low-rise 15 unit condominium apartment building on the parcel. Parcel A is the site of the property owner's original detached dwelling which will be relocated to another site.

The Skyview Concept Plan was originally approved by City Council on March 29, 2009 and most recently amended on August 26, 2013.

These applications for Parcel A are being considered pursuant to *Regina Zoning Bylaw No. 9250, Design Regina: The Official Community Plan* and *The Planning and Development Act, 2007*.

DISCUSSION

The subject property, Parcel A, contains a detached dwelling (the applicant's home). The applicant plans to relocate the dwelling to another site within the Skyview neighbourhood or to a location outside of the City limits. The subject property will then be available for a new development.

The proposed amendment to the Skyview Concept Plan is summarized in the following table:

Concept Plan Amendment Summary		
	Existing Concept Plan	Proposed Concept Plan
Land Use Designation	LD - Low-Density	HD - High-Density
Zoning Designation	R1	R6
No. of Dwelling Units	1	15
Projected Population	1358	1387
School Population	396	404

Following the approval of the proposed amendments, the applicant intends to develop a low-rise condominium apartment building on the subject property, which is a permitted use in the R6 zone. As such, at the time of building permit application, the applicant will be required to demonstrate compliance with all development standards for the R6 zone including the provision of sufficient parking and landscaping. The Administration understands from the applicant that the building will contain 15 condominium units.

Transit service is not currently provided to this concept plan area. However, the future transit route was identified on the concept plan and transit service will be provided at some point in the future as funding becomes available and population density warrants. All residents will be within a 400 metre walking distance of the transit route when transit service is provided to the area.

RECOMMENDATION IMPLICATIONS

Financial Implications

The subject area currently received a full range of municipal services including water, sewer and storm drainage. The applicant will be responsible for any additional changes to existing

infrastructure that may be required to directly or indirectly support the development, in accordance with City standards the applicable legal requirements.

Environmental Implications

The subject property is located within the Low Sensitivity Aquifer Protection Overlay Zone which requires compliance with the following performance standards:

- Excavations shall not exceed six metres in depth; and
- Where the overburden is less than six metres, the excavations shall not expose the aquifer to reduce the overburden substantially.

Policy/Strategic Implications

The proposal is consistent with the policies contained within *Design Regina: The Official Community Plan Bylaw* with regard to the adequate provision of a full range of choices appropriate to residents of various incomes, household types, abilities and stages of life while supporting the City's goals. Goal 8.8 states, "Support residential intensification in existing and new neighbourhoods to create complete neighbourhoods."

The Skyview Concept Plan contains a mix of housing types and densities. These amendments are consistent with the zoning and land use of the adjacent property to the north and east, and will complete the development of the land to the east of Little Pine Loop where high density development has occurred. The development is close to the main access to the neighbourhood at McCarthy Boulevard so traffic from the new residential building will not have to travel through the neighbourhood. The park located directly across the street to the west will provide open space for the residents of the new residential building.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Public notification signage posted on:	September 10, 2013
Will be published in the Leader Post on:	May 31, 2014 and June 7, 2014
Letter sent to immediate property owners	September 6, 2013
Number of Public Comments Sheets Received	12

A detailed accounting of the respondents' concerns and the Administration's response to them is provided in Appendix B.

The application was circulated to the Walsh Acres/Lakeridge Community Association. A response was not received and in follow up the Administration attempted to contact the Association for comment prior to the deadline for submission of this report, however comments were not received.

DELEGATED AUTHORITY

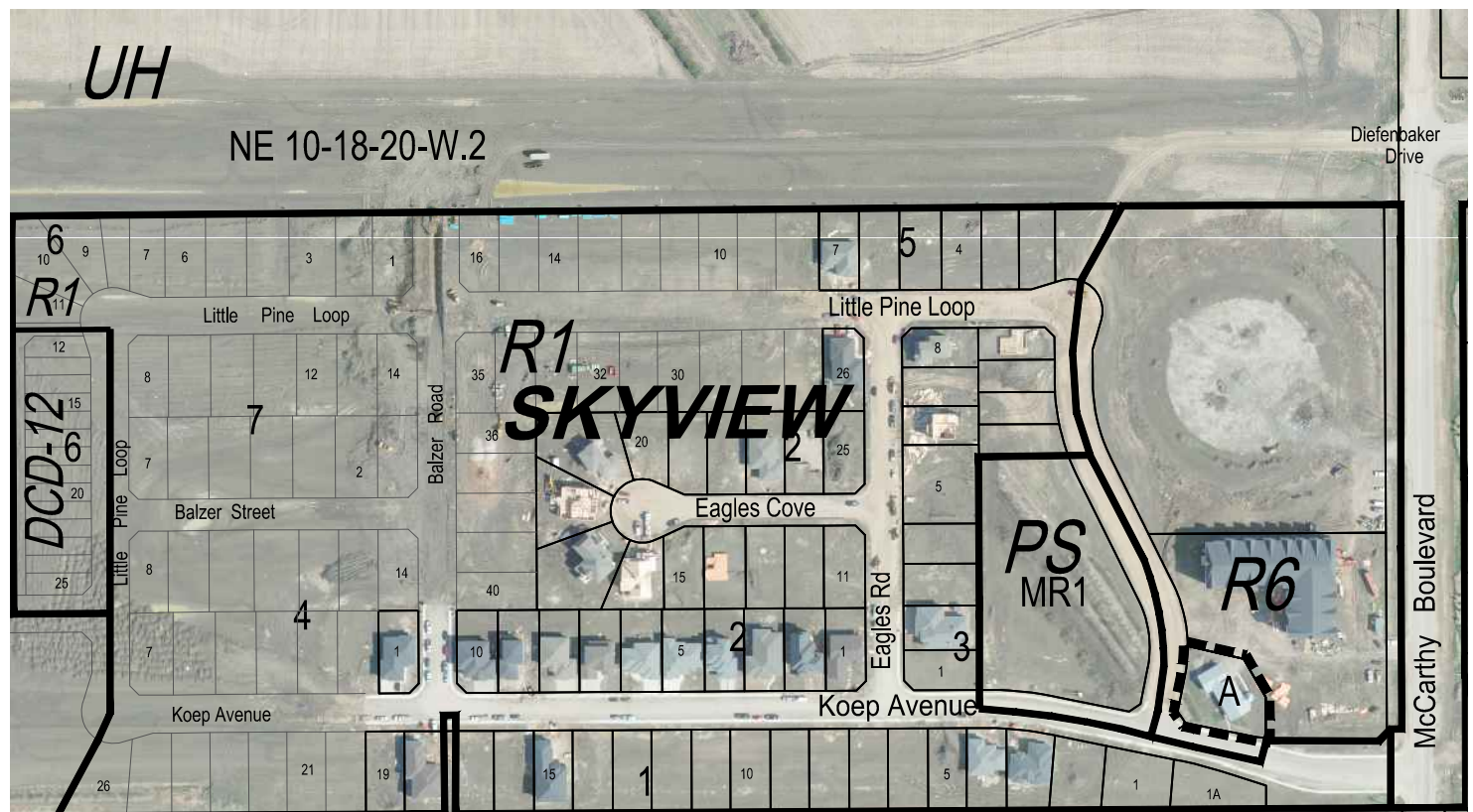
City Council's approval of concept plan and zoning bylaw amendments is required pursuant to Part IV and Part V of *The Planning and Development Act, 2007*.

Respectfully submitted,

REGINA PLANNING COMMISSION

Elaine Gohlke

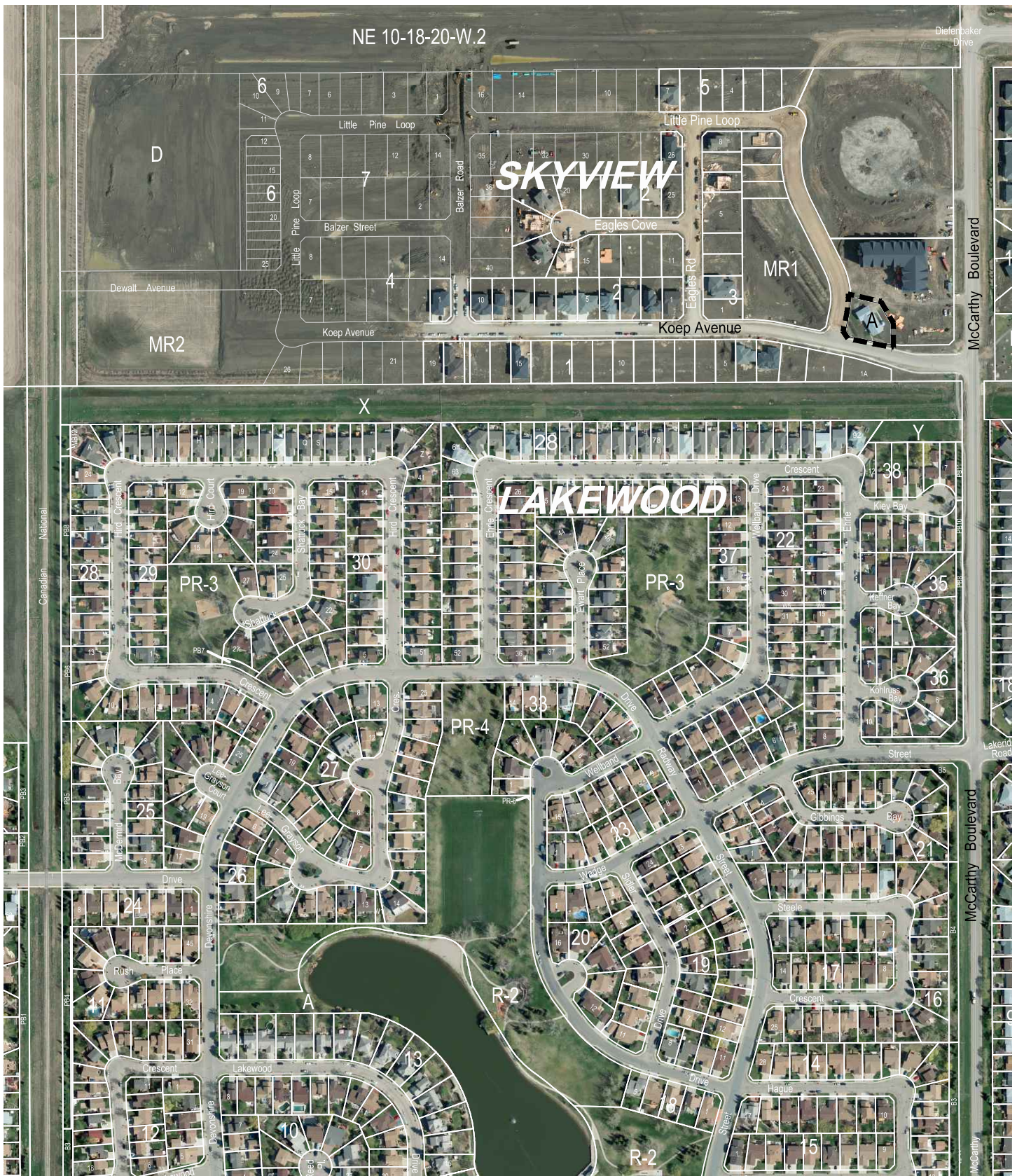
Elaine Gohlke, Secretary



Subject Property



Project 14-Z-06 & 14-CP-01 Civic Address/Subdivision Parcel A Skyview Phase 1



Subject Property

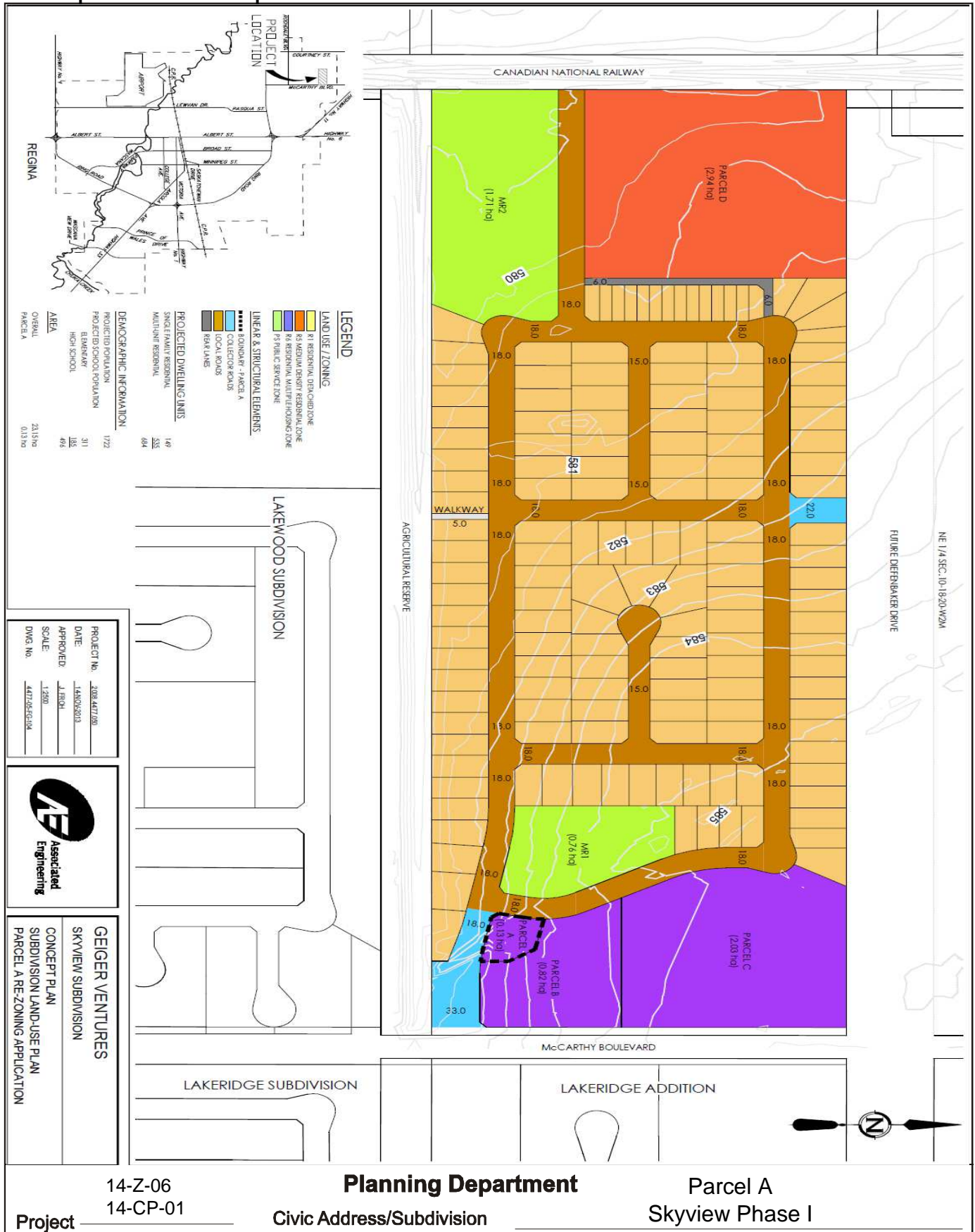
Date of Photography : 2009



Project 14-Z-06 & 14-CP-01

Civic Address/Subdivision

Parcel A
Skyview Phase 1





Project 14-Z-06		Planning Department	Parcel A	
14-CP-01			Parcel D	
Civic Address/Subdivision				

Public Consultation Summary

Response	No. of Responses	Issues Identified
<i>Completely opposed</i>	9	<p>Development is across the street from a park and just south of high density residential development. Parking in the area is a concern as is safety of the public crossing a busy street to access the park.</p> <p>So far only two of the four apartment blocks proposed for the area north of this parcel are occupied and there is considerable parking on the street now. The parcel should be developed as a parking lot.</p> <p>The proposed changes are not in keeping with the approved concept plan for Skyview. Neighbourhood was to have large lots, large single family homes that would result in quiet residential streets. High density development will create more traffic.</p> <p>Paid a premium to be part of a low density neighbourhood. Increased density is reducing the prestige of the neighbourhood and increasing traffic on the street significantly.</p> <p>Traffic is already an issue.</p> <p>Skyview is supposed to have strict architectural controls for the developments. The apartment buildings have not followed these controls.</p> <p>Infrastructure is a concern. We are already struggling with water pressure in the area and adding additional apartments is only going to make it worse. Water pressure is low and only 25% (maybe less) of the existing apartments at the east end of Skyview are occupied. Service will be even more reduced once these apartments are occupied.</p> <p>Skyview already has high density apartments at the entrance to the area on Koep Avenue and Little Pine Loop. In the winter we are down to one travel lane due to all of the overflow parking from the apartments all of which are not yet occupied.</p>
<i>Accept if one or more features were different</i>	1	All high density development should occur on Parcel D, not on Parcel A.
<i>I support this proposal</i>	2	<p>Parking will be underground.</p> <p>Condos = ownership.</p> <p>There is already high density residential in the area.</p>

1. Issue – Parking and Traffic on Little Pine Loop

Administration's Response:

The R6-Residential Multiple Housing zone enabled the parcels on the east side of Little Pine Loop to be developed for apartments. The Zoning Bylaw requires that 1.5 parking stalls per unit be provided. The plans that were submitted as part of the Building Permit process showed that the developments met this minimum parking requirement. The City of Regina does not control how these parking spaces are allocated by the developer, but establishes a minimum standard that must be met.

The City's Development Standards Manual prescribes minimum street widths for parking restrictions. The minimum traffic width for a street where parking is permitted on both sides of the street is 11 metres. The street right-of-way consists of the road, sidewalks and any boulevard areas. The width of Little Pine Loop at this location will permit parking on both sides of the street.

On-street parking is regulated by the Traffic Bylaw No. 9900. This bylaw contains regulations regarding items such as how close a vehicle can be parked to a driveway (2 metres) and how long a vehicle can be parked on a street without being moved (24 hours). The City's Parking Services Branch manages parking enforcement and responds to concerns on a complaint basis. In checking with Parking Services, there have been four service requests for parking concerns on Little Pine Loop since the fall of 2013.

The site is located in close proximity to the main access to the neighbourhood at McCarthy Boulevard so traffic from the new apartment building proposed for Parcel A will not have to travel through the neighbourhood.

2. Issue – The proposed amendment in keeping with approved Concept Plan for Skyview

Administration's Response:

The Skyview concept plan contains a mix of housing types and densities. These amendments are consistent with the zoning and land use of the adjacent property to the north and east and will complete the development of the land to the east of Little Pine Loop for high density. The development is close to the main access to the neighbourhood at McCarthy Boulevard so traffic from the new apartment building will not have to travel through the neighbourhood. The park located directly across the street to the west will provide green space for the residents of the new residential building.

3. Issue – Enforcement of Architectural Controls

Administration's Response:

The Planning and Development Act, 2007 does not provide the Administration with authority to control architectural details, without specific zoning being implemented. The Zoning Bylaw does not specify architectural controls in Skyview. However, the developer of Skyview has established Architectural Controls which apply to single family homes and established in the individual sales agreements with lot purchasers. It is the responsibility of the developer to enforce those controls but these would not be a requirement stipulated by the City of Regina.

4. Issue – Infrastructure Issues – Water Pressure

Administration's Response:

The Infrastructure Planning Branch reviewed this concern and determined that the low water pressure could be a result of the Second Pressure Zone (SPZ) not being active yet, due to continued construction in the area. When the second SPZ does become active (sometime later this year), the low pressure issues that exist in NW Regina should be rectified.

June 16, 2014

City Clerk
15th Floor, City Hall
Regina, SK
S4P 3C8

Dear Sir/Madam:

Re: Bylaw No. 2014-42-Proposed Zoning Bylaw Amendment -12-CZ-09

Proposed 20-Person Supportive Living Home

I strongly oppose the proposal to amend the proposal zoning bylaw to allow for the development of a 20-person supportive living home. Following are the reasons for my rejection of this proposal and for your consideration:

- This is a **Residential area**; when the lots were being purposed, the City of Regina Real Estate department identified and communicated that these were to be used for residential use only that they were to be developed as residential lots
 - o This development would be a commercial building. There is ample space for these types of buildings in commercial areas, such as on Pasqua Street, or closer to main streets.
- **Increased traffic and limited street parking**
 - o Employees and visitors will add to the traffic in the area, as well as limit the available parking spots for residents and visitors of the residential homes
- The original proposal noted a 17-person underground parking plan; this is of great concern for the following reasons:
 - o **Hazardous fumes** from underground parking will transmit into my basement
 - o Those not assigned an underground spot will take up more street parking-employees, visitors, etc.
- There are a **number of supportive living homes already nearby**-i.e. private residence on the corner of Queen Sk. and Sunset Dr., and corner of Montague St. and Parliament Ave., not to mention the Sunset Extendicare Home nearby. Adding more of these developments in this area is not necessary.
 - o These developments are located on corner lots. Clearly, this was a requirement and/or consideration when they were approved. This proposed lot would not be on a corner lot; however, in amongst residential homes
- **Reduced property value** of our home as a result of this development
 - o The extension of the street has already reduced property; this will only decrease it more, making it difficult to sell if a development like this is next door
- Several neighbours in the area also oppose this development. We would like to **keep it a residential area, not start allowing commercial.**

Other areas in the city would be a more practical option for this development. Please consider moving this commercial development to another area. A very big issue and concern is the reduced property value as well as the underground parking (which I am not sure is still a part of the proposal).

Thank you,
Penelope Perdicaris

June 23, 2014

To: Mayor Fougere and
Members of City Council

Re: Application for Contract Zoning (13-CZ-09) Proposed Supportive Living Home
4125 and 4129 Queen Street

I am the proponent for the above-noted development for a supportive living home on 4125 and 4129 Queen Street.

My solicitor, Mervin Phillips of Phillips Co., and I will be in attendance at tonight's meeting and will be available to answer any questions that City Council may have.



Wallace Truong
7831927 Canada Limited
2117 Broader Street
REGINA SK S4N 3S5

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Application for Contract Zoning (13-CZ-09) Proposed Supportive Living Home
4125 and 4129 Queen Street

RECOMMENDATION OF THE REGINA PLANNING COMMISSION - MAY 14, 2014

1. That the application to amend *Regina Zoning Bylaw No. 9250* to rezone 4125 and 4129 Queen Street, being Lots 22 and 23, Block T, Plan No. 102110207 from R1-Residential Detached Zone to C-Contract be APPROVED and that the contract zone agreement between the City of Regina and the applicant/owner of the subject properties be executed.
2. That further to recommendation 1, the proposed contract zone agreement shall include the following terms:
 - a. The applicant shall demonstrate the subject property consisting of two lots has been consolidated or parcel ties registered to prevent one lot from being sold separately;
 - b. Use of the building be limited to a Supportive Living Home with care for no more than 20 persons;
 - c. The development shall conform to the attached plans, see attached as Appendix A-3.1-3.5;
 - d. The Landscape Plan as part of the building permit application shall conform to Chapter 15 of the Zoning Bylaw, and shall generally screen the front of the building with shrubbery and trees, and the rear yard space shall be landscaped with a combination of shrubbery, fencing and trees.
 - e. Signage on the subject property shall comply with the development standards for the R1-Residential Detached Zone pursuant to Table 16.1 of the Zoning Bylaw;
 - f. Any zoning related detail not specifically addressed in the contract zone agreement shall be subject to applicable provisions of the Zoning Bylaw; and
 - g. The agreement shall be registered in the City's interest at the applicant's cost pursuant to Section 69 of *The Planning and Development Act, 2007*.
3. That the City Solicitor be directed to prepare the necessary bylaws to authorize the respective Zoning Bylaw amendment.

REGINA PLANNING COMMISSION – MAY 14, 2014

The following addressed the Commission:

- Ben Mario, City Planner, made a PowerPoint presentation, a copy of which is on file in the City Clerk's Office; and
- Mervin C. Phillips, representing 7831927 Canada Ltd.

The Commission adopted a resolution to concur in the recommendation contained in the report. Recommendation #4 does not require City Council approval

Councillors: Jerry Flegel and Mike O'Donnell; Commissioners: David Edwards, Phil Evans, Ron Okumura, Daryl Posehn and Phil Selenski were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on May 14, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the application to amend *Regina Zoning Bylaw No. 9250* to rezone 4125 and 4129 Queen Street, being Lots 22 and 23, Block T, Plan No. 102110207 from R1-Residential Detached Zone to C-Contract be APPROVED and that the contract zone agreement between the City of Regina and the applicant/owner of the subject properties be executed.
2. That further to recommendation 1, the proposed contract zone agreement shall include the following terms:
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 - b. Use of the building be limited to a Supportive Living Home with care for no more than 20 persons;
 - c. The development shall conform to the attached plans, see attached as Appendix A-3.1-3.5;
 - d. The Landscape Plan as part of the building permit application shall conform to Chapter 15 of the Zoning Bylaw, and shall generally screen the front of the building with shrubbery and trees, and the rear yard space shall be landscaped with a combination of shrubbery, fencing and trees.
 - e. Signage on the subject property shall comply with the development standards for the R1-Residential Detached Zone pursuant to Table 16.1 of the Zoning Bylaw;
 - f. Any zoning related detail not specifically addressed in the contract zone agreement shall be subject to applicable provisions of the Zoning Bylaw; and
 - g. The agreement shall be registered in the City's interest at the applicant's cost pursuant to Section 69 of *The Planning and Development Act, 2007*.
3. That the City Solicitor be directed to prepare the necessary bylaws to authorize the respective Zoning Bylaw amendment.
4. That this report be forwarded to the June 23, 2014 Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

CONCLUSION

The applicant proposes a contract zone to accommodate a 20 person supportive. *Regina Zoning Bylaw No. 9250* accommodates supportive living homes as a permitted use in all residential zones in the City for up to 10 persons receiving care. The applicant is proposing the facility on two residential lots in one facility where they would have otherwise been permitted two separate side-by-side 10 person care homes.

The proposal is located within the Lakeview/Albert Park Secondary Plan Area and conforms to the general objectives of the secondary plan with respect to compatibility of use. The proposal is also consistent with the policies contained in *Regina Development Plan Bylaw No. 7877*.

BACKGROUND

An application has been received for contract zoning to allow for a 20 person Supportive Living Home accommodate at 4125 and 4129 Queen Street.

The subject property was subdivided recently by the City and sold as part of an 11-lot development in connection with the development of the Queen Street and Parliament Avenue extension.

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*.

DISCUSSION

Zoning and Land Use Details

The land use and zoning details associated with this proposal are identified in the table below:

	<u>Existing/Required</u>	<u>Proposed</u>
Zoning	R1	C
Land Use	vacant	20 person supportive living home
Number of Parking Stalls Required	8 + business vehicles	17 underground
Minimum Lot Area (m ²)	325 m ²	1713 m ²
Minimum Lot Frontage (m)	10.5 m	37.3 m
Maximum Height (m)	11 m	4.5 m
Building Area	n/a	853.8 m ²
Number of Units	n/a	20 persons receiving care

The surrounding land uses are single detached residential in all directions. Lands to the north and northwest are contemplated for development in the Lakeview/Albert Park Secondary Plan as open space and commercial development. Although not reflected on the air photographs in Appendix A-1 and A-2, Queen Street has been built and extended to Parliament Avenue which has also been extended to Pasqua Street. These roads are fully operational and the newly created adjacent lots, and the subject property, are fully serviced.

The building itself conforms to the requirements in the R1 zone. The applicant proposes to amend the Zoning Bylaw to allow for a Supporting Living Home that will accommodate 20 persons.

The group home regulations allow for a supportive living home as a permitted use for no more than 10 persons. Group homes are further regulated by establishing the maximum number of persons per block face at 30 and the maximum number of group homes on a block face at three. In this case, the applicant owns two newly subdivided contiguous lots and wishes to build one 20-person home rather than two 10-person homes which would otherwise be permitted.

In this case, the Administration is considering a larger care facility as the subject property is located at the edge of the community and would not interface directly with residential land uses on Queen Street. The proposed use is consistent with the character of land uses contemplated in the Lakeview/Albert Park Secondary Plan area which contemplate a mix of office, institutional and open space uses.

The proposed development is consistent with the purpose and intent of Contract Zoning with respect to accommodating unique development opportunities.

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

The property is outside the 25 Noise Exposure Forecast contour; therefore, is suitable for residential use or occupancy as a living space.

Policy/Strategic Implications

The proposal is consistent with the policies contained within Part A: Policy Plan of *Regina Development Plan, Bylaw No. 7877 (Official Community Plan)* with respect to:

- Ensuring compatibility of new infill development with existing residential neighbourhoods in terms of use, development form and adequate buffering; and
- Providing housing options for persons with special needs.

The Lakeview/Albert Park Secondary Plan identifies the subject property for development of single family detached residential. While the building will not be used as a detached dwelling, the use is compatible with its surroundings. Alternatively, the existing zone would allow for development of two 10-unit supportive living homes.

Other Implications

None with respect to this report.

Accessibility Implications

Naturally, the building will be barrier free to accommodate its patrons.

COMMUNICATIONS

Public notification signage posted on:	February 11, 2014
Will be published in the Leader Post on:	May 10 and 17, 2014
Letter sent to immediate property owners	February 10, 2014
Public Open House Held	N/A
Number of Public Comments Sheets Received	3

A more detailed accounting of the respondents' concerns and the Administration's response to them is provided in Appendix B. The actual community comments received during the review process are also provided.

The applicant and other interested parties will receive written notification of City Council's decision.

The application was sent to the Albert Park Community Association. A response was not received and in follow up the Administration attempted to contact the association for comments prior to the deadline for submission of this report. However, comments were not received.

DELEGATED AUTHORITY

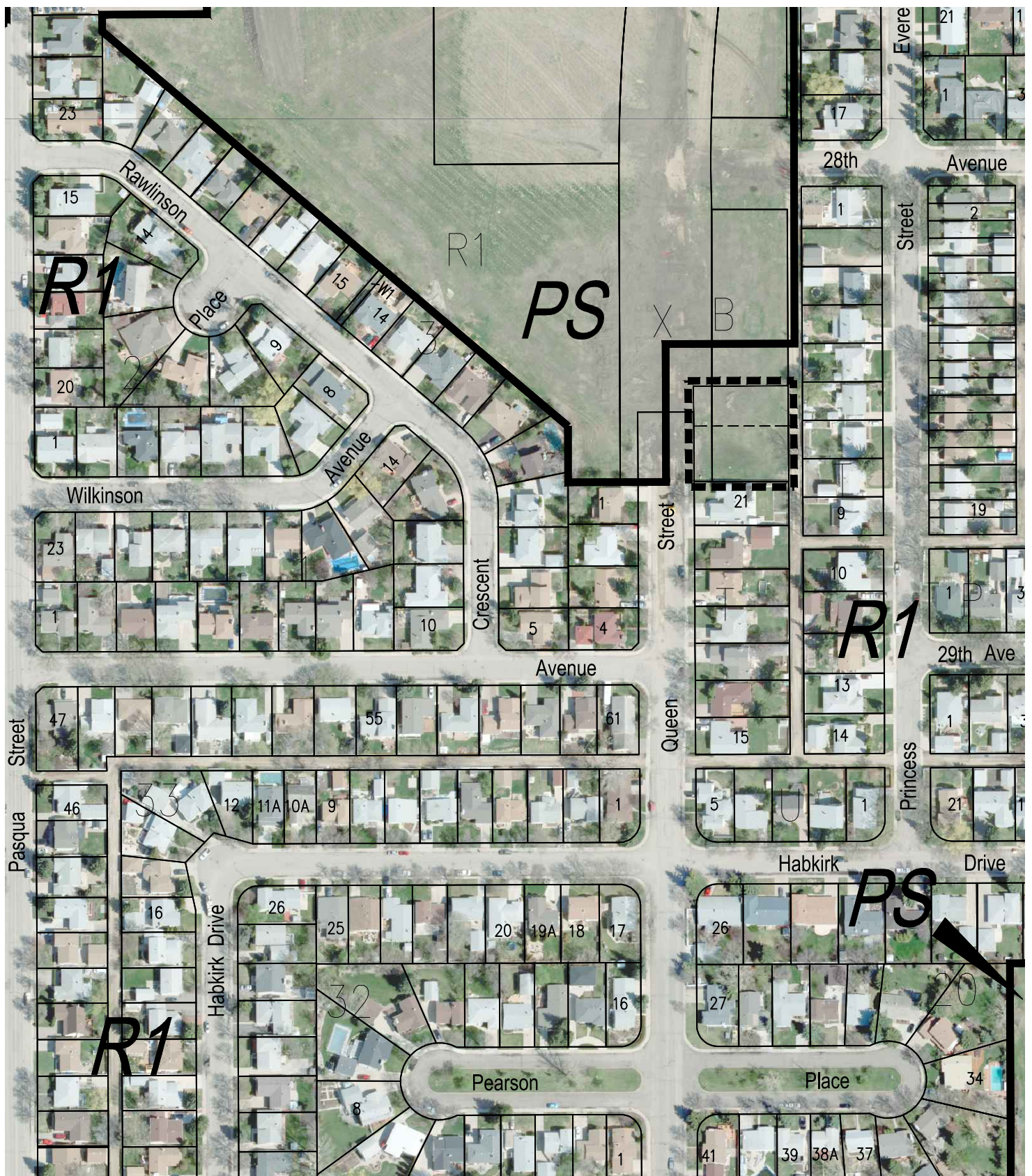
City Council's approval is required, pursuant to Part V of *The Planning and Development Act, 2007*.

Respectfully submitted,

REGINA PLANNING COMMISSION

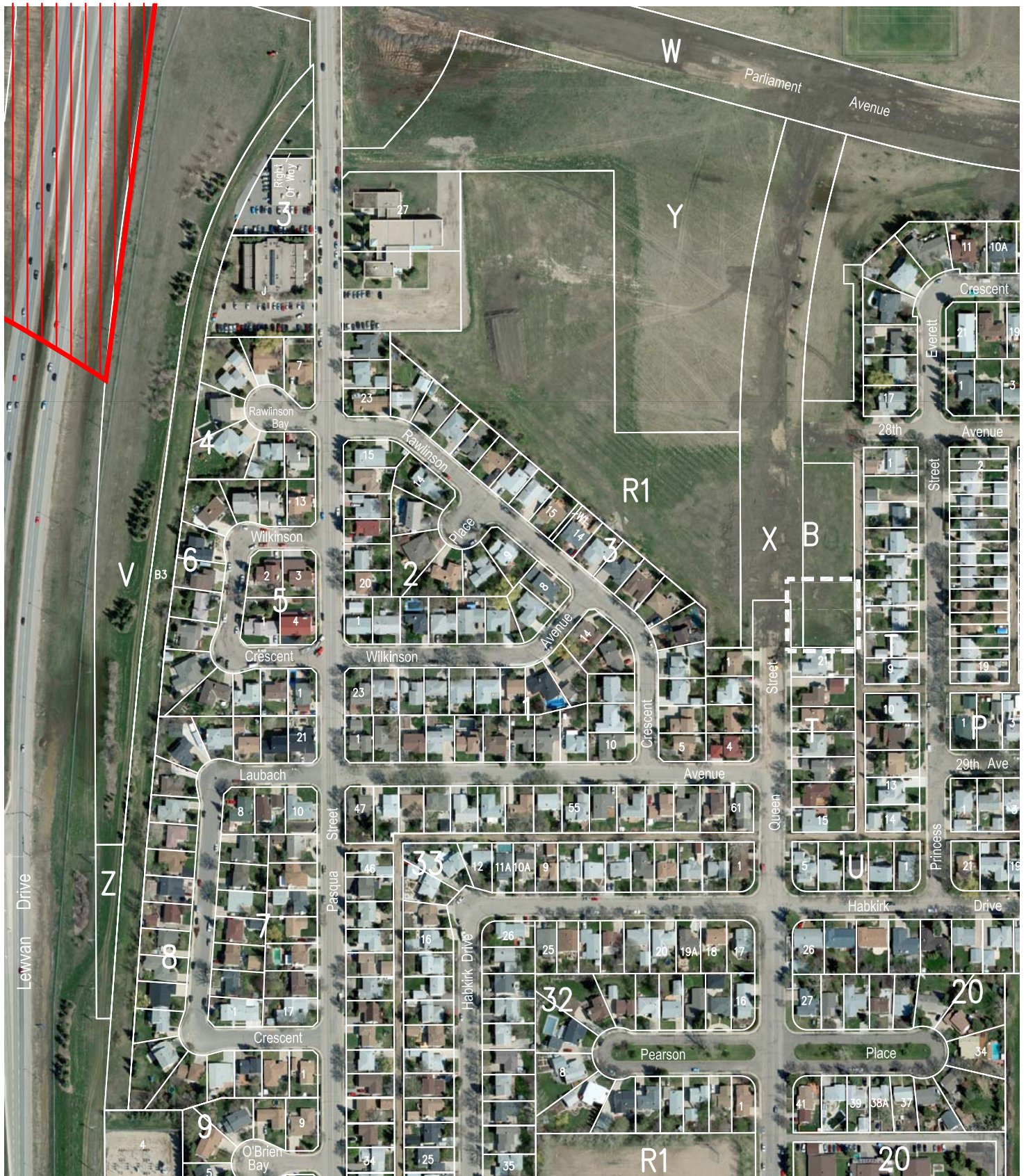


Elaine Gohlke, Secretary



Subject Property





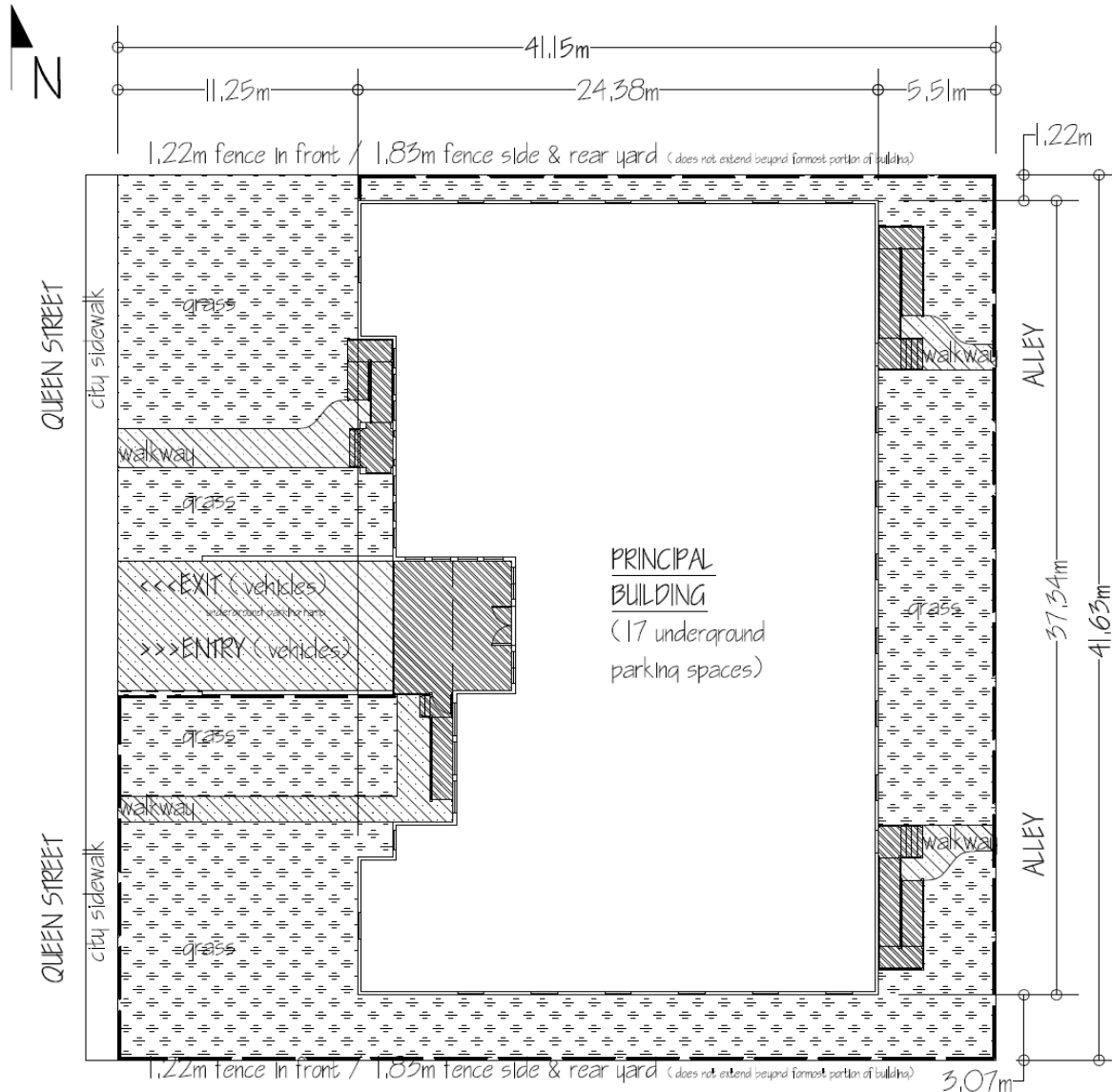
Subject Property

Date of Photography: 2012



Project 13-CZ-09

Civic Address/Subdivision 4125 and 4129 Queen Street



0 1 2 3 4 5 (METERS)

1:200 - graphic scale

SITE PLAN

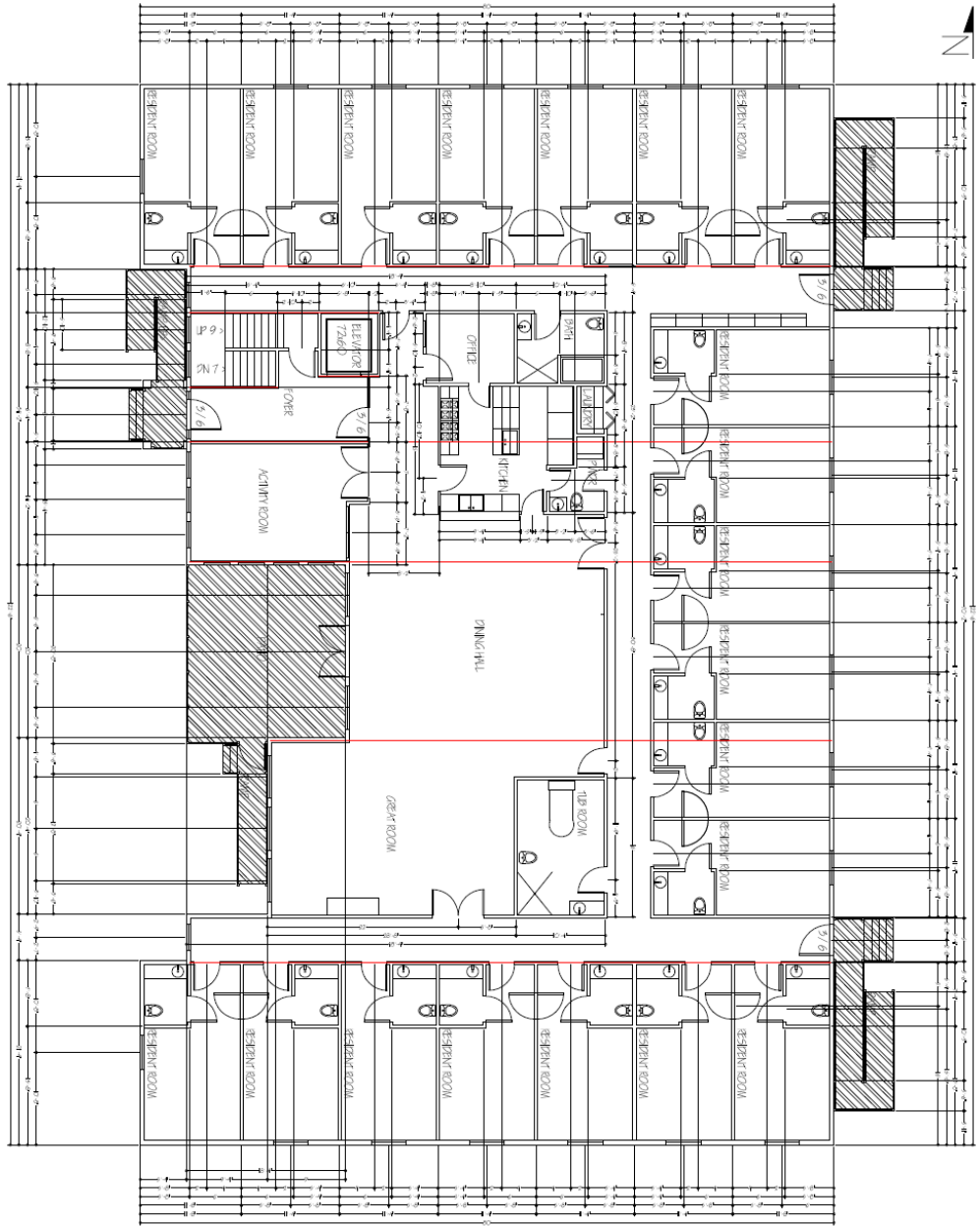
civic address	4125 & 4129 QUEEN STREET
scale	1:200
prepared by	W.T.
date of plan	DEC. 4, 13
Intended use	20-RESIDENT SUPPORTIVE LIVING HOME
floor area	853.84 sq. m
site area	1713.02 sq. m
site coverage	49.8%
parking spaces	17 underground parking spaces

Planning Department

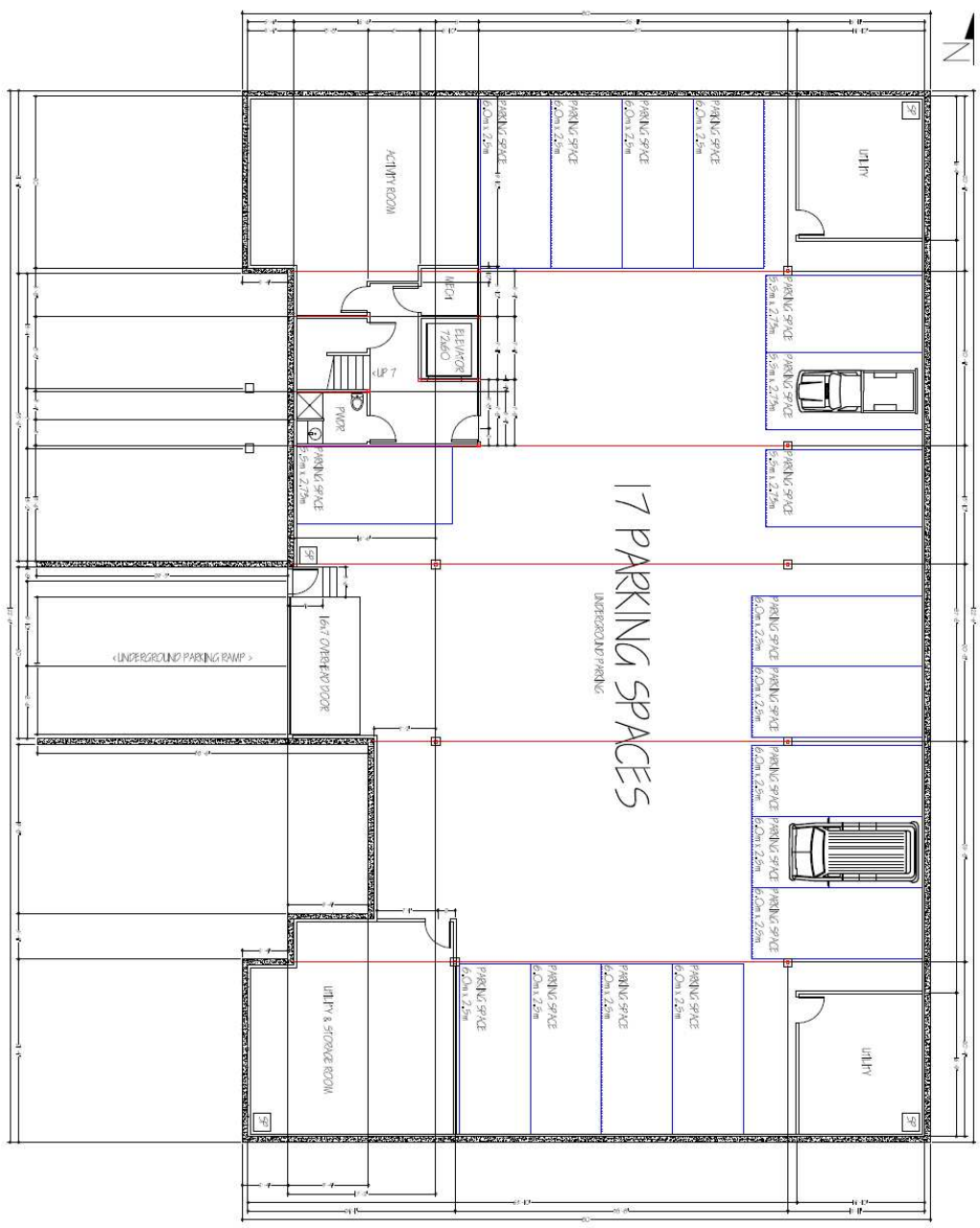
Project 13-CZ-09

Civic Address/Subdivision

4125 and 4129 Queen Street



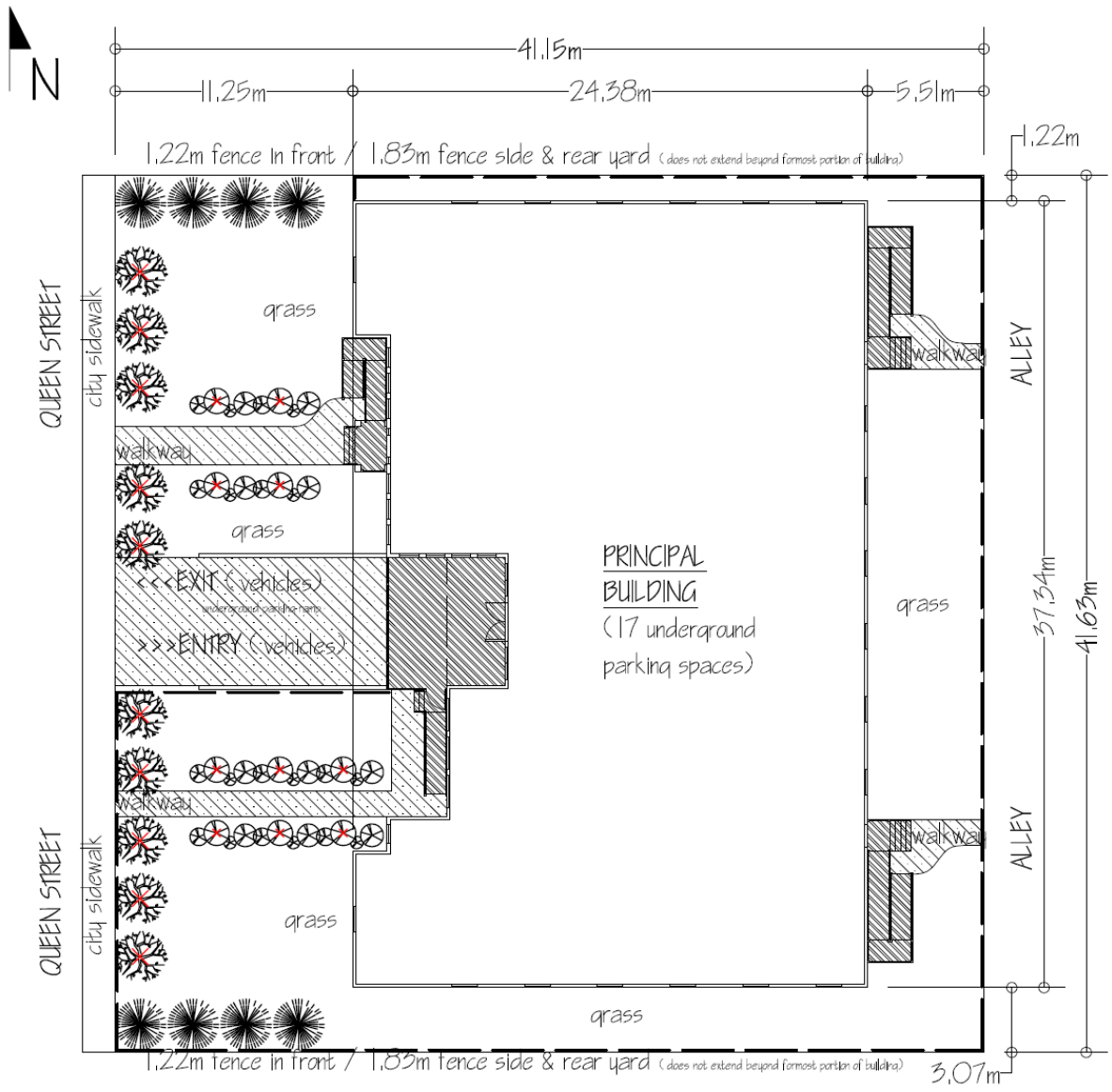
MAIN LEVEL
4125 & 4129 QUEEN STREET
20-RESIDENT SUPPORTIVE LIVING HOME
scale 1/320
prepared by W.T.
date of plan DEC. 4, 15
floor area 855 B4 sq. m




LOWER LEVEL
4125 & 4129 QUEEN STREET
20-RESIDENT SUPPORTIVE LIVING HOME
scale 1:150
prepared by W.T.
date of plan DEC. 4, 15
floor area 859.84 sq. m


Planning Department


Project 13-CZ-09 Civic Address/Subdivision 4125 and 4129 Queen Street



0 1 2 3 4 5 (METERS)
1:200 - graphic scale

 shrubs, flowers

 evergreens

 deciduous

LANDSCAPE PLAN

civic address	4125 & 4129 QUEEN STREET
scale	1:200
prepared by	W.T.
date of plan	DEC. 4, 13
intended use	20-RESIDENT SUPPORTIVE LIVING HOME
floor area	853.84 sq. m
site area	1713.02 sq. m
site coverage	49.8%
parking spaces	17 underground parking spaces



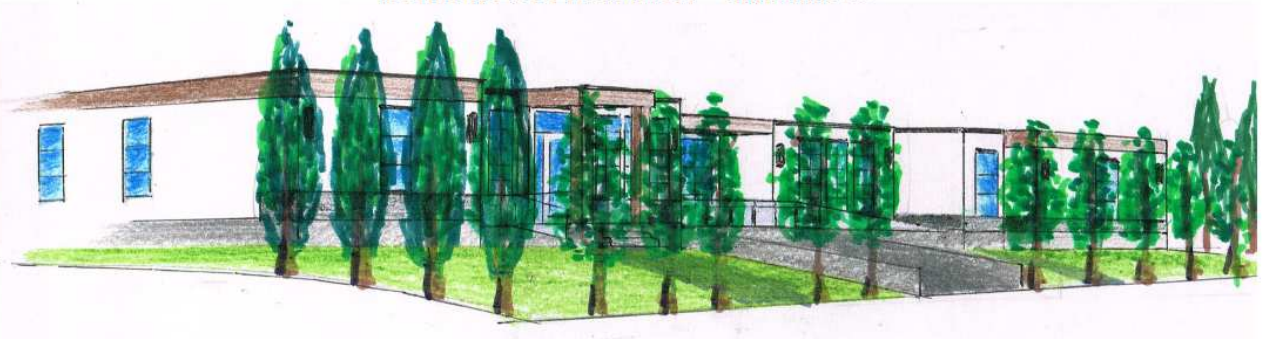
SOUTHWEST ELEVATION – without trees



SOUTHWEST ELEVATION – with trees as a separation barrier



NORTHWEST ELEVATION – without trees



NORTHWEST ELEVATION – with trees as a separation barrier

Planning Department

Project 13-CZ-09

Civic Address/Subdivision 4125 and 4129 Queen Street

Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	2	<ul style="list-style-type: none"> - Should look more like a house, and less like an institutional building - There will be more traffic - A residential use would bring more students to the area - The lots should stay residential - There are already two care homes nearby - This will decrease the value of surrounding property and property taxes will increase - The underground parking will compromise adjacent basement
<i>Accept if many features were different</i>		
<i>Accept if one or two features were different</i>	1	<ul style="list-style-type: none"> - The care home should accommodate couples - There should be spaces for visitor parking
<i>I support this proposal</i>	1	

1. Issue – Outward Appearance of the Building

Administration's Response: The Zoning Bylaw regulations for Supportive Living Homes require that the building be of a size, scale and outward appearance of a residential dwelling, otherwise the building should be situated in a manner and screened so that it does not impact existing neighbourhood character.

Administration acknowledges the proposed building does not have a residential appearance. By nature of the size of the building, it will have a different character than the surrounding area, regardless if it was designed in a more traditional or modern style. In response to the concern, the applicant has reduced window sizes to be more residential in character and has added more material variation to help define the front façade. The front of the building will also be screened with trees and shrubbery similar to that shown on the site plan.

The Administration did discuss with the applicant adjustments to the roofline of the building to give the building more of a residential appearance. However, the applicant has indicated they do not want to pursue this change. The building will face a park to the west and would be consistent in form to other existing building forms in this portion of the secondary plan where abutting the edge of residential land uses, including institutional and office uses, west of this site on Pasqua Street. Given this context, Administration supports the proposed development.

2. Issue – Traffic Increase

Administration's Response: Supportive Living Homes are regarded as lower traffic generating uses as the persons receiving care do not operate and have vehicles. The property is positioned at the edge of the community with good access to Parliament Avenue, Pasqua Street and Lewvan Drive. As such, most of the traffic accessing the site will not be travelling through existing residential areas.

3. Issue – Loss of school population and residential lots

Administration's Response: The existing lots otherwise support two 10-person care homes. The proposal would have not impact potential school population as other residential lots were recently added to this area with the net impact still remaining positive for potential school-aged population.

4. Issue – The building should accommodate couples.

Administration's Response: The City has no ability to require the proponent to accommodate couples; it would be up to the managers of the facility. The Applicant has indicated that rooms could be configured to accommodate couples

5. Issue – Visitor Parking

Administration's Response: The proposed building provides for 17 parking stalls underground which exceeds that which would otherwise be required on site. Most of the parking demand will be accommodated on-site although it is unlikely that visitors will park underground. There is no requirement in the Zoning Bylaw to designate visitor stalls, only to provide the minimum. Lastly, as a double-lot, there would be opportunity for short term parking on the public right of way in front of the building for vehicles as well as any on street dedicated loading zone.

6. Issue – There are already two care homes nearby

Administration's Response: Currently, the Zoning Bylaw regulates the distribution of care homes. The regulations stipulate that no more than 30 care home residents or four supportive living homes be on a block face and no more than 15 care homes per district. The proposal is consistent with these regulations.

7. Issue – Surrounding property values will increase and property values will decrease

Administration's Response: Administration acknowledges the residents have these concerns, but is not aware of any evidence that such a development will necessarily impact on surrounding property values. It is noted there are over two hundred supportive living homes in operation city-wide with no evidence of negative impact on property values.

8. Issue – The underground parking garage may compromise the adjacent basement.

Administration's Response: The setback to the south property line is 3 metres, which is more than double the typical setback in the R1 zone of 1.2 metres. The basement would be required to be built to building code standards.

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Proposed Amendments to Regina Zoning Bylaw No. 9250

RECOMMENDATION OF THE REGINA PLANNING COMMISSION – MAY 14, 2014

1. That the proposed housekeeping amendments to *Regina Zoning Bylaw No. 9250* be APPROVED.
2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the housekeeping amendments.

REGINA PLANNING COMMISSION – MAY 14, 2014

The Commission adopted a resolution to concur in the recommendation contained in the report. Recommendation #3 does not require City Council approval.

Councillors: Jerry Flegel, Mike O'Donnell and Barbara Young; Commissioners: David Edwards, Phil Evans, Ron Okumura, Daryl Posehn and Phil Selenski were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on May 14, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the proposed housekeeping amendments to *Regina Zoning Bylaw No. 9250* be APPROVED.
2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the housekeeping amendments.
3. That this report be forwarded to the June 23, 2014 City Council meeting, which will allow sufficient time for advertising of the required public notices for the Bylaw.

CONCLUSION

Ongoing use of *Regina Zoning Bylaw No. 9250* has revealed a number of deficiencies, errors or unclear wording that have been subject to interpretation by the Administration. It is necessary to make changes and corrections in order to minimize problems and interpretation of the bylaw going forward.

BACKGROUND

Regina Zoning Bylaw No. 9250 was originally adopted by City Council in June 29, 1992 and took effect on July 20, 1992 upon the approval of the Minister of Community Services (now Government Relations) for the Province of Saskatchewan.

This report addresses and recommends a number of housekeeping amendments to the Bylaw and is being considered pursuant to *Regina Zoning Bylaw No. 9250, Design Regina: Official Community Plan*, and *The Planning and Development Act, 2007*.

DISCUSSION

Ongoing use of the *Regina Zoning Bylaw No. 9250* typically reveals deficiencies, errors or unclear wording that needs to be addressed from time to time in order to minimize problems with respect to bylaw administration and enforcement. The last major housekeeping amendment to the Zoning Bylaw was done in September 2013.

These housekeeping amendments generally fall into one of the following four categories:

1. Correction of references to the most recent provincial planning legislation, *The Planning and Development Act, 2007* and to City Department and Provincial Ministry names that have changed due to re-organizations;
2. Correction of typographical errors, omissions or discrepancies;
3. Wording changes or additions of new definitions to clarify the intent of a regulation or make it easier for Bylaw users to understand; and
4. Regulation changes to address issues identified during the Administration's day-to-day operational application of the provisions.

The proposed amendments, including the rationale for each amendment, are described in the attached Appendix A.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

Updating of *Regina Zoning Bylaw No. 9250* to address deficiencies, correct errors and clarify wording, will ensure that the document is applied consistently ensuring better service is provided to our customers.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The required notices will be published in the Leader Post on May 31 and June 7, 2014.

DELEGATED AUTHORITY

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

Respectfully submitted,

REGINA PLANNING COMMISSION



Elaine Gohlke, Secretary

APPENDIX A - 1
Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

Amend. Number	Page	Proposed Amendment (C)	Existing Regulation (D)	Proposed Regulation (E)	Rationale (F)
1	i	<p>List of Tables, Figures and Appendices</p> <p>Chapter 2 Interpretation</p> <p>Be amended by adding: “Figure 2.6A Semi-Detached Dwelling Unit Types...Page 2.17”</p>			This illustration, together with the amended definition, will clarify the interpretation of a front to back semi-detached building.
2	ii	<p>List of Tables, Figures and Appendices</p> <p>Chapter 6 Residential Zone Regulations</p> <p>Be amended by adding: “Figure 6.0 Reduced Front Yard Setbacks on Lots with Rear Lane Access...Page 6.5”</p>			This illustration will clarify the application of the regulation in subsection 6.3 Reduced Setbacks on Lots With Rear Lane Access.
3	2.3	<p>2B.1 Word Usage</p> <p>Add a new subsection: 1.7 Dollar Amount References</p>		<p>1.7 Dollar Amount References</p> <p>Where a dollar amount is referenced to a particular year the amount shall be adjusted for inflation in accordance with the Bank of Canada Consumer Price Index.</p>	This amendment will ensure that cash values referenced in the Zoning Bylaw will not decrease over time.
4	2.15	<p>Part C – Definitions</p> <p>Be amended by deleting the references to ages in the definition of “Day Care Centre, Child.”</p>	<p>“Day Care Centre, Child” – any facility with the exception of a child day care home or school, where care, protection and supervision are provided:</p> <ul style="list-style-type: none"> (a) on a regular schedule of at least twice a week (b) to children under 15 years of age, in the case of special needs children (c) to children under 13 years of age in any case other than that described in clause (b) (d) for more than two hours a day per any one child (e) for which a license is required or has been obtained under <i>The Child Protection Act</i>. 	<p>“Day Care Centre, Child” – any facility with the exception of a child day care home or school, where care, protection and supervision are provided:</p> <ul style="list-style-type: none"> (a) on a regular schedule of at least twice per week (b) for more than two hours a day per any one child (c) for which a license is required or has been obtained under <i>The Child Protection Act</i>. 	This amendment will ensure there is no gap in the ages between Day Care Centre, Child and Day Care Centre, Adult. The definition for Adult Day Care references person aged 18 or older while the definition for Child Day Care references under 13 and under 15 years of age.

APPENDIX A - 2
Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

5	2.17	Part C – Definitions Definition for “Dwelling Unit, Semi-Detached” is amended by adding references to both side by side and front to back configurations.	“Dwelling Unit, Semi-Detached” – a dwelling unit is a building divided vertically into two dwelling units by a common wall extending from the base of the foundation to the roof line.	“Dwelling Unit, Semi-Detached” – a building divided vertically into two dwelling units by a common wall extending from the base of the foundation to the roof line. The configuration of the building can either be side to side units or front to back units. (see Figure 2.6A).	This amendment will clarify the interpretation of a front to back semi-detached building.
6	2.21	Part 2C – Definitions A NEW DEFINITION		“Gross Vehicle Weight Rating (GVWR)” – is the maximum number of kilograms that a vehicle may weigh, with or without load, as prescribed by the manufacturer.	This definition will better reflect a common form of measurement of the size of vehicles in common use today. The GVWR of a vehicle is also easily identifiable on the vehicle itself (typically displayed on the driver’s door or door-lock pillar label of the vehicle) which will aid in enforcement.
7	2.29	Part 2C – Definitions Delete the definition for “Mixed-Use” and it replace with the new definition in Column E.	“Mixed-Use” – a combination of a residential use and one or more of the following types of uses: (a) confectionary stores (b) retail stores (c) personal service establishments (d) repair shops (e) offices (f) banks or other financial institutions (g) restaurants (h) licensed restaurants (i) licensed dining rooms (j) bakery shops and (k) day care centres or nursery schools.	“Mixed-Use” – a combination of a residential use and one or more other permitted or discretionary uses in the zone.	This amendment will ensure that the uses developed in a mixed use building are in keeping with the intent of the zone.
8	2.38	Part 2C – Definitions Delete the definition for “Shopping Centre” and replace it with the new definition in Column E.	“Shopping Centre” – any group of more than five permitted or discretionary uses, designed developed and managed as a unit by a single owner or tenant or a group or owners or tenants.	“Shopping Centre” – a building or group of buildings on a single lot that is developed, owned and managed as a single entity and comprised of more than five commercial rental units each of which is occupied by a permitted or discretionary use and all of which share a common on-site parking area.	The current definition of Shopping Centre includes the word “uses” instead of the word “tenants” when identifying the minimum number of business that constitute a Shopping Centre. The proposed definition clarifies the original intent of the definition.

APPENDIX A - 3
Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

9	2.40	Part 2C – Definitions Amend the definition for “Sign, Portable” by deleting the reference to “free-standing.”	Sign, Portable – a free-standing sign mounted on a trailer, stand or similar support structure which is designed in such a manner that the sign can be readily be relocated to provide advertising at another location, and may include copy that can be changed manually through the use of attachable characters.	Sign, Portable – a sign mounted on a trailer, stand or similar support structure which is designed in such a manner that the sign can be readily relocated to provide advertising at another location, and may include copy that can be changed manually through the use of attachable characters.	This amendment will clarify the meaning of the definition and avoid misinterpretation.
10	3.3	Part 3B Division of City into Land Use Zones Amend Table 3.1 Land Use Zones by adding “OA-Office Area Zone” to the list of Commercial Zones.			This amendment will correct an oversight that occurred when the OA-Office Area Zone was added to the Bylaw in 2012.
11	4.13	4B.9 Habitable Use NEW REGULATION		4B.9 – Habitable Use (1) Only buildings or structures designed for the purpose of year round human habitation; and that have been developed or constructed legally through the issuance of a building permit, may be used as a dwelling unit as defined in this bylaw and as allowed within the applicable zone designation. (2) The use of Fifth Wheel Trailers, Motor Homes-Class A, Motor Homes-Class C, Recreational Vehicles, Tents, Tent Trailers, and Travel Trailers, as defined in this bylaw, for commercial purposes or habitation shall be prohibited in all zones except where such use is expressly permitted by this bylaw. (3) No other form of trailer or vehicle shall be used for human habitation unless expressly permitted by this bylaw.	This regulation will define what can and cannot be used as dwelling units, or habitable dwellings within the city. This regulation will allow the timely enforcement of recreational vehicles illegally utilized as dwelling units.

APPENDIX A - 4
Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

12	5.11	<p>Table 5.2: Table of Land Uses – Commercial Zones</p> <p>Table 5.2 be amended by:</p> <p>a) deleting the land uses “Day Care Centre, Adult” and “Day Care Centre, Child” as a discretionary use in the LC3 and NC zones; and</p> <p>b) adding the land uses “Day Care Centre, Adult” and “Day Care Centre, Child” as a permitted use in the LC3 and NC zones.</p>			This amendment will enable consistent application of these land uses across all of the local commercial zones, as they are currently permitted in all local commercial zones with the exception of the LC3 and NC zones.
13	5.12	<p>Table 5.2: Table of Land Uses – Commercial Zones</p> <p>Mixed-Use Buildings be added as a permitted use to the DSC Zone and added as a discretionary use to the NC, LC1, LC2, LC3, MS, MAC 3 and MAC zones</p>			The Zoning Bylaw contemplates allowing for “Dwelling Units” in the same building as a permitted or discretionary use in commercial zones. A “Mixed Use Building” is only accommodated in the D and MX zones. This regulation clarifies that mixed use buildings are accommodated in applicable commercial zones.
14	5.12	<p>Table 5.2: Table of Land Uses – Commercial Zones</p> <p>Be amended by adding Footnote 11 after the reference to “Mixed-Use Building.”</p>		<p>Mixed-Use Building¹¹</p> <p>Footnote 11 reads as follows: “Containing uses that are permitted or discretionary in the zone”</p>	This amendment is consequential to amendment #7 and emphasizes that only uses that are permitted or discretionary in the zone can be developed within a mixed-use building.
15	5.25	<p>Table 5.6: Dwelling Unit Development Standards</p> <p>That the reference to “Semi-Detached” for the R2 Zone in Table 5.6 be amended: By deleting the reference to 250 minimum area and replacing it with 250⁴ and deleting 7.5 min lot frontage and replacing it with 7.5⁴.</p>			This amendment will correct a mistake that was made in the last set of housekeeping amendments which removed the reference to per unit in the R2 zone. The former amendment has created a situation where 50 foot lots in R2 zones, where the predominant lot size is 50 feet, can be subdivided into two 25

APPENDIX A - 5
Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

		<p><i>Note that superscript ⁴ references the requirement per unit not per building.</i></p> <p>By deleting the reference to 210⁷ minimum lot area and replacing it with 210^{4,7} and deleting 6.7⁷ minimum lot frontage and replacing it with 6.7^{4,7}.</p> <p><i>Note that superscript ⁴ references the requirement per unit not per building.</i></p> <p><i>Note that superscript ⁷ applies to semi-detached dwelling units on lots with rear lane/alley access.</i></p>					<p>foot lots, each lot containing a semi-detached building. This effectively doubles the density.</p> <p>Until the Intensification Strategy document is complete and the recommendations are known, it is premature to encourage this type of densification.</p>
16	5.25	<p>Table 5.6 Dwelling Unit Development Standards</p> <p>That the Minimum Lot Area (m²) in the R2 Zone be amended</p> <p>By adding “Semi-Detached (front to back) 325”</p> <p>That the Minimum Lot Frontage (m) in the R2 zone be amended</p> <p>By adding Semi-Detached (front to back) 10.5”</p>	MIN. LOT AREA (m ²)	R2	MIN. LOT AREA (m ²)	R2	This amendment will enable the development of front to back semi-detached dwellings on smaller lots in the R2-Residential Semi-Detached Zone.
			Detached	325	Detached	325	
			Detached zero lot		Detached zero lot		
			Corner lot	315	Corner lot	315	
			Others	250	Others	250	
			Semi-detached	250 210 ⁷	Semi-detached	250 210 ⁷ 325	
			Duplex	325	Duplex	325	
			Fourplex	n/a	Fourplex	n/a	
			Triplex		Triplex		
			Townhouse unit ⁴		Townhouse unit ⁴		
			Apartment ⁺		Apartment ⁺		
			Converted house ¹		Converted house ¹		
			Mobile home		Mobile home		
			MIN. LOT FRONTAGE (m)	R2	MIN. LOT FRONTAGE (m)	R2	
			Detached	10.5	Detached	10.5	
			Detached zero lot		Detached zero lot	n/a	
Corner lot	10.5	Corner lot	10.5				
Others	9	Others	9				
Semi-detached	7.5 6.7 ⁷	Semi-detached	7.5 6.7 ⁷				

APPENDIX A - 6
Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

					Semi-detached (front to back)	10.5	
			Duplex	10.5	Duplex	10.5	
			Fourplex	n/a	Fourplex	n/a	
			Triplex		Triplex		
			Townhouse unit ⁴		Townhouse unit ⁴		
			Apartment ⁺		Apartment ⁺		
			Converted house ¹		Converted house ¹		
			Mobile home		Mobile home		
17	6.5	6B.6 Front Yard Reduction 6.3 Reduced Setbacks on Lots With Rear Lane Access Amend subsection (1) by deleting the reference to “established” in the first line and adding a sketch to clarify the application of the subsection.	6.3 Reduced Setbacks on Lots With Rear Lane Access (1) For all dwelling types in established residential zones, with the exception of apartment buildings, and where such dwellings are situated on separate lots with vehicular access provided by a rear lane (alley), the minimum front yard setback may be reduced to 3.0 metres where there is a landscaped boulevard between the curb and public sidewalk, within the right-of-way of the fronting street. If there is no such boulevard in place, the minimum setback may be reduced to 4.5 metres.		6.3 Reduced Setbacks on Lots With Rear Lane Access (1) For all dwelling types in residential zones, with the exception of apartment buildings, and where such dwellings are situated on separate lots with vehicular access provided by a rear lane (alley), the minimum front yard setback may be reduced to 3.0 metres where there is a landscaped boulevard between the curb and public sidewalk, within the right-of-way of the fronting street. If there is no such boulevard in place, the minimum setback may be reduced to 4.5 metres (see Figure 6.0).		This amendment will clarify the intent of the subsection and clarify how the setback is applied.
18	6.7	6B.7 Permitted Yard Encroachments Section 7.5 Porch be deleted and replaced with a new section.	7.5 Porch A porch that does not exceed three square metres may project 1.5 metres into the required front yard.		7.5 Porch A porch may project 1.5 metres into the required front yard but no closer than 3 metres from the property line.		This amendment will clarify the intent of the section and avoid misinterpretation. The size of the porch has also been deleted.
19	6.10	6B.11 - Planned Group of Dwellings Be amended by adding the new subsection 11.3 in Column E			11.3 APPLICATION (1) Buildings that are connected by underground parking structures or above ground non-enclosed structures shall be considered Planned Groups of Dwellings and shall comply with the regulations of this Section. (2) Buildings shall not be connected through underground or above ground structures that are open air.		Developers have “connected” buildings with a structural grade beam to avoid the discretionary use process. This amendment to the Planned Group regulations clarifies the interpretation of separate buildings.

APPENDIX A - 7
Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

20	6.34	<p>6C.11 – Transitional Area Residential Zone</p> <p>Section 11.1(7) be deleted and be replaced by the new section in Column E.</p>	<p>11.1 (7) Apartments</p> <p>Although apartment dwelling units and seniors assisted living apartment buildings are discretionary uses in this zone, they are restricted from being developed in the Low Rise District by virtue of their defined height</p>	<p>11.1 (7) Apartments</p> <p>Although apartment buildings and seniors assisted living apartment buildings are discretionary uses in this zone, the form and massing of buildings will be restricted in accordance with the provisions of this zone.</p>	<p>The current intent statement can be interpreted as contradictory to the provisions of the zone. The amended wording reflects the intent of the Low Rise District.</p>
21	7.39	<p>7C.10 Downtown Zone (D)</p> <p>Section 10.5 Development Regulations</p> <p>Subsection (1)(d) be amended by adding “(in 2009 dollars)” after “\$4.00 per square foot”</p>	<p>Subsection (1) Floor Area Ratio Limits</p> <p>(d) In the area identified in Figure 7.3 as the CBD-Central Business District, buildings that contain 25% of their total gross floor area as office use and that exceed the maximum permitted Street Wall height (podium) shall be required to provide public amenity contributions in the amount of \$4.00 per square foot of gross floor area or contribution of public amenities of equivalent value for the portions of the building above the podium in accordance with the provisions of Chapter 17-Development Alternatives and Incentives of the Bylaw through application of the Contribution Gradient (Table 17.1-Incentive and Amenity System) in exchange for unlimited Height and FAR.</p>	<p>Subsection (1) Floor Area Ratio Limits</p> <p>(d) In the area identified in Figure 7.3 as the CBD-Central Business District, buildings that contain 25% of their total gross floor area as office use and that exceed the maximum permitted Street Wall height (podium) shall be required to provide public amenity contributions in the amount of \$4.00 per square foot (in 2009 dollars) of gross floor area or contribution of public amenities of equivalent value for the portions of the building above the podium in accordance with the provisions of Chapter 17-Development Alternatives and Incentives of the Bylaw through application of the Contribution Gradient (Table 17.1-Incentive and Amenity System) in exchange for unlimited Height and FAR.</p>	<p>This amendment is consequential to amendment #3. The year reference is the year the Zoning Bylaw was amended to include the subsection.</p>
22	7.42	<p>7C.10 Downtown Zone (D)</p> <p>Section 10.5 Development Regulations</p> <p>Subsection (2)(e) be amended by adding “(in 2009 dollars)” after “\$4.00 per square foot”</p>	<p>Subsection (2) Height</p> <p>(e) In the area identified in Figure 7.3 as the CBD-Central Business District, buildings that contain 24% of their total gross floor area as office use and that exceed the maximum permitted Street Wall height (podium) shall be required to provide public amenity contributions in the amount of \$4.00 per square foot of gross floor area or contribution of public amenities of equivalent value for the portions of the building above</p>	<p>Subsection (2) Height</p> <p>(e) In the area identified in Figure 7.3 as the CBD-Central Business District, buildings that contain 24% of their total gross floor area as office use and that exceed the maximum permitted Street Wall height (podium) shall be required to provide public amenity contributions in the amount of \$4.00 per square foot (in 2009 dollars) of gross floor area or contribution of public amenities of equivalent value for the portions of the</p>	<p>This amendment is consequential to amendment #3. The year reference is the year the Zoning Bylaw was amended to include the subsection.</p>

APPENDIX A - 8
Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

			podium in accordance with the provisions of Chapter 17-Development Alternatives and Incentives in this Bylaw through application of the Contribution Gradient (Table 17.1-Incentive and Amenity System) in exchange for unlimited Height and FAR.	building above podium in accordance with the provisions of Chapter 17-Development Alternatives and Incentives in this Bylaw through application of the Contribution Gradient (Table 17.1-Incentive and Amenity System) in exchange for unlimited Height and FAR.	
23	7.98	7C.12 Office Area Zone (OA) Section 12.6 Additional Regulations Subsection (6)(c) clause (viii) be amended by adding “(in 2012 dollars)” after “per additional parking stall”.	Subsection (6) Parking and Loading (c) Notwithstanding section 12.6(6)(b), the City shall allow additional parking above the maximum amount in the following situations: (viii) where payment is made by the applicant or owner, calculated on the basis of \$7,000 per additional parking stall, to be expended by the City for the purpose of acquiring or supporting public parking or transit, or other public amenities or services.	Subsection (6) Parking and Loading (c) Notwithstanding section 12.6(6)(b), the City shall allow additional parking above the maximum amount in the following situations: (viii) where payment is made by the applicant or owner, calculated on the basis of \$7,000 per additional parking stall (in 2012 dollars), to be expended by the City for the purpose of acquiring or supporting public parking or transit, or other public amenities or services.	This amendment is consequential to amendment #3. The year reference is the year the Zoning Bylaw was amended to include the subsection.
24	7.102	7D.2 – Drive-In Business Subsection 2.3(3) be amended by deleting the words “Development Officer or the Director of Development Engineering” and replacing them with “the City”.	2.3 Waiting or Queuing Space (3) Notwithstanding the minimum development standards for drive-in businesses, where a drive-in business is located on an arterial roadway, the Development Officer or the Director of Development Engineering may require a Traffic Impact Traffic Study to determine the minimum number of vehicle queuing spaces taking into consideration:	2.3 Waiting or Queuing Space (3) Notwithstanding the minimum development standards for drive-in businesses, where a drive-in business is located on an arterial roadway, the City may require a Traffic Impact Traffic Study to determine the minimum number of vehicle queuing spaces taking into consideration:	City department names change when re-organizations occur. This amendment will avoid having to amend sections to reflect current department names.
25	7.103	7D.3 - Service Station/Gas Bar Section 3.5 Underground Storage Tanks be amended by deleting the words “Province of Saskatchewan (Environment and Public Safety)” and replacing them with Saskatchewan Ministry of Environment”	3.5 Underground Storage Tanks The installation of new underground storage tanks shall meet the design and operational requirements specified by the Province of Saskatchewan (Environment and Public Safety).	3.5 Underground Storage Tanks The installation of new underground storage tanks shall meet the design and operational requirements specified by the Saskatchewan Ministry of Environment.	Ministry names need to be updated due to a re-organization in the provincial government.

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Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

26	7.104	7D.3 – Service Station Gas Bar Section 3.6 Site Decommissioning/Remediation Clause 3.6(2)(a) be amended by deleting the words “Saskatchewan Environment and Public Safety” and replacing them with “Saskatchewan Ministry of Environment”.	3.6 Site Decommissioning/Remediation (2) The decommissioning of the site shall be in accordance with the requirements and guidelines established by: (a) Saskatchewan Environment and Public Safety; and	3.6 Site Decommissioning/Remediation (2) The decommissioning of the site shall be in accordance with the requirements and guidelines established by: (a) Saskatchewan Ministry of Environment; and	Ministry names need to be updated due to a re-organization in the provincial government.
27	9.12 9.25 9.54	9C.3.7 DCD-1 Cathedral Area (13th Avenue), 9C.3.11 DCD-5 Lakeview South – Pasqua Street and 9C.3.16 DCD-10 3200 Block 13th Avenue Zones Are amended by replacing “Office” with “Office, General” in the list of Permitted Uses	9C.3.7 DCD-1 Cathedral Area (13th Avenue) 3.7(3) <u>Permitted Uses</u> <ul style="list-style-type: none"> • art galleries • bakery shops • dwelling units, converted • dwelling units, detached • home-based businesses • libraries • offices • personal service establishments • retail • secondary suites 9C.3.11 DCD-5 Lakeview South – Pasqua Street 3.11(3) <u>Permitted Uses</u> <ul style="list-style-type: none"> • Financial Institutions • Funeral Homes • Labour Union Hall • Medical Clinic • Medical/Dental Laboratory • Office • Post Office • Public Use • Personal Service Establishment* • Bakery Shop* 	9C.3.7 DCD-1 Cathedral Area (13th Avenue) 3.7(3) <u>Permitted Uses</u> <ul style="list-style-type: none"> • art galleries • bakery shops • dwelling units, converted • dwelling units, detached • home-based businesses • libraries • offices, general • personal service establishments • retail • secondary suites 9C.3.11 DCD-5 Lakeview South – Pasqua Street 3.11(3) <u>Permitted Uses</u> <ul style="list-style-type: none"> • Financial Institutions • Funeral Homes • Labour Union Hall • Medical Clinic • Medical/Dental Laboratory • Office, General • Post Office • Public Use • Personal Service Establishment* • Bakery Shop* 	In 2012 an amendment was made to the Zoning Bylaw to define “Office General” and “Office Industry” where previously there was only one “Office” designation. This amendment will clarify which type of office is permitted in the DCD-1, DCD-5 and DCD-10 zones.

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Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

			9C.3.16 DCD-10 3200 Block 13th Avenue Zone 3.16 (3)(b) Permitted Uses <ol style="list-style-type: none"> i. Art Gallery ii. Bed and Breakfast iii. Day Care iv. Office v. Confectionary Store vi. Restaurants vii. Licensed Restaurants viii. Recreation Service Facilities ix. Retail Use x. Personal Service Establishment 	9C.3.16 DCD-10 3200 Block 13th Avenue Zone 3.16 (3)(b) Permitted Uses <ol style="list-style-type: none"> i. Art Gallery ii. Bed and Breakfast iii. Day Care iv. Office, General v. Confectionary Store vi. Restaurants vii. Licensed Restaurants viii. Recreation Service Facilities ix. Retail Use x. Personal Service Establishment 	
28	9.15 9.20	9C.3.8 DCD-2 Saskatchewan Drive/North Railway Street and 9.C3.9 DCD-3 Lots 25-48, Block 41 and Lots 25-48, Block 56, Plan AY 5450 100N and 200N Blocks (west side), Winnipeg Street North Zones Are amended by replacing “Office” with “Office Industry” in the list of Permitted Uses.	9C.3.8 DCD-2 Saskatchewan Drive/North Railway Street 3.8(2)(c) Permitted Uses <ul style="list-style-type: none"> • Animal hospital • Animal shelter • Assembling, parts • Auto supply stores • Automobile sales and service • Automobile, rental and leasing • Automobile repair • Bakery • Biscuit plant • Cleaning, carpet and rug • Club • Financial institution • Laboratory, medical/dental • Labour union hall • Laundry plant • Lumber yard • Mobile home sales • Newspaper • Offices • Printing, commercial 	9C.3.8 DCD-2 Saskatchewan Drive/North Railway Street 3.8(2)(c) Permitted Uses <ul style="list-style-type: none"> • Animal hospital • Animal shelter • Assembling, parts • Auto supply stores • Automobile sales and service • Automobile, rental and leasing • Automobile repair • Bakery • Biscuit plant • Cleaning, carpet and rug • Club • Financial institution • Laboratory, medical/dental • Labour union hall • Laundry plant • Lumber yard • Mobile home sales • Newspaper • Offices, Industry • Printing, commercial 	In 2012 an amendment was made to the Zoning Bylaw to define “Office General” and “Office Industry” where previously there was only one “Office” designation. This amendment will clarify which type of office is permitted in the DCD-2 and DCD-3 zones.

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Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

			<ul style="list-style-type: none"> • Public uses • Publishing or publishing/printing • Recreation vehicles • Recreational service facility • Repair shop • Repair, rental and service • Retail, general • Retail, hardware • Retail, small equipment and supplies • Sharpening and repair, knives, saws, tools • Taxidermy shop • Warehousing • Warehousing, refrigerated <p>9.C3.9 DCD-3 Lots 25-48, Block 41 and Lots 25-48, Block 56, Plan AY 5450 100N and 200N Blocks (west side), Winnipeg Street North</p> <p>3.9(3)(a) Permitted Uses</p> <ul style="list-style-type: none"> • Automobile rental and leasing • Automobile sales and service • Religious institution • Day care centre • Financial institution • Humanitarian service facility • Labour union hall • Library • Office • Public use • Recreational service facility • Repair shop • Retail, small equipment and supplies • Retail use • Service station 	<ul style="list-style-type: none"> • Public uses • Publishing or publishing/printing • Recreation vehicles • Recreational service facility • Repair shop • Repair, rental and service • Retail, general • Retail, hardware • Retail, small equipment and supplies • Sharpening and repair, knives, saws, tools • Taxidermy shop • Warehousing • Warehousing, refrigerated <p>9.C3.9 DCD-3 Lots 25-48, Block 41 and Lots 25-48, Block 56, Plan AY 5450 100N and 200N Blocks (west side), Winnipeg Street North</p> <p>3.9(3)(a) Permitted Uses</p> <ul style="list-style-type: none"> • Automobile rental and leasing • Automobile sales and service • Religious institution • Day care centre • Financial institution • Humanitarian service facility • Labour union hall • Library • Office, Industry • Public use • Recreational service facility • Repair shop • Retail, small equipment and supplies • Retail use • Service station 	
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Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

29	9.22	9C.3.10 DCD-4 Garden Ridge Clause 3.10(3)(b) be amended by deleting the words “Director of Planning and Sustainability” and replacing them with “Development Officer”.	(3) Permitted and Discretionary Uses (b) The use of Parcel A in garden Ridge Phase II (i.e., adjacent to the east side of the McIntosh Street right-of-way, immediately south of Rochdale Boulevard) shall be restricted to the establishment and maintenance of a telephone distribution service facility, or for other public utility-related functions deemed compatible with the surrounding uses and acceptable to the Director of Planning and Sustainability.	(3) Permitted and Discretionary Uses (b) The use of Parcel A in garden Ridge Phase II (i.e., adjacent to the east side of the McIntosh Street right-of-way, immediately south of Rochdale Boulevard) shall be restricted to the establishment and maintenance of a telephone distribution service facility, or for other public utility-related functions deemed compatible with the surrounding uses and acceptable to the Development Officer.	This amendment clarifies that the Director of Planning is the Development Officer as defined in the Bylaw.
30	9.24	9C.3.10 DCD-4 Garden Ridge Clause 3.10(4)(d) be amended by deleting the words “Director of Engineering and Works” and replacing them with “with other City departments as required”.	(4) Site and Development Standards (d) Applicable standards for development of Parcel A in Garden Ridge Phase II shall be determined by the Development Officer in consultation with the Director of Engineering and Works.	(4) Site and Development Standards (d) Applicable standards for development of Parcel A in Garden Ridge Phase II shall be determined by the Development Officer in consultation with other City departments as required.	City department names change when re-organizations occur. This amendment will avoid having to amend sections to reflect current department names.
31	9.27	9C.3.11 DCD-5 Lakeview South – Pasqua Street Subclause 3.11(6)(c)(ii) be amended by deleting the words “Director of Planning and Sustainability” and replacing them with “Development Officer”.	(6) Additional Regulations (c) Landscape Regulations (ii) The landscape design plan shall be reviewed as part of the overall development review undertaken by the Director of Planning and Sustainability.	(6) Additional Regulations (c) Landscape Regulations (ii) The landscape design plan shall be reviewed as part of the overall development review undertaken by the Development Officer.	This amendment clarifies that the Director of Planning is the Development Officer as defined in the Bylaw.
32	9.28	9C.3.11 DCD-5 Lakeview South – Pasqua Street Clause (6)(d)(i) be amended by deleting the reference to “a maximum of” and replacing it with “no more than”.	9C.3.11 (6) Additional Regulations (d) Signs (i) Permitted Sign A free standing sign shall: Be set back a maximum of six metres from the front property line abutting Pasqua Street, and	9C.3.11 (6) Additional Regulations (d) Signs (i) Permitted Sign A free standing sign shall: Be set back no more than six metres from the front property line abutting Pasqua Street, and	This amendment will clarify the intent of this regulation and avoid misinterpretation. The intent is that signs must be placed within 6 metres of the property line.

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33	9.28	9C.3.11 DCD-5 Lakeview South – Pasqua Street Be amended by deleting Clause (6) (d) (ii) Prohibited Signs	(6) Additional Regulations (d) Signs (ii) Prohibited Signs <ul style="list-style-type: none"> ▪ Temporary sign ▪ Rotating sign ▪ Billboard sign ▪ Roof sign ▪ Projecting sign ▪ Balloon/Inflatable Advertising or Display Device 		This amendment will clarify the types of signs that are permitted. The permitted sign type is referenced in Clause (6) (d) (i).
34	9.40	9C.3.15 DCD-9 Former Diocese of Qu’Appelle Lands (3) Heritage Policy Area (b) Permitted Uses Be amended by deleting “Office” and replacing it with “Office, General ¹⁷ ”.	9C.3.15 DCD-9 Former Diocese of Qu’Appelle Lands (3) Heritage Policy Area (b) Permitted Uses <ul style="list-style-type: none"> • Animal hospital • Apartment dwelling unit • Apartment, senior assisted living • Art gallery • Banquet and reception facility • Bed and breakfast homestay¹ • Bowling centre • Religious institution² • Club • College, community • Community centre • Community garden • Day care centre, adult³ • Day care centre, child⁴ 	9C.3.15 DCD-9 Former Diocese of Qu’Appelle Lands (3) Heritage Policy Area (b) Permitted Uses <ul style="list-style-type: none"> • Animal hospital • Apartment dwelling unit • Apartment, senior assisted living • Art gallery • Banquet and reception facility • Bed and breakfast homestay¹ • Bowling centre • Religious institution² • Club • College, community • Community centre • Community garden • Day care centre, adult³ • Day care centre, child⁴ • Dwelling unit, detached • Financial institution 	In 2012 an amendment was made to the Zoning Bylaw to define “Office General” and “Office Industry” where previously there was only one “Office” designation. This amendment will clarify which type and size of office is permitted in the DCD-9 zone.

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			<ul style="list-style-type: none"> • Dwelling unit, detached • Financial institution • Health/fitness centre • Home-based business⁵ • Hospice • Hostel • Hotel • Humanitarian service facility • Labour union hall • Library • Licensed beverage room • Licensed cocktail room • Licensed dining room • Licensed restaurant • Medical/dental laboratory • Mixed-use building • Multi-unit residence • Nursery school⁶ • Office • Personal service • Pool hall • Post office • Public use • Recreational service facility • Repair service • Restaurant • School, private • Secondary suite • School/academy • School, vocational • Supportive living home⁷ • Theatre 	<ul style="list-style-type: none"> • Health/fitness centre • Home-based business⁵ • Hospice • Hostel • Hotel • Humanitarian service facility • Labour union hall • Library • Licensed beverage room • Licensed cocktail room • Licensed dining room • Licensed restaurant • Medical/dental laboratory • Mixed-use building • Multi-unit residence • Nursery school⁶ • Office, General¹⁷ • Personal service • Pool hall • Post office • Public use • Recreational service facility • Repair service • Restaurant • School, private • Secondary suite • School/academy • School, vocational • Supportive living home⁷ • Theatre 	
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35	9.41 9.42	<p>9C.3.15 DCD-9 Former Diocese of Qu’Appelle Lands</p> <p>(4) Mixed Use Policy Area (b) Permitted Uses</p> <p>Be amended by deleting “Office ¹⁷” and replacing it with “Office, General ¹⁷”.</p> <p>(4) Mixed Use Policy Area (c) Discretionary Uses</p> <p>Be amended by deleting “Office ³¹” and replacing it with “Office, General ³¹”.</p>	<p>9C.3.15 DCD-9 Former Diocese of Qu’Appelle Lands</p> <p>(4) Mixed Use Policy Area (b) Permitted Uses</p> <ul style="list-style-type: none"> • Art gallery • Bakery shop • Club⁹ • Club, licensed¹⁰ • Community centre • Community garden • Dwelling unit¹¹ • Grocery store • Home-based business¹² • Humanitarian service facility • Library • Licensed cocktail room¹³ • Licensed dining room¹⁴ • Licensed restaurant¹⁵ • Nursery school¹⁶ • Office¹⁷ • Personal service • Public use¹⁸ • Recreational service facility • Recreational service facility, licensed¹⁹ • Repair service • Restaurant^{20,21} • Retail use²² <p>(4) Mixed Use Policy Area (c) Discretionary Uses</p> <ul style="list-style-type: none"> • Club²³ 	<p>9C.3.15 DCD-9 Former Diocese of Qu’Appelle Lands</p> <p>(4) Mixed Use Policy Area (b) Permitted Uses</p> <ul style="list-style-type: none"> • Art gallery • Bakery shop • Club⁹ • Club, licensed¹⁰ • Community centre • Community garden • Dwelling unit¹¹ • Grocery store • Home-based business¹² • Humanitarian service facility • Library • Licensed cocktail room¹³ • Licensed dining room¹⁴ • Licensed restaurant¹⁵ • Nursery school¹⁶ • Office, General¹⁷ • Personal service • Public use¹⁸ • Recreational service facility • Recreational service facility, licensed¹⁹ • Repair service • Restaurant^{20,21} • Retail use²² <p>(4) Mixed Use Policy Area (c) Discretionary Uses</p> <ul style="list-style-type: none"> • Club²³ • Club, licensed²⁴ 	<p>In 2012 an amendment was made to the Zoning Bylaw to define “Office General” and “Office Industry” where previously there was only one “Office” designation. This amendment will clarify which type of office is permitted in the DCD-9 zone.</p>
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Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

			<ul style="list-style-type: none"> • Club, licensed²⁴ • Confectionary store • Day care centre, adult²⁵ • Day care centre, child²⁶ • Individual and Family social service home²⁷ • Licensed cocktail room²⁸ • Licensed dining room²⁹ • Licensed restaurant³⁰ • Office³¹ • Recreational service facility, licensed³² • Restaurant³³ • Retail use³⁴ 	<ul style="list-style-type: none"> • Confectionary store • Day care centre, adult²⁵ • Day care centre, child²⁶ • Individual and Family social service home²⁷ • Licensed cocktail room²⁸ • Licensed dining room²⁹ • Licensed restaurant³⁰ • Office, General³¹ • Recreational service facility, licensed³² • Restaurant³³ • Retail use³⁴ 	
36	9.54	<p>9C.3.16 DCD-10 3200 Block 13th Avenue</p> <p>Subsection (3) (b) be amended by:</p> <ol style="list-style-type: none"> 1. deleting the reference to “commercial” in the preamble and 2. adding “Dwelling Unit” as a permitted use. 	<p>Subsection (3) Permitted and Discretionary Uses</p> <p>(b) Notwithstanding clause (3) (a) above, the following commercial uses shall be permitted in DCD-10:</p> <ol style="list-style-type: none"> (i) Art Gallery (ii) Bed and Breakfast (iii) Day Care (iv) Office (v) Confectionary Store (vi) Restaurants (vii) Licensed Restaurants (viii) Recreation Service Facilities (ix) Retail Use (x) Personal Service Establishment 	<p>Subsection (3) Permitted and Discretionary Uses</p> <p>(b) Notwithstanding clause (3) (a) above, the following uses shall be permitted in DCD-10:</p> <ol style="list-style-type: none"> (i) Art Gallery (ii) Bed and Breakfast (iii) Day Care (iv) Office (v) Confectionary Store (vi) Restaurants (vii) Licensed Restaurants (viii) Recreation Service Facilities (ix) Retail Use (x) Personal Service Establishment (xi) Dwelling Unit 	<p>The zone is intended to flexibly accommodate residential and limited commercial in an area of transition on the fringe of the 13th Avenue commercial district. This amendment will clarify that the City will permit a dwelling unit in the same building as a commercial use.</p>

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37	9.59	<p>9C.3.18 DCD-12 Suburban Narrow Lot Residential</p> <p>Be amended by adding the following new sentence to Subsection (5) (b) Additional Regulations:</p> <p>“The regulations of Section 6B.4 in Chapter 6 do not apply.”</p>	<p>(5) Additional Regulations</p> <p>(b) Subject to the more specific provisions of this section, development shall be in accordance with the applicable provisions of Chapter 6.</p>	<p>(5) Additional Regulations</p> <p>(b) Subject to the more specific provisions of this section, development shall be in accordance with the applicable provisions of Chapter 6: provided, however, that the regulations of Section 6B.4 in Chapter 6 do not apply.</p>	<p>This amendment will clarify that side yard reductions do not apply to DCD-12 and that the Development Standards in Table 9.2 apply.</p>
38	9.71	<p>9C.4 – Floodway Zone (FW)</p> <p>Subclause 4.9(1)(c)(iii) be amended by deleting the words “Director of Development Engineering” and replacing them with “the City”.</p>	<p>4.9 Prohibited Uses</p> <p>(1) (c) substantial improvements to existing structures are prohibited except where:</p> <p style="padding-left: 40px;">(iii) approved by the Director of Development Engineering.</p>	<p>4.9 Prohibited Uses</p> <p>(1) (c) substantial improvements to existing structures are prohibited except where:</p> <p style="padding-left: 40px;">(iii) approved by the City.</p>	<p>City department names change when re-organizations occur. This amendment will avoid having to amend sections to reflect current department names.</p>
39	10.5	<p>10C.1 – Aquifer Protection Overlay Zone (AP)</p> <p>Subsections 1.8(1) and (3) be amended by deleting the words “Director of Development Engineering” wherever they appear and replacing them with “the City”.</p>	<p>1.8 Challenge to Aquifer Overlay Zone Designation</p> <p>(1) An applicant for a development in any of the Aquifer Overlay Zones shown in Figure 10.1 may challenge the inclusion of the land in the zone by providing, at his own expense, to the Director of Development Engineering, an engineering evaluation prepared by a registered professional engineer.</p> <p>(3) If the evaluation mentioned in subsection (1) is concurred in by the</p>	<p>1.8 Challenge to Aquifer Overlay Zone Designation</p> <p>(1) An applicant for a development in any of the Aquifer Overlay Zones shown in Figure 10.1 may challenge the inclusion of the land in the zone by providing, at his own expense, to the City, an engineering evaluation prepared by a registered professional engineer.</p> <p>(3) If the evaluation mentioned in subsection (1) is concurred in by the City, the requirements of the zone, as</p>	<p>City department names change when re-organizations occur. This amendment will avoid having to amend sections to reflect current department names.</p>

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			Director of Development Engineering, the requirements of the zone, as defined in Chapter 2, shall apply to the land.	defined in Chapter 2, shall apply to the land.	
40	10.7 to 10.22	10C.1 – Aquifer Protection Overlay Zone (AP) Tables 10.1, 10.2 and 10.3 be amended by deleting the words “Director of Development Engineering” wherever they appear and replacing them with “the City.”			City department names change when re-organizations occur. This amendment will avoid having to amend sections to reflect current department names.
41	11.11	11C.5 – Cargo Containers NEW REGULATION Part 11C – Regulations For Unique Accessory Uses be amended by adding the new section in column E.		11C.5 – Cargo Containers (1) Cargo containers shall be prohibited in all Residential, Commercial, Industrial Prestige, Warehouse and Special zones with the following exceptions: (a) Airport (b) Railway (2) Notwithstanding subsection (1), cargo containers may be temporarily placed on a site in any zone: (a) during construction on a site when the cargo container is utilized solely for the storage of supplies and equipment that are used for the site, provided that: (i) a valid building permit has been issued for construction on the site; and (ii) the cargo container must be removed from the site upon completion of the construction; or (b) for the purpose of loading and	This amendment is required due to the increasing utilization of cargo/shipping containers as permanent storage buildings, specifically to prohibit that practice within residential and commercial zones, except for regulated temporary purposes. The amendment will aid in more effective enforcement efforts by the City.

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				<p>unloading of items associated with the principal use for a period of not more than 10 days.</p> <p>(3) When placed on a site pursuant to subsection (2), the cargo containers shall:</p> <p>(a) be located so as not to create a safety hazard; and</p> <p>(b) not be located within 1.2 metres of the interior edge of the sidewalk.</p>	
42	12.6 to 12.11	<p>12C.1 – Abatement of Vehicular, Pedestrian and Environmental Impacts</p> <p>Table 12.2 be amended by deleting the words “Director of Development Engineering” and replacing them with “the City”.</p>			City department names change when re-organizations occur. This amendment will avoid having to amend sections to reflect current department names.
43	13.9	<p>13C.4 Non-Conforming Landscaping</p> <p>Table 13.3 be amended by deleting the words “Director of Development Engineering” and replacing them with “the City”.</p>			City department names change when re-organizations occur. This amendment will avoid having to amend sections to reflect current department names.
44	14.6 and 14.7	<p>14B.3 Regulations for Non-Residential Parking</p> <p>Subsections 3.4(4) and (7) be amended by deleting the words “Director of Development Engineering” wherever they appear and replacing them with “the City”.</p>	<p>3.4 Paving, Drainage and Visibility</p> <p>(4) All storm water drainage shall be collected by means of an internal storm sewer system and connected to the public storm sewer system at locations acceptable to the Director of Development Engineering.</p> <p>(7) All storm water drainage associated with uses described in</p>	<p>3.4 Paving, Drainage and Visibility</p> <p>(4) All storm water drainage shall be collected by means of an internal storm sewer system and connected to the public storm sewer system at locations acceptable to the City.</p> <p>(7) All storm water drainage associated with uses described in subsection (5) must be approved by the City.</p>	City department names change when re-organizations occur. This amendment will avoid having to amend sections to reflect current department names.

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			subsection (5) must be approved by the Director of Development Engineering.		
45	14.12	14B.3 Regulations for Non-Residential Parking Section 3.15 Payment in Lieu of Parking Subsection (1) (a) and (b) be amended by adding “(in 1992 dollars)” after “per waived parking space”	(1) Council may, at its discretion, waive all or part of the parking requirements in the: (a) D-Downtown Zone in exchange for a payment-in-lieu of the waived parking spaces calculated on the basis of \$7,000 per waived parking space; or (b) WH-Dewdney Avenue warehouse Zone in exchange for a payment-in-lieu of the waived spaces calculated on the basis of \$2,500 per waived parking space.	(1) Council may, at its discretion, waive all or part of the parking requirements in the: (a) D-Downtown Zone in exchange for a payment-in-lieu of the waived parking spaces calculated on the basis of \$7,000 per waived parking space (in 1992 dollars); or (b) WH-Dewdney Avenue warehouse Zone in exchange for a payment-in-lieu of the waived spaces calculated on the basis of \$2,500 per waived parking space (in 1992 dollars).	This amendment is consequential to amendment #3. The year reference is the year the Zoning Bylaw was amended to include the subsection.
46	14.15	14B.4 Regulations for Residential Parking Section 4.6 Prohibited Vehicles be amended by deleting the reference to “2,722 kilograms” and replacing it with “4,500 kilograms”.	4.6 Prohibited Vehicles No vehicle, business or otherwise, with a combined weight (vehicle and load carried by the vehicle) exceeding 2,722 kilograms, shall be parked on-site in a residential zone. Notwithstanding the above, recreational vehicles may be parked in a residential zone in compliance with Subpart 14B.4 Regulations for Residential Parking.	4.6 Prohibited Vehicles No vehicle, business or otherwise, with a combined weight (vehicle and load carried by the vehicle) exceeding 4,500 kilograms, shall be parked on-site in a residential zone. Notwithstanding the above, recreational vehicles may be parked in a residential zone in compliance with Subpart 14B.4 Regulations for Residential Parking.	This amendment is consequential to the definition of “Business Vehicle (Home-Based Business)” that was amended in the last Housekeeping amendments approved in August 2013. The new weight reference reflects the weight identified in the definition.
47	14.19	Table 14.5: Off-Street Parking Requirements for Institutional and Recreational Uses Be amended by deleting “1 space per 10 square metres of gross floor area used by patron” for Recreational	Recreation Service Facilities 1 space per 10 square metres of gross floor area used by patrons.	Recreation Service Facilities 1 space per 20 square metres of gross floor area used by patrons.	A large amount of floor area could be required for equipment, classroom or workout space, depending upon the nature of the recreation facility. The Administration researched parking requirements for these types of

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Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

		Service Facilities and replacing it with the wording in Column E.			facilities in eight cities across Canada. Two cities had the same requirement as Regina while the requirements in the other cities ranged from 1 space per 18 sq.m. to 1 space per 30 sq.m. The recommendation of 1 space per 20 sq.m. is considered to be reasonable and is the same requirement as we currently have for other uses such as pool halls and amusement arcades.
48	15.9 to 15.12	15B.2 – General Landscaping Design Requirements Sections 2.2 and 2.3 be amended by deleting the words “Parks and Open Spaces” wherever they appear and replacing them with “Open Spaces and Environmental Services”.			City department names need to be updated due to a re-organization.
49	16.9	16C.3 - Projecting Sign Subsection 3.2 Numerical Restrictions be amended by deleting the reference to “per lot” and substituting “per street frontage”.	16C.3.2 Numerical Restrictions One projecting sign is permitted per lot, except where the frontage of the property along any one right-of-way exceeds 90 metres, in which case two projecting signs are permitted.	16C.3.2 Numerical Restrictions One projecting sign is permitted per street frontage, except where the frontage of the property along any one right-of-way exceeds 90 metres, in which case two projecting signs are permitted.	This amendment will enable signs to be permitted on both street frontages in the case of corner lots.
50	16.10	16C.4 - Portable Signs Section 4.4 Permits be amended by deleting the reference to “April 1” and replacing it with “July 1”.	4.4 Permits (2) Permits shall be issued on an annual basis upon payment by the sign owner of the appropriate registration fee. The registration date shall be April 1 of each year.	4.4 Permits (2) Permits shall be issued on an annual basis upon payment by the sign owner of the appropriate registration fee. The registration date shall be July 1 of each year.	This amendment will reflect the current permitting practice.

APPENDIX A - 22
Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

51	17.2	17B.1 Application Section 1.1 Council's Decision be amended by addition a new subsection (6) in Column E.		1.1 Council's Decision (6) The application of these bonusing measures shall be consistent with the Official Community Plan (OCP) policies.	This amendment will ensure the relevant policies in the OCP are taken into account when consideration is being given to the application of the bonusing provisions.
52	17.5 17.9	Table 17.1: Incentive and Amenity System Be amended by deleting the rows: Apartment Arcade, Lane Atrium/Galleria Shopping Public Art.			This amendment will reflect the following: Apartments will be considered as Residential Units for which bonuses are identified in the Table. The Downtown Plan directs retail to be on the street (street frontage), not within buildings or in lanes. Public Art will be combined with Cultural Heritage in amendment #64.
53	17.5	Table 17.1: Incentive and Amenity System The Bonusable Amenity column Be amended by deleting the reference to "Arts Lodge" and replacing it with "Artists Live/Work".	Arts Lodge [Living and working space for members of the City's performing, visual and participatory arts groups.]	Artists Live/Work [Living and working space for members of the City's performing, visual and participatory arts groups.]	This amendment will clarify that the bonus provision is for live/work spaces for artists.

APPENDIX A - 23
Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

54	17.8	Table 17.1: Incentive and Amenity System The wording of “Space for Non-Profit Social Service” in the Bonusable Amenity column Be deleted and replaced with the wording in Column E.	Space for Non-Profit Social Service [Space which is made available, free of rent, to charitable and social service organizations that provide emergency assistance, health services, referral services or other specialized social service directly to the public.]		Space for Non-Profit, Cultural and Social Services [Space which is made available, free of or at reduced rent, to charitable, cultural and social service organizations that provide emergency assistance, health or cultural services, referral services or other specialized social service directly to the public.]		This amendment will clarify that the intent is to promote community development of all types by the inclusion of cultural organizations in the consideration of groups to which this bonus can apply.
55	17.8	Table 17.1: Incentive and Amenity System The “Water Feature” amenity row Be amended by adding a reference to “DCD-9” under the Applicable Land Use Zone column and deleting the reference to “June 21” in the Amenity Performance Standards column and replacing it with “April 21”.	Applicable Land Use Zone D, DSC	Amenity Performance 3. Water must be in motion during day-time hours, except between September 21 and June 21.	Applicable Land Use Zone D, DSC, DCD-9	Amenity Performance 3. Water must be in motion during day-time hours, except between September 21 and April 21.	This amendment will ensure that the water feature is functioning during spring and summer and that it can be considered for bonusing in DCD-9 Former Diocese of Qu’Appelle Lands Direct Control District.
56	17.8	Table 17.1: Incentive and Amenity System The “Allotment Garden” amenity row Be amended by deleting the title “Allotment Garden” and replacing it with “Conservation of Landscape Elements” and adding a new sentence (5) to the Amenity Performance Standards” column as indicated in Column E.			Amenity Performance Standards 1. Must include provision of water access. 2. Must be available for residential use. 3. Must be a minimum of 25 sq.m. 4. Relaxation for specific amenity may be applied to each building only once. 5. Must meet <i>the Standards and Guidelines for the Conservation of Historic Places in Canada</i> .		This amendment will more accurately reflect the type of amenity for which bonusing can be considered and provide additional requirements.

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Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

57	17.9	<p>Table 17.1 – Office Contribution Gradient - Incentive to Amenity Ratio(x:y)</p> <p>This column be amended by adding “(in 2009 dollars)” after “\$4.00 per square foot”</p>	Payment of \$4.00/square foot or contribution of public amenities in kind for portions of the building that exceeds Podium height.	Payment of \$4.00 per square foot (in 2009 dollars) or contribution of public amenities in kind for portions of the building that exceeds Podium height.	This amendment is consequential to amendment #3. The year reference is the year the Zoning Bylaw was amended to include the table.
58	18.7	<p>18C.2 Special Development Permits</p> <p>Section 2.2(d)</p> <p>Be amended by deleting the words “Saskatchewan Environment and Public Safety and Saskatchewan Water Corporation” and replacing them with “Saskatchewan Ministry of Environment and the Water Security Agency”.</p>	<p>2.2 Development Permit for the Aquifer Protection Overlay Zone</p> <p>(d) evidence of approval by Saskatchewan Environment and Public Safety and Saskatchewan Water Corporation;</p>	<p>2.2 Development Permit for the Aquifer Protection Overlay Zone</p> <p>(d) evidence of approval by Saskatchewan Ministry of Environment and the Water Security Agency;</p>	Ministry names need to be updated due to a re-organization in the provincial government.
59	18.8	<p>18C.2 Special Development Permits</p> <p>Section 2.4(c) be amended by deleting the words “Regina Health District” and replacing them with “Regina Qu’Appelle Health Region”</p>	<p>2.4 Development Permit for a Temporary Use</p> <p>(c) a statement by the Regina Health District that the facilities meet health regulations.</p>	<p>2.4 Development Permit for a Temporary Use</p> <p>(c) a statement by the Regina Qu’Appelle Health Region that the facilities meet health regulations.</p>	Ministry names need to be updated due to a re-organization in the provincial government
60	18.32	<p>18C.10.2 – Minor Variance</p> <p>Subsection 18C.10.2 (1) be deleted and replaced with the new subsection in column E.</p>	<p>18C.10.2</p> <p>(1) A minor variance may be granted for variation of:</p> <ul style="list-style-type: none"> (a) yard setbacks up to 25 percent of the minimum required distance for buildings and decks; (b) 10 percent of the height for a principal or accessory building; (c) eave setbacks; 	<p>18C.10.2</p> <p>(1) A minor variance may be granted for variation of:</p> <ul style="list-style-type: none"> (a) 25 percent of the required yard setback distance for buildings and decks; (b) 10 percent of the height for a principal or accessory building; (c) 10 percent of required eave 	<p>Section 60(12) of <i>The Planning and Development Act, 2007</i> enables the approving authority to establish the scope and maximum percentage of variation in the Zoning Bylaw.</p> <p>This amendment will correct an error in wording that occurred with the last amendment to this subsection.</p>

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Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

			(d) additions to existing legally non-conforming buildings; (e) 10 percent of required parking requirements for all uses.	setbacks; (d) 10 percent for additions to existing legally non-conforming buildings; (e) 10 percent of required parking requirements for all uses.	
61	18.32	18C.10 Minor Variance Subsection 18C.10.1 be amended by deleting the words “Section 73(1) of <i>The Planning and Development Act, 1983</i> ” and replacing them with “Section 60 of <i>The Planning and Development Act, 2007</i> ”.	18C.10.1 Purpose The purpose of this section is to provide for authority, and to prescribe the procedure for processing of applications for minor variances in accordance with Section 73(1) of <i>The Planning and Development Act, 1983</i> .	18C.10.1 Purpose The purpose of this section is to provide for authority, and to prescribe the procedure for processing of applications for minor variances in accordance with Section 60 of <i>The Planning and Development Act, 2007</i> .	This amendment updates the reference to the most current provincial planning legislation, <i>The Planning and Development Act, 2007</i> .
62	18.32	18C.10 – Minor Variance Subsection 18C.10.2 (2) be repealed.	18C.10.2 (2) The maximum amount of the minor variance shall not exceed a 10% variation of the Bylaw requirements.		Section 60(12) of <i>The Planning and Development Act, 2007</i> enables the approving authority to establish the scope and maximum percentage of variation in the Zoning Bylaw.
63	18.38	18E.1 Violation and Penalty Be amended by deleting the words “Section 221 of <i>The Planning and Development Act, 1983</i> ” and replacing them with “Section 243 of <i>The Planning and Development Act, 2007</i> ”.	Part 18E.1 Violation and Penalty Any person who violates any provision of this Bylaw is guilty of an offence, and is liable on summary conviction to the penalties specified in Section 221 of <i>The Planning and Development Act, 1983</i> .	Part 18E.1 Violation and Penalty Any person who violates any provision of this Bylaw is guilty of an offence, and is liable on summary conviction to the penalties specified in Section 243 of <i>The Planning and Development Act, 2007</i> .	This amendment updates the reference to the most current provincial planning legislation, <i>The Planning and Development Act, 2007</i> .

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Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

Amendment 64

Page 17.7 Chapter 17 Table 17.1 **Incentive and Amenity System**

Be amended by deleting the amenity row “Public Art” and replacing it with the following row:

Bonusable Amenity	Purpose	Applicable Land Use Zone	Incentive to Amenity Ratio (x:y)	Amenity Performance Standards
Public Art and Cultural Heritage [any form of sculpture, artwork, plaques, monuments, statues and commemorative works.]	To increase support for the Culture community in the City and enhance the aesthetic quality of the urban environment.	All Commercial and DCD-9 Former Diocese of Qu’Appelle Lands	<ol style="list-style-type: none">1. The value of the work is converted into floor area by dividing that value by 100 square feet.2. In DCD-9, a 3.0m relaxation of tower height restriction.3. Applicable to each building once.	<ol style="list-style-type: none">1. The work must be located or displayed permanently in accordance with the Cultural Policy of the Official Community Plan (OCP), not inside the building.2. The work must be by an artist with qualifications.3. The work must be approved by the Development Officer.4. The value shall be authenticated by a certified bill of sale for the work. The value shall not include the cost of improving the site for installation.5. In DCD-9, the work must be located or displayed permanently at one or more of the locations identified in Map 11.1 Secondary Plan for the Former Diocese of Qu’Appelle Property in Part B of the Official Community Plan.

This amendment will ensure that the bonusable amenities reflect the Culture policies of the City’s Official Community Plan. The inclusion of DCD-9 ensures consistent application of this bonusable amenity. The use of “Culture” reflects a more contemporary understanding of the community, which includes both the arts and heritage.

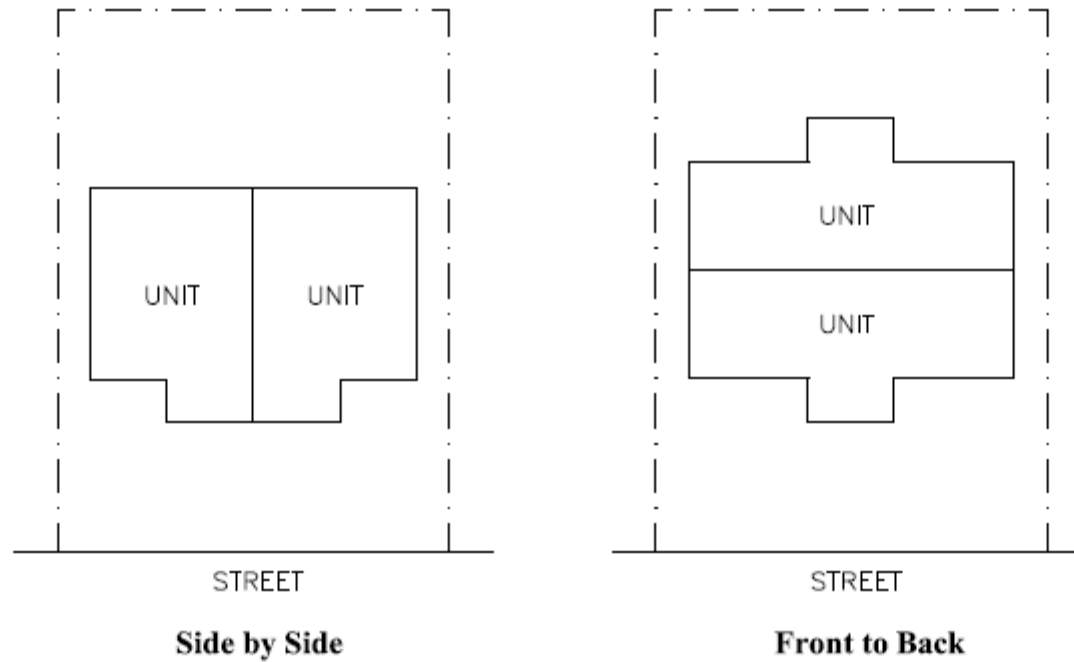


Figure 2.6A : Semi-Detached Dwelling Unit Types

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Proposed Amendments to *Regina Zoning Bylaw No. 9250* – May, 2014

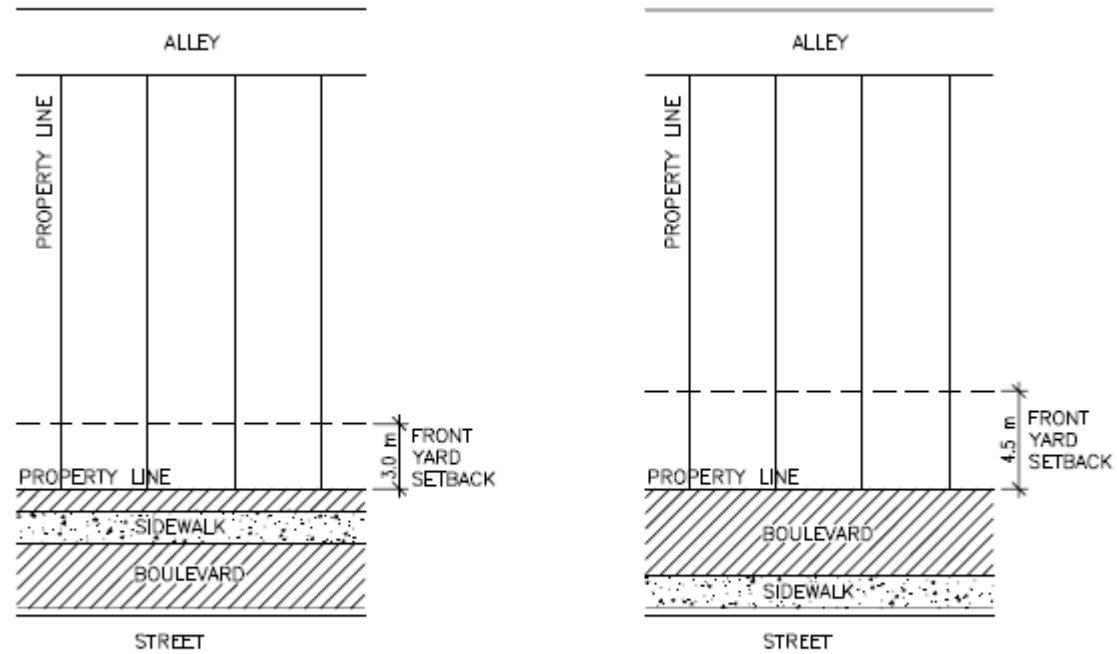


Figure 6.0 : Reduced Front Yard Setbacks on Lots with Rear Lane Access

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Application for Zoning Bylaw Amendment and Discretionary Use (14-Z-02, 14-DU-03)
Proposed Restaurant in IB - Medium Industrial Zone, Unit D – 2112 Turvey Road

RECOMMENDATION OF THE REGINA PLANNING COMMISSION - - MAY 14, 2014

1. That the application to amend Table 5.3 Table of Land Uses - Industrial Zones to add “Restaurants” as a Discretionary Use in the IB – Medium Industrial Zone be APPROVED.
2. That the discretionary use application for a proposed restaurant located at Unit D–2112 Turvey Road, being Lot 9, Block 43 Plan No. 101957979, Ross Industrial Park 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 Alton Tangedal Architect Ltd. dated November 12, 2013 and February 21, 2014; and
 - b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
3. That the City Solicitor be instructed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment.

REGINA PLANNING COMMISSION – MAY 14, 2014

Sebastian Deiana addressed the Commission.

The Commission adopted a resolution to concur in the recommendation contained in the report. Recommendation #4 does not require City Council approval.

Councillors: Jerry Flegel and Mike O'Donnell; Commissioners: David Edwards, Phil Evans, Ron Okumura, Daryl Posehn and Phil Selenski were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on May 14, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the application to amend Table 5.3 Table of Land Uses - Industrial Zones to add “Restaurants” as a Discretionary Use in the IB – Medium Industrial Zone be APPROVED.

2. That the discretionary use application for a proposed restaurant located at Unit D-2112 Turvey Road, being Lot 9, Block 43 Plan No. 101957979, Ross Industrial Park 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 Alton Tangedal Architect Ltd. dated November 12, 2013 and February 21, 2014; and
 - b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
3. That the City Solicitor be instructed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment.
4. That this report be forwarded to the June 23, 2014 meeting of City Council, which will allow sufficient time for the advertising of the required public notices for the amendment.

CONCLUSION

The applicant proposes to develop a 30 seat restaurant in one unit of an existing four unit building. The subject property is located within Ross Industrial Park and is currently zoned IB-Medium Industrial Zone.

Restaurant use will complement and support the existing range of land uses in the IB-Medium Industrial Zone and will provide a needed service for employees. Upon approval of the Zoning Bylaw amendment the proposal will comply with the development standards and regulations contained in *Regina Zoning Bylaw No. 9250*.

No concerns were identified through the public and technical review process.

BACKGROUND

A Zoning Bylaw amendment application has been received to add “Restaurants” as a discretionary use in the IB-Medium Industrial Zone. A related Discretionary Use application for a restaurant in Unit D-2112 Turvey Road was reviewed concurrently with the zoning application.

Both applications are being considered pursuant to *Regina Zoning Bylaw No. 9250*, *Design Regina: The Official Community Plan Bylaw*, and *The Planning and Development Act, 2007*.

Pursuant to subsection 56(3) of the Act, Council may establish conditions for discretionary uses based on nature of the proposed development (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

The land use and development details are as follows:

Land Use Details for Unit D – 2112 Turvey Road		
	Existing	Proposed
Zoning	IB	IB
Land Use	Vacant	Restaurant
Building Area	197 m ²	197 m ²

Zoning Analysis for the existing 4 Unit Building at 2112 Turvey Road		
	Required	Existing
Number of Parking Stalls Required	6 stalls	10 stalls
Minimum Lot Area (m ²)	2000 m ²	2030 m ²
Minimum Lot Frontage (m)	30 m	40.6 m
Maximum Building Height (m)	15 m	8.53 m
Maximum Floor Area Ratio	2.0	0.39
Maximum Coverage (%)	75%	38.8%

The development is located within Ross Industrial Park, a rapidly growing area of the City. Throughout Ross Industrial there are various industrial zoning designations. Restaurants are currently discretionary uses in the IA-Light Industrial, IP-Industrial Prestige, IT-Industrial Tuxedo Park and WH-Warehouse zones. The Administration determined that the discretionary use designation will ensure that any future restaurants will be located in locations that would be suitable for this type of use. Restaurants are an appropriate service related land use to consider in this growing employment area in the City of Regina.

The purpose and intent of the IB-Medium Industrial Zone is to accommodate a wide range manufacturing, processing, assembly, distribution, service and repair activities that require outdoor storage. Restaurant use will complement and support the existing range of land uses in the IB zone and will provide a needed service for employees.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report. Municipal services are provided within Ross Industrial Park. The proposed restaurant will be located within a currently vacant unit in an existing building.

Environmental Implications

None with respect to this report.

Policy/Strategic Implications

The proposal is consistent with the policies contained within *Design Regina: The Official Community Plan Bylaw*. Map 1 Growth Plan identifies Ross Industrial Park as an Existing Approved Employment Area. Policy 7.20 permits industrial development in New Employment Areas where supported by a secondary plan or concept plan and within Existing Approved Employment Areas.

Employment areas should have a mix of services that cater to the needs of employees working within the Employment Area.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Public notification signage posted	February 13, 2014
Letter sent to immediate property owners	April 2, 2014
Number of Public Comment sheets received	0

Ross Industrial Park is not included within the boundaries of a community association and as such there is no community association contact to report with this proposal.

DELEGATED AUTHORITY

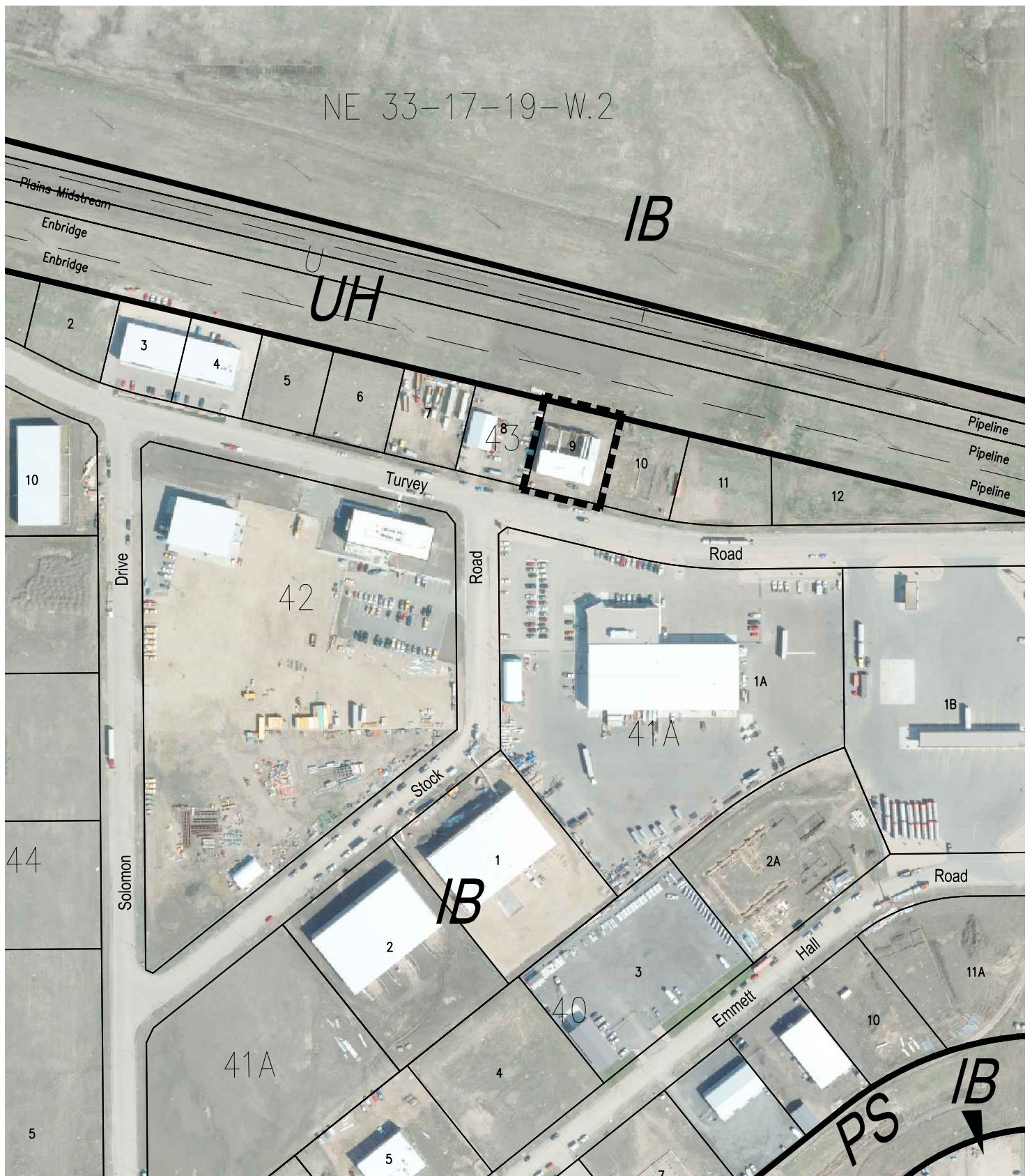
City Council's approval is required, pursuant to Part V of *The Planning and Development Act, 2007*.

Respectfully submitted,

REGINA PLANNING COMMISSION



Elaine Gohlke, Secretary



Subject Property




Project 14-DU-03

Civic Address/Subdivision

Proposed Restaurant: 2112 Turvey Road

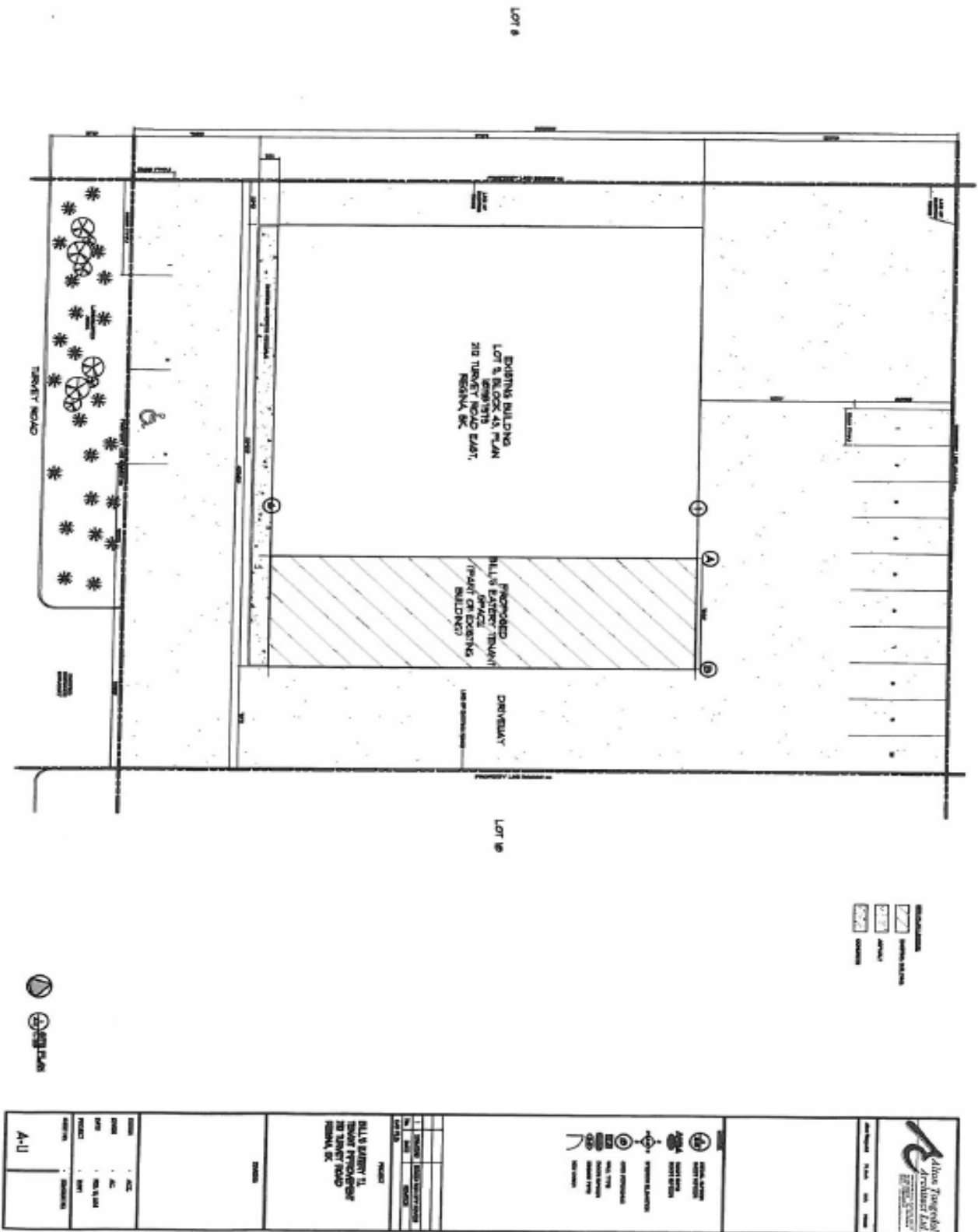


 Subject Property

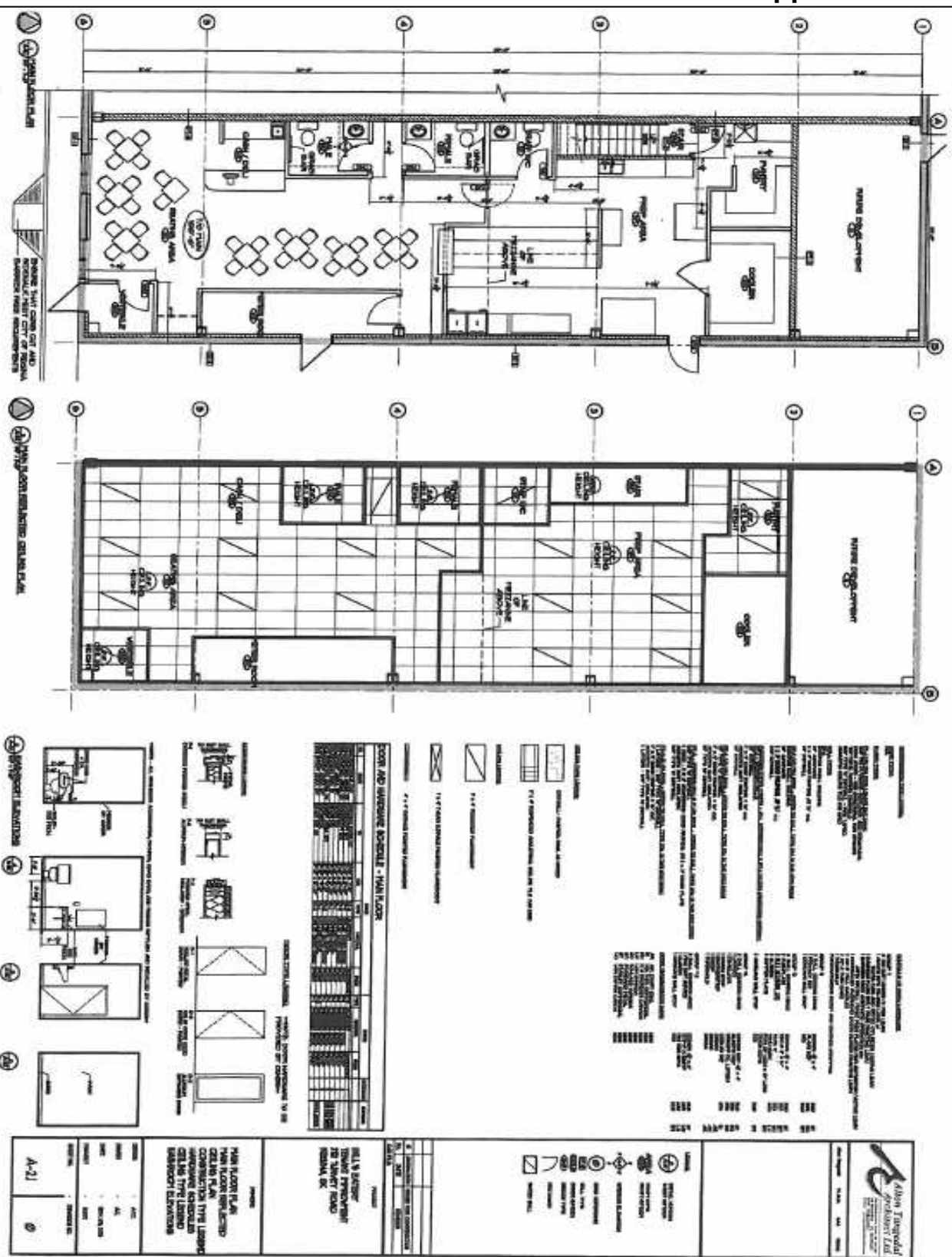
Project 14-DU-03

Civic Address/Subdivision

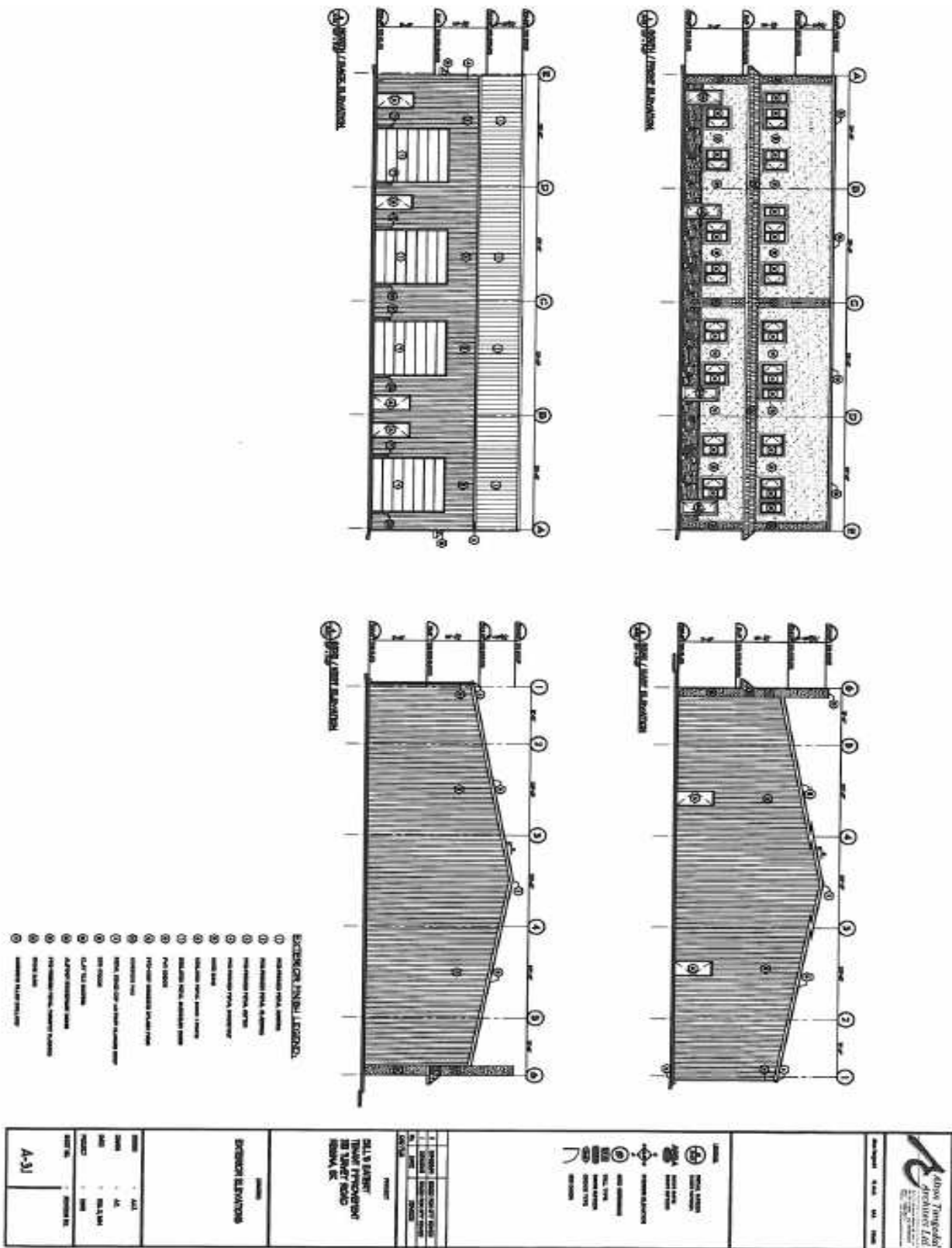
Proposed Restaurant: 2112 Turvey Road



Planning Department



Planning Department



June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Wastewater Treatment Plant Upgrade – Financial Model Update and Borrowing Bylaw

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- JUNE 11, 2014**

That the City Solicitor be instructed to prepare the necessary borrowing bylaw.

EXECUTIVE COMMITTEE – JUNE 11, 2014

Jim Holmes, representing himself, addressed the Committee.

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #2 does not require City Council approval.

Councillors: Sharron Bryce, Bryon Burnett, John Findura, Jerry Flegel, Shawn Fraser, Bob Hawkins, Terry Hincks, Wade Murray, Mike O'Donnell and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on June 11, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the City Solicitor be instructed to prepare the necessary borrowing bylaw.
2. That this report be forwarded to the June 23, 2014 City Council meeting.

CONCLUSION

The Administration is nearing the completion of the procurement for the Wastewater Treatment Plant Upgrade (the "Project"). EPCOR Saskatchewan Water Partners was identified as the preferred proponent (the "Preferred Proponent") from the Request for Proposals stage of the Project on May 29, 2014. The next stage in the process is for the City to enter into a design-build-finance-operate-maintain agreement with the Preferred Proponent (the "Project Agreement") and to achieve financial and commercial close of the transaction.

On February 25, 2013 (CR13-26) City Council approved the financial model for the Project. As contemplated by CR 13-26, certain elements of the Project cost will require City Council approval through the passage of a borrowing bylaw. This report details those elements of the cost of the Project that will require passage of a Borrowing Bylaw by City Council.

BACKGROUND

On February 25, 2013 (CR13-26) City Council approved the financial model for the Project. The original financial model for the Project contemplated the passage of a borrowing bylaw relating to the Preferred Proponent's financing of certain portions of the Project.

Legislation allows for cities to incur long-term debt without application to the Saskatchewan Municipal Board, providing the debt does not exceed the amount authorized by the Saskatchewan Municipal Board pursuant to Section 133(2). In 2013, the City requested and received approval from the Saskatchewan Municipal Board for a debt limit of \$450,000,000.

The long-term debt of the City is subject to the provisions of *The Cities Act* and the City's debt limit as authorized by the Saskatchewan Municipal Board. The following are the applicable sections of *The Cities Act*:

"101(1) No Council shall delegate:

(f) its power to borrow money, lend money or guarantee the repayment of a loan pursuant to section 133 to 153;

133(1) The Saskatchewan Municipal Board may establish a debt limit for each city, taking into account the factors set out in subsection 23(2) of *The Municipal Board Act*.

(2) No city shall borrow money if the borrowing will cause the city to exceed its debt limit, unless the borrowing is approved by the Saskatchewan Municipal Board.

134(1) A city may only borrow moneys if the borrowing is authorized by a borrowing bylaw.

(2) A borrowing bylaw must contain details of:

- (a) the amount of money to be borrowed and, in general terms, the purpose for which the money is to be borrowed;
- (b) the rate or rates of interest, the term and the terms of repayment of the borrowing; and
- (c) the source or sources of money to be used to pay the principal and interest owing under the borrowing."

In accordance with the public sector accounting standards established by the Chartered Professional Accountants of Canada, only the costs relating to capital construction of the Project require analysis in relation to whether or not such costs are classified as debt. For the City's purposes, only those items that are classified as a debt require the passage of a borrowing bylaw.

DISCUSSION

Borrowing Bylaw

On February 25, 2013, City Council approved the funding and financial model for the Project in CR 13-26. The original financial model for the Project contemplated the passage of a borrowing bylaw relating to the Preferred Proponent's financing of certain portions of the Project. With the

Request for Proposal (RFP) process of the Project completed and the City proceeding towards executing the Project Agreement with the Preferred Proponent, the City now has the necessary capital construction cost details to support the passage of a borrowing bylaw.

The capital construction cost of the Project provided by the Preferred Proponent totals \$158,464,000 over the 30 year term of the Project and is calculated as follows:

- (1) a milestone payment of \$30,000,000 that will be made on or after January 1, 2016;
- (2) a substantial completion payment of \$49,739,000 that will be made on or before December 31, 2016; and
- (3) monthly payments relating to all remaining Capital Commitment Costs in the aggregate of \$78,725,000, which will be made over the 30 year term of the Project Agreement, plus effective financing and risk transfer cost at a rate of 6.462%.

In accordance with public sector accounting standards established by the Chartered Professional Accountants of Canada, the construction cost of the upgraded WWTP asset would be classified as debt. As a result, a borrowing bylaw to be approved by City Council in the total of \$158,464,000 will be brought forward to the June 23, 2014 meeting of City Council.

City of Regina Debt Limit

The City's current debt limit is \$450,000,000. Prior to the passage of the borrowing bylaw relating to the Project, the City has current outstanding and committed debt that totals \$167,128,674, which is summarized as follows:

Water and Sewer Utility Debt ⁽¹⁾	\$ 11,469,880
General Debt ⁽¹⁾	18,280,120
Service Agreement Fee Credits - The Creeks ⁽²⁾	186,000
Committed General Capital Borrowing (2010, 2011, & 2012 Budgets)	15,000,000
Committed Utility Borrowing (2012 Budget)	23,000,000
RRI Stadium \$100 million Debt	99,192,674
Current Committed Total	167,128,674

Notes:

(1) Outstanding balance at June 4, 2014.

(2) The maximum debt that could be incurred by the City as per the borrowing bylaw agreements.

As opposed to typical City borrowing where debt is incurred in a single instance (ie. borrowing \$100,000,000 to pay for an asset purchase), the borrowing for the Project occurs over the course of the 30 year term of the Project, with certain payments being made concurrently with construction and certain portions of the debt not occurring until construction has been completed or certain milestones achieved. As a result, only certain portions of the total amount of the \$158,464,000 proposed debt for the Project will count against the City's debt limit at any given point in time.

In accordance with public sector accounting standards established by the Chartered Professional Accountants of Canada, the debt related to the Project will be recorded as the amount of the Project constructed to date less amounts paid to the Preferred Proponent. Based on the Project's planned construction progress and expected payments to be made by the City to the Preferred Proponent, the affect on the City's debt limit over the duration of the construction of the Project will be as follows:

<u>Budget Year</u>	<u>WWTP Project Debt</u> <u>(\$ millions)</u>
2014	48
2015	127
2016	129
2017	78

Following the completion of construction in 2017, the remaining debt of \$78,725,000, will be repaid to the Preferred Proponent over the 30 year term of the Project Agreement, plus effective financing and risk transfer cost at a rate of 6.462%, with the outstanding principal amounts of such debt being included in the City's debt limit calculations on a yearly basis until 2044. Based upon these calculations, the City will remain under its \$450,000,000 debt limit at all times during the 30 year term of the Project Agreement.

RECOMMENDATION IMPLICATIONS

Financial Implications

The repayment of debt and the related interest costs are budgeted in the annual capital and operating budgets. The Project is funded via the financial model approved by City Council on February 25, 2013.

Environmental Implications

None related to this report.

Strategic Implications

None related to this report.

Other Implications

None related to this report.

Accessibility Implications

None related to this report.

COMMUNICATIONS

Public Notice has been given as required by Section 101 and 102 of *The Cities Act* and Bylaw 2003-8.

DELEGATED AUTHORITY

City Council approval is required to pass a borrowing bylaw.

Respectfully submitted,

EXECUTIVE COMMITTEE

A handwritten signature in black ink, appearing to read 'Jim Nicol', is positioned above a horizontal line.

Jim Nicol, Secretary

mrt

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: External Financing \$100.4 Million – RRI Stadium Project

RECOMMENDATION

That this report be received and filed.

CONCLUSION

Based on current cash flow projections, the City will require external financing to fund the RRI Stadium Project. On April 14, 2014, City Council approved (CR14-45) that the Deputy City Manager & Chief Operating Officer (COO) be authorized to negotiate external financing, including signing any necessary documents, to a maximum of \$100.4 million to address the loan financing requirements of the RRI Stadium Project, and that the required Borrowing Bylaw be provided to Council for approval along with a report summarizing the financial arrangements.

The Deputy City Manager & COO has negotiated external financing with CIBC and RBC for a \$100.4 million debt issuance that includes a 30-year term. Based on the RRI Stadium funding model approved by Council on January 28, 2013 (CR13-6), the \$100.4 million City debt includes \$67.4 million for capital contribution and \$33 million for interim debt and maintenance financing.

BACKGROUND

On January 28, 2013, City Council approved the funding model for the RRI Stadium Project. Included in the funding model is \$100.4 million of City debt. On April 14, 2014, City Council provided authority for the Deputy City Manager & COO to pursue external financing. The long-term debt of the City is subject to the provisions of *The Cities Act* and the debt limit as authorized by the Saskatchewan Municipal Board. The following are the applicable sections of *The Cities Act*:

"101(1) No Council shall delegate:

(f) its power to borrow money, lend money or guarantee the repayment of a loan pursuant to section 133 to 153;

133(1) The Saskatchewan Municipal Board may establish a debt limit for each city, taking into account the factors set out in subsection 23(2) of *The Municipal Board Act*.

(2) No city shall borrow money if the borrowing will cause the city to exceed its debt limit, unless the borrowing is approved by the Saskatchewan Municipal Board.

134(1) A city may only borrow moneys if the borrowing is authorized by a borrowing bylaw.

(2) A borrowing bylaw must contain details of:

- (a) the amount of money to be borrowed and, in general terms, the purpose for which the money is to be borrowed;
- (b) the rate or rates of interest, the term and the terms of repayment of the borrowing; and
- (c) the source or sources of money to be used to pay the principal and interest owing under the borrowing."

Legislation allows for cities to incur long-term debt without application to the Saskatchewan Municipal Board provided that the debt does not exceed the amount authorized by the Saskatchewan Municipal Board pursuant to Section 133(2). In 2013, the City requested and received approval from the Saskatchewan Municipal Board for a debt limit of \$450 million.

The purpose of this report is to facilitate the passing of a borrowing bylaw.

DISCUSSION

The Deputy City Manager and COO has negotiated external financing with CIBC and RBC for a \$100.4 million debt issuance that includes the following terms and conditions:

- (a) The term of the loan is 30 years;
- (b) The interest rate is 4.102 per cent per annum;
- (c) The City cannot prepay the loan during the term.

With a potential financing of \$100.4 million, the City's debt position at June 4, 2014 relative to the authorized debt limit of \$450 million is as detailed in the following table.

Water and Sewer Utility Debt ⁽¹⁾	\$ 11,469,880
General Debt ⁽¹⁾	18,280,120
Service Agreement Fee Credits - The Creeks ⁽²⁾	186,000
Committed General Capital Borrowing (2010, 2011, & 2012 Budgets) ⁽³⁾	15,000,000
Committed Utility Borrowing (2012 Budget) ⁽³⁾	23,000,000
RRI Stadium \$100 million Provincial Debt	99,192,674
Current Committed Total	167,128,674
Wastewater Treatment Plant	158,464,000
RRI Stadium \$100.4 million City Debt	100,400,000
Total	\$ 425,992,674

Notes:

- (1) Outstanding balance as at June 4, 2014
- (2) The maximum debt that could be incurred by the City as per the borrowing bylaw agreements
- (3) This debt has not been issued.

As detailed in the above table, a proposed borrowing of \$100.4 million is within the authorized debt limit. It should be noted that the debt limit of \$450 million was not intended to represent the theoretical maximum debt that could be sustained by the City of Regina. The limit was requested on the basis that it met the City's projected maximum debt requirement for the foreseeable future.

RECOMMENDATION IMPLICATIONS

Financial Implications

The repayment of external debt and the related interest costs are budgeted in the annual operating budgets. However, there is minimal impact on the General Operating Budget since the RRI Stadium Project is self-funded via the financial model approved by City Council on January 28, 2013.

Both the Stadium and Wastewater Treatment Plant projects have long term funding streams identified in order to fund the repayment of this debt.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

External financing is required to support the stadium project as approved by Council on January 28, 2013 (CR13-6). The \$100.4 million City loan will fulfill the loan requirement within the funding agreement between the City of Regina and the Province of Saskatchewan.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Public Notice has been given as required by Section 101 and 102 of *The Cities Act* and Bylaw 2003-8.

DELEGATED AUTHORITY

City Council is required to pass a borrowing bylaw.

Respectfully submitted,



Brent D. Sjoberg, CMA, MBA
Deputy City Manager & COO
Report prepared by:
Curtis Smith, Manager, Policy and Risk Management

Respectfully submitted,



Glen B. Davies
City Manager & Chief Administrative Officer

BYLAW NO. 2014-42

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 12)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 - Zoning Maps (Map No. 2484) and Chapter 20 - Agreements is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix "A", legally described as:

Legal Address: **Lots 22 and 23, Block T, Plan No. 102110207**

Civic Address: **4125 and 4129 Queen Street**

Current Zoning: **R1 - Residential Detached Zone**

Proposed Zoning: **C- Contract**

- 3 The City Clerk is authorized to execute the Contract Zone Agreement attached as Appendix "B" and forming part of this Bylaw.
- 4 This Bylaw comes into force on the date an interest based on the Contract Zone Agreement is registered in the Land Registry at Information Services Corporation.

READ A FIRST TIME THIS 23rd DAY OF June 2014.

READ A SECOND TIME THIS 23rd DAY OF June 2014.

READ A THIRD TIME AND PASSED THIS 23rd DAY OF June 2014.

Mayor

City Clerk (SEAL)

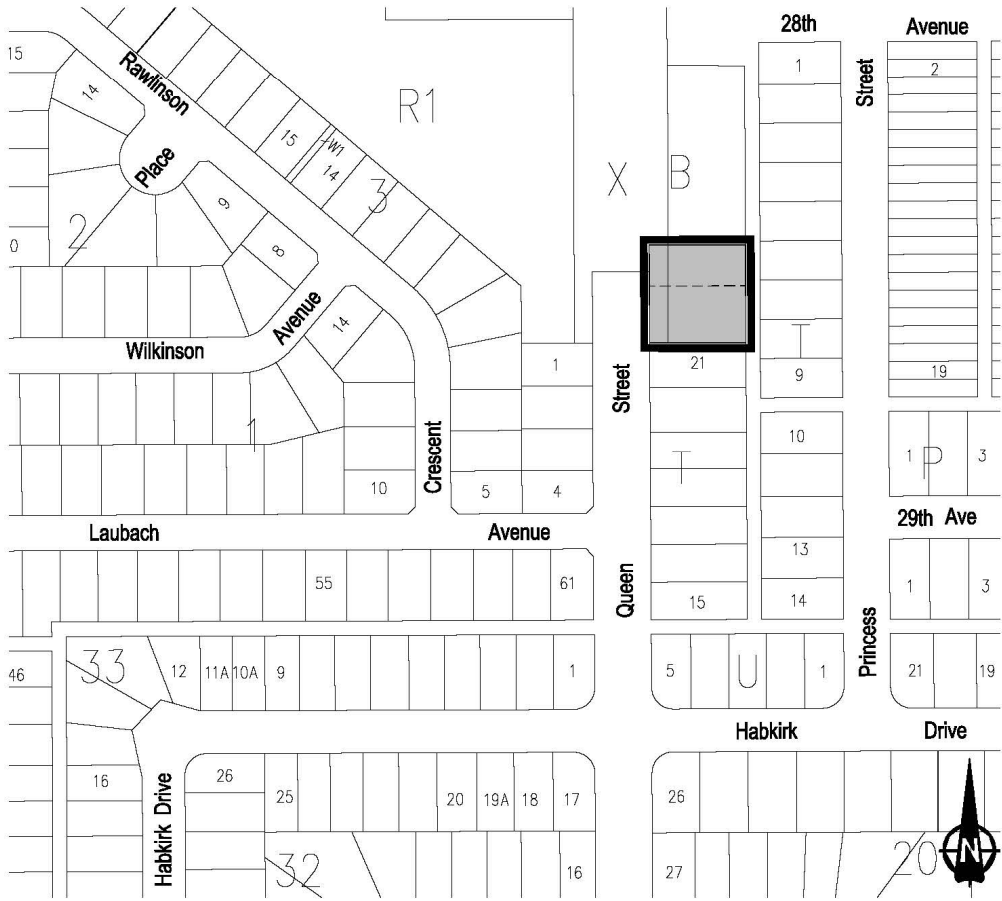
CERTIFIED A TRUE COPY

City Clerk

Approved as to form this _____ day of _____, 20____.

City Solicitor

Appendix "A"



Appendix "B"

THIS AGREEMENT made as of this 16th day of JUNE, 2014.

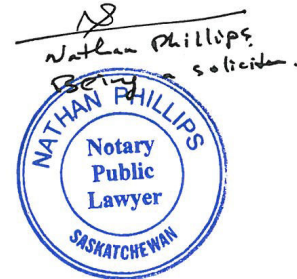
this is exhibit "A" to
the affidavit of
Jallan Truong affirmed
before me this
16th day of
June, 2014.

BETWEEN:

THE CITY OF REGINA
in its capacity as approving authority
pursuant to *The Planning and Development Act, 2007*
(the "City")

- and -

7831927 CANADA Ltd.
(the "Owner/Applicant")



CONTRACT ZONE AGREEMENT

WHEREAS:

- A. The City has an approved official community plan as contemplated in section 69 of *The Planning and Development Act, 2007* that contains guidelines respecting the entering into of agreements for the purpose of accommodating requests for the rezoning of lands to permit the carrying out of a specific proposal, referred to as "contract zoning"; and
- B. The Owner is or is entitled to become the registered owner of the lands and buildings (if any) located at **4125 and 4129 Queen Street**, Regina, Saskatchewan, and legally described as:

Surface Parcel(s): 201973293 and 201973327
Reference Land Description: Lots 22 and 23, Block T, Plan 102110207,
- C. The Owner/Applicant has applied to the City to have the Property rezoned from R1-Residential Detached to C-Contract to permit the use of the Property for the carrying out of a specific proposal described as: a supportive living home (the "Proposal").

NOW THEREFORE, the Parties agree as follows:

1. **Preamble.** The preamble forms an integral part of this Agreement.
2. **Establishment of the Contract Zone.** The City hereby agrees that the zoning of the Property shall be a contract zone (C-Contract) pursuant to the provisions of *The Planning and Development Act, 2007* and *Design Regina: The Official Community Plan Bylaw No. 2013-48* to accommodate the Applicant's Proposal ("Contract Zone").
3. **Effective Date.** The effective date of this Agreement shall be the date of passage of the bylaw by City Council authorizing the Contract Zone (the "Effective Date"), it being understood by the Owner/Applicant that the relevant amendments to the Zoning Bylaw shall not take effect until an interest based on this Agreement is registered against the affected title(s) to the Property at the Saskatchewan Land Titles Registry.
4. **Permitted Development and Use.** The development and use of the Property permitted within the Contract Zone shall be as follows:
 - (a) *Permitted use.* Existing and proposed use and development on the Property shall be limited to a supportive living home accommodating a maximum of 20 persons;
 - (b) *Site Layout and External Design.* The site layout and design of existing and proposed development on the Property shall be consistent with the site plan prepared by "WT" and dated April 22, 2014, and December 14, 2013 and , which is attached to this Agreement as "Schedule A";
 - (c) *Landscaping.* Landscaping on the Property shall be consistent with the plan prepared by "WT" and dated December 14, 2013 and, which is attached to this Agreement as "Schedule A"; and shall generally screen the front of the building with shrubbery and trees, and the rear yard space shall be landscaped with a combination of shrubbery, fencing and trees.
 - (d) *Parking.* Parking requirements for the Property shall be consistent with the plan prepared by "WT" and dated December 14, 2013 and , which is attached to this Agreement as "Schedule A";
 - (e) *Signage.* Signage on the Property shall comply with applicable development standards for signage pursuant to Chapter 16, of *the Regina Zoning Bylaw, No. 9250* and shall conform to residential standards;
 - (f) *Access.* Vehicle entry and exit from the Property shall comply with Chapter 4 of *the Regina Zoning Bylaw*; and
 - (g) *Other.* Except as expressly modified or otherwise stated herein, the Property shall be subject to and comply with the applicable requirements and provisions of *the Regina Zoning Bylaw No. 9250*.

5. **Conditions.** The Contract Zone and this Agreement shall be conditional on the following:
 - (a) None of the land or buildings comprising the Property shall be developed or used except in accordance with this Agreement.
6. **Time Limits.**
 - (a) The City's approval to initiate the proposed development on the Property shall be valid for a period of two years from the Effective Date.
7. **Compliance with Laws Other than Zoning.** The Owner/Applicant agrees to comply with and to conform to the requirements of every applicable statute, law, bylaw, code and order in connection with its development, use or occupancy of the Property, which govern the Property and not to use either the land or building for any unlawful purpose.
8. **Termination.** Subject to the requirements of *The Planning and Development Act, 2007*, this Agreement may be terminated or declared void by the City if:
 - (a) the Property is developed or used contrary to the provisions of this Agreement; or
 - (b) the development fails to meet a time limit prescribed in this Agreement.
9. **Re-Zoning on Termination.** In the event that this Agreement is declared void or otherwise terminated or expires, the zoning of the Property shall revert to the following:
 - (a) R1 – Residential Detached.
10. **Liability on Termination and Indemnity.** In the event that this Agreement is declared void or otherwise terminated, the City shall not be liable to the Owner/Applicant for any compensation, reimbursement or damages or account of profit or account of expenditures in connection with the Profit.
11. **Departure or Waiver.** Departure from or waiver of the terms of this Agreement shall be deemed not to authorize any prior or subsequent departure or waiver and the City shall not be obligated to suffer any continued departure or grant further waiver(s). No alteration or modification of any of the provisions of this Agreement shall be binding unless the same is in writing and signed by the parties.
12. **Severability.** If any covenant or provision of this Agreement is deemed to be void or unenforceable in whole or in part, it shall not be deemed to affect or impair the validity of any other covenant or provision of this Agreement.
13. **Governing Jurisdiction.** This Agreement shall be governed and interpreted exclusively in accordance with the laws of the Province of Saskatchewan.

14. **Amendment of Agreement.**

- (a) Pursuant to *The Planning and Development Act, 2007*, the council of the City may, on the application by the Owner/Applicant or any subsequent owner of the Property:
 - (i) vary this Agreement;
 - (ii) enter into a new agreement; or
 - (iii) extend any time limit established in this Agreement.
- (b) Notwithstanding clause (a), the provisions hereof may not otherwise be modified, unless design modifications are approved by the Development Officer, in his/her sole discretion, pursuant to that certain policy document approved by the Council of the City on or about March 25, 1991 and entitled *Guidelines for Changes to Contract Zones*.

15. **Notice.** Any notice required to be given by the parties under the terms hereof shall be in writing and may be delivered personally or mailed in a properly stamped and addressed envelope to the party to be notified at the address as follows:

- (a) to the City at: Director of Planning
City of Regina
P. O. Box 1790
Regina, SK S4P 3C8
- (b) to the Owner/Applicant at: 7831927 Canada Ltd.
c/o Wallace Truong
7831927
2117 Broder Street
Regina, SK, S4N 3S5

16. **Registration of Agreement.** The parties acknowledge and agree that:

- (a) this Agreement is made pursuant to section 69 of *The Planning and Development Act, 2007*;
- (b) the City shall register an interest against the title(s) to the Property based on the terms of this Agreement and, upon such registration, this Agreement shall be binding on and run with the Property as against the Owner/Applicant and the Owner/Applicant's heirs, executors, administrators, successors and assigns; and

- (c) the interest mentioned in clause (b) shall register in preference to all other encumbrances against the Property save and except those acceptable to the City.

IN WITNESS WHEREOF the Parties have hereunto affixed their hand and seal on the day and year first above written.

(seal)

THE CITY OF REGINA

City Clerk

(seal)



7831927 CANADA LTD.

Per: _____

Per: _____

AFFIDAVIT VERIFYING CORPORATE SIGNING AUTHORITY

CANADA) I, WALLACE
 PROVINCE OF SASKATCHEWAN) TRUONG, of Regina, Saskatchewan,
 TO WIT:) (Name of Corporate Officer)
 MAKE OATH AND SAY THAT:

1. I am an Officer of 7831927 CANADA LIMITED, named in the within agreement; and *attached hereto and marked as "A" exhibit*
2. I am authorized by the corporation to execute the document without affixing a corporate seal.

Adm.
 SWORN BEFORE ME at Regina,
 Saskatchewan, this 16th day
 of JUNE, 2014.

 (Signature of Commissioner)

 (Signature of Owner/Applicant)

A COMMISSIONER FOR OATHS in
 and for the Province of Saskatchewan.
 My Commission expires _____
 (Date)

Being a solicitor.



ABSTRACT

BYLAW NO. 2014-42

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 12)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The proposed rezoning would allow for a 20-person supportive living home on a double lot.
STATUTORY AUTHORITY:	Section 69 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, May 14, 2014, RPC14-24.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning

BYLAW NO. 2014-43

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 13)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 - Zoning Maps (Map No. 2294) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix "A", legally described as:

Legal Address: Parcel A, Plan No. 102035742, Ext. 0

Civic Address: 5900 Koep Avenue

Current Zoning: R1 - Residential Detached

Proposed Zoning: R6 - Residential Multiple Family

- 3 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 23rd DAY OF June 2014.

READ A SECOND TIME THIS 23rd DAY OF June 2014.

READ A THIRD TIME AND PASSED THIS 23rd DAY OF June 2014.

Mayor

City Clerk (SEAL)

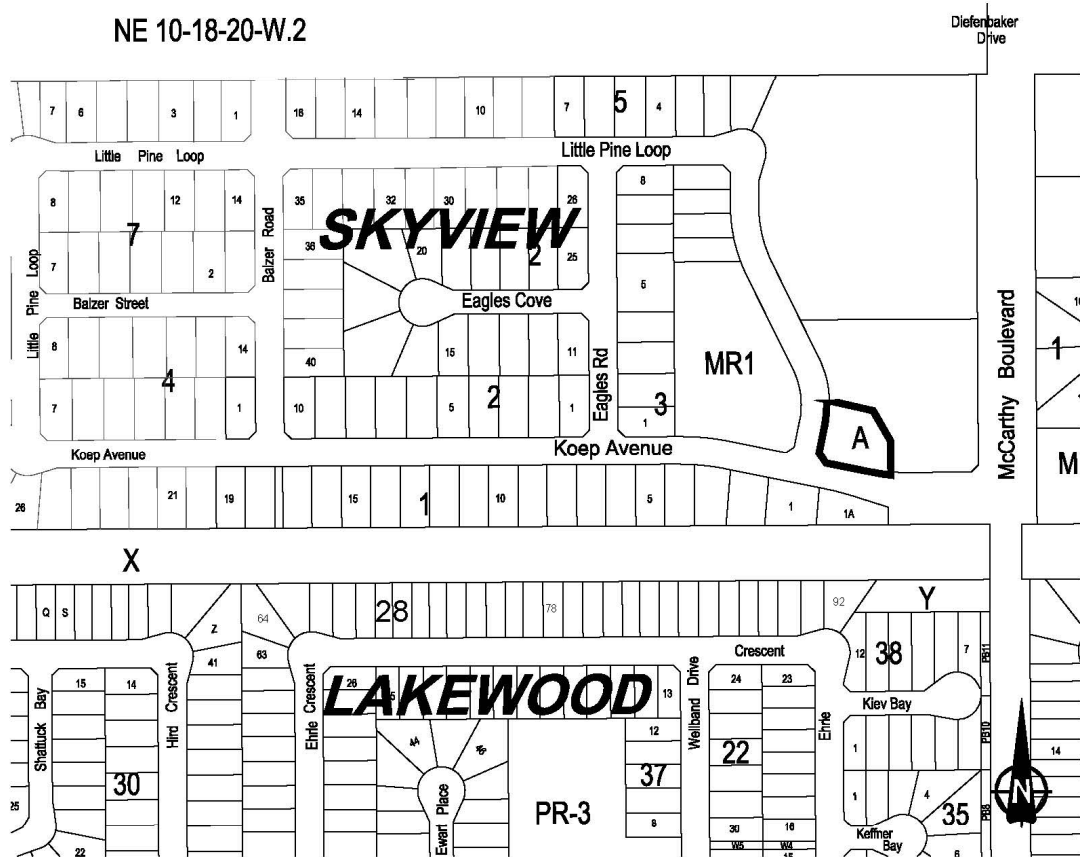
CERTIFIED A TRUE COPY

City Clerk

Approved as to form this _____ day of _____, 20____.

City Solicitor

Appendix "A"



ABSTRACT

BYLAW NO. 2014-43

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 13)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The proposed rezoning would accommodate a low-rise 15 unit condominium apartment building.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, May 14, 2014, RPC14-23.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning

BYLAW NO. 2014-44

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 14)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 2, Part 2B, Section 2B.1 is amended by adding the following after subsection 1.6:

“1.7 DOLLAR AMOUNT REFERENCES

Where a dollar amount is referenced to a particular year the amount shall be adjusted for inflation in accordance with the Bank of Canada Consumer Price Index.”

- 3(1) Chapter 2, Part 2C is amended in the manner set forth in this section:

- (2) The definitions of :

- (a) “Day Care Centre, Child”
- (b) “Dwelling Unit, Semi-Detached”
- (c) “Mixed-Use”
- (d) “Shopping Centre”
- (e) “Sign Portable”

are repealed and the following substituted in alphabetical sequential order:

“DAY CARE CENTRE, CHILD’ - any facility with the exception of a child day care home or school, where care, protection and supervision are provided:

- (a) on a regular schedule of at least twice per week;
- (b) for more than two hours a day per any one child; and
- (c) for which a license is required or has been obtained under *The Child Protection Act*. ”

Approved as to form this _____ day of _____, 20____.

City Solicitor

“**DWELLING UNIT, SEMI-DETACHED'** - a building divided vertically into two dwelling units by a common wall extending from the base of the foundation to the roof line. The configuration of the building can either be side to side units or front to back units (see illustration in Figure 2.6A).

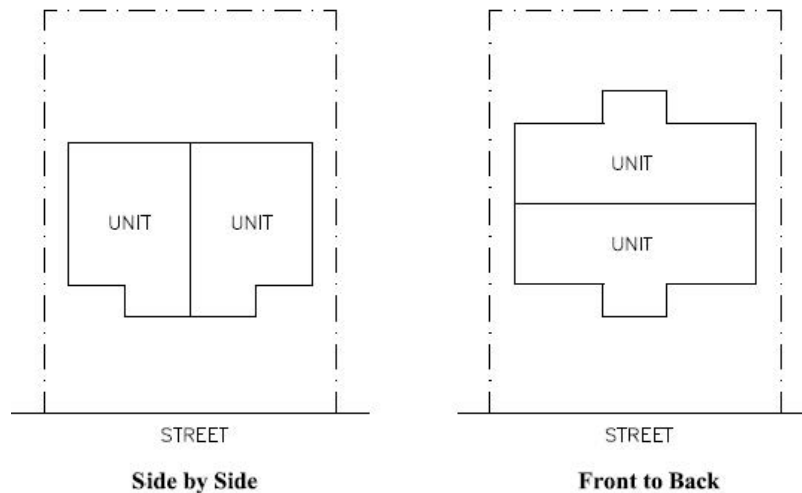


Figure 2.6A : Semi-Detached Dwelling Unit Types

”

“**MIXED-USE'** - a combination of a residential use and one or more other permitted or discretionary uses in the zone. ”

“**SHOPPING CENTRE'** - a building or group of buildings on a single lot that is developed, owned and managed as a single entity and comprised of more than five commercial rental units each of which is occupied by a permitted or discretionary use and all of which share a common on-site parking area. ”

“**SIGN, PORTABLE'** - a sign mounted on a trailer, stand or similar support structure which is designed in such a manner that the sign can be readily relocated to provide advertising at another location, and may include copy that can be changed manually through the use of attachable characters. ”

- 4 Chapter 2, Part 2C is amended by adding, in alphabetical sequential order, the following definition:

“**GROSS VEHICLE WEIGHT RATING (GVWR)'** - is the maximum number of kilograms that a vehicle may weigh, with or without load, as prescribed by the manufacturer. ”

- 5 Chapter 3, Part 3B, Table 3.1 is amended by adding, in alphabetical sequential order, the following row under the section “LAND USE ZONE”, subheading “COMMERCIAL ZONES”:

“	Office Area	OA	”
---	-------------	----	---

- 6 Chapter 4, Part 4B is amended by adding the following after Section 4B.8:

“4B.9 HABITABLE USE

- (1) Only buildings or structures designed for the purpose of year round human habitation; and that have been developed or constructed legally through the issuance of a building permit, may be used as a dwelling unit as defined in this bylaw and as allowed within the applicable zone designation.
- (2) The use of Fifth Wheel Trailers, Motor Homes-Class A, Motor Homes-Class C, Recreational Vehicles, Tents, Tent Trailers, and Travel Trailers, as defined in this bylaw, for commercial purposes or habitation shall be prohibited in all zones except where such use is expressly permitted by this bylaw.
- (3) No other form of trailer or vehicle shall be used for human habitation unless expressly permitted by this bylaw. ”

- 7 Chapter 5, Part 5B, Table 5.2 is amended by striking out the following row under the section “SERVICES”:

“	Day Care Centre, Adult ²⁹	999	D	P	P	D	P	P		P	P	P	P	”
---	--------------------------------------	-----	---	---	---	---	---	---	--	---	---	---	---	---

and substituting:

“	Day Care Centre, Adult ²⁹	999	P	P	P	P	P	P		P	P	P	P	”
---	--------------------------------------	-----	---	---	---	---	---	---	--	---	---	---	---	---

- 8 Chapter 5, Part 5B, Table 5.2 is amended by striking out the following row under the section “SERVICES”:

“	Day Care Centre, Child ²⁹	999	D	P	P	D	P	P		P	P	P	P	”
---	--------------------------------------	-----	---	---	---	---	---	---	--	---	---	---	---	---

and substituting:

“	Day Care Centre, Child ²⁹	999	P	P	P	P	P	P		P	P	P	P	”
---	--------------------------------------	-----	---	---	---	---	---	---	--	---	---	---	---	---

- 9 Chapter 5, Part 5B, Table 5.2 is amended by striking out the following row under the section “RETAIL TRADE”:

“

Mixed-Use Building	999						P				P
--------------------	-----	--	--	--	--	--	---	--	--	--	---

 ”

and substituting:

“

Mixed-Use Building ¹¹	999	D	D	D	D	D	P		D	D	P	P
----------------------------------	-----	---	---	---	---	---	---	--	---	---	---	---

 ”

- 10 Chapter 5, Part 5C, Table 5.6 is amended by striking out the following row under the section “MINIMUM LOT AREA (m²)”:

“

Semi-detached	n/a	n/a	250	250	250	250	250	250	250	n/a	250
	n/a	n/a	210 ⁷	210 ⁷	210 ⁷	210 ⁷	210 ⁷	210 ⁷	210 ⁷	n/a	210 ⁷

 ”

and substituting:

“

Semi-detached	n/a	n/a	250 ⁴	250	250	250	250	250	250	n/a	250
	n/a	n/a	210 ^{4,7}	210 ⁷	210 ⁷	210 ⁷	210 ⁷	210 ⁷	210 ⁷	n/a	210 ⁷
Semi-detached (front to back)			325								

 ”

- 11 Chapter 5, Part 5C, Table 5.6 is amended by striking out the following row under the section “MINIMUM LOT FRONTAGE (m)”:

“

Semi-detached	n/a	n/a	7.5	7.5	7.5	7.5	7.5	7.5	7.5	n/a	7.5
	n/a	n/a	6.7 ⁷	6.7 ⁷	6.7 ⁷	6.7 ⁷	6.7 ⁷	6.7 ⁷	6.7 ⁷	n/a	6.7 ⁷

 ”

and substituting:

“

Semi-detached	n/a	n/a	7.5 ⁴	7.5	7.5	7.5	7.5	7.5	7.5	n/a	7.5
	n/a	n/a	6.7 ^{4,7}	6.7 ⁷	6.7 ⁷	6.7 ⁷	6.7 ⁷	6.7 ⁷	6.7 ⁷	n/a	6.7 ⁷
Semi-Detached (front to back)			10.5								

 ”

- 12 Chapter 6, Part 6B, Section 6B.6, Subsection 6.3(1) is repealed and the following substituted:

“(1) For all dwelling types in residential zones, with the exception of apartment buildings, and where such dwellings are situated on separate lots with vehicular access provided by a rear lane (alley), the minimum front yard setback may be reduced to 3.0 metres where there is a landscaped boulevard between the curb and public sidewalk, within the right-of-way of the fronting street. If there is no such boulevard in place, the minimum setback may be reduced to 4.5 metres (see illustration in Figure 6.0).

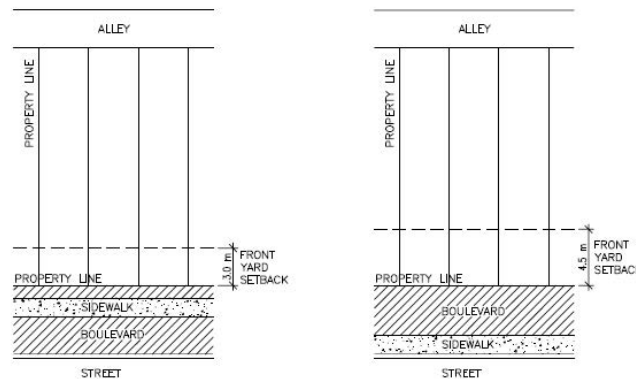


Figure 6.0 : Reduced Front Yard Setbacks on Lots with Rear Lane Access

”

- 13 Chapter 6, Part 6B, Section 6B.7, Subsection 7.5 is repealed and the following substituted:

“7.5 PORCH

A porch may project 1.5 metres into the required front yard but no closer than 3 metres from the property line.”

- 14 Chapter 6, Part 6B, Section 6B.11 is amended by adding the following after subsection 11.2:

“11.3 APPLICATION

- (1) Buildings that are connected by underground parking structures or above ground non-enclosed structures shall be considered Planned Groups of Dwellings and shall comply with the regulations of this Section.
- (2) Buildings shall not be connected through underground or above ground structures that are open air.”

- 15 Chapter 6, Part 6C, Section 6C.11, Subsection 11.1(7) is repealed and the following substituted:
- “(7) Apartments
- Although apartment buildings and seniors assisted living apartment buildings are discretionary uses in this zone, the form and massing of buildings will be restricted in accordance with the provisions of this zone. ”
- 16 Chapter 7, Part 7C, Section 7C.10, Subsection 10.5(1)(d) is repealed and the following substituted:
- “(d) In the area identified in Figure 7.3 as the CBD-Central Business District, buildings that contain 25% of their total gross floor area as office use and that exceed the maximum permitted Street Wall height (podium) shall be required to provide public amenity contributions in the amount of \$4.00 per square foot (in 2009 dollars) of gross floor area or contribution of public amenities of equivalent value for the portions of the building above the podium in accordance with the provisions of Chapter 17 - Development Alternatives and Incentives of the Bylaw through application of the Contribution Gradient (Table 17.1 - Incentive and Amenity System) in exchange for unlimited Height and FAR. ”
- 17 Chapter 7, Part 7C, Section 7C.10, Subsection 10.5(2)(e) is repealed and the following substituted:
- “(e) In the area identified in Figure 7.3 as the CBD - Central Business District, buildings that contain 25% of their total gross floor area as office use and that exceed the maximum permitted Street Wall height (podium) shall be required to provide public amenity contributions in the amount of \$4.00 per square foot (in 2009 dollars) of gross floor area or contribution of public amenities of equivalent value for the portions of the building above podium in accordance with the provisions of Chapter 17 - Development Alternatives and Incentives in this Bylaw through application of the Contribution Gradient (Table 17.1 - Incentive and Amenity System) in exchange for unlimited Height and FAR. ”
- 18 Chapter 7, Part 7C, Section 7C.12, Subsection 12.6(6)(c), Clause (viii) is repealed and the following substituted:
- “(viii) where payment is made by the applicant or owner, calculated on the basis of \$7,000 per additional parking stall (in 2012 dollars), to be expended by the City for the purpose of acquiring or supporting public parking or transit, or other public amenity or services. ”

- 19 Chapter 7, Part 7D, Section 7D.2, Subsection 2.3(3) is repealed and the following substituted:

“(3) Notwithstanding the minimum development standards for drive-in businesses, where a drive-in business is located on an arterial roadway, the City may require a Traffic Impact Traffic Study to determine the minimum number of vehicle queuing spaces taking into consideration:

- (a) the design of the total site development;
- (b) the nature of the proposed use; and
- (c) traffic generation characteristics of similar uses.”

- 20 Chapter 7, Part 7D, Section 7D.3, Subsection 3.5 is repealed and the following substituted:

“3.5 UNDERGROUND STORAGE TANKS

The installation of new underground storage tanks shall meet the design and operational requirements specified by the Saskatchewan Ministry of Environment.”

- 21 Chapter 7, Part 7D, Section 7D.3, Subsection 3.6(2) is repealed and the following substituted:

“(2) The decommissioning of the site shall be in accordance with the requirements and guidelines established by:

- (a) Saskatchewan Ministry of Environment; and
- (b) the City Operations Division of the City.”

- 22 Chapter 9, Part 9C, Section 9C.3, Subsection 3.7(3) is repealed and the following substituted:

“(3) Permitted Uses

Uses permitted are:

- Art galleries
- Bakery shops
- Dwelling units, converted
- Dwelling units, detached
- Home-based businesses
- Libraries
- Offices, General
- Personal service establishments
- Retail
- Secondary suites

”

- 23 Chapter 9, Part 9C, Section 9C.3, Subsection 3.8(2)(c) is repealed and the following substituted:

“(c) Permitted Uses

Uses that are permitted are as specified below:

- | | |
|----------------------------------|--|
| • Animal hospital | • Offices, Industry |
| • Animal shelter | • Printing, commercial |
| • Assembling, parts | • Public uses |
| • Auto supply stores | • Publishing or publishing/printing |
| • Automobile sales and service | • Recreation vehicles |
| • Automobile, rental and leasing | • Recreational service facility |
| • Automobile repair | • Repair shop |
| • Bakery | • Repair, rental and service |
| • Biscuit plant | • Retail, general |
| • Cleaning, carpet and rug | • Retail, hardware |
| • Club | • Retail, small equipment and supplies |
| • Financial institution | • Sharpening and repair, knives, saws, tools |
| • Laboratory, medical/dental | • Taxidermy shop |
| • Labour union hall | • Warehousing |
| • Laundry plant | • Warehousing, refrigerated |
| • Lumber yard | |
| • Mobile home sales | |
| • Newspaper | |

”

- 24 Chapter 9, Part 9C, Section 9C.3, Subsection 3.9(3)(a) is repealed and the following substituted:

“(a) Uses permitted in DCD-3 are specified below:

- | | |
|---------------------------------|--|
| • Automobile rental and leasing | • Office, Industry |
| • Automobile sales and service | • Public use |
| • Religious institution | • Recreational service facility |
| • Day care centre | • Repair shop |
| • Financial institution | • Retail, small equipment and supplies |
| • Humanitarian service facility | • Retail use |
| • Labour union hall | • Service station |
| • Library | |

”

- 25 Chapter 9, Part 9C, Section 9C.3, Subsection 3.10(3)(b) is repealed and the following substituted:

“(b) The use of Parcel A in Garden Ridge Phase II (i.e. adjacent to the east side of the McIntosh Street right-of-way, immediately south of Rochdale Boulevard) shall be restricted to the establishment and maintenance of a telephone distribution service facility, or for other public utility-related functions deemed compatible with the surrounding uses and acceptable to the Development Officer.”

- 26 Chapter 9, Part 9C, Section 9C.3, Subsection 3.10(4)(d) is repealed and the following substituted:

“(d) Applicable standards for development of Parcel A in Garden Ridge Phase II shall be determined by the Development Officer in consultation with other City departments as required.”

- 27 Chapter 9, Part 9C, Section 9C.3, Subsection 3.11(3) is repealed and the following substituted:

“(3) Uses

- | | |
|-----------------------------|-----------------------------------|
| • Financial Institutions | • Post Office |
| • Funeral Homes | • Public Use |
| • Labour Union Hall | • Personal Service Establishment* |
| • Medical Clinic | • Bakery Shop* |
| • Medical/Dental Laboratory | |
| • Office, General | |

”

- 28 Chapter 9, Part 9C, Section 9C.3, Subsection 3.11(6)(c)(ii) is repealed and the following substituted:

“(ii) The landscape design plan shall be reviewed as part of the overall development review undertaken by the Development Officer.”

- 29 Chapter 9, Part 9C, Section 9C.3, Subsection 3.11(6)(d)(i) is repealed and the following substituted:

“(i) Permitted Signs:

- A maximum of one (1) free-standing sign per lot with a surface area not to exceed 5m² and a height not to exceed 5 metres.
- A free standing sign shall:

- be set back a minimum of 300-mm from any property line,
- be set back no more than six metres from the front property line abutting Pasqua Street, and
- not be located in any sight triangle as defined in the *Regina Traffic Bylaw*. ”

30 Chapter 9, Part 9C, Section 9C.3, Subsection 3.11(6)(d)(ii) is repealed.

31 Chapter 9, Part 9C, Section 9C.3, Subsection 3.15(3)(b) is repealed and the following substituted:

“(b) Permitted Uses

Uses that are permitted are as specified below:

- | | |
|---|---------------------------------------|
| • Animal hospital | • Library |
| • Apartment dwelling unit | • Licensed beverage room |
| • Apartment, senior assisted living | • Licensed cocktail room |
| • Art gallery | • Licensed dining room |
| • Banquet and reception facility | • Licensed restaurant |
| • Bed and breakfast homestay ¹ | • Medical/dental laboratory |
| • Bowling centre | • Mixed-use building |
| • Religious institution ² | • Multi-unit residence |
| • Club | • Nursery school ⁶ |
| • College, community | • Office, General ¹⁷ |
| • Community centre | • Personal service |
| • Community garden | • Pool hall |
| • Day care centre, adult ³ | • Post office |
| • Day care centre, child ⁴ | • Public use |
| • Dwelling unit, detached | • Recreational service facility |
| • Financial institution | • Repair service |
| • Health/fitness centre | • Restaurant |
| • Home-based business ⁵ | • School, private |
| • Hospice | • Secondary suite |
| • Hostel | • School/academy |
| • Hotel | • School/vocational |
| • Humanitarian service facility | • Supportive living home ⁷ |
| • Labour union hall | • Theatre |

”

- 32 Chapter 9, Part 9C, Section 9C.3, Subsection 3.15(4)(b) is repealed and the following substituted:

“(b) Permitted Uses

Uses that are permitted are as specified below:

- | | |
|--|--|
| • Art gallery | • Licensed restaurant ¹⁵ |
| • Bakery shop | • Nursery school ¹⁶ |
| • Club ⁹ | • Office, General ¹⁷ |
| • Club, licensed ¹⁰ | • Personal service |
| • Community centre | • Public use ¹⁸ |
| • Community garden | • Recreational service facility |
| • Dwelling unit ¹¹ | • Recreational service facility,
licensed ¹⁹ |
| • Grocery store | • Repair service |
| • Home-based business ¹² | • Restaurant ^{20,21} |
| • Humanitarian service facility | • Retail Use ²² |
| • Library | |
| • Licensed cocktail room ¹³ | |
| • Licensed dining room ¹⁴ | |

”

- 33 Chapter 9, Part 9C, Section 9C.3, Subsection 3.15(4)(c) is repealed and the following substituted:

“(c) Discretionary Uses

Uses that are discretionary are as specified below:

- | | |
|--|--|
| • Club ²³ | • Licensed dining room ²⁹ |
| • Club, licensed ²⁴ | • Licensed restaurant ³⁰ |
| • Confectionary store | • Office, General ³¹ |
| • Day care centre, adult ²⁵ | • Recreational service facility,
licensed ³² |
| • Day care centre, child ²⁶ | • Restaurant ³³ |
| • Individual and Family social
service home ²⁷ | • Retail use ³⁴ |
| • Licensed cocktail room ²⁸ | |

”

34 Chapter 9, Part 9C, Section 9C.3, Subsection 3.16(3)(b) is repealed and the following substituted:

“(b) Notwithstanding clause (3)(a) above, the following uses shall be permitted in DCD-10:

- (i) Art Gallery
- (ii) Bed and Breakfast
- (iii) Day Care
- (iv) Office, General
- (v) Confectionary Store
- (vi) Restaurants
- (vii) Licensed Restaurants
- (viii) Recreation Service Facilities
- (ix) Retail Use
- (x) Personal Service Establishment
- (xi) Dwelling Unit”

35 Chapter 9, Part 9C, Section 9C.3, Subsection 3.18(5)(b) is repealed and the following substituted:

“(b) Subject to the more specific provisions of this section, development shall be in accordance with the applicable provisions of Chapter 6: provided, however, that the regulations of Section 6B.4 in Chapter 6 do not apply.”

36 Chapter 9, Part 9C, Section 9C.4, Subsection 4.9(1)(c)(iii) is repealed and the following substituted:

“(iii) approved by the City.”

37 Chapter 10, Part 10C, Section 10C.1, Subsection 1.8(1) is repealed and the following substituted:

“(1) An applicant for a development in any of the Aquifer Overlay Zones shown in Figure 10.1 may challenge the inclusion of the land in the zone by providing, at his own expense, to the City, an engineering evaluation prepared by a registered professional engineer.”

38 Chapter 10, Part 10C, Section 10C.1, Subsection 1.8(3) is repealed and the following substituted:

“(3) If the evaluation mentioned in subsection (1) is concurred in by the City, the requirements of the zone, as defined in Chapter 2, shall apply to the land.”

- 39 Chapter 10, Part 10C, Table 10.1 is amended by striking out “Director of Development Engineering” and substituting “the City” wherever it appears.
- 40 Chapter 10, Part 10C, Table 10.2 is amended by striking out “Director of Development Engineering” and substituting “the City” wherever it appears.
- 41 Chapter 10, Part 10C, Table 10.3 is amended by striking out “Director of Development Engineering” and substituting “the City” wherever it appears.
- 42 Chapter 11, Part 11C is amended by adding the following section after Section 11C.3:

“11C.4 CARGO CONTAINERS

- (1) Cargo containers shall be prohibited in all Residential, Commercial, Industrial Prestige, Warehouse and Special zones with the following exceptions:
 - (a) Airport
 - (b) Railway
- (2) Notwithstanding subsection (1), cargo containers may be temporarily placed on a site in any zone:
 - (a) during construction on a site when the cargo container is utilized solely for the storage of supplies and equipment that are used for the site, provided that:
 - (i) a valid building permit has been issued for construction on the site; and
 - (ii) the cargo container must be removed from the site upon completion of the construction; or
 - (b) for the purpose of loading and unloading of items associated with the principal use for a period of not more than 10 days.
- (3) When placed on a site pursuant to subsection (2), the cargo containers shall:
 - (a) be located so as not to create a safety hazard; and
 - (b) not be located within 1.2 metres of the interior edge of the sidewalk .”

- 43 Chapter 12, Part 12C, Section 12C.1, Table 12.2 is amended by striking out “Director of Development Engineering” and substituting “the City” wherever it appears.
- 44 Chapter 13, Part 13C, Section 13C.4, Table 13.3 is amended by striking out “Director of Development Engineering” and substituting “the City” wherever it appears.
- 45 Chapter 14, Part 14B, Section 14B.3, Subsection 3.4 is amended by striking out “Director of Development Engineering” and substituting “the City” wherever it appears.
- 46 Chapter 14, Part 14B, Section 14B.3, Subsection 3.15(1) is repealed and the following substituted:

“(1) Council may, at its discretion, waive all or part of the parking requirements in the:

- (a) D - Downtown Zone in exchange for a payment-in-lieu of the waived parking spaces calculated on the basis of \$7,000 per waived parking space (in 1992 dollars); or
- (b) WH - Dewdney Avenue Warehouse Zone in exchange for a payment-in-lieu of the waived spaces calculated on the basis of \$2,500 per waived parking space (in 1992 dollars).”

- 47 Chapter 14, Part 14B, Section 14B.4, Subsection 4.6 is repealed and the following substituted:

“4.6 PROHIBITED VEHICLES

No vehicle, business or otherwise, with a combined weight (vehicle and load carried by the vehicle) exceeding 4,500 kilograms, shall be parked on-site in a residential zone. Notwithstanding the above, recreational vehicles may be parked in a residential zone in compliance with Subpart 14B.4 Regulations for Residential Parking.”

- 48 Chapter 14, Part 14B, Section 14B.5, Table 14.5 is amended by striking out the following row:

“	Recreational Service Facilities	1 space per 10 square metres of gross floor area used by patrons.	”
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and substituting:

“	Recreational Service Facilities	1 space per 20 square metres of gross floor area used by patrons.	”
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- 49 Chapter 15, Part 15B, Section 15B.2, Subsection 2.2 is amended by striking out “Parks and Open Spaces” and substituting “Open Spaces and Environmental Services” wherever it appears.
- 50 Chapter 15, Part 15B, Section 15B.2, Subsection 2.3 is amended by striking out “Parks and Open Spaces” and substituting “Open Spaces and Environmental Services” wherever it appears.
- 51 Chapter 16, Part 16C, Section 16C.3, Subsection 3.2 is repealed and the following substituted:

“3.2 NUMERICAL RESTRICTIONS

One projecting sign is permitted per street frontage, except where the frontage of the property along any one right-of-way exceeds 90 metres, in which case two projecting signs are permitted.”

- 52 Chapter 16, Part 16C, Section 16C.4, Subsection 4.4(2) is repealed and the following substituted:

“(2) Permits shall be issued on an annual basis upon payment by the sign owner of the appropriate registration fee. The registration date shall be July 1 of each year.”

- 53 Chapter 17, Part 17B, Section 17B.1 is amended by adding the following after Subsection 1.1(5):

“(6) The application of these bonusing measures shall be consistent with the Official Community Plan (OCP) policies.”

- 54 Chapter 17, Part 17B, Section 17B.3, Table 17.1 is amended by striking out the following rows wherever they appear:

“

Apartment	To increase residential densities in the Downtown	D ¹	Unlimited. Determined by Council during project consideration time	The performance standards are determined by Council at time of project consideration.
Arcade, Lane [A continuous covered lane along both sides of which there are commercial frontages.]	To facilitate the use of selected lanes for development in the Downtown and Warehouse zones. It is also designed to offer alternative commercial frontages for the development of small	D, WH	8:1	Same as sidewalk arcade

	scale commercial enterprises.			
Atrium/Galleria, Shopping [A large enclosed space in a shopping centre designed for public gatherings and events where shoppers can rest, relax and enjoy surrounding activity.]	To provide enclosed, weather protected public space that increases and enhances shopping activity while maintaining the continuity of the retail activity and visual interest along the street or shopping areas.	D All Residential Developments in all Zones.	10:1 The area of an atrium incorporated into any use in a residential zone, except the R7-Residential Mobile Home Zone, shall not be included in the calculation of the: (a) site coverage; or (b) floor area ratio.	The entire floor area of the atrium must: 1. be contiguous with and adjacent to public sidewalk; 2. be accessible from pedestrian connection; 3. have a minimum of 70 square metres; 4. provide at least one sitting space per 10 square metres; 5. be open for public use during normal business hours; 6. open a minimum of 25% of the roof to the sky.

55 Chapter 17, Part 17B, Section 17B.3, Table 17.1 is amended by striking out the following row wherever it appears:

Arts Lodge [Living and working space for members of the City's performing, visual and participatory arts groups.]	To provide living and working space for artists in the City to develop and share ideas by way of joint-living, performances, rehearsals, exhibitions, and workshops	All zones where residential development and the proposed performing, visual or participatory arts professions are allowed.	5:1	The performance standards are determined by Council at time of project consideration.
--	---	--	-----	---

and substituting:

Artists Live/Work [Living and working space for members of the City's performing, visual and participatory arts groups.]	To provide living and working space for artists in the City to develop and share ideas by way of joint-living, performances, rehearsals, exhibitions, and workshops	All zones where residential development and the proposed performing, visual or participatory arts professions are allowed.	5:1	The performance standards are determined by Council at time of project consideration.
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56 Chapter 17, Part 17B, Section 17B.3, Table 17.1 is amended by striking out the follow row:

“	Space for Non-Profit Social Service [Space which is made available, free of rent, to charitable and social service organizations that provide emergency assistance, health services, referral services or other specialized social service directly to the public.]	To promote community development in the City and also to serve as a focal point for pedestrian activity in the Downtown.	D	8:1	1. The maximum bonusable area for this amenity will not exceed 464.5 square metres. 2. The lot on which the amenity is located must be within 76.2 metres of a street served by the Regina Transit System.	”
---	--	--	---	-----	---	---

and substituting:

“	Space for Non-Profit, Cultural and Social Services [Space which is made available, free of or at reduced rent, to charitable, cultural and social service organizations that provide emergency assistance, health or cultural services, referral services or other specialized social service directly to the public.]	To promote community development in the City and also to serve as a focal point for pedestrian activity in the Downtown.	D	8:1	1. The maximum bonusable area for this amenity will not exceed 464.5 square metres. 2. The lot on which the amenity is located must be within 76.2 metres of a street served by the Regina Transit System.	”
---	---	--	---	-----	---	---

57 Chapter 17, Part 17B, Section 17B.3, Table 17.1 is amended by striking out the following row:

“	Water Feature [May include a fountain, cascade, stream water, pond, sculpture or reflection.]	To serve as a focal point for pedestrian activity, and moderate ambient air temperature in the summer.	D, DSC	8:1	The water feature: 1. Must be located outside the building, and be publicly visible and accessible at the main pedestrian entrance to a building or along a pedestrian connection to the building. 2. Water must be	”
---	--	--	--------	-----	---	---

				maintained in a clean and non-polluted condition. 3. Water must be in motion during daytime hours, except between September 21 and June 21.
--	--	--	--	--

and substituting:

“	Water Feature [May include a fountain, cascade, stream water, pond, sculpture or reflection.]	To serve as a focal point for pedestrian activity, and moderate ambient air temperature in the summer.	D, DSC, DCD-9	8:1	The water feature: 1. Must be located outside the building, and be publicly visible and accessible at the main pedestrian entrance to a building or along a pedestrian connection to the building. 2. Water must be maintained in a clean and non-polluted condition. 3. Water must be in motion during daytime hours, except between September 21 and April 21.	”
---	--	--	---------------	-----	---	---

58 Chapter 17, Part 17B, Section 17B.3, Table 17.1 is amended by striking out the following row:

“	Allotment Garden	To reflect previous use of the site and related community values, and to help meet environmental and social objectives.	DCD-9	3.0 metre relaxation of tower height and restriction: allotment garden	1. Must include provision of water access. 2. Must be available for resident use. 3 Must be a minimum of 25m ² . 4. Relaxation for specific amenity may be applied to each building only once.	”
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and substituting in alphabetically sequential order:

“	Conservation of Landscape Elements	To reflect previous use of the site and related community values, and to help meet environmental and social objectives.	DCD-9	3.0 metre relaxation of tower height and restriction: allotment garden	1. Must include provision of water access. 2. Must be available for resident use. 3 Must be a minimum of 25m ² . 4. Relaxation for specific amenity may be applied to each building only once. 5. Must meet <i>the Standards and Guidelines for the Conservation of Historic Places in Canada</i> .	”
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59 Chapter 17, Part 17B, Section 17B.3, Table 17.1 is amended by striking out the following row:

“	Office Contribution Gradient - Office Use with unlimited Height and FAR in the area defined as the Central Business District.	To increase the amount and profile of Office Development within Downtown Regina's central business core by allowing office development unlimited height in exchange for public amenity payment or contribution of equal value of public amenities.	D - Downtown - Area identified as the Central Business District in Figure 7.3 and in areas where unlimited height bonusing is allowed as identified in Figure 7.4 of Subpart 7C.10	Payment pf \$4.00/square foot or contribution of public amenities in kind for portions of the building that exceeds Podium height.	25% of total Gross Floor Area of the Building shall be allocated as office use in perpetuity.	”
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and substituting:

“	Office Contribution Gradient - Office Use with unlimited Height and FAR in the area defined as the Central Business District.	To increase the amount and profile of Office Development within Downtown Regina's central business core by allowing office development unlimited height in exchange for public amenity payment or contribution of equal value of public amenities.	D - Downtown - Area identified as the Central Business District in Figure 7.3 and in areas where unlimited height bonusing is allowed as identified in Figure 7.4 of Subpart 7C.10	Payment pf \$4.00/square foot (in 2009 dollars) or contribution of public amenities in kind for portions of the building that exceeds Podium height.	25% of total Gross Floor Area of the Building shall be allocated as office use in perpetuity.	”
---	---	--	--	--	---	---

60 Chapter 17, Part 17B, Section 17B.3, Table 17.1 is amended by striking out the following row wherever it appears:

“	Public Art [Any form of sculpture or other artwork.]	To increase support for the Art community in the City, and enhance the aesthetic quality of the urban environment.	All Commercial	5:1 The value of the art work is converted into floor area by dividing that value by 100.	The art work: 1. Must be located or displayed permanently near the main pedestrian entrance to a building, an atrium, plaza, or arcade or climate controlled walkway. 2. Must be one of more durable works of art by an artist whose work has been exhibited in an art museum or institute. 3. Must be approved by the Civic Art Acquisition Group of the City of Regina. 4. The value of the art shall be authenticated by a certified bill of sale for the work. The value shall not include the cost of improving the site for installation.	”
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and substituting:

“	Public Art and Cultural Heritage [any form of sculpture, artwork, plaques, monuments, statues and commemorative works.]	To increase support for the Culture community in the City and enhance the aesthetic quality of the urban environment.	All Commercial and DCD-9 Former Diocese of Qu'Appelle Lands.	1. The value of the work is converted into floor area by dividing that value by 100 square feet. 2. In DCD-9, a 3.0m relaxation of tower height restriction. 3. Applicable to each building once.	1. The work must be located or displayed permanently in accordance with the Cultural Policy of the Official Community Plan (OCP), not inside the building. 2. The work must be by an artist with qualifications. 3. The work must be approved by the Development Officer. 4. The value shall be authenticated by a certified bill of sale for the work. The value shall not	
---	--	---	--	---	--	--

				<p>include the cost of improving the site for installation.</p> <p>5. In DCD-9, the work must be located or displayed permanently at one or more of the locations identified in Map 11.1 Secondary Plan for the Former Diocese of Qu'Appelle Property in Part B of the Official Community Plan.</p>
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”

- 61 Chapter 18, Part 18C, Section 18C.2, Subsection 2.2(d) is repealed and the following substituted:

“(d) evidence of approval by Saskatchewan Ministry of Environment and the Water Security Agency; ”

- 62 Chapter 18, Part 18C, Section 18C.2, Subsection 2.4(c) is repealed and the following substituted:

“(c) a statement by the Regina Qu'Appelle Health Region that the facilities meet health regulations. ”

- 63 Chapter 18, Part 18C, Section 18C.10, Subsection 10.1 is repealed and the following substituted:

“10.1 PURPOSE

The purpose of this section is to provide for authority, and to prescribe the procedure for processing of applications for minor variances in accordance with Section 60 of *The Planning and Development Act, 2007*. ”

- 64 Chapter 18, Part 18C, Section 18C.10, Subsection 10.2(1) is repealed and the following substituted:

“(1) A minor variance may be granted for variation of:

- (a) 25 percent of the required yard setback distance for buildings and decks;
- (b) 10 percent of the height for a principal or accessory building;
- (c) 10 percent of required eave setbacks;

- (d) 10 percent for additions to existing legally non-conforming buildings;
- (e) 10 percent of required parking requirements for all uses. ”

65 Chapter 18, Part 18C, Section 18C.10, Subsection 10.2(2) is repealed.

66 Chapter 18, Part 18E, Section 18E.1 is repealed and the following substituted:

“18E.1 VIOLATION AND PENALTY

Any person who violates any provision of this Bylaw is guilty of an offence, and is liable on summary conviction to the penalties specified in Section 243 of *The Planning and Development Act, 2007*. ”

67 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 23rd DAY OF June 2014.

READ A SECOND TIME THIS 23rd DAY OF June 2014.

READ A THIRD TIME AND PASSED THIS 23rd DAY OF June 2014.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

ABSTRACT

BYLAW NO. 2014-44

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 14)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	Ongoing use of <i>Regina Zoning Bylaw No. 9250</i> has revealed a number of deficiencies, errors or unclear wording that have been subject to interpretation by the Administration. It is necessary to make changes and corrections in order to minimize problems and interpretation of the bylaw going forward.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, May 14, 2014, RPC14-25.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning

BYLAW NO. 2014-45

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 15)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 5, Part 5B.4, Table 5.3 is amended by striking out the following row under the section "TABLE OF LAND USES - INDUSTRIAL ZONES":

“

Restaurant	5812	D			D	D	D
------------	------	---	--	--	---	---	---

 ”

and substituting, in alphabetically sequential order:

“

Restaurant	5812	D	D		D	D	D
------------	------	---	---	--	---	---	---

 ”

- 3 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 23rd DAY OF June 2014.

READ A SECOND TIME THIS 23rd DAY OF June 2014.

READ A THIRD TIME AND PASSED THIS 23rd DAY OF June 2014.

Mayor

City Clerk (SEAL)

CERTIFIED A TRUE COPY

City Clerk

Approved as to form this _____ day of _____, 20____.

City Solicitor

ABSTRACT

BYLAW NO. 2014-45

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 15)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> to allow Restaurant as a discretionary use in the IB-Medium Industrial zone.
ABSTRACT:	This Bylaw amends the <i>Regina Zoning Bylaw No. 9250</i> to allow Restaurant as a discretionary use in the IB-Medium Industrial Zone.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, May 14, 2014, RPC14-20.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning

BYLAW NO. 2014-46

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 16)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 - Zoning Maps (Map No. 2688) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix "A", legally described as:

Legal Address: **Lots 27-28, Block 374, Plan OLD33**

Civic Address: **2067 Retallack Street**

Current Zoning: **R4A - Residential Infill Housing**

Proposed Zoning: **LC3 - Local Commercial**

- 3 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 23rd DAY OF June 2014.

READ A SECOND TIME THIS 23rd DAY OF June 2014.

READ A THIRD TIME AND PASSED THIS 23rd DAY OF June 2014.

Mayor

City Clerk

(SEAL)

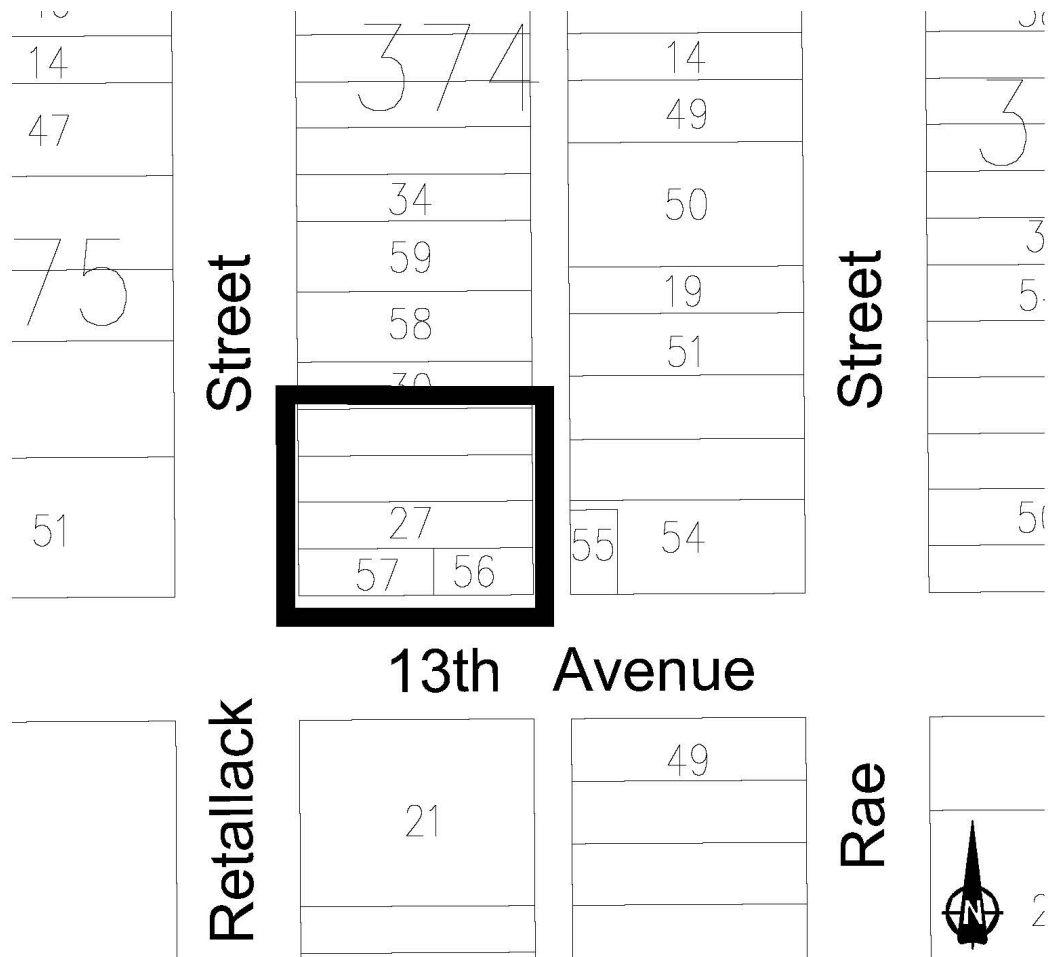
CERTIFIED A TRUE COPY

City Clerk

Approved as to form this _____ day of _____, 20____.

City Solicitor

Appendix "A"



ABSTRACT

BYLAW NO. 2014-46

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 16)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The proposed rezoning is required to accommodate a four-storey mixed-use building consisting of 13 residential units and more than five commercial retail units.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, May 14, 2014, RPC14-22.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning

BYLAW NO. 2014-47

DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN AMENDMENT
BYLAW, 2014

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

1 *Design Regina: The Official Community Plan Bylaw* is hereby amended in the manner set forth in this Bylaw.

2 Part B.6, Section 6.0 is amended by adding the following row:

"	2067 Retallack Street	Lots 27-28 Block 374, Plan OLD33	LC3 - Local Commercial	"
---	-----------------------	-------------------------------------	------------------------	---

3 This Bylaw comes into force on the date of approval by the Ministry of Government Relations.

READ A FIRST TIME THIS 23rd DAY OF June 2014.

READ A SECOND TIME THIS 23rd DAY OF June 2014.

READ A THIRD TIME AND PASSED THIS 23rd DAY OF June 2014.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

Approved by the Ministry of Government Relations
this _____ day of _____, 2014.

Ministry of Government Relations

Approved as to form this _____ day of _____, 20____.

City Solicitor

ABSTRACT

BYLAW NO. 2014-47

DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW, 2014

PURPOSE:	To amend <i>Design Regina: The Official Community Plan Bylaw</i>
ABSTRACT:	The proposed amendment would accommodate the development of a mixed-use building consisting of 13 dwelling units and more than five commercial retail units. The amendment would exempt the provisions of the neighborhood plan, which currently discourage changes to the residential stability of the area zoned R4A as well as the extension of commercial land uses into adjacent residential areas.
STATUTORY AUTHORITY:	Part IV, Section 29(2) of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	Part IV, Section 39 of <i>The Planning and Development Act, 2007</i> .
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission, May 14, 2014, RPC14-22.
AMENDS/REPEALS:	Amends <i>Design Regina: The Official Community Plan Bylaw</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning

BYLAW NO. 2014-48

THE REGINA WASTEWATER TREATMENT PLANT BORROWING BYLAW, 2014

Purpose

- 1 The purpose of this Bylaw is to authorize the City to incur debt obligations as part of the Project Agreement in an aggregate amount not exceeding \$158,464,000.

Authority

- 2 The authority for this Bylaw is *The Cities Act* and in particular Part IX and Divisions 6 and 7 of the Act.

Definitions

- 3 In this Bylaw:

“Capital Cost” means the total capital cost of the construction of the Wastewater Treatment Plant to be constructed by the Successful Proponent pursuant to the Project Agreement, being \$158,464,000, such cost to be repaid by the City through the Milestone Payment, the Substantial Completion Payment and the Deferred Capital Payments;

“City” means the City of Regina or where the context requires the geographical area within the city limits;

“Deferred Capital Payments” means the portion of the Capital Cost, being \$78,725,000 that will be payable monthly, along with interest, by the City to the Successful Proponent pursuant to the Project Agreement over the Term as set forth in Schedule “A”;

“Milestone Payment” means the portion of the Capital Cost, being \$30,000,000, that will be payable by the City to the Successful Proponent pursuant to the Project Agreement on or about January 1, 2016;

“Project Agreement” means the project agreement to be entered into between the City of Regina and the Successful Proponent providing for the design, build, finance, operation and maintenance of the Wastewater Treatment Plant;

“Substantial Completion Payment” means the portion of the Capital Cost, being \$49,739,000, that will be payable by the City to the Successful Proponent on

achieving substantial completion of the construction of the Waste Water Treatment Plant pursuant to the Project Agreement on or about December 31, 2016;

“Successful Proponent” means EPCOR Saskatchewan Water Prairies Inc.;

“Term” means the period from January 1, 2017 to July 31, 2044; and

“Wastewater Treatment Plant” means the upgraded City of Regina wastewater treatment facility.

Authorization

- 4(1) The City received approval of the long-term debt limit of \$450,000,000 granted by the Saskatchewan Municipal Board on July 5, 2013.
- (2) The City’s outstanding debt as of June 23, 2014 totals \$167,128,674.
- (3) Given that the City’s total outstanding debt as of June 23, 2014 and that the debt authorized pursuant to this Bylaw results in debt that is below the debt limit established by the Saskatchewan Municipal Board, the City shall incur debt obligations in an amount not exceeding the sum of \$158,464,000 for the purpose of paying the Capital Cost.
- (4) The City shall incur the debt obligation by way of the Project Agreement whereby:
 - (a) The Successful Proponent agrees to pay the Capital Cost of the design and construction of the Wastewater Treatment Plant by way of the Milestone Payment, the Substantial Completion Payment and the Deferred Capital Payments; and
 - (b) The City agrees to reimburse the Successful Proponent for the Capital Cost as follows:
 - (i) the Milestone Payment of \$30,000,000 will be made on or about January 1, 2016 in accordance with the Project Agreement;
 - (ii) the Substantial Completion Payment of \$49,739,000 will be made on or about December 31, 2016 in accordance with the Project Agreement; and
 - (iii) the Deferred Capital Payments in the aggregate of \$78,725,000 will be made monthly in accordance with the Project Agreement and as set forth in Schedule “A”.

Budget Provision

- 5 The Council of the City shall make provision in the City's Budget each year from 2016 to 2044 inclusive, for the sums necessary to make payment of the Capital Cost to the Successful Proponent where required by the Project Agreement as provided by subclause 4(4)(b) of this Bylaw.

Source of Payment

- 6 Where the City is required to make payments to the Successful Proponent relating to the Capital Cost under the Project Agreement, the payments shall be made from the following sources:
- (a) the General Utility Reserve established pursuant to Schedule A of Bylaw 2003-69 being *The Regina Administration Bylaw*;
 - (b) utility rates charged pursuant to Bylaw 8942 being *The Regina Water Bylaw* and Bylaw 5601 being *The Sewer Service Bylaw*;
 - (c) any deferred revenue received by the City related to development levies and servicing agreement fees levied pursuant to *The Planning Development Act, 2007* (Saskatchewan); and
 - (d) the General Fund Reserve established pursuant to Schedule A of Bylaw 2003-69 being *The Regina Administration Bylaw*.

Interest

- 7 No interest will be payable with respect to the City's debt obligations relating to the Milestone Payment and Substantial Completion payment portions of the Capital Cost as provided for in this Bylaw.
- 8 Interest will be payable with respect to the City's debt obligations relating to the Deferred Capital Payments portions of the Capital Cost as provided for in this Bylaw at an effective rate of 6.462% per annum.

Effective Date

9 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 23rd DAY OF June 2014.

READ A SECOND TIME THIS 23rd DAY OF June 2014.

READ A THIRD TIME AND PASSED THIS 23rd DAY OF June 2014.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

SCHEDULE "A"
Amortization Schedule of Deferred Capital Payments

Payment No.	Payment Date	Payment Amount	Principal	Interest	Balance
					\$78,725,000.00
1	31-Jan-2017	\$501,501.55	\$89,620.15	\$411,881.40	\$78,635,379.85
2	28-Feb-2017	\$501,501.55	\$90,089.04	\$411,412.51	\$78,545,290.81
3	31-Mar-2017	\$501,501.55	\$90,560.37	\$410,941.18	\$78,454,730.43
4	30-Apr-2017	\$501,501.55	\$91,034.18	\$410,467.37	\$78,363,696.26
5	31-May-2017	\$501,501.55	\$91,510.46	\$409,991.09	\$78,272,185.80
6	30-Jun-2017	\$501,501.55	\$91,989.23	\$409,512.32	\$78,180,196.56
7	31-Jul-2017	\$501,501.55	\$92,470.51	\$409,031.04	\$78,087,726.05
8	31-Aug-2017	\$501,501.55	\$92,954.31	\$408,547.24	\$77,994,771.74
9	30-Sep-2017	\$501,501.55	\$93,440.64	\$408,060.91	\$77,901,331.11
10	31-Oct-2017	\$501,501.55	\$93,929.51	\$407,572.04	\$77,807,401.60
11	30-Nov-2017	\$501,501.55	\$94,420.94	\$407,080.61	\$77,712,980.66
12	31-Dec-2017	\$501,501.55	\$94,914.94	\$406,586.61	\$77,618,065.72
13	31-Jan-2018	\$501,501.55	\$95,411.52	\$406,090.03	\$77,522,654.20
14	28-Feb-2018	\$501,501.55	\$95,910.71	\$405,590.84	\$77,426,743.49
15	31-Mar-2018	\$501,501.55	\$96,412.50	\$405,089.05	\$77,330,330.98
16	30-Apr-2018	\$501,501.55	\$96,916.92	\$404,584.63	\$77,233,414.06
17	31-May-2018	\$501,501.55	\$97,423.98	\$404,077.57	\$77,135,990.08
18	30-Jun-2018	\$501,501.55	\$97,933.70	\$403,567.85	\$77,038,056.38
19	31-Jul-2018	\$501,501.55	\$98,446.08	\$403,055.47	\$76,939,610.30
20	31-Aug-2018	\$501,501.55	\$98,961.14	\$402,540.41	\$76,840,649.17
21	30-Sep-2018	\$501,501.55	\$99,478.89	\$402,022.66	\$76,741,170.28
22	31-Oct-2018	\$501,501.55	\$99,999.35	\$401,502.20	\$76,641,170.92
23	30-Nov-2018	\$501,501.55	\$100,522.54	\$400,979.01	\$76,540,648.38
24	31-Dec-2018	\$501,501.55	\$101,048.47	\$400,453.08	\$76,439,599.92
25	31-Jan-2019	\$501,501.55	\$101,577.14	\$399,924.41	\$76,338,022.77
26	28-Feb-2019	\$501,501.55	\$102,108.58	\$399,392.97	\$76,235,914.19
27	31-Mar-2019	\$501,501.55	\$102,642.80	\$398,858.75	\$76,133,271.39
28	30-Apr-2019	\$501,501.55	\$103,179.82	\$398,321.73	\$76,030,091.57
29	31-May-2019	\$501,501.55	\$103,719.65	\$397,781.90	\$75,926,371.92
30	30-Jun-2019	\$501,501.55	\$104,262.30	\$397,239.25	\$75,822,109.62
31	31-Jul-2019	\$501,501.55	\$104,807.79	\$396,693.76	\$75,717,301.83
32	31-Aug-2019	\$501,501.55	\$105,356.13	\$396,145.42	\$75,611,945.70
33	30-Sep-2019	\$501,501.55	\$105,907.35	\$395,594.20	\$75,506,038.35
34	31-Oct-2019	\$501,501.55	\$106,461.44	\$395,040.11	\$75,399,576.91
35	30-Nov-2019	\$501,501.55	\$107,018.44	\$394,483.11	\$75,292,558.47
36	31-Dec-2019	\$501,501.55	\$107,578.35	\$393,923.20	\$75,184,980.12
37	31-Jan-2020	\$501,501.55	\$108,141.19	\$393,360.36	\$75,076,838.94
38	29-Feb-2020	\$501,501.55	\$108,706.97	\$392,794.58	\$74,968,131.97
39	31-Mar-2020	\$501,501.55	\$109,275.72	\$392,225.83	\$74,858,856.25
40	30-Apr-2020	\$501,501.55	\$109,847.44	\$391,654.11	\$74,749,008.81
41	31-May-2020	\$501,501.55	\$110,422.15	\$391,079.40	\$74,638,586.67

42	30-Jun-2020	\$501,501.55	\$110,999.86	\$390,501.69	\$74,527,586.81
43	31-Jul-2020	\$501,501.55	\$111,580.60	\$389,920.95	\$74,416,006.20
44	31-Aug-2020	\$501,501.55	\$112,164.38	\$389,337.17	\$74,303,841.82
45	30-Sep-2020	\$501,501.55	\$112,751.22	\$388,750.33	\$74,191,090.60
46	31-Oct-2020	\$501,501.55	\$113,341.12	\$388,160.43	\$74,077,749.48
47	30-Nov-2020	\$501,501.55	\$113,934.11	\$387,567.44	\$73,963,815.38
48	31-Dec-2020	\$501,501.55	\$114,530.20	\$386,971.35	\$73,849,285.18
49	31-Jan-2021	\$501,501.55	\$115,129.41	\$386,372.14	\$73,734,155.77
50	28-Feb-2021	\$501,501.55	\$115,731.76	\$385,769.79	\$73,618,424.01
51	31-Mar-2021	\$501,501.55	\$116,337.25	\$385,164.30	\$73,502,086.76
52	30-Apr-2021	\$501,501.55	\$116,945.92	\$384,555.63	\$73,385,140.84
53	31-May-2021	\$501,501.55	\$117,557.77	\$383,943.78	\$73,267,583.07
54	30-Jun-2021	\$501,501.55	\$118,172.82	\$383,328.73	\$73,149,410.25
55	31-Jul-2021	\$501,501.55	\$118,791.09	\$382,710.46	\$73,030,619.16
56	31-Aug-2021	\$501,501.55	\$119,412.59	\$382,088.96	\$72,911,206.57
57	30-Sep-2021	\$501,501.55	\$120,037.35	\$381,464.20	\$72,791,169.23
58	31-Oct-2021	\$501,501.55	\$120,665.37	\$380,836.18	\$72,670,503.86
59	30-Nov-2021	\$501,501.55	\$121,296.68	\$380,204.87	\$72,549,207.18
60	31-Dec-2021	\$501,501.55	\$121,931.29	\$379,570.26	\$72,427,275.89
61	31-Jan-2022	\$501,501.55	\$122,569.22	\$378,932.33	\$72,304,706.67
62	28-Feb-2022	\$501,501.55	\$123,210.49	\$378,291.06	\$72,181,496.18
63	31-Mar-2022	\$501,501.55	\$123,855.12	\$377,646.43	\$72,057,641.06
64	30-Apr-2022	\$501,501.55	\$124,503.12	\$376,998.43	\$71,933,137.94
65	31-May-2022	\$501,501.55	\$125,154.50	\$376,347.05	\$71,807,983.44
66	30-Jun-2022	\$501,501.55	\$125,809.30	\$375,692.25	\$71,682,174.14
67	31-Jul-2022	\$501,501.55	\$126,467.52	\$375,034.03	\$71,555,706.62
68	31-Aug-2022	\$501,501.55	\$127,129.19	\$374,372.36	\$71,428,577.43
69	30-Sep-2022	\$501,501.55	\$127,794.31	\$373,707.24	\$71,300,783.12
70	31-Oct-2022	\$501,501.55	\$128,462.92	\$373,038.63	\$71,172,320.20
71	30-Nov-2022	\$501,501.55	\$129,135.03	\$372,366.52	\$71,043,185.17
72	31-Dec-2022	\$501,501.55	\$129,810.65	\$371,690.90	\$70,913,374.53
73	31-Jan-2023	\$501,501.55	\$130,489.80	\$371,011.75	\$70,782,884.72
74	28-Feb-2023	\$501,501.55	\$131,172.51	\$370,329.04	\$70,651,712.21
75	31-Mar-2023	\$501,501.55	\$131,858.80	\$369,642.75	\$70,519,853.41
76	30-Apr-2023	\$501,501.55	\$132,548.67	\$368,952.88	\$70,387,304.74
77	31-May-2023	\$501,501.55	\$133,242.15	\$368,259.40	\$70,254,062.59
78	30-Jun-2023	\$501,501.55	\$133,939.26	\$367,562.29	\$70,120,123.34
79	31-Jul-2023	\$501,501.55	\$134,640.02	\$366,861.53	\$69,985,483.32
80	31-Aug-2023	\$501,501.55	\$135,344.44	\$366,157.11	\$69,850,138.88
81	30-Sep-2023	\$501,501.55	\$136,052.55	\$365,449.00	\$69,714,086.33
82	31-Oct-2023	\$501,501.55	\$136,764.36	\$364,737.19	\$69,577,321.97
83	30-Nov-2023	\$501,501.55	\$137,479.90	\$364,021.65	\$69,439,842.07
84	31-Dec-2023	\$501,501.55	\$138,199.18	\$363,302.37	\$69,301,642.89
85	31-Jan-2024	\$501,501.55	\$138,922.22	\$362,579.33	\$69,162,720.67
86	29-Feb-2024	\$501,501.55	\$139,649.05	\$361,852.50	\$69,023,071.62
87	31-Mar-2024	\$501,501.55	\$140,379.68	\$361,121.87	\$68,882,691.93

88	30-Apr-2024	\$501,501.55	\$141,114.13	\$360,387.42	\$68,741,577.80
89	31-May-2024	\$501,501.55	\$141,852.43	\$359,649.12	\$68,599,725.37
90	30-Jun-2024	\$501,501.55	\$142,594.59	\$358,906.96	\$68,457,130.78
91	31-Jul-2024	\$501,501.55	\$143,340.63	\$358,160.92	\$68,313,790.16
92	31-Aug-2024	\$501,501.55	\$144,090.57	\$357,410.98	\$68,169,699.58
93	30-Sep-2024	\$501,501.55	\$144,844.44	\$356,657.11	\$68,024,855.14
94	31-Oct-2024	\$501,501.55	\$145,602.25	\$355,899.30	\$67,879,252.89
95	30-Nov-2024	\$501,501.55	\$146,364.03	\$355,137.52	\$67,732,888.86
96	31-Dec-2024	\$501,501.55	\$147,129.79	\$354,371.76	\$67,585,759.08
97	31-Jan-2025	\$501,501.55	\$147,899.56	\$353,601.99	\$67,437,859.52
98	28-Feb-2025	\$501,501.55	\$148,673.35	\$352,828.20	\$67,289,186.16
99	31-Mar-2025	\$501,501.55	\$149,451.20	\$352,050.35	\$67,139,734.96
100	30-Apr-2025	\$501,501.55	\$150,233.11	\$351,268.44	\$66,989,501.85
101	31-May-2025	\$501,501.55	\$151,019.12	\$350,482.43	\$66,838,482.73
102	30-Jun-2025	\$501,501.55	\$151,809.23	\$349,692.32	\$66,686,673.50
103	31-Jul-2025	\$501,501.55	\$152,603.49	\$348,898.06	\$66,534,070.01
104	31-Aug-2025	\$501,501.55	\$153,401.89	\$348,099.66	\$66,380,668.12
105	30-Sep-2025	\$501,501.55	\$154,204.47	\$347,297.08	\$66,226,463.65
106	31-Oct-2025	\$501,501.55	\$155,011.26	\$346,490.29	\$66,071,452.39
107	30-Nov-2025	\$501,501.55	\$155,822.26	\$345,679.29	\$65,915,630.13
108	31-Dec-2025	\$501,501.55	\$156,637.51	\$344,864.04	\$65,758,992.62
109	31-Jan-2026	\$501,501.55	\$157,457.02	\$344,044.53	\$65,601,535.60
110	28-Feb-2026	\$501,501.55	\$158,280.82	\$343,220.73	\$65,443,254.78
111	31-Mar-2026	\$501,501.55	\$159,108.93	\$342,392.62	\$65,284,145.86
112	30-Apr-2026	\$501,501.55	\$159,941.37	\$341,560.18	\$65,124,204.49
113	31-May-2026	\$501,501.55	\$160,778.17	\$340,723.38	\$64,963,426.32
114	30-Jun-2026	\$501,501.55	\$161,619.34	\$339,882.21	\$64,801,806.97
115	31-Jul-2026	\$501,501.55	\$162,464.92	\$339,036.63	\$64,639,342.05
116	31-Aug-2026	\$501,501.55	\$163,314.92	\$338,186.63	\$64,476,027.13
117	30-Sep-2026	\$501,501.55	\$164,169.37	\$337,332.18	\$64,311,857.77
118	31-Oct-2026	\$501,501.55	\$165,028.29	\$336,473.26	\$64,146,829.48
119	30-Nov-2026	\$501,501.55	\$165,891.70	\$335,609.85	\$63,980,937.78
120	31-Dec-2026	\$501,501.55	\$166,759.63	\$334,741.92	\$63,814,178.16
121	31-Jan-2027	\$501,501.55	\$167,632.10	\$333,869.45	\$63,646,546.06
122	28-Feb-2027	\$501,501.55	\$168,509.13	\$332,992.42	\$63,478,036.93
123	31-Mar-2027	\$501,501.55	\$169,390.75	\$332,110.80	\$63,308,646.18
124	30-Apr-2027	\$501,501.55	\$170,276.99	\$331,224.56	\$63,138,369.19
125	31-May-2027	\$501,501.55	\$171,167.86	\$330,333.69	\$62,967,201.33
126	30-Jun-2027	\$501,501.55	\$172,063.39	\$329,438.16	\$62,795,137.93
127	31-Jul-2027	\$501,501.55	\$172,963.61	\$328,537.94	\$62,622,174.32
128	31-Aug-2027	\$501,501.55	\$173,868.54	\$327,633.01	\$62,448,305.78
129	30-Sep-2027	\$501,501.55	\$174,778.20	\$326,723.35	\$62,273,527.57
130	31-Oct-2027	\$501,501.55	\$175,692.63	\$325,808.92	\$62,097,834.94
131	30-Nov-2027	\$501,501.55	\$176,611.83	\$324,889.72	\$61,921,223.11
132	31-Dec-2027	\$501,501.55	\$177,535.85	\$323,965.70	\$61,743,687.26
133	31-Jan-2028	\$501,501.55	\$178,464.70	\$323,036.85	\$61,565,222.56

134	29-Feb-2028	\$501,501.55	\$179,398.41	\$322,103.14	\$61,385,824.15
135	31-Mar-2028	\$501,501.55	\$180,337.00	\$321,164.55	\$61,205,487.15
136	30-Apr-2028	\$501,501.55	\$181,280.51	\$320,221.04	\$61,024,206.64
137	31-May-2028	\$501,501.55	\$182,228.95	\$319,272.60	\$60,841,977.69
138	30-Jun-2028	\$501,501.55	\$183,182.35	\$318,319.20	\$60,658,795.34
139	31-Jul-2028	\$501,501.55	\$184,140.75	\$317,360.80	\$60,474,654.59
140	31-Aug-2028	\$501,501.55	\$185,104.15	\$316,397.40	\$60,289,550.44
141	30-Sep-2028	\$501,501.55	\$186,072.60	\$315,428.95	\$60,103,477.84
142	31-Oct-2028	\$501,501.55	\$187,046.11	\$314,455.44	\$59,916,431.73
143	30-Nov-2028	\$501,501.55	\$188,024.72	\$313,476.83	\$59,728,407.01
144	31-Dec-2028	\$501,501.55	\$189,008.45	\$312,493.10	\$59,539,398.56
145	31-Jan-2029	\$501,501.55	\$189,997.32	\$311,504.23	\$59,349,401.25
146	28-Feb-2029	\$501,501.55	\$190,991.37	\$310,510.18	\$59,158,409.88
147	31-Mar-2029	\$501,501.55	\$191,990.61	\$309,510.94	\$58,966,419.27
148	30-Apr-2029	\$501,501.55	\$192,995.09	\$308,506.46	\$58,773,424.18
149	31-May-2029	\$501,501.55	\$194,004.82	\$307,496.73	\$58,579,419.35
150	30-Jun-2029	\$501,501.55	\$195,019.84	\$306,481.71	\$58,384,399.52
151	31-Jul-2029	\$501,501.55	\$196,040.16	\$305,461.39	\$58,188,359.36
152	31-Aug-2029	\$501,501.55	\$197,065.82	\$304,435.73	\$57,991,293.54
153	30-Sep-2029	\$501,501.55	\$198,096.85	\$303,404.70	\$57,793,196.69
154	31-Oct-2029	\$501,501.55	\$199,133.27	\$302,368.28	\$57,594,063.41
155	30-Nov-2029	\$501,501.55	\$200,175.12	\$301,326.43	\$57,393,888.29
156	31-Dec-2029	\$501,501.55	\$201,222.42	\$300,279.13	\$57,192,665.88
157	31-Jan-2030	\$501,501.55	\$202,275.19	\$299,226.36	\$56,990,390.69
158	28-Feb-2030	\$501,501.55	\$203,333.48	\$298,168.07	\$56,787,057.21
159	31-Mar-2030	\$501,501.55	\$204,397.30	\$297,104.25	\$56,582,659.91
160	30-Apr-2030	\$501,501.55	\$205,466.68	\$296,034.87	\$56,377,193.23
161	31-May-2030	\$501,501.55	\$206,541.66	\$294,959.89	\$56,170,651.57
162	30-Jun-2030	\$501,501.55	\$207,622.27	\$293,879.28	\$55,963,029.30
163	31-Jul-2030	\$501,501.55	\$208,708.53	\$292,793.02	\$55,754,320.77
164	31-Aug-2030	\$501,501.55	\$209,800.47	\$291,701.08	\$55,544,520.30
165	30-Sep-2030	\$501,501.55	\$210,898.13	\$290,603.42	\$55,333,622.17
166	31-Oct-2030	\$501,501.55	\$212,001.52	\$289,500.03	\$55,121,620.65
167	30-Nov-2030	\$501,501.55	\$213,110.70	\$288,390.85	\$54,908,509.95
168	31-Dec-2030	\$501,501.55	\$214,225.67	\$287,275.88	\$54,694,284.28
169	31-Jan-2031	\$501,501.55	\$215,346.48	\$286,155.07	\$54,478,937.81
170	28-Feb-2031	\$501,501.55	\$216,473.15	\$285,028.40	\$54,262,464.66
171	31-Mar-2031	\$501,501.55	\$217,605.71	\$283,895.84	\$54,044,858.95
172	30-Apr-2031	\$501,501.55	\$218,744.21	\$282,757.34	\$53,826,114.74
173	31-May-2031	\$501,501.55	\$219,888.65	\$281,612.90	\$53,606,226.09
174	30-Jun-2031	\$501,501.55	\$221,039.09	\$280,462.46	\$53,385,187.00
175	31-Jul-2031	\$501,501.55	\$222,195.54	\$279,306.01	\$53,162,991.45
176	31-Aug-2031	\$501,501.55	\$223,358.05	\$278,143.50	\$52,939,633.40
177	30-Sep-2031	\$501,501.55	\$224,526.64	\$276,974.91	\$52,715,106.77
178	31-Oct-2031	\$501,501.55	\$225,701.34	\$275,800.21	\$52,489,405.43
179	30-Nov-2031	\$501,501.55	\$226,882.18	\$274,619.37	\$52,262,523.25

180	31-Dec-2031	\$501,501.55	\$228,069.21	\$273,432.34	\$52,034,454.04
181	31-Jan-2032	\$501,501.55	\$229,262.44	\$272,239.11	\$51,805,191.59
182	29-Feb-2032	\$501,501.55	\$230,461.92	\$271,039.63	\$51,574,729.67
183	31-Mar-2032	\$501,501.55	\$231,667.68	\$269,833.87	\$51,343,061.99
184	30-Apr-2032	\$501,501.55	\$232,879.74	\$268,621.81	\$51,110,182.25
185	31-May-2032	\$501,501.55	\$234,098.14	\$267,403.41	\$50,876,084.11
186	30-Jun-2032	\$501,501.55	\$235,322.92	\$266,178.63	\$50,640,761.19
187	31-Jul-2032	\$501,501.55	\$236,554.11	\$264,947.44	\$50,404,207.08
188	31-Aug-2032	\$501,501.55	\$237,791.74	\$263,709.81	\$50,166,415.35
189	30-Sep-2032	\$501,501.55	\$239,035.84	\$262,465.71	\$49,927,379.51
190	31-Oct-2032	\$501,501.55	\$240,286.45	\$261,215.10	\$49,687,093.06
191	30-Nov-2032	\$501,501.55	\$241,543.60	\$259,957.95	\$49,445,549.45
192	31-Dec-2032	\$501,501.55	\$242,807.34	\$258,694.21	\$49,202,742.12
193	31-Jan-2033	\$501,501.55	\$244,077.68	\$257,423.87	\$48,958,664.44
194	28-Feb-2033	\$501,501.55	\$245,354.67	\$256,146.88	\$48,713,309.76
195	31-Mar-2033	\$501,501.55	\$246,638.34	\$254,863.21	\$48,466,671.42
196	30-Apr-2033	\$501,501.55	\$247,928.73	\$253,572.82	\$48,218,742.69
197	31-May-2033	\$501,501.55	\$249,225.87	\$252,275.68	\$47,969,516.82
198	30-Jun-2033	\$501,501.55	\$250,529.79	\$250,971.76	\$47,718,987.03
199	31-Jul-2033	\$501,501.55	\$251,840.54	\$249,661.01	\$47,467,146.49
200	31-Aug-2033	\$501,501.55	\$253,158.15	\$248,343.40	\$47,213,988.35
201	30-Sep-2033	\$501,501.55	\$254,482.64	\$247,018.91	\$46,959,505.70
202	31-Oct-2033	\$501,501.55	\$255,814.07	\$245,687.48	\$46,703,691.63
203	30-Nov-2033	\$501,501.55	\$257,152.47	\$244,349.08	\$46,446,539.17
204	31-Dec-2033	\$501,501.55	\$258,497.86	\$243,003.69	\$46,188,041.30
205	31-Jan-2034	\$501,501.55	\$259,850.30	\$241,651.25	\$45,928,191.01
206	28-Feb-2034	\$501,501.55	\$261,209.81	\$240,291.74	\$45,666,981.20
207	31-Mar-2034	\$501,501.55	\$262,576.43	\$238,925.12	\$45,404,404.77
208	30-Apr-2034	\$501,501.55	\$263,950.21	\$237,551.34	\$45,140,454.56
209	31-May-2034	\$501,501.55	\$265,331.17	\$236,170.38	\$44,875,123.40
210	30-Jun-2034	\$501,501.55	\$266,719.35	\$234,782.20	\$44,608,404.04
211	31-Jul-2034	\$501,501.55	\$268,114.80	\$233,386.75	\$44,340,289.24
212	31-Aug-2034	\$501,501.55	\$269,517.55	\$231,984.00	\$44,070,771.69
213	30-Sep-2034	\$501,501.55	\$270,927.64	\$230,573.91	\$43,799,844.05
214	31-Oct-2034	\$501,501.55	\$272,345.11	\$229,156.44	\$43,527,498.94
215	30-Nov-2034	\$501,501.55	\$273,769.99	\$227,731.56	\$43,253,728.95
216	31-Dec-2034	\$501,501.55	\$275,202.33	\$226,299.22	\$42,978,526.62
217	31-Jan-2035	\$501,501.55	\$276,642.16	\$224,859.39	\$42,701,884.46
218	28-Feb-2035	\$501,501.55	\$278,089.52	\$223,412.03	\$42,423,794.94
219	31-Mar-2035	\$501,501.55	\$279,544.46	\$221,957.09	\$42,144,250.48
220	30-Apr-2035	\$501,501.55	\$281,007.01	\$220,494.54	\$41,863,243.47
221	31-May-2035	\$501,501.55	\$282,477.21	\$219,024.34	\$41,580,766.26
222	30-Jun-2035	\$501,501.55	\$283,955.10	\$217,546.45	\$41,296,811.16
223	31-Jul-2035	\$501,501.55	\$285,440.73	\$216,060.82	\$41,011,370.43
224	31-Aug-2035	\$501,501.55	\$286,934.13	\$214,567.42	\$40,724,436.30
225	30-Sep-2035	\$501,501.55	\$288,435.34	\$213,066.21	\$40,436,000.97

226	31-Oct-2035	\$501,501.55	\$289,944.40	\$211,557.15	\$40,146,056.56
227	30-Nov-2035	\$501,501.55	\$291,461.36	\$210,040.19	\$39,854,595.20
228	31-Dec-2035	\$501,501.55	\$292,986.26	\$208,515.29	\$39,561,608.94
229	31-Jan-2036	\$501,501.55	\$294,519.13	\$206,982.42	\$39,267,089.81
230	29-Feb-2036	\$501,501.55	\$296,060.03	\$205,441.52	\$38,971,029.78
231	31-Mar-2036	\$501,501.55	\$297,608.99	\$203,892.56	\$38,673,420.80
232	30-Apr-2036	\$501,501.55	\$299,166.05	\$202,335.50	\$38,374,254.75
233	31-May-2036	\$501,501.55	\$300,731.25	\$200,770.30	\$38,073,523.50
234	30-Jun-2036	\$501,501.55	\$302,304.65	\$199,196.90	\$37,771,218.85
235	31-Jul-2036	\$501,501.55	\$303,886.28	\$197,615.27	\$37,467,332.57
236	31-Aug-2036	\$501,501.55	\$305,476.18	\$196,025.37	\$37,161,856.39
237	30-Sep-2036	\$501,501.55	\$307,074.40	\$194,427.15	\$36,854,781.99
238	31-Oct-2036	\$501,501.55	\$308,680.98	\$192,820.57	\$36,546,101.00
239	30-Nov-2036	\$501,501.55	\$310,295.97	\$191,205.58	\$36,235,805.03
240	31-Dec-2036	\$501,501.55	\$311,919.41	\$189,582.14	\$35,923,885.62
241	31-Jan-2037	\$501,501.55	\$313,551.34	\$187,950.21	\$35,610,334.28
242	28-Feb-2037	\$501,501.55	\$315,191.81	\$186,309.74	\$35,295,142.47
243	31-Mar-2037	\$501,501.55	\$316,840.86	\$184,660.69	\$34,978,301.61
244	30-Apr-2037	\$501,501.55	\$318,498.54	\$183,003.01	\$34,659,803.06
245	31-May-2037	\$501,501.55	\$320,164.90	\$181,336.65	\$34,339,638.17
246	30-Jun-2037	\$501,501.55	\$321,839.97	\$179,661.58	\$34,017,798.20
247	31-Jul-2037	\$501,501.55	\$323,523.80	\$177,977.75	\$33,694,274.40
248	31-Aug-2037	\$501,501.55	\$325,216.45	\$176,285.10	\$33,369,057.95
249	30-Sep-2037	\$501,501.55	\$326,917.95	\$174,583.60	\$33,042,140.00
250	31-Oct-2037	\$501,501.55	\$328,628.35	\$172,873.20	\$32,713,511.65
251	30-Nov-2037	\$501,501.55	\$330,347.70	\$171,153.85	\$32,383,163.95
252	31-Dec-2037	\$501,501.55	\$332,076.05	\$169,425.50	\$32,051,087.91
253	31-Jan-2038	\$501,501.55	\$333,813.44	\$167,688.11	\$31,717,274.47
254	28-Feb-2038	\$501,501.55	\$335,559.91	\$165,941.64	\$31,381,714.56
255	31-Mar-2038	\$501,501.55	\$337,315.53	\$164,186.02	\$31,044,399.03
256	30-Apr-2038	\$501,501.55	\$339,080.33	\$162,421.22	\$30,705,318.70
257	31-May-2038	\$501,501.55	\$340,854.37	\$160,647.18	\$30,364,464.33
258	30-Jun-2038	\$501,501.55	\$342,637.68	\$158,863.87	\$30,021,826.65
259	31-Jul-2038	\$501,501.55	\$344,430.33	\$157,071.22	\$29,677,396.32
260	31-Aug-2038	\$501,501.55	\$346,232.35	\$155,269.20	\$29,331,163.96
261	30-Sep-2038	\$501,501.55	\$348,043.81	\$153,457.74	\$28,983,120.15
262	31-Oct-2038	\$501,501.55	\$349,864.74	\$151,636.81	\$28,633,255.42
263	30-Nov-2038	\$501,501.55	\$351,695.20	\$149,806.35	\$28,281,560.22
264	31-Dec-2038	\$501,501.55	\$353,535.23	\$147,966.32	\$27,928,024.99
265	31-Jan-2039	\$501,501.55	\$355,384.89	\$146,116.66	\$27,572,640.10
266	28-Feb-2039	\$501,501.55	\$357,244.23	\$144,257.32	\$27,215,395.87
267	31-Mar-2039	\$501,501.55	\$359,113.30	\$142,388.25	\$26,856,282.57
268	30-Apr-2039	\$501,501.55	\$360,992.14	\$140,509.41	\$26,495,290.43
269	31-May-2039	\$501,501.55	\$362,880.82	\$138,620.73	\$26,132,409.61
270	30-Jun-2039	\$501,501.55	\$364,779.37	\$136,722.18	\$25,767,630.24
271	31-Jul-2039	\$501,501.55	\$366,687.86	\$134,813.69	\$25,400,942.38

272	31-Aug-2039	\$501,501.55	\$368,606.34	\$132,895.21	\$25,032,336.04
273	30-Sep-2039	\$501,501.55	\$370,534.85	\$130,966.70	\$24,661,801.19
274	31-Oct-2039	\$501,501.55	\$372,473.45	\$129,028.10	\$24,289,327.74
275	30-Nov-2039	\$501,501.55	\$374,422.20	\$127,079.35	\$23,914,905.54
276	31-Dec-2039	\$501,501.55	\$376,381.13	\$125,120.42	\$23,538,524.41
277	31-Jan-2040	\$501,501.55	\$378,350.32	\$123,151.23	\$23,160,174.08
278	29-Feb-2040	\$501,501.55	\$380,329.82	\$121,171.73	\$22,779,844.27
279	31-Mar-2040	\$501,501.55	\$382,319.66	\$119,181.89	\$22,397,524.61
280	30-Apr-2040	\$501,501.55	\$384,319.92	\$117,181.63	\$22,013,204.68
281	31-May-2040	\$501,501.55	\$386,330.65	\$115,170.90	\$21,626,874.04
282	30-Jun-2040	\$501,501.55	\$388,351.89	\$113,149.66	\$21,238,522.15
283	31-Jul-2040	\$501,501.55	\$390,383.71	\$111,117.84	\$20,848,138.44
284	31-Aug-2040	\$501,501.55	\$392,426.16	\$109,075.39	\$20,455,712.29
285	30-Sep-2040	\$501,501.55	\$394,479.29	\$107,022.26	\$20,061,232.99
286	31-Oct-2040	\$501,501.55	\$396,543.17	\$104,958.38	\$19,664,689.83
287	30-Nov-2040	\$501,501.55	\$398,617.84	\$102,883.71	\$19,266,071.98
288	31-Dec-2040	\$501,501.55	\$400,703.37	\$100,798.18	\$18,865,368.61
289	31-Jan-2041	\$501,501.55	\$402,799.81	\$98,701.74	\$18,462,568.80
290	28-Feb-2041	\$501,501.55	\$404,907.22	\$96,594.33	\$18,057,661.58
291	31-Mar-2041	\$501,501.55	\$407,025.65	\$94,475.90	\$17,650,635.93
292	30-Apr-2041	\$501,501.55	\$409,155.17	\$92,346.38	\$17,241,480.75
293	31-May-2041	\$501,501.55	\$411,295.83	\$90,205.72	\$16,830,184.92
294	30-Jun-2041	\$501,501.55	\$413,447.69	\$88,053.86	\$16,416,737.23
295	31-Jul-2041	\$501,501.55	\$415,610.81	\$85,890.74	\$16,001,126.42
296	31-Aug-2041	\$501,501.55	\$417,785.24	\$83,716.31	\$15,583,341.18
297	30-Sep-2041	\$501,501.55	\$419,971.05	\$81,530.50	\$15,163,370.13
298	31-Oct-2041	\$501,501.55	\$422,168.30	\$79,333.25	\$14,741,201.83
299	30-Nov-2041	\$501,501.55	\$424,377.04	\$77,124.51	\$14,316,824.78
300	31-Dec-2041	\$501,501.55	\$426,597.34	\$74,904.21	\$13,890,227.44
301	31-Jan-2042	\$501,501.55	\$428,829.26	\$72,672.29	\$13,461,398.18
302	28-Feb-2042	\$501,501.55	\$431,072.85	\$70,428.70	\$13,030,325.33
303	31-Mar-2042	\$501,501.55	\$433,328.18	\$68,173.37	\$12,596,997.16
304	30-Apr-2042	\$501,501.55	\$435,595.31	\$65,906.24	\$12,161,401.85
305	31-May-2042	\$501,501.55	\$437,874.30	\$63,627.25	\$11,723,527.54
306	30-Jun-2042	\$501,501.55	\$440,165.22	\$61,336.33	\$11,283,362.33
307	31-Jul-2042	\$501,501.55	\$442,468.12	\$59,033.43	\$10,840,894.21
308	31-Aug-2042	\$501,501.55	\$444,783.07	\$56,718.48	\$10,396,111.15
309	30-Sep-2042	\$501,501.55	\$447,110.13	\$54,391.42	\$9,949,001.02
310	31-Oct-2042	\$501,501.55	\$449,449.36	\$52,052.19	\$9,499,551.66
311	30-Nov-2042	\$501,501.55	\$451,800.84	\$49,700.71	\$9,047,750.82
312	31-Dec-2042	\$501,501.55	\$454,164.61	\$47,336.94	\$8,593,586.20
313	31-Jan-2043	\$501,501.55	\$456,540.76	\$44,960.79	\$8,137,045.44
314	28-Feb-2043	\$501,501.55	\$458,929.33	\$42,572.22	\$7,678,116.11
315	31-Mar-2043	\$501,501.55	\$461,330.41	\$40,171.14	\$7,216,785.70
316	30-Apr-2043	\$501,501.55	\$463,744.04	\$37,757.51	\$6,753,041.66
317	31-May-2043	\$501,501.55	\$466,170.31	\$35,331.24	\$6,286,871.35

318	30-Jun-2043	\$501,501.55	\$468,609.26	\$32,892.29	\$5,818,262.09
319	31-Jul-2043	\$501,501.55	\$471,060.98	\$30,440.57	\$5,347,201.11
320	31-Aug-2043	\$501,501.55	\$473,525.52	\$27,976.03	\$4,873,675.59
321	30-Sep-2043	\$501,501.55	\$476,002.96	\$25,498.59	\$4,397,672.63
322	31-Oct-2043	\$501,501.55	\$478,493.36	\$23,008.19	\$3,919,179.26
323	30-Nov-2043	\$501,501.55	\$480,996.79	\$20,504.76	\$3,438,182.47
324	31-Dec-2043	\$501,501.55	\$483,513.32	\$17,988.23	\$2,954,669.15
325	31-Jan-2044	\$501,501.55	\$486,043.01	\$15,458.54	\$2,468,626.14
326	29-Feb-2044	\$501,501.55	\$488,585.94	\$12,915.61	\$1,980,040.19
327	31-Mar-2044	\$501,501.55	\$491,142.18	\$10,359.37	\$1,488,898.02
328	30-Apr-2044	\$501,501.55	\$493,711.78	\$7,789.77	\$995,186.23
329	31-May-2044	\$501,501.55	\$496,294.83	\$5,206.72	\$498,891.40
330	30-Jun-2044	\$501,501.55	\$498,891.40	\$2,610.15	\$0.00

ABSTRACT

BYLAW NO. 2014-48

THE REGINA WASTEWATER TREATMENT PLANT BORROWING BYLAW, 2014

PURPOSE:	The purpose of this Bylaw is to authorize the City to incur debt obligations in an amount not exceeding \$158,464,000.
ABSTRACT:	This Bylaw authorizes the City of Regina to incur debt obligations in an amount not exceeding \$158,464,000 for the purpose of paying the capital cost of the Wastewater Treatment Plant. This debt obligation is incurred pursuant to a Project Agreement between the City of Regina and the Successful Proponent.
STATUTORY AUTHORITY:	Part IX and Divisions 6 and 7 of <i>The Cities Act</i>
MINISTER'S APPROVAL:	n/a
PUBLIC HEARING:	n/a
PUBLIC NOTICE:	Public Notice required pursuant to subsection 101(2) of <i>The Cities Act</i> - Public Notice was provided in the Leader Post, the City's public notice board and the City's website on June 14, 2014
REFERENCE:	Report EX 14-21
AMENDS/REPEALS:	new bylaw
CLASSIFICATION:	Administrative and Regulatory
INITIATING DIVISION:	Corporate Services Division
INITIATING DEPARTMENT:	Financial Services

BYLAW NO. 2014-51

THE REGINA REVITALIZATION INITIATIVE MARKET
DEBENTURE BYLAW, 2014

Purpose

- 1 The purpose of this Bylaw is to authorize the borrowing of \$100,400,000 through the issuance of debentures.

Authority

- 2 The authority for this Bylaw is *The Cities Act* and in particular Part IX, Divisions 6 and 7 of the Act.

Definitions

- 3 In this Bylaw:

"**Aggregate Principal Amount**" means \$100,400,000 in lawful money of Canada;

"**CDS**" means CDS Clearing and Depository Services Inc.;

"**City**" means the City of Regina;

"**Debenture**" and "**Debentures**" means the debentures authorized to be created and issued pursuant to this Bylaw, which may be issued hereunder in an amount not exceeding the Aggregate Principal Amount;

"**Definitive Debenture**" means a Debenture in fully registered form in an amount specified on the face of the Debenture;

"**Global Debenture**" means the Debenture issued in fully registered global form in the name of CDS & CO., being the nominee of CDS;

"**Participants**" means the persons who purchase a beneficial interest in the Global Debenture; and

"**Regina Revitalization Initiative**" means the first phase of the Regina Revitalization Initiative which includes the design, construction and site preparation of a new replacement stadium for Mosaic Stadium.

Authorization to Issue

- 4(1) The City received approval of the long-term debt limit of \$450,000,000 granted by the Saskatchewan Municipal Board on July 5, 2013.
- (2) The City's outstanding debt as of December 23, 2014 totals \$325,592,674.
- (3) Given that the City's total outstanding debt as of June 23, 2014 and the debt

Approved as to form this _____ day of _____, 20____.

City Solicitor

authorized pursuant to this Bylaw results in debt that is below the debt limit established by the Saskatchewan Municipal Board, the City shall borrow the sum of \$100,400,000 (Canadian funds) for the purpose of paying for a portion of the cost of the Regina Revitalization Initiative.

Details of Debenture

- 5(1) The City shall create and issue the Debentures which shall be a direct obligation of the City.
- (2) The Debentures:
- (a) shall mature on June 26, 2044 and be repayable in installments of combined (blended) semi-annual principal and interest on June 26 and December 26 in each year from the date hereof to June 26 2044 in the amounts set forth in Schedule A, and shall bear interest at the rate provided in section 11;
 - (b) will not be redeemable prior to maturity; and
 - (c) shall initially be represented by the Global Debenture.
- 6 The proceeds of the sale of the Debentures, after providing for the discount, if any, and the expenses of negotiation and sale, shall be apportioned and applied to pay a portion of the cost of the Regina Revitalization Initiative and for no other purpose.

Issuance

- 7(1) The Mayor and the Chief Financial Officer or their designate are authorized to:
- (a) cause any number of Debentures, initially represented by the Global Debenture, to be issued in such principal amounts as may be required from time to time, but not less than \$1,000 and not at any time exceeding in the aggregate the Aggregate Principal Amount;
 - (b) cause the Debentures to be sold at such price or prices as they may determine; and
 - (c) enter into all necessary agreements with fiscal agents and with CDS, and generally to do all things and to execute all documents and other papers in the name of the City, in order to carry out the creation, issuance and sale of the Debentures as provided in this Bylaw.
- (2) The Chief Financial Officer or their designate is authorized to affix the City's seal to all documents and papers required by clause 7(1)(c).

Form of Debentures

- 8(1) The Debentures shall be in the form set out in Schedule "B" of this Bylaw.

- (2) The Debentures shall be sealed with the City's seal, and signed by the Mayor and the Chief Financial Officer or their designate.
- (3) Except for the signature of the Chief Financial Officer or their designate certifying the registration of the Debentures in the Securities Register of the City, the signatures in subsection (2) may be reproduced by lithographing or printing or any other method of mechanical reproduction.
- (4) The Debentures shall initially be issued in fully registered global form (represented by the Global Debenture) in the name of the nominee of CDS, being CDS & CO., with provision for the payment of the principal and interest by cheque sent by post to the registered address of the registered holder.
- (5) The Debentures may contain any provision for their registration authorized by law.

Budget Provision

- 9 The Council of the City shall make provision in the City's Budget each year from 2014 to 2044 inclusive, for the sums necessary to meet payment of principal and interest on the Debentures falling due each year from 2014 to 2044 inclusive.

Source of Payment

10(1) Payment of principal and interest on the Debentures shall come from the following sources:

- (a) municipal property taxes;
 - (b) facility fees charged to users of the new stadium;
 - (c) operating, rental and lease revenues; and
 - (d) the Regina Revitalization Initiative Stadium Reserve established pursuant to Schedule A of Bylaw 2003-69 being *The Regina Administration Bylaw*.
- (2) When repaying the principal and interest on the Debentures falling due each year, the Chief Financial Officer shall ensure that the payments of principal and interest come from the appropriate sources set out in subsection (1).

Payment of Principal and Interest

- 11(1) The Debentures shall be dated June 23, 2014, and shall be expressed as payable, as to both principal and interest, in Canadian dollars.
- (2) The Debentures shall mature on June 26, 2044 (and in the case of the Global Debenture, the annual amount of principal payable thereunder) and shall bear interest from the date of the Debenture, at the rate of 4.102% per annum.
- (3) The City shall pay the Aggregate Principal Amount, with interest at the rate of 4.102% per annum in consecutive semi-annual installments, payable in arrears, on

June 26 and December 26, in each year of the term, commencing on December 26, 2014 as shown in Schedule "A" and to the date of maturity and shall be payable both before and after default.

- (4) Any amounts payable by the City as interest on overdue principal or interest in respect of the Debentures shall be paid out of current revenue.
- (5) Payments of principal and interest in respect of the Global Debenture will be made by cheque mailed to the registered address of the registered holder of the Global Debenture.

Securities Register

- 12 The Chief Financial Officer or their designate shall keep a Securities Register in which shall be entered:
- (a) the names and addresses of the holders of the Debentures;
 - (b) the particulars of the Debentures held by the holders;
 - (c) the transfers of Definitive Debentures; and
 - (d) particulars of this Bylaw.

Exchange of Global Debenture

- 13(1) The City shall enter into an Agreement with CDS to provide for the exchange of the Global Debenture.
- (2) The Global Debenture shall be exchangeable for Definitive Debentures in denominations of \$1,000 and multiples thereof, upon surrender of the Global Debenture to the Chief Financial Officer and in accordance with the terms and conditions of the Agreement with CDS.
 - (3) The Definitive Debentures in subsection (2) shall, with respect to the Global Debenture:
 - (a) aggregate the same principal amount as the principal outstanding balance, as at the date of exchange;
 - (b) bear the same interest rate, interest payment dates and maturity date;
 - (c) bear all unmatured interest obligations; and
 - (d) be substantially the same in every respect, other than as to form.
 - (4) In issuing Definitive Debentures, no change shall be made in the amount which would otherwise be payable in each year under the Global Debenture.
 - (5) The Definitive Debentures shall be payable as to principal upon surrender thereof

in Canadian dollars at any branch of any branch of a bank authorized under Schedule 1 to the *Bank Act* (Canada) to do business in Canada as may be directed by the City from time to time, and semi-annual interest shall be paid by cheque sent through the post to the registered address of the registered holders.

Exchange of Definitive Debentures

- 14(1) Definitive Debentures will be issued only in denominations of \$1,000 or authorized multiples thereof.
- (2) The holder of any Definitive Debenture issued pursuant to this Bylaw, may exchange such Definitive Debentures for other fully registered Definitive Debentures at any time prior to maturity.
 - (3) All applications for an exchange of Definitive Debentures in subsection (2) shall be accompanied by a written instrument in a form approved by the City, which form shall be executed by the lawful owner of the Definitive Debenture or authorized agent.
 - (4) Definitive Debentures issued in substitution for any Definitive Debenture surrendered shall, with respect to the Definitive Debenture surrendered:
 - (a) bear the same interest rate;
 - (b) bear the same maturity date;
 - (c) bear all unmatured interest obligations; and
 - (d) be the same in every respect except in denomination.
 - (5) No charges will be imposed by the City for exchanges or registrations.
 - (6) Exchanges of Definitive Debentures will be permitted subject to the provision that the sum of the face value of the Definitive Debentures being surrendered is equal to the sum of the face value of the replacement Definitive Debentures requested.

Termination of Book Entry Only Issue

- 15(1) In the event that CDS is unable to continue to hold the Debentures as "Book Entry Only" issue, or in the event that the City desires to issue the Debentures in definitive form to replace the Global Debenture, the City shall:
- (a) prepare Debentures in definitive form;
 - (b) obtain the Global Debenture from CDS;
 - (c) amend the Securities Register to show that CDS & CO. holdings are nil; and
 - (d) issue or cause to be issued, Definitive Debentures in an aggregate principal

amount equal to the then outstanding principal amount of the Global Debenture.

- (2) The Definitive Debentures issued in exchange for the Global Debenture shall be registered in the names of the Participants in accordance with their proportional interest in the Global Debenture as recorded in the book entries maintained by CDS & CO. as at the date of the issuance of the Definitive Debentures.
- (3) The City shall deliver the Definitive Debentures in subsection (2) to the Participants.
- (4) Payments made with respect to the Definitive Debentures shall be made to the registered holders in accordance with the terms of the Definitive Debentures.

Transfer of Definitive Debentures

16(1) The Definitive Debentures shall be transferable only on presentation for such purpose and accompanied by a written instrument of transfer in a form approved by the Chief Financial Officer, which instrument shall be executed by the registered holder of the Definitive Debenture or by the holder's authorized agent.

- (2) Upon receipt of a Definitive Debenture accompanied by a transfer purporting to be signed by the owner, and which signature is guaranteed by:
 - (a) a bank or credit union;
 - (b) a member of the Investment Dealer's Association of Canada, or successor organization; or
 - (c) a notary public;

the Chief Financial Officer shall register the transfer in accordance with the transfer request.

- (3) Once a transfer has been requested and registered in accordance with this section, neither the City, nor the Chief Financial Officer, shall incur any liability to the true owner for any loss caused by the transfer if the transfer was not signed by the owner.
 - (4) The Chief Financial Officer shall not be required to make any transfers of registrations of any Definitive Debentures for a period of 30 days preceding an interest payment date.
- 17 The Definitive Debentures issued pursuant to section 13 may be exchanged in the same manner as set out in section 14 of this Bylaw.

Replacement of Definitive Debentures

- 18 A Definitive Debenture that is defaced, lost, or destroyed may be replaced by the City on the following grounds:

- (a) the Chief Financial Officer receives a sworn affidavit from the Definitive Debenture holder attesting to the defacement, loss or destruction of the Debenture and describing the circumstances under which the Debenture was defaced, lost or destroyed;
- (b) all costs of the replacement of the Debenture, including the printing of the Debenture(s), be borne by the holder;
- (c) if the lost Debenture to be replaced is found, it shall be returned by the holder to the Chief Financial Officer; and
- (d) the defaced Debenture to be replaced is provided to the Chief Financial Officer.

Nature of Obligation

- 19 The Debentures shall rank concurrently and proportionately, except as to sinking funds, with all other general unsecured obligations of the City, without preference one above the other by reason of priority of date of issue, currency of payment, or otherwise.

Coming into Force

- 20 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 23rd DAY OF June 2014.

READ A SECOND TIME THIS 23rd DAY OF June 2014.

READ A THIRD TIME AND PASSED THIS 23rd DAY OF June 2014.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

SCHEDULE A

Schedule of Payments

Payment Date	Payment		Start Balance	Principal Payment	Interest Payment	Total Payment	End Balance
26-Jun-14	0		100,400,000.00	0.00	0.00	0.00	100,400,000.00
26-Dec-14	1		100,400,000.00	864,874.64	2,059,204.00	2,924,078.64	99,535,125.36
26-Jun-15	2		99,535,125.36	882,613.22	2,041,465.42	2,924,078.64	98,652,512.14
26-Dec-15	3		98,652,512.14	900,715.62	2,023,363.02	2,924,078.64	97,751,796.52
26-Jun-16	4		97,751,796.52	919,189.29	2,004,889.35	2,924,078.64	96,832,607.23
26-Dec-16	5		96,832,607.23	938,041.87	1,986,036.77	2,924,078.64	95,894,565.36
26-Jun-17	6		95,894,565.36	957,281.10	1,966,797.54	2,924,078.64	94,937,284.26
26-Dec-17	7		94,937,284.26	976,914.94	1,947,163.70	2,924,078.64	93,960,369.32
26-Jun-18	8		93,960,369.32	996,951.47	1,927,127.17	2,924,078.64	92,963,417.85
26-Dec-18	9		92,963,417.85	1,017,398.94	1,906,679.70	2,924,078.64	91,946,018.91
26-Jun-19	10		91,946,018.91	1,038,265.79	1,885,812.85	2,924,078.64	90,907,753.12
26-Dec-19	11		90,907,753.12	1,059,560.62	1,864,518.02	2,924,078.64	89,848,192.50
26-Jun-20	12		89,848,192.50	1,081,292.21	1,842,786.43	2,924,078.64	88,766,900.29
26-Dec-20	13		88,766,900.29	1,103,469.52	1,820,609.12	2,924,078.64	87,663,430.77
26-Jun-21	14		87,663,430.77	1,126,101.67	1,797,976.97	2,924,078.64	86,537,329.10
26-Dec-21	15		86,537,329.10	1,149,198.02	1,774,880.62	2,924,078.64	85,388,131.08
26-Jun-22	16		85,388,131.08	1,172,768.07	1,751,310.57	2,924,078.64	84,215,363.01
26-Dec-22	17		84,215,363.01	1,196,821.54	1,727,257.10	2,924,078.64	83,018,541.47
26-Jun-23	18		83,018,541.47	1,221,368.35	1,702,710.29	2,924,078.64	81,797,173.12
26-Dec-23	19		81,797,173.12	1,246,418.62	1,677,660.02	2,924,078.64	80,550,754.50
26-Jun-24	20		80,550,754.50	1,271,982.67	1,652,095.97	2,924,078.64	79,278,771.83
26-Dec-24	21		79,278,771.83	1,298,071.03	1,626,007.61	2,924,078.64	77,980,700.80
26-Jun-25	22		77,980,700.80	1,324,694.47	1,599,384.17	2,924,078.64	76,656,006.33
26-Dec-25	23		76,656,006.33	1,351,863.95	1,572,214.69	2,924,078.64	75,304,142.38
26-Jun-26	24		75,304,142.38	1,379,590.68	1,544,487.96	2,924,078.64	73,924,551.70
26-Dec-26	25		73,924,551.70	1,407,886.08	1,516,192.56	2,924,078.64	72,516,665.62
26-Jun-27	26		72,516,665.62	1,436,761.83	1,487,316.81	2,924,078.64	71,079,903.79
26-Dec-27	27		71,079,903.79	1,466,229.81	1,457,848.83	2,924,078.64	69,613,673.98
26-Jun-28	28		69,613,673.98	1,496,302.19	1,427,776.45	2,924,078.64	68,117,371.79
26-Dec-28	29		68,117,371.79	1,526,991.34	1,397,087.30	2,924,078.64	66,590,380.45
26-Jun-29	30		66,590,380.45	1,558,309.94	1,365,768.70	2,924,078.64	65,032,070.51
26-Dec-29	31		65,032,070.51	1,590,270.87	1,333,807.77	2,924,078.64	63,441,799.64
26-Jun-30	32		63,441,799.64	1,622,887.33	1,301,191.31	2,924,078.64	61,818,912.31
26-Dec-30	33		61,818,912.31	1,656,172.75	1,267,905.89	2,924,078.64	60,162,739.56
26-Jun-31	34		60,162,739.56	1,690,140.85	1,233,937.79	2,924,078.64	58,472,598.71
26-Dec-31	35		58,472,598.71	1,724,805.64	1,199,273.00	2,924,078.64	56,747,793.07
26-Jun-32	36		56,747,793.07	1,760,181.40	1,163,897.24	2,924,078.64	54,987,611.67
26-Dec-32	37		54,987,611.67	1,796,282.72	1,127,795.92	2,924,078.64	53,191,328.95
26-Jun-33	38		53,191,328.95	1,833,124.48	1,090,954.16	2,924,078.64	51,358,204.47
26-Dec-33	39		51,358,204.47	1,870,721.87	1,053,356.77	2,924,078.64	49,487,482.60
26-Jun-34	40		49,487,482.60	1,909,090.37	1,014,988.27	2,924,078.64	47,578,392.23
26-Dec-34	41		47,578,392.23	1,948,245.82	975,832.82	2,924,078.64	45,630,146.41
26-Jun-35	42		45,630,146.41	1,988,204.34	935,874.30	2,924,078.64	43,641,942.07
26-Dec-35	43		43,641,942.07	2,028,982.41	895,096.23	2,924,078.64	41,612,959.66

26-Jun-36	44		41,612,959.66	2,070,596.84	853,481.80	2,924,078.64	39,542,362.82
26-Dec-36	45		39,542,362.82	2,113,064.78	811,013.86	2,924,078.64	37,429,298.04
26-Jun-37	46		37,429,298.04	2,156,403.74	767,674.90	2,924,078.64	35,272,894.30
26-Dec-37	47		35,272,894.30	2,200,631.58	723,447.06	2,924,078.64	33,072,262.72
26-Jun-38	48		33,072,262.72	2,245,766.53	678,312.11	2,924,078.64	30,826,496.19
26-Dec-38	49		30,826,496.19	2,291,827.20	632,251.44	2,924,078.64	28,534,668.99
26-Jun-39	50		28,534,668.99	2,338,832.58	585,246.06	2,924,078.64	26,195,836.41
26-Dec-39	51		26,195,836.41	2,386,802.04	537,276.60	2,924,078.64	23,809,034.37
26-Jun-40	52		23,809,034.37	2,435,755.35	488,323.29	2,924,078.64	21,373,279.02
26-Dec-40	53		21,373,279.02	2,485,712.69	438,365.95	2,924,078.64	18,887,566.33
26-Jun-41	54		18,887,566.33	2,536,694.65	387,383.99	2,924,078.64	16,350,871.68
26-Dec-41	55		16,350,871.68	2,588,722.26	335,356.38	2,924,078.64	13,762,149.42
26-Jun-42	56		13,762,149.42	2,641,816.96	282,261.68	2,924,078.64	11,120,332.46
26-Dec-42	57		11,120,332.46	2,696,000.62	228,078.02	2,924,078.64	8,424,331.84
26-Jun-43	58		8,424,331.84	2,751,295.59	172,783.05	2,924,078.64	5,673,036.25
26-Dec-43	59		5,673,036.25	2,807,724.67	116,353.97	2,924,078.64	2,865,311.58
26-Jun-44	60		2,865,311.58	2,865,311.58	58,767.54	2,924,079.12	0.00

ABSTRACT

BYLAW NO. 2014-51

THE REGINA REVITALIZATION INITIATIVE MARKET DEBENTURE BYLAW, 2014

PURPOSE:	The purpose of this Bylaw is to authorize the City to incur debt obligations in an amount not exceeding \$100,400,000.
ABSTRACT:	This Bylaw authorizes the City of Regina to issue a debenture to its fiscal agents in the amount of \$100,400,000 for the purpose of financing the first phase of the Regina Revitalization Initiative which includes the design, construction and site preparation of a new replacement stadium for Mosaic Stadium.
STATUTORY AUTHORITY:	Part IX and Divisions 6 and 7 of <i>The Cities Act</i>
MINISTER'S APPROVAL:	n/a
PUBLIC HEARING:	n/a
PUBLIC NOTICE:	Public Notice required pursuant to subsection 101(2) of <i>The Cities Act</i> - Public Notice was provided in the Leader Post, the City's public notice board and the City's website on June 14, 2014 and June 21, 2014
REFERENCE:	City Council April 14, 2014 - CR 14-45
AMENDS/REPEALS:	new bylaw
CLASSIFICATION:	Administrative and Executory
INITIATING DIVISION:	Corporate Services Division
INITIATING DEPARTMENT:	Financial Services

Schedule "B"

Unless this certificate is presented by an authorized representative of CDS Clearing and Depository Services Inc. ("CDS") to the City of Regina (the "Issuer") or its agent for registration of transfer, exchange or payment, and any certificate issued in respect thereof is registered in the name of CDS & CO., or in such other name as is requested by an authorized representative of CDS (and any payment is made to CDS & CO. or to such other entity as is requested by an authorized representative of CDS), ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL since the registered holder hereof, CDS & CO., has a property interest in the securities represented by this certificate herein and it is a violation of its rights for another person to hold, transfer or deal with this certificate.

\$100,400,000

C A N A D A

No. 2014-51

Province of Saskatchewan

The City of Regina



FULLY REGISTERED GLOBAL INSTALMENT DEBENTURE

THE CITY OF REGINA (the "City"), for value received, hereby promises to pay to

CDS & CO.

or its registered transferees or assignees, upon presentation and surrender of this Debenture the sum of

ONE HUNDRED MILLION, FOUR HUNDRED THOUSAND DOLLARS

-----(\$100,400,000)-----

in lawful money of Canada with interest at the rate of 4.102% per annum in consecutive semi-annual instalments, payable in arrears, on June 26 and December 26 in each year of the term, commencing on December 26, 2014 and maturing on June 26, 2044, in the amounts set forth in the Schedule on the reverse side hereof (the "Schedule") both before and after default.

The Debentures shall rank concurrently and proportionately, except as to sinking funds, with all other general unsecured obligations of the City, without preference one above the other by reason of priority of date of issue, currency of payment, or otherwise.

This Debenture is subject to the following conditions:

1. Payment of principal and of semi-annual interest in respect of this Debenture will be made in lawful money of Canada by cheque mailed to the registered address of the registered holder of this Debenture or, if authorized in writing, by electronic transfer.
2. The City will cause to be kept at its office in the City of Regina in the Province of Saskatchewan, Canada, a Securities Registry in which shall be entered the names and addresses of the holders of fully registered Debentures, particulars of the Debentures held by the holders, and transfers of the fully registered Debentures.
3. In limited circumstances, at the City's expense, this Debenture may be exchanged for Debentures in definitive fully registered form in denominations of \$1,000 and any multiples thereof. The definitive Debentures shall: aggregate the same principal amount as the principal outstanding balance as at the date of exchange; bear the same interest rate, interest payment dates and maturity date; bear all unmatured interest obligations; and be substantially the same in every respect other than as to form. Interest in respect of the definitive Debentures will be payable by cheque sent by post to the registered addresses of the registered holders thereof. Principal in respect of the definitive Debentures will be payable upon presentation and surrender of the definitive Debentures at any branch of at any branch of any branch of a bank authorized under Schedule 1 to the *Bank Act* (Canada) to do business in Canada as may be directed by the City from time to time.
4. The Debenture is transferable upon presentation for such purpose accompanied by a written instrument of transfer in a form approved by the Chief Financial Officer, executed by the registered holder hereof or by the duly authorized attorney of such registered holder.
5. The City shall not be required to make any transfers or registrations of any Debentures for a period of thirty (30) days preceding any interest payment date.

DATED at Regina, Saskatchewan, on June 23, 2014

IN TESTIMONY WHEREOF and under the authority of *The Cities Act*, and Bylaw No. 2014-51 of the City duly passed on June 23, 2014, this Debenture is sealed with the seal of the City and signed by the Mayor and by the Chief Financial Officer or their designate.

Date of Registration: June 23, 2014

Mayor

Director of Finance

Interest and Principal Payment Schedule

Payment Date	Payment		Start Balance	Principal Payment	Interest Payment	Total Payment	End Balance
26-Jun-14	0		100,400,000.00	0.00	0.00	0.00	100,400,000.00
26-Dec-14	1		100,400,000.00	864,874.64	2,059,204.00	2,924,078.64	99,535,125.36
26-Jun-15	2		99,535,125.36	882,613.22	2,041,465.42	2,924,078.64	98,652,512.14
26-Dec-15	3		98,652,512.14	900,715.62	2,023,363.02	2,924,078.64	97,751,796.52
26-Jun-16	4		97,751,796.52	919,189.29	2,004,889.35	2,924,078.64	96,832,607.23
26-Dec-16	5		96,832,607.23	938,041.87	1,986,036.77	2,924,078.64	95,894,565.36
26-Jun-17	6		95,894,565.36	957,281.10	1,966,797.54	2,924,078.64	94,937,284.26
26-Dec-17	7		94,937,284.26	976,914.94	1,947,163.70	2,924,078.64	93,960,369.32
26-Jun-18	8		93,960,369.32	996,951.47	1,927,127.17	2,924,078.64	92,963,417.85
26-Dec-18	9		92,963,417.85	1,017,398.94	1,906,679.70	2,924,078.64	91,946,018.91
26-Jun-19	10		91,946,018.91	1,038,265.79	1,885,812.85	2,924,078.64	90,907,753.12
26-Dec-19	11		90,907,753.12	1,059,560.62	1,864,518.02	2,924,078.64	89,848,192.50
26-Jun-20	12		89,848,192.50	1,081,292.21	1,842,786.43	2,924,078.64	88,766,900.29
26-Dec-20	13		88,766,900.29	1,103,469.52	1,820,609.12	2,924,078.64	87,663,430.77
26-Jun-21	14		87,663,430.77	1,126,101.67	1,797,976.97	2,924,078.64	86,537,329.10
26-Dec-21	15		86,537,329.10	1,149,198.02	1,774,880.62	2,924,078.64	85,388,131.08
26-Jun-22	16		85,388,131.08	1,172,768.07	1,751,310.57	2,924,078.64	84,215,363.01
26-Dec-22	17		84,215,363.01	1,196,821.54	1,727,257.10	2,924,078.64	83,018,541.47
26-Jun-23	18		83,018,541.47	1,221,368.35	1,702,710.29	2,924,078.64	81,797,173.12
26-Dec-23	19		81,797,173.12	1,246,418.62	1,677,660.02	2,924,078.64	80,550,754.50
26-Jun-24	20		80,550,754.50	1,271,982.67	1,652,095.97	2,924,078.64	79,278,771.83
26-Dec-24	21		79,278,771.83	1,298,071.03	1,626,007.61	2,924,078.64	77,980,700.80
26-Jun-25	22		77,980,700.80	1,324,694.47	1,599,384.17	2,924,078.64	76,656,006.33
26-Dec-25	23		76,656,006.33	1,351,863.95	1,572,214.69	2,924,078.64	75,304,142.38
26-Jun-26	24		75,304,142.38	1,379,590.68	1,544,487.96	2,924,078.64	73,924,551.70
26-Dec-26	25		73,924,551.70	1,407,886.08	1,516,192.56	2,924,078.64	72,516,665.62
26-Jun-27	26		72,516,665.62	1,436,761.83	1,487,316.81	2,924,078.64	71,079,903.79
26-Dec-27	27		71,079,903.79	1,466,229.81	1,457,848.83	2,924,078.64	69,613,673.98
26-Jun-28	28		69,613,673.98	1,496,302.19	1,427,776.45	2,924,078.64	68,117,371.79
26-Dec-28	29		68,117,371.79	1,526,991.34	1,397,087.30	2,924,078.64	66,590,380.45
26-Jun-29	30		66,590,380.45	1,558,309.94	1,365,768.70	2,924,078.64	65,032,070.51
26-Dec-29	31		65,032,070.51	1,590,270.87	1,333,807.77	2,924,078.64	63,441,799.64
26-Jun-30	32		63,441,799.64	1,622,887.33	1,301,191.31	2,924,078.64	61,818,912.31
26-Dec-30	33		61,818,912.31	1,656,172.75	1,267,905.89	2,924,078.64	60,162,739.56
26-Jun-31	34		60,162,739.56	1,690,140.85	1,233,937.79	2,924,078.64	58,472,598.71
26-Dec-31	35		58,472,598.71	1,724,805.64	1,199,273.00	2,924,078.64	56,747,793.07
26-Jun-32	36		56,747,793.07	1,760,181.40	1,163,897.24	2,924,078.64	54,987,611.67
26-Dec-32	37		54,987,611.67	1,796,282.72	1,127,795.92	2,924,078.64	53,191,328.95
26-Jun-33	38		53,191,328.95	1,833,124.48	1,090,954.16	2,924,078.64	51,358,204.47
26-Dec-33	39		51,358,204.47	1,870,721.87	1,053,356.77	2,924,078.64	49,487,482.60
26-Jun-34	40		49,487,482.60	1,909,090.37	1,014,988.27	2,924,078.64	47,578,392.23

Payment Date	Payment		Start Balance	Principal Payment	Interest Payment	Total Payment	End Balance
26-Dec-34	41		47,578,392.23	1,948,245.82	975,832.82	2,924,078.64	45,630,146.41
26-Jun-35	42		45,630,146.41	1,988,204.34	935,874.30	2,924,078.64	43,641,942.07
26-Dec-35	43		43,641,942.07	2,028,982.41	895,096.23	2,924,078.64	41,612,959.66
26-Jun-36	44		41,612,959.66	2,070,596.84	853,481.80	2,924,078.64	39,542,362.82
26-Dec-36	45		39,542,362.82	2,113,064.78	811,013.86	2,924,078.64	37,429,298.04
26-Jun-37	46		37,429,298.04	2,156,403.74	767,674.90	2,924,078.64	35,272,894.30
26-Dec-37	47		35,272,894.30	2,200,631.58	723,447.06	2,924,078.64	33,072,262.72
26-Jun-38	48		33,072,262.72	2,245,766.53	678,312.11	2,924,078.64	30,826,496.19
26-Dec-38	49		30,826,496.19	2,291,827.20	632,251.44	2,924,078.64	28,534,668.99
26-Jun-39	50		28,534,668.99	2,338,832.58	585,246.06	2,924,078.64	26,195,836.41
26-Dec-39	51		26,195,836.41	2,386,802.04	537,276.60	2,924,078.64	23,809,034.37
26-Jun-40	52		23,809,034.37	2,435,755.35	488,323.29	2,924,078.64	21,373,279.02
26-Dec-40	53		21,373,279.02	2,485,712.69	438,365.95	2,924,078.64	18,887,566.33
26-Jun-41	54		18,887,566.33	2,536,694.65	387,383.99	2,924,078.64	16,350,871.68
26-Dec-41	55		16,350,871.68	2,588,722.26	335,356.38	2,924,078.64	13,762,149.42
26-Jun-42	56		13,762,149.42	2,641,816.96	282,261.68	2,924,078.64	11,120,332.46
26-Dec-42	57		11,120,332.46	2,696,000.62	228,078.02	2,924,078.64	8,424,331.84
26-Jun-43	58		8,424,331.84	2,751,295.59	172,783.05	2,924,078.64	5,673,036.25
26-Dec-43	59		5,673,036.25	2,807,724.67	116,353.97	2,924,078.64	2,865,311.58
26-Jun-44	60		2,865,311.58	2,865,311.58	58,767.54	2,924,079.12	0.00

No. 2014-51

CANADA

Province of Saskatchewan

THE CITY OF REGINA

\$100,400,000

Fully Registered Global
Instalment Debenture

Bylaw No. 2014-51

Maturing on
June 26, 2044

NO WRITING, IMPRESSIONS OR
MARKS MUST APPEAR ON THIS
DEBENTURE, OTHER THAN THAT
PLACED HEREON WITH THE
AUTHORITY OF THE OFFICERS OF
THE CITY.

LEGAL OPINION

We have examined Bylaw No. 2014-51 (the "Bylaw") of the Corporation of the City of Regina (the "City") dated June 23, 2014, authorizing the issue of debentures in the amount of \$100,400,000 and maturing on June 26, 2044 (the "Debentures"), which Debentures have been initially issued in global fully registered form.

In our opinion, the Bylaw has been properly passed and is within the legal powers of the City. The Debentures issued under the Bylaw in the within form are the direct, unsecured obligations of the City, which rank concurrently and proportionally except as to sinking funds, with all other general unsecured obligations of the City, without preference one above the other by reason of priority of date of issue, currency of payment, or otherwise. This opinion is subject to and incorporates all the assumptions, qualifications and limitations set out in our opinion letter delivered on the date of the Debentures.

Regina, June 23, 2014

MacPherson Leslie & Tyerman LLP

June 19, 2014

To: His Worship Mayor Fougere
And Members of City Council

In regards to the Traffic Bylaw, I'd like to note that I think Wascana Parkway should be 50km/h limited at the intersections of Kramer Blvd, and also University Dr. North. There are hundreds, perhaps thousands, of pedestrian crossings at these intersections each day, and the 70km/h limit is not putting pedestrian safety first. The speed limit being too high is also causing problems in serving the area's residents with better Regina Transit bus stop locations.

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To present, on the Summary Offence Ticket table:

Regina is such a fantastic place to be, I'm glad City Council wants to remind everyone that it's <http://www.cbc.ca/news/canada/saskatchewan/regina-hitchhikers-could-face-110-fine-1.2666388> illegal to try to leave it by vehicle without paying for the privilege.

It's a somewhat bold strategy to Grow Regina by keeping it illegal to hitchhike away from the Queen City, or offer to take anyone with you if you're making an escape, but I'm sure the Councillors in favour of the bylaw have thought it through thoroughly.

Fortunately the closest hitchhiker friendly municipalities are sufficiently far from the Queen City, that once a hitchhiker traveling across the country by the nationally famous Trans-Canada Highway disembarks here, they'll have to hire a bus or licensed cab to get out. It would take over 12 hours to walk to Moose Jaw; few are likely to attempt it. Facing this legal and financial quandary, they'll more than likely opt to settle here, thus boosting our tax base.

Following the example set out in our city's bylaws, should I see a distressed person at the side of the road in Regina, I'll be certain to drive past them, lest they misinterpret my slowing down as an enticement to enter my vehicle. Such a misplaced deed could cost me \$110, and the attempted hitchhiker \$110 too.

Seeing too that "Soliciting business from a vehicle" is illegal, I'll give those apparently nefarious food trucks on the Plaza downtown, a wide berth this Summer. And I'll report any rogue carwash fundraisers at schools, to the appropriate authorities.

I really must congratulate this City Council for preparing for high-tech ride-sharing services that have become popular in many cities, notably Uber and Lyft. With these updated fines, everyone should get the message loud and clear that Regina is closed to high-tech ride services right down to the low tech thumbing of rides.

By the time we catch up to the rest of the continent, we'll be so far behind the times, we'll think we're ahead.

Sincerely,

John Klein

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: *The Regina Traffic Bylaw, 1997 No. 9900 Amendment*

**RECOMMENDATION OF THE PUBLIC WORKS AND INFRASTRUCTURE
COMMITTEE
- JUNE 5, 2014**

1. City Council approve the amendments to *The Regina Traffic Bylaw, 1997, No. 9900* (the “Traffic Bylaw”) contained within Appendix “A” to this report; and
2. The City Solicitor amend the Traffic Bylaw to reflect the changes proposed in Appendix “A” of this report.

PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE – JUNE 5, 2014

Ravi Seera, Manager, Traffic and Sgt. Colin Glas, Regina Police Service, addressed and answered questions of the Committee.

The Committee adopted a resolution to concur in the recommendations contained in the report.

Councillors: John Findura, Bob Hawkins, Terry Hincks and Barbara Young were present during consideration of this report by the Public Works and Infrastructure Committee.

The Public Works and Infrastructure Committee, at its meeting held on June 5, 2014, considered the following report from the administration:

RECOMMENDATION

The Administration recommends that:

1. City Council approve the amendments to *The Regina Traffic Bylaw, 1997, No. 9900* (the “Traffic Bylaw”) contained within Appendix “A” to this report; and
2. The City Solicitor amend the Traffic Bylaw to reflect the changes proposed in Appendix “A” of this report.

CONCLUSION

The Traffic Bylaw Working Group, which critically reviews all sections of the Traffic Bylaw, presents these proposed changes for ratification.

BACKGROUND

The Traffic Bylaw Working Group consists of representatives from the Regina Police Services, Office of the City Solicitor, Bylaw & Licensing Branch, Parking Services Branch, Infrastructure Planning Branch and the Traffic Branch. The group reviews the Traffic Bylaw and submits any recommended bylaw amendments.

DISCUSSION

Reasons for amending the current Traffic Bylaw are as follows:

1. To add new clauses or change the intent of existing clauses – changes may be necessary to adapt to provincial legislation, changing conditions or public attitudes
2. To clarify intent – changes may be necessary because certain sections of the current bylaw may be ambiguous or difficult to understand

The following bylaw changes are recommended to sections within the existing Traffic Bylaw. The details of the proposed changes are elaborated on in Appendix “A” of this report. The proposed changes are summarized briefly below:

1. Section 10 – Speed Limits – An amendment is required for two main purposes. The first purpose is to update sections of the Speed Limit Table to include portions of streets recently declared within the city limits. The second is to update the Construction Speed Limit sign section to align with the Provincial Construction Speed Limit regulations.
2. Section 24 - Crossing Yellow Solid Lines – An amendment is required to clarify intent with regard to determining when crossing a yellow single line is acceptable. The current bylaw states that crossing a yellow single line backing from a curb crossing is acceptable, however, there is nothing that states the forward direction is acceptable.
3. Schedule L – Summary Offence Ticket – An amendment is required to alter fines such that the Summary Offence Ticket of the Traffic Bylaw will be consistent with the fines of *The Summary Offences Procedure Regulations, 1991* which are referred to in *The Traffic Safety Act*. This will ensure consistency between provincial law and municipal law.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

None with respect to this report.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

All amendments will be communicated through a Public Notice in the Leader Post and will also be available on the City of Regina website.

DELEGATED AUTHORITY

Amendments to *The Regina Traffic Bylaw, 1997*, No. 9900 requires City Council approval.

Respectfully submitted,

PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE

A handwritten signature in cursive script that reads "Linda Leeks".

Linda Leeks, Secretary

APPENDIX A
TRAFFIC BYLAW AMENDMENTS
Detailed Description

SECTION 10 – SPEED LIMITS

The proposed bylaw amendment has two main purposes.

The first purpose is to update sections of the Speed Limit Table to include portions of streets recently declared within the city limits. These changes reflect the speed limits that will be most appropriate and safe, given the anticipated usage.

Existing Wording:

The sections in the existing table that will be affected by the amendments are highlighted in bold.

10. (1) No person shall operate a vehicle on any public highway in excess of the speed limit established as follows:

- (a) The speed limits for the following streets are set out in the table below:

Description	From	To	Limit (km/h)
9 th Avenue North	Pasqua Street	West City Limit	70
12 th Avenue	Lorne Street	Scarth Street	20
13 th Avenue	150 m. West of Campbell Street	West City Limit	70
25 th Avenue	Campbell Street	Lewvan Drive	70
Albert Street	South City Limit	400 m. South of Gordon Road	70
Albert Street	400 m. North of Ring Road	200 m. South of North City Limits	70
Albert Street	200 m. South of North City Limits	North City Limits	100
Arcola Avenue	50 m. East of Victoria Avenue	Hwy #1 Entrance Ramp	60
Arcola Avenue	150 m. East of Prince of Wales Drive	Hwy #1 Entrance Ramp	70
Arcola Avenue	East City Limit	150 m. East of Prince of Wales Drive	80
Broad Street	150 m. South of Hillsdale Street	23 rd Avenue	70
Campbell Street	Hill Avenue	25 th Avenue	70
Century Crescent	All	All	30
Courtney Street	Hill Avenue	Dewdney Avenue	70
Dewdney Avenue	West City Limit	Courtney Street	80
Frederick W. Hill Mall	All	All	20
Fleet Street	50 m. North of the CNR tracks	50 m north of Highway No. 46	60

Fleet Street	50 m. North of Highway No. 46	North City Limit	70
Fleming Road	Dewdney Avenue	South City Limit	60
Highway #1 Bypass	780 m. East of Albert Street	Victoria Avenue	100
Hill Avenue	Campbell Street	Courtney Street	70
Lewvan Drive	150 m. North of Parliament Avenue	150 m. South of 13 th Avenue	80
Lewvan Drive	South City Limit	150 m. North of Parliament Avenue	70
McDonald Street	East City Limit	100 m. East of Kress Street	70
Pasqua Street	150 m. North of 9 th Avenue North	150 m. North of Pasqua Gate	60
Pasqua Street	150 m. North of Pasqua Gate	North City Limit	70
Pinkie Road	Dewdney Avenue	North City Limit	70
Pinkie Road	South City Limit	Dewdney Avenue	80
Pioneer Drive	All	All	30
Prince of Wales Drive	50 m. North of Assiniboine Avenue	50 m. South of Quance Street	60
Ring Road	200 m. East of Pasqua Street	Pasqua Street	70
Ring Road	Victoria Avenue	200 m. East of Pasqua Street	100
Ross Avenue	150 m. West of Park Street	150 m. East of Winnipeg Street	70
Saskatchewan Drive	150 m. West of McTavish Street	Lewvan Drive	70
St. Chads Crescent	All	All	40
Victoria Avenue	East City Limit	150 m. East of Park Street	70
Wascana Parkway	150 m. North of Grant Road	23 rd Avenue	70
Winnipeg Street	50 m. North of 9 th Avenue North	North City Limit	60

Proposed Wording:

The proposed changes are highlighted in bold.

10. (1) No person shall operate a vehicle on any public highway in excess of the speed limit established as follows:
- (a) The speed limits for the following streets are set out in the table below:

Description	From	To	Limit (km/h)
9 th Avenue North	Pasqua Street	West City Limit	70
12 th Avenue	Lorne Street	Scarth Street	20
13 th Avenue	150 m. West of Campbell Street	West City Limit	70
25 th Avenue	Campbell Street	Lewvan Drive	70
Albert Street	South City Limit	400 m. South of Gordon Road	70

Albert Street	400 m. North of Ring Road	200 m. South of North City Limits	70
Albert Street	200 m. South of North City Limits	North City Limits	100
Arcola Avenue	50 m. East of Victoria Avenue	Hwy #1 Entrance Ramp	60
Arcola Avenue	Hwy #1 Entrance Ramp	150 m. East of Chuka Boulevard	70
Arcola Avenue	150 m. East of Chuka Boulevard	East City Limit	80
Broad Street	150 m. South of Hillsdale Street	23 rd Avenue	70
Campbell Street	Hill Avenue	25 th Avenue	70
Century Crescent	All	All	30
Courtney Street	Hill Avenue	Dewdney Avenue	70
Dewdney Avenue	West City Limit	Courtney Street	80
Frederick W. Hill Mall	All	All	20
Fleet Street	50 m. North of the CNR tracks	50 m north of Highway No. 46	60
Fleet Street	50 m. North of Highway No. 46	North City Limit	70
Fleming Road	Dewdney Avenue	South City Limit	60
Highway #1 Bypass	780 m. East of Albert Street	Victoria Avenue	100
Hill Avenue	Campbell Street	Courtney Street	70
Lewvan Drive	150 m. North of Parliament Avenue	150 m. South of 13 th Avenue	80
Lewvan Drive	South City Limit	150 m. North of Parliament Avenue	70
McDonald Street	East City Limit	100 m. East of Kress Street	70
Pasqua Street	150 m. North of 9 th Avenue N.	150 m. North of Pasqua Gate	60
Pasqua Street	150 m. North of Pasqua Gate	North City Limit	70
Pinkie Road	Dewdney Avenue	North City Limit	70
Pinkie Road	South City Limit	Dewdney Avenue	80
Pioneer Drive	All	All	30
Prince of Wales Drive	50 m. North of Assiniboine Avenue	50 m. South of Quance Street	60
Ring Road	200 m. East of Pasqua Street	Pasqua Street	70
Ring Road	Victoria Avenue	200 m. East of Pasqua Street	100
Ross Avenue	150 m. West of Park Street	150 m. East of Winnipeg Street	70
Saskatchewan Drive	150 m. West of McTavish Street	Lewvan Drive	70
St. Chads Crescent	All	All	40
Victoria Avenue	East City Limit	150 m. East of Park Street	70
Wascana Parkway	150 m. North of Grant Road	23 rd Avenue	70
Winnipeg Street	50 m. North of 9 th Avenue N.	North City Limit	60

The second purpose is to update the Construction Speed Limit sign section. Currently the signs are considered as only advisory signs. Changing the graphic color and text design of the signs categorizes them as regulatory sign. These changes will align the bylaw with the Provincial Construction Speed Limit regulations.

Existing Wording:

The sections in the existing phrase that will be affected by the amendments proposed are highlighted in bold.

10. (4) Construction Speed Limit signs shall **have black text on an orange** background.

Proposed Wording:

The proposed changes will be highlighted in bold.

10. (4) Construction Speed Limit signs shall **be Regulatory with black text on white** background.

SECTION 24 – CROSSING YELLOW SOLID LINES

The proposed bylaw amendment has one main purpose, to clarify the intent of when crossing a yellow single line is acceptable. The current bylaw states that crossing a yellow single line backing from a curb crossing is acceptable, however there is nothing that states the forward direction is acceptable.

Existing Wording:

Below is the existing phrase that will be affected by the proposed amendments.

24. (2) No person operating a vehicle shall cross any single solid yellow centre line on a public highway except for the purpose of turning left at an intersection or curb crossing or backing from a curb crossing.

Proposed Wording:

The proposed changes are highlighted in bold.

24. (2) No person operating a vehicle shall cross any single solid yellow centre line on a public highway except for the purpose of turning left at **or from** an intersection or curb crossing or backing from a curb crossing.

SCHEDULE L – SUMMARY OFFENCE TICKET

The proposed bylaw amendment has one main purpose, to update sections of the Summary Offence Ticket Table to be consistent with the fines of *The Summary Offences Procedure Regulations, 1991*. Adjusting the fine schedule so that the Bylaw fines are congruent with *The Traffic Safety Act* ensures the fines associated with the penalty reflect the risk to public safety and is an adequate deterrent. Having the same fines ensures easier and consistent enforcement of the offence.

Existing Wording:

The sections in the existing table that will be affected by the amendments are highlighted in bold.

SCHEDULE “L” – SUMMARY OFFENCE TICKET (as provided for in Section 88)

Section	Amount	Description
4(2)	\$100.00	Driving off Pickup and Delivery Route.
5(2)	\$100.00	Driving off Heavy Vehicle Route.
6(2)	\$500.00	Driving off Dangerous Goods Route.
7(2)	\$50.00	Driving wrong way on a one way street.
8(2)	\$50.00	Driving wrong way on a one way alley.
9(1)	\$50.00	Driving in a Bicycles Only Lane.
9(2)	\$50.00	Driving in a bus lane.
9(3)	\$50.00	Driving across an intersection in a bus lane.
10(1)	***	Travelling in excess of the speed limit.
10(2)	***	Travelling in excess of the speed limit in a construction zone.
11(1)	\$50.00	Overtaking a vehicle in the curb lane of any street.
12(1)	\$85.00	Blocking an intersection.
12(2)	\$100.00	Overtaking a vehicle in the curb lane of any street through an intersection.
13(1)	\$50.00	Obstructing traffic on a highway.
13(2)	\$50.00	Obstructing traffic on a sidewalk.
14(1)	\$50.00	Proceeding in a direction other than that indicated by a sign.
14(2)	\$50.00	Turning prohibited by a sign.
14(3)	\$50.00	Backing around corner.
15	\$50.00	Failing to yield when pulling out from the curb lane of any street.
16	\$180.00	Driving in or overtaking another vehicle in a two-way left turn lane.
17(1)	\$180.00	Making a u-turn where prohibited.
17(2)	\$85.00	Proceeding before safe to do so after a u-turn.
18	\$180.00	Turning right where prohibited when traffic signal is red.
19	\$50.00	Hitchhiking.
20(1)	\$50.00	Soliciting business from a vehicle.
20(2)	\$50.00	Enticing another person into a vehicle.
20.1(1)	\$100.00	Soliciting occupant of vehicle in traffic
20.1(2)	\$100.00	Soliciting occupant of vehicle from median, traffic island or other traffic control device.
22	\$50.00	Failing to remain stopped at a pedestrian corridor.
23(1)	\$20.00	Engaged in any pedestrian assisted activity on any street other than in-line skating.
23(2)(a)	\$20.00	Engaged in a pedestrian assisted activity on any sidewalk downtown.
23(2)(b)	\$20.00	Engaged in a pedestrian assisted activity on any pedestrian mall.
23(3)(a)	\$20.00	In-line skating two abreast.
23(3)(b)	\$20.00	In-line skating on any street without a parking lane.
23(3)(c)	\$20.00	In-line skating without due care and attention for their own safety.
23(3)(d)	\$20.00	In-line skating without due care and attention for others safety.
23(3)(e)	\$20.00	Engaged in a pedestrian-assisted activity on any street with a speed limit of greater than 60 km/h.

24(1)	\$100.00	Crossing double solid yellow centre line.
24(2)	\$100.00	Crossing single solid yellow centre line.
25	\$50.00	Driving over a curb.
27	\$50.00	Driving over freshly painted lines.
30	\$250.00	Using engine retarder brakes within City limits.
44(2)	\$50.00	Driving vehicle across public property.
46	\$250.00	Parking a dangerous goods vehicle within 150 metres of any place of assembly occupancy
64(1)	\$50.00	Drive on a temporarily closed highway.
65(1)	\$50.00	Failing to obtain a temporary street use permit.
65(5)	\$50.00	Failing to meet conditions contained in a street use permit.
66(2)	\$50.00	Parading or assembling on a public highway without a permit.
66(3)	\$50.00	Crossing through or obstructing a parade.
69.1	\$50.00	Installing a distracting device
73(2)	\$50.00	Operating a vehicle exceeding the maximum weight allowing on a bridge.
73(6)	\$100.00	Failing to proceed to City weigh scale.
74	\$50.00	Operating a slow moving vehicle within prohibited times.
75	\$50.00	Operating a tracked vehicle on a public highway.
76	\$50.00	Operating farm or road construction equipment during prohibited times.
82(1)	\$20.00	Riding a bicycle with a wheel diameter of 40cm or more on any sidewalk.
82(2)	\$20.00	Carrying a passenger on a bicycle.
82(3)	\$20.00	Riding a bicycle recklessly.
82(4)	\$20.00	Riding bicycles abreast.
82(6)	\$20.00	Riding a bicycle without hands firmly on the handlebars.
82(7)	\$20.00	Riding a bicycle at night without headlamps.
87(1)	\$50.00	Unauthorized placing of a Notice of Violation on any vehicle.

Proposed Wording:

The proposed changes are highlighted in bold.

SCHEDULE “L” – SUMMARY OFFENCE TICKET (as provided for in Section 88)

Section	Amount	Description
4(2)	\$180.00	Driving off Pickup and Delivery Route.
5(2)	\$180.00	Driving off Heavy Vehicle Route.
6(2)	\$500.00	Driving off Dangerous Goods Route.
7(2)	\$100.00	Driving wrong way on a one way street.
8(2)	\$100.00	Driving wrong way on a one way alley.
9(1)	\$85.00	Driving in a Bicycles Only Lane.
9(2)	\$85.00	Driving in a bus lane.
9(3)	\$85.00	Driving across an intersection in a bus lane.
10(1)	***	Travelling in excess of the speed limit.
10(2)	***	Travelling in excess of the speed limit in a construction zone.
11(1)	\$85.00	Overtaking a vehicle in the curb lane of any street.
12(1)	\$85.00	Blocking an intersection.
12(2)	\$100.00	Overtaking a vehicle in the curb lane of any street through an intersection.
13(1)	\$85.00	Obstructing traffic on a highway.
13(2)	\$85.00	Obstructing traffic on a sidewalk.
14(1)	\$180.00	Proceeding in a direction other than that indicated by a sign.
14(2)	\$180.00	Turning prohibited by a sign.
14(3)	\$85.00	Backing around corner.
15	\$180.00	Failing to yield when pulling out from the curb lane of any street.
16	\$180.00	Driving in or overtaking another vehicle in a two-way left turn lane.
17(1)	\$180.00	Making a u-turn where prohibited.
17(2)	\$180.00	Proceeding before safe to do so after a u-turn.
18	\$180.00	Turning right where prohibited when traffic signal is red.

19	\$110.00	Hitchhiking.
20(1)	\$110.00	Soliciting business from a vehicle.
20(2)	\$110.00	Enticing another person into a vehicle.
20.1(1)	\$110.00	Soliciting occupant of vehicle in traffic
20.1(2)	\$110.00	Soliciting occupant of vehicle from median, traffic island or other traffic control device.
22	\$180.00	Failing to remain stopped at a pedestrian corridor.
23(1)	\$20.00	Engaged in any pedestrian assisted activity on any street other than in-line skating.
23(2)(a)	\$20.00	Engaged in a pedestrian assisted activity on any sidewalk downtown.
23(2)(b)	\$20.00	Engaged in a pedestrian assisted activity on any pedestrian mall.
23(3)(a)	\$20.00	In-line skating two abreast.
23(3)(b)	\$20.00	In-line skating on any street without a parking lane.
23(3)(c)	\$20.00	In-line skating without due care and attention for their own safety.
23(3)(d)	\$20.00	In-line skating without due care and attention for others safety.
23(3)(e)	\$20.00	Engaged in a pedestrian-assisted activity on any street with a speed limit of greater than 60 km/h.
24(1)	\$100.00	Crossing double solid yellow centre line.
24(2)	\$100.00	Crossing single solid yellow centre line.
25	\$100.00	Driving over a curb.
27	\$50.00	Driving over freshly painted lines.
30	\$250.00	Using engine retarder brakes within City limits.
44(2)	\$50.00	Driving vehicle across public property.
46	\$500.00	Parking a dangerous goods vehicle within 150 metres of any place of assembly occupancy.
64(1)	\$180.00	Drive on a temporarily closed highway.
65(1)	\$180.00	Failing to obtain a temporary street use permit.
65(5)	\$180.00	Failing to meet conditions contained in a street use permit.
66(2)	\$180.00	Parading or assembling on a public highway without a permit.
66(3)	\$60.00	Crossing through or obstructing a parade.
69.1	\$100.00	Installing a distracting device
73(2)	\$180.00	Operating a vehicle exceeding the maximum weight allowing on a bridge.
73(6)	\$100.00	Failing to proceed to City weigh scale.
74	\$180.00	Operating a slow moving vehicle within prohibited times.
75	\$180.00	Operating a tracked vehicle on a public highway.
76	\$180.00	Operating farm or road construction equipment during prohibited times.
82(1)	\$20.00	Riding a bicycle with a wheel diameter of 40cm or more on any sidewalk.
82(2)	\$20.00	Carrying a passenger on a bicycle.
82(3)	\$20.00	Riding a bicycle recklessly.
82(4)	\$20.00	Riding bicycles abreast.
82(6)	\$20.00	Riding a bicycle without hands firmly on the handlebars.
82(7)	\$20.00	Riding a bicycle at night without headlamps.
87(1)	\$50.00	Unauthorized placing of a Notice of Violation on any vehicle.

Your Worship and members of City Council, my name is Chad Jedlic and I am the Residential Land Manager for Harvard Developments. With me at the podium is Blair Forster, Vice President of Harvard Developments and President of Forster Projects.

We are here in support of the recommended interim phasing and financing plan.

As you are aware, this is a very complicated and controversial issue. The OCP requires a phasing and financing plan in order for the City to achieve complete communities, smart growth and financial sustainability. City Administration has worked diligently with our industry to develop this interim plan.

We support the interim plan because it aligns with the OCP; it continues to grow our community; it provides excellent consumer choice and geographic distribution of neighbourhoods; it keeps all local land developers in business; and it limits the increase in SAF fees during the interim period.

Your administration has clearly demonstrated that unrestricted growth is simply too expensive for our community to absorb. This interim plan allows the most affordable and strategic communities to proceed immediately. It also commits the city to working with the development community to find creative and innovative solutions to reduce servicing costs and levies paid by the most expensive communities.

We are optimistic that during this two year review period, that Administration and industry can work collaboratively to build an SAF model that includes an appropriate amount of infrastructure with accurate budget costs in order to keep development levies as low as possible without compromising service levels for residents.

We recognize that the SAF policy review is a massive undertaking that, in order to complete properly, will take significant time and cooperation between industry and Administration.

We are approaching the review with the confidence that Administration, members of City Council and the development industry are aligned in the belief that greenfield growth, when guided by the OCP, is good for all residents in our city.

The interim plan before you supports the Design Regina Official Community Plan which our community has spent the last 4 years developing. Tonight, we ask that you support the interim plan.

Thank you. We are available to answer any questions you may have.

June 19, 2014

DELIVERED VIA EMAIL

City of Regina
City Clerks Office
Box 1790, 15th Floor City Hall
Regina, Saskatchewan
S4P 3C8

Attention: Jim Nicol, City Clerk

Dear Mr. Nicol:

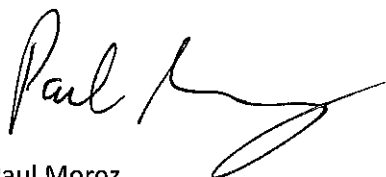
**RE: Interim Phasing and Financing
Request to Appear as a Delegation**

We request to appear as a delegation before City Council for the above noted item.

Attached is our presentation.

Please confirm our request to appear.

Yours truly,



Paul Moroz
General Manager
Dream Development

Attachment



4561 Parliament Avenue, Ste. 300
Regina, SK S4W 0G3
T +1 306.347.8130
F +1 306.347.8108

June 18, 2014

Your Worship and City Council,

Thank you for the opportunity to present today.

We've previously stated our position with respect to the interim phasing and financing plan.

Today we look for your support on the alternative recommendation, Appendix C. This recommendation includes the Coopertown Surcharge.

We believe approval of this recommendation will result in a win-win situation. It is a win for the City Corporate as it alleviates any financial risk the Coopertown Development may bring, and it is a win for us as it allows the Coopertown Neighbourhood to proceed. We also believe that this is a win for the City as a whole as we think the proposed Coopertown plan is a very forward looking development concept and well executed it will be a place to remember.

You may ask why we're comfortable proceeding under the surcharge, our answer to that is simple – we're confident the comprehensive review will reveal the true cost of this development.

Thank you and we look for your support.

June 19, 2014

His Worship Mayor Michael Fougere, City Council:

Thank you for the opportunity to speak to you regarding the Interim Phasing and Financing Plan.

Having already stated our perspective on the Plan in our presentation to Executive Committee on June 9th, as a follow up, I would like to make just a few brief comments:

We understand that the City administration was presented with a very challenging task of balancing financing requirements with the need to accommodate future growth in our city, and we certainly want to acknowledge the hard work undertaken by the staff in coming up with this Interim Plan.

I come today to Council with only one request regarding the upcoming Formal Policy Review Process. That the City work closely with our Industry throughout the upcoming Process to ensure that together, we get it right.

We are recommending to Council that throughout the Formal Review Process, both the Administration and the Industry agree to submit quarterly reports to Council as a check in on how the process is going in order to flag any emerging issues as the process unfolds. We want to ensure that significant policy changes contain adequate consultation with the Industry.

The second point I would like to make has to do with increases to Servicing Agreement Fees. I have said this many times before and am saying it again tonight, that we need to be very sensitive to these increases. Development fees and levies, must be understood in the light of what they truly are- a cost on new home buyers.

All we are asking is that the same cautious approach that the City applies regarding increases to Regina taxpayers, also be applied when it comes to increasing costs on new home owners – many who are young families just starting out, or, are immigrants to our city.

True collaboration with our Industry, throughout the Formal Policy Review Process, is the key to getting it right.

Thank you.

Stu Niebergall

DELEGATION TO REGINA CITY COUNCIL

23 June 2014

Your Worship The Mayor, Councillors and City Staff, I am pleased to stand before you on behalf of Rosewood Park Alliance Church to present our response to the City's proposed *Interim Phasing and Financing Plan*.

Rosewood Church moved to Northwest Regina in 1982. It worked closely with the City to extend water and wastewater services to its new 16-hectare property; agreed to the future widening of Courtney Street; and facilitated the construction of the Mapleford Sewage Lift Station - all to facilitate future urban expansion which it was interested in participating in from the outset. More recently, following Rosewood's annexation to the City, we prepared and submitted a draft Neighbourhood Concept Plan to the City for review and comment. We were subsequently asked to demonstrate how this Plan could be serviced and paid for, and we responded by demonstrating that a complete 40-hectare neighbourhood can be serviced and developed at Courtney Street and Whelan Drive using latent servicing capacities that are already in place in our immediate vicinity.

As a result, we believe that Rosewood Park is currently in exactly the same position as the three comparable new 40-hectare neighbourhoods located in Westerra, North of Lakeridge and Harbour Landing West that the City's Administration is recommending today should be approved to proceed. Rosewood Park is equally "ready" to proceed with the same "lowest-cost" development that they are – and it meets all the same criteria that the City's long-range planning staff has used in recommending which neighbourhoods should form part of the City's interim phasing program – as follows:

- Including Rosewood Park allows half of all new neighbourhoods identified in the OCP to proceed – it enables market choice, emphasizes growth in the NW quadrant, and maintains a concentric pattern of contiguous growth for Regina - all as recommended in the OCP, and all in accordance with the adopted Growth Plan
- Because it can make use of latent, existing servicing capacity, Rosewood qualifies as a "lowest-cost" new neighbourhood – one which if permitted to proceed will allow the City (and Rosewood's developers) to collect significant revenue in advance of major downstream expenditures
- Including Rosewood ensures that The City's cash flow and debt will remain manageable, as Rosewood can be developed utilizing the same lower SAFs as the other three - \$345,278 in 2014 and \$359,089 in 2015

In addition, Rosewood Park will comprise not only conventional market housing and related parks, retail and social facilities, like the other three, but will also accommodate important additional new housing types and social and civic facilities that the other three will not. These include the following:

- Rosewood Park has a developer and builders in place who are ready to start building significant components of affordable and attainable housing today - which means that buyers with limited resources - including not only existing lower-income households but and new immigrant households – will be able to enter the marketplace in the short term in order help fulfil the thrust of Council's new housing strategies

- Rosewood Park has a partner who is to able and willing to immediately design and build a continuum-of-care facility which will reduce the pressure on the City's need to accommodate a growing aging population
- Rosewood Park is working now with an architectural firm to design a sports facility (with a focus on soccer and field sports) that, along with associated playing fields, will be owned and operated by Rosewood, and will benefit the residents and children of Northwest Regina, and the city as a whole

Your Honour, Councillors and Staff, Rosewood Park Church has demonstrated that it is prepared to step up to the plate to provide for the needs of the citizens of Regina in these ways, and we would be disappointed to have our plans to be rejected now, after we have spent the necessary planning and engineering funds to ensure that we are ready to begin development in 2015. At every step in this process to date we have been able to answer every question the City has asked of us and have responded to every request to meet the City's requirements. Moreover, our engineers have already demonstrated how the City can save millions of dollars in servicing the North-West Sector.

Rosewood Park Neighbourhood should be included in the Preferred Option to be developed starting in 2015 as an initial and new Neighbourhood of 40 hectares. It would be a Complete Neighbourhood, the same as other 3 new communities that the City's Administration is recommending for the interim approval, but, even better in that Rosewood Park will provide:

**At least 400 new units of new attainable housing +
New approaches to planning + new housing for immigrants / in-migrants +
Much-needed recreational and social facilities for the NW Quadrant and the City-as-whole + and
Continuum of Care facilities**

In closing, we would like to ask that Council also consider directing social housing funds to Rosewood Park – especially as it will be replacing attainable housing that was lost when the former Sask Housing Lands, located adjacent to Rosewood, were sold. It makes sense that at least a portion of those units are still built in the Northwest, as was originally the City's intention – and the proposed new Rosewood Park Neighbourhood can clearly accommodate these.

Thank you for your attention and we are ready to answer any questions you might have.

John van Nostrand, Principal
planningAlliance
Consultants to Rosewood Park Alliance Church



City of Regina
Queen Elizabeth II Court
2476 Victoria Avenue
Regina, Saskatchewan S4P 3C8

To His Worship the Mayor and Members of City Council:

RE: Interim Phasing and Financing Plan

My name is Kevin Reese and I am the General Manager for The Creeks.

I will not be presenting as a delegation, however, I will be in the gallery and if requested, I would be pleased to come forward to answer any questions that council may have.

We fully support administration's recommendation to have differential rates for the 235k neighbourhoods and the 300k neighbourhoods. Under the 2007 Southeast Sector plan, The Creeks was identified as an extension of an existing neighbourhood. The Creeks has a projected population of 2,000 residents and the concept plan from first approval to today has seen very little change. The infrastructure required to bring The Creeks on-stream was relatively minimal and we do not require any of the infrastructure required for the 300k neighbourhoods. We should have had area specific rates all along. We oppose paying a blended rate with the 300k neighbourhoods now and in the future. There is no doubt that all residents of Regina will benefit from infrastructure built as part of the 300k growth neighbourhoods. Some of the benefit should be allocated to all residents through the property tax structure, not by blending the SAF rate so that 235k neighbourhoods with the infrastructure they require already in place and funded, are further subsidizing the 300k neighbourhoods.

There are three other high level items that I would like all of us to consider as we plan for the growth of our City.

1. We simply cannot afford the infrastructure being contemplated.

We need to evaluate the infrastructure list to ensure that we are all working together to only build what we can afford. It does not matter who is paying for it.

2. Decide who benefits and allocate the benefit accordingly.

The principle that taxpayer's should not be required to fund infrastructure that would not be built if the City stopped growing is a flawed principle. There is definitely a benefit to all and a certain portion has to be allocated to existing taxpayers and funded through the property tax mechanism. As part of this piece we need to ensure the policies that deal with funding splits between the existing tax base, the new developments, and the future new developments past

the 300k neighbourhoods are fair.

3. All stakeholders need to have the mindset that we work together to develop a model that calculates the lowest rate possible.

By this statement, I am not suggesting that growth does not pay for growth. What I am saying is that the model needs to consider such things as area specific rates, the level of debt the city allocates to new infrastructure, amortization periods and concepts such as late comer fees and how the City can assist one developer to collect from a subsequent developer who benefits from the infrastructure.

For the last few years, Regina has grown at a rate that we have not seen for decades. The long term outlook for Regina is that the City will continue to grow. There is no doubt that the phasing of new neighbourhoods and the financing of our infrastructure is challenging. I am confident that if all the stakeholders work together, we have time to develop an infrastructure funding mechanism that we can afford, is fair to all residents and will allow our City to continue to grow and prosper.

In closing, I would like to acknowledge the effort the City of Regina Administration has spent on the phasing and financing plan. There is more hard work ahead for all stakeholders.

Sincerely,

A handwritten signature in black ink that reads "Kevin Reese". The signature is written in a cursive, flowing style.

Kevin Reese, CMA, CA

General Manager – The Creeks

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Interim Phasing and Financial Plan

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- JUNE 9, 2014**

1. That the Interim Phasing and Financing Plan described in Appendix A be approved;
2. That the Servicing Agreement Fee rates for 2014 and 2015 as identified within Appendix A be approved;
3. That Administration be directed to process only area plan applications for lands within the Interim Phasing and Financing Plan. Review of areas outside the Interim Phasing and Financing Plan is to be limited to coordination of infrastructure planning;
4. That only lands within the Interim Phasing and Financing Plan be permitted to develop until a final phasing and financing plan is adopted;
5. That a final Phasing and Financing Plan be developed in coordination with the Servicing Agreement Fee/Development Levy Policy Review;
6. That the phasing and financing of post-300K land be deferred until after the Servicing Agreement Fee/Development Levy Policy Review, a long term financial plan, and an intensification strategy are completed and that the funding earmarked for the post-300K phasing and financing project be redirected to the development of a final phasing and financing plan;
7. That the Servicing Agreement Fee Administration Fees be adjusted to account for ongoing funding of three new Engineering staff, commencing in 2014;
8. That the development of employment areas, as defined in the Official Community Plan, in all areas of the city be evaluated on a case-by-case basis;
9. That the City Solicitor be directed to amend the *Development Levy Bylaw* in accordance with the approved Interim Phasing and Financing Plan; and
10. That a special study respecting Rosewood Park Development be referred back to the Administration for a report to be back to the September 10, 2014 meeting of the Executive Committee, and that the following be addressed in the report:
 - Is the plan as presented consistent with that of Coopertown?
 - What financial implications would this bring to the City of Regina?
 - What financial implications would this bring to other developments?
 - What is the cost of storm water development on surrounding lands?

EXECUTIVE COMMITTEE – JUNE 9, 2014

The following addressed and answered questions of the Committee:

- Stu Niebergall, representing the Regina and Region Home Builders Association;
- Bob Linner and Pat Mah, representing North Ridge Development Corporation;
- John Nostrand, Rev. Jerven Weekes and Daryl Brown, representing Rosewood Park Alliance Church;
- Paul Moroz, Ned Kosteniuk and Evan Hunchak, representing Dream Development;
- Kevin Reese, representing The Creeks;
- Blair Forster and Chad Jedlic, representing Harvard Developments; and
- Lorne Yagelniski, representing Kensington Greens Corporation

The Committee adopted a resolution to concur in the recommendation contained in the report after adding a recommendation #10 as follows:

10. That a special study respecting Rosewood Park Development be referred back to the Administration for a report to be back to the September 10, 2014 meeting of the Executive Committee, and that the following be addressed in the report:
 - Is the plan as presented consistent with that of Coopertown?
 - What financial implications would this bring to the City of Regina?
 - What financial implications would this bring to other developments?
 - What is the cost of storm water development on surrounding lands?

Mayor Michael Fougere, Councillors: Bryon Burnett, Jerry Flegel, Shawn Fraser, Bob Hawkins, Terry Hincks, Wade Murray, Mike O'Donnell and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on June 9, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the Interim Phasing and Financing Plan described in Appendix A be approved;
2. That the Servicing Agreement Fee rates for 2014 and 2015 as identified within Appendix A be approved;
3. That Administration be directed to process only area plan applications for lands within the Interim Phasing and Financing Plan. Review of areas outside the Interim Phasing and Financing Plan is to be limited to coordination of infrastructure planning;
4. That only lands within the Interim Phasing and Financing Plan be permitted to develop until a final phasing and financing plan is adopted;
5. That a final Phasing and Financing Plan be developed in coordination with the Servicing Agreement Fee/Development Levy Policy Review;

6. That the phasing and financing of post-300K land be deferred until after the Servicing Agreement Fee/Development Levy Policy Review, a long term financial plan, and an intensification strategy are completed and that the funding earmarked for the post-300K phasing and financing project be redirected to the development of a final phasing and financing plan;
7. That the Servicing Agreement Fee Administration Fees be adjusted to account for ongoing funding of three new Engineering staff, commencing in 2014;
8. That the development of employment areas, as defined in the Official Community Plan, in all areas of the city be evaluated on a case-by-case basis; and
9. That the City Solicitor be directed to amend the *Development Levy Bylaw* in accordance with the approved Interim Phasing and Financing Plan.

CONCLUSION

The City of Regina's Official Community Plan (OCP) identifies "achieving long-term financial viability" as one of the Community Priorities. Section E: Realizing the Plan, Goal #5 states: "Support orderly and sustainable long-term growth". Within Section E, policy 14.19 is to "Develop a detailed phasing and financing plan that will establish sequencing of new growth and development identified in Map 1 - Growth Plan and associated municipal servicing [...]"

Analysis indicates the 300K neighbourhoods can not develop in an un-phased manner using the City's existing Servicing Agreement Fee (SAF) Policy. Therefore the Interim Phasing and Financing Plan is a key deliverable for meeting the commitments the City made through the adoption of the OCP.

The recommended Interim Phasing and Financing Plan would permit three out of six 300K new neighbourhoods to start development within the next two years and in a manner that does not compromise the financial security of the City. In addition, the existing 235K growth areas (nine in total) established under the former OCP would also proceed. Therefore the recommended Interim Phasing and Financing Plan provides a high degree of market choice, up to 12 neighbourhoods total. The recommended option also will keep the SAF Rate lower than other scenarios and projects a cash flow picture that is manageable for the City, if the final phasing and financing plan continues on a similar path. Maintaining manageable cash flow and charging an appropriate SAF rate helps ensure there is not undue risk placed on taxpayers as a result of growth and while also addressing affordability.

BACKGROUND

At the September 9, 2013 Council meeting, a motion was passed as part of OCP report CR13-112 "That the Administration be directed to return to Council with a phasing and financing plan for the Growth Plan by December 2013." Subsequently, on December 16, 2013, a motion was passed to amend the original motion to show a return date in Q1 of 2014.

DISCUSSION

Process

In Q4 2013, Administration began the process of developing a Phasing and Financing Plan for the New Neighbourhood (300K) areas and Special Study Areas identified on the OCP Map 1 - Growth Plan.

The objectives of the project were to:

- Explore various phasing and financing options to evaluate:
 - Impact on SAF rate in the short-term;
 - SAF cash flow and City contributions to the plans;
 - Overall cumulative debt for the various phasing options; and
 - Develop a recommended Phasing and Financing Plan for consideration by City Council which will guide development of the 300K Growth Plan.

The project involved the following initial steps:

1. Establish Land Base - Remaining greenfield land available in the 235K growth area plus 300K growth area.
2. Adjust the City's SAF model to include specific projects required to service the new 300K growth areas (i.e. new neighbourhoods).
3. Develop preliminary phasing options.
4. Populate the timing of the projects in the SAF model based on the phasing options.
5. Examine cash flow and debt for each of the phasing options.
6. Examine the effects of potential policy changes to the SAF Policy.
7. Present the results to stakeholders (developers and landowners) and seek feedback.

The four preliminary phasing options revealed that the City cannot grow in an unphased manner while still meeting its financial limitations. Continuing with the current SAF policy, established in 2007, would result in:

- a high debt level;
- significant financial contributions from the City (taxpayers); and
- unfavourable cash flow picture where undue risk would be placed on taxpayers as a result of growth.

Financing Strategy

Based on the preliminary options that were explored, Administration concluded that the City can not afford to continue to pay for growth-related capital projects in accordance with the current City Council *Administration of Servicing Agreement Fees and Development Levies* policy and *Bylaw 2011-16 Development Levy Bylaw* (CR11-97) without phasing growth. The reason for this is there would be too many projects that require SAF funding that would not generate the required revenue to pay for the projects until years after the capital expenditure had been made. This would result in the need for the City to exceed its debt limit and taxpayers to take on significant risk. Furthermore, based on the current policy, the City, and thus taxpayers, would be required to generate considerably more tax revenue to pay for its share of the plan, approximately equivalent to a one-time 7 per cent mill rate increase.

As part of the exercise, Administration explored simple policy variations that would reduce the required expenditures the City would have to make both through SAFs and through tax dollars. The result of this work is the policy variations itemized below which will apply to the interim period. It is important to note that the SAF model and proposed rates, assume that these variations will apply to the entire twenty year growth period, not just the interim, and that if, through the SAF Policy Review, it is determined that these variations not continue into the permanent policy, that the SAF rate may need to increase significantly. The policy variations embrace a financing strategy that requires more direct funding of infrastructure by developers and reduces the taxpayers' share of projects, in order for the SAF deficit not to exceed \$50M, which reduces the taxpayers' risk. This is consistent with the principle that growth pays for growth which is a consistent approach with other municipalities across Canada.

SAF Policy variations incorporated into the 300K Growth Plan component of Interim Phasing and Financing Plan are:

- No projects internal to subdivision areas, including entire Neighbourhood Plan areas, will receive SAF funding. Instead, it will be paid for directly by the developer. This applies to all project categories including water trunks, wastewater lift stations/pump stations and trunks, storm water detention facilities and outlet structures, unless there is a clear benefit to areas beyond the Neighbourhood Plan boundary. Where the infrastructure will benefit a future developer, the City will endeavour to assist the original developer in collecting funds related to the shared infrastructure from that future developer. This approach is used in the City of Edmonton. Zone level parks will continue to be funded in part or whole through SAFs as per the *Administration of Servicing Agreement Fees and Development Levies* policy.
- All water, waste water and storm water projects that require downstream improvements will be funded and built by the first developer to develop in the area. Where the infrastructure will benefit a future developer, the City will endeavour to assist the first developer in collecting funds from that developer.
- All interchange projects have been adjusted from 25 per cent SAF and 75 per cent taxpayer to 50 per cent SAF and 50 per cent taxpayer. This is because growth triggers the need for these improvements. Administration expects that this 50/50 split will be examined in more detail during the SAF Policy Review as most interchanges in the model would not need to be constructed if growth slowed, therefore, it is not reasonable for the taxpayers to pick up half the costs. This policy variation applies the concept of "phasing in" the required SAF increase.

SAF Policy variations incorporated into both the 235K and 300K Growth Plan components of the Phasing and Financing Plan include:

- Under current policy, a number of roadway widening projects receive 5 per cent or 15 per cent of funding through taxation, as it was concluded during the last major policy review that the existing taxpayers would use the new lanes. This policy variation assumes that no future funding through taxation will be provided for roadway widening projects. This recommended change is because roadway improvements are not intended to improve levels of service but rather maintain them, therefore if growth stopped, the investments would not be required by the existing taxpayers.

Benefit to Existing Taxpayers

A key component to the financing strategy is a proportionate reduction to the amount of funding to be provided by taxpayers, as compared to current policy.

The Planning and Development Act (P&D Act) prohibits the use of SAFs for operation and maintenance of assets, however, it gives the City the authority to collect “the payment by the applicant of [servicing agreement] fees that the council may establish as payment in whole or in part for the capital cost of providing, altering, expanding or upgrading sewage, water, drainage and other utility services, public highway facilities, or park and recreation space facilities, located within or outside the proposed subdivision, and that directly or indirectly serve the proposed subdivision.”

The *P&D Act* does, therefore, allow a great deal of flexibility regarding the policy that Council may establish regarding the funding of capital costs associated with growth and does not prohibit the existing taxpayers from benefitting from infrastructure paid for through SAFs.

Based on the Watson and Associate’s 2007 report which was the basis for the City’s current SAF policy, “the requirements of existing development are those where existing development (i.e. development that existed prior to the growth plan period) benefits from:

- the repair or unexpanded replacement of existing assets; or
- an increase in overall average service level or existing operational efficiency; or
- the elimination of a chronic servicing problem not primarily created by growth; or
- providing services where none previously existing (e.g. water service); or
- alterations in service requirements (e.g. recreation) primarily due to the change in needs due to aging, etc., of the existing population base.”

The comprehensive SAF Policy Review will examine in more detail the cost allocations for current tax payers. In the interim, Administration is recommending a transition to the principle that taxpayers should not be required to fund infrastructure that would not be built if the City stopped growing. Appendix D contains a table that describes how the taxpayers’ contribution to growth related capital projects is being adjusted during the interim period.

Stakeholder Engagement/Feedback - Round 1 Written Feedback – Preferred Phasing Option and Financing Solutions

The Administration engaged the Regina & Region Home Builders’ Association (RRHBA), developers, and major landowners of the 300K growth areas. Four in-person sessions were held and two opportunities for written feedback were provided. As a tool to communicate with stakeholders, the Administration created a webpage to share all the presentations and relevant analysis tools, including a number of SAF models. A flowchart of the stakeholder engagement process and the feedback received is included in Appendix B along with a snapshot of the project webpage.

Based on the stakeholder feedback, which emphasized the importance of considering interim phasing concurrently with the comprehensive SAF Policy Review planned to begin in June 2015, the Administration adapted the process for establishing an Interim Phasing and Financing Plan. The process for developing the recommended option included:

1. Amend model inputs based on feedback.
2. Create finite model for 235K land.
3. Develop an interim (2-year) plan for 300K land which included:
 - a. Creating a 300K-only model.
 - b. Determining if any neighbourhoods should be excluded from the interim plan for non-financial reasons.
 - c. Evaluating the merits of the remaining neighbourhoods.
 - d. Developing options based on that evaluation and previous work, including maintaining a reasonable cash flow picture.
 - e. Populating the model with emphasis on projects required during first three years (future years are less certain as they will depend on the post-interim phasing and financing plan, yet to be determined).
 - f. Where the “surcharge” option was explored, an additional “Coopertown Only” model was created, because of its high costs relative to the other neighbourhoods.
4. Combine the cash flow from the 235K model and the 300K model to compare the options with regard to fiscal impacts to the City.

Financial Evaluation and Phasing Options

A necessary step in developing the recommended Interim Phasing and Financing Plan was to explore whether any of the 300K growth areas could be removed from consideration for non-financial reasons. Two neighbourhoods were identified on this basis:

- Northridge Land: this Special Study Area was excluded from the Interim Phasing and Financing Plan as it depends on the Westerra pump station for the provision of sanitary sewer, and there is no assurance that the pump station will be operational during the interim period.
- The Towns North: this neighbourhood was excluded from the Interim Phasing and Financing Plan because there is 120 hectares (ha) of land in The Towns South that is part of the 235K growth plan which can proceed at any time at the current SAF rate. Due to the nature of the servicing of The Towns, the 235K-area needs to be in place before the 300K land can proceed.

The four remaining “ready” neighbourhoods were then compared based on OCP Community Priorities (see Table 1).

Table 1. Comparison of “Ready” Neighbourhoods

Community Priority	Criteria Category	Harbour Landing West	Westerra	Coopertown	North of Lakeridge
Create Ways of Getting Around	Access to Transit	Requires new buses	Requires new buses	Requires new buses	Can use existing buses
Achieve Long Term Financial Viability	Capacity of Existing Infrastructure	Estimated 120 ha readily serviceable	Requires pump station first phase	Requires lift station for first phase	Requires downstream improvements first phase
	Required SAF Expenditures During Interim Period*	\$0.3M (Traffic Signals)	\$4M (Widening Dewdney Ave)	\$0	\$0
	Neighbourhood Cost per net ha*	\$245,000	\$189,000	\$470,000	\$184,000
	Total SAF Funded Neighbourhood Cost*	\$26.5M	\$55.3M	\$188.9M	\$25.5M
	Interim Servicing	Requires pumping of stormwater – developer to operate and maintain for possibly decades	No – but requires permanent solution pumping stormwater	TBD	No
Foster Economic Prosperity	Employment Opportunities	Low	High	Low	Low

* Based on land area with OCP support to develop, recommended financing strategy and neighbourhood conditions

Phasing Options for “Ready” New Neighbourhoods

Four scenarios were developed to evaluate the implications of allowing various combinations of the “ready” new neighbourhoods in the 300K growth areas to proceed during 2014 and 2015. Table 2 summarizes the pros and cons of each scenario. Each scenario is described in more detail below.

Table 2. Comparison of Phasing Scenarios

	Recommended: 3 Lowest-Cost Neighbourhoods	Scenario 2: 4 Neighbourhoods, Uniform Rate, Hold Cash Flow at - \$50M	Scenario 3: 4 Neighbourhoods, Coopertown Surcharge, Hold Cash Flow at - \$50M	Scenario 4: 4 Neighbourhoods, Uniform Rate, Future SAF Risk
Neighbourhoods Proceeding in 2014/2015	Harbour Landing West North of Lakeridge Westerra	Coopertown Harbour Landing West North of Lakeridge Westerra	Coopertown Harbour Landing West North of Lakeridge Westerra	Coopertown Harbour Landing West North of Lakeridge Westerra
SAF Rate	2014: \$345,278 / ha 2015: \$359,089 / ha	2014: \$465,719 / ha 2015: \$467,548 / ha	2014: \$345,278 / ha 2015: \$359,089 / ha Coopertown Surcharge 2014: \$241,411 / ha 2015: \$229,459 / ha	2014: \$345,278 / ha 2015: \$359,089 / ha
Approximate Maximum SAF Deficit	\$50M	\$50M	\$50M	\$80M

Number of Years Reserves are in Deficit > \$20M (out of 20 years)	3	4	3	9
Pros	<p>Allows half of the new neighbourhoods to proceed and enables market choice</p> <p>Lowest cost neighbourhoods going first allow us to collect revenue in advance of major expenditures</p> <p>Cash flow and debt are manageable</p> <p>SAF rate remains relatively low</p>	<p>Allows more than half of the new neighbourhoods to proceed and enables market choice</p> <p>Cash flow and debt are manageable</p>	<p>Allows more than half of the new neighbourhoods to proceed and enables market choice</p> <p>Cash flow and debt are manageable</p> <p>SAF rate remains low</p> <p>Highest cost neighbourhood pays for accelerated development, instead of penalizing lower cost neighbourhoods</p>	<p>Allows more than half of the new neighbourhoods to proceed and enables market choice</p> <p>SAF rate remains relatively low</p>
Cons	<p>Some developers will need to wait</p>	<p>SAF rate is high</p> <p>Lower cost neighbourhoods are penalized to allow the highest cost neighbourhood to proceed</p> <p>Allows the most expensive neighbourhood to proceed in the interim and could result in major expenditures sooner</p>	<p>Coopertown needs to pay a large surcharge</p> <p>Requires overpayment to manage cash flow and debt</p> <p>Allows the most expensive neighbourhood to proceed in the interim and could result in major expenditures sooner</p>	<p>Cash flow and debt are not manageable in the long term</p> <p>Allows the most expensive neighbourhood to proceed in the interim and could result in major expenditures sooner</p> <p>Carries the highest risk that rates will need to increase significantly in the future</p> <p>Creates the highest risk to taxpayers in the face of an economic slowdown</p>

Scenario 1: Recommended Option – 3 Most Affordable “Ready” Neighbourhoods

Administration created an SAF model to reflect the implications of allowing the three most affordable neighbourhoods to proceed in 2014 and 2015. The model assumed that the other three neighbourhoods would begin in 2021 which coincides with the 235K land being built out.

The cash flow analysis indicated that there would be one year where the SAF reserves would hit a balance of negative \$50M. This is a larger deficit than the City has typically carried in the SAF reserves, however since it was only over a single year and the remainder of the cash flow picture was within the same risk tolerance as the City has historically exercised with respect to SAFs, the Administration deemed the cash flow to be an acceptable risk to taxpayers. The City’s historic average SAF deficit is approximately \$20M. The last time the City was required to go below this threshold was in 2007/2008, when the developers front-ended the infrastructure.

Scenario 2: Not Recommended – 4 “Ready” Neighbourhoods – Uniform SAF Rate – Hold Maximum SAF Deficit at \$50M

Administration created an SAF model to reflect the implications of allowing all four “ready” neighbourhoods to proceed in 2014 and 2015. The model assumed that the other two neighbourhoods would begin in 2023.

The required SAF rate in order to keep cash flow within a reasonable risk to the taxpayers (\$50K) similar to the recommended option was calculated.

This scenario would have all 300K land developers paying approximately \$110,000 per hectare more than the recommended option in order to allow Coopertown to proceed in 2014/2015.

It is not recommended that developers in all areas of the City further subsidize Coopertown in order to allow it to develop sooner.

Scenario 3: Identified as a Viable Alternative to the Recommendation – 4 “Ready” Neighbourhoods – Coopertown Surcharge – Hold Maximum SAF Deficit at \$50M

Using the model from Scenario 2 as the starting point, Administration created a third “Coopertown Only” model to establish whether or not a surcharge could be applied to Coopertown to allow development of that area to proceed without requiring additional subsidization from other developers and without increasing risk to taxpayers.

The SAF rate for the three most affordable neighbourhoods was held constant at the recommended rate and the Coopertown required rate was calculated to establish what rate would be required in order to keep the cash flow similar to the recommended option.

This scenario would have Coopertown paying a surcharge of approximately \$240,000 per hectare in 2014 and \$230,000 per hectare in 2015 in addition to the applicable SAF Rate, in order to allow Coopertown to proceed in 2014/2015.

This scenario represents an alternative to the recommendation that is supported by Administration (See Appendix C). This is a reasonable alternative because it does not require developers in other areas of the City to further subsidize Coopertown in order to allow it to develop sooner. Furthermore, it allocates higher fees to a neighbourhood where the cost of development is the highest. This is consistent with the OCP policy to “ensure that costs shared with...and external agencies are paid for on a proportionate basis.” (OCP Policy 1.20)

Scenario 4: Not Recommended – 4 “Ready” Neighbourhoods – Uniform SAF Rate – Future SAF Risk

Administration created an SAF model to reflect the implications of allowing all four “ready” neighbourhoods to proceed in 2014 and 2015. The model assumed that the remaining two neighbourhoods would begin in 2023.

The required SAF rate was calculated based on the SAF model output. This scenario disregards the overall cash flow and debt picture. While this scenario may seem appealing since it keeps rates low and allows all four ready neighbourhoods to proceed, it creates the risk that the rate will need to increase substantially in 2016 (similar to the Scenario 2 rate) in order to allow development to continue on a financially viable basis.

In the absence of a future rate increase, the risk to taxpayers would increase as the SAF reserves would need to go into a negative balance in the order of magnitude of \$80M (four times the City’s manageable deficit). The reserves would maintain a negative balance approximately half

of the life of the plan. This means that if growth slows down significantly, the City would need to hold that deficit for a very long period of time. Eventually, the deficit would need to be “paid off” with tax dollars.

The other risk of slow down is that to generate enough revenue to pay off the SAF reserve balances with SAFs, rates need to be higher if growth is slower. In the event of a market slowdown, it is likely that SAF rates will come under scrutiny, whereby it might be claimed the rates themselves may have contributed to a slowdown. A future Council may face difficult decisions in a situation where up front infrastructure costs have already been incurred for land that is in low demand because of changing market conditions and developers are unwilling to repay the costs. Ultimately, should these circumstances arise, the burden of high SAF rates in a slow market may result in a need to shift the cost of such infrastructure to taxpayers.

Scenario 4 is not recommended as this will create an unacceptable level of risk to both the development community and taxpayers.

Stakeholder Engagement/Feedback - Round 2 Written Feedback – Draft Phasing and Financing Recommendations

At the April 15, 2014 stakeholder meeting, Administration presented its recommendations which were based on the following:

1. The OCP provides the primary reference for growth planning.
2. Analysis indicates the current SAF rates are insufficient to fund infrastructure required to support growth.
3. Without phasing, the City will incur higher infrastructure costs over the next 2-3 years. Uncontrolled growth is not a feasible option.
4. Phasing decreases the debt required by the City.
5. A combination of interim policy changes, SAF increases and phasing reduces the City’s share of infrastructure costs, debt requirements and the forecast SAF deficit.
6. There is a need to update the SAF policy and the model used to calculate SAF rates. This will require 12-18 months. Halting development while this work is undertaken is not an acceptable alternative.
7. The 235K developments have lower outstanding infrastructure requirements than the 300K developments and should be charged a rate commensurate with the infrastructure requirements of that growth horizon.

The following is a summary of feedback provided by the development community and large landowners:

1. OCP
 - a. Generally accepted as the primary reference for growth planning.
2. Increase SAF Rates
 - a. Some accept the recommendations for higher SAF rates. However, others express concern and reservations.
 - b. Some reject the proposed increases. Their rationale include:

- i. Potential increased housing costs and reduced housing affordability will make Regina less competitive.
 - ii. Potential negative impact on economic growth, especially the development and construction industry.
 - iii. Assertions that the increases are unfair since they are partially driven by interim changes to the policy.
3. Interim phasing
 - a. There was no consensus regarding the recommended phasing.
 - b. Two of the Coopertown developers reject the interim phasing. Their rationale includes:
 - i. Market forces should determine the pace and location of development.
 - ii. Cost estimates and allocations used to determine phasing are incorrect.
 - iii. Overall costs of infrastructure could be reduced through innovation.
 - iv. Phasing will negatively impact market choice and economic growth.
4. Debt limits
 - a. A number of Stakeholders reject debt limitations as a rationale for the need to phase development or increase SAF rates. Alternatives suggested include requesting an increase to the City's debt limit or allocating more of the available debt to financing development.
5. Impact on City's share of infrastructure costs, debt requirements and the forecast SAF deficit.
 - a. Nearly all responses support the need for a comprehensive policy review to determine appropriate allocation of infrastructure costs.
 - b. Four of the responses explicitly disagree with the City's proposed cost allocations for future development.
6. Comprehensive policy review
 - a. There was a high degree of support for this.
7. Different SAF rates for 235K and 300K developments
 - a. There was no consensus on this. Those who opposed this indicated it was unfair.

Appendix B summarizes the feedback to the recommendations and includes the written responses received from the stakeholders.

Endeavour to Assist

One of the key recommendations of the plan includes the use of "endeavour to assist" language in the City's servicing agreements. Essentially, the developer pays for infrastructure up-front and the City assists the developer in recuperating a portion of the costs from other developers in the future and is distinct from "front-ending" as the City would not be ultimately taking responsibility for paying back the developer. The City has been using "endeavour to assist" clauses in servicing agreements for a number of years, but these clauses have only arisen in unique situations. Based on the proposed financing strategy, it is anticipated that there would be an increase in the number of these types of arrangements. This type of financing is not uncommon and is used across Canada.

A summary of the different collection mechanism options are:

1) Endeavour to Assist - The City's current approach is to have our servicing agreements include a provision that the City will cooperate with the developer to facilitate the apportionment of any joint development costs as may be required. Typically this would require (i) the servicing agreement with the initial developer to include language that obligates the City to collect monies from future developers to reimburse the initial developer for up-front infrastructure development when future development occurs; and (ii) the servicing agreement with the future developer to include language relating to the payment of such funds to the initial developer along with language that makes subdivision and development approval conditional upon payment of necessary funds to the initial developer. The City is best served to structure matters such that the payments are not made and then remitted by the City and instead dealt with directly between the two parties (with the assistance of the City) as there could be tax and other risks if the City receives funds and takes on an obligation to pay those funds to a 3rd party. When properly structured, an endeavour to assist approach is the least risky for the City.

2) Front Ending - This is something that the City should be very cautious in considering. Front ending uses SAFs as the mechanism to collect funds from other developers in order to reimburse the first-in developer for providing the infrastructure. Through the front-ending agreements that the City entered into in 2007/2008, it was determined that this affects the City's debt limit and any additional debt obligations would require an increase to the City's debt limit.

It is the Administration's intention to continue to use the existing approach to "endeavour to assist" only if the City's collection efforts are needed, as this option represents the least amount of risk to the taxpayers and shifts the risk to the developers. The second option could impact the City's debt position and there is not adequate debt capacity available for the City to take on that risk.

Recommended Phasing and Financing Plan

Administration recommends Council approve the recommended Interim Phasing and Financing Plan described in Appendix A wherein three new 300K neighbourhoods proceed in 2014/2015 (North of Lakeridge, West Harbour Landing, Westerra), in addition to continued development within the 235K lands. This plan enables each of the three developers in the 300K neighbourhoods to request Servicing Agreements for up to 20 hectares of residential development per year.

The other three scenarios presented reflect un-phased growth. The greater the number of neighbourhoods that are built at the same time, the slower each neighbourhood reaches the population required to generate the support services necessary for a "complete neighbourhood" (e.g. schools, grocery stores and other retail, transit). An un-phased plan is likely to undermine the achievement of the Community Priority to "Develop Complete Neighbourhoods".

If Council opts to allow development of Coopertown during the interim period, Administration recommends that it does so through the use of a Coopertown surcharge (Scenario 3, described in Appendix C). This is to ensure that other developers are not penalized in order to allow this high cost neighbourhood to proceed and rather attribute costs to the users who benefit from the improvements. Also, this helps minimize risk to taxpayers.

While Scenario 4 may seem attractive as an interim measure, this scenario defers the problem and carries a high risk that rates will need to increase dramatically following the SAF Policy Review to make up for the shortfall created during the interim period. The potential future increase will result in a comparable (and possibly higher) penalty to the other developers as would be seen in Scenario 2.

Additional rationale for the recommended Interim Phasing and Financing Plan includes the following:

1. The recommended Interim Phasing and Financing Plan allows three out of six new neighbourhoods to develop in 2014/2015. There are still nine 235K neighbourhoods under development or set to begin development in the next couple years. This means 12 neighbourhoods could be under development during the interim period, thus providing ample market choice. Furthermore, the lower SAF Rate for the 235K neighbourhoods will incentivize growth in those neighbourhoods where major investments in infrastructure have already been made.

Neighbourhood Summary

Neighbourhood Summary

Neighbourhood	Estimated Residential Area Unsubdivided (ha)	Area Allowed to subdivide in 2014/2015 (ha)	Approximate Number of Houses*
235K Growth Horizon (as of Q4 2013)			
Maple Ridge	11	11	200
North of Maple Ridge	23	23	410
Hawkstone	76	76	1370
Somerset	54	54	970
Kensington Greens	24	24	430
Greens on Gardiner	81	81	1460
The Creeks	15	15	270
Towns South	117	117	2110
Harbour Landing	63	63	1130
235K SUB-TOTAL		463	8350
300K Growth Horizon			
Northridge	32	0	
Coopertown	430	0	
North of Lakeridge/Skyview	154	40	720
Towns North	200	0	
Westerra	150	40	720
Harbour Landing West	120	40	720
300K SUB-TOTAL		120	2160
Total Development Approved to proceed in 2014/2105		583	10,510

* Assumes 18 units per hectare with an average lot size of 4,400 sq.ft.

2. Building new neighbourhoods without phasing requires the construction of multiple upfront large infrastructure pieces at the same time and in the next two years, requiring significant financial investment at a time when the City's debt capacity is limited. The City would not have the necessary financial resources available to complete the required construction.
3. Developers pay SAFs when the land is subdivided. However, some infrastructure must be built before that occurs. Such infrastructure development may be required in each new neighbourhood that is planned. The more of this infrastructure that is constructed in advance of the payment of SAFs, the more risk there is to the taxpayers of the city of Regina if development demand declines and subdivision does not occur.
4. The Coopertown neighbourhood is more expensive than other neighbourhoods based on both cost per hectare and total cost to service the neighbourhood. While one could argue that the infrastructure investments required to service Coopertown will also service a greater area post 300K, the same argument can be made for two of the other neighbourhoods in the recommended Interim Phasing and Financing Plan. Cost per hectare was not the only criteria considered in the recommendation. The total cost and timing were also key considerations; Coopertown requires considerably more capital expenditure than the other neighbourhoods and it triggers the need to make major capital investments sooner. Moreover, distributing the costs of infrastructure over a greater area in the long term does not help the City resolve cash flow and debt constraints in the short term, but rather slows down the revenues and makes the cash flow situation worse.

Rationale for Other Recommendations

Recommendation 3. "That Administration be directed to process only area plan applications for lands within the Interim Phasing and Financing Plan. Review of areas outside the Interim Phasing and Financing Plan is to be limited to coordination of infrastructure planning."

This recommendation will assist the City in setting strategic direction for the use of limited human resources within the corporation. Currently, competing demands for these resources make it difficult to meet customer needs.

Recommendation 4. "That only lands within the Interim Phasing and Financing Plan be permitted to develop until a final phasing and financing plan is adopted."

This recommendation will ensure that the City and development community understand that time is of the essence and that the interim strategy is not intended to be used for an extended time period as the upcoming SAF Policy review will set the direction for the ongoing funding of growth related capital works. Should the City discover, through the SAF Policy Review, that rates need to be higher than the Interim Phasing and Financing Plan suggests, the City should not risk charging inadequate rates for longer than the two year interim period, as the longer rates are "under-charged", the higher they will need to be in the future. Furthermore, it has been communicated to stakeholders that approval to proceed during the interim period does not imply that the entire neighbourhood will be allowed to continue to develop after the interim period.

Recommendation 5. "That a final Phasing and Financing Plan be developed in coordination with the Servicing Agreement Fee/Development Levy Policy Review."

This recommendation is consistent with the stakeholder feedback that the SAF Policy Review needs to be completed before a final phasing and financing plan for the 300K growth areas can be established. Developing it in coordination with the SAF Policy Review will enable economies of scale for the consultation process as well as allow an iterative approach to selecting a final phasing and financing plan that meets the City's needs.

Recommendation 6. "That the phasing and financing of post-300K land be deferred until after the Servicing Agreement Fee/Development Levy Policy Review, a long term financial plan, and an intensification strategy are completed [...]."

The current Phasing and Financing project has demonstrated that the City does not have the financial capacity to fund infrastructure for the 300K growth areas. In addition, the City needs to establish an Intensification Strategy to determine how to target growth in existing areas of the city in order to achieve OCP policies and whether or not to use any of the financing capacity available to encourage development in these areas. Furthermore, the City needs a Long Term Financial Plan that will be used to evaluate trade offs between funding growth versus maintaining current assets. Once these key strategic projects are complete the City can begin to focus on post-300K development areas, including additional servicing studies, in advance of the post-300K phasing and financing plan, as required.

This recommendation has implications for the developer of the Special Study Area (SSA) in West Harbour Landing.

A condition for developing West Harbour Landing (as approved by Council in CM13-5) was that the developer would have to own and operate a temporary drainage solution for the area until such time as a permanent solution is constructed. The deferral of a post-300K phasing and financing plan for several years will require the developer to operate the temporary solution for a considerable period of time. The developer has been made aware of this issue. It should be noted that a high level estimate of providing a permanent drainage solution for this area is in the range of \$15M and this cost is not currently factored into the 20 year financing model. In addition to the cost of the permanent drainage solution, a draft Concept Plan submission from the developer of West Harbour Landing estimated the City would need to contribute \$140M in SAF funded projects in order to service the entire SSA. The current Phasing and Financing project has demonstrated that we do not have adequate financial resources available to begin servicing Long Term (post-300K) growth areas. Advancing a capital project related to West Harbour Landing too soon would unnecessarily add to the financial risk we have identified.

Recommendation 7. "That the Servicing Agreement Fee Administration Fees be adjusted to account for ongoing funding of three new Engineering staff, commencing in 2014."

The City is currently having difficulty meeting customers' expectations with respect to timely processing of area plans and subdivision applications as they relate to the infrastructure needs of new neighbourhoods. While the Fee and Operational Review addresses the planning component of these applications, the administrative component of SAFs is used to fund the engineering and infrastructure related resources. Due to increasing demands, Administration proposes to add three new senior engineers to the Infrastructure Planning Branch in order to meet expectations. As it will take time to fill these senior level vacancies, Administration further proposes to use the funding for these positions to hire a consultant to assist with development applications until such

time as resources are available on-staff. Article 168 of the *Planning and Development Act, 2007*, gives the City authority to collect SAFs/DLs for “providing construction, planning, engineering and legal services that are directly related to the matters for which development levies and servicing agreement fees are established.”

Recommendation 8. “That development of employment land (commercial and industrial development) in all areas of the City will be evaluated on a case-by-case basis.”

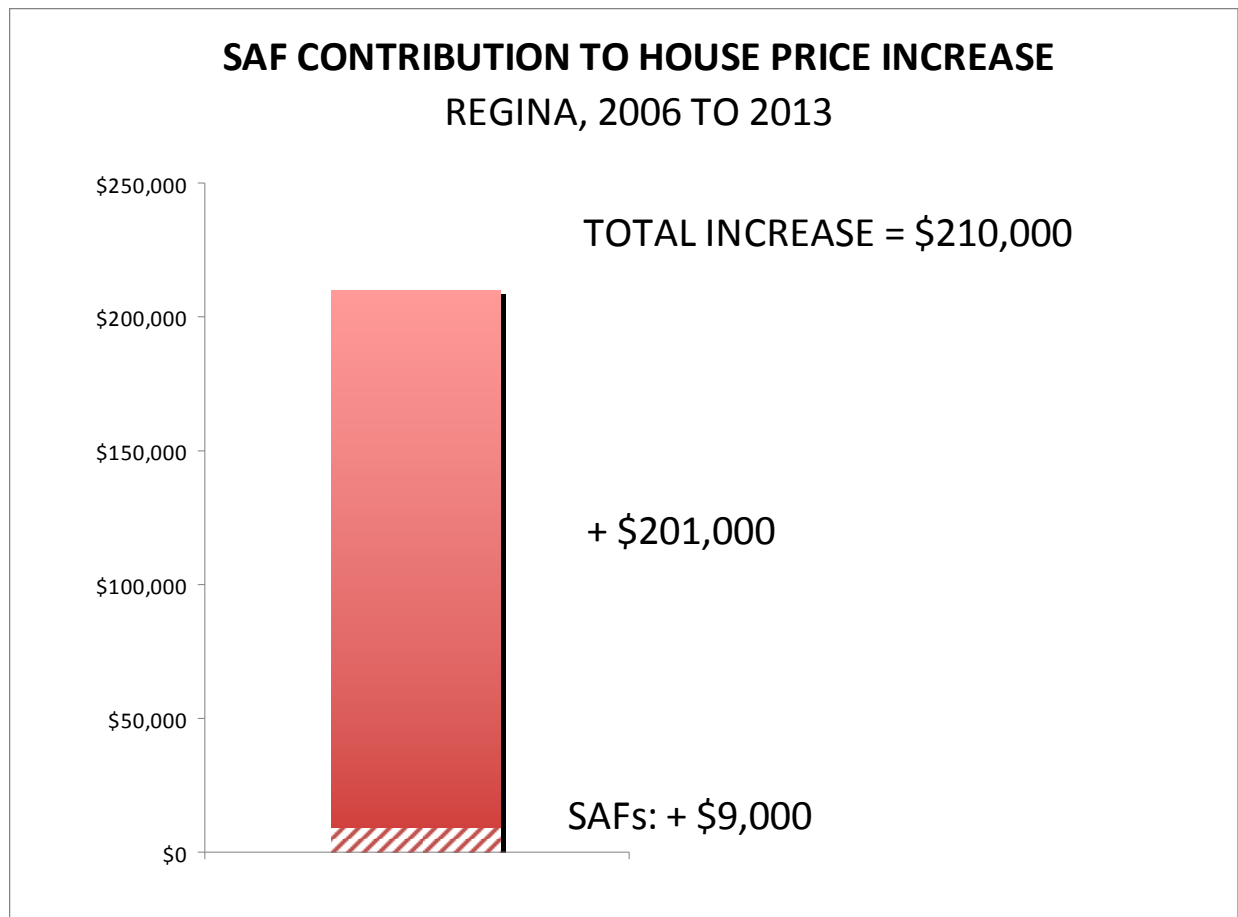
Design Regina has a policy statement (OCP Policy 1.16.5) that the City should “ensure that growth pays for growth by – achieving a balance of employment and residential lands”. Employment lands are critical to ensure that the City generates enough tax revenue to fund the ongoing operation and maintenance of City assets. As such, the development of employment lands is excluded from the phasing of growth. Instead, each employment area must demonstrate servicing on its own merit. The financing strategy for each of the employment areas will be consistent with the financing strategy for the 235K or the 300K residential growth areas, depending on where it is located.

Recommendation 9. “That the City Solicitor be directed to amend the *Development Levy Bylaw* in accordance with the approved Interim Phasing and Financing Plan.”

In order to bring the proposed changes into effect equally for parcels of land to be developed but not requiring subdivision, the City Solicitor will need to make amendments to the *Development Levy Bylaw*.

Housing Affordability

One of the important pieces of feedback received from the development community is that increasing SAF rates will affect housing affordability. The City is in agreement that housing affordability is a key consideration. The Phasing and Financing Plan was designed to keep SAFs as low as possible, while maintaining ample market choice, to keep housing costs down. Based on the 2013 SAF Rate and average cost of a new house, SAFs comprised 3 per cent of the cost of a new detached house with a 4,400 sq ft yard. It is estimated the recommended rates will account for 3.3 to 4.5 per cent of the cost of a new house in 2014 and 2015, assuming housing prices remain constant. If one assumes that house prices will continue to rise at a rate similar to the past eight years, the recommended rates will only account for 3.1 to 4.1 per cent of the cost of a new house. The Regina and Region Home Builders’ Association regularly advocates for keeping rates down to control affordability; however, SAFs accounted for only \$9,000 of the \$210,000 increase to house prices from 2006 to 2013. Refer to Appendix D for more information about housing costs and affordability in Regina.



Source: Historic SAF Rates (assuming 18 detached units per hectare) and CMHC, Housing Now, Table 4, February 2014.

Housing Market

The Regina CMA experienced a significant increase in housing starts during 2012/2013, with approximately 3,000 starts per year. Prior to that, the number of housing starts averaged 1,350 starts per year from 2007-2011. According to the May 2014 CMHC report on Preliminary Housing Start Data, for Q1 of 2014, residential starts were down 41% from Q1 of 2013. If this trend continues, the result would be 1800-2000 total starts for 2014 – well below residential starts for 2012 and 2013, and closer to the number of starts seen in 2011. While there is not sufficient information to draw any conclusions about the housing market in Regina, the OCP was based on the foundational assumption that the growth rate experienced by the City of Regina from 2006 to 2012 would not be sustained over the life of the plan. Instead, the OCP assumed that housing starts of 1,100 to 1,500 would be sustainable under a medium growth scenario over the life of the plan. Making the assumption that the City will continue to experience 3,000 housing starts per year puts the City at financial risk if investments in multiple neighbourhoods are made but the development (and therefore revenue) is not there to offset the costs.

Next Steps

One of the key findings of this project is that the City needs to undertake a comprehensive review of its SAF/DL Policy. The City will be proceeding immediately with a comprehensive SAF/DL Policy review and through that review process will establish a final phasing and financing plan.

Some of the key concerns that have been raised regarding the City's current and recommended interim approach will be examined during that review. In particular, the SAF/DL policy review will include best practice review and consideration for:

- Allocating costs to those who require the infrastructure improvements;
- Appropriate allocation of risk; and
- Fiscal realities of the City of Regina.

Administration will provide Council with regular updates during the SAF/DL Policy Review, with a recommendation for the final phasing and financing plan in Q3 2015. Furthermore, it is expected that the SAF/DL Policy review will be used to set the rate for SAFs that will come into effect in January 2016.

RECOMMENDATION IMPLICATIONS

Financial Implications

The recommendations contained in this report will ensure that adequate SAFs are charged to more accurately reflect the benefit these developments will receive from the infrastructure constructed. The Interim Phasing and Financing Plan makes adjustments to the City's SAF Policy during the period of 2014 and 2015 to ensure that a fair share of the financial burden is placed on Regina taxpayers in order to pay the capital costs of growth of the city.

Servicing Agreement Fees are not a tax. The City is mandated to keep the money collected through SAFs in an account(s) separate and apart from other funds of the municipality. The municipality is only allowed to use the funds to pay the capital costs of the infrastructure for which it was collected. The definition of capital costs includes the cost of construction, planning, engineering and legal services associated with that infrastructure.

The City does not profit from Servicing Agreement Fees and historically, the SAF reserve accounts have been in a negative position. When the SAF reserve accounts are in a negative position, the SAFs are assessed an interest charge. When the SAF reserve accounts are in a positive position, they collect interest. An SAF reserve with a positive balance will help stabilize rates and help avoid the situation the City is currently faced with.

The proposed plan will decrease the risk that taxpayers would need to fund SAF deficits should growth of the city slow down. The taxpayer share of the Plan, based on the current financing strategy, is roughly \$80M over the next 25 years. Therefore, the City will need to contribute an average of \$3.2M per year in taxpayer funding to pay for its share of the projects, assuming the interim policy variations are applied to the final phasing and financing plan. The amount of taxpayer funding allocated to growth related projects varies from year to year, depending on the budget approval process, but generally ranges from \$500,000 to \$2,000,000 over the past few years. In recent years, many roadway widening projects have been deferred because the City has been unable to fund its share, which often only accounts for 5 per cent to 15 per cent of the total cost.

The Interim Phasing and Financing Plan places emphasis on the lower cost neighbourhoods, including existing neighbourhoods already under construction. This enables revenue generation in advance of the need for major expenditures, thereby reducing the SAF deficit, improving cash flow and reducing risk to taxpayers.

In addition to full recovery of capital costs, the proposed plan allows full recovery of operating costs associated with engineering, inspection, and administration of servicing agreements related to growth. These costs will no longer require subsidization through taxation. There will be a permanent increase of 3 full time employees (FTE), at an operating cost of \$391,710. This would be an ongoing annual expensive that is fully funded through SAF Administration Fees.

If the existing SAF policy and the current 2014 rate were applied during the interim period, the City would require approximately \$32M in 2014/2015 to fund the projects to service the four “ready” neighbourhoods. Given that the SAF reserves are currently at -\$10M, that funding would need to come from elsewhere. Currently, the City does not have the cash flow available to finance these projects. Borrowing the funding is not an option as it would put the City over its current debt limit. Due to time constraints, increasing the debt limit is not an option during the interim period.

Assuming that the City were able to cash flow the projects, it is estimated that if the current policy and rate were applied during the interim period, the City would lose approximately \$40M in required fees during 2014/2015 to fund SAF projects. This would result in a future rate increase of ~\$40,000/ha to account for that shortfall. In addition, development of more than 60 ha in the 300K neighbourhoods during the interim period would also increase the shortfall.

Environmental Implications

None with respect to this report.

Strategic Implications

These recommendations are consistent with the OCP Community Priorities and goals. In particular, the recommendations are built on the principle that growth pays for growth and those that benefit from a service pay for the service.

The recommendations place particular weight on two of the Community Priorities:

- Long Term Financial Viability: While the City’s approach to setting SAF rates has always been built on a model that presumed a 20-year pay back, because of this priority, Administration subjected the model to new analysis. This new analysis assessed the risk to taxpayers associated with setting SAF rates and collecting them under a variety of different scenarios. This analysis disclosed that, without factoring in risk (e.g. cash flow and debt), phasing does not affect SAF rates. However, once the objective of minimizing long-term financial risk to taxpayers was added, the analysis changed considerably. Phasing development significantly reduces risk to tax payers by minimizing cash flow shortfalls and reducing the need for debt. The recommendations have attempted to find the appropriate balance between supporting growth and ensuring long term financial viability for the City and the taxpayer.
- Develop Complete Neighbourhoods: Regina has generally allowed development to occur when and where developers identify a market demand. Historically, this has resulted in slow build out of some neighbourhoods, delaying the development of support services

that are inherent to the concept of ‘Complete Neighbourhoods’ (e.g. grocery stores and other retail; schools; transit; etc.). Keeping this Community Priority in mind, the recommendations have introduced two new elements that have not been seen in Regina before:

- Focusing development to allow for complete build out. This approach is likely to achieve complete neighbourhoods sooner.
- Limiting development in 300K lands in the Interim Phasing and Financing Plan to ensure 235K lands are more fully built out. This is likely to achieve a faster build out of existing neighbourhoods.

Other Implications

Refer to Appendix D: Questions & Answers for further information on this report.

Additional implications of not phasing the growth areas of the OCP:

- Infrastructure utilization: If no phasing occurs, most new infrastructure would be built in the short-term and will begin to age. Many assets, like pipes, age at the same rate whether they are accommodating the full build-out of a neighbourhood or just a part of it. By dispersing development throughout the City, the use of infrastructure could be less than optimal. If development is very dispersed and, in particular if it slows down, it is possible some assets will reach the end of their useful life without using all of their design capacity.
- Complete neighbourhoods: If no phasing occurs, development would likely occur in many neighbourhoods all at once and the City’s population growth would be spread out between those areas. This dispersed approach to growth means that each individual neighbourhood would develop more slowly and therefore take longer to reach the populations thresholds needed to support amenities and services such as neighbourhood hubs, transit operations, schools and recreational facilities.
- Infrastructure maintenance: If no phasing occurs and all infrastructure is built at about the same time, similar assets will require reinvestment and ultimately replacement at about the same time too. This approach results in rehabilitation and maintenance spending that is strongly peaked and will challenge the City’s capacity both financially and practically. That said, because the peak is already identified, the City could take financial and operational planning measures to lessen its impact by establishing reserves and spreading projects out over several years.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The recommended Interim Phasing and Financing Plan is a key deliverable to meeting the commitments the City made through the adoption of the OCP. Analysis indicated that the phasing of development has significant impacts to the City’s cash flow and debt position and that an appropriate financing strategy is essential in order to protect the long term financial viability of the City on behalf of residents.

The City’s goal was to not only inform, but to involve the development community and landowners in exploring options and providing input into the phasing and financing recommendation to Council.

Preliminary results of the phasing and financing analysis were released to the development community and landowners in January. A facilitated session in February provided Administration with the opportunity to discuss the SAF Model, the options in terms of phasing urban growth, and the cash flow and debt challenges the City is facing. The session allowed feedback from the stakeholder group that helped shape the final recommendation to Council.

On April 15, 2014, draft recommendations were presented to the development community and landowners in a second facilitated session. This session provided Administration with the opportunity to consult our stakeholders on the draft recommendations and hear any concerns they may have before the recommended Interim Phasing and Financing Plan was finalized for Council. Copies of the feedback letters regarding the draft recommendations are attached to this report in Appendix B.

DELEGATED AUTHORITY

Disposition of this report requires City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Jim Nicol, Secretary

mrt

Recommended Interim Phasing and Financing Plan

Part 1 - 235K Growth Plan Areas

- The 2014 Servicing Agreement Fee (SAF) Rate and 2014 Development Levy Rate remain unchanged and apply to 235K land only.
- The 2015 SAF Rate for the 235K lands and 2015 Development Levy Rate for the 235K lands is \$304,960 / hectare effective January 1, 2015.
- The following Employment Areas pay the 235K rate in 2014 and 2015:
 - Land bound by Diefenbaker Drive, Armour Road, Pasqua Street and Highway 11
 - Employment land within the Hawkstone, Kensington Greens, SomerSet approved concept plan areas
 - Fleet Street Business Park Phase 1

Part 2 – 300K Growth Plan Areas

- Up to 20 Net Hectares per year (based on SAF Policy) of subdivision may proceed in each of the following neighbourhoods in 2014/2015. Municipal Reserve will be allowed in addition to the 20 hectares. The developer will be permitted to request servicing agreements with the City for this amount of land, provided all prior approvals and submission requirements are met.
 - Harbour Landing West (within the approved 120 ha area only)
 - Westerra
 - North of Lakeridge
- The following areas are not allowed to proceed in 2014/2015:
 - Coopertown
 - Northridge
 - The Towns (North)
- The 2014 SAF Rate and 2014 Development Levy for the 300K lands is \$345,278 / hectare. These rates are in effect upon Council approval of the Interim Phasing and Financing Plan and Development Levy Bylaw, respectively.
- The 2015 SAF Rate and 2015 Development Levy for the 300K lands is \$359,089 / hectare. These rates are effective January 1, 2015.

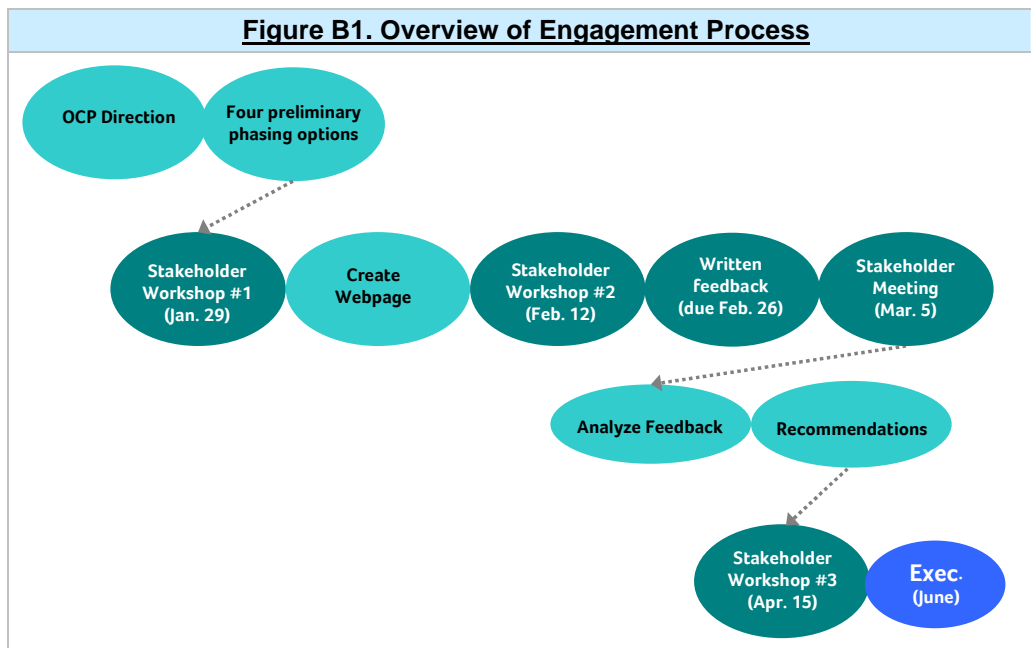
Part 3 – Conditions

- All high level planning instruments must be approved (i.e. Neighbourhood/Secondary Plan, Concept Plan) prior to rezoning and subdivision application.
- All projects internal to the boundaries of 300K Neighbourhood Plans/Concept Plans will be funded by the developer in entirety and will not receive any reimbursement by the City from Servicing Agreement Fee funds or City Contributions.

- Payments for oversized infrastructure within all development lands will be made where deemed required by the Executive Director of Community Planning and Development. Payment for any approved oversize infrastructure will be included in a servicing agreement as per the *Administration of Service Agreement Fees and Development Levies* policy.
- **Harbour Landing West:**
 - No projects required for the development in 2014/2015 will receive SAF funding, except traffic signals if required.
 - All 2014/2015 water, wastewater and storm water projects required for the development are to be funded by developer, including trunks.
 - Developer must own, operate and maintain interim storm water solution until post-300K solution is implemented.
- **Westerra:**
 - SAFs will fund 100 per cent of the cost of widening Dewdney Avenue when approved through capital budget (barring policy changes from the SAF Policy Review).
 - All 2014/2015 water, wastewater and storm water projects required for the development are to be funded by developer, including pump stations, force mains and trunks.
 - City will endeavor to assist in collecting funds from future developers utilizing the designed and constructed capacity of the wastewater pump station and force main to offset the costs.
- **North of Lakeridge:**
 - No projects required for the development in 2014/2015 will receive SAF funding.
 - All 2014/2015 water, wastewater and storm water projects required for the development are to be funded by developer, including trunks.
 - Developer must fund the downstream wastewater improvements including the cost of reconstructing McCarthy Blvd if directional boring is not feasible and utilized.
 - City will endeavor to assist in collecting funds from future developers utilizing the designed and constructed capacity of an improved downstream waste water system to offset the cost.

Appendix B: Stakeholder Engagement

Figure B1 provides an overview of the Stakeholder Engagement process undertaken as part of the development of the recommended Interim Phasing and Financing Plan. An external consultant (T. Bakkeli Consultants Inc.) was retained to provide strategic advice regarding the engagement process, to facilitate the stakeholder sessions, and to prepare a report summarizing the feedback received.



January 29, 2014

Administration invited key landowners and land developers to an information session to present the preliminary findings of the Phasing and Financing Project. The session was attended by over 30 stakeholders and included a presentation of the following:

- Introduction to Service Agreement Fees (SAF)
- A detailed demonstration of the City's SAF Model
- Four preliminary phasing options
- Financial implications of the preliminary phasing options
- Financial implications of variations of the SAF Policy

Later that same day, the presentation material was posted on the project website to enable stakeholders to review the material in detail.

February 12, 2014

The participants from the January 29 session were invited to participate in a facilitated working session to explore opportunities and constraints related to the Phasing and Financing Project.

Key topics for discussion included:

- Thoughts about the process the City used to establish and evaluate the different phasing options.

- Did you notice any substantial errors or omissions in the SAF Models?
- Which phasing options did you like or dislike and why?
- Understanding that cash flow and debt are a problem, what ideas do you have to improve the outcome of this project/process?

At this session, stakeholders were encouraged to provide written feedback to the project team by February 26, 2014. The request for feedback prompted stakeholders to share their thoughts on the following questions:

- Which of the four phasing options presented provides the best solution? Why?
- Are there additional phasing options that should be considered? If yes, please describe the phasing option.
- Identify solutions, that in combination with phasing, would help address the cash flow (SAF Reserve deficits) and debt pressures while achieving the Community Priorities identified in the Official Community Plan.

The feedback was reviewed and analyzed by T. Bakkeli Consultants Inc. Table B1 summarizes the comments and indicates the extent to which suggestions were incorporated into the recommended Interim Phasing and Financing Plan.

March 5, 2014

At the February 12 session, some stakeholders expressed a desire to discuss in more detail the specific project costs used in the model. Consequently, an extra stakeholder meeting was convened on March 5 to respond to this concern. However, some participants indicated that there was no value in discussing specific projects and their costs independent from the SAF Policy Review. As such, the meeting did not include a discussion about specific projects. Instead, Administration updated specific project costs based on written feedback and neighbourhood plan submissions. The estimates in the model are based on the best information available at the time the model was created. This includes neighbourhood plan submissions from the developers, sector serviceability studies, the Transportation Master Plan, written feedback from the developers, and engineering judgment based on recent construction prices.

April 15, 2014

Between February 26 (the deadline for the first round of written feedback) and April 15, Administration analyzed the feedback received and formulated recommendations. On April 15, the draft recommendations were presented to the stakeholder group. A presentation was made and stakeholders were invited to ask questions of clarification / raise issues for discussion. Once again, stakeholders were invited to provide written feedback on the material with a deadline of May 1, 2014. Stakeholders were also informed that a report containing recommendations would be going forward to Executive Committee on June 11, 2014, and to Council on June 23, 2014.

The feedback was reviewed and analyzed by T. Bakkeli Consultants Inc. Table B2 summarizes the comments received by stakeholders in response to the recommended Interim Phasing and Financing Plan.

Stakeholder Participation

Attendance at the sessions was as follows:

- January 29 - 32 Stakeholders;
- February 12 - 21 Stakeholders;
- March 5 - 13 Stakeholders; and
- April 15 - 28 Stakeholders

In total, 45 Stakeholders participated in the consultation process. Some individuals attended all sessions. Several developers had multiple attendees.

Attendee	Company	Jan. 29	Feb. 12	Mar. 5	Apr. 15
Alvin Musqua	Keeseekoose First Nation	√			
Blair Forster	Harvard Developments		√		√
Bob Linner	North Ridge Developments	√		√	√
Bruce Belmore	MMM	√			
Cameron Sangwais	Sakimay First Nation	√			
Cathy Lawrence	Terra Developments				√
Chad Jedlic	101217530 Saskatchewan Ltd.	√	√	√	√
Cuthbert Keshane					√
Daniel Marinovic	Dundee Realty Corporation	√			√
Darrel Weinberger	D & M Mechanical	√			
Daryl Brown	Associated Engineering (Rosewood Alliance)	√	√	√	√
Dennis Nagel	Harvard Developments		√	√	
Doug Rogers	Terra Developments	√			√
Evan Hunchak	Dundee Realty Corporation	√	√		√
Gary Miller		√			
George Tsougrianis	Stantec				√
Hao Tran	Rosewood Park	√			
Henry Konhame					√
Ian Shields	Rosewood Park Alliance	√	√	√	
Jeff Halliday	WSP	√	√	√	√
Joe Straightnose	KKTLE Holdings Corp.	√	√		√
John Van Nostrand	PlanningAlliance		√		
Jordan Arendt	101016105 Saskatchewan Ltd.	√			√
Karen Cossitt	Sakimay First Nation		√		√
Kevin Reese	Karina Developments	√	√	√	√
Larry Sakundiak	Larry Sakundiak, Sharon Ottenbreit	√			√
Leanna Prost	Dundee Realty Corporation	√			
Linda Falstead	Four Horse Developments	√	√		
Lorne Yagelniski	Kensington Greens Development Corp.	√	√		√
Marielee Reddekop	101016105 Saskatchewan Ltd.	√	√		
Mark Geiger	Geiger Developments	√	√	√	
Ned Kosteniuk	Dundee Realty Corporation	√	√	√	√
Patrick Mah	North Ridge Developments	√	√	√	√
Paul Moroz	DREAM	√	√	√	√
Ranjit Singh	Nanaksar Gurdwara - "Gursikh Temple"	√			
Renault Eashappie	Carry The Kettle First Nation	√			√
Rob Jollimore	AECOM				√
Royce Snitzler	DNR Developments Ltd	√			
Scott Predenchuk	REMAX Realty (Nanaksar)	√			
Stu Niebergall	RRHBA	√	√	√	√
Tammy Mclean	RRHBA	√	√	√	√
Trevor Williamson	AECOM				√
Val Sluth	Praxis		√		

Victor Prettyshield					√
??					√
Stakeholders		32	21	13	28

Attendee	Company	Jan. 29	Feb. 12	Mar. 5	Apr. 15
Jason Carlston	City of Regina	√	√		√
Diana Hawryluk	City of Regina		√		√
Shanie Leugner	City of Regina	√	√	√	√
Emily McGirr	City of Regina	√	√	√	√
Curtis Smith	City of Regina				√
Don Barr	City of Regina	√			
Fabian Contreras	City of Regina		√		
Geoff Brown	City of Regina	√		√	
Jen Tan	City of Regina	√	√		
Kevin Syrnick				√	
Roslyn Kozak	City of Regina	√	√		√
Roy Chursinoff	City of Regina	√	√		
Saleem Memon				√	
Scott Thomas	City of Regina		√	√	
Yafei Hu	City of Regina		√	√	√
Tracey Bakkeli	T. Bakkeli Consultants Inc.	√	√		√

The following provided written submissions:

Stakeholder	Feb.	May
The Creeks		√
Dundee Developments	√	√
Geiger Ventures	√	
The Greens on Gardiner / Kensington Greens		√
Harvard Developments Inc. (for Forster Projects Inc. and Westerra Development Corp., Aurora Retail Corps)	√	√
Karina Developments Ltd.	√	
Marielee Reddekop	√	
North Ridge Development Corporation	√	√
Regina and Region Home Builders' Association	√	√
Rosewood Park Neighbourhood Development Team / Rosewood Park Alliance Church	√	√
TERRA Developments Inc.		√

Table B1. Summary of Stakeholder Feedback from February 12 Session

Stakeholder Suggestion / Feedback	Number of Responses (out of 8) in support of suggestion	Incorporated into Plan?	Administration Response
Increase City debt limit	2	No	<p>This is not implementable as an interim measure.</p> <p>Even if there was debt limit availability does not mean that using debt to finance growth is prudent. Using debt puts undue risk on current taxpayers when the risk should fall more on the developers and eventual homeowners to finance growth.</p> <p>Also, using debt to finance growth would mean there is less debt available to finance asset renewal, if required.</p>
City seeks alternative funding sources or tools	4	Not explicitly	<p>This can be examined in more detail during the SAF Policy Review.</p> <p>Where alternate funding sources are made available, the City tries to take advantage of them. For instance, negotiations with other levels of government and other regional partnerships, alternative funding models for the Wastewater Treatment Plant, and use of grants for roadway improvements.</p>
Increase maximum SAF deficit limit	1	Yes	<p>The recommended Interim Phasing and Financing Plan includes an SAF deficit projected in the order of \$50M. This is higher than the current \$20M SAF deficit and higher than was originally recommended.</p> <p>It is important to note that while the Interim Phasing and Financing Plan includes a projected \$50M SAF deficit that is not to say that this level of deficit is appropriate in the long-term. Therefore, the SAF Policy Review may very well result in a cap on the SAF deficit that is lower than \$50M, with the goal being to achieve a zero deficit, if possible.</p>
Explore ways to reduce cost of / need for infrastructure	4	Indirectly	<p>This can be examined in more detail outside the scope of this project. The recommended Interim Phasing and Financing Plan (and the alternatives) assume that some infrastructure can be deferred, therefore decreasing the need for infrastructure as quickly. This could result in lower levels of service in the short term. However, if the infrastructure is ultimately required, the City has lost the opportunity to collect SAFs from benefiting neighbourhoods to finance it, which will ultimately require an increase in the SAF rate.</p>
Update model – 2 to 3 year model only	6	Indirectly	<p>The recommended Interim Phasing and Financing Plan puts emphasis on the projects required during the first two years and assumed projects beyond that horizon could be deferred beyond our earlier assumptions. To create a model solely based on the projects required during that time horizon would result in the first phases of the 300K growth areas not paying their fair share of future upgrades that are required.</p> <p>The original model was split into separate models for the 235K and 300K growth plans, as requested by stakeholders.</p>
Update model / SAF Policy / Assumptions / Costs	5	Partially	<p>Some of the project assumptions and costs were adjusted based on area plans and specific stakeholder feedback.</p> <p>The City intends to proceed with the SAF Policy Review immediately. A request for proposals has already been prepared.</p>
Increase growth projections (# of hectares) per year	4	Yes	<p>The models used for the recommended Interim Phasing and Financing Plan assume that almost 150 ha per year of development will occur during the first three years with a taper down to 70 ha per year by 2021. The 5-year average is approximately 100 ha per year and based on growth projections from the OCP, peak development was projected to have occurred in 2012</p>

			<p>with 70 ha per year likely to be sustainable over the life of the plan.</p> <p>These high growth projections help keep the rate lower and improve the cash flow picture because projects were not accelerated to keep up to the rate of growth used in the model. This does create risk for the City because the infrastructure could be required sooner and we may not be adequately collecting for it.</p>
Payback assumption > 20 years	5	No	The merits of and risks associated with this suggestion can be examined during the SAF Policy Review.
Option preferred – most feedback did not prefer any of the options		Indirectly	The recommended Interim Phasing and Financing Plan does not recommend any of the options presented during the stakeholder session in January.
Develop an Interim phasing plan	6	Yes	Administration has developed a recommended Interim Phasing and Financing Plan.
Prioritize based on existing service / infrastructure access	6	Yes	<p>The 235K areas are where the existing service and infrastructure is in place. By keeping a lower rate for the 235K lands, priority is placed on them and growth will be incentivized in those areas.</p> <p>Within the 300K growth areas, the only area that does not require a major upfront investment in the waste water system is the 120 ha of West Harbour Landing. It is noted, however, that West Harbour Landing will need to implement an interim storm water solution that may be required for decades.</p>
Prioritize based on other criteria	3	Yes	Other criteria, such as access to transit and employment opportunities, were considered in the development of the recommended Interim Phasing and Financing Plan and will be considered during the development of the final Phasing and Financing Plan.
Continue to process secondary and concept plan applications	1	Yes	The City is continuing to process applications that have already been under review. The Phasing and Financing Plan includes a recommendation to prioritize area plans that are approved for development in 2014/2015. The recommended Interim Phasing and Financing Plan includes an increased Administration Fee to increase the resources available to review and process plan applications.
Review SAF policy and model concurrently	5	Yes	This will be completed as part of the SAF Policy Review.
Desire to have industry input	5	Yes	The recommended Interim Phasing and Financing Plan included consultation with the industry and this table describes how Administration responded to it. Further, the SAF Policy Review will include comprehensive consultation.
More time for process	4	Yes	The SAF Policy Review will involve approximately 9 months of stakeholder consultation in addition to the consultation that occurred during this project.
> 1 SAF rate/Interim Rate	4	Yes	The recommended Interim Phasing and Financing Plan includes more than one SAF Rate for different growth areas and includes the use of an interim rate.
Maintain the Status quo until the SAF Policy Review is complete	1	No	The City can not afford to continue to pay for growth using the Status Quo as we do not have the cash flow or debt capacity to fund growth in that way. Even using tools such as front-ending as we have done in the past does not help us as it is recorded as debt.

No dramatic increase in SAF	4	Yes	Administration has developed a recommended increase of ~16% for the 235K growth areas in 2015 and an increase of ~33% for land in the 300K growth area for 2014. While these are not insignificant rate increases, this report describes the implications of these increases as they relate to affordability and builder profits.
Apply current SAF	2	Partially	<p>The current SAF rate will continue to apply to land within the 235K growth plan for the remainder of 2014.</p> <p>The current SAF rate is too low to recover the cost of servicing the new neighbourhoods in the 300K growth plan. Applying the current SAF rate would increase risk to the City and would result in the need for an even higher rate in the future.</p>
Allow market choice in housing	5	Yes	<p>The recommended Interim Phasing and Financing Plan allows three out of six new neighbourhoods to develop in 2014/2015. There are still nine 235K neighbourhoods still under development or set to begin development in the next couple years. This means that 12 neighbourhoods could be under development during the interim period.</p> <p>The model assumes that 150 ha per year will develop during the interim period. This is 50% higher than the 5-year average. Development within the 235K land areas will be unlimited, and could result in the development of up to 460 ha during the interim period. This is five times the City' historical 5-year average of 100 ha per year.</p>

Summary of Stakeholder Feedback from April 15 Session

The first section summarizes the responses received relative to the recommendations that were presented to stakeholders on April 15. The second table summarizes all feedback received as well as Administrations' response to it.

Feedback relative to recommendations

Recommendations regarding the 235K Growth Plan Areas

1. The 2014 Servicing Agreement Fee (SAF) Rate remain unchanged and apply to 235K land only
2. The 2015 SAF Rate for the 235k lands is \$304,960 / hectare
3. The following Employment Areas pay the 235K rate in 2014 and 2015:
 - Land bound by Diefenbaker Drive, Armour Road, Pasqua Street and Highway 11
 - Land within Hawkstone, Kensington Greens, SomerSet
 - Fleet Street Business Park Phase 1

Recommendations regarding the 300K Growth Plan Areas

4. Up to 20 Net Hectares per year (based on SAF Policy) of subdivision may proceed in each of the following neighbourhoods in 2014/2015. The developer will be permitted to request servicing agreements with the City for this amount of land, provided all prior approvals and submission requirements are met.
 - West Harbour Landing
 - Westerra
 - North of Lakeridge
5. The following areas would not be allowed to proceed in 2014/2015:
 - Coopertown
 - Northridge
 - The Towns
6. The SAF Rate for the 300k lands is:
 - \$345,278 / hectare in 2014
 - \$359,089 /hectare in 2015

Recommended Conditions

7. All high level planning instruments must be approved (i.e. Neighbourhood/Secondary Plan, Concept Plan) prior to rezoning and subdivision application

8. All projects internal to Neighbourhood Plans/Concept Plans will be funded by the developer and will not receive any Servicing Agreement Fee funding.
9. Oversize payments will be made where deemed required by the Executive Director of Planning. Payment for any approved oversize infrastructure will be included in the servicing agreement.
10. West Harbour Landing –
 - No projects required in 2014/2015 will receive SAF funding, except traffic signals if required.
 - All 2014/2015 water, wastewater and storm water projects to be funded by the developer, including trunks.
 - Developer must own, operate and maintain interim storm water solution until post-300K solution is implemented.
11. Westerra –
 - SAFs will fund 100% of the cost of widening Dewdney Avenue when approved through capital budget (barring policy changes from the SAF Policy Review).
 - All 2014/2015 water, wastewater and storm water projects to be funded by developer, including pump stations, force mains and trunks.
 - City will endeavor to assist in collecting funds from future developers to offset the costs of the wastewater pump station and force main.
12. North of Lakeridge –
 - No projects required in 2014/2015 will receive SAF funding.
 - All 2014/2015 water, wastewater and storm water projects to be funded by the developer, including trunks.
 - Developer must fund the downstream wastewater improvements including the cost of reconstructing McCarthy Blvd if directional boring is not feasible/utilized.
 - City will endeavor to assist in collecting funds from future developers for the cost of improving the downstream waste water system.
13. All roadway projects requested through the 2015-16 budgets be 100% SAF funded
14. Shift to fund interchanges at 50/50 for 300K lands
15. Proceed immediately with SAF/DL Policy Review and include 300k phasing strategy with the policy review
16. Defer post 300K Phasing and Financing Plan until SAF/DL Policy Review is complete
17. SAF/DL Policy Review will set rate(s) for 2016
18. No development of the 300K land beyond what is approved during interim period shall proceed until the SAF/DL Policy Review and Phasing Plan is approved
19. Employment Area Development (Commercial/Industrial) will be evaluated on a case by case basis
20. Area plans in the 235K growth areas and interim phasing plan neighbourhoods will have priority for reviews
21. Approval to develop during the interim period does not imply that the entire neighbourhood will be allowed to develop after the interim period

Table B-2 Summary of Stakeholder Responses to April 15, 2014 Recommendations

The following chart was compiled by the consultant by reviewing and interpreting written responses.

	A = Accept	O = Oppose	U = Unclear	NR = No Response				
Recommendation	RRHBA	Dundee Consortium¹	Greens	Harvard Group⁸	North Ridge¹²	Rosewood Park Alliance Church	Terra	The Creeks
1. 235K SAF - 2014	A	U	A	A	A	A	NR	A
2. 235K SAF - 2015	O	U ²	O	A	A	O ¹⁶	NR	U
3. 235K SAF – Employment Areas	NR	U ²	NR	A	A	NR	NR	NR
4. Interim Neighbourhoods (20HA)	NR	NR	NR	A	A	U	A	NR
5. Not Interim Neighbourhoods	NR	O	NR	A	A	O	NR	NR
6. 300K SAF	O	O	O	A	A	O	S ²⁰	NR
7. Planning Approvals	NR	U	NR	A	A	NR	NR	NR
8. Developer Fund Internal Projects	O	O ²	NR	A	A	O	A ²⁰	NR
9. Oversize Payments	O	O ²	NR	A	A	O	NR	NR
10. Harbour Landing Conditions	O	O ²	NR	A	A	NR	NR	NR

¹ Oppose changes to SAF Policy and Model before completion of comprehensive policy review.

² Oppose changes to Model, so implicitly they disagree with the 2015 rate for 235K lands

¹⁶ Oppose differential rates between 235K and 300K developments

²⁰ Accept but express concerns about rate increases and incurring costs associated with interim policy changes

Recommendation	RRHBA	Dundee Consortium ¹	Greens	Harvard Group ⁸	North Ridge ¹²	Rosewood Park Alliance Church	Terra	The Creeks
11. Westerra Conditions	O	O ²	NR	A	A	NR	NR	NR
12. N. Lake Ridge Conditions	O	O ²	NR	A	A	NR	A ²⁰	NR
13. Roadways 100% SAF	O	O ²	NR	A	A	O	NR	NR
14. Interchanges 50/50	O	O ²	NR	A	A	O	NR	NR
15. Policy Review	A	A	A	A	A	A	NR	A
16. 300+K Phasing / Financing	NR	U ³	NR	A	A	NR	NR	NR
17. 2016 SAF Rates	NR	A	A	A	A	A	NR	NR
18. 300K Development Limits	NR	O	NR	A	A	NR	NR	NR
19. EADs	NR	U	NR	A	A	NR	NR	NR
20. Review Priority	NR	O	NR	A	A	NR	NR	NR
21. No Implied Commitment	NR	U ⁴	NR	A ⁸	A ¹²	U	NR	NR

³ They use calculations that show entire Coopertown population, not just the 300K estimate, so likely they disagree.

⁴ Their recommended cost allocation principles include 300K plus populations, so they may disagree with this recommendation.

⁸ Their response indicates Harvard “supports the recommended Interim Plan for residential development.” This has been interpreted as supporting all recommendations presented.

¹² Their response indicates North Ridge “supports the recommendations and policy review.” This is based on accepting an **interim** solution. This has been interpreted as supporting all recommendations presented. However, concerns are expressed regarding cost of infrastructure, differential SAF rates and cost allocations

Table B-3 Feedback Received in Response to Recommendations

Stakeholder Feedback	Administration Response
<u>RRHBA</u>	
1. Do not address phasing recommendations. Only address financing recommendations.	No Response
2. Oppose policy changes incorporated in interim plan that increase SAF rates or direct developer costs (interchange funding allocation, roadways funding allocation, etc.).	The City does not have financial means to continue to maintain status quo during the interim period. In the absence of financial policy changes, the City would have to significantly restrict development within the 300K growth areas. The proposed policy changes are consistent with policies in other municipalities in Canada.
3. State current SAF model is broken.	The SAF model itself works on a technical level. The SAF Policy review will examine if an alternative model is more appropriate to ensure the long term health of the SAF reserves.
4. Suggest that the City should increase debt limit or allocation of debt related to SAF funded project	This is not implementable as an interim measure. Even if there was debt limit availability does not mean that using debt to finance growth is prudent. Using debt puts undue risk on current taxpayers when the risk should fall more on the developers and eventual homeowners to finance growth. Also, using debt to finance growth would mean there is less debt available to finance asset renewal, if required. This suggestion will be explored during the SAF policy review
5. State home affordability is important criteria – significantly negatively impacted by SAF increases.	SAFs comprise a small component of the cost of a house (less than 5%). According to a study released by RRHBA in 2012, builder profit are higher than SAFs as a percentage of the cost of a new house. Since 2006, average house prices have gone up by ~\$200,000. SAFs comprised less than \$10,000 of that increase.
6. Risk of shutting out new homebuyers (due to lack of housing affordability).	Housing prices are a function of the market. If housing demand decreases, so too, will prices. If the market is not willing to pay the asking prices of the sales market, prices will go down. We have already seen some of this in early 2014.
7. Believes expensive housing will limit Regina's economic growth.	SAFs comprise a small component of the cost of a house. Housing can be made more affordable by other means. The only alternative would be to transfer some of the cost of infrastructure development

	to tax payers through increased property taxes, which also contributes to the cost of housing.
8. Risk of decreased economic growth if developers are less busy.	The plan allows for close to 10,000 detached houses to be constructed during the next two years. The City saw approximately 3000 total (single and multi) housing starts per year for 2012 and 2013. Prior to that, housing starts averaged 1350 per year. Based on the number of housing starts in Q1 2014, the City is on track to have 1800 – 2000 housing starts. The number of housing starts is a function of the market place, not the Phasing and Financing Plan. All the developers who are currently active will remain active during the interim period.
9. Cost of doing business is a factor for economic growth.	The cost of doing business includes paying for all the costs associated with your business. In this case, it means that the developers must pay the cost of the services to the products they are putting on the market.
10. Risk of population moving to surrounding municipalities and other cities.	Phasing development helps keep SAFs lower. This helps the city remain competitive in the market place. If SAFs don't pay for the required infrastructure then taxpayers will need to. A city with high taxes creates just as much risk of population moving elsewhere. Many of the neighbouring municipalities are also reaching the limits of their growth within the capacity available in their systems. It is likely that they will soon need to adjust their levies to reflect the true costs of providing services.
11. Think unfair allocation of infrastructure costs among current, 235K, 300K and 300K plus populations.	Each growth horizon is responsible for constructing the infrastructure required to service that area. The existing neighbourhoods paid for their infrastructure needs at the time they were developed. The 235K neighbourhoods will pay for the projects that were identified for their needs at the start of that planning horizon. The same is true of the 300K and post-300K neighbourhoods. To the extent that developments in the 300K areas are planning on oversizing to accommodate future population growth in the post-300K time frame, the proposal treats all developments the same. It is impossible to predict where future Councils will prioritize development. Thus, infrastructure must be accounted for and paid for through the currently planned population growth.
12. Inconsistent payback periods (stadium & waste water treatment compared to development infrastructure). Payback should	The life of most of the assets in the model does exceed 20 years. However, there are some practical considerations that do not make it feasible to extend the payback period to the life of the asset. Some infrastructure has a life expectancy of 50 to 100 years. It is

reflect the life of the asset.	<p>not reasonable for the City to collect the fees for that infrastructure over such a long time horizon, given that the capital costs will be expended within one to two years at the time of construction.</p> <p>The P3 projects are very high cost projects (higher than any projects in the SAF model) where the City gains the ability to spread out the capital cost in exchange for guaranteed ongoing operations and maintenance profit. None of the projects in the model (other than the WWTP and 9th Avenue interchange, which are already part of P3s) are likely good candidates for this type of arrangement.</p>
13. Interim development being asked to fund unfair share of infrastructure.	Each development is asked to fund their portion of infrastructure needs required over a 20 year planning horizon. The SAF Policy review will evaluate whether this is the appropriate financial planning horizon. It is likely that if the costs of this 20 year planning horizon were to be spread over past development and future development, the same would need to happen with this planning horizon (ie. this planning horizon would get charged for past and future infrastructure needs) and therefore, the costs would likely not be dramatically different.
14. City not responding to stakeholder input regarding opportunities to decrease infrastructure costs (e.g. storm water management).	RRHBA has proposed some changes to the City's storm water management practices. The proposed changes have the potential to significantly impact services levels and therefore the City requires time to evaluate the proposal. Due to high demand for the City to review neighbourhood and concept plans, resources are not readily available to review alternate City standards. This is part of the rationale for adding three new engineering staff. Where related to SAF funded infrastructure, the proposed changes can be evaluated as part of the SAF Policy review.
<u>Dream Developments (Consortium)</u>	
1. Oppose policy changes incorporated in interim plan that increase SAF rates or direct developer costs (interchange funding allocation, roadways funding allocation, etc.). State these should not be implemented without due process and consultation (Dundee and Stantec).	<p>Consultation on this subject has been occurring since January. It was made clear at that time that the City can not afford to continue to pay for development using current policy. The alternative to these policy changes is that fewer (and possibly no) 300K neighbourhoods begin development until the conclusion of the SAF Policy review.</p> <p>Alternatively, Council could elect to use taxes to pay for all the infrastructure required during the interim period. This would require either an increase in property taxes or a reduction in service levels in some other areas – perhaps both.</p>

<p>2. Oppose changes to model in interim (i.e. splitting of 235K and 300K growth into 2 separate models). Feel rates should be held constant or calculated using existing model until comprehensive policy review is completed.</p>	<p>Holding rates constant or using the existing model would not be financially viable for the City, because this would not cover the costs of growth. The decision to split into 2 separate models recognizes the different costs of the two growth stages. It also prioritizes the existing neighbourhoods, which is a policy of the OCP.</p>
<p>3. Feel costs unfairly allocated to 300K growth (Dundee, AECOM and Stantec).</p>	<p>Each development is asked to fund their portion of infrastructure needs required over a 20 year planning horizon. The SAF Policy review will evaluate whether this is the appropriate financial planning horizon. It is likely that if the costs of this 20 year planning horizon were to be spread over past development and future development, the same would need to happen with this planning horizon (ie. this planning horizon would get charged for past and future infrastructure needs) and therefore, the costs would likely not be dramatically different.</p>

<p>4. Recommendations may not be consistent with Saskatchewan <i>Planning and Development Act</i> (e.g. inclusion of staff engineer costs, allocation of cost of infrastructure to developments).</p>	<p>Provisions for staff costs (i.e. engineers) are consistent with the P&D Act. According to Section 168 of <i>the Act</i>, “capital cost” means the municipality’s estimated cost of providing construction, planning, engineering and legal services that are directly related to the matters for which development levies and servicing agreement fees are established.</p> <p>The P&D Act states that Servicing Agreements may provide for “the payment by the applicant of fees that the council may establish as payment in whole or in part for the capital cost of providing, altering, expanding or upgrading sewage, water, drainage and other utility services, public highway facilities, or park and recreation space facilities, located within or outside the proposed subdivision, and that directly or indirectly serve the proposed subdivision”</p> <p>The P&D Act does not prescribe how the municipalities are to allocate costs nor does it prohibit the use of surcharges. While the Act is silent on the use of area specific rates, the section related to Development Levies indicates “The development levy bylaw must specify the levies to be made for services and facilities and may vary those levies having regard to:</p> <ul style="list-style-type: none"> (a) zoning districts or other defined areas; (b) land uses; (c) capital costs as they relate to different classes of development as established in the bylaw; or (d) the size or number of lots or units in a development.” This implies that area specific rates are supported by the Act. <p>The Act does prohibit the use of SAFs for “maintaining roadways, other related infrastructure and public facilities”; however, none of the costs in the model relate to maintenance.</p> <p>The use of surcharges and area specific rates are common practice across Canada. The City of Saskatoon charges SAFs for planning activities and also applies a special surcharge for developments that makes use of lift stations.</p>
<p>5. Recommend City continues proceeding with development applications status quo.</p>	<p>The City can not afford to allow development to proceed under the status quo policy in an un-phased manner.</p>
<p>6. Disagree with payback period in the model (Dundee, AECOM).</p>	<p>The issue of the appropriate payback period can be addressed during the comprehensive SAF policy review, however it should be noted that increasing the payback period results in greater risk borne by the City, since revenues are not recouped until farther into the future.</p>
<p>7. Use existing SAF policy to establish interim rate.</p>	<p>Using all existing SAF policy provisions results in a cash flow and debt picture that is not viable.</p>

<p>8. Disagree with area and population used for per capita calculations for Coopertown. Argue it should be higher, even if the development will not occur within 300K growth (Dundee, AECOM).</p>	<p>Infrastructure for other 300K neighbourhoods will also potentially provide service to land beyond the 300K growth stage, however to be comparable and fair, the per-capita and per-area calculations only take into account the area included in the 300K growth stage.</p> <p>If the area attributed to Coopertown were to be increased, so too should the share of the project costs that benefit Coopertown.</p>
<p>9. Need more exploration of how to decrease infrastructure costs (Dundee, AECOM).</p>	<p>This is being explored through other processes independent from the Phasing and Financing Project. Where feasible, it will be included in the SAF Policy review. Any cost reductions associated with such changes would be incorporated into future SAF models.</p>
<p>10. Disagree with transportation costs allocated to Coopertown. Feel transportation costs should be allocated differently to reflect benefits to rest of City.</p>	<p>Transportation costs are allocated to Coopertown in the same manner that they are contributed to other neighbourhoods within the 300K growth plan. The roadway projects in the SAF model are projects that the City would not build in the absence of growth, therefore it is not recommended that taxpayers fund a larger share of the projects.</p>
<p>11. Transportation should be allocated based on traffic projections, not land hectares</p>	<p>The SAF policy review can evaluate the feasibility of this suggestion.</p>
<p>12. Oppose Coopertown surcharge.</p>	<p>This was proposed as a mechanism to allow Coopertown to develop in the near term, given that it is a high cost growth area. The only other option to enable this is for all other developments to subsidize Coopertown by paying more, either now or upon conclusion of the SAF policy review.</p>
<p>13. Oppose \$100,000M surplus in SAF reserve (Dundee and Stantec).</p>	<p>Surpluses in the reserves are not a bad thing and actually protect the City and developers from being in the same situation we are currently faced with. Through the SAF policy review, we can evaluate an appropriate level of both deficit and surplus in the reserve.</p> <p>It is important to note that the City does not profit from SAFs and any surplus in the reserves gains interest, in turn keeping rates lower. Deficits in the reserves are charged interest and result in a higher rate. In any event, the fees collected are only used for growth related capital expenses.</p>
<p>14. Oppose phasing. Argue you cannot use 300K growth target as a basis for planning.</p>	<p>Phasing growth has an effect on cashflow. The new OCP has a planning horizon of a 300K population. This is a reasonable planning horizon in line with best practices. Phasing growth within the 300K stage, as opposed to seeing growth happen in every area concurrently, is a means to achieve the OCP Community Priorities</p>

	relating to Financial Viability, Complete Neighbourhoods, and Sustainability, while still fostering Economic Prosperity and Housing Options. The OCP has a policy statement that growth shall occur in accordance with a Phasing and Financing Plan.
15. Oppose City determining pace and location of growth. Rather, the market should decide.	<p>An OCP by definition determines location of growth. The OCP is a 25 year plan that establishes the areas where growth will occur over that time period.</p> <p>The alternative phasing and financing plan that uses a Coopertown surcharge would enable development of that neighbourhood based on true costs, in alignment with the argument of free market. That is, in a free market condition, each area would pay only the cost of servicing their area and no subsidies would occur.</p>
16. Oppose use of different SAF rates for 235K growth and 300K growth – argue it is inconsistent with the objective of the current SAF model (Dundee, AECOM).	Using two different rates is consistent with OCP Community Priorities relating to Financial Viability, Complete Neighbourhoods, and Sustainability. Furthermore, it is consistent with the OCP policy that that City should consider prioritizing complete BUILT OR APPROVED NEIGHBOURHOODS. It is also consistent with stakeholder feedback to prioritise areas where investment in capacity has already been made.
17. Recommendation will negatively impact housing affordability and supply.	<p>SAFs comprise only a small component of the price of a new home.</p> <p>There is enough land supply within the recommended interim phasing and financing plan to construct over 10,000 detached dwellings in 2014 and 2015. Based on the number of housing starts in 2012 and 2013 as well as housing start projections, this is approximately a four year supply, assuming that not all units constructed will be detached dwellings.</p>
18. Recommendation will push growth into surrounding municipalities or other cities.	The recommendation keeps rates as low as possible while enabling market choice. If rates are to be even lower than proposed, then taxes will need to increase. High taxes are not likely to make the City more competitive than neighbouring communities, nor is crumbling infrastructure. Surrounding municipalities are beginning to reach the limits of their own servicing capacity and may not be able to accommodate more growth in the near term or without major capital investments of their own.
19. Use rolling model rather than 20 year term model.	This can be addressed during the comprehensive SAF policy review.
20. Explore alternative funding mechanisms.	This can be addressed during the comprehensive SAF policy

	review.
21. Cost allocations should consider 300K plus populations (AECOM).	To treat all development areas fairly, only the lands included in the 300K growth stage are considered as part of calculations.
22. Should not reserve existing municipal capacity for 235K lands (300K lands should be treated equally).	The 235K neighbourhoods are already approved to receive access to servicing capacity. There are OCP policies that prioritise the 235K lands. The extent to which capacity remains after the 235K lands are built out, which is highly limited, is allocated to 300K lands.
23. The following costs are not allocated properly to neighbourhood:	
a. Drainage (AECOM)	<p>Where a regional drainage solution is required, it is allocated to the neighbourhood in which it occurs, since that is when the expenditure will be required. Regional channels are funded through SAFs.</p> <p>Where a local drainage solution is required, the costs have been removed from the neighbourhood calculation, since (based on the interim financing strategy), the costs will be borne by the developer.</p>
b. Pressure zones for water (AECOM)	The water pressure zone project was allocated based on the land areas inside the primary pressure zone. It was not allocated to areas north of the boundary of the second pressure zone because they will use that pressure zone and do not impact the primary pressure zone. Through the eastern pressure zone study and SAF policy review, the City will evaluate if the ratepayers should contribute to the cost of this project.
c. Transportation (AECOM)	The transportation projects were allocated based on the land areas that trigger each of the projects.
d. Parks and recreation (AECOM).	Zone level parks are allocated to the neighbourhood in which they occur, since that is when the expenditure will be required. The model assumes that 25% of the costs associated with zone level parks will be borne by taxpayers.
24. Need to pursue options for reducing need for infrastructure such as the lift stations (AECOM).	This is part of the process of infrastructure planning and neighbourhoods planning. The City will typically pursue the lowest amount of infrastructure required given that it will be the City's to own, operate and maintain upon acceptance of the infrastructure (except for interim servicing, which is not SAF funded anyway).
25. Delaying Coopertown would negatively impact economy (jobs) and housing affordability	The major land developer of Coopertown can develop up to 60 hectares in the Towns South in 2014/2015, up to 40 hectares in

(several).	West Harbour Landing, and still has 60 hectares of un-subdivided land in Harbour Landing. This is nearly equivalent to all the land we anticipate will be required for development in the City of Regina in the next two years.
26. Clarify treatment of Towns – Stantec.	The Towns South is a 235K neighbourhood and can proceed any time. The Towns North is a 300K neighbourhood and not recommended for approval in 2014/2015.
27. Clarify treatment of services such as sanitary storage or pump stations for commercial corridor (Stantec).	The City will consider allowing interim servicing for commercial and industrial development. Interim servicing is the developer's responsibility to own, operate and maintain until such time as the permanent solution is available. At that time, the developer will be responsible to decommission the interim solution and connect to the permanent solution.
28. Remove costs of additional staff from cost estimates (Stantec).	Due to an increase in engineering demands, the City requires 3 new positions. Developers have indicated to Administration that it is not acceptable to be put on a wait list for engineering review.
29. Need to review costs line by line in conjunction with City (Stantec). This was the past process for establishing the SAF rate.	There was a meeting held March 5 to complete this exercise. The stakeholders did not want to review the project list at that meeting. The opportunity will be provided again during the SAF Policy review.
30. Leave the leisure centre costs in the model (Stantec).	The Leisure Centre was removed from the model because the timing of the project has been extended beyond the 20 year planning horizon. The SAF Policy review will examine whether or not it is practical/feasible to plan for a longer time horizon.
31. Use master plans (not sectors) for allocating costs (Stantec).	Costs were based on the best information available at the time. Where neighbourhood plans were available, costs were based on the estimates within the neighbourhood plans. Otherwise, they were based on the sector serviceability studies and Transportation Master Plan. Developers were given the opportunity to provide alternative costs for the City's consideration twice during the consultation process.
32. Clarify other costs and allocations (Stantec).	Costs were based on the best information available at the time. Where neighbourhood plans were available, costs were based on the estimates within the neighbourhood plans. Otherwise, they were based on the sector serviceability studies and Transportation Master Plan. Developers were given the opportunity to provide alternative costs for the City's consideration twice during the consultation process. Allocations of costs were described above.

<p>33. Clarify basis for limiting growth to 20 hectares per development (Stantec).</p>	<p>In combination with the 235K lands, allowing 20 hectares of development in each of the recommended 300K neighbourhoods provides about 150 hectares of land for development overall. This significantly exceeds the five-year average of 100 hectares. Allowing an unlimited amount of 300K land to develop in the interim would entail the risk that 235K neighbourhoods will take longer to built out and become complete communities. Furthermore, 20 hectares is a significant subdivision size that is worthwhile for the developers to pursue while also protecting developers from future rate increases. Should the SAF Policy review indicate that rates need to increase, there could be a large influx of applications trying to “beat the increase”. Unfortunately, this results in the need to raise the rates even more in the future when revenues do not meet projections.</p>
<p>34. Question having developers directly fund infrastructure such as trunks, water main oversizing, arterial roads if future developments benefit (Stantec).</p>	<p>The alternative to these policy changes is that fewer (and possibly no) 300K neighbourhoods begin development until the conclusion of the SAF Policy review or more taxpayer funding through tax increases or reducing service levels for existing programs.</p> <p>The City will use endeavour to assist clauses to help the developer recoupe costs from future developers who use the infrastructure they directly fund. This is a common practice in Canada.</p>
<p>35. Oppose developer operated pump stations for decades (Stantec).</p>	<p>Developers will need to make business decisions with respect to interim servicing strategies. The City’s policy with respect to interim servicing is not new and was not introduced as part of this project.</p>
<p>36. Propose accelerated growth (# of hectares) (Stantec).</p>	<p>The recommended phasing and financing plan has already taken into account this feedback and already assumes 50% more development than our 5 year historical average.</p>
<p>37. Think transportation costs, storm sewers are unfairly and inconsistently allocated with Coopertown and McCarthy North being penalized (Stantec).</p>	<p>Transportation costs are being allocated based on area serviced.</p> <p>Where a regional drainage solution is required, it is allocated to the neighbourhood in which it occurs, since that is when the expenditure will be required. Regional channels are funded through SAFs.</p> <p>Where a local drainage solution is required, the costs have been removed from the neighbourhood calculation, since (based on the interim financing strategy), the costs will be borne by the developer.</p>
<p>38. Need a meeting to understand spreadsheet allocations (Stantec).</p>	<p>There was a meeting held March 5 to complete this exercise. The stakeholders did not want to review the project list at that meeting. The opportunity will be provided again during the SAF Policy</p>

	review.
39. Towns are treated inconsistently in the models (Stantec).	The Towns South is part of the 235K planning horizon and The Town North is part of the 300K planning horizon. Each is being treated consistently with the treatment of each planning horizon.
40. Keep SAF rate at 2013 level (Stantec).	The rates will be kept at the 2014 level for the 235K lands. If the 2014 rate is applied to the 300K neighbourhoods, the City would generate \$4.8M less than required in 2014 and a similar amount in 2015. This shortfall would need to be made up by future rate increases or from other sources such as property tax increases or service level reductions.
41. Inconsistent or inaccurate cost allocations in the model (Stantec).	Based on this feedback, the City reviewed the project allocations. There were some errors in allocations in the model, which is to be expected in a model this complex. When corrections to the allocations were made, the resulting impact was less than \$1,000 per hectare. Because of the small order of magnitude, the Administration did not alter its recommendation.
42. Disagree with "short sighted financial downloading" (WF Botkin).	The majority of financial changes in the model involve developers funding infrastructure directly rather than indirectly – developers were always paying 100% of the costs for most of these types of projects. The changes that lower the taxpayers share of projects means that the City will be able to build and widen roadways that it could not afford to previously. This should result in more work for roadway contractors who do work for the city.
<u>Greens on Gardiner</u>	
1. Concerned about the impact of a large SAF increase on the marketplace.	The SAF rate will remain the same in 2014 for the 235K lands. The 300K rate is kept as low as possible through the use of phasing.
2. Support model and policy review.	No response.
3. Support interim rate.	No response.
4. Support differential rates for 235K and 300K developments.	No response.
5. Concern about impact of a large increase in 2015 for the 235K neighbourhoods	The SAF rate will need to increase to ensure the City has adequate revenue to construct the infrastructure required to service growth.
<u>Harvard (on behalf of Harvard Developments Inc., Forster Projects Inc., Westerra Development Corp. and Aurora Retail Corp.'s)</u>	
1. Sees interim recommendation aligned with OCP (and supports it).	No response.

2. Oppose unrestricted growth as it will lead to higher housing costs since some lands are more costly to develop.	No response.
3. Market choice will be accommodated.	No response.
4. Believe the comprehensive policy review is the time to consider additional elements such as opportunities to eliminate redundant infrastructure projects, increase city debt allocated to funding new infrastructure, determining cost allocations between current residents and developers, matching payback to life, etc.	No response.
5. Accepts interim policy variations, provided City reconsiders these after the policy review is undertaken.	The comprehensive SAF policy review will present an opportunity to examine all policy variations in greater detail.
6. Do not support any of the other scenarios – a reduction from 20 to 15 ha of permitted development per year would significantly increase developers' financial burden and risk.	No response.
7. Feels Administration has removed unnecessary and inflated costs.	No response.
8. Keeps all major local land developers active during the interim period.	No response.
9. Recognize risks to Regina's competitiveness through increased land developer costs, but sees it as best option.	No response.

North Ridge

1. Continue to reinforce their understanding of previous City commitments (e.g. North Ridge lands designated for development in 300K growth plan).	Throughout the OCP process, it was made clear that the sequencing of new neighbourhoods would be subject to a Phasing & Financing Plan.
2. Expectation they will be included early in 300K growth.	Timing of the development will be established through the final Phasing and Financing Plan.
3. Interim plan necessary to maintain development planning and investment to	No response.

support growth.	
4. Need commitment to complete build out of neighbourhoods (consistent with OCP, manages developer risk).	The OCP supports complete neighbourhoods.
5. Recommend early approval of west and northwest sector (Westerra, Harbor Landing West, North Ridge, Coopertown).	All the neighbourhoods within the 300K growth plan (except for The Towns North) occur in west and northwest Regina. As such, neighbourhood development in the west and northwest will occur early on in the plan. The City will establish the phasing for these neighbourhoods through an approved phasing and financing plan.
6. SAF model inconsistent with Council's vision and growth objectives and other decisions.	The SAF model and policy will be subject to a comprehensive review in 2014/2015.
7. SAF policy review should include assessment of impact on changes on Regina's competitiveness with other prairie cities and with surrounding municipalities.	This could be incorporated into the SAF policy review. Preliminary review in this regard as part of the interim plan suggests that Regina remains competitive with the proposed interim rates.
8. Risks – Phasing and financing may drive housing and business to other municipalities where Regina pays for services but does not collect taxes.	The recommendation keeps rates as low as possible while enabling market choice. If rates are to be even lower than proposed, then taxes will need to increase. High taxes are not likely to make the City more competitive than neighbouring communities, nor are crumbling infrastructure. Surrounding municipalities are beginning to reach the limits of their own servicing capacity and may not be able to accommodate more growth in the near term or without major capital investments of their own.
9. Want Administration to consider service level reductions (future cannot be a peak demand satisfaction level).	The SAF Policy review will include consultation with taxpayers/homebuyers to understand their willingness to pay for services. The Administration is not striving to achieve transportation service levels that were experienced when the City had a population under 200,000. Even with all the projects in the model constructed, Regina's roadways will be more congested and travel times will be increased.
10. Differential SAF rates are unfair since they distort market choices and favour first in.	Differential rates incentivise development in areas that are more affordable to service. These neighbourhoods should be favoured.
11. 300K developments being asked to pay unfair share of infrastructure costs.	The 300K developments are being asked to pay for the infrastructure that is required to service them.
12. Continue planning for all neighbourhoods in the 300K growth scenario.	The City does not have resources to plan for all the neighbourhoods within the 300K growth horizon at one time, even with the addition of three engineering staff.

<u>Rosewood Park Alliance Church</u>	
1. 300K bearing unfair allocation of infrastructure costs – more should be allocated to existing residents, 235K development and 500K developments (e.g. overpasses and pressure zones).	Each development is asked to fund their portion of infrastructure needs required over a 20 year planning horizon. The SAF Policy review will evaluate whether this is the appropriate financial planning horizon. It is likely that if the costs of this 20 year planning horizon were to be spread over past development and future development, the same would need to happen with this planning horizon (ie. this planning horizon would get charged for past and future infrastructure needs) and therefore, the costs would likely not be dramatically different.
2. Need Servicing Master Plan and Transportation Master Plan to identify and allocate costs	The City used the best information available at the time, which includes Sector Serviceability studies, Neighbourhood Plans and the Transportation Master Plan model.
3. Allow 80 ha to proceed in Coopertown/Rosewood Park.	The Coopertown area requires more infrastructure than any other neighbourhood in the 300K plan. Administration has provided options to Council to allow the neighbourhood to proceed.
4. Incremental development should be allowed to proceed wherever latent servicing capacity can be accessed.	This would be fine provided that the SAF rate levied against the area is reflective of the true cost of servicing the area and does not put the City at greater financial risk.
5. Extend payback period.	Increasing the payback period results in slower revenue generation and makes cash flow and debt worse, thus increasing risk to the taxpayers.
6. Avoid contributing to housing cost increases.	SAFs comprise only a small component of the cost of a new home. According to a study released by RRHBA in 2012, builder profits are higher than SAFs as a percentage of the cost of a new house.
7. Estimated cost to service and costs per capita for Coopertown are overstated (e.g. ignore potential cost savings from their water, wastewater concepts, ignores 500K servicing, over weights their share of road costs).	<p>The methodology used to calculate the costs of Coopertown is consistent with methodology used to cost out other neighbourhoods, generally based on land area. At several meetings with the major land developer of Coopertown, the City was assured that there is not a more affordable way to service the area.</p> <p>Coopertown was not allocated 100% of the costs associated with the extension of Saskatchewan Drive west to Pinkie. That project was split between all the west side neighbourhoods. Generally, Coopertown's share of west side transportation projects ranged from 40 to 50%, due to its land area.</p>
8. The cost per capita and cost per net hectare are in line with costs for other growth areas in	This is only true if you add future development land area to the denominator. However, if you add to the denominator, you also

the city.	need to add to the numerator. That is, new projects will be added and Coopertown's share of many transportation projects in the model would increase. Furthermore, if Coopertown receives "credit" for servicing long-term growth areas, so, too, should the other neighbourhoods, thus bringing their cost per capita/hectare down too. If growth slows and these neighbourhoods do not proceed, the SAF rates will be too low and the payback required for those costs would ultimately be borne by tax payers.
9. Current approach to SAFs may not be consistent with Saskatchewan <i>Planning and Development Act</i> .	All provisions in the recommendations are consistent with the <i>Planning and Development Act</i> .
10. Interim SAF rate paid by all new development.	This scenario has been presented to Council.
<u>Terra Developments (North of Lakeridge)</u>	
1. Want City to commit to collecting funding from future developments who benefit from infrastructure funded by Terra	The City will use endeavour to assist clauses as described in the Council report.
2. Reject Scenario 2 (Uniform rate for Coopertown) due to higher SAF and reduced land allocations per neighbourhood	No response.
3. Reject Scenario 3 due to reduced land allocation per neighbourhood	No response.
4. Unclear but likely reject Scenario 4 due to risk of future SAF shocks	No response.
<u>The Creeks</u>	
1. Believe they are cross-subsidizing other neighbourhoods (which they oppose)	The comprehensive policy review will evaluate the pros/cons of uniform vs. area-specific charges and make recommendations about the SAF policy at that time.
2. Support full policy review	The comprehensive SAF policy review has been granted budget approval and will proceed during 2014/2015.
3. Support differential rates for 235K and 300K neighbourhoods	This is reflected in the recommended phasing and financing plan.

Figure B2. Snapshot of Project Webpage

PROTECTED: PHASING AND FINANCING GROWTH

Achieving Long-term Financial Viability

The City of Regina has recently approved Design Regina, the new Official Community Plan (OCP). One of the community priorities identified in this plan is to "Achieve long-term financial viability".

This priority is engrained in numerous goals of the OCP. In particular, in Section E – Realizing the Plan, Goal #5 of the Implementation Strategy is Phasing and Financing of Growth to support orderly and sustainable long-term growth.

14.19 Develop a detailed phasing and financing plan that will establish sequencing of new growth and development identified in Map 1, the Growth Plan and associated municipal servicing that supports:

- Optimization of existing services/amenities;
- Meeting intensification targets established in Policies 2.3 and 2.9;
- Projected population and employment growth and anticipated market demand for housing and/or commercial/industrial development;
- Provision of new services, features and amenities within a complete neighbourhood as required by Policy 7.1;
- Contiguous development;
- Balanced residential and employment growth;
- Financial capacity of the City;
- Affordable land development, land availability and market readiness; and
- Any other considerations deemed important by the City.

In order to begin to realise the intent of this priority as it relates to development, it is critical that the City understand the opportunities and constraints associated with financing the growth plan. Once the City identifies and quantifies the availability of funding to accommodate growth and correlates it to the funding needs associated with growth, then the phasing of the plan can be implemented.

This page has been created as a place to communicate with our stakeholders. The City will use this page to share information and to provide response to inquiries made to the City during the consultation phase.

NEW DOWNLOADABLE MATERIALS

NEW — Area Basis Calculations

This file shows the values used in calculating the area rates.

Area Basis Calculations (XLS)

NEW — Blended SAF Rate Calculations

This file shows the SAF rate weighted based on the different rates and land consumption projections as requested at the April 15 meeting.

Blended SAF Rate Calculations (PDF)

NEW — Phasing Presentation for April 15

This is a copy of the material that was presented to stakeholders on April 15, 2014.

Phasing Presentation April15 (PDF)

NEW — Recommended 235K Only Model

This is finite model created to determine an appropriate rate for the 235K growth areas.

MORE INFORMATION

Community Priorities

Building the Plan

Past Public Involvement

Public Review of Alterations December 2013

Online Engagement June 2013

Public Open Houses June 2013

Stakeholder Workshops June 2013

Stakeholder Workshop May 2013

Stakeholder Workshop April 2013

Stakeholder Workshop November 2012

Phase 3 events and documents

Telephone Survey

Focus Groups

Public Engagement Summary

Web Survey

Keep Me Informed

Archived Newsletters

Archived Resources

Population Projections

Priority Population studies

Growth Options Video

Topic Sheets

Discussion Guides

Phasing and Financing Growth

April 30, 2014

Ms. Shanie Leugner
Manager, Long Range Planning
City of Regina

Dear Ms. Leugner,

Re: Recommended Interim Phasing and Financing Plan

Further to City of Regina Administration's ("Administration") presentation of the recommended interim phasing and financing plan ("Interim Plan") on April 15, 2014, please accept this letter as Harvard Developments Inc., Forster Projects Inc., Westerra Development Corp., and Aurora Retail Corp.'s (collectively known as "Harvard") support for the Interim Plan.

Harvard acknowledges the significant work undertaken by Administration to arrive at the recommended Interim Plan. Administration's willingness to work openly with the development community and our consultants by providing working files for our use, as well as accepting and incorporating industry comments reflects Administration's desire to find the best interim solution within the constraint of the city's debt ceiling.

Harvard supports the recommended Interim Plan for residential development in 2014 and 2015. Harvard does not support the other scenarios contemplated by Administration. Harvard arrived at this conclusion by evaluating the Interim Plan against the following six considerations:

1. Does the Interim Plan adhere to the priorities of OCP?

YES. The OCP's dominant themes of Smart Growth, Complete Communities and Financial Sustainability are respected throughout the analysis.

The Design Regina OCP requires a phasing plan because of the magnitude of investment required for on-site and off-site infrastructure related to residential land development. The phasing plan is a critical component of achieving the priorities of the OCP and maintaining housing affordability. The alternative of proceeding with unrestricted growth will erode



housing affordability across the city as the most affordable lands are burdened with cost of servicing higher cost lands.

The creation of the OCP's phasing plan puts Administration in the unenviable position of determining winners and losers amongst land owners and developers. The City of Regina, as the approving authority for development guided by the OCP, must assess development opportunities and act in the best interest of residents. The OCP provides the framework for assessing these opportunities and Administration has used it correctly by considering the cost of on-site infrastructure required to develop each new neighbourhood; the cost of off-site infrastructure necessitated by each new neighbourhood; the ability to leverage existing infrastructure when servicing new neighbourhoods; the completeness of new neighbourhoods; and the impacts, both positive and negative, of new neighbourhoods on residents of existing neighbourhoods.

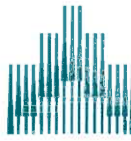
2. Does the Interim Plan allow land development to continue in 2014 & 2015 at a rate sufficient to meet market demand?

YES. Administration respected developer comments and increased the amount of residential land permitted for development in the 235K-300K growth phase during the interim period to 60 hectares annually. That amount, combined with the remaining undeveloped lands in the current 235K growth phase will ensure an adequate supply of serviced land for home builders so that the residential housing industry is allowed to develop unimpeded in 2014 and 2015.

Harvard does not support any scenario that would reduce the 20ha of land available for development as it further limits the area over which the costs of infrastructure can be allocated. A reduction from 20ha to 15ha per year significantly increases the financial burden and risk to developers.

3. Does the Interim Plan make land available in all areas of the city to ensure home buyers have market choice?

YES. The Interim Plan considers the importance of consumer choice and provides residential land development opportunities in all regions of the city. This is a significant aspect of the Interim Plan because it ensures the Regina housing market remains attractive to all home buyers and minimizes interference with market choice.



4. Does the Interim Plan mitigate the increase in development levies originally proposed by Administration in the previous Phasing and Financing proposal?

YES. Administration has worked with developers and our consultants to remove some of the unnecessary and inflated costs from the interim model in order to reduce the SAF (“Servicing Agreement Fee”) rate from the previously presented models. There remain significant opportunities to further reduce the SAF rate by eliminating redundant infrastructure projects; increasing the amount of city debt allocated to funding new infrastructure; distributing costs more reasonably between the SAF fund, existing residents and developers; and by matching the payback period of infrastructure with its useful lifecycle rather than limiting it to an arbitrary maximum 20 year period. These opportunities must be examined during the comprehensive SAF policy review in order to keep development charges at a rate that encourages growth.

The proposed SAF rates of \$345,278 in 2014 and \$359,089 in 2015 significantly increase development costs to the industry. The change in interim policy requiring developers to pay for on-site infrastructure previously funded by our servicing agreement fees (sanitary lift stations, storm water lift stations & storm water ponds) adds an additional development cost of approximately \$50,000 / ha to Westerra. As such, the Interim Plan actually increases developer costs from \$264,000 to approximately \$395,000 per hectare.

Harvard will accept the costs associated with the Interim Plan on the basis that they are reconsidered as part of the comprehensive review of the servicing agreement policy. Developers who undertake projects in 2014 & 2015 are accepting far more cost and risk in order to grow the city. We believe it is fair to review and reconcile the costs incurred in 2014 and 2015 with the comprehensive policy review once it is complete.

5. Does the Interim Plan keep all local land developers active in 2014 and 2015 to minimize the impact on local businesses during the comprehensive review of the Servicing Agreement policy?

YES. The Interim Plan keeps all major local residential land developers active throughout the interim review period of 2014 & 2015. The thoughtfulness of this approach must be stated as it values the jobs created by developers, consultants and contractors in the local economy.

Dundee: *Harbour Land West and the Towns*

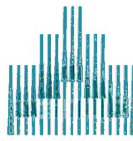
Harvard: *Westerra and the Victoria Ave East commercial corridor*

Yagar: *Greens on Gardiner, Kensington Greens and Mapleridge*

Karina: *Hawkstone, Mapleridge and the Creeks*

Terra: *Lands north of Diefenbaker (previously known as Skywood)*

EarthKing: *Somerset*



6. Is the Interim Plan perfect?

No. There remain elements of the Interim Plan with which Harvard disagrees. However, the recommended Interim Plan allows development to proceed in the most affordable manner within the constraints of the debt ceiling and the goals of the OCP. Furthermore, it protects the city from the potential of another massive increase in development charges in 2016 for infrastructure related to unphased growth.

Harvard supports the recommended Interim Plan for 2014 & 2015. The Interim Plan significantly increases land developer costs which may result in the City of Regina losing market share to the surrounding RMs and other western Canadian cities. However, we do not support any of the other scenarios as they move the city away from achieving the priorities of the OCP, expose the city to significant risk in 2016, and further erode housing affordability. The other scenarios will not produce more housing starts or significantly increase consumer choice, but they will ensure that all houses built in Regina are less affordable.

We look forward to working with Administration on the comprehensive servicing agreement policy review to create a policy that encourages growth and positions Regina as an attractive and affordable destination for businesses and workers relative to other Western Canadian cities. Harvard fundamentally believes that greenfield growth guided by the Design Regina OCP is good for all residents and businesses in Regina.

Thank you for the opportunity to provide feedback on the interim phasing and financing recommendation.

Yours truly,

HARVARD DEVELOPMENTS INC.

Chad Jedlic, BSc, MBA
Residential Land Manager

cc: Mo Bundon, Harvard Developments Inc.
Blair Forster, Harvard Developments Inc. & Forster Projects Inc.
Jason Carlston, City of Regina
Diana Hawryluk, City of Regina



DELIVERED VIA EMAIL

City of Regina
Planning Department
8th Floor, City Hall
Regina SK S4P 3C8

ATTN: Shanie Leugner

Dear Shanie:

Thank you for allowing us the time and opportunity to respond to the Phasing and Finance Plan. We are somewhat concerned at the negative impact another large % increase in the SAF fee will have on the marketplace.

We have had a significant increase in housing and land costs since 2007 and every year it has become more difficult to continue the momentum for growth in Regina.

The City will be going through a review of the present model and SAF policies and we look forward to further input. This is a necessary step in insuring the model works for growth proceeding into the 300K time period and beyond.

We appreciate that the City has decided on an interim rate while this process unfolds. On behalf of the developments we look after, which are all in the 235K neighbourhoods, we agree that these areas should pay a different rate than the 300K areas. This only makes sense since in essence; the 300K areas are jumping the queue and will require major new infrastructure projects.

We have no objection to these areas starting to develop as consumer choice is always good to keep a balanced market. The 235K neighbourhoods have been developing at a steady pace and have funded a lot of new infrastructure through current SAF fees. We are somewhat concerned of the potential large increase proposed for 2015 under the interim rate for the 235K neighbourhoods.

The owners of the current neighbourhoods of The Greens on Gardiner and Kensington Greens strongly support an interim rate for the 235K being separate from the 300K interim rate.

We would be pleased to meet with you if you have any questions in our position on this matter.

This is a difficult process for all involved, but the bottom line objective by all of us is to keep things positive so that Regina continues to grow and prosper.

Thanks again for your time and consideration.

A handwritten signature in blue ink, appearing to read 'Lorne Yagelniski', with a circular flourish at the end.

Lorne Yagelniski

Development Managed By



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ALLIANCE CHURCH

1 May 2014

City of Regina
Planning Department
9th Floor City Hall
P.O. Box 1790
Regina, SK S4P 3C8

Attention: Shanie Leugner

Dear Ms. Leugner:

Re: Phasing and Financing Plan – Feedback on Presentation (15 April, 2014)

Thank you for providing Rosewood Park Alliance Church (RPAC) with the opportunity to provide feedback on the City's Phasing and Financing Plan presentation held on April 15, 2014. Our feedback is summarized below, and it has been prepared with the support of planningAlliance and Associated Engineering, and with regard to comments prepared by our co-developers in Coopertown - Dream Development. Our principle comments are as follows:

1. The Church Believes the Proposed SAF Model Unfairly Loads Infrastructure Costs onto 300k Developments.

We agree with the City - that growth should pay for growth - but we also want to ensure that the City pays its fair share. In many cases the infrastructure costs associated with 300k development will serve not only existing and future residents within the 235k neighbourhoods, but also those within the 300k and 500k neighbourhoods. Attributing all these costs to 300k neighbourhoods distorts the relative costs of development. It unfairly condenses capital costs into a relatively short development window, and unfairly asks 300k developments to pay for infrastructure that will serve residents across the City as-a-whole, over the near and long terms. Dream illustrated this point in its discussion on costs associated with overpasses and pressure zones. While the City must account for infrastructure investments it must also allocate responsibility for infrastructure costs appropriately to existing, recent and future residents.

2. The Church Supports the Planning Efforts that The City has Undertaken and the Need to Continue These Efforts to Resolve the SAF Funding Model.

We will continue to support efforts made by the City to resolve its infrastructure deficit legacy in a pro-active and cost-effective manner. Beginning with the recently approved OCP - and "Growth Plan" contained therein - the City, during this Interim Period, can take the time to assemble the critical companions to Growth Plan - a "Servicing Master Plan" and a "Transportation Master Plan" that address both its short- and long-term infrastructure requirements. With those plans completed, responsibility for the cost of infrastructure can be more accurately assessed and attributed, resulting in clearer justification of the ensuing SAF model. For the Interim Period, we support fixing an interim rate that would more fairly distribute the cost of growth across all development.

3. Development in the Transition Period can Proceed Where it can Access Existing Servicing Capacity.

The Church strongly supports incremental development in all areas of the City where it can be demonstrated the proposed development will access latent servicing capacity for water, wastewater and transportation. Such an approach would facilitate the development of Phase I of Coopertown, including some 80 hectares of development in the Rosewood Park and initial Coopertown neighbourhoods – all of which can be developed on existing servicing capacities. Such an approach would also demonstrate adherence to the logical sequencing of development that is supported within the Regina OCP.

4. The Church Supports a "Phased Cost" Approach that is also Linked to the "Phasing Of Development".

The Church supports efforts by the City to pragmatically distribute the costs of growth and development over a longer period. Infrastructure costs should proceed in synch with development phasing, and in a sequential manner that allows development to pay for itself as development proceeds, without exponentially driving up the cost of housing. Moreover, if the phasing process contains a review period, flexibility about where and when development occurs can be influenced by the market, infrastructure investment and policy decisions. It is important to remember that Regina's growth is fueled by immigration and housing costs form a key component of the City's efforts to attract and retain new immigrants.

5. The Church Views the Relative Neighbourhood Development Costs in Coopertown as Skewed.

Coopertown may well be one of the most efficient and lowest cost neighbourhoods to service which supports the rationale for Coopertown's original inclusion in the OCP as a "New Neighbourhood". In our previous meetings with the City we have demonstrated that the water and wastewater servicing concept for the Coopertown Neighborhood, including the Rosewood Church Site Development, could be revised to significantly reduce the costs of servicing for which the City is liable. Not only is the revised concept more cost effective to the City but also extends services to 300k lands prior to 500k lands, contrary to the original Coopertown Phasing Plan. Work is on-going but

according to current estimates, the cost per capita and the cost to service per net hectare for water and wastewater are in line with other growth areas in the City.

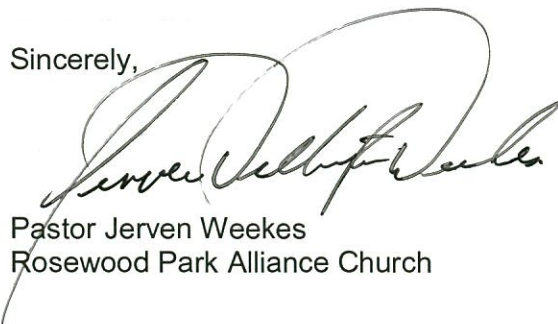
In addition to high water and wastewater servicing costs in the original model, the cost allocations for transportation improvements to Coopertown are also too high, and in our estimation, unreasonable at \$140,000,000. For example, approximately 50% of the costs associated with the Saskatchewan Drive/Lewvan Drive Fly-Over, and 100% of costs associated with the extension of Saskatchewan Drive west to Pinkie Road (at a combined total transportation cost of \$41.5 million), are allocated to Coopertown. However, we think that it is very unlikely that 50% of trips on this future fly-over, or 100% of trips on the western extension of Saskatchewan Drive, will originate in Coopertown. Dream's analysis of Cooperstown's transportation costs is also instructive. We support their recommendation that the relative costs be revisited to account for a longer-term development window (e.g., 500k) and a fairer distribution of costs among other non-Coopertown beneficiaries. We also question whether the current approach to structuring the SAF meets the intent of Saskatchewan's *Planning and Development Act*.

In conclusion, the Church supports the City in its efforts to overcome its infrastructure deficit legacy and supports the principle that future growth pays for itself. However, we want to ensure that costs are fairly allocated and properly phased and sequenced in order to ensure that our future residents are paying their fair share. We would recommend that the City:

- 1) continues its planning efforts over the 2-3 year Interim Period to develop a financing and phasing plan and SAF model that is based on the accurate infrastructure and transportation costs that will be required to realize the Regina OCP;
- 2) encourages development to proceed within designated New Neighbourhoods that access latent servicing capacity; and
- 3) establishes an Interim Period SAF rate that is paid by all new development.

We look forward to continuing to work with the City on achieving an SAF model that is fair to everyone involved. Please contact us should you have questions on the above, or request any additional information.

Sincerely,



Pastor Jerven Weekes
Rosewood Park Alliance Church

cc. Ian Shields, RPAC
John van Nostrand, pA
Jason Petrunia, pA
Daryl Brown, AE
Ryan Karsgaard, AE
Ned Kosteniuk, Dream
Evan Hunchak, Dream

April 25, 2014

City of Regina
Planning Department
9th Floor City Hall
P.O. Box 1790
Regina, SK S4P 3C8

Attention: Shanie Leugner

Dear Ms. Leugner:

Re: Phasing and Financing Plan Feedback

We appreciate the opportunity to provide feedback to your Phasing and Financing presentation held on April 15, 2014. Our comments which we provided you on February 26, 2014 are still valid and have been appended to this letter for your convenience.

The following letter summarizes the position of Dream Development, and has been prepared in consultation with and support from our partners: AECOM, Artisan Design Build, Daytona Homes, Homes by Dundee, NIS Contractors, North Prairie Developments, North Ridge Development Corporation, Oak Park Developments, Pacesetter Homes, Reimer Custom Homes and Commercial, Stantec, Trademark Homes, WF Botkin Construction, Wilco Southwest Contractors, and Zarkor Homes. Letters from these partners have been appended to this letter which support our position and identify in greater detail specific concerns noted within the recommended SAF model.

For the purpose of this letter, our comments identified below summarize from a high level perspective the overlying concerns we have with what has been proposed. The five key points we request that you consider are:

1. A change to the existing SAF Policy with the implementation of a new Interim Policy should not occur. A new permanent SAF Policy needs to be established through due process and consultation over the next 24 month period. The existing SAF Policy and model should be used as-is to calculate an interim rate.

We understand and appreciate the City will be reaching a debit level limit in the next few years which they are trying to manage the cash flow for and are looking for creative ways to finance infrastructure. Within the proposed model, new development within the 300k population range for the most part would finance all future infrastructure needs of the City. This fundamental principle is flawed. We

do agree that growth should pay for growth, but it should only pay its fair share. As such, we looked for a solution from the guiding development policy for the entire province, the Planning and Development Act.

After discussion with representatives from Municipal Relations at the province of Saskatchewan, it is our understanding that municipalities are required to enter into a service Agreement (SA) with a developer at the time of subdivision. The SA has to follow rules as to what can and cannot be included as costs to the developer. Only the capital cost for specified infrastructure directly (on-site) or indirectly (off-site) related to the subdivision can be charged towards the developer (note: charging the developer for staff at the City to process applications would not appear to be consistent as they are not capital costs, rather an overhead expense – this should be picked up in application fees, not the SA fees). Should the two parties disagree, an appeal process is available whereby the onus would be on the municipality to demonstrate that the cost of infrastructure would only service the new subdivision and that the existing population or future populations would not also benefit from that new infrastructure. Reasonable or equitable apportionment of costs needs to be demonstrated by the municipality. The developer would not have to pay for the total capital cost of infrastructure which the development does not fully utilize if additional capacity or benefit is provided to the existing population or future populations. Items which appear in the model such as overpasses, upgrades to arterial roads, new water pressure zones, upgrades to wastewater treatment, etc. are examples where these improvements benefit more than just a specific development. For example, the capacity of a specific interchange may be “X” vehicles per day and the development will use “Y”% capacity of that interchange. As such, it is not equitable to bill the development 50% of the cost of construction (as you have proposed) if “Y%” is less than 50%. The development should pay the portion of cost to construct that interchange for which capacity they will utilize. Another example would be upgrades to arterial roads, or the construction of a third pressure zone. The existing population will use a certain percentage of the capacity as will future populations. Using the third pressure zone as an example, Foxtail Grove as well as future neighborhoods in Regina beyond the 300k population range we understand would also use this upgrade, as will the existing residents (the existing system is presently deficient and does not meet the City's own development standards). As such, it is not reasonable to have only the development within the 300k population range pay 100% of the cost for this \$53 million dollar cost. Further, the payback period needs to be reasonable and apportioned to the existing population as well as future development beyond the SAF models 20 year horizon.

We would appreciate the opportunity to work with City over the next 24 months to establish a robust SAF model and Policy which appropriately apportions infrastructure costs to the respective new developments. In the time being, our City needs to allow for growth and as such, we are advocating continuing to proceed with development applications status-quo and have the City establish an interim rate using the existing SAF Policy.

2. Coopertown is no more expensive to service than any other growth area and it should be allowed to proceed in 2014.

The total area and population of Coopertown was not accounted for within recommendation put forward, yet the overall cost to service the ultimate community was. Should the total population (34,000 people) and total area (770 ha) of Coopertown been considered, keeping all other elements of the model constant (which we disagree with per the points noted in this letter), the cost per capita would have been reduced from \$8,800 to \$5,600 and the cost to service per net hectare would have been reduced from \$471,000 to \$272,000. These costs are in line with the other growth areas, even though the cost allocations for transportation improvements applied against Coopertown remain unfair. We would expect with properly apportioned transportation costs that Coopertown may be one of the most cost effective communities to service.

Further, a "Coopertown surcharge" is definitely not fair based on the proposed SAF Policy presented. Using the surcharge scenario results in a \$100 M surplus in the SAF fund. This demonstrates that the collection of this surcharge is beyond what the capital costs of the infrastructure required to service the development.

3. Transportation infrastructure is not being treated as a City wide network. The system proposed in the Transportation Master Plan, not only benefits the 300k population range, but also the existing population and a future population beyond the 300k range.

The present transportation model has its shortcomings when it assigns all traffic to access and egress the downtown when we know this is not the case. There are other employment centers around the City which also drive daily commuting traffic. Major north-south or east-west arterials, as well as highways and interchanges will be used by existing residents, as well as 300k and beyond residents. We propose that the transportation network should be more equitably apportioned to the 300k developments as what has been proposed is not fair.

Further, the splits calculated for different development areas based on total hectares of development by neighborhood are inconsistent with the percentage allocated in the model (for further detail see Stantec's attached letter and AECOM's attached letter). Modeled traffic projections should be used as opposed to gross land area to determine the cost sharing splits to fund future upgrades to the City's transportation system.

4. The City should not pick winners and losers. All developments within the 300k population range should be able to proceed on an interim basis if they can show that they are making use of existing capacities in our municipal systems.

A 300k population range is too specific for the size of our community to identify which areas should grow ahead of other areas. The infrastructure networks between all areas of the City are interrelated, and to try to assign what infrastructure is required for each new growth area is not easily assignable. For example, park and recreational components for a region are being allocated only

to the specific neighborhoods where they will be located in (Coopertown, West Harbour Landing and the Towns), yet no consideration to other benefiting neighborhoods (new or existing) is made. Similarly, the transportation upgrades noted are shared between many neighborhoods. For example, per the SAF model presented, 55% of the shared transportation costs for the entire City have been allocated to Coopertown alone. How will all of these elements be built unless all developments proceed, including Coopertown?

Furthermore, why are the developers being held to 20 ha per year for 2014/2015 when some may be able to advance more land and others may not be ready? The market should dictate the pace and location of growth, not the City.

5. Separate fees for different population ranges (235k vs. 300k) should not be considered until the new permanent SAF model and policy is established.

The benefit of future infrastructure to 235k population range lands needs be reviewed in greater detail. It does not make sense to differentiate between the two populations ranges when considering an interim solution when the objective of the current SAF model is to amortize the cost of growth equally among all new growth areas. Why are 235k lands not contributing to the cost to construct the \$53 million dollar third pressure zone when many of them are directly reducing the current level of service in existing neighborhoods? Why are 235k lands not contributing to the transportation network proposed, or regional stormwater conveyance, or regional park and recreation facilities when their future populations will be making use of all of these infrastructure elements? We ask that the City rethink their position on establishing different SAF rates for different populations, until the permanent solution is determined.

To conclude, we cannot stress enough the negative severity of what is presently being proposed by the City as an interim measure to deal with growth. If implemented as proposed, restricting development with a new interim policy and substantial rate increase will directly affect housing affordability within our community as well as access to an adequate supply. The result is that the growth within the City will not occur as it will be pushed outside our boundaries into the RM of Sherwood, Saskatoon and other municipalities which have more proactive policies to encourage growth. We are requesting to meet in person with your representatives as soon as possible to discuss this urgent matter. We await your response on a convenient time and place to meet.

We look forward to our continued involvement and collaboration with the City to implement a new permanent SAF model and policy; one that makes growth pay for growth, but is also fair.

Yours truly,

DUNDEE DEVELOPMENTS

a division of Dundee Realty Corporation



Evan Hunchak

Land Development Manager

EH/eh

Attachment: letters

cc AECOM - Attn: Rob Jollimore, P. Eng.
 Artisan Design Build – Attn: Chris Johnson
 Associated Engineering – Attn: Daryl Brown, P. Eng.
 Daytona Homes – Attn: Terry Canning
 Homes by Dundee – Attn: Dave McEachern
 NIS Contractors - Attn: Ron Canfield, A.Sc.T.
 North Prairie Developments – Attn: Andrew Williams
 North Ridge Development Corporation – Attn: Patrick Mah
 Oak Park Developments – Attn: Rob Butler
 Pacesetter Homes – Attn: Curt Keil
 Planning Alliance - Attn: John van Nostrand, FCIP, RPP, FRAIC
 Reimer Custom Homes and Commercial – Attn: Graham Toth
 Rosewood Park Alliance Church – Attn: Jerven Weekes
 Stantec - Attn: Karen Cossitt, P. Eng.
 Trademark Homes – Attn: Dustin Halvorson
 WF Botkin Construction - Attn: Ron Smith, A.Sc.T.
 Wilco Southwest Contractors – Attn: Peter Maat
 Zarkor Homes – Attn: Shaheen Zareh



#105 - 1230 Blackfoot Drive
Regina, Saskatchewan S4S 7G4
Telephone: (306) 347-8130
Facsimile: (306) 347-8108

February 26th, 2014

Email: urbanplanning@regina.ca

City of Regina
Planning Department
12th Floor City Hall
2476 Victoria Avenue
P.O Box 1790
Regina SK, S4P 3C8

Attention: Shanie Leugner, Manager
Long Range Planning

Dear Ms. Leugner

Re: Comments to Phasing and Financing Plan

On January 29th we were provided a presentation of the model and phasing scenarios. On February 12th we participated in a work shop and provided feedback to the model and phasing options.

It can be concluded from the "feedback" session on February 12th, there are significant issues with the model, policies and the direction of the process. These concerns were expressed by all major stake holders at the meeting and are summarized in the Regina and Region Home Builders Association- "Perspectives on the City of Regina's Phasing & Financing Plan." We endorse the RRHBA perspective and echo the concerns and comments presented. Our overarching points to the impact of the plan are as follows:

1. Servicing Fee Policy

For a plan to have success, we must review the existing and proposed policies. The underlining policies will drive the plan and the validity of a phasing and financing plan are based on solid policies which consider:

- a. Existing benefitting areas;
- b. Post period contributing areas;
- c. Pre-existing chronic servicing constraints:
 - i. Wastewater
 - ii. Water pressure; and
- d. The City's ability to fund its fair share of the costs.

2. The Model

The model to be revamped to reflect a rolling model versus a 20 year term model. This would be representative of a model reflecting the live cycle term of infrastructure included as capital in deriving the servicing fees.

3. Assumption Used in the Model

Assumptions would be a result of policy review and would address:

- a. Land absorption to be reflective of current absorption patterns;
- b. Capital projects to be reviewed for need, value and timing; and
- c. Existing and post benefitting periods to be accounted for.

4. Infrastructure Deficit and City Debt Limits

There is insufficient funding used in the model to fund existing and post period benefits. The City requires the ability to fund its fair share of capital projects. Alternative funding for infrastructure must be found if the debt limit cannot be increased.

There is resistance by the City to acknowledge and properly deal with the deficiency in the process. The City is determined to establish an interim servicing fee rate within its own created policies and interpretations of existing policy. This mindset is driven by the City's inability to cash flow and finance its fair share of infrastructure. The result is a creative phasing and financial model that mitigates the City financial exposure. This approach is not proper and contrary to the desire to grow our City in a financially viable fashion. It has been suggested that advancements of new neighborhood concept plans to Council will be withheld. It is imperative the City continues to process the secondary and concept plan applications before them while the phasing and financing plan is dealt with in a collaborative and proper manner. Any delays in process will simply result in a serviced land shortage. We cannot have the crisis of 2007 repeat itself.

The interim solution is to carry on until a full review of the model, policies and projects has been completed.

Once the policies are in place the capital projects can be evaluated for value, timing and share ability. Our consultants should be involved as assistance to this process.

Yours truly,

DUNDEE DEVELOPMENTS

a division of Dream Asset Management Corporation



Ned Kosteniuk, A.Sc. T.
Vice President, Regina Land

Memorandum

To Dream Developments Page 1

CC

Subject SAF Model Calculations Review & Comments

From AECOM

Date April 29, 2014 Project Number 60303621.400

As per the request of Dream Developments, AECOM completed a review of the City of Regina's Service Agreement Fee (SAF) model with regard to how the costs were allocated to the Coopertown Subdivision.

General Comments and Assumptions

- For AECOM's review and analysis, we worked from the excel document named "Recommended300K-Model.xls.
- Cost sharing of future infrastructure that benefits existing and future populations (i.e. 300K+) should be included and not based on only having contributions from 235K and 300K development areas.
- Having SAF pay for new infrastructure over a 20 year horizon is too short sighted. Most infrastructure would have 50+ year life cycle.
- Undeveloped lands within the 235K area will have similar impact on future infrastructure as undeveloped lands within the 300K area. The City appears to be reserving municipal system capacity for lands identified within the 235K area. This is not necessarily the best use of system capacity.
- Future lands consisting of 300K+ should be included in cost sharing.
- The Area Basis Calculation only uses 300K growth populations and land area, yet the gross costs relate to Coopertown's full build out of 33,200 population and 770ha. The results of including the full population and area are outlined in the following table;

Costs	300K - 21,500 pop & 446ha	300K+ - 33,200 pop & 770ha
Cost per capita	\$ 8,785.55	\$ 5,689.44
Cost to service area Gross ha	\$ 423,518.77	\$ 245,310.87
Cost to service area NET ha	\$ 470,576.41	\$ 272,567.64

Drainage

- The costs associated to the regional drainage conveyance outlined for Coopertown should include all contributing 235K, 300K and 300K+ areas which make use of the conveyance.

Sanitary Sewer

- Analysis is underway to determine if the Coopertown Phase 1 Lift Station and the Maple Ridge Lift Station can be eliminated by means of a gravity trunk.

Water

- Third Pressure Zone gross costs are allocated to 300K development based on area within the primary pressure zone. Is the City's water system only being designed and constructed up to a 300K population? If not, then the 300K+ development areas which will benefit from these upgrades should be accounted for in the waterworks cost per hectare.

Transportation

- Cost sharing of future infrastructure that benefits existing population should be included and not based on only having contributions from 300K development. As an example, but not limited to, Sask Dr. and Lewvan Flyover and Property Purchase should not just be split between 300K development.
- 13th Ave & Pasqua Street Traffic Signals only has a total cost of \$119,500 when all other signals equal a total cost of \$150,000.
- Sask. Dr. and Courtney St. Traffic Signals do not include a cost share for Northridge and we believe they should be included.
- Sask. Dr. Widening (Angus St. to Princess St.) has an abnormal cost share percentages. (Coopertown=38%, HLW=1%, Westerra=14%, Northridge=3%, Skywood=14% and City=30%). Please clarify.
- Courtney Street Extension (Dewdney Ave. to Sask. Dr. extension) has a miscalculation in either the gross cost or cost share percentage.
- Clarification required between spreadsheet line items and associated splits for
 - Sask. Dr. extension (Courtney St. to Pinkie Rd) - \$4,950,000 and
 - Sask. Dr. / 13th Ave. Extension/Reconstruction (Courtney St. to Pinkie Rd) - \$8,000,000. Why aren't Westerra and Harbour Landing West included in this upgrade.
- Transportation splits appear to be solely based on hectares for developments that could possibly use a given route. These splits should take into consideration a neighbourhood's likelihood of using a given route. For example Coopertown is assigned 24% of the cost for the Saskatchewan Dr. and Lewvan Dr. Flyover based on hectares. This upgrade however will be more beneficial to an area like Westerra as it is their primary gateway to downtown.
- Pinkie Rd. and Courtney St. upgrades will benefit Westerra and Harbour Landing West as a route to the Ross Industrial employment zone. These areas should be accounted for in the transportation splits.

Parks and Rec

- Zone Level Parks are city wide parks and are enjoyed by all residents of the zone and therefore should have cost sharing across the entire zone, i.e. Maple Ridge, Creeks Edge, Westhill and Sherwood/McCarthy areas will benefit from the Coopertown Zone Park.



April 28, 2014

City of Regina
Planning Department
9th Floor City Hall
P.O. Box 1790
Regina, SK S4P 3C8

Attention: Shanie Leugner

Dear Ms. Leugner:

Re: Phasing and Financing Plan Feedback

At Homes by Dundee, we directly employ 40 individuals within our community, in addition to the vendors, trades and sub-trades who supply the materials and skills to construct our homes. This represents hundreds of people within Regina who rely on the vitality of our business. Annually we build approximately 200 homes which inject \$60,000, 000 into our economy by way of salaries and materials.

We support and agree with all points identified in the Dream Development letter dated, April 25, 2014. As well, the vitality of our business is relying on Coopertown to receive municipal approvals to proceed in 2014. Should it not, our business will greatly suffer and the effects will be felt in the local economy.

Yours truly,

Homes by Dundee
a division of Dream Asset Management Corporation

A handwritten signature in blue ink, appearing to read 'D. McEachern', is written over the company name.

Dave McEachern
Vice President, Regina Housing



N.I.S. CONTRACTORS LTD.

WATERWORKS AND SEWERAGE INSTALLATIONS

P.O. Box 1634
344 Industrial Drive
REGINA, Saskatchewan S4P 3C4

Telephone: 543-5644
FAX: 775-2130

April 28, 2014

City of Regina
Planning Department
9th Floor City Hall
P.O. Box 1790
Regina, Sask.
S4P 3C8

Attention: Ms. Shanie Leugner

Re: Phasing and Financing Plan Presented April 15, 2014

As a member of the Dundee Construction Team and the Regina & Region Homebuilders' Association we support Dundee's response to the current Phasing and Finance Plan.

N.I.S. Contractors Ltd. is a Local Employee Owned Corporation whose main source of revenue is gained through the construction of new developments in Regina. We employ approximately 70 persons of which 70% were scheduled to work in the proposed Coopertown Development in 2014. The cancellation or postponement of the Coopertown Project will definitely put extreme stress on our company and employees.

We fear the severity of the plan as proposed by the City will stifle the long anticipated growth of the City of Regina.

Yours truly,

Ronald D. Canfield, A.Sc.T., G.S.C.
President



April 28, 2014

City of Regina
Planning Department
9th Floor City Hall
P.O. Box 1790
Regina, SK S4P 3C8

Re: Phasing and Financing Plan Feedback

To Whom It May Concern:

North Prairie Developments support and agree with all concerns identified in the Dream Development letter dated, April 25, 2014. The recommendation proposed to deal with the interim growth within the City of Regina is not viable. Infrastructure costs need to be appropriately allocated to the existing residents, as well as future residents. If what has been proposed proceeds, the vitality our business and our industry will greatly suffer. We are relying on fair development levies and for Coopertown to proceed in 2014.

Sincerely,

A handwritten signature in black ink, appearing to read 'Andrew Williams', with a long horizontal stroke extending to the right.

Andrew Williams
North Prairie Developments
Vice President – New Homes



April 30, 2014

Dundee Developments
300-4561 Parliament Ave.
Regina, Saskatchewan
S4W 0G3

Attention: Evan Hunchak

North Ridge Development Corporation is a diversified land development and residential construction company operating throughout Saskatchewan, building a significant volume of single family and town house projects. Our production numbers in Regina average in excess of 100 units annually.

As a land developer holding 80 acres in northwest Regina in the 300,000 growth plan, North Ridge has submitted their brief to the City of Regina setting out their response and committing to work with the city and all landowners to achieve timely and integrated land use and infrastructure planning within Regina's Vision for Growth.

As a major homebuilder, North Ridge supports market choice and affordability in all subdivisions of Regina and will actively invest in these neighborhoods when lots become available.

A handwritten signature in black ink that reads "Walter Mah". The signature is fluid and cursive, with the first name "Walter" and last name "Mah" clearly distinguishable.

Walter Mah, President
North Ridge Development Corp



April 25, 2014

City of Regina
Planning Department
9th Floor City Hall
P.O. Box 1790
Regina, SK S4P 3C8

Re: Phasing and Financing Plan Feedback

To Whom It May Concern:

Thank you for the opportunity to provide you with feedback on the proposed Phasing and Financing Plan released by the City of Regina April 15, 2014.

In the last five years, we have successfully completed Single Family and Attached Homes as well as our Multi-Family and Commercial Projects: Sage in Harbour Landing, Skyy in Lakeridge and the Harbour Landing Business Park.

Currently, we have the following Projects in production in the City of Regina:

Joy in Harbour Landing - 108 Homes
Life in Harbour Landing - 182 Homes
Edge Townhomes 11 Homes
Oak Park Living Single Family – 49 Homes
RGB – 62 Homes
Motif – 16 Homes
Velocity – 103 Homes
Grand Total Currently Under Production: 531 Units

Our focus is to provide affordable, beautiful Homes to our Clients who are primarily comprised of first time home buyers as well as provide a steady, sustainable income to our Employees, Trade Partners and Industry Partners.

With our current velocity of production, we are able to provide affordable housing to hundreds of residents in the City of Regina annually as well as provide a consistent income for our Employees, Trade Partner and Industry Partners which injects approximately a million dollars into the City of Regina economy every month, several million annually.

To maintain our production velocity, we are counting on being able to move into Coopertown in 2015 with Dream Developments (Dundee) for which the approval for 2014 has not yet been released. To not do so would deliver nothing less than a crippling blow to our well being.

Thank you for your review and consideration.

Sincerely,



Rob Butler
Oak Park Developments Ltd.



Reimer
Custom Homes & Commercial Inc.

Regina, Saskatchewan

Tel: 306-949-4663

Fax: 306-949-4665

www.reimercustomhomes.com

email: info@reimercustomhomes.com

April 28, 2014

Attn: City of Regina Planning Department

To Whom It May Concern:

We at Reimer Custom Homes and Commercial Inc. are fully committed to Regina and our desire is to continue to contribute to the growth of this great city. With this in mind, we cannot agree with the recommendations set out in the Phasing and Financing Plan dated April 15, 2014. We are in agreement with the statements made in the feedback letter from Dundee Developments to the City of Regina Planning Department dated April 25, 2014.

As a company of 35+ full time employees and that develops 20 – 40 homes every year, we depend on a steady supply of affordable land in order to service home buyers in Regina. We are currently working with the Headstart on a Home program to develop entry-level housing in the Harbour Landing neighbourhood. If land fees were to increase the amount that is being proposed in the Phasing and Financing Plan, we would find it extremely difficult to keep costs low enough to develop homes that would qualify for this program. I am sure it is not the city's goal to freeze entry-level buyers out of the market, but we fear this will be the result if the recommendations from this report move forward without adjustment.

We would encourage the city to meet with Dundee to discuss the five key points outlined in their letter.

Sincerely,

Graham Toth

Project Manager – Reimer Custom Homes and Commercial Inc.



Stantec Consulting Ltd.
1919 Rose Street, Regina SK S4P 3P1

April 24, 2014
File: 113100595.200

Attention: Evan Hunchak
DREAM Asset Management Corp.
#300-4561 Parliament Avenue
Regina SK S4W 0G3

Dear Evan,

Reference: Harbour Landing West Secondary Plan & Studies
Review of City of Regina's April 15th Phasing and Financing Plan

Stantec has reviewed the presentation and associated documents made available from the City of Regina in regards to the April 15th Phasing and Financing Plan that has been proposed.

The following are the comments we provide:

- In the interim model the City reduced its share for transportation projects to 0 % for projects that have previously been identified as 15%. Would suggest the City leave the funding split as it has been previously agreed to until the full policy review has been completed.
- The shift for interchange splits from 25/75 SAF/City split to a 50/50 split should not be completed at this point. The funding split should remain at the 25/75 split until the full policy review has been completed.
- The Towns South is noted in the 235 K scenario however in the presentation it was excluded in the interim. This needs to be clarified as to when the Towns can go ahead.
- City notes that the Commercial Corridor along Victoria Avenue East can continue on an interim basis. An interim solution is not the most economical way to provide services. For example there is no capacity for sanitary flows on Haughton Rd. Will the City allow a sanitary storage/pump station for commercial development when a regional solution should be evaluated?
- Why are new staff being added to the interim solution? The full policy review may determine that extra staff is not required. Would like to see the additional staff be removed from the interim solution.
- Each project should be reviewed by the City and Consultants to determine "who benefits." To assume that new infrastructure is only required for that development and therefore should be paid 100% by the development seems like an inadequate argument. Growth should pay for growth, but should it pay for all of it when there are



**Reference: Harbour Landing West Secondary Plan & Studies
Review of City of Regina's April 15th Phasing and Financing Plan**

benefits generated for existing residents? For example, the 3rd pressure zone should not apply only to new growth, as it provides improvements city wide as the existing infrastructure is deficient.

- The line items should really be reviewed line by line with the City. In the past, the SAF rate was reviewed with the City. Each line item in the SAF model was reviewed to determine if it should be in/out/deferred and to confirm the cost associated with it. Some items in the lists have been added as place holders. The projects should be audited and examined much more closely. Bringing consultants in to meet with the City and go over the details is required to determine what is required for the City to grow, based on infrastructure.
- Scenario 3 puts the City in a position where they are \$120M in the positive. This seems like the balance has shifted significantly to a point where the City is putting most of the burden of infrastructure improvements on developers now and making out great later. The City should not be in the negative but the cash flow amount is too high by 2032.
- There are certain items, i.e. the \$60M set aside for a new leisure aquatic facility, which was just pulled out. This project should remain in. That's something that everyone should pay for, new and existing homeowners.
- Some of the logic going into the improvements is based on a sector approach when the city should be focusing on a master plan for infrastructure that benefits the overall City, both now and in the future. Sure there are primary benefitting areas, but there is some benefit for all once these improvements have been completed.
- In the 300K spreadsheet the City only includes 1041 ha from the 300K growth areas up to 2032. This seems low considering the infrastructure for all of Westerra, Coopertown, McCarthy North, The Towns and WHL Phase 1 is to have been fully serviced. Can the City provide a breakdown of contributing areas from each area in the 235K and 300K scenarios to show how the planned infrastructure and developing areas balance?
- There appears to be upgrades that will be SAF funded by existing development and the areas of the remaining development in the 235K are not quantified. How much is left in the Greens, Hawkstone, Harbour Landing, Skyview subdivisions, etc. and how much will they contribute? The Cash Flow shows 587 ha. At first glance this seems high but supporting information would be appreciated.
- How are cash flows added into the model for commercial areas and industrial areas, for example Fleet Street Business Park?
- Why are the developers being held to 20 ha per year for 2014/2015 when some may be able to advance more land and others may not be ready?
- There are a number of road projects that are 100% SAF funded that increase the level of service for existing rate payers.



**Reference: Harbour Landing West Secondary Plan & Studies
Review of City of Regina's April 15th Phasing and Financing Plan**

- Removing trunk, water main oversizing and arterial roads from SAF funds will shift future infrastructure investment onto developers. This won't be a problem for developers if the oversizing will benefit them in the future; however, if it provides servicing for another developer or lands beyond the 300K growth horizon it may be difficult to justify and enforce.
- Having a developer own, operate and maintain a pump station for decades is unreasonable. If a permanent storm water pump station is now acceptable by the City for Westerra, it should be evaluated and considered for WHL.
- The annual rate of development in the spreadsheets is no longer consistent. The assumed rate for the 235K lands and 300K Lands combined are shown below. The previous spreadsheets had about 80 ha/year of development.

Proposed Rate of Development as Per Cash Flow Summaries			
Year	235K Lands	300K Lands	Total
2013	80	-	80
2014	83	60	143
2015	83	60	143
2016	96	45	141
2017	69	45	114
2018	71	30	101
2019	61	30	91
2020	45	50	95
2021		70	70
2022		75	75
2023		73	73
2024		73	73
2025		73	73
2026		82	82
2027		70	70
2028		45	45
2029		50	50
2030		40	40
2031		30	30
2032		40	40
Total	587	1041	1,628



April 24, 2014
Evan Hunchak
Page 4 of 7

Reference: Harbour Landing West Secondary Plan & Studies
Review of City of Regina's April 15th Phasing and Financing Plan

Area Base Calculations

Would like the City to clarify the following:

Population in Westerra seems low (23 people/Ha) - maybe ok if they have only 45% residential and the rest is commercial.

Roads – Unclear on where the total amount of \$249,824,480 came from? Perhaps again they could inform us as to which projects the splits apply to on the Transportation Splits Tab.

Waterworks - must assume that the Developers will pay for all oversizing - this is not a fair assumption.

Waterworks (Eastern Pressure Zone) - all cost are applied to these subdivisions without consideration to regional areas that will also benefit from it.

Drainage (regional conveyance systems only) - Westerra should have some cost applied to it for maintaining their pump station indefinitely or Harbour landing should get recovery for their temporary stormwater pump station.

Parks & Recreation - if the applied cost is for "Regional Parks" – then the SAF recovery would go back to that particular Developer, however the associated costs should be split between everyone the same as the "Third Pressure Zone" costs are.

Recommended 235K-Only-Model

Missing breakdowns for each individual area - need this breakdown to do a minimum level of review.



**Reference: Harbour Landing West Secondary Plan & Studies
Review of City of Regina's April 15th Phasing and Financing Plan**

All Models

Transportation - Contribution splits are all over the place - for example:

Pinkie Road Flyover

Split based on Hectares:

Westerra	324 Ha	40.4%
Coopertown	446 Ha	55.6%
Northridge	32 Ha	4.0%

Actual Split:

Westerra	\$8,079,800	40.4%
Coopertown	\$11,122,194	55.6%
Northridge	\$798,804	4.0%

The contribution split is in agreement with the split based on hectares for the Pinkie Rd Flyover.

Sask Drive Extension Courtney Street to Pinkie Road

Split based on Hectares:

Westerra	324 Ha	35.1%
Coopertown	446 Ha	48.4%
Northridge	32 Ha	3.5%
WHL	120Ha	13.0%



**Reference: Harbour Landing West Secondary Plan & Studies
Review of City of Regina's April 15th Phasing and Financing Plan**

Actual Split:

Westerra	\$1,039,500	21.1%
Coopertown	\$2,863,543	58.0%
Northridge	\$191,701	3.9%
WHL	\$841,500	17.0%

Based on land area to be developed, Westerra should be contributing 35.1% and not 21.1%.

13th Ave Corridor Improvements (Elphinstone St. to Lewvan Drive)

Split based on Hectares:

Westerra	324 Ha	30.1%
Coopertown	446 Ha	41.4%
Northridge	32 Ha	3.0%
WHL	120 Ha	11.2%
McCarthy North	154 Ha	14.3%

Actual Split:

Westerra	\$59,400	18.0%
Coopertown	\$157,033	47.8%
Northridge	\$10,513	3.2%
WHL	\$46,200	14.0%
McCarthy North	\$56,100	17.0%

Again, based on land area to be developed, Westerra should be contributing 30.1% and not the proposed 18.0%. It appears that Coopertown & McCarthy North are being penalized, and yet they are least likely to benefit from this upgrade. There are a number of these calculations on Roadway splits that should be re-evaluated.

Storm Sewers - Area basis sheet shows drainage costs (Conveyance Only) for Coopertown & Towns only, however Westerra, McCarthy North & Northridge also have conveyance systems. The City is not being consistent in how they treat regional conveyance.

Parks – The City is not being consistent in how it calculates SAF contributions for parks.



April 24, 2014
Evan Hunchak
Page 7 of 7

**Reference: Harbour Landing West Secondary Plan & Studies
Review of City of Regina's April 15th Phasing and Financing Plan**

General Comments:

It was extremely difficult to follow the City spreadsheets and how they came up with their splits. It is not possible to do a reasonable review of the costing unless a meeting could be held and each number/project reviewed individually.

Recommended 235K option – There are a lot of Street projects that are 100% SAF funded that appear to be more than growth driven. This skews the cash flow.

The south portion of the Towns (portion in the 235 growth area) - Roads, Water & Parks show up in the 2014-16 years, however Sanitary & Storm Conveyance does not.

To assume all oversizing is paid by developers is not a reasonable expectation and at a minimum should be delayed until the full policy review has been completed and not done during the interim.

Based on the City requiring an interim solution for the SAF rates, until the full policy review can be completed, we would recommend that the City keep the existing SAF rates the same as the current 2013 rates. The large number of policy changes proposed from the April 15th Phasing and Financing Plan should be analyzed with the full SAF review and not introduced for an interim solution.

Regards,

STANTEC CONSULTING LTD.

Karen Cossitt, P.Eng.
Senior Engineer, Urban Land Engineering
Phone: (306) 781-6375

c. Ned Kosteniuk, Paul Moroz, Dream Development
George Reynoldson, George Tsougrianis, Chad Bialobzyski, Brian Parks, Stantec

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Trademark Homes Inc.

To whom it may concern,

Trademark Homes is aware of the challenges the City of Regina is facing while trying to support the growth of Regina. That said, we also are aware of the major challenge that could be put in place for our developers, which then gets passed on to the builders which then gets passed on to the end user, a new home buyer in Regina when it comes to costs to develop and bring forward more land for our community to grow.

Affordability is something our industry is thinking of each and every day as it not only effects our ability to be a successful company, but it also plays a major role in the community that we try to grow as well. Trademark Homes consistently builds over 50 homes a year in each area of Regina, including infill, Greens on Gardiner, Harbour Landing and Lake Ridge/Lake Ridge Addition. So far this year, we have had great interest from Regina citizens coming to us to build in Pilot Butte and White City because they appreciate the lot sizes and price. A quote we often hear is "We get so much more for our money outside Regina".

This is scary for not only us, but I am sure anyone who reads this who is in support of positive growth of our city. These people, if all things were equal, would love to stay in Regina. As lots get smaller, more expensive and only allowed in certain areas of the city, I am sure this pattern will continue, not because people want to leave Regina for a smaller surrounding community, but because they simply have no choice because of affordability.

Trademark Homes directly employs 30 staff members, and contract directly another 35 sub-trades/suppliers in our city. If building becomes unaffordable, there are many who not only lose the chance to own a new home, there might be many with their current home for sale, to move to a city that can accommodate the quality of life they want at the most basic level. Owning your own home, with a yard for your family and friends to enjoy and live in.

Trademark Homes strongly supports the Regina and Region Home Builders Association along with our Developer members including our building partner at Dundee Developments.

Dustin Halvorson
Sales and Marketing Manager
www.trademarkhomes.ca
306-551-9083 (c)
306-205-2502 (o)

April 28, 2014

City of Regina
Planning Department
9th Floor City Hall
P.O. Box 1790
Regina, SK
S4P 3C8

Attn: Shanie Leugner

Dear Ms. Leugner:

**Re: Phasing and Financing Plan Recommendation
City of Regina 2014**


As a member of the Regina & Region Homebuilders Association (RRHBA) and a local Regina Company with over 250 employees that has and continues to provide street and road construction to the Regina community for over 57 years; we are very displeased and concerned with the recommendations.

We believe these recommendations will have supreme negative impacts on our community and its residents, attraction of future employees to the area, the construction/development industries and our firms operations.

It appears to us that the City of Regina has lost touch with the focus and needs of our community and are failing to grasp the advantages of working together with the development and construction industries to develop innovative and progressive policy for the proper systematic growth of our city.

The future growth of our city and the fundamental infrastructure needs of our residents are directly linked to this collaboration. Short sighted financial downloading has no place in our current growing and developing community.

Yours truly


Ron Smith, A.S.C.T., G.S.C.
Manager

cc RRHBA
City of Regina
Sask Heavy Construction Association
Sask Construction Association



April 29, 2014

City of Regina
Planning Department
9th Floor City Hall
P.O. Box 1790
Regina, SK S4P 3C8

Attention: Shanie Leugner

Re: Phasing and Financing Plan Feedback

Dear Ms. Leugner,

We are greatly concerned with the City of Regina's proposed Phasing and Financing Policy for future development in Regina.

The proposed policy of increased levies and the loading of 100% of the costs of what are essentially city wide infrastructure upgrades onto the development industry has been tried in other western Canadian cities and the results have not been successful. Those cities have quickly reverted back to a more fair method of applying those costs.

Increasing the costs of developing new lots by adding unfair levies quickly drives up the resale value of all existing homes as well, making housing more unaffordable on a city wide basis. It also drives development into neighbouring municipalities, creating a situation where those residents will use Regina infrastructure without paying any Regina taxes.

Restricting development to a few select neighbourhoods will also have the same effect, creating a lot shortage, driving up costs and inflating home prices city wide.

Our company is entirely dependent on the development industry with in excess of 60 jobs created yearly. Should the development of Coopertown not occur it will have a dramatic effect on those positions.

We urgently suggest that the City of Regina rethink its proposed policy and the negative effects it will have on the development industry and the economy of the City of Regina.

Sincerely,

Peter Maat
President

WILCO CONTRACTORS SOUTHWEST INC.

4700 - 110th Avenue S.E., Calgary, Alberta T2C 2T8 Phone (403) 225-2930 Fax: (403) 225-2931

April 28, 2014

City of Regina
Planning Department
9th Floor City Hall
P.O. Box 1790
Regina, SK S4P 3C8

Re: Phasing and Financing Plan Feedback

To Whom It May Concern:

Zarkor Construction Ltd support and agree with all concerns identified in the Dream Development letter dated, April 25, 2014. The recommendation proposed to deal with the interim growth within the City of Regina is not acceptable. Infrastructure costs need to be appropriately allocated to the existing residents, as well as future residents. If what has been proposed proceeds, the vitality our business and our industry will greatly suffer. We are relying on fair development levies and for Coopertown to proceed in 2014.

Yours truly,

Zarkor Construction Ltd

A handwritten signature in black ink, consisting of several overlapping loops and horizontal strokes, positioned above the printed name and title.

Shaheen Zareh
President

CITY OF REGINA

PLANNING AND FINANCING PLAN....RESPONSE TO DRAFT RECOMMENDATIONS

NORTH RIDGE DEVELOPMENT CORPORATION

Through the OCP development and consultation phases the 80 acre North Ridge parcel east of Pinkie Road and south of Goulet Golf Course/West Hill neighborhood was designated for development within the 300,000 Growth Plan. City Council approval August 20, 2013 and the Letter of Understanding between the City and North Ridge set out continuing consultation and study required to determine the phasing of the development, land use and infrastructure planning integrated with the abutting lands and existing neighborhoods..

The City's comprehensive OCP principles accepted and endorsed by North Ridge support this area's inclusion in the early phases of the 300,000 growth scenarios. It meets the compact infill form, completes the existing contiguous neighborhood, maximizes existing infrastructure and amenity capacity, productively adapts and intensifies the use of vacant brownfield land near the expanding west industrial and GTH employment centers. The statement following from the OCP seems designed to apply to this land:

"Through a compact built environment that capitalizes on infill opportunities and more complete neighborhood development along Regina's periphery the city can optimize its infrastructure and service delivery."

North Ridge has been actively participating with the city administration and other developers/RRHBA in consultations as the phasing and financing scenarios have been presented and analyzed. This process has afforded full and constructive consideration of the challenging fiscal phasing options. The company expresses to the administration its appreciation for their professional and comprehensive consideration and adherence to the OCP principles when considering the subject land in the much broader community growth context.

DRAFT RECOMMENDATIONS

North Ridge supports the draft recommended phasing plan based on the stated principles. The company did not plan to develop within the interim period, focusing more on a 5 year horizon as the decisions on development phasing, timing and financing for Westerra and Coopertown infrastructure and SAF Policy are defined. An interim plan is necessary to maintain development planning and investment to support Regina's growth trajectory but should not restrict continued development planning and market business decision consideration for all the 300,000 growth areas. Stalling growth by delaying decisions would send negative messages to investors that are not in the city or development industry's interests. Time and significant investment from concept to development are considerable and the risk should not be exacerbated by exclusion of certain lands.

The North Ridge land has comparable costs per hectare to the recommended interim development at less than 10% greater than recommended Harbor Landing West and the Towns North. Nonetheless

North Ridge believes it is important to work with the abutting land developers and city to both integrate and phase infrastructure and land use planning and to complete the comprehensive SAF policy review to put in place clear and consistent policies and cost sharing principles that recognize both the City fiscal challenges and also the appropriate and balanced cost sharing of infrastructure by both the existing city and longer term growth areas.

North Ridge commits to work with the city and abutting developers to plan and phase the infrastructure on a fair cost sharing model and timing and to integrate their planning with future and existing neighborhoods. Most specifically North Ridge will collaborate with Westerra developers and other intersecting land owners on the required sewage lift station necessary for development if other options for North Ridge are excluded by the city for capacity or design reasons that are being examined for response to the company.

The phasing and financing recommendations seek to identify the most cost efficient areas for interim development without committing to their ultimate build out. Land use planning and neighborhood development as advocated appropriately by the OCP commends orderly and complete neighborhood and sector development. Investment by the development community requires certainty, predictability, capacity and timely decision making for regulatory approval. The risk is considerable if any ambiguity prevails and can deter progress.

Time frames for bringing lots to the active market is 2-4 years necessary for due diligence and review by both the city and the investor. Restricting developers and development in an interim period can impede complete sector planning and infrastructure development, market choice and affordability. The west (Westerra, Harbor Landing West, North Ridge) and northwest (Coopertown) sectors of Regina identified in the 300,000 growth model provide the range and scale of investment and diversity of land use to support the complete sector that will limit transportation movements, enhance connectivity and support community facilities. Development options based on a consistent developer sharing should be supported. North Ridge believes the early approval of all this sector development best serves to achieve the scale necessary to support and finance the infrastructure and community services.

SAF AND FISCAL DEVELOPMENT PRINCIPLES

Parallel submissions by RRHBA and other landowners speak to several fundamental principles for SAF and development funding. North Ridge supports those in principle as basic foundations on which to build the growth agenda. Fundamental to these is the belief that the SAF and phasing determinations have been advocated in the absence of a context of Regina's objectives and vision or firm policies..

- The City Council Vision (paraphrased) is to be Canada's most vibrant, inclusive and sustainable community thriving in opportunity powered by entrepreneurial spirit. It is founded on a belief in growth and diversity. Fiscal responsibility is fundamental to that vision. City Council has embraced that agenda with an aggressive path for new facilities and infrastructure challenging its fiscal capacity. Major new investments are stretching its borrowing capacity funding new facilities over an extended life cycle in which the city will grow beyond 300,000. The SAF model takes a more restrictive and front end approach amortizing developer share of infrastructure

over a 20 year cycle, fixed at 300,000 and a restricted borrowing limit for the City. Previous Council decisions in support of growth should not now impede investment and developer opportunity by following a different and more restricted set of fiscal parameters and limitations. Doing so may have the unintended consequence of suppressing the achievement of Council's vision and risking the growth objectives.

- Regina competes with the other larger prairie cities for investment, attraction of business and industry and, from those sectors, the residential development. Investment capital and interests are mobile and market sensitive. Regina has long sought its current advantageous competitive positioning. Development costs and regulatory process are critical elements in investment decisions. Regina must maintain its competitive ranking or risk erosion of its current favored position. Considerable external capital and commitment have been attracted to the city. Significant policy or rate changes for SAF should consider the relative competitive positioning to, at a minimum, understand the potential impact on investment and Regina's ambitions to maintain growth.
- As the city competes in a prairie large city environment it also functions as the city center of a buoyant region. Complimentary and collaborative growth and planning are regional advocacies of the city to recognize the synergies of mutual growth patterns. Regional development in both the towns and rural areas is influenced by planning, life style choice, cost, infrastructure availability and regulatory regimes. Regional growth is an asset to be fostered but cost shocks in the city will distort the growth distribution and encourage sprawl development interests that are at odds with the compact and efficient scale advocated by the OCP.
- Determination of the SAF rate and its policy framework have proven a difficult and challenging process for the administration. They have laudably attempted to finesse an interim solution to continue development to meet market demand for choice of lots in a orderly and efficient manner respecting city fiscal concerns. There are a number of fundamental concerns that they have been unable to address in this time frame through no shortage of effort:
 1. Determining through a clear lens of service standard the infrastructure required to meet expectations or demand in a fiscally constrained context..all technical needs cannot and will not be met as experience has shown with unused interchange lands..the model cannot be a peak demand satisfaction model. Just as fiscal prudence is required to match capacity so too must infrastructure choices be made to adjust standards in a more urban environment.
 2. Rates are shown to differ between the 235,000 and 300,000 developments, even the interim phases that will be occurring at the same time. That makes a flawed assumption that one phase of development does not impact or partially cause future infrastructure demand and therefore there is a fixed line between phases. This distorts market choices and investment decisions in favor of first in.
 3. The infrastructure to be charged to the 300,000 development is assumed to fit only for that population yet much of it will benefit future development to a larger population. New capital projects will be sized to meet efficient maximum needs. This places an imbalance of cost on the 300,000 growth sector.

4. The basic SAF Policy is outdated and due for a review. The administration has, necessarily in the interest of advancing an interim phasing, made some judgements to accomplish that. Despite their best effort concerns remain on the basic allocation of costs to existing, 300,000 and future benefitting areas, the basis of the policy, the foundational objectives and the implications.

SUMMARY POSITION

North Ridge submits this brief as requested and takes the following summary position:

- Support for the recommended phasing and commitment to work with the city, Westerra and other abutting developers to determine infrastructure capacity, phasing and cost sharing and integrated land use planning following the OCP policies
- Recognition and encouragement that the full west (Westerra, Harbor Landing West and North Ridge) and northwest sectors (Coopertown) proceed on a progressive schedule to provide the scale and density to support and finance the needed infrastructure and community facilities/services
- Support for the necessary fundamental SAF policy framework to be developed to guide future development to the 300,000 and extended growth areas and provide an SAF basis recognizing shared cost principles that has as its foundation to achieve the city's competitive and vision objectives to continue growth achievement
- The interim phasing not prejudice or limit long term growth planning and commitments necessary to achieve the 300,000 growth scenario; development planning and infrastructure costing analysis continue for all areas as the SAF Policy is reviewed to support developer market business decisions
- Commendation and appreciation to the administration for their considerable and challenging work to bring forward the development phasing for Council consideration taking into account the diverse and often conflicting views presented.

North Ridge Development Corporation

May 1, 2014



April 29, 2014

City of Regina
Planning Department
P.O. Box 1790
Regina, SK S4P 3C8

Attention: Shanie Leugner

Thank you for the allowing us the opportunity to respond to the Phasing and Finance plan. As we have said in earlier correspondence, the phasing and financing of the Design Regina plan is very complex. Significant SAF rate increases will have a negative impact on our local economy. The marketplace cannot tolerate the shock that will result from huge increases.

We are satisfied that a thorough review of the SAF policies and model to calculate the rates is being conducted over the next 18 months. Effort by all parties must have the goal in mind of how can we develop policy and funding mechanisms to minimize rate increases. How should the benefits of new infrastructure be split between growth and the existing taxpayers? Over what time period should costs be amortized? How much of the City's debt limit should be utilized for SAF funded infrastructure? Should area specific rates be used? These are all questions that need to be answered through the SAF policy and rate review.

While the in-depth study is being conducted, we realize that an interim rate needs to be established. We fully support administration's recommendation to have differential rates for the 235K neighbourhoods and the 300k neighbourhoods. Under the 2007 Southeast Sector plan, The Creeks was identified as an extension of an existing neighbourhood. The Creeks has a projected population of 2,000 residents and the concept plan from first approval to today has seen very little change. The infrastructure required to bring The Creeks on-stream was relatively minimal and we do not require any of the infrastructure required for the 300k neighbourhoods. The amount of SAF's paid by The Creeks more than paid for the infrastructure required for The Creeks, so from our perspective, The Creeks has been subsidizing the infrastructure required for other neighbourhoods. We should have had area specific rates all along. We vehemently oppose paying a blended rate with the 300k neighbourhoods. There is no doubt that all residents of Regina will benefit from infrastructure built as part of the 300k growth neighbourhoods. That benefit should be allocated to all residents through the property tax structure, not blending the SAF rate so that the 235k neighbourhoods with the infrastructure they require already in place are further subsidizing the 300k neighbourhoods.

When the Creeks came on-stream, there were no reserve funds available for the SAF funded infrastructure. The Creeks stepped up and front ended the building of that infrastructure and was

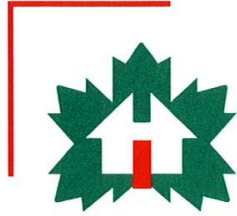
exposed to a high level of risk for doing that. In 2008 and 2009, the financial markets crashed and development was significantly slowed down. Thankfully, subsequent to that, strong market conditions saw The Creeks develop at a pace where the SAF Credits earned could be offset against fees owing for future phases of development. The Creeks has done more than their fair share to pay for its growth.

I would be willing to meet with you to discuss the contents of this letter in more detail. I will be back from vacation on May 6, so any time after that would be fine.

Sincerely,

A handwritten signature in blue ink that reads "Kevin Reese". The signature is fluid and cursive, with the first name "Kevin" and last name "Reese" clearly distinguishable.

Kevin Reese, CMA, CA
General Manager – The Creeks



April 30, 2014

City of Regina
Planning Department
P.O. Box 1790
Regina, SK S4P 3C8

Attention: Shanie Leugner

Thank you for the opportunity to provide feedback on the Phasing and Financing Plan Draft Recommendations presented by the City of Regina on April 15, 2014.

The Regina & Region Home Builders' Association (RRHBA) appreciates the work undertaken by the City in tackling the Phasing & Financing part of the Official Community Plan.

The draft recommendations are once again proposing a significant increase in Service Agreement Fees (SAF) from the current rate of \$264,273. The recommendations are \$304,960 for lands up to 235K for 2015; and for lands up to 300k, \$345,278 in 2014, and \$359,089 in 2015. These proposed increases range from a 15% increase to a 39% increase over the current rate. This, on top of SAF rate increases that have amounted to 253% in the last 9 year period.

What is becoming clear is that *the current SAF model does not provide the City of Regina with the right tools to build capacity financially to fulfill its obligation to deliver services related to infrastructure now and in the future*. When the SAF rate increases, this of course is passed onto the new home buyer and as such, as long as the City is working within the constraints of a broken model, the City's financing issues will continue to be placed ahead of the concerns that have the potential to fundamentally impact our city.

Statistics Canada's New Housing Price Index continues to put Regina at the top or near the top in terms of the greatest percentage increase in new home prices in the country. The January 2014 report shows that Regina's new housing increase was second only to Calgary in percentage increase year over year. When the cost of new housing increases in our city, this impacts affordability right across the board.

Housing costs in Regina have soared in the last decade and wages have not kept pace. In Regina we have seen the median house price rise by a whopping 148% between 2006 and 2013 while the average household income rose by only 37% during that same period. Twenty years ago it took about 5 years to save for a down payment on a house, and today that figure is more like 10 years. The erosion of housing affordability impacts the standard of living and has far reaching consequences for our city.

To start with, the erosion of *housing affordability in Regina is already beginning to lock out an entire generation of first time home buyers*. The millennial generation has been forced to postpone adult hood, putting off marriage and having children while living with their parents longer. Dr. Kershaw, BC Professor and founder of the 'Generation Squeezed' Campaign says the number one reason he attributes to this? "Housing is at the epicenter - the most compelling reason why Generation Squeezed is hurting."

Indeed, comparing the household income to house price ratio's in Regina shows that the rising cost of housing in Regina resulted in locking out over 20,000 first time home buyers from the market in 2012 compared to those in 2006. When the housing affordability issue locks out a generation of first time home buyers this not only affects 'Generation Squeezed', it will have negative consequences for all of us as it means a diminishing market for current homeowners. This becomes a problem of a macroeconomic nature.

But it doesn't have to be this way. The imperative for housing affordability in Regina means we need to start getting our priorities right. *What is required is a simple mind-set shift on the part of the City with its principal objective being concern for the standard of living for its residents*. If accomplished, this mind-set shift could be the key to unlock the market for 'Generation Squeezed' and avoid the problems that accompany the erosion of housing affordability in our city.

Saskatchewan has ranked at or near the top as the fastest growing economy in Canada over the past four years. Our province and our city have prospered under current growth agendas and we are so proud to have been considered among one of the top places to live in Canada. As new citizens flock to our city, Regina is growing and expanding at a rate that has not been seen since the 1970's. With our current economic prospects, Regina has become an attractive place to live and to invest, and housing affordability has played a key role in making this possible. *Therefore, housing affordability is an essential component in keeping our city well-poised for the long run*.

However, we should not be taking our current economic growth for granted. We cannot assume that no matter what we do, we will continue to experience our current rate of prosperity. We must consider the impact that the erosion of housing affordability could have here. *With the erosion of housing affordability we lose the competitive edge that our city has when it comes to being an attractive place to live and invest*. If housing affordability continues to decline in our city, we could get to that tipping point, and as families, individuals, and businesses find other cities to relocate to, the erosion of housing affordability will have become the wet blanket that put an end to our city's prosperity. We all benefit from the prosperity that a growing economy provides. *The erosion of housing affordability in our city has the potential to undermine this for us all*.

And let's not forget our Industry's contribution to the economy. As our city expands and grows to accommodate the influx of population, in building new homes and neighbourhoods, our Industry has contributed significantly to the economy through thousands of dollars in wages yearly that showed up as purchases right across the whole regional economy. *Therefore, should the erosion of housing affordability result in a slowdown in our Industry, this will compound the slowdown in our city's economic growth.*

The City must also consider that when service agreement fees increase, so does the cost of doing business in our city. Investment dollars are an essential component of our city's growth. But investment dollars are mobile and can take flight. If the cost of doing business in Regina continues to rise, there may come a point where other cities and jurisdictions become more appealing. *The City must keep an eye on the costs of doing business if we are to remain competitive in attracting the type of investment dollars that are an essential part of our city's growth.* Indeed, some are already asking how it has come to this in Regina, with the layering on of costs creating such negativity when investing in and developing our city.

If costs continue to rise, *investors may also look to the nearby RM of Sherwood.* Growth just outside the city boundaries is not an unusual consequence of some municipal policies. We see that taking place in cities such as Ottawa and Calgary. Once again, there is a tipping point here and this must be watched closely if we are going to continue to provide an attractive environment for businesses to invest in our community in the long run.

In terms of our Industry's feedback on the City's recommendations, *the Industry suggestion of extending the payback period for infrastructure projects also needs to be considered.* One observation here is this. Financing for the new Stadium and the Waste Water Treatment Plant has been based on a 30 year payback period, but with the City's proposed Phasing & Financing recommendations, over \$700 million in residential growth-related infrastructure is required to be paid back in less than 20 years. It seems that when it comes to the residential construction industry, different rules apply. Regardless of what the reasons may be for this, what we are advocating for is that *payback times should be consistent with the life of the asset.* However, with the City's proposed Phasing & Financing recommendations, this does not appear to be the case.

Increasing the City's debt limit is another feedback item from the Industry that the City needs to consider. The City's rationale for such a significant SAF rate increase is that with the new Stadium, and the Waste Water Treatment Plant, most of the City's current borrowing capacity will be used up. Yet, when we compare Regina's per capita municipal debt limits with other jurisdictions, such as Calgary and Swift Current, for example, Regina's is significantly lower. *Surely there is more room to increase the City's debt limit.* Although it was difficult to get specific information on this, a rough calculation shows that in terms of debt limit, Calgary is at \$5,900 per capita, and even Swift Current's is \$5,600 per capita, whereas in Regina, we are at \$2,150.

We also would like to express concern regarding the changes to policy that have been slipped into the City's proposed recommendations without adequate consultation with the Industry. Any changes to policy should involve proper consultation with the Industry through the policy review process, especially those changes that propose to shift more costs onto developers and therefore onto new home buyers. Examples include shifting interchanges to a 50/50 funding split, and eliminating taxpayers' contributions to the roadway projects. In addition, under the recommended conditions, the City also states that developers must now pay for such onsite infrastructure as storm water lift stations, sanitary lift stations and detention ponds. This is clearly a shift in policy as the funding for these costs has been to date, covered by the service agreement fees. Finally, conditions pertaining to the special study area state that the developer not only covers the costs of building the infrastructure but that the developer operates it as well. Once again, this represents a policy shift.

In addition, do the City's proposed recommendations take into consideration the reasonable and equitable apportionment of costs in terms of who benefits from the infrastructure and therefore who should pay? We think not. There is some question about whether the model treats the split fairly when it comes to evaluating benefits between existing population, future population, and the populations of the new subdivision in determining who should pay. *When infrastructure not only benefits the new subdivision, but benefits the existing population and future population as well, then the evaluation of who should pay should be made according to the proportion of the benefit.* When the developer is being asked to pick up a disproportionate amount of the cost, this once again, needs to be seen in the light of what it actually is. When the City shifts the burden of payment onto the developer, the City is really shifting it onto the new home buyer.

Finally, the RRHBA submitted a proposal to the City in December, 2013 with 8 recommendations to reduce the costs of storm water management in our city. Surely if the City can find ways to reduce infrastructure costs for today and into the future, the City would want to pursue this. Yet, our proposals were not reviewed on time to be considered for this interim process, and therefore the cost savings were not captured by the City for the proposed SAF rate recommendations as they could have been.

The Residential Construction Industry is in the business of growing our city. Growth benefits us all and both the City and our Industry stand in fundamental agreement on this. Therefore, our growth objectives and the City's growth objectives should align. Yet there is incongruence, for the SAF model stands in the way of achieving this. When we speak of a broken model, this is at the core of the issue.

It is critical, therefore that the City endeavors to find an alternative funding model – one that encourages growth in our city, and that our Industry and the RRHBA be heavily consulted in the process. We know the City is presented with a challenging task in finding ways to finance infrastructure. We do understand the challenges, but surely we can come up with solutions that allow our objectives to align. We stand ready to work collaboratively with the City toward achieving this end.

This feedback is meant to provide our perspective on the City's proposed Phasing & Financing recommendations. We hope that our perspective will help inform the City's decisions with respect to not only the interim plan, but in the long-term as well.

Sincerely,

A handwritten signature in black ink, appearing to read "Stu", with a long, sweeping horizontal stroke extending to the right.

Stu Niebergall
President & CEO



#220 - 1911 Park Street
Regina, Saskatchewan
S4N 2G5
Telephone: (306) 924-0445
Facsimile: (306) 545-0333
Email: doug@terrainc.ca

April 29, 2014

City of Regina
Long Term Planning Branch
PO Box 1790
Regina, SK S4P 3C8

Attention: Ms. Shanie Leugner

Dear Sirs:

Re: Phasing and Financing Plan – Draft Recommendations

We are writing to you today with our comments on the above draft report as presented to us on April 15, 2014. Our comments are made on behalf of Mark Geiger and Rita Geiger ("the Geigers") who are the owners of the lands described in the report as North of Lakeridge ("Geiger Lands"). Terra Developments Inc., by contract represents the Geigers as Development Manager on the Geiger Lands.

We would like to first of all say that it is unfortunate that there had to be winners and losers in this process, however we were pleased to see the Geiger Lands included as a "Ready" neighbourhood. We have always believed that the Geiger Lands are readily serviceable, as has been pointed out by previous engineering studies. Because of this, in March 2011 we had submitted a concept plan to the City of Regina.

Recommendation – 3 Most Affordable "Ready" Neighborhoods

As mentioned previously, we have always believed that the Geiger Lands should be classified as ready for development. Together with the engineering and technical data we have submitted concept plans to the long range planning department to begin circulation and review.

We acknowledge the SAF fee rates for these areas will be \$345,278 in 2014 and \$359,089 in 2015. We also note that the Geigers will be responsible for funding the improvements to the downstream infrastructure. However we do request assurances from the City that should their policies change in the future, that projects such as the McCarthy Boulevard enhancements be reimbursed by SAF's. As noted in the Recommended Conditions we would also like to ensure a plan is in place to collect funding from future developments. The Geiger's would then be properly compensated on a proportionate basis.

Scenario 2 – Add Coopertown – Uniform Rate – Hold Deficit at \$50M

We stated earlier that we believe it is unfortunate that there are winners and losers. We do not have any objection to add Coopertown as an area ready for development. Although we are not in agreement with paying an additional \$120,000 in development charges, and in the reduction of development area in 2014/2015.

Under this scenario, the Geigers would see a reduction in allowable development to 15 hectares. They would also be required to fund the downstream wastewater improvements, and pay an additional \$120,000 per hectare in SAF's. This would place an undue hardship financially on the development. Therefore we do not support the adoption of this recommendation.

Scenario 3– Add Coopertown – Coopertown Surcharge – Hold Deficit at \$50M

Our only comment on this scenario is that we do not agree with the decrease to 15.0 hectares to the Geiger Lands. We do not have the resources to properly analyze and comment on the additional surcharge to Coopertown.

Scenario 4 – Uniform Rate for “Ready” Neighbourhoods – Future SAF Rate Risk

The housing markets have gone through a period of rapid growth over the last six to seven years. With that we have seen tremendous increases in housing prices. SAF's have also increased over the last number of years, however the market has been able to absorb these increases. Based on the initial first three (3) scenarios laid out here today, SAF's are about to increase once again. While it is nearly impossible to forecast future growth in the new housing market it does appear that prices are set to begin leveling off. If that is infact true it will be difficult for the housing market to absorb dramatic increases in 2016 in SAF's.

We look forward to the outcome and the final decisions by both City Administration and ultimately Regina City Council on adopting these Draft Recommendations.

Yours Truly,

TERRA DEVELOPMENTS INC.



Doug Rogers
President

Appendix C – Alternative to Recommendation - Interim Phasing and Financing Plan

Part 1 - 235K Growth Plan Areas

- The 2014 Servicing Agreement Fee (SAF) Rate and 2014 Development Levy Rate remain unchanged and apply to 235K land only.
- The 2015 SAF Rate for the 235K lands and 2015 Development Levy Rate for the 235K lands is \$304,960 per hectare effective January 1, 2015.
- The following Employment Areas pay the 235K rate in 2014 and 2015:
 - Land bound by Diefenbaker Drive, Armour Road, Pasqua Street and Highway 11
 - Employment land within the Hawkstone, Kensington Greens, SomerSet approved concept plan areas
 - Fleet Street Business Park Phase 1

Part 2 – 300K Growth Plan Areas

- Up to 15 Net Hectares per year (based on SAF Policy) of subdivision may proceed in each of the following neighbourhoods in 2014/2015. Municipal Reserve will be allowed in addition to the 15 hectares. The developer will be permitted to request servicing agreements with the City for this amount of land, provided all prior approvals and submission requirements are met.
 - Harbour Landing West (within the approved 120 ha area only)
 - Westerra
 - North of Lakeridge
 - Coopertown
- The following areas are not allowed to proceed in 2014/2015:
 - Northridge
 - The Towns (North)
- The 2014 SAF Rate and 2014 Development Levy for the 300K lands is \$345,278 / hectare. These rates are in effect upon Council approval of the Interim Phasing and Financing Plan and Development Levy Bylaw, respectively.
- The 2015 SAF Rate and 2015 Development Levy for the 300K lands is \$359,089 / hectare. These rates are effective January 1, 2015.
- The 2014 SAF Surcharge and 2014 Development Levy Surcharge for the Coopertown lands is \$241,411 / hectare. These rates are in effect upon Council approval of the Interim Phasing and Financing Plan and Development Levy Bylaw, respectively.
- The 2015 SAF Surcharge and 2015 Development Levy Surcharge for the Coopertown lands is \$229,489 / hectare. These rates are effective January 1, 2015.

Part 3 – Conditions

- All high level planning instruments must be approved (i.e. Neighbourhood/Secondary Plan, Concept Plan) prior to rezoning and subdivision application
- All projects internal to the boundaries of 300K Neighbourhood Plans/Concept Plans will be funded by the developer in entirety and will not receive any reimbursement by the City from Servicing Agreement Fee funds or City Contributions.
- Payments for oversized infrastructure within all development lands will be made where deemed required by the Executive Director of Community Planning and Development. Payment for any approved oversize infrastructure will be included in a servicing agreement as per the *Administration of Service Agreement Fees and Development Levies* policy.
- **Harbour Landing West:**
 - No projects required for the development in 2014/2015 will receive SAF funding, except traffic signals if required.
 - All 2014/2015 water, wastewater and storm water projects required for the development are to be funded by developer, including trunks.
 - Developer must own, operate and maintain interim storm water solution until post-300K solution is implemented.
- **Westerra:**
 - SAFs will fund 100% of the cost of widening Dewdney Avenue when approved through capital budget (barring policy changes from the SAF Policy Review).
 - All 2014/2015 water, wastewater and storm water projects required for the development are to be funded by developer, including pump stations, force mains and trunks.
 - City will endeavor to assist in collecting funds from future developers utilizing the designed and constructed capacity of the wastewater pump station and force main to offset the costs.
- **North of Lakeridge:**
 - No projects required for the development in 2014/2015 will receive SAF funding.
 - All 2014/2015 water, wastewater and storm water projects required for the development are to be funded by developer, including trunks.
 - Developer must fund the downstream wastewater improvements including the cost of reconstructing McCarthy Blvd if directional boring is not feasible and utilized.
 - City will endeavor to assist in collecting funds from future developers utilizing the designed and constructed capacity of an improved downstream waste water system to offset the cost.
- **Coopertown:**
 - SAFs will fund 100% of the cost of widening Courtney Street (if triggered) when approved through capital budget (barring policy changes from the SAF Policy Review).

- All 2014/2015 water, wastewater and storm water projects required for the development are to be funded by developer, including trunks, lift stations and downstream storm water improvements, if required.
- City will endeavor to assist in collecting funds from future developers utilizing the designed and constructed capacity of the wastewater lift station.

Appendix D: Questions & Answers

Q1. What are the assumptions in the analysis that create risk?

- The most significant assumption made during the creation of the recommended Interim Phasing and Financing Plan that creates risk to the City is the assumption that the City will experience 150 hectares of subdivision per year for the next three years. The way the SAF model works, the more hectares of development assumed, the lower the required rate. This is because the model assumes a certain amount of revenue based on the projections. If those revenues are not realised, then cash flow can become a problem in the future.
 - This assumption contributes to the concept of “phasing in” an increased rate as it is possible that the rate “should be” approximately \$30,000 to \$40,000 higher if development is slower than projected. If we assume that the rate has been made artificially low through the growth rate assumption and that the artificially low rate is assessed on 120 ha over the next two years, this would result in loss of approximately \$4M in required revenue. If we divide that \$4M between the remaining lands within the 300K growth plan, it would mean an additional \$4,000 for each of those hectares.
- The assumption that the financing strategy used during the interim period will continue on into the post-interim period. Should the SAF Policy Review result in a different approach to financing on-site infrastructure and downstream improvements, the SAF Rate or the cash flow picture could be worse than projected. This is particularly relevant as it relates to the provision of wastewater service in the southeast. Currently, the SAF model assumes that the wastewater solution will be directly funded by the developer who triggers the need for upgrades rather than through SAFs. There are wastewater options in the southeast that would require the use of a significant amount of SAFs to provide the required infrastructure upgrades.
- The SAF model currently assumes that all the industrial development required over the next twenty years will occur in areas that are already receiving services through residential areas. The only exception is the Fleet Street Business Park Phase 1. If development proposals for any industrial areas outside the recommended Interim Phasing and Financing Plan neighbourhoods come forward within the next two years, there is a chance that the City would have to fund some additional improvements with SAFs.
- The SAF model currently assumes that no SAFs/Development Levies will be used to meet targets related to intensification. Should the SAF Policy Review reveal that SAFs/DLs are an appropriate tool to encourage infill development, there may be additional expenses not currently anticipated in the model. Adding costs could affect the cash flow and debt picture.
- Assumptions have been made about the funding arrangements for interchanges at the West Bypass. The City will endeavour to keep the City’s contributions to these interchanges reasonable and fair relative to other regional municipalities; and hopefully the final cost will be lower than the model projects. However, until the price and payment arrangements are negotiated, the interchange projects create uncertainty within the model.

Q2. How does the recommended Interim Phasing and Financing Plan allocate risk between taxpayers and developers?

- The recommended Interim Phasing and Financing Plan transfers the major components of financial risk in the short term to the developers, as they will be responsible for the cost of design and construction of all infrastructure required to service their land. As they gain most in terms of the financial reward.
- While it may be argued by the development community that SAFs are a “hidden cost” and the City should be transparent and charge house-buyers directly for the cost of infrastructure, the reality is the cost of providing water, wastewater, storm water and transportation service to a house should be included in the cost of the serviced lot and therefore in the cost of the house.
- Balanced financial expenditures is critical during the next five years as the City is projected to reach its maximum debt by 2016. After that time period, the debt will begin to be paid down and some debt capacity may be available to finance growth-related projects, should the City decide that it wants to take on debt associated with growth. However, the goal should be for the developers to take on the majority of the risk of growth as opposed to the City, and thus current taxpayers. The more that debt is used to finance growth the more risk is taken on by current taxpayers.

Q3. How does the interim policy affect projects that include taxpayer funding under the currently approved SAF Policy?

The funding strategy being proposed will reduce the taxpayers share of funding. While the City’s current policy is based on the principle of “who benefits from the capital expenditure?”, the proposed funding strategy is based on the principle of “in the absence of growth, would the expenditure be required?”. The following table explains how that policy shift is being applied.

Category	Current Policy	Proposed Interim Financing Strategy
Roadway	Repair and replacement costs are 100% taxpayer (or grant) funded.	No change
Roadway	5% of suburban and 15% of urban roadway widening projects are funded through taxes to account for flow-through traffic and increased volume due to infill projects, which are exempt from SAFs.	0% of roadway widening projects are taxpayer funded. The existing population paid for its required capacity through levies paid when their house was constructed. If the City stopped growing, the roadway wouldn’t be widened and the existing population would continue to use the existing travel lanes. The exempt areas are required to directly fund any infrastructure upgrades that are triggered as a

Roadway	Interchanges are cost shared between the existing population and the new growth areas that will be serviced by it. (Based on the 300K growth horizon, 75% of interchanges would be tax funded).	result of the traffic they generate. A reduction in the taxpayer share of interchanges to 50%. This is to reflect the fact that the existing population paid for its required roadway/intersection capacity through the levies paid when their house was constructed. If the City stopped growing, the interchange wouldn't be required and the existing population would continue to use the existing intersection.
Water	Repair and replacement costs are 100% ratepayer funded.	No change
Water	If new technology is introduced at the plant to increase service levels, it is ratepayer funded. Where capacity is added to the plant (for existing or new technology), it is 100% SAF funded.	No change
Water	Water pressure improvement projects are shared between the population who does not meet current standards (through rates) and the new growth areas.	Currently the SAF model assumes that this project is 100% SAF funded. An engineering study and the SAF Policy review will evaluate if this assumption is correct for the eastern pressure zone project that will be required during the 300K growth plan. It is possible that a portion of this project will require ratepayer funding.
Wastewater	Repair and replacement costs are 100% ratepayer funded.	No change
Wastewater	If new technology is introduced at the plant to increase service levels, it is ratepayer funded. Where capacity is added to the plant (for existing or new technology), it is 100% SAF funded.	No change
Storm Water	Repair and replacement costs are 100% ratepayer funded.	No change
Storm Water	Service level improvements (e.g. a new detention pond in an existing area) are 100% ratepayer funded.	No change
Parks/Recreation	Repair and replacement costs are 100% taxpayer funded.	No change
Parks/Recreation	Zone level parks are shared between the existing population and new growth areas within the catchment area of the	No change

Parks/Recreation	zone park. Municipal level facilities (e.g. a new Leisure Aquatics Centre) are cost shared between the existing population and the new growth areas that will be serviced by it.	No change
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Q4. Why limit 300K growth to 60 ha per year in 2014 and 2015?

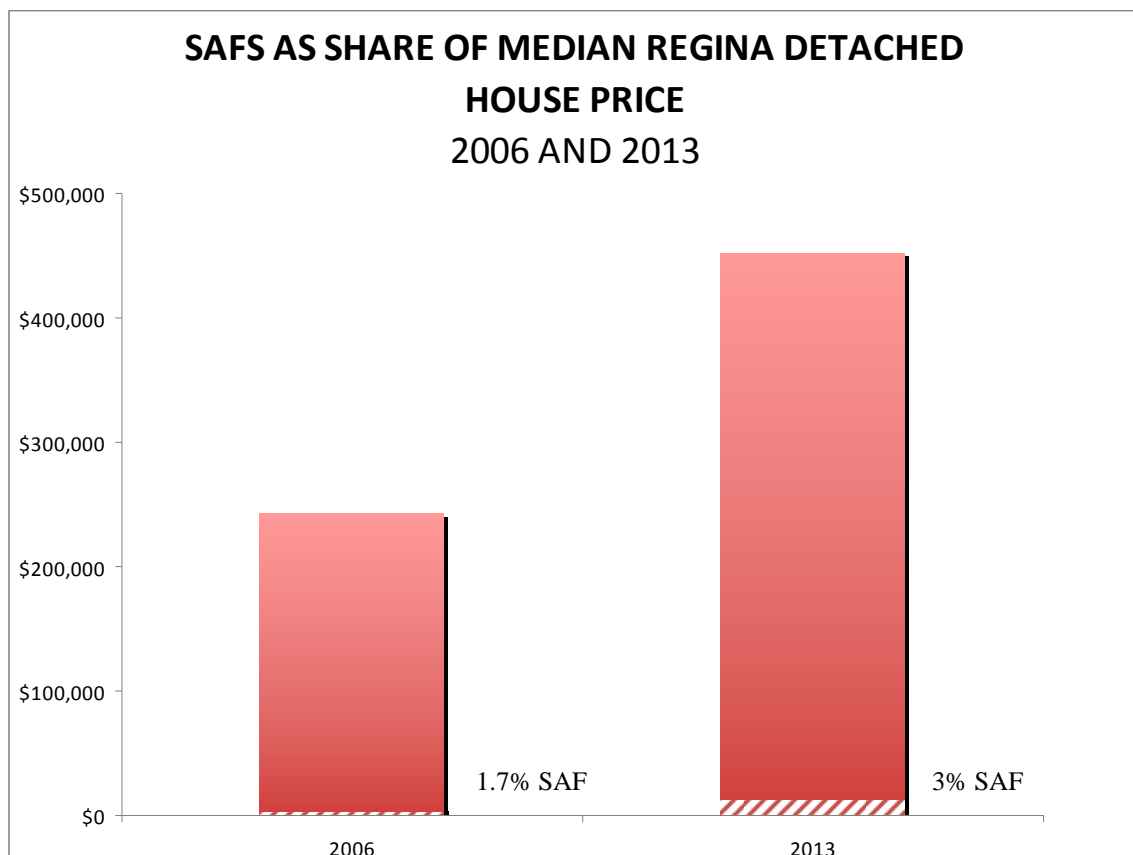
- The current SAF Policy needs to be reviewed. All indications at this time suggest the rate either needs to increase or the scope of infrastructure that is provided directly by developers (rather than through SAFs) needs to increase. In 2007, in advance of policy changes pursuant to the last SAF Policy Review, the number of servicing agreement applications increased significantly as developers advanced applications to avoid higher rates. This resulted in lower revenues to the City and higher future rates. It is recommended that the amount of land available for development in the 300K growth stage be limited to prevent excessive servicing agreement applications. There are sufficient lands to meet the City's development needs with the 235K lands and the proposed (limited) 300K lands.
- To encourage full build out of the 235K lands where investments have already been made by the development community and the City.
- To reduce the chance that the City will need to make major investments required to service the 300K growth areas. The Interim Phasing and Financing Plan is based on the principle that growth of the 300K areas in 2014/2015 will occur in areas where capacity of the existing system is not a major constraint. If major investments are required in addition to the expenditures assumed by the model, the cash flows and debt will become a bigger problem.
- Because 150 ha of subdivision is not likely needed every year to meet market demand, any development that occurs in the 300K neighbourhoods will pull development away from the 235K neighbourhoods. Currently, there are in excess of 400 hectares of unsubdivided land remaining in the 235K growth areas, which, on their own, could supply four years of development based on recent historical land consumption (80 ha).

Q5. What are the implications of the recommendation for housing affordability?

- Both the City of Regina and the stakeholders agree affordability is a key consideration in the development of a phasing and financing plan.
- There are many costs to builders that go into setting the price of a house. SAFs are one small component of that. Other major costs include raw land price, materials, labour and developer and builder profits.
- One of the primary ways to keep development more affordable is to prioritize the development of areas with the lowest cost.

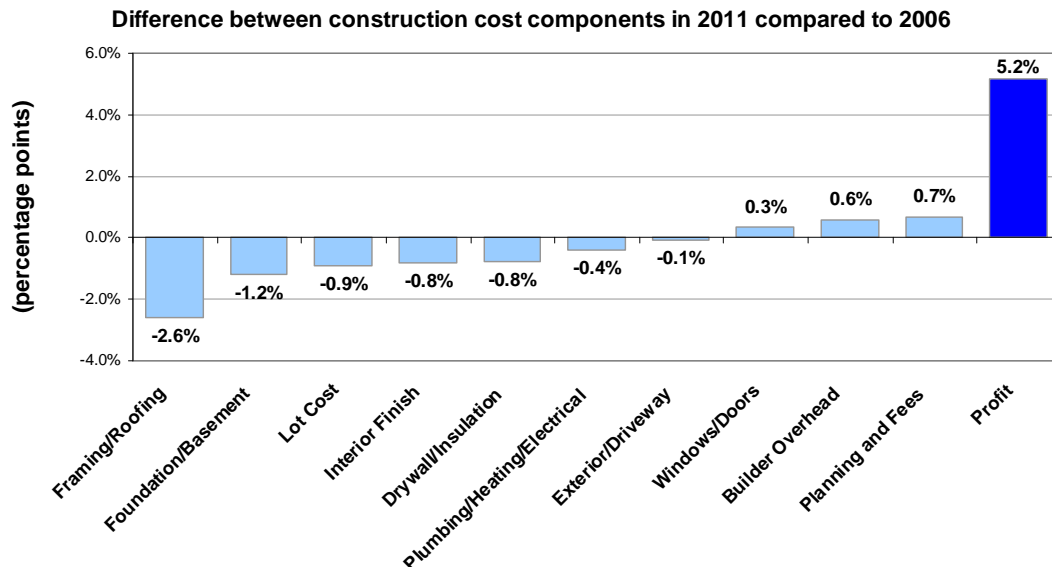
- Stakeholders are seeking to keep housing costs down by keeping SAF rates low; however, SAFs comprised only 3% of the cost of a new house in 2013, while house builder profits are approximately 13% of the cost of a new bungalow (Source: Review of Home Construction Costs & Prices for Regina and Region Home Builders' Association, August 23, 2012). If we assume the average price of a new house remains constant, the 300K SAF Rate would comprise 4.3% of the cost of a new house in 2014 and 4.5% of the cost of a new house in 2015. It is likely; however, the cost of a new house could continue to rise and the SAFs could comprise less than these estimates.
- The development industry has suggested government fees and levies are one of the major drivers of housing prices in Regina because they rose by 200 per cent between 2006 and 2011. While it is true that SAFs doubled in 2007 to ensure capital projects related to growth were not being subsidized by taxpayers, they went from comprising 1.7 per cent of the cost of a new house in 2006 to 3.1 per cent of the cost of a new house in 2011. That is, from 2006 to 2011, SAFs went up approximately \$10,000 per single detached unit. The price of a house went up approximately \$200,000 during the same time period.
- The following assumptions/principles apply to the charts within this Appendix:
 - They are standardized to assume 70% net:gross; 18 uph, 40 x 110 foot lots
 - Average new detached housing costs are sourced from CMHC, Housing Now, Table 4, February 2014.

Chart D-1



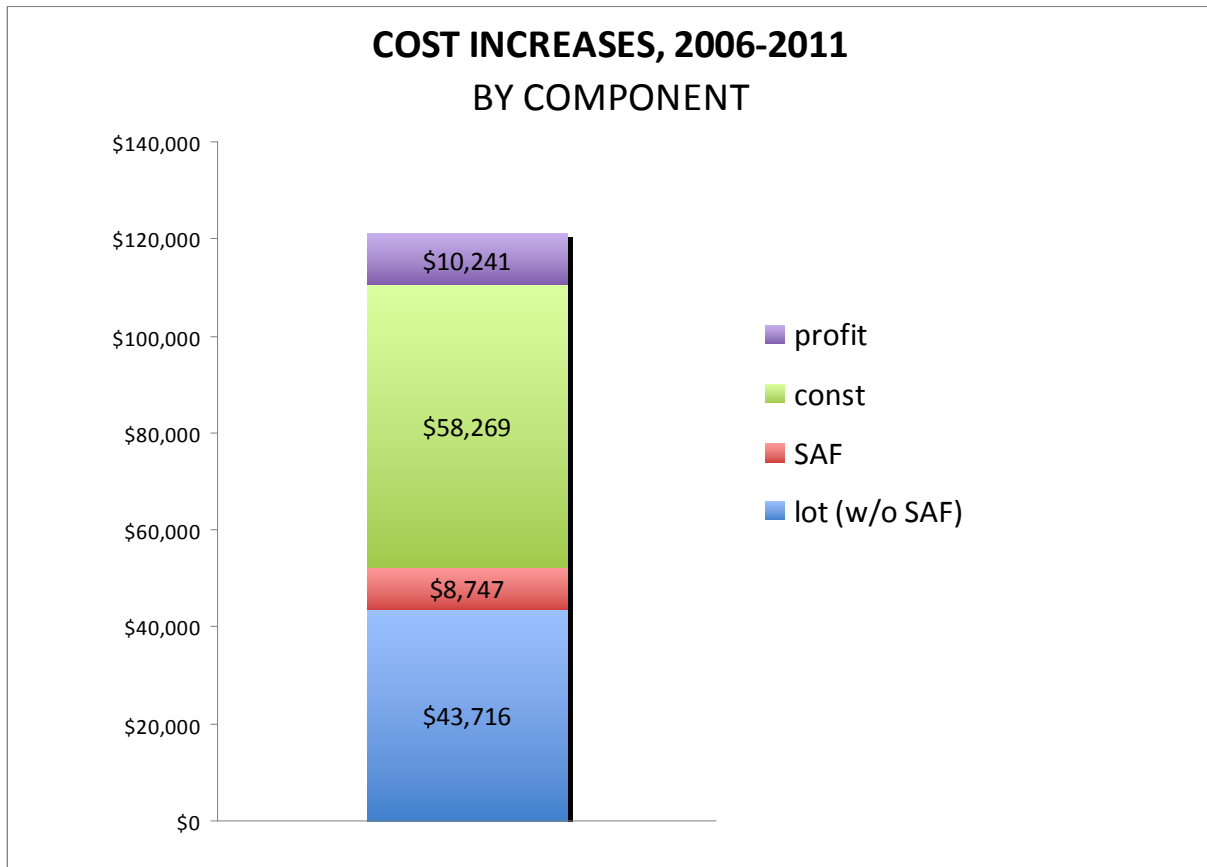
The following charts D-2 and D-3 are derived from RRHBA's Review of Home Construction Costs & Prices, 2012:

Chart D-2



* Planning and Fees do not refer to SAF/DLs as they are included in lot prices

Chart D-3



Q6. Are there any options to help keep housing costs down other than lower SAF rates?

- There are a number of programs available to builders who have an interest in providing lower cost housing to the market.
- City of Regina:
Currently, the City of Regina Housing Incentives Policy provides tax exemptions and capital grants to assist in the creation of market and affordable rental units, and below market/affordable ownership units. Tax exemptions are provided for the creation of purpose-built market rental units and below market/affordable ownership units. Capital grants from the City are provided for below market/affordable rental and ownership units.
- Saskatchewan Housing Corporation:
Provincial programs including the Rental Development Program and the Rental Construction Initiative have helped to fund and encourage purpose-built rental development.

“Headstart on a Home” was created to provide financing for the development of new entry-level homeownership units. The Secondary Suite Program is responsible for the creation of 140 new secondary suites in new or existing homes since the program began in 2008. Administration meets quarterly with Saskatchewan Housing Corporation to discuss housing issues and alignment of Provincial and City policies and programs.

Q7. Why does the rate need to be so high?

- SAFs only recuperate costs associated with providing infrastructure that services new growth areas. There is no profit to the City from SAFs and the funds collected are not used for any purpose other than planning, designing and building infrastructure. The projects that go into the model are based on service levels that are set through City policies. Generally, the City has seen a decrease in service levels related to all infrastructure for which the City collects SAFs. The projects are used to essentially maintain a comparable level of service to that which taxpayers currently receive.
- The cost of these projects are not set by the City. They are generally put through a public tender process and awarded to the lowest bidder. The cost of the infrastructure needs to be recuperated so that the City can pay the contractors. SAFs are the method the City uses to pay for much of the infrastructure related to growth.
- If SAFs do not provide the funding for this infrastructure, it needs to come from either taxpayers through City taxes, government grants or directly from developers. The recommended Interim Phasing and Financing Plan reduces the taxpayers contributions to the projects and also requires more infrastructure to be directly funded by the developers.
- Another factor that goes into the calculation of the SAF rate is carrying costs associated with debt. The higher the deficit position in the reserves, the higher the interest required to be added to the SAF rate. By phasing growth, the costs can be spread out and the deficit position of the reserves can be minimized. This results in lower interest charges being built into SAFs.

- The table below compares the cost of infrastructure in the current SAF model to the model that was created during the last major SAF Policy Review in 2007. It helps describe why rates are higher now than they were in 2007 and also why the proposed phasing and financing strategy is so critical. The costs are higher for a few primary reasons (1) escalation; (2) larger overall area of land being considered for development; (3) the City's systems have no additional residual capacity to accommodate growth (e.g. the wastewater treatment plant requires expansion, the wastewater system requires major upgrades through existing areas of the City, the road network is congested, etc.)

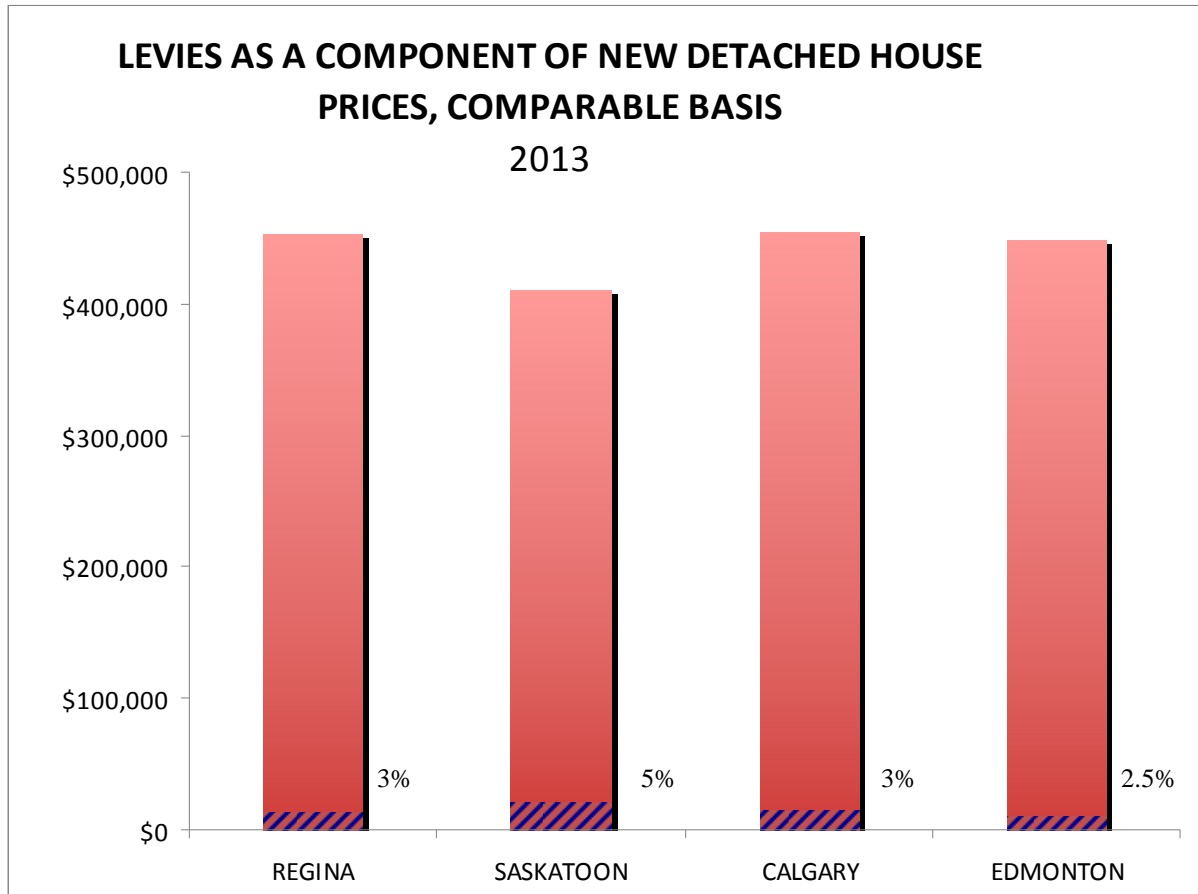
Table D-1

Comparing 2014 Phasing and Financing Models to 2007 Watson Model					
Source	Total Cost in model	SAF Share of Costs	Maximum Cash Flow Deficit	Hectares projected in 20 years	Average hectares per year
2007 Watson Study*	\$ 422,700,000	\$ 179,977,230	-\$58 M	1190	59.50
2011 Policy**	\$ 1,116,497,400	\$ 614,142,900	-\$252 M***	1436	71.80
Interim Policy	\$ 906,919,960	\$ 462,766,700	-\$50 M	1655	82.75
* Included only 10 years Parks/Rec projects ** This is the policy that is currently in effect *** Based on unphased model – to compare implications of unphased development then vs now.					

Q8. How does Regina's current SAF rate and current policy compare to other cities?

- It is very difficult to compare development levies among various cities due to inconsistencies in how fees are assessed and variations in what is included in the calculations. However, a review of levies in other cities suggests that SAFs in the City of Regina are comparable to those of other cities in Western Canada. In addition, some cities in Canada do not use development levies at all but rather require the developer to directly fund and construct all the required infrastructure or use general property tax revenues for offsite infrastructure.
- Chart D-5 compares levies between the City of Regina and other major cities in the prairies as they relate to the cost of a new detached house. This chart illustrates that, despite higher SAFs in the City of Saskatoon, the average house prices have remained lower. Furthermore, the housing market in Saskatoon is gaining momentum despite higher levies as a percentage of a new house. The costs exclude the additional fees and levies that are charged by the other cities but that are not charged by the City of Regina. All three cities charge fees for infrastructure in addition to the ones represented in these charts.

Chart D-5



Q9. How do the recommendations compare to policy developments in other cities?

City of Saskatoon

The City of Saskatoon assesses development levies for projects similar in nature to the City of Regina, which make it difficult to state with absolute certainty what their rate is on a per hectare basis. While there are some differences, including applying the rate on a linear front meter basis rather than on a per hectare basis, the rate that is being proposed for the 300K neighbourhoods within this Interim Phasing and Financing Plan will bring the City more in line with the rates currently assessed in Saskatoon.

The City of Saskatoon's Official Community Plan includes policy related to the Phasing of development and includes a map illustrating the phasing plan. Saskatoon's phasing policy states that only one neighbourhood per sector can be developed. They have four sectors under development. Only when a neighbourhood is "substantially completed" can the next neighbourhood in the sector start. As a result of this policy, complete neighbourhoods in Saskatoon are built out in half the time. According to the City of Saskatoon, it previously took 10 years to build out a neighbourhood and now they build out in 4-5 years.

City of Calgary

Context

In September 2009, Calgary's City Council adopted a Municipal Development Plan (MDP) that includes a section entitled *Linking land use to municipal financial and infrastructure capacity*. This section contains a policy to "Align The City's capital planning programs, such as Transportation Infrastructure Investment Program, The Emergency Response Infrastructure Investment Plan, The Culture, Parks and Recreation Infrastructure Program, etc., to support the direction of the MDP and CTP."

It has been noted within Administration reports and Council remarks that the City of Calgary faces challenges to keep pace with growth while remaining within its financial capacity. It has also been recognized that land use decisions have an impact on the City's ability to provide the required services and infrastructure in a financially sustainable manner, since developed and developing areas in Calgary will require significant investment throughout the 2015 –2024 capital plan.

Recent Initiatives Regarding the Sequencing of Growth in Calgary

- In December 2013, Calgary's City Council adopted a *Corporate Framework for Growth and Change* (The Framework) as a part of the Municipal Development Plan. *The Framework* is intended to assist the City in making decisions on how growth and development will occur over the next 60 years by operationalizing the vision in the MDP. *The Framework* contains a sequenced list of growth areas. The sequenced list provides one source of information for Administration's recommendations on the growth related capital projects that will be included in the 2015 – 2018 Capital Budget and the 2015 – 2024 Capital Plan.

The four key steps in the development of *The Framework* were:

- (i) Council approved principles for development of *The Framework*;
 - (ii) Draft criteria for Prioritization and Sequencing of Growth were developed;
 - (iii) Metrics for the criteria¹ were developed along with their relative weights, which resulted in a sequenced list of prioritized growth areas; and
 - (iv) Other city work plans were aligned with *The Framework*.
- Also in December 2013, Calgary Council adopted a *Land Supply Strategy (The Strategy)*, which was used together with the priority list developed in *The Framework* to determine the timing of investment for growth. External stakeholders were engaged on several occasions during the development of *The Strategy*.
- In March 2014, Calgary Administration presented to Council another report entitled *Framework for Growth and Change: Investing in Growth* which contained a map

¹ Criteria used to prioritize growth areas were: Access to transit; Capacity of existing infrastructure; City-funded costs; Readiness to proceed; Employment opportunities; Community services in place; Planning in place (land supply); Innovation; and Contiguous growth.

illustrating the recommended phasing of growth. Recent news coverage prompted by this report suggests that industry has consistently called upon the City take on additional debt throughout the discussions on the phasing of growth.

Comments

There are several similarities to Regina's recent experience in terms of the process undertaken, feedback received, and considerations noted as part of Calgary's approach to the phasing / sequencing of growth, including:

- Having a balance of serviced land available in both of the north and south halves of the city was considered important.
- Extensive engagement with development community and other stakeholders was seen to be crucial.
- An exploration of different ways to fund infrastructure was suggested by the development community stakeholders.
- Stakeholders suggested that Administration identify "low hanging fruit" or areas within Area Structure Plans where growth could happen with minimal expense to the City, and to permit industry to outline any growth-related infrastructure costs to the City of developing these pockets of land for verification and evaluation.
- The concept of "complete communities" has been a key consideration in the process of recommending a sequencing of infrastructure investments.
- It has been emphasized that requests for investment to additional growth areas, beyond the ones identified as priority areas, will directly affect the budget and could result in either a delay in investment in the priority areas due to lack of service or infrastructure funding; additional costs being incurred, along with the need to identify additional funding sources; or decreases in levels of service due to the lack of the full range of services for communities.

June 19, 2014

Jim Nicol, City Clerk & Chief Legislative Officer
Office of the City Clerk
City Hall
REGINA SK S4P 3C8

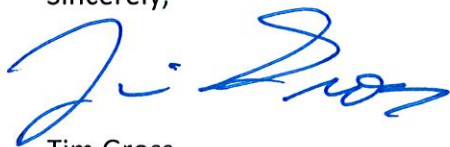
Dear Mr. Nicol:

The Saskatchewan Housing Corporation (SHC) Portfolio Renewal Initiative is an item on the City of Regina (City) Council Meeting Agenda for Monday, June 23, 2014.

SHC is renewing its current housing portfolio in Regina by selling close to 130 single family dwellings (SFD) and plans to use the funds generated to replace the SFD with new multi-unit dwellings. The City of Regina (City) is a five per cent ownership partner in approximately 40 per cent of the SFD stock to be sold. SHC is requesting that the City allow its share of the proceeds from the sales be reinvested as a capital grant towards the construction of the new multi-unit dwellings.

Dianne Baird, Executive Director, Housing Network and Tim Gross, Executive Director, Housing Development will be attending the meeting on behalf of SHC and will be available to answer any questions.

Sincerely,



Tim Gross
Executive Director, Housing Development

cc: Don Allen, President
Dianne Baird, Executive Director, Housing Network

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Saskatchewan Housing Corporation Portfolio Renewal Initiative

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- JUNE 11, 2014**

That City Council authorize the Executive Director, City Planning and Development to negotiate and approve an agreement with the Saskatchewan Housing Corpora to allow the Saskatchewan Housing Corporation to retain the City of Regina's portion of the funds obtained from the proceeds of the sale of the single family dwellings as outlined in Option One of the Administration report.

EXECUTIVE COMMITTEE – JUNE 11, 2014

Deanne Baird, representing the Saskatchewan Housing Corporation, addressed and answered questions of the Committee.

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #2 does not require City Council approval.

Councillors: Sharron Bryce, Bryon Burnett, John Findura, Jerry Flegel, Shawn Fraser, Bob Hawkins, Terry Hincks, Wade Murray, Mike O'Donnell and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on June 11, 2014, considered the following report:

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- MAY 14, 2014**

1. That the Committee recommend Council authorize the Executive Director, City Planning and Development to negotiate and approve an agreement with the Saskatchewan Housing Corpora to allow the Saskatchewan Housing Corporation to retain the City of Regina's portion of the funds obtained from the proceeds of the sale of the single family dwellings as outlined in Option One of the Administration report.
2. That this report be forwarded to the June 23, 2014 City Council meeting.

EXECUTIVE COMMITTEE – MAY 14, 2014

The Committee adopted the following resolution:

1. The Committee recommend Council authorize the Executive Director, City Planning and Development to negotiate and approve an agreement with the Saskatchewan Housing Corporation to allow the Saskatchewan Housing Corporation to retain the City of Regina's portion of the funds obtained from the proceeds of the sale of the single family dwellings as outlined in Option One of the Administration report.
2. This report go to the next public meeting of Executive Committee on June 11, 2014 and subsequently to City Council on June 23, 2014.

Mayor Michael Fougere, Councillors: Bryon Burnette, Sharron Bryce, John Findura, Jerry Flegel, Terry Hincks, Bob Hawkins, Wade Murray, Mike O'Donnell and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at the **PRIVATE** session of its meeting held on May 14, 2014, considered the following report from the Mayor's Housing Commission:

RECOMMENDATION OF THE MAYOR'S HOUSING COMMISSION - APRIL 24, 2014

For the Saskatchewan Housing Corporation to retain the City of Regina's portion of the funds obtained from the proceeds of the sale of the single family dwellings at an estimated amount of \$538,200 as a capital grant as outlined in Option One.

MAYOR'S HOUSING COMMISSION- APRIL 24, 2014

(Tim Gross declared a conflict of interest on this item, abstained from discussion and voting, and temporarily left the meeting.)

Diane Baird, Executive Director, Housing Network, representing Saskatchewan Housing Corporation, addressed the Commission.

The Commission adopted a resolution to concur in the recommendation contained in the report. Recommendation #2 does not require City Council approval.

Mayor Fougere; Councillor Barbara Young; Terry Canning and Malcolm Neill were present during consideration of this report by the Mayor's Housing Commission.

The Mayor's Housing Commission, at the **PRIVATE** session of its meeting held on April 24, 2014, considered the following report from the Administration:

RECOMMENDATION

1. For the Saskatchewan Housing Corporation to retain the City of Regina's portion of the funds obtained from the proceeds of the sale of the single family dwellings at an estimated amount of \$538,200 as a capital grant as outlined in Option One.

2. That this report be forwarded to the May 14, 2014 Private Executive Committee meeting.

CONCLUSION

The Saskatchewan Housing Corporation (SHC) is renewing its current housing portfolio in Regina by selling close to 130 single family dwellings (SFD) and plans to use the funds generated to replace the SFD with new multi-unit dwellings. The City is a five percent partner in approximately 40 percent of the SFD stock to be sold. The SHC has requested that the City allow its share of the proceeds from the sale be reinvested as a capital grant towards the construction of the new multi-unit dwellings. After exploring three options, the Administration has recommended Option One. This is also the preferred option of the SHC.

BACKGROUND

There was a general understanding that the funding of social housing was to help support the needs of limited income households and that this is a joint responsibility of the federal/provincial/municipal governments. From the 1950's until about the mid 1980's each time a social housing project was developed a partnership agreement was signed specific to that housing project. Partnership agreements are not unique to the City of Regina as agreements were signed with municipalities across the province, as well as across Canada.

Generally, the municipalities are a five percent silent partner (owner) in each project. As an owner, the municipality is responsible to cost share in any financial loss or gain from each project. The City of Regina is a partner in approximately 60 percent of SHC's total portfolio in Regina as highlighted in the Table below (see more in Appendix One for further details and a financial breakdown of operating losses and gains).

Table One: Saskatchewan Housing Corporation Partnership Projects with the City of Regina: 2014		
Type	Number of Units	Number of Buildings
Senior	1,152	11
Semi Detached	110	55
Single Family Dwellings	65	65
Multi-unit	363	5
Total	1,690	136
Source: Saskatchewan Housing Corporation (March 2014)		

*This table only shows the partnership residential units between the City and the SHC.

The SHC is currently renewing its housing portfolio in Regina by selling close to 130 single family dwellings (SFD) and using the funds generated to replace the SFD with new multi-unit dwellings. The City is a partner in approximately 40 percent of the SHC's SFD portfolio in Regina. Under the terms of the partnership agreements, the City is typically a five percent partner in each of the SFD and is entitled to five percent of the profits upon the sale. This process has already begun and construction has started on a 48-unit project on 1251 McEachern Drive. A second Request for Proposals has closed on March 17, 2014 for additional multi-unit projects. Approximately 30 single family dwelling units have been sold to date to support this new construction.

Both the federal and provincial profits from the sale of the units will be reinvested into the new properties. SHC is requesting the City allow its share of the proceeds from the sale also be reinvested as a grant towards the new multi-unit properties. Upon the sale of the units, there no longer will be an expectation for the City to be a partner in the new developments. Therefore, the City would not be required to contribute five percent to any ongoing operating loss of the new projects.

DISCUSSION

This shift in the type of dwelling is cost effective for SHC and their partners for many reasons. First, the single family dwelling units were built twenty-five to forty years ago and the new higher efficiency multi-family dwelling units will be less expensive for SHC and the tenants to operate. Secondly, the multi-unit dwellings are not scattered as are the single family dwellings which will also contribute to cost savings. Finally, the demographics are shifting throughout Canada towards a larger need for housing for lone-parent families with fewer dependents who do not have the time or resources to manage a house and yard. The multi-unit dwellings would accommodate these households more effectively than the single family dwellings.

The following are three options to consider:

Option One (recommended option): For the Saskatchewan Housing Corporation to retain the City of Regina's portion of the funds obtained from the proceeds of the sale of the single family dwellings at an estimated amount of \$538,200 as a capital grant.

Estimating an average profit of \$10,350 per unit if 130 units were sold, and based on 40 percent of the units being partnership units the City's share would be approximately \$538,200 (base on 52 units). If the City agrees to have the proceeds of the sale used as a capital grant for the new projects, Administration would recommend that no additional capital grant be provided and that it is clear the City would not fund any operating losses on the new projects in the future. The City would not be a five percent partner in the new multi-unit dwellings projects. Administration would also require that the SHC does not apply to the City Housing Incentives: Capital Investment Grants program. This option would also reduce the City operating loss contributions by approximately \$3,000 per year for the operating losses of the single family dwellings.

The City will continue to remain a partner on the remaining housing portfolio held by the SHC (SFD and multi-unit).

Option Two: The City to retain the proceeds from the sale and to reinvest the proceeds into the Social Development Reserve.

There is nothing in the partnership agreements that prohibit the City from taking its share of the proceeds from the sales. As the City is a partner in about 40 percent of the SHC social housing units to be sold, the City's share of the profits would be about \$538,200. The City would also have an annual cost savings of approximately \$3,000 annually resulting from the proposed house sales. The City could place the proceeds into the City of Regina Social Development Reserve. However the SHC has indicated that they would then request the City to provide a five percent capital grant towards the 130 new multi-unit developments. The estimated request would be \$ 1.58 M.

If the City decided to go for this option, the SHC assured that the developments of the new multi-unit developments would continue. They cautioned that this decision would have an impact on the amount of capital available, and therefore have a bearing on the type and quality of the replacement product. They further suggested that this decision could have an impact on the long term sustainability and housing suitability for the tenant.

The City will continue to remain a partner on the remaining housing portfolio held by SHC (SFD and multi unit).

Option Three: For Saskatchewan Housing Corporation to keep the proceeds from the sale as a capital grant and the City to remain a partner in the new multi-unit. The City would continue to be responsible for a percentage of any operating losses in the new multi-unit.

The City will continue to remain a partner on the remaining housing portfolio held by the SHC (SFD and multi-unit).

RECOMMENDATION IMPLICATIONS

Financial Implications

Option One:

The City of Regina will be reinvesting its proceeds from the sale of the single family dwellings at an estimated amount of \$538,200 as a capital grant into the Saskatchewan Housing Corporation multi-unit developments. The City would have an annual cost savings of approximately \$3,000 annually which represent the City operating loss contributions for the SFD sold. The City will not be required to share the operating loss for the maintenance of the new multi-unit developments.

Option Two:

The City would retain the proceeds from the sale estimated at approximately \$538,200 (approximately \$10,350/unit) and reinvest the proceeds into the Social Development Reserve. The City would also have an annual cost savings of approximately \$3,000 annually which represent the City operating loss contributions for the SFD sold. The SHC may request a capital grant of \$1.58 M to support the 130 new multi-unit developments.

Option Three:

The City would have an annual cost savings of approximately \$3,000 annually which represent the City operating loss contributions for the SFD sold. The City will continue to share the future operating loss for the new multi-unit developments, which is unknown at this time.

Environmental Implications

The new multi-unit developments should have greater energy efficiency than the current single-unit detached houses. The new developments will contribute to energy savings and therefore will be less expensive for SHC and the tenants to operate.

Policy and/or Strategic Implications

The City of Regina will remain a partner with the Saskatchewan Housing Corporation for the remaining housing units within the overall portfolio.

The following information highlights how the three options relate to the City of Regina's Official Community Plan (OCP) and the Comprehensive Housing Strategy (CHS).

Official Community Plan

Goal 1: Increase the housing supply and improve housing affordability.

8.1 Support attainable housing in all neighbourhoods through ownership, rental housing and special needs housing.

8.8 Support residential intensification in existing and new neighbourhoods to create complete neighbourhoods.

- SHC is planning to sell 130 single family dwellings and replace them with close to 200 multi-family dwellings. These additional units will increase the housing supply of affordable housing (*Goal 1:8.1*).
- Housing affordability will be increased through saving the tenants \$100 per month on utility costs (*Goal 1:8.1*).
- The new multi-family dwellings will contribute to the intensification of New Neighbourhoods (*Goal 1:8.8*).

Goal 5: Collaboration with partners. Collaborate with all levels of government and community partners to advance housing initiatives.

8.17 Support non-profit housing organizations through incentives, partnerships and agreements, and other forms of assistance.

8.19 Work with federal and provincial governments and other partners to meet the diverse needs of the city through:

8.19.2 Retention and regeneration of existing housing stock

8.19.6 Alignment of City initiatives with provincial and federal funding sources

- These multi-family dwelling units would be used for the provision of social housing. SHC has expertise in providing ongoing and new housing programs and services for low-to-moderate income households (*Goal 5: 8.17*).
- The City would collaborate with the provincial government to meet the diverse housing needs and regenerate the existing housing stock (*Goal 5: 8.19*).
- The City would be aligned with their provincial and federal funding sources as the federal government had agreed to put the proceeds of the sales of the single family dwellings into the new multi-family dwelling units (*Goal 5: 8.19.6*).

Comprehensive Housing Strategy (CHS)

The goals of the CHS include the need to increase the diversity of housing options. The CHS also recommends that the City works with other levels of government to address key housing issues in Regina.

Other Implications

There are no other implications.

Accessibility Implications

A minimum of 5% of the units are required to be accessible as per the National Building Code.

COMMUNICATIONS

None with respect to this report.

DELEGATED AUTHORITY

This report requires approval by City Council.

Respectfully submitted,

EXECUTIVE COMMITTEE



Jim Nicol, Secretary

mrt

Partnership Projects with the City of Regina

Senior Project			#	Municipal Share	
#	Project Name	Address	Units	2012 Net Income (Loss)	
1274	Heritage	2153 Lorne St.	126	\$	1,332.27
1275	Prairie Place	2242 McIntyre St.	155	\$	(8,692.21)
1276	Horizon	2141 McIntyre St.	140	\$	(9,563.39)
1277	Cedar Wood Manor	1510 Broadway Ave.	150	\$	5,351.45
1278	Mary Helen Herchmer	2121 Rose St.	146	\$	784.46
1279	Embury Heights	2122 Winnipeg St.	105	\$	3,243.94
1280	Lovering Place	1319 Rae St.	39	\$	(1,118.07)
1281	Forman House	1860 Ottawa St.	37	\$	213.25
1282	Davis Mews	2060 Cameron St.	144	\$	4,183.07
1283	Trianon Tower	2400 12th Ave	110	\$	(4,003.17)
	St. Pauls' Place			\$	466.50
			TOTAL	\$	(7,801.90)
Family/Disability Project					
#					
1381	Regency Gardens	3775 Regebcy Cres.	116	\$	(20,356.99)
1382	Greer Court	101 Greer Court	141	\$	(7,079.21)
1383	Single Family Dwellings	Scattered **	35		Total in Below
1383	Semi Detached	Scattered	18	\$	(3,066.28)
1384	Single Family Dwellings	Scattered **	27		Total in Below
1384	Semi Detached	Scattered		\$	912.54
1385	Semi Detached	Scattered	23	\$	(2,167.32)
1386	Huston Heights (Disability)	702 Sangster Blvd	50	\$	(6,795.45)
1387	Single Family Dwellings	Scattered **	3		Total in Below
1387	Semi Detached	Scattered	68	\$	(2,770.47)
1388	Angus Apartments	1122 Angus St.	20	\$	(107.70)
1389	Englefield Terrace	650 Sangster Blvd	36	\$	(325.66)
Total			1,689	\$	(49,558.44)

These are the SFD that the city is a partner with SHC. In addition to these SHC owns an additional 97 SFD. **Source: Saskatchewan Housing Corporation (March 2014)

June 18, 2014

PRESENTATION TO CITY COUNCIL - CONNAUGHT HERITAGE RECOMMENDATION

I want to thank Council for the opportunity to present to this meeting regarding this very important decision. I rise to speak emphatically in support of the heritage designation recommended for Connaught School by your Municipal Heritage Advisory Committee.

I understand that this may be new territory for Council to support a “heritage designation” where the building’s administrator is not seeking it. However, I wish to remind Council that this building’s true owners are we, the citizens.

The Regina Public School Board (RPSB) administration has attempted to have people believe that any further study and discussion will delay the return of Connaught students to our community. Of course, nothing could be further from the truth. The provincial government has only approved funding for planning support for a possible new school. These are not decisions that should be, or need to be rushed. We are at a natural point at which we can pause, take our time, and ensure that we don’t rush into demolishing a school building that has, and continues to be a focal point and landmark of our community.

Council can lead the way in providing an innovative solution that can be positive for all including the RPSB. I ask Council to ensure that every possible avenue be thoroughly explored, including the further second opinion by heritage conservationists who have the experience of assessing such structures and who do not have any conflict of interest in the building of a new one.

As councilors, you may feel that you are reluctant to act when you could be seen as interfering in another political body’s decision. However, this is your decision to make. This is a significant landmark in the city of Regina and you must not shirk your responsibility in ensuring all measures are taken to try to preserve it.

Lest you feel that the RPSB must have come to their decision to close and demolish Connaught after careful thought and consideration, let me remind you of recent history. My grandchildren began attending Connaught School after the RPSB closed a perfectly sound Athabasca school, against the community’s protests, in the middle of an unprecedented population boom. Our community pleaded with the RPSB to keep possession of the Athabasca School building for the need that we knew was coming. When the RPSB finally noticed a need for maintenance of the Connaught School building, the Athabasca School building again was seen as a possible re-location site for Connaught students. Of course, it was too late for such backward planning.

At a time when it only makes sense fiscally, environmentally and socially to make every possible effort to save this beautiful hub of the inner-city, I ask you to welcome the passion and involvement of the Cathedral area citizens. Embrace it and work with this community! Be bold

(2)

and innovative, in the same way that you speak of the residential rehabilitation of the Mosaic Stadium area of the city. Help bring the RPSB and our community together so that everyone, including yourselves, can be proud of the part played in this worthwhile effort.

Sincerely, Bob Hughes,

**CONNAUGHT SCHOOL HERITAGE STATUS
CITY COUNCIL PRESENTATION
JUNE 23 2014**

My name is Florence Stratton. I am a tax paying Regina resident who lives in the Cathedral area.

I am here to ask City Council to designate École Connaught Community School a Municipal Heritage Property. I have six interrelated reasons.

1. My first reason—the immense value of historic buildings— includes a personal component. My mother attended Connaught School starting in 1919 when the school was less than a decade old. For her Connaught was a place laden with memories. This is one of the functions of historic schools: to provide a physical manifestation of memory.

Historic schools are also frequently the cornerstone of their neighbourhood. Connaught is now over 100 years old. An enduring presence in the Cathedral area, it helps to create the bonds of community in a diverse neighbourhood.

More generally, historic buildings give communities a sense of place, differentiating one neighbourhood from another neighbourhood and one city from another.

Regina has already demolished so much of its built heritage that its downtown area is beginning to lose its distinctiveness. Please don't let this happen in Cathedral. We don't want Connaught to be replaced by a non-descript building that doesn't mean anything to us. We want to keep our historic building. Indeed, many of us have chosen historic 100 year old buildings as our homes. Like our homes, Connaught was built to last. Moose Jaw has restored and renovated its historic schools. Connaught too can be successfully refurbished to provide an inspirational learning environment for many more generations of Regina children.

2. My second reason concerns the environment. As the report by the Planning Department recognizes, preserving historic buildings is an environmentally sound practice. It conserves new material, minimizes waste, saves the landfill, and reduces a city's carbon footprint. According to the City of Regina's website, "Helping the environment is everyone's responsibility."
3. My third reason also has to do with being consistent with city policy. According to *Design Regina*, the City of Regina should "embrace built heritage" and "conserve historic places" To vote against the designation of Connaught as a Municipal Heritage Property would be to fly squarely in the face of OCP policies.
4. My fourth point raises the question of school ownership. The decision of the city administration not to recommend heritage status for Connaught hangs on this point: "The practice of the administration has been to not pursue Municipal Heritage property designation without property owner consent."

Heritage is evidently not on the School Board's list of priorities. But does the School Board really own Connaught? To many members of the public this view of ownership doesn't make any sense. Doesn't a public school belong to the public—the taxpaying public that paid for it, as well as those members of the public who attended it and in whose neighbourhood it stands? As petitions and surveys have demonstrated, the public places a high value on Connaught as part of our city's built heritage.

5. My fifth point follows on my fourth: The School Board seems to be very much alone in its view that the heritage value of Connaught School doesn't matter.
 - As the Planning Department's report states, the application for heritage status for Connaught is supported by a number of "stakeholders."

- The Planning Department's report itself found Connaught to be an important heritage property.
- The Municipal Heritage Advisory Committee voted to designate Connaught a heritage property.
- *Design Regina* recognizes the heritage value of Connaught.
- Connaught has even gained national recognition from Heritage Canada.

It is only the Regina Public School Board that is indifferent to Connaught's heritage value.

6. My final point has to do with the relationship between the School Board and community. For two years, the community has been requesting the School Board to allow a team of heritage conservators into the building to do a proper assessment of its condition. For two years, the School Board has refused access. When asked at a recent School Board meeting to explain why, the Board chair's only response was a contemptuous shrug of her shoulders.

The community consultation process over Connaught School has been deeply flawed. There has been no transparency and no truly participatory decision-making, only cosmetic consultations.

By awarding Connaught heritage status, City Council can engage the School Board and the community in exploring all the options for the school, a process that would heal the rift between the board and the community.

June 19, 2014

Submission to City Council re. heritage designation for Connaught School
June Botkin, Botkin Historic Building Conservators

As a building conservator, I offer my voice in support of the Municipal Heritage Advisory Committee's recommendation of Municipal Heritage Designation for École Connaught Community School. Building Conservation is the practice of addressing the issues of prolonging the life of a building while maintaining the historic architectural character, integrity and attributes. Building conservation helps us maintain a link with our history by ensuring that we responsibly care for our built cultural heritage.

I was trained in Cultural Resource Management at the University of Victoria, with a specialization in Heritage Conservation Planning. I have a number of additional certificates, including certificates in masonry building assessment and life cycle cost analysis. In 2012, I was one of 22 people worldwide, and the only Canadian, to be accepted to study at the International Centre for the Study of Preservation and Restoration of Cultural Property in Rome, Italy.

My company, Botkin Historic Building Conservators, provides several services, including project management, building inspections and surveys, preparation of conservation plans, preparation of heritage value assessments and adaptive reuse planning. I am not myself a structural engineer, but I work with and supervise structural engineers on conservation projects.

When assessing a historic property, it is important to work with diverse specialists who can look at the building from many angles of expertise. As a project manager I have found that, with appropriate teamwork and research, there are cost-effective, innovation solutions that can be devised for almost any problem an older building may have. There are very few good reasons to rush to condemn or de-insure a building that has high heritage value.

I have had the opportunity to tour Connaught School, and to read the engineering reports, and I do not see a building beyond repair and rehabilitation. At the least, it is no worse off than many other buildings in the city, including some schools. What I see is a building that has suffered from ongoing water seepage and inappropriate interventions that are stressing the structure. These are things that can be dealt with, along with measures to bring the building up to code. For example, slabs that are too narrow for modern-day standards – which was named as a reason Connaught cannot be rehabilitated without gutting the building – can be brought to code through a variety of non-destructive reinforcement measures that have been developed in recent years for this purpose. This is why it is important to have a variety of specialists assessing the building, such as masonry specialists and building conservators.

The first step is to undertake an appropriate level of research. One of the biggest stumbling blocks for gaining any kind of reasonable renovation estimate for Connaught has been a lack of detailed structural testing. I would recommend the following:

Ground-Penetrating Radar (GPR)

- ▶ This test involves setting up a grid on which a GPR machine is passed over the grid pattern at approximately a 4 inch interval. The machine scans the thickness of the material and indicates what objects are contained in that area at that location and what depth the object is located.
- ▶ This test will confirm the structural integrity of the slabs and confirm whether or not there is reinforcing steel in the concrete, the size of the steel, and mesh pattern.
- ▶ Walls could also be tested in the basement area, allowing for visualization of the foundation's footing and its condition and size.

Moisture testing

- ▶ This test involves placing the probes of a moisture meter against the various surfaces to determine moisture content and recording this information by location and material.
- ▶ This would confirm the moisture content of masonry and wood roofing numbers.

Efflorescence Analysis/Mortar Scrapes

- ▶ This test involves scraping the white efflorescence off the wall and then testing the scrapings using various test strips which will indicate the type of salts moving through the masonry units.
- ▶ This would determine what salts are moving through the masonry units (brick and stone) and how this movement is affecting the masonry materials.

Interior Survey

- ▶ This test involves setting up a grid system on each of the floors and establishing a benchmark. Marks or datum points would be located on the walls and used to indicate deflection in the floor based on the predetermined benchmark.
- ▶ This test would allow measurement and calculation of any deflection in the floor system, providing a numerical value of how much movement there is in the floor.

Scoping

- ▶ This test involves inserting a baroscope into openings in the building components. This would allow a visual inspection of the area without damaging the structural components.
- ▶ This would allow the inspection team to see inside cavities to determine what is happening in the system.

Once there is an understanding of the building, then one can move forward with exploring options to keep it off the landfill and in service. The community has stated on many occasions that it is willing to cost-share or pay entirely for a complete inspection to take place.

In addition to heritage valuation, responsible planning should include a full cost accounting of the environmental impacts of demolition and new construction, including a statement on the percentage of material that will be taken to the landfill. A 2012 U.S. study found that no matter how energy efficient a new building is, it can take up to 80 years to overcome the energy expenditure and carbon footprint created by demolition and new construction.

City planners around the world have come to accept that the careful rehabilitation and reuse of existing building stock is key to creating sustainable, livable cities. The Regina Public School Board has a sustainability policy that recognizes the impact of decision-making on the environment. The policy states the board strives for effective environmental practices and innovation, and promises to work toward these aims “in collaboration with parents and the community.” Therefore, the policy groundwork is present for working with the City in the spirit of joint stewardship of our shared environment. Municipal Heritage Designation will provide the needed incentive for this to occur.

DE14-60

**Ecole Connaught School Community School:
An Opportunity for Our City**



Submission to Mayor and Council
City of Regina
by

Patricia Elliott
June 23, 2014

I am a Cathedral Area resident and the parent of a child who attended Connaught for all his elementary years. He is pictured in the self-portrait above, looking very proud of his century-old school. Student pride is important to learning, and he had good reason for it. When I was chair of the school's centennial committee, I came to fully appreciate the school's role in Regina's history and its value to our neighbourhood – and beyond – as a nationally recognized landmark historic school. I also came to realize it was something very precious and unique that could not be replaced once gone.

I am the one who submitted a Heritage Designation application. I had initially requested the school be added to the Heritage Holding Bylaw list, which allows for a sober second thought concerning demolition. Having attended many of the consultation meetings, where community members repeatedly demanded attention be paid to heritage value, it seemed an opportunity for second thoughts was in order.

Just before the Municipal Heritage Advisory Committee was to meet in June, I was told that nothing less than a full-on Municipal Heritage Designation could be considered. As these were the conditions given, I agreed to play by them and subsequently submitted an official application for designation.

The nomination package includes the full history of this school, its significance to Regina, defining character elements, as well as a description of the surrounding grounds and how the community uses them as open space. There are many documents in the package, including a statement of significance from a heritage consultant, archival photographs, various engineering assessments, an assessment from a building conservator,

correspondence from Heritage Canada and so on. The total package contains just about anything you would need to know about the school before discussing it, and can be accessed at:

https://saveourconnaught.files.wordpress.com/2013/03/compressed_municipal-designation-package.pdf

I would also invite you to visit <http://saveourconnaught.ca/historic-schools/> for access to documents of interest to city planners, including tools for assessing the heritage value of schools, models for working with school boards and other governmental levels, and information on the environmental, economic and social impacts of heritage school demolition and replacement.

If you would like more background reading specific to Connaught, numerous other relevant documents are posted at: <http://saveourconnaught.ca/important-docs/>. I also invite you to visit the 'History' tab at www.connaught100.com to get a sense of what the school has meant to Regina, and why its retention has come to be a high-profile civic concern.

Your City Planning Department has also provided a background paper on Connaught. This document notes the following:

1. There are no financial implications connected to designation.
2. Connaught has heritage value for both its connection to Regina history and its architectural style.
3. Rehabilitation of existing buildings is more environmentally sound than new construction.
4. Stakeholder groups contacted support its designation. *(In addition to local stakeholder groups, Heritage Canada provided a statement of support. Attached.)*

Further, the Planning Department states very clearly that our new Official Community Plan, Design Regina, directs this Council to “encourage owners to protect historic places” and “to protect conserve and maintain historic places and to leverage and expand funding, financial support and other means of support to encourage the conservation of historic places.” A historic place is defined as a place named in the OCP. Connaught is in fact so named in the OCP as having “significant heritage value.”

Therefore, the case for the school itself is open and shut. Under the City of Regina’s policy, the school is a recognized historic place that should receive the benefit of protection for today’s citizens and future generations. This is the recommendation put forward by your advisory committee, which has reviewed all the information carefully.

The additional piece of the OCP is encouragement to owners, which so far has not been put forward by the City. This has left citizens to make the effort on their own.

For two years, there has been a sustained and widespread call from citizens to explore alternatives to the destruction of what is a nationally-recognized heritage asset. This included an online petition of 1,800 signatories, an on-paper petition of just over 1,500, an open letter signed by over 300 people and some 700 postcards and letters recently delivered to the ministers of Culture and Education.

A desire to seek the expertise of conservation experts has been the centre-piece of these communications, and has been the number one theme emerging from public consultation meetings. The Council for Educational Facilities Planners International (CEFPI) notes that when renovation estimates are prepared for historic buildings without the involvement of specialized conservators and full structural testing, the costs usually end up unnecessarily inflated beyond the cost of a new build. CEFPI adds, “The idea that newer and bigger is better often sways school boards and facilities committees, particularly when a consultant or architect—who may stand to benefit more from new construction—tells the board that renovation is the more costly option.”¹

This is a key roadblock in the case of Connaught. It has been said the Ministry of Education will not fund a renovation. However, when I and others met with Ministry officials, they said this was not their position and was not what they had communicated to the school board. This is corroborated by a review of Ministry and board correspondence, which shows the School Board seeking but not gaining a statement to this effect. The Ministry only communicated that they would fund the most economical option, as stated in the attached letter. From this arises the public’s ongoing call for a more thorough renovation investigation by heritage specialists, to reduce the unknown factors that may have inflated estimates to date, and underestimated rehabilitative potential.

CEFPI highlights why informed assessment and valuation of historic schools is so important to decision-making:

Older and historic schools...were built during an era of high quality construction and significant community pride in education, and those that have survived to the present are important community institutions that sustain the neighbourhoods they serve. They provide cultural continuity, linking generations together through a common education experiences that pays benefits over time to the community and its school system. Many older schools...provide small, personal educational settings

¹ See

[http://icma.org/en/icma/knowledge_network/documents/kn/Document/5753/Local Governments and Schools A CommunityOriented Approach](http://icma.org/en/icma/knowledge_network/documents/kn/Document/5753/Local_Governments_and_Schools_A_CommunityOriented_Approach)

– reflecting a style of education that has only recently been rediscovered by teachers, parents and community leaders. To abandon or demolish such property without a thorough and creative look at their potential to continue to support 21st Century educational programs is a waste of valuable community assets.²

Public understanding of the value of this asset is high, and remains important to school community members. Indeed, even after being informed Regina Public Schools did not intend to continue operating Connaught past 2015, interest in rehabilitating Connaught as a historic school remained strong. A March 2014 community survey that captured approximately 17 per cent of families with children at Connaught, as well as general residents, found:

- **School and neighbourhood heritage are highly valued.** Items considered ‘important’ or ‘very important’ included school history and heritage (86.1 % of parents; 83.9 % of all respondents;) and neighbourhood heritage (89.4 % of parents/caregivers; 86.6% of all respondents).
- **Respondents think a school in the neighbourhood is important, but most do not think a new school is important.** Parents and community members alike feel it is more important to renew the current school. Among parents, this included 80% who ranked pursuing a renovation option as ‘very important’ or ‘important,’ compared to just 3% who said it was ‘not important.’³

These sentiments are further illustrated by the online comments received in the past 48 hours, also attached. Asked why heritage designation is important, some of the responses were:

“Because it is my school, to start. Even if they close it, it’s a beautiful building and should be a heritage building...I might be younger, but I still have an opinion, and frankly so do many more, and they are all saying, make it a heritage building.” – Genevieve.

“I attended Connaught from Kindergarten to Grade 8 in the French Immersion Program....heritage buildings help to create a sense of place among people, allowing the community to be a vibrant and positive place to live. Please don't destroy a pillar in our sense of belonging; it's something that can take generations to create.” – Madeline.

² See <http://ncptt.nps.gov/blog/cefpi-a-primer-for-the-renovation-rehabilitation-of-older-and-historic-schools-2004-16/>

³ (see <http://saveourconnaught.files.wordpress.com/2013/03/community-survey-report-as-of-march-22.pdf>)

“My son is a Connaught student and this is our community! We take pride in our community!” – Debbie.

“I rarely sign petitions; however, as an avid Regina lover, I am surprised when I see key buildings disappear. They act as a significant visual diary for our city, and as a foundation for strong communities.” – Celia.

“Because municipal governments and school divisions should work together to serve their communities.” – Anna

I urge you to read all the comments. Some are familiar names of people who have spoken on this issue, but the majority are not. It is hard for parents, residents, students and alumni to find time to speak before Council meetings and write letters; these words are their voice. In its *Appraisal Guide for Older, Historic Public Facilities*, the Council for Educational Facility Planners International (CEPFI) states: “Understanding the community served by the school is critical to facility planning. This is particularly true for older and historic schools, which are often intimately connected to their neighbourhood and reflect community pride and aspirations.”⁴

Through all of this, Regina Public Schools (Regina Board of Education) has remained remarkably incurious about alternatives to demolition and replacement, and indeed has pulled out several stops to leave the community bereft of options other than Regina Public’s preferred outcome from the beginning: namely, to replace a historic school with a new open-concept plan school that is an unlikely fit for the neighbourhood and for the children who attend Connaught. Added to this is an apparent blind spot toward the ecological, social and economic costs of neglecting and demolishing school buildings on a regular basis, perhaps because we lack civic policies that require such costs to be measured.

We do have Municipal Heritage Designation, however, to help achieve better management of our cultural assets and shared urban environment. This is why citizens, stakeholder groups and the City’s own advisory committee are seeking designation for École Connaught Community School.

We aren’t surprised to see Regina Public Schools as the lone stakeholder opposing designation. The City Planning Department has noted that there have been some precedents for proceeding without owner consent. I am aware of at least one such case involving a school designation, in Morse, Saskatchewan.

Morse School was also built in 1912 and, like Connaught, was the last of its kind. Citizens were rightly alarmed when the school board announced its demolition. The first Notice of

⁴ See ncptt.nps.gov/blog/cefpi-a-primer-for-the-renovation-rehabilitation-of-older-and-historic-schools-2004-16/

Intention to designate a Municipal Heritage Property under the Heritage Property Act was issued by the Town of Morse on the school board, headquartered in Herbert. The board objected. Then a Saskatchewan Heritage Property Review Board hearing was held, which supported the Town's action. Morse School was designated April 7, 1981. Under this encouragement, restoration grants were obtained to support an integrated museum and school.

On February 3, 2009, the Canadian Museum Association awarded Morse Museum and Cultural Centre and Morse School a Museums and Schools Partnership Award for "excellence in collaboration between Canadian Museums and Schools in developing educational programming which enhances and expands students' knowledge and appreciation of Canada's cultural and natural heritage." The CMA noted, "Its integration as well as its long term vision make this project an excellent example of the kind of unique learning opportunity that museums and schools can create by working together."⁵ Keep in mind that this unique learning opportunity and national recognition would never have occurred were it not for the Town designating the school over the objections of the school board.

There is no reason to believe that the City could not successfully promote similar outcomes through its ability to designate property and to order inspections that would reveal the rehabilitative potential of Connaught School. The preferred option, however, would be to provide appropriate encouragement to take this path voluntarily. Education about the benefits of rehabilitation is needed, as other cities have learned to approach aging school facilities in a more sensitive manner.

It has been said the City of Regina must stand back from school board decision-making. The drawbacks of this abdication are noted in the manual *Local Governments and Schools: A Community-Oriented Approach*:

A recent review of school facility planning research concluded that "there appears to be uniform agreement [among researchers] that local governments are not doing a good job of planning for schools, having abdicated that responsibility to school districts over the last several decades, and there exists a substantial disconnect between school boards and local governments in their facilities and infrastructure planning, respectively." This disconnect has critical implications for communities, particularly those that are struggling to manage growth and its impact on the economy, environment, social equity, and quality of life.

⁵ See <http://www.tourismsaskatchewan.com/whats-happening/sasksecrets-newsletter/march-2009-home/morse-museum-and-school>

Indeed, the idea of decision-making relegated to silos has been abandoned in many other cities, as we move toward a world of integrated planning that includes all levels of government as well as the public. Connaught represents an opportunity to step out of the silos and begin planning our city in new, more inclusive, creative, sustainable ways.

It seems to me one of the problems is that the public is ahead of the School Board on new thinking around heritage valuation, and it is going to take some time for policy to catch up. However, re-imaging Connaught School as a heritage retention project is possible in the time available between planning and re-opening the school. This is a good opportunity to catch up quickly, with heritage designation as the factor to spur action.

The City an opportunity for progress, as well. When City administrators told School Board administrators that the City was only interested in a land swap if the school site was cleared, as was reported at the last school board meeting, this pre-empted any public discussion about adaptive reuse. It also unfortunately revealed where the City's heart is when it comes to preserving the character of our neighbourhoods, and how far behind Regina is in understanding and accommodating heritage value and encouraging sustainable practices.

However, I believe the will is there to do better. This sentiment is reflected in the OCP. What remains is to start transferring good intentions into practice. École Connaught Community School offers your most high-profile opportunity to turn the corner on a long history of unsustainable planning and cultural loss. If the School Board, City, and community were to work together to turn Connaught into a major heritage retention project, we would, like the Town of Morse, gain truly outstanding results for students and community. This will mean discovering ways to work in a more integrated fashion among School Board, City, Province and stakeholder groups. If this Council wants to set the bar nationally for creating a smart-growth, creative city, please start by giving École Connaught Community School the Municipal Heritage Designation it has earned. It will take courage and long hours of meetings ahead, but you will not regret it.



*Patron: His Excellency the Right Honourable David Johnston
C.C., C.M.M., C.O.M., C.D., Governor General of Canada*

*Président d'honneur : Son Excellence le très honorable David Johnston
C.C., C.M.M., C.O.M., C.D., Gouverneur général du Canada*

June 5, 2014

Municipal Heritage Advisory Committee
City of Regina
2476 Victoria Avenue,
P.O. Box 1790
Regina, SK S4P 3C8

Subject: Connaught School, Regina -- Municipal Heritage Designation

I am writing on behalf of the board and staff of Heritage Canada The National Trust (HCNT) to express our support for the Municipal Heritage Designation of Regina's historic Connaught School.

Built in 1912, Connaught School is the city's oldest school building and only remaining public school from the pre-World War I period. Designed by prominent prairie architect J.H. Putnam, the two-storey brick classically-inspired building served as a prototype for other city schools. The building's general massing and character remain intact, as do many of its character-defining elements. The later gymnasium is the work of nationally renowned architect Clifford Wiens.

The school is also an important landmark situated on a signature corner of Regina's high profile heritage corridor.

In addition, Connaught School is the birthplace of Saskatchewan's community schools movement and was a pioneer in dual English-French education. For many years it was Canada's only dual-track community school.

Concerned for the future of this important Canadian landmark, HCNT named Connaught School to the Top Ten Endangered Places in Canada list in 2012.

Based on the report of a highly qualified heritage building conservator, the school is a good candidate for rehabilitation and renovation.

It is without hesitation that we therefore encourage you to bestow a Municipal Heritage Designation on this important heritage landmark.

We've changed our name and renewed our vision!

Nous avons changé notre nom et renouvelé notre vision!

HCNT is a national, not for profit and non-governmental organization established in 1973 leads action to save historic places, and promotes the care and wise use of our historic environment and inspires Canadians to identify, conserve, use, celebrate and value their heritage buildings for future generations.

Sincerely,



Natalie Bull
Executive Director

We've changed our name and renewed our vision!

Nous avons changé notre nom et renouvelé notre vision!



November 9, 2012

Ms. Debra Burnett, Chief Financial Officer
Regina SD No. 4
1600- 4th Avenue
REGINA SK S4R 8C8

Dear Ms. Burnett:

Re: Connaught Community School

This letter is further to my meeting with Ron Christie and the school division's architect James Youck on Friday, November 2, 2012 regarding the proposed project at Connaught Community School.

With regard to the Connaught Community School project the Ministry of Education will support the most economically viable long term solution that is equitable and ensures the provision of sustainable educational programming and infrastructure in the neighbourhood.

I trust this information will assist the school division in its deliberations with regard to the future of the Connaught Community School. The ministry looks forward to working with the school division on this exciting project in the future.

Sincerely,

Daryl Richter
Manager of Capital Projects
Corporate Services Branch, Infrastructure Unit

cc: Julie MacRae, Director of Education, Regina SD No. 4
Boris Okrainetz, A/Southern Regional Director, Ministry of Education

bee: Wikulsky/Project File/Chron

Comments

Name	Location	Date	Comment
Jane Anweiler	Regina, Equatorial Guinea	2014-06-17	This is a beautiful old building and if not repaired and used as a school (which I still hope will happen) it could be repurposed and remain an asset to our city and community. I really hope that you will designate it as a Municipal Heritage building. You have my strong support to do so.
Patricia Elliott	Regina, Canada	2014-06-17	I want to live in a city that respects our built environment, and has the courage to stand up for it. I want my child to attend a school system that understands true sustainability.
Shelton Livingstone	Regina, Canada	2014-06-17	Keeping Regina's cultural background is the most important priority we should have right now. Tearing down such a beautiful building will not help the spirit of many people who love every part of it.
Frank Korvemaker	Regina, Sask., Canada	2014-06-17	Schools have played an important role in the education of past generations, but also in the appreciation of the varied architecture of Regina., It is important to preserve and reuse these highly visible components of our city.
Florence Stratton	Regina, Canada	2014-06-17	Historic buildings are of immense value to a neighbourhood and city. Moose Jaw has restored and renovated its historic schools. Connaught too can be successfully refurbished to provide an inspirational learning environment for many more generations of Regina children.
Maureen Eckstein	Regina, Canada	2014-06-17	Our heritage is a very important part of life so why would we destroy it!
Judith McLennan	Regina, Canada	2014-06-17	It is part of our heritage and community. Connaught will be replaced by a MEGA school
Dirck de Lint	Regina, Canada	2014-06-17	Our city has a terrible habit of forgetting its past, and buildings representative of that past are few. That this particular building is also functional and located in a vibrant community makes it important to save it rather than replace it with some modern construction built to support an educational method which is starting to look counterproductive.
Judith McKenzie	Regina, Canada	2014-06-17	Three generations of my family went to Connaught School - my daughter, two of my granddaughters, my grandson and now my great granddaughter
jennifer krall	regina, Canada	2014-06-17	remembering and honouring our history is an important part of who we are
Marni Aubichon	regina, Canada	2014-06-17	my granddaughter attends this school and relocating to another area for 3 years makes no sense - fix the current building - we have let way too many of our old building be torn down in this city
Jillian McLennan	North Vancouver, Canada	2014-06-17	Connaught is a central part of the Cathedral Community identity as well as the history of Regina.
Robin Adeney	Regina, Canada	2014-06-17	Buildings remind us of our identity, create a sense of place and community. Connaught School should be preserved.
Sylvie Roy	Regina, Canada	2014-06-17	I believe we should keep old buildings as part of our heritage. There are so few old buildings in Regina that we should work at keeping the ones we have.
Celia Overend	Regina, Canada	2014-06-17	I rarely sign petitions; however, as an avid Regina lover, I am surprised when I see key buildings disappear. They act as a significant visual diary for our city, and as a foundation for strong communities. There are fewer and fewer historical buildings in our city, so we must act sooner rather than later in order to preserve our visual and structural past.

Name	Location	Date	Comment
Lauren Fournier	Toronto, Canada	2014-06-17	I was born and raised in Regina, SK and am currently living out of province for school. Connaught Community School is one of the few remaining architectural treasures of pre-modern Regina, and I very much hope that it is warranted Heritage Designation and thus protected. Thank you!
Kathleen McLeod	Edmonton AB, Canada	2014-06-17	A community resource that has served education well with no need to destroy a heritage building.
Christine Heenan	Regina, Canada	2014-06-17	As a resident of the cathedral area I feel that Connaught is an essential part of the neighborhood.
Brenda Niskala	Regina, Canada	2014-06-17	Connaught School, paired with the library, is the anchor for our neighbourhood. I always knew my children were safe when they were near Connaught. They are the kind of stately buildings that make this part of the city special.
Genevieve Peris	Regina, Canada	2014-06-17	Because it's my school to start. Even if they close it, it's a beautiful building and should be a heritage building. I bet they don't even plan on building a new school! They want to use the land for the new stadium probably! Or maybe even those new condos... My point being, I might be younger, but I still have an opinion, and frankly so do many more, and they are all saying, make it a heritage building. That's why it's important to me.
Colleen Peris	Regina, Canada	2014-06-17	Because the greed of a handful of people should not supersede the will of an entire community. Tearing down Connaught School is not only wrong, it is unconscionable. There are so many other viable alternatives to destroying this historic landmark, it is only a matter of will and it can be done.
Suzanne Smart	Regina,, Canada	2014-06-17	This historic building can never be replaced. We need to respect our cultural heritage and the environment by keeping unnecessary waste out of the landfill.
Catherine Gibson	Regina, Canada	2014-06-18	Without Heritage, we are nothing
June Botkin	Regina, Canada	2014-06-18	This is the oldest school left in the city. The designation and council support helps meet the values expressed and passed by city council in the new community plan. It's time the city walked their talk!
Jacqueline Campbell	Regina, Canada	2014-06-18	Heritage
Kathleen Irwin	Regina, Canada	2014-06-18	It is an historic landmark worthy of saving. The option of a new building will not conform to the architectural integrity of the neighbourhood.
Ingrid Alesich	Regina, Canada	2014-06-18	It is important to keep the main structure of the school while upgrading the internal infrastructure and making it energy efficient, light and bright, accessible and making the grounds a place of beauty and fun for the children and teachers.
Sherie Crepeele	Brandon, Canada	2014-06-18	To keep the heart of the community alive and cared for.
Kathryn Hamre	Regina, Canada	2014-06-18	This building has historical significance for the City of Regina and more should be done to ensure its preservation.
Madeleine Black	Regina, Canada	2014-06-18	I attended Connaught from kindergarten to grade eight in the French immersion program. I also lived and worked in the Cathedral area for many years afterwards and believe that heritage buildings help to create a sense of place among people, allowing the community to be a vibrant and positive place to live. Please don't destroy a pillar in our sense of belonging, it's something that can take generations to create.
Rene Dumont	Regina, Canada	2014-06-18	This is important because I feel that this is the most significant heritage building in this community!
Leslie Charlton	Regina, Canada	2014-06-18	History is important for a city to be great.
arnold mckenzie	Regina, Canada	2014-06-19	Both my daughters attended this school and my wife Sandi helped initiate the school lunch program.

Name	Location	Date	Comment
Deborah Karpa	Regina, Canada	2014-06-19	So our city has some character with old buildings maintained and restored. The Cathedral is noted for its old character buildings, why would we tear it down? Building new always costs more than fixing old?
Taylor Obarianyik	Regina, Canada	2014-06-19	Grew up in cathedral and it would be heart breaking to lose such an important piece of heritage in the community.
Sarah Wells	regina,, Canada	2014-06-19	The city needs to preserve tradition and heritage.
Mirtha Rivera	Regina, Canada	2014-06-19	Because our kids need their school to stay where it is and they don't need to be going somewhere else.
Anna Baker	Regina, Canada	2014-06-19	Because municipal governments and school divisions should work together to serve their communities.
Tiffany McHugh	Regina, Canada	2014-06-19	It is the least wasteful, least disruptive option. The school means a lot to many people.
Debbie Bradford	Regina, Canada	2014-06-19	My son is a Connaught student and this is our community! We take pride in our community!
Marcel Hunt	Regina, Canada	2014-06-19	Heritage, people... c'mon!
Greg Patterson	Thunder Bay, Canada	2014-06-19	How is it not?
Marianna Brown	Regina, Saskatchewan, Canada	2014-06-19	This building is recognized as one of the ten such buildings in all of Canada

Presentation to City Council
on Connaught School Heritage Status

Submitted by Amy Petrovitch

I am a Cathedral Area resident with two children who attend Ecole Connaught Community School. The Cathedral Area is a well-known and enviable community that values our heritage buildings which are a part of our culture, and we have the right to be able to retain them. The school has been the corner stone of our community for over one hundred years and deserves to be treated with more respect than it's been given of late.

When the Municipal Heritage Advisory Committee recommended Municipal Heritage Status for Connaught, my eyes filled with tears of joy. For the first time, an official body actually listened and asked thoughtful questions. The members understood our community's desire for heritage retention, rather than dismissing the idea with contempt and disbelief. They understood that our children do in fact enjoy and benefit from learning in a historic setting. They made a well thought-out recommendation based on their knowledge of heritage conservation and its importance to our city and young people.

As chair of the École Connaught School Community Council, I have attended several community input sessions. In April and May 2012, the school board held three meetings for school community members, including parents, teachers, students and area residents. During the first meeting, it was made clear the board's consultant and administrators favoured demolishing our historic school, which had just celebrated its 100th anniversary, to replace it with a new open-concept school. The overwhelming response of the people who filled the gym that evening was: respect our heritage, take better care of our building, and pursue rehabilitation, renovation and retrofitting for the future.

Although we had never before been told there were major problems with the building, suddenly we were told our school was at the end of its life and was not a good candidate for renovation. When someone asked if we could have a second opinion on the building's condition, the answer was, "No." The answer has been "No" ever since.

I imagine how differently these meetings might have gone if Connaught had official recognition as a heritage building. If Connaught were a designated property, renovation would be the first option to be explored, and it would be done properly.

The consultant's final report noted that the number one design consideration emerging from three public meetings was "a strong desire to retain some or all of the Connaught School building." Yet, after a long silence, in February 2013 the board suddenly brought forward and passed a recommendation to pursue funding for all-new construction instead of a renovation, stating renovation would be too costly. A major factor in the cost was lack of reliable information about the building's structure, which meant very high contingency costs.

Despite this setback, support for our heritage school has remained very strong in the community. During these events, we celebrated a 100th Anniversary and received two Municipal Heritage Awards. Being part of a historic school was a wonderful opportunity for students to study Regina's history and connect with older generations who had attended the school in decades past. This continuity is important, and can't be duplicated in any other setting. I cannot imagine graduates from the 1930s and 40s would care to visit students in a new glass and steel building they feel no connection to.

Parents and community members also spent time conducting research, touring historic schools in other cities, and meeting with conservation experts. What we learned filled us with hope for our school. We saw with our own eyes what was possible. We heard how much students and teachers appreciate their beautiful restored historic schools.

In June 2013, the School Community Council asked the school board to pursue heritage designation, opening a door to grants, specialised knowledge and funding partnerships. We felt heritage designation would be a much-needed help for equally addressing the needs of the board, families and community. After the idea was turned down, 319 people signed an open letter in protest, showing heritage designation was a concept that many thought was worth pursuing. I'm happy the Heritage Advisory Committee has taken up that idea on behalf of residents.

The new school designs we've been shown as the ideal model do not fit our neighbourhood, nor have they been proven to provide better outcomes for students. In February 2014, some 200 school community members attended a meeting in the Connaught gym, where once again the board heard loud and clear that our school's heritage was important, and that people wanted a second or even third opinion from people who specialize in rehabilitating older buildings. Since then, we've been told the school must close immediately, putting families into a panic that could have been avoided with some timely, relatively inexpensive repairs (estimated at \$67,000). It is a strong testament that community members quickly raised \$9,000 to help offset the cost of repairs, although their offer was turned down.

This is the strength of our school community. If you vote to give Connaught the support it needs tonight, citizens will come forward to ensure a positive outcome for all. My children have gained immeasurably from attending a historic school that gives them a sense of pride and place. They have studied in a school that fits their neighbourhood and has educated children for over 100 years. One of those whom is their grandfather. I hope future generations have the same opportunity.

Amy Petrovitch

Heritage Regina
P.O. Box 581
Regina, Saskatchewan
S4P 3A3

June 19, 2014

Your Worship and members of Regina City Council:

Heritage Regina supports the designation of Ecole Connaught/Connaught Community School as a Municipal Heritage Property for four reasons.

Connaught is the oldest school in Regina still being used for its original purpose.

Construction of Connaught began in 1912, and this 17-classroom school opened its doors just in time for the September 1913 school year. School concerts and gym classes were held in Connaught's upper hallway until the 1958 addition of a distinctive round gymnasium designed by Regina architect Clifford Wiens.

Some might argue that the original portion of Sacred Heart Academy (3225-13th Avenue), a Roman Catholic residential girls' school, is older: it was built in 1910. But Sacred Heart Academy was converted into condominium apartments in 1990.

Holy Rosary School (3118-14th Avenue), constructed in 1914, is the only other elementary school built before World War I that is still operating as an elementary school in Regina 100 years later.

Connaught School also occupies a special place in the history of education in Regina.

In 1976 Connaught introduced a French Immersion stream, and in 1980 the surrounding community helped pilot a community schools program, making it the first and for many years the only dual track (French-English) community school in Canada.

Reginans who live in the Cathedral Neighbourhood have demonstrated on many occasions that Connaught Community School holds great value for them. Their care of the school grounds, their careful documentation of the school's history, their celebration of significant anniversaries over the years (including

their installation of a brass plaque to mark the school's centennial), and alumni donations of historical artifacts and photographs are all proof of this. And at public meetings they have demonstrated a preference for considering heritage value in making planning decisions.

All of this not only reflects an appreciation of Connaught School's aesthetic contribution to the Cathedral Neighbourhood, but its role in sustaining intergenerational linkages and a sense of continuous history in one of Regina's oldest neighbourhoods.

It is worth noting here that in 2013 city council acknowledged the heritage value of Connaught School and its importance to the community (and Regina) when it awarded the George Bothwell Heritage Award for Public Service to the Ecole Connaught/Connaught Community School Centennial Committee.

Connaught School is part of the substantial body of work of James H. Puntin, a prominent Regina architect during the first three decades of the 20th century.

Born in Great Britain in 1878, Puntin emigrated to Canada in 1904 and settled in Winnipeg where he became general manager of the Winnipeg office of a Toronto architectural firm, Darling and Pearson. Puntin moved to Regina in 1906 and found employment with the provincial Department of Public Works, overseeing the construction of the new Legislative Building which Montreal architects Edward and William Sutherland Maxwell had designed. In 1912 Puntin went into private practice. One of his first projects was to design a new building for the Young Women's' Christian Association opposite Victoria Park in downtown Regina; another was Connaught School.

In 1929 Puntin formed a partnership with Col. F.J. O'Leary, and the following year they invited Charles Coxall to join their firm. But there was little work for architects during the Great Depression and the firm was eventually dissolved. Puntin continued to practice on his own until 1943, when he retired and moved to British Columbia.

The largest part of James H. Puntin's body of work in Regina are the elementary and high schools he designed for the Regina Public and Catholic School Boards. In all, he designed 7 elementary schools: Benson, Connaught, Haultain, Kitchener, Lakeview, Saint Augustine and Wetmore.

More modest, but significant nonetheless, are the high schools Puntin designed. Five new private and public high schools were constructed in Regina after World War I: Champion College (1921), Scott Collegiate (1924), Luther College (1925), Sacred Heart College (1926) and Balfour Collegiate (1930).

James H. Puntin designed Campion College, Luther College, Sacred Heart College and an addition to Sacred Heart Academy. (Edgar M. Story and W.G. Van Egmond designed Scott Collegiate, and W.G. Van Egmond and Stanley Story designed Balfour Collegiate.)

Another of Puntin's clients was Regina College, for whom he designed a women's dormitory and tower (1914), a gymnasium (1925), and the Music and Art Building--Darke Hall-- (1928).

During his career in Regina James H. Puntin also designed the Albert Memorial Bridge (1930) and a new City Police Station (1931).

In assessing James H. Puntin's body of work in Regina, his biographer in the *Biographical Dictionary of Architects in Canada* states that "... it was his assured designs for major additions to Regina College (1924) and the new complex for Luther College (1925) which demonstrated his ability to use Collegiate Gothic forms in a distinctive manner."

But Heritage Regina would argue that Connaught School is worthy of praise and recognition too, as the earliest example of James H. Puntin's skill as an architect.

Connaught School also occupies a special place in the history of the "West End" (now the Cathedral Neighborhood).

A city's built heritage can bring a sense of place to its communities and neighbourhoods. Historic buildings, by their layout, form and construction materials, give an important sense of place and identity to the Cathedral Neighbourhood. Along 13th Avenue alone one still finds such landmarks as Westminster Presbyterian Church, Holy Rosary Cathedral, Sacred Heart Academy, the Connaught Library and Connaught School.

Those who call the Cathedral Neighbourhood home have shown a keen interest in preserving and celebrating its heritage character. By my count, 11 buildings in the Cathedral Neighbourhood have been designated as Municipal Heritage Properties, and another 42 are currently on the Municipal Heritage Holding Bylaw list.

Heritage Regina is of the opinion that Connaught School is the cornerstone of the historic Cathedral neighbourhood, and would urge you to protect and preserve this elegant building which James H. Puntin designed more than a century ago.

The Official Community Plan which City Council initiated and has now adopted recognizes that "Many neighbourhoods have long histories and are home to important cultural heritage resources...rich architecture and historic

places....” And it pledges “Regina will continue to conserve, protect and support its cultural resources, historic places, civic identity and intercultural dialogue as important civic elements....” (*Design Regina Official Community Plan*, p. 49)

For all of these reasons Heritage Regina would urge you to accept the recommendation of your Municipal Heritage Advisory Committee and designate Ecole Connaught/Connaught Community School as a Municipal Heritage Property.

J. William Brennan, President
Heritage Regina

June 19, 2014

City Council: June 23, 2014 **Heritage Status for Connaught School** Jeannie Mah

When Connaught School was built in 1912 during Regina's boom years, it was in great company, along with the Legislative Building, Westminster United Church, and the Carnegie Library. Holy Rosary Cathedral would open a year later. All were built of quality materials, solidly constructed, and built to last.

This handsome well-proportioned school, designed by Provincial Architect Puntin, was well thought-out, with a rational floor plan which children could understand. Its north-south alignment allows for natural light to enter, but avoids the glare of southern light in classrooms. The corridors and stairwells are still generous and beautiful, built with materials that are nice to touch.

Having stood for 102 years, recognized by Heritage Canada as an Endangered building, and having won 2 City of Regina Municipal Heritage Awards in 2012, and included in the City of Regina's own Self-guided Walking Tours of Historic neighbourhoods, it is evident that Connaught School is of Heritage value.

The P3A consultations reported that " **the community consultation process revealed a very strong desire to retain the existing Connaught School building**", a fact ignored by the School Board. A community cheque for \$9,000 offered to the School Board for repairs to Connaught was not accepted or acknowledged.

We fear that due diligence has not been done. Visual inspection is not enough. We have offered to pay for scientific testing of the building, but the Regina Public School Board refused to allow a heritage conservation team into the school for an in-depth 6 hour inspection to perform series of physical tests.

Sadly, it seems that Haultain, another solid and beautiful Puntin-designed school, is about to be sold, and, I fear, demolished. It is equally frustrating that Athabasca School was sold for just over \$2 million dollars (during a population boom!), while any new school will cost \$20 million. None of this makes economic sense, and appears to demonstrate poor stewardship of public resources.

During the **Walk to Work** consultations, we discussed the need to create iconic

gateways, to announce specific neighborhoods. Connaught School and Connaught Library are two iconic brick buildings which announce the entrance to Cathedral Neighbourhood. They are functional, useful and beautiful; because of their longevity (in Canadian standards), the buildings connect many generations to our culture and our geography, because these buildings are saturated with our memories and our personal history.

Architecture connects us to place, and our lived memories deepen our sense of security, identity, and love of place. Connaught School and Connaught Library are a perfect intellectual fit: built on a human scale, and visually pleasing - the school and library are the intellectual and cultural hub of this neighbourhood, for children and adults alike.

Neighbourhood schools are the anchor for a community. Playgrounds are used by all ages, where a community can grow up and grow old together. Cathedral is now one of the most desired neighbourhoods in Canada because it is a complete neighbourhood: we can walk, cycle, use public transport, and we have all needed services - library, art gallery, cultural centre, shops, and - a school.

The children who now walk to Connaught will be bused to Wascana School, reported to have been at the end of its life in 2013. Its foundation is in worse condition than Connaught, where the engineer states that "a column has already failed" and "there still risk for similar events to occur..." While the School Board refuses to spend the \$67,000 to make Connaught safe for another year, it willingly spends over 1 million dollars to repair Wascana, while children are still going to school! Connaught children will go to a school which is much more dangerous than the one they are now in.

With every school closure, Regina Public School Board disrupts city design and planning. This should concern the City of Regina. It would be sensible for the City and the School Board to work together to build a well-functioning city. It is hypocritical for the City to discuss walkable communities if schools in established neighbourhoods are gone.

Please astound all Regina citizens, if not all of Canada, by accepting the advice of your own Heritage Advisory committee, and grant Heritage Status to Connaught School. We should restore, re-use, revitalize and densify - this is cheapest route to economic sustainability: the greenest building is the one we have: culturally, historically, and ecologically, the way forward to real sustainability. Please respect Regina's own history!

June 19, 2014

To: His Worship Mayor Fougere
And Members of City Council

My name is Leslie Charlton and I have owned and operated a retail store on 13th Avenue in Cathedral since 2004. I have been a board member of the Cathedral Village Business Association for the past 8 years. I currently have a son, daughter and nephew attending Ecole Connaught.

History weaves an interesting web in any neighbourhood, and I am proud to be a part of the Cathedral story. My great-grandparents lived on Cameron Street through the depression in a house that still stands and is now owned by a family with two current Connaught students. Five of my grandma's siblings attended Connaught School and family record books tell me that our history of commercial enterprise began in Cathedral during the Depression; my great-grandma raised chickens in the backyard of her home and her two young sons Bennett and Cecil would sell them door-to-door. I guess being a Cathedral retailer is in my genes.

This is typical of the many fascinating stories that abound in this old neighbourhood. The beauty and narrative of an historic area draws people from far and wide and continues to inspire those who live and work in that area to have pride of place. I was lucky enough to purchase my shop property on 13th Avenue after three years of renting a space on the 3100 block, just down the street. My newly purchased property had been a somewhat neglected little rental house for many years, so I went through the process of rezoning to **Direct Control District 10** and renovated the 50-year-old building to upgrade the plumbing, make it wheelchair accessible and added 400 square feet. Because it was very important to me to retain the historic aesthetic of the building, I hired architect Len Pauls from PSW Architecture to design my interior and storefront. Mr. Pauls had done many period renovations, including work on the Saskatchewan Legislative Building. He followed my wishes to retain the historic character of the building including adding a flared foundation effect typical in many Cathedral

1920's homes, incorporating exterior finishes similar to those used on other older Cathedral buildings, keeping the original pitch of the roof and adding arched ceilings in the interior.

Obviously, I am a firm believer in maintaining older buildings whenever possible. Old, but new again. History preserved. It's possible even for a nobody like me with very limited funds.

Cathedral, as a business area, depends on this historic charm to draw customers. It is what makes us stand out and one of the main reasons why we keep getting better. Tourism Saskatchewan includes it along with Saskatoon's Broadway Area as a prime visitor destination. Cathedral has been featured prominently in publications such as *Wish Magazine*, *Chatelaine Magazine*, *The Saskatchewan Book of Musts*, and *Western Living Magazine*, which states "Regina is bouncing with prosperity and an influx of vibrant residents who are breathing new life into a classic neighbourhood". The Cathedral Village Business Association recently took part in a collaborative art project for the Cathedral Village Arts Festival to celebrate over a century of business in our area. It was the kick-off to a longer-term project of collecting the stories of all the businesses that have operated through the decades in our village. History is important and it is disturbing that the beautiful, majestic, publicly-owned Connaught School building was not allowed to receive a second opinion on the condition of its structure. The school board has stated that retaining historic publicly-owned buildings is not their job. Exactly whose job is it?

Retaining our heritage is ALL of our responsibility.

Public funds for schools come from the province, but I am always baffled by the lack of response from our city when a school closes - schools hugely affect neighbourhoods and liveability in a city. Consultation should take place between the city and the school board before finalizing any school closure. During this time of growth and development, the City of Regina really must start taking part in the school conversation.

The City of Regina's vision, "to be Canada's most vibrant, inclusive, attractive, sustainable community where people live in harmony and thrive in opportunity" will only be possible if we start working together. We have to stop using the excuse "It's not my responsibility". I dream of living in a city where children learn about history, sustainability and innovation because they are surrounded by it. Retaining, renovating and improving our historic older schools would be a great start.

I left my favourite publication quote for last. This one is from 2011.

The article is called, *"What Went Right: A Story of Cathedral's Revitalization"*.

"The area has always contained a mix of housing forms and land uses. Most of the buildings were constructed before the 1920's, lending Cathedral its historic charm and physical diversity. Cathedral is a shining example of what can go right when strategic investment is made in a struggling community. In this case, looking to our past can inspire the efforts we could make to improve our communities of the future."

That one may ring a bell because it was published by the City of Regina in *"Horizons"* magazine. I hope our city can live up to its words.

Leslie Charlton

June 19, 2014

Mayor Fougere, members of Council, Good Evening.

My name is Catherine Gibson. I speak from my experience of having grown up in Regina and having attended Victoria Public School, Strathcona Public School and Regina Central Collegiate Institute all of which have been subject to **demolition**.

I am thankful for the wisdom shown by the University of Regina to conserve Darke Hall, where much of my musical education was received, and where we were introduced to the plays of Shakespeare performed by troupes of actors (even if we did laugh at inappropriate times). I thank them also for including the 'Regina College' buildings in which I took my first year of university.

I am here tonight to ask that you support the awarding of Heritage Status to Connaught School.

- No parent or guardian would consent to their child having a full leg amputation for an injured ankle without an X-Ray to determine the full extent of the injury. Amputation without compelling indication would be completely inappropriate and irreversibly drastic. The treatment needs to fit the problem.
- There IS a relationship between the City of Regina and School Boards. They share an election process and date. The city collects taxes for the school boards and has an obligation to ensure that tax-payers' money is used responsibly. I should think the obligation is even greater when a heritage asset is involved. Ecole Connaught School is such an asset. The deed may state *Regina Public School Board*; but I believe that is a convenience in place of having to list each and every public school tax-payer by name.
- Demolition followed by new construction creates more greenhouse gases than heritage renovation and restoration. Demolition puts a strain on the already burdened landfill. New techniques in restoration can bring a century old building up to LEED standards including even the Gold standard. The School Board has repeatedly refused access to specialists with the necessary equipment to examine the structural condition. The purpose of bringing in conservationists would be to assess whether the problems and/or deficiencies are really insurmountable and if there are alternatives to complete demolition. The question is not what the building IS, but rather what the building COULD BE.
- To me the most important cornerstone of Design Regina is the concept of 'Complete Communities'. The Cathedral District today is Regina's finest, if not the only, example of a complete community. Page 6 of the recently adopted **Design Regina Official**

Community Plan states the first two Community Priorities as being *Develop complete* neighbourhoods and *Embrace built heritage*. Heritage buildings create pleasant neighbourhoods that attract people and provide a sense of social sustainability. Heritage buildings are both the high-light and the core of the City Tours that most visitors take while on vacation. At the Stakeholder Appreciation event on June 9th, it was said that it was because of the quality (and quantity) of the consultations with the various groups that made this endeavor so successful. Please put those words into action by voting yes to Heritage Status for Ecole Connaught School. As stated above, the cost to restore an existing building is less than the cost of demolition and rebuilding both in dollars and to the environment. Although not massive, some funding would be available from federal and/or provincial heritage committees, and, more importantly, there can be specialty insurance for heritage buildings.

- I ask City Council to take a moment to review the situation with regard to Connaught School. The closing date of June 2015 was suddenly brought forward to June 2014. The stated issue was an abrupt lack of insurance. The repairs and costs to keep the school operating until June 2015 were estimated at \$27,000 plus \$15,000 for monitoring inspections and \$25,000 for unforeseen and/or emergency repairs for a total of \$67,000. These repairs would be part of the conservation work and not be wasted. The comparison of the 'fitness' reports of Connaught and Wascana (the school from which the current pupils are being moved) shows Wascana to be in much worse condition and with structural defects that should make it even less insurable. Yet, the School Board is prepared to spend over 1 million dollars to try to make it last through the time required to have Connaught up and running again. That million dollar repair would be carted off to the landfill with the rest of the building in a couple of years! The mere, by comparison, \$67,000 for Connaught would buy one full year in which other options for temporary relocation as and if required could be examined. The extra year would mitigate the trauma which is disrupting the lives of the families of children attending Connaught.
- I ask City Council to assume guardianship of Ecole Connaught School for the purpose of ordering the school board to allow the access requested by the parents and supporters of the school for the equivalent of an X-Ray, and that this test is to be conducted as soon as feasibly possible by the firm chosen by the parents and supporters. This will determine once and for all, and at no cost to the school board, the extent of the school's deterioration and if there are alternate remedies to the proposed demolition that would better serve the community and the environment.
- I ask City Council to either vote Yes to heritage status today or to table the vote until the results of the structural tests are available.

- I ask City Council to follow the lead of the Provincial Government which is now, and in the past, been conserving our Legislative Building, and of the University of Regina in conserving their College Street assets. Help Regina to become known as a city that treasures its heritage buildings. See to it that Ecole Connaught School becomes a classic 20th century building that will be providing 21st century education for years to come. Embrace our built Heritage!

Katherine Gibson

June 19, 2014

To: His Worship Mayor Fougere
And Members of City Council

My name is Susanne Arndt and I am a resident of the Cathedral Community. I sit on the SCC of Ecole Connaught School.

The residents of the Cathedral area have chosen to live in a walkable neighbourhood, with mature landscapes, character homes, and historical architecture and SCHOOLS! Cathedral is known as one of the best neighbourhoods in Canada.

1560 people signed our petition "to develop a sound, affordable renovation plan that will support the current Ecole Connaught Community School building as a 21st Century learning environment, while respecting community values and preserving the heritage value of this nationally recognized historic school." Among the signatories were many who did not live in Cathedral but appreciated its history within the city of Regina, and respected our shared history. Clearly, this is an issue that more than just one Regina neighbourhood cares about.

When Davin School was initially deemed structurally unstable and financially prohibitive to repair, the school board, Davin's SCC and the parents sought more information and then worked cooperatively to come to a solution that was acceptable to all. Davin School is a shining example of how great community team-work can save Heritage Architecture. We still would like to work collaboratively with The Board of Education in this same way. Hopefully to provide a school that is functional while conserving its historic architecture.

There has not been enough corroborative evidence to convince us that Connaught School cannot or should not be rehabilitated and retained as a heritage school. The provincial government is on record that they support the most economical solution for Ecole Connaught School. They have NEVER said they would not support a renovation. The supportive document is appended.

We deserve a second specialist opinion. A hypothesis is only valid if reproducible. This is a scientific principal.

Heritage Designation can help by requiring more thorough research and consultation before moving to demolish a building. From my personal experience, I know how important this is.

I have been a Family Physician for 28 years and have not had a malpractice suit against me in all that time. I attribute this to my non-paternalistic method of practising, open communication, good listening skills and employing sound scientific evidence. I am open to new information that may be presented to me which could very well change my diagnosis. I also am aware of my limitations. I am a generalist, not a specialist. If someone presented with a headache, there could be many causes. I would need to do a thorough history and physical exam. After completing this, if I thought the headache was due to a brain tumor, I would not just give this diagnosis and send them home to put their affairs in order. I would want to be absolutely sure and would order further testing. If this initial testing confirmed my initial diagnosis, I would not say "you have a brain tumor, I can do nothing for you, go home and put your affairs in order." Just because I could not do something about the tumor does not mean someone else couldn't. I would send them to a specialist, a neurosurgeon, who could. Even this specialist would order more specialized testing to make sure the tumor was cancerous before delivering a diagnosis of terminality. Terminal or not, the treatment still would be up for negotiation. It would depend upon the needs and wants of the patient, the patient's family and the confidence in the surgeon. Even with the confidence in the surgeon, it would be entirely appropriate to have a second specialist opinion. There is no harm done with extra knowledge, just harm done without it.

I therefore urge you to grant Heritage Designation, as it seems to be the only thing that will prompt the kind of research, testing and consultation needed to plan the future of Ecole Connaught School -- a highly valued Canadian heritage asset that our city is fortunate to have.

Respectfully yours,

Susanne Arndt



November 9, 2012

Ms. Debra Burnett, Chief Financial Officer
Regina SD No. 4
1600 - 4th Avenue
REGINA SK S4R 8C8

Dear Ms. Burnett:

Re: Connaught Community School

This letter is further to my meeting with Ron Christie and the school division's architect James Youck on Friday, November 2, 2012 regarding the proposed project at Connaught Community School.

With regard to the Connaught Community School project the Ministry of Education will support the most economically viable long term solution that is equitable and ensures the provision of sustainable educational programming and infrastructure in the neighbourhood.

I trust this information will assist the school division in its deliberations with regard to the future of the Connaught Community School. The ministry looks forward to working with the school division on this exciting project in the future.

Sincerely,

Daryl Richter
Manager of Capital Projects
Corporate Services Branch, Infrastructure Unit

cc: Julie MacRae, Director of Education, Regina SD No. 4
Boris Okrainetz, A/Southern Regional Director, Ministry of Education

bcc: ~~Ramstead~~/Mikulsky/Project File/Chron

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Presentation to City Council on Connaught School

Submitted by
Lynne Sheldon
June 19, 2014

When choosing a school for my daughter, I had three criteria: first, it should be walkable; second, it should be in a liveable community and; third, it should offer French Immersion. I found those things in Connaught School. The fact that the school had an amazing history and was a century old was a bonus.

We appreciated taking part in historical celebrations and walking hallways that families had walked for more than 100 years. We enjoyed the park-like school grounds, with their old shady elms and beautiful landscaping. Like many parents, I had no major complaints about the layout and function of the school, which served my daughter very well, as it had done for many generations.

New is not always better. The key is in good teaching, adequate classroom supports, and strong community connections – not in the latest bells and whistles. If Connaught had any problems, they were more likely to be related to lack of support for the elemental components of education, rather than any issue with the architecture. Although the school board and its design consultants were quite convinced Connaught was too old-fashioned and obsolete to accommodate the latest education theory, our family was very satisfied with a 102-year-old school, and would have liked to have seen its continuance.

When the board voted to close Connaught this June rather than invest in it, my 9-year-old daughter stormed out of the board room. I told a trustee, “You’ve made her angry.” The response was, “She’s a child.” Yet, who is Connaught school for, if not the children? Whose community is being torn apart? Friends are now scattering around the city, rather than accepting a hastily assembled and inadequate relocation choice.

With this decision, we have lost the walkability and liveability that were important to us, and potentially have also lost access to French Immersion, depending on our future school choices. Moreover, the Cathedral Area has lost an anchoring landmark that helps define what the neighbourhood is all about.

This raises an important question: how is the City of Regina involved, and what role could heritage designation play in these decisions?

Heritage designation first and foremost places a necessary check on the culture of neglect and demolition of major public buildings, including schools. According to inspection reports, repairs needed for Connaught’s continued, safe, uninterrupted operation date back many years, yet went untended. The message to parents from the school board was, “We are just going to tear it down anyway, so why bother?” While community volunteers took great care of the school grounds, sagging front steps and a

missing cornice presented a face of neglect to passersby – although the essence of the building is still beautiful.

Because of the impact on surrounding residents, the City has a duty to keep an eye out for property neglect, no matter the owner. Heritage designation is a tool to do so. It allows for inspections and requires consultation on decisions. It introduces the concepts of heritage valuation and embodied energy audits. Designation acknowledges that all levels of society and government are affected and involved. More importantly, heritage designation inspires a sense of pride and care.

If Connaught is designated, this sense of pride and care might spill over to benefit other schools and communities. Sadly, building neglect is not only confined to our historic schools, but also to newer schools. According to engineering and health and safety reports, Wascana School – where Connaught students are now to attend – is in similarly terrible shape and indeed was not to have operated past 2013. Problems identified in the reports included suspected wastewater leaking into the walls, cracking and heaving of slabs, and a failed structural support column, with potential for future failures. These go far beyond the concerns at Connaught, and likely mean Wascana School is also headed for the landfill soon.

Such conditions effectively narrow community choices to just one: a never-ending cycle of demolition and construction that disrupts our children's education; frays neighbourhood social ties; harms the environment; forces us to live amid debris, noise and traffic snarls; and negates our shared history and sense of community.

There is no reason people should have to choose between a school and a heritage building. The two things are not incompatible. There are many good examples around the world, including just down the road in Moose Jaw.

It is said that people who recognize Connaught's heritage value only care about bricks and mortar. As a parent I can tell you, that is not true. Our concerns are connected to neighbourhood sustainability, liveable communities, environmental impacts, and the social wellbeing of our children and future generations. Bricks and mortar embody much more than you might think.

In closing, heritage designation for Connaught would model a better way of conducting ourselves as a city. If we can designate one small but very important school, it will serve notice to owners of other public buildings that the time has come to do better as a society. I realize this is a very big step for the City to take, and that it might be highly controversial in some quarters, but an act of leadership is sorely needed at this moment in time.

June 19, 2014

Mayor Fougere and Council
City of Regina
Regina, SK, S4P 3C8

Dear Mayor and Council,

Re: Municipal Heritage Advisory Committee: Application to designate École Connaught Community School (2124 Elphinstone Street) as a Municipal Heritage Property

The following expresses some views concerning the designation of École Connaught Community School as a municipal heritage property.

1. I would like to express my support for this proposal to designate this 102 year old school as a heritage property. As a building with unique features that is part of a heritage landscape in the Cathedral area, and is still functioning in its original purpose, it well deserves heritage designation.
2. People in the community and from elsewhere in the City support this designation and are willing to put in the extra work and contribute to the effort needed to maintain this building.

Some further related comments.

3. The Regina Public School Board has known about the problems with the building for 20 years, and has done only minimal maintenance, and in fact, according to an historical buildings expert, often has caused more harm than good. What is the standard for building maintenance in this city and province? This raises concerns for other historic buildings in this city.
4. Parents from Connaught and other Regina residents raised funds and offered to pay for conservation experts to conduct an additional assessment of the condition of Connaught School, to determine more fully what the building condition was. The special assessment would have brought in additional information about the condition of the bricks in the basement and the rebar in the concrete roof. Yet the Regina Public School Board has denied access to conduct these tests. The schools have a Community School Councils that are allowed to contribute to minor decisions, do all the work of planning, fund-raising and putting in a playground in place, but on the other hand are not permitted input into a decision concerning the building. This does not contribute to the support for community involvement that we are trying to foster in Regina.
5. The potentially upcoming situation of students from Wascana School being bussed elsewhere, and then Connaught students being bussed to Wascana School certainly does not fit with the ideas of Design Regina.

Other examples along this line are the closures of Haultain and Athabaska schools, decision which work against the Design Regina vision of a walkable city that is environmentally sustainable,.

At the time of the decision of closure of Haultain School the School Board members were unaware of Design Regina, although the Design Regina process has been ongoing since 2009. I drew this situation to the attention of Design Regina staff, a City Councillor and a School Board member about a year ago. I would like to ask the Mayor and Councillors and the City Administration if anyone has met with School Board Administration of School Board members about the principles of Design Regina. Has information about Design Regina been officially passed on to the School Board Administration and has the School Board Administration forwarded this information to School Board members?

Why in these days of intersectoral collaboration and partnerships on all fronts - including public-private partnerships, do the School Board and the City retain a hands-off attitude to decisions that clearly affect each other's jurisdiction? Are discussions happening behind closed doors or in other settings?

How about having a public meeting with the Chairs of the School Boards (Catholic and Public) and the alternate schools, and the Mayor talking about overlapping issues? Perhaps a title could be "Design Regina - its implications for education in Regina".

6. The way the Regina Public School Board has operated with its lack of consideration for community wishes, the lack of recognition for the citizen input and results of the Design Regina plan and the lack of coordination between the School Board and the City makes a mockery of democratic processes, which the students can clearly see, and we wonder why young people don't have an interest in voting in school board, city or other elections.

Let's raise the bar and set a better example in the future in our decision-making processes.

7. I would recommend that the policy of the City of Regina providing grants to parents helping out with school playgrounds be suspended. Hours of volunteer labour goes in the playgrounds, time spent on meetings and committees and physical work, time that could be spent with children and family. Yet in the case of Connaught School, the Regina Public School Board is ignoring the wishes of the community to retain the building and if Connaught School is demolished the playground will be destroyed by the construction activities. So the City of Regina is playing into a system that takes unfair advantage of parents.

Thank you for the opportunity to share these views and ideas with City Council.

Sincerely,

Joanne Havelock

June 23, 2014

To: His Worship Mayor Fougere
And Members of City Council

Brief re: École Connaught Community School Heritage Application
Speaker: Katherine Gagne, Chairperson, Regina Board of Education

Good Evening, Mr. Mayor and City Councillors. My name is Katherine Gagne and I am the chairperson for the Regina Public School Board of Trustees.

Thank you for the opportunity to address you on the issue of a Heritage designation for Connaught School.

As owners of the property, we felt it important to once again reiterate that the Board of Trustees for the Regina Public School Division does not support Heritage designation for the property.

As democratically elected officials, Trustees weigh every decision we make, we are thorough in our due diligence, and we are accountable for our decisions.

We have heard from the special interest group who has advanced this request for heritage designation and just because their point of view did not prevail does not mean that they weren't heard and considered.

We serve over 20,000 students and we are responsible for ensuring viable, quality education, not just in 2014, but for decades to come.

This fall, École Connaught Community School will be relocated. The Board made this difficult decision based on consideration of the following:

- Most importantly, student and staff safety.
 - Engineering reports indicate the school is not safe for continued use beyond the end of June without renovation, and that even with recommended renovations, the school could only continue in operation for an additional year.
 - We refuse to put the safety of any child, staff member or member of the public at risk.
 - Additionally, school divisions are required, pursuant to *The Education Act, 1995*, to ensure all school buildings are insured.
 - The Board has been advised that the insurer will not continue to insure the Connaught School building after the end of the current school year.

- The Board of Education has received Ministerial approval to build a new school to replace the existing one.
 - There is governmental funding that is specifically tied to that course of action. The Ministry has made it clear that the funding is not for a renovation.
 - Every delay in the construction of the new school will result in more time that current and future students will have to be bussed out of their community and could potentially compromise a new build.

We have heard from the community in regards to the importance of incorporating some of the design of the present building into the new construction.

- This is consistent with past practice. Just as we incorporated elements of Herchmer school in the Seven Stones design and elements of Central Collegiate live on in the façade of Winston Knoll Collegiate.
- We hope to achieve the same results with the new Connaught School and are in the process of assembling an inventory of items to be preserved.

As a Board of Trustees, our concern with the Municipal Heritage Advisory Committee's recommendation to council is:

- They are an advisory committee and their decisions are not binding. Their concern is buildings, not Education, and ultimately this is an important educational decision.
- The Committee disregarded existing protocols regarding owner consent.
- Community heritage is not necessarily in a building. Heritage is in the hearts and minds of our people. We may use buildings as touchstones, but our children and their futures are more important.
- I recently viewed a video on the Save our Connaught website. This video was created for the 100th anniversary celebration.
- In the video, visitors to the school were asked to reflect on their best memories of the school.
- Without fail, almost all the memories related to teachers and students and lessons learned. The building itself was barely referred to.

In closing, as a democratically elected board of Trustees and as owners of the property in question, we seek to build a new school on the site of the existing building.

To delay this process by arguing about heritage designation and historical value would do a huge disservice to our students, the community and our city.

For all the reasons outlined, we urge you to decline the request to designate École Connaught Community School as a heritage property. Thank you for your consideration and time.

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Application to designate École Connaught Community School (2124 Elphinstone Street)
as a Municipal Heritage Property

**RECOMMENDATION OF THE MUNICIPAL HERITAGE ADVISORY COMMITTEE
- JUNE 9, 2014**

That the application to designate Ecole Connaught Community School, located at 2124 Elphinstone Street including the lands legally described as Lot all, Block 394 and Plan Old 33 as a Municipal Heritage Property be APPROVED.

MUNICIPAL HERITAGE ADVISORY COMMITTEE – JUNE 9, 2014

The following addressed the Committee:

- Catherine Gibson;
- Patricia Elliot, nominator for the designation of École Connaught Community School, addressed the Committee; and
- Mark Whiting, representing Regina Public Schools

The Committee adopted the following resolution:

That the application to designate Ecole Connaught Community School, located at 2124 Elphinstone Street including the lands legally described as Lot all, Block 394 and Plan Old 33 as a Municipal Heritage Property be APPROVED.

Recommendation # 2 does not require City Council approval.

Donald Black, May P. Chan, Rhonda Lamb, Ken Lozinsky, Ray Plosker, David McLennan, Joseph Ralko, Ingrid Thiessen, and Tyler Willox were present during consideration of this report by the Municipal Heritage Advisory Committee.

The Municipal Heritage Advisory Committee, at its meeting held on June 9, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the application to designate Ecole Connaught Community School, located at 2124 Elphinstone Street including the lands legally described as Lot all, Block 394 and Plan Old 33 as a Municipal Heritage Property be DENIED.
2. That this report be forwarded to the June 23, 2014 City Council meeting.

CONCLUSION

The Administration has reviewed an application to designate Connaught School as a Municipal Heritage Property and considered the addition of the School to the list of properties on the *Heritage Holding Bylaw*¹. The City of Regina (City) recognizes this is a significant landmark in Cathedral and the oldest remaining public school in Regina. It has played an important role in Regina's history; in particular the Cathedral neighbourhood and in many families' lives.

In the review process the Administration consulted the property owner, the Regina Public School Board, who has advised it is not their intent to retain the building on site. The practice of the Administration has been to not pursue Municipal Heritage Property designation (designation) without property owner consent. Therefore, Administration is recommending that the application for designation be denied.

The City is open to further discussion with the School Board to explore options mentioned in their letter provided as Appendix B-2. The property owner has expressed a willingness to look at retention of some building materials into a future development as a means to commemorate the role of the School in the community.

BACKGROUND

Administration initially received a request to add Connaught School to the *Heritage Holding Bylaw* and recently received an application to designate Connaught School as a Municipal Heritage Property from Patricia Elliott, a resident.

Applications for designation as Municipal Heritage Property are considered in accordance with section 11 of *The Heritage Property Act*. However, City practice has been to not pursue designation without property owner consent.

DISCUSSION

Heritage Assessment

As described in the Statement of Significance provided as Appendix C-1, the heritage value of Connaught School lies in its connection with the development of education in Regina, its architect, and its architectural style. Built in 1912, it is the oldest public school in Regina still being used for its original purpose. The school is of value for its architectural styling, which manifests the ideal elements of a school from the time period: practicality, economy and beauty. Its design is vernacular and functional rather than monumental. The heritage character of it is defined by elements such as the masonry walls with applied decoration, double staircase on front façade and the pattern of fenestration.

Connaught School was a pioneer in community schooling and dual-track French-English education and for many years it was the only dual-track community school in Canada. It was named in honour of His Royal Highness the Duke of Connaught, who was the Governor of Canada from 1911-1916. It was designed by a prominent local architect, James Henry Puntin, who made an important contribution to architecture in Regina. He was appointed as Architect to the Regina Public School Board in 1912 and designed many substantial school buildings in

¹ "A Bylaw of the City of Regina To Deny a permit for the Alteration or Demolition of Properties that the Council of the City of Regina may wish to Designate as Municipal Heritage Properties" – Bylaw No. 8912

Regina during the next 20 years, including major additions to Regina College (1914) and the new complex for Luther College (1925).

In summary, the heritage value of the Connaught School lies in its connection with the development of education in Regina, its architect and its architectural style. Built in 1912, it is the oldest public school in Regina still being used for its original purpose. If demolished the only other public schools left in the city will post-date 1920. Only Balfour, Davin and Thompson Schools are listed under the *Heritage Holding Bylaw* and none of the remaining public schools in the city of Regina are protected as Municipal Heritage Property.

Addition to the *Heritage Holding Bylaw*

As indicated in the Background section of this report, Administration initially received a request to add Connaught School to the *Heritage Holding Bylaw* (Appendix B-1).

The purpose and intent of the *Heritage Holding Bylaw* is to list properties that possess heritage value and the potential for designation as a Municipal Heritage Property. These properties can be temporarily protected for a 60-day period following the receipt of an application to alter or demolish. This affords the City with the opportunity to consider whether or not to pursue designation. The City's practice has been not to pursue designation as a Municipal Heritage Property where the property owner is not in consent.

The *Heritage Holding Bylaw* was established in 1989. It was based on a broad, comprehensive inventory of properties with heritage value in the city's older neighbourhoods that took place in 1981 and 1982. In 1989, approximately 300 properties were listed under the *Heritage Holding Bylaw*. At the time the *Heritage Holding Bylaw* was established, the City did not seek property owner support to add properties to this bylaw.

Since 1989, nearly 70 properties have been removed from the *Heritage Holding Bylaw*, likely because they were demolished or possibly because they were designated. In 2005, 50 properties were considered for possible addition to the *Heritage Holding Bylaw* including Connaught School. Administration's approach at the time was to send notice to these property owners. Only 15 of these owners responded that they would support an addition to the *Heritage Holding Bylaw*. A response was not received from the owner of Connaught School at the time.

The City plans to review the *Heritage Holding Bylaw* and ensure it includes an up-to-date list of properties. The City does not plan to immediately undertake this work, although it may be advanced in the coming years as the City considers broader cultural policy. For property owners, an up-to-date list would increase predictability and certainty by informing their plans long before decisions are made. An up-to-date list would also reduce the number of circumstances where properties are not listed, but are found to have heritage value after the process to redevelop begins.

Municipal Heritage Property Designation

Administration recently received an application for designation of Connaught School as a Municipal Heritage Property. A copy of the application can be downloaded from the link below:

https://saveourconnaught.files.wordpress.com/2013/03/compressed_municipal-designation-package.pdf

The Heritage Property Act provides City Council with authority to designate any property as a Municipal Heritage Property (designation). Designation of a building provides statutory protection. A permit for demolition or alteration of a designated property could be denied indefinitely, unless City Council is satisfied that the heritage value of the property will be retained to its satisfaction and heritage defining elements protected, or the denial is successfully overturned by the Saskatchewan Heritage Property Review Board.

Designation of a building also requires the owner to obtain prior written approval from the City before it is altered or demolished. This ensures the proposed alterations do not have a negative effect on its character. Under designation Council could also establish guidelines that would apply to infill development on the property to ensure the infill is sympathetic in design.

City Council is not required to have the owner's consent to designate a property or provide compensation under *The Heritage Property Act* and Council may decide whether it is reasonable to use this authority. However, as indicated previously it is not administrative practice to recommend designation without owner consent. Accordingly, Administration recommends denial of the application for designation.

Provincial Heritage Designation Application

The Administration received correspondence from the applicant (Patricia Elliott) that Heritage Regina and Save our Connaught Heritage co-submitted an application on May 23, 2014 for designation of Connaught School as a Provincial Heritage Property. The City confirmed with the Heritage Conservation Branch of the Province of Saskatchewan that it has received an application for Provincial Heritage Property designation for Connaught School. The timelines for processing this application are not yet determined but one of the application requirements is property owner consent.

RECOMMENDATION IMPLICATIONS

Financial Implications

There are no financial implications associated with the recommendations in this report.

Environmental Implications

Life cycle assessments indicate that retaining and re-using buildings is more environmentally friendly than new construction, especially in cases where a building is replaced entirely and the old structure is sent to the landfill. To this end, re-use of the subject building, if possible, would correspond to the City's broader objective of promoting environmentally sustainable development.

Policy and/or Strategic Implications

Design Regina: The Official Community Plan Bylaw No. 2013-48, commonly known as *Design Regina* provides policy direction to "encourage owners to protect historic places through good stewardship and by voluntarily designating their property as a Municipal Heritage Property." A historic place is defined in *Design Regina* as a building that has been recognized by City Council for its heritage value.

Part B.6 of *Design Regina*, the Cathedral Area Neighbourhood Plan, states: “Of particular interest is the concentration of institutional buildings with significant heritage value that front onto 13th Avenue from Cameron Street to Elphinstone Street. These include the Holy Rosary Cathedral, the Chancery Office, Westminster United Church, Connaught School and Connaught Library.”

Policy direction is also provided in *Design Regina* to protect, conserve and maintain historic places and to leverage and expand funding, financial incentives and other means of support to advance the conservation of historic places.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Administration consulted stakeholders including Heritage Regina, Heritage Saskatchewan, Biographies Regina, the Architectural Society of Saskatchewan, and the Cathedral Area Community Association. All were supportive of the initial request to add the property to the *Heritage Holding Bylaw*, as stated in Appendices B-3 and B-4 and were also supportive of potential designation.

Administration also contacted the property owner. The Regina Public School Board has indicated that it would not consent to the designation of Connaught School. A copy of the written response is provided as Appendix B-2.

Subject to concurrence with the recommendations contained in this report, in order to proceed with designation of the property and in accordance with *The Heritage Property Act* a notice of intention to pass a bylaw must be served on the owner and published in the Leader Post.

DELEGATED AUTHORITY

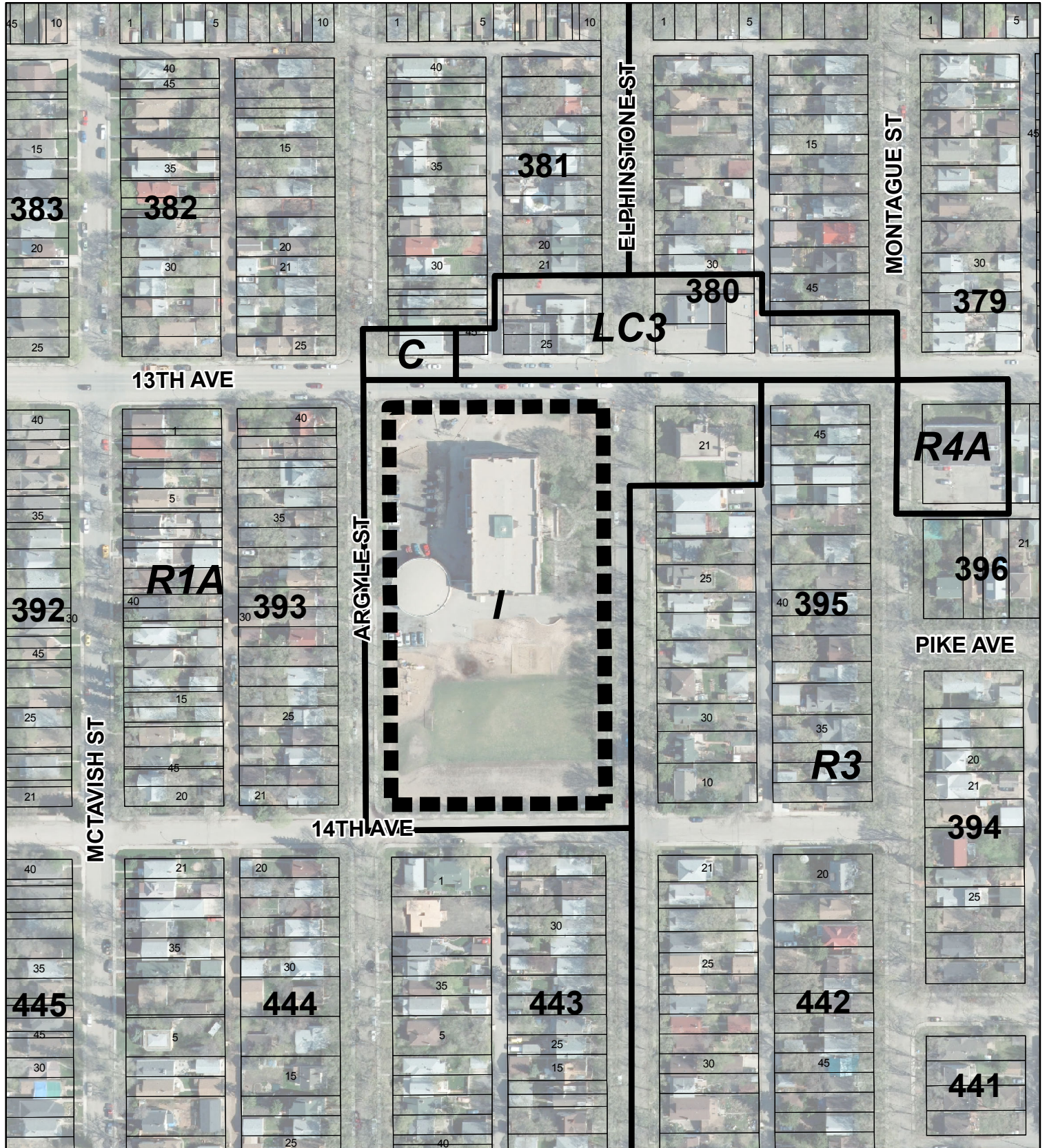
City Council approval is required to amend Schedule A of the *Heritage Holding Bylaw No. 8912*. In addition, pursuant to section 11 of *The Heritage Property Act*, the authority to designate Municipal Heritage Property, by bylaw, also rests with City Council.

Respectfully submitted,

MUNICIPAL HERITAGE ADVISORY COMMITTEE



Ashley Thompson, Secretary



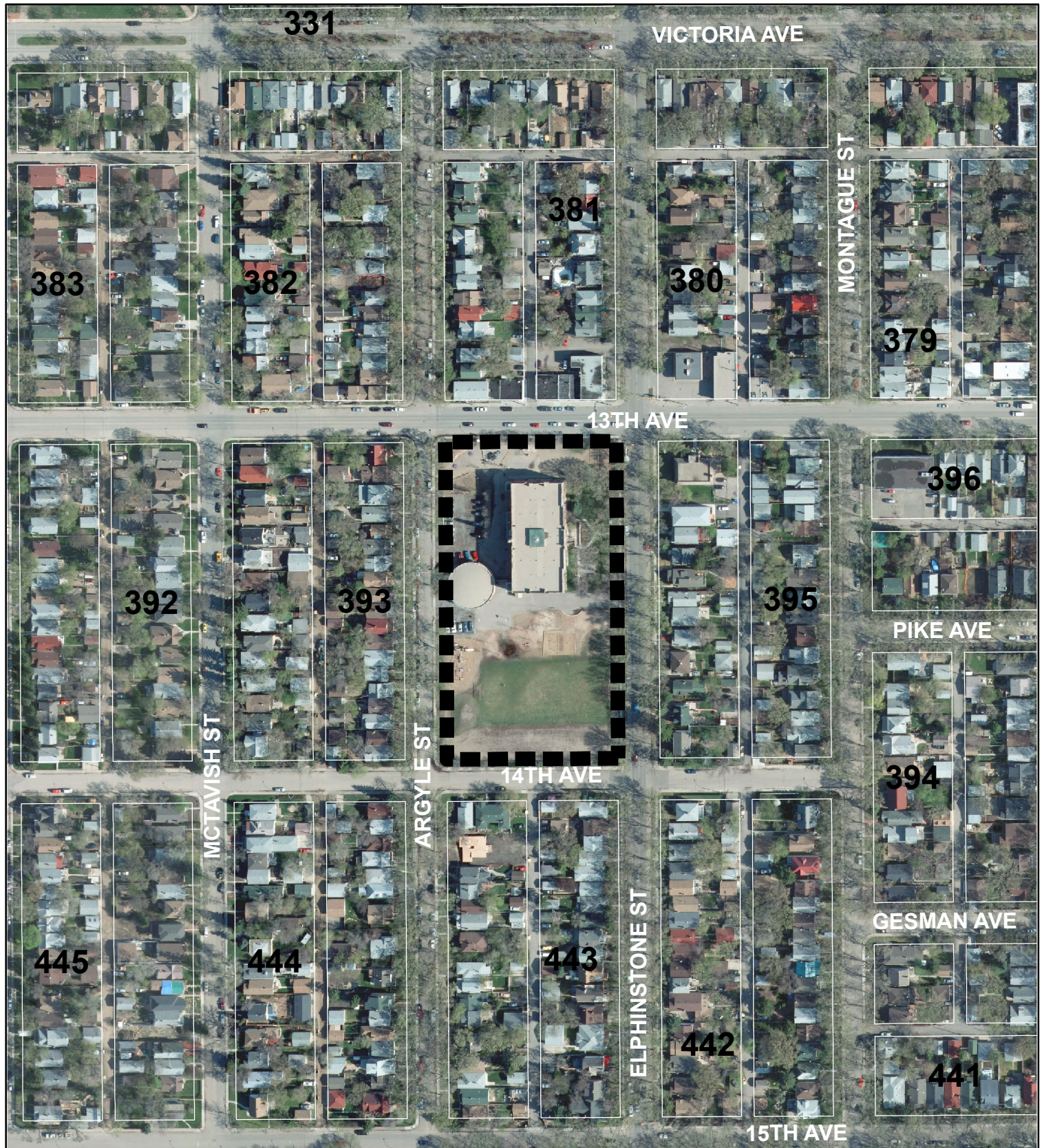
Subject Property

Date of Photography 2012



Project 14-H-01

Civic Address/Subdivision 2124 Elphinstone Street/Old 33



Subject Property

Date of Photography 2012

Project 14-H-01Civic Address/Subdivision 2124 Elphinstone Street/Old 33

APPENDIX B.1

Letter from Patricia Elliott

Heritage Holding Bylaw Status
For Connaught School, 2124 Elphinstone Street
Dec. 8, 2013

Rationale

The City of Regina's self-guided Walking Tour of the Cathedral Area notes Connaught School's historical connection to the Duke of Connaught's 1912 visit to Regina, and that it is the first of three Regina schools designed by J.H. Puntin. The guidebook states, "The desire to ensure structural soundness and longevity while striving for economy is reflected in the exterior design of the original building, which can be described as simplistic grandeur."

This is echoed in Jonathan Yardley Architect's Statement of Significance, commissioned by the building owner in 2012, which states the school represents "practicality, economy and beauty."

Yardley identified 15 exterior character-defining elements and noted that although there have been major interventions to the exterior of the building – most significantly the removal of original windows and a portico supported by doric columns – "the overall appearance of the building still reflects the bulk, mass and interior ambience of the original design." Yardley noted many of the interior character-defining elements remain intact, including the original terrazzo floors, original plastered ceilings and crossbeams, original mouldings and casings, and wrought iron and oak staircase railings. He further noted that the school's placement in the landscape and relation to surrounding buildings is part of its heritage character. His report concluded, "It is hoped that this brief overview of the heritage aspects of Connaught School will enable a rational plan to be developed."

The Heritage Canada Foundation has also recognized Connaught's heritage significance, placing it on their list of Top Ten Endangered Places in 2012. Heritage Canada's statement on Connaught's significance is as follows:

Built in 1912, Connaught School is Regina's oldest school building and highly significant to the city's educational history. Designed by prominent local architect J.H. Puntin, the two-storey brick school's design turned away from the ecclesiastical Gothic Revival style for a "secular" classical design, which served as a prototype for other city schools. It features wide multi-purpose hallways, high ceilings, ample large windows, broad staircases, good ventilation and extra-wide classrooms. Also on site is a round auditorium designed by architect Clifford Wiens in the 1960s. Connaught is the birthplace of Saskatchewan's community schools movement and was a pioneer in dual English-French education, established in 1975. For many years it was Canada's only dual-track

community school. Today it is a viable and growing school community with 330 students and projected to reach 425 by 2018.

The school is also an important landmark in the historic Cathedral neighbourhood. It bookends the city's most significant and high profile heritage corridor. It occupies the intersection of the Cathedral Area's two main thoroughfares (13th Avenue and Elphinstone Street) and sits directly opposite Connaught Library (1930) also designed by Puntin. The school does not have a heritage designation. It has, however, been named in the Neighbourhood Development Plan for the Cathedral Area as a significant heritage property that should be rehabilitated and restored wherever possible.

The Cathedral Area's Neighbourhood Development Plan, referred to above, emphasizes Connaught's significance to Regina's landscape. Under the heading 'Heritage,' the Plan states:

Of particular interest is the concentration of institutional buildings with significant heritage value that front on to 13th Avenue from Cameron Street to Elphinstone Street. These include the Holy Rosary Cathedral, The Chancery Office, Westminster United Church, Connaught School and the Connaught Library.

Current Status

Connaught School is owned by Regina Public Schools, and has operated as a public school for the past 100 years. In 2010, the board's consulting engineer firm, J.C. Kenyon Engineering, Inc., conducted a visual inspection and reported evidence of foundation shifting. The report recommended carrying out regular building movement surveys and future underpinning work, to ensure building safety beyond five years. In 2012, W&R Foundation Specialists of Edmonton placed the cost of underpinning at \$3.75 million, to which J.C. Kenyon added additional recommended repairs and contingencies amounting to \$6.25 "for the structural renewal of the building." Kenyon further recommended that no decision be made about the building's future until testing beyond visual inspection could be carried out to determine the actual condition of the foundation.

In response to these recommendations, the owner undertook a review of the building's future. During public consultations held in 2012, community members cited the school's heritage significance to students and residents, as well as its architectural harmony with the surrounding neighbourhood, as the highest-ranking design aspects for consideration. Many participants made reference to the 100-year-old school's social significance in the community, and the key role it plays in providing open space and a community hub, in addition to its contribution to the neighbourhood's historic character. This lends credence to the notion that the school deserves a place on the Heritage Holding Bylaw list.

In February 2013, Regina Public Schools announced its intention to either sell or demolish and replace Connaught School. The primary rationale given was that the school does not meet modern pedagogical needs, and that it would be too expensive to repair and

reconfigure the school into the style of open concept educational architecture that is in current favour. The board cited a figure of \$23 million to transform the existing structure to meet open concept needs, as opposed to \$19 million to build a new school. A proposal for a new school was therefore forwarded to the Ministry of Education.

In August 2013 the board commissioned a second engineering assessment. The assessment, carried out by BBK Engineering, found the footings and walls of Connaught School to be sufficient, and did not therefore include underpinning among its recommendations, significantly reducing the original renovation cost estimate. BBK's recommendations focused on site drainage and protection from water damage. The report found no current safety issues, although it noted the structural components of the floor slabs are unknown in the absence of further testing. An exterior visual assessment carried out by a representative of the Saskatchewan Masonry Institute in November found the brickwork appeared to be in very good condition.

These assessments highlight the rehabilitative potential for Connaught School in the event the owner decides to abandon the property. This makes the due consideration of the building's heritage value to Regina residents an important component in future planning.

Conclusion

The fact that the building's future is unclear should not be a disincentive to place Connaught School on the Heritage Holding list. In fact, the opposite is the case. Should the Ministry of Education support a new school, Regina Public will have the option to demolish or sell Connaught School. Past history indicates sale of public schools generally leads to demolition, with a few exceptions.

The owner has stated on several occasions that heritage preservation is not the responsibility of Regina Public Schools, and that the board is not concerned about the impact of heritage loss. However, the City of Regina has a vested responsibility to ensure full consideration will be given to Connaught's heritage value to our city and its residents, which is quite significant, as attested to in the aforementioned documents.

Bylaw 8912 states the City of Regina "is desirous of avoiding demolition of buildings and structures of significant Heritage value until due consideration is given to their possible designation as Municipal Heritage Properties." The bylaw provides 60 days for the City to consider the building's potential as a designated heritage asset. In the case of Connaught School, this additional consideration is clearly warranted.

While the building may not meet the school board's preference for new architecture, various preliminary studies indicate affordable structural renewal is possible, either as a school or as an adaptive reuse project. There would doubtless be significant interest within the community to explore and develop adaptative reuse proposals, given time and opportunity to do so.

The Neighbourhood Development Plan, Yardley's Statement of Significance, and national recognition received by the Heritage Canada Foundation indicate this is a property of high-level value to the City of Regina and its residents, and that the impact of irreplaceable loss of heritage would be considerable. If the City is truly desirous of avoiding the demolition of significant heritage buildings, placing Connaught School on the bylaw list will help incentivize future planning to include heritage value as a factor for consideration.



THE BOARD OF EDUCATION OF THE
REGINA SCHOOL DIVISION
NO. 4 OF SASKATCHEWAN

Regina Public School Division Office
1600 4th Avenue, Regina, SK S4R 8C8
Web site: www.rbe.sk.ca

Ph: (306) 523-3000
Fax: (306) 523-3031
E-mail: info@rbe.sk.ca

April 4, 2014

Attention: Fred Searle, Manager of Current Planning
City of Regina
Community Planning and Development
PO Box 1790
Regina SK S4P 3C8

SENT VIA EMAIL

Dear Mr. Searle:

Re: *École Connaught Community School*

Receipt of your letter of March 17, 2014, and the subsequent March 24, 2014, correspondence from Ms. Brears, advising of a request from “a member of the community” to add the property located at 2124 Elphinstone Street to the Heritage Holding Bylaw, is acknowledged. As an initial response thereto, we would provide the following information.

It is and continues to be our understanding that, historically, the process associated with additions to the Heritage Holding Bylaw, similar to the Municipal Heritage Designation process, requires that an application be made by the registered owner of the property or an authorized representative of the owner. In this regard, this confirms that the Regina Board of Education (“the Board”) has not made such application and, as recently as October 2013, adopted a motion specifically declining a request to seek heritage designation for the facility in question. Additionally, we are also of the understanding that any previous additions to this Bylaw have traditionally resulted from a broad, comprehensive review of potential heritage sites, rather than from proceeding with a “one-off” application as appears to be the case in this instance.

Notwithstanding the foregoing, I would take this opportunity to provide you with some background regarding current circumstances. The condition of the facility located at 2124 Elphinstone Street has reached a state that has rendered it unsafe and uninsurable for future occupancy. In this regard, we would direct you to the engineering report posted at http://www.rbe.sk.ca/sites/default/files/boarddocs/jkenyon_report.pdf). As a result of these developments, at its meeting held March 25, 2014, the Board approved the temporary relocation of the Connaught school community effective with the end of this school year (June 2014).

As you can appreciate, the relocation of a school community impacts many families and community members, and the Board wishes to minimize any inconvenience associated therewith. As you may be aware, the Board was recently advised of approval by the

Ministry of Education to proceed with the construction of a new Connaught school building to replace the existing facility. This approval was indeed timely as it will allow the Board to proceed with the construction process in an expeditious fashion to minimize the disruption and inconvenience to the relocated students and their families.

Without debating the merits of the Heritage Holding Bylaw application, please note that, in preparing the Phase 1 Feasibility Study required by the Ministry of Education prior to its approval of this project, the consultants conducted public consultations regarding replacement of the facility and, additionally, undertook a heritage assessment. As with previous school facility replacement projects, the Board will endeavour to include items of significant historical, community or cultural value from the former building within the new design.

The Board's and Ministry's direction at this time is clear; to proceed with the replacement of the current École Connaught Community School building forthwith in order to minimize the disruption of students, parents, community and staff. While the Board has not made a final decision regarding the rebuild location, as the existing site is the only land owned by the Board in the neighbourhood, rebuilding upon the existing site is a strong option. Obviously, this would require the removal of the existing facility.

In the event that another party, whether municipal or private, wished to purchase the existing building and associated lands, the Board may consider such a proposal, provided that it did not negatively impact the already tight schedule for completion of a replacement facility. Such a proposal would also have to ensure Board acquisition of a suitable alternate school site in the neighbourhood. Obviously, the Board, as owner of a suitable site in the area, is not in a position to absorb any additional costs associated with such an "exchange" approach.

Given the foregoing, the Board, as owner of the building located at 2124 Elphinstone Street, strongly objects to the property being included on the Heritage Holding Bylaw. In the event that the application from "a member of the community" continues to be processed, the Board respectfully requests further advice as to its ability to intervene in any process that would serve to limit or delay its ability to deliver, in an expedited fashion, a new school facility designed to serve the educational and broader needs of the Connaught students, staff, parents and community.

Yours truly,

A handwritten signature in cursive script, reading "Julie MacRae".

Julie MacRae
Director of Education

:sjs

APPENDIX B.3

Response from Heritage Regina

Heritage Regina
Box 581
Regina, Saskatchewan
S4P 3A3

April 6, 2014

Liberty Brears
Community Planning and Development
City of Regina

Re: 2124 Elphinstone Street (Ecole Connaught/Connaught Community School)

Heritage Regina supports the addition of Ecole Connaught/Connaught Community School to the Heritage Holding Bylaw for two reasons.

First, Connaught is the oldest school in Regina still being used for its original purpose. It was named for H.R.H. Prince Arthur, Duke of Connaught and Canada's Governor General from 1911 to 1916. Construction of Connaught began in 1912, and this 17-classroom school opened its doors just in time for the September 1913 school year. School concerts and gym classes were held in Connaught's upper hallway until the 1958 addition of a distinctive round gymnasium designed by Regina architect Clifford Wiens.

To be sure, the original portion of Sacred Heart Academy (3225-13th Avenue), a Roman Catholic residential girls' school, is older: it was built in 1910. Two additions were constructed in 1914 and 1926, but Sacred Heart Academy was converted into condominium apartments in 1990.

Regina's first purpose-built high school, Central Collegiate, was constructed in 1909; it was closed in 1985 and demolished. A large Condominium apartment complex was subsequently built there.

Regina College, a private Methodist high school, was also built in 1912. It began to offer first Year University classes in 1925, and in 1934 became a junior college affiliated with the university of Saskatchewan. (It is now the University of Regina.)

Holy Rosary School (3118-14th Avenue), constructed in 1914, is the only other elementary school built before World War I that is still operating as an elementary school in Regina 100 years later.

Between 1920 and 1930 the Regina Public School Board built eight more elementary schools: Haultain (1920), Inismore (1920), Kitchener (1921), Lakeview (1922), Thomson (1928), Davin (1929), Herchmer (1930) and Lorne (1930). The Regina Catholic school Board built two: Sacred Heart (1928) and Saint Augustine (1929). Only

six of these schools are still in operation in 2014: Davin, Lakeview, Kitchener, Sacred Heart, Saint Augustine and Thomson.

Connaught School also occupies a special place in the history of education in Regina. In 1976 Connaught introduced a French Immersion stream, and in 1980 the surrounding community helped pilot a community schools program, making Ecole Connaught/Connaught Community School the first and for many years the only dual track (French-English) community school in Canada.

Reginans who live in the Cathedral Neighbourhood have demonstrated on many occasions that Ecole Connaught/Connaught Community School holds great value for them. Their care of the school grounds, their careful documentation of the school's history, their celebration of significant anniversaries over the years (including their installation of a brass plaque to mark the school's centennial), and alumni donations of historical artifacts and photographs are all proof of this. And at public meetings they have demonstrated a preference for considering heritage value in making planning decisions.

All of this not only reflects an appreciation of Connaught School's aesthetic contribution to the Cathedral Neighbourhood, but its role in sustaining intergenerational linkages and a sense of continuous history in one of Regina's oldest neighbourhoods.

Heritage Regina also believes that Ecole Connaught/Connaught Community School ought to be added to the Heritage Holding Bylaw because it is part of the substantial body of work of a prominent Regina architect during the first three decades of the 20th century: James H. Puntin.

Born in Great Britain in 1878, Puntin emigrated to Canada in 1904 and settled in Winnipeg where he became general manager of the Winnipeg office of a Toronto architectural firm, Darling and Pearson. Puntin moved to Regina in 1906 and found employment with the provincial Department of Public Works, overseeing the construction of the new Legislative Building which Montreal architects Edward and William Sutherland Maxwell had designed. In 1912 Puntin went into private practice. One of his first projects was to design a new building for the Young Women's' Christian Association opposite Victoria Park in downtown Regina; another was Connaught School.

In 1929 Puntin formed a partnership with Col. F.J. O'Leary, and the following year they invited Charles Coxall to join their firm. But there was little work for architects during the Great Depression and the firm was eventually dissolved. Puntin continued to practice on his own until 1943, when he retired and moved to British Columbia.

The largest part of James H. Puntin's body of work in Regina are the elementary and high schools he designed for the Regina Public and Catholic School Boards. In all, he designed 7 elementary schools: Benson, Connaught, Haultain, Kitchener, Lakeview, Saint Augustine and Wetmore.

More modest, but significant nonetheless, are the high schools Puntin designed. Five new private and public high schools were constructed in Regina after World War I: Campion College (1921), Scott Collegiate (1924), Luther College (1925), Sacred Heart College (1926) and Balfour Collegiate (1930).

James H. Puntin designed Campion College, Luther College, Sacred Heart College and an addition to Sacred Heart Academy. Edgar M. Story and W.G. Van Egmond designed Scott Collegiate, and W.G. Van Egmond and Stanley Story designed Balfour Collegiate.

Another of Puntin's clients was Regina College, for whom he designed a women's dormitory and tower (1914), a gymnasium (1925), and the Music and Art Building--Darke Hall-- (1928).

During his career in Regina James H. Puntin also designed three churches: St. Chad's Anglican Church (1907), St. Peter's Anglican Church (1913) and St. Mary's Roman Catholic Church (1931). He also designed the Albert Memorial Bridge (1930) and a new City Police Station (1931).

In assessing James H. Puntin's body of work in Regina, his biographer in the *Biographical Dictionary of Architects in Canada* states that "... it was his assured designs for major additions to Regina College (1924) and the new complex for Luther College (1925) which demonstrated his ability to use Collegiate Gothic forms in a distinctive manner."

But Heritage Regina would argue that Ecole Connaught/Connaught Community School is worthy of praise and recognition too, as the earliest example of James H. Puntin's skill as an architect. For this reason, and because this school has occupied a special place in the history of education in our city, it ought to be added to the Heritage Holding Bylaw.

Sources consulted:

John Archer, *Honoured With The Burden: A History of the Regina Board of Education* (1987).

J. William Brennan, *Regina: An Illustrated History* (1989).

Rev. Frank Gerein, *Outline History of the Diocese of Regina* (1961).

James Pitsula, *An Act of Faith: The early Years of Regina College* (1988).

Edward Willett, *Historic Walking Tours of Regina ad Moose Jaw* (2008).

Biographical Dictionary of Architects in Canada, 1900-1950.

J. William Brennan, President
Heritage Regina

APPENDIX B.4

Response from Cathedral Area Community Association

Cathedral Area Community Association
Via email

April 14, 2014

Liberty;

The Board of the Cathedral Area Community Association wishes to provide the following comments regarding the request to add the property at 2124 Elphinstone Street (Ecole Connaught Community School) to Schedule A of Bylaw No. 8912;

"The Cathedral Area Community Association board has reviewed the draft Statement of Significance and suggests inclusion of the following:

The Cathedral Area Neighbourhood Plan, included as part of Regina's Official Community Plan, is built on the premise that historic buildings are tangible community assets, adding value to surrounding properties and attracting visitors and homeowners to the area. In developing this Plan, residents recognized that responsible stewardship of heritage assets is vital to neighbourhood rejuvenation and stability.

The Plan states, "Of particular interest is the concentration of institutional buildings with significant heritage value that front onto 13th Avenue from Cameron Street to Elphinstone Street. These include the Holy Rosary Cathedral, the Chancery Office, Westminster United Church, Connaught School and Connaught Library." The notion that these buildings together act as a whole in defining neighbourhood character remains to this day, most recently in the design consideration for Canada Safeway renovations, which included reddish-brown bricks specifically chosen to match the façades of 13th Avenue's historic buildings.

In this sense, Connaught School not only serves to help define the neighbourhood, but also to set the standard for newer developments. Therefore the CACA holds a keen interest in ensuring Connaught's distinct architectural styling, as described in the Statement of Significance, receives due consideration in planning decisions.

This would be in keeping with the CACA's mission statement to "preserve and enhance the appearance and livability of the community." The CACA's mission statement further states that our association works to "enhance the history, culture and character of the neighbourhood." Ecole Connaught Community School is recognized as a major contributor to our history, culture and character. Being home to Regina's oldest operating public school is a source of community pride. The CACA is proud to have been part of the school's history, joining with the North Central Community Association, Connaught and Kitchener parents, and various community organizations in 1980 to develop a framework for community schooling that has since been adopted province-wide. As well, community members worked together to pioneer the development of French Immersion education at Connaught. Through this and other community efforts, Connaught School has become deeply embedded in the surrounding community's social fabric.

Community pride and sense of belonging is a tangible asset. In 2011 the Ecole Connaught Centennial Committee launched a two-year exploration of Regina's past 100 years as seen through the 'eyes' of Regina's oldest school. Participants aged 3 to 93 took part in collecting history, creating art and film projects, and planning a 2012 multi-cultural music and arts festival open to all Regina residents, as well as alumni from across Canada. This project received two Municipal Heritage Awards, in the education and public service categories. Further, during the festival weekend, the contribution to our local economy was estimated at \$359,543 in contracted services, merchandise and food sales, hotels, performance fees, and off-site shopping by festival visitors. While the music and food were enjoyable, ultimately the main attraction that brought visitors to our neighbourhood, and pulled many generations together, was a century-old school. The community's interest in maintaining the value of this asset was clear in a May 2012 facility study by P3Architecture, in which "building conservation" was identified as the top design consideration emerging from a series of well-attended public consultation meetings. In 2013, citizens erected a bronze plaque to commemorate Connaught's historic significance to Regina and the Cathedral Area. The presence of this now 102-year-old school continues to be a key asset for retaining intergenerational ties and understanding our city's history, as well as book-ending an important historic corridor for all Reginaans.

While Bylaw 8912 does not require any specific action by the property owner, we believe inclusion on the holding bylaw list at least provides incentive for the owner to prepare a plan describing how significant heritage features of the building will be preserved and the original building commemorated, in the event of demolition. We view inclusion on the list, alongside Davin, Balfour and Thomson schools, as the best way to ensure the heritage value of Connaught School will be in some measure recognized and honoured. Bylaw 8912 states it was enacted because "The City of Regina is desirous of avoiding demolition of buildings and structures of significant Heritage value until due consideration is given to their possible designation of Municipal Heritage Properties."

We are aware that full Municipal Heritage designation rarely proceeds without the supporter of the property owner. However, we urge the City to objectively apply Bylaw 8912 to Connaught School, without prejudice to how a future application for Municipal Heritage Designation by a future owner may or may not unfold. While the Regina Board of Education might not support such a designation today, there is no guarantee RBE will remain the building's owner. Indeed, the board's most recent media statements indicate a replacement school on an alternate site remains under consideration. Buildings do change hands, and indeed the school board itself changes every four years. A future owner or future school board may be more eager to explore the benefits of Municipal Designation. Inclusion on the list allows that horizon to remain open.

In closing, the CACA regards retention of a dual track (French-English) neighbourhood school as a prime concern, whether on the current site or an alternate location. We do not see the holding bylaw list as a barrier to this goal but rather as an opportunity to ensure that in any eventuality, adequate dialogue takes place in a timely and well-managed fashion. This will help support the City of Regina's vision of Regina as "Canada's most vibrant, inclusive, attractive, sustainable community, where people live in harmony and thrive in opportunity."

Thank you for receiving our comments."

If you would like a hard copy of these comments just let us know, and we arrange for that.

Please send a reply to confirm that you have received.

Thanks very much.

Bob McIlwaine
Cathedral Area Community Association

APPENDIX C.1

Statement of Significance



Connaught School (2013)

Description of Historic Place

Connaught School is a two-storey brick structure in the heart of Regina's Cathedral Village neighbourhood at the corner of Elphinstone and 13th Avenue. Also on the site is a round auditorium design by Clifford Wiens Architect in the 1960s.

Heritage Value

The heritage value of Connaught School lies in its connection with the development of education in Regina, its architect, and its architectural style.

There is value in the connection of the building with the development of education in Regina. Built in 1912, it is the oldest public school in Regina still being used for its original purpose. It is a pioneer in community schooling and dual track French-English education, for many years it was the only dual track community track school in Canada. The school was named in honour of His Royal Highness the Duke of Connaught, who was the Governor of Canada from 1911-1916. The French Immersion Program at Connaught started in 1975 and in 1980 the school was designated as a Community School.

There is also value in the identity of the architect. James Henry Puntin (1878-1957) made an important contribution to architecture in Regina yet his work is often underrated and overlooked. Born at Gateshead-on-Tyne, England on 3 May 1878 he was educated at school in Gateshead, at Rutherford College, Newcastle-on-Tyne, and at Owens College in Manchester. He apprenticed to Charles Kempson, Gateshead, 1891-95 and worked as

assistant to F.R.N. Haswell of North Shields in 1896-99, then joined the Royal Engineers Civil Staff as draftsman and clerk-of-works. He emigrated to Canada in 1904 and settled in Winnipeg where he assisted J.G.H. Russell in 1904-05 and became manager of the Winnipeg office of Darling & Pearson in 1905-06. Puntin moved to Regina in late 1906 and worked as supervising architect for the Saskatchewan Public Works Dept. overseeing construction of important buildings such as the provincial Legislative Buildings in Regina, designed by E. & W.S. Maxwell. He accepted the appointment of Architect to the Regina Public School Board in 1912 and designed many substantial school buildings in Regina during the next twenty years, but it was his assured designs for major additions to Regina College (1914) and the new complex for Luther College (1925) which demonstrated his ability to use Collegiate Gothic forms in a distinctive manner. In 1929 he formed a partnership with Col. F.J. O'Leary and the following year invited Charles Coxwell to join their firm, but a dearth of work during the Depression led to the dissolution of the firm and Puntin continued under his own name until 1943 when he retired and moved to British Columbia. He died in Vancouver on 20 March 1957.

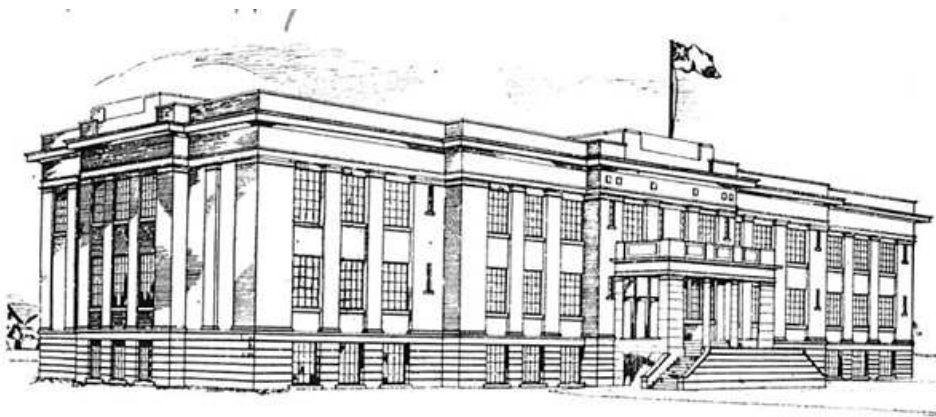
There is value in the architectural styling of the school. An architectural style was chosen that was devoid of ecclesiastical reference. The building expressed the local fervor of the time against any religious component in public education, and as such became a kind of prototype. The architect based his design on those developed for the London School Board in England. With vernacular red brick and applied decoration, it contrasted sharply with the Gothic buildings normally used for places of learning. The style of this building manifests the ideal elements of a school from that time period: practicality, economy and beauty.

The 102-year-old Connaught School is also of social value to the community. It has a key role in providing open space and a community hub, in addition to its contribution to the neighbourhood's historic character as demonstrated by its architectural harmony with the surrounding neighbourhood.

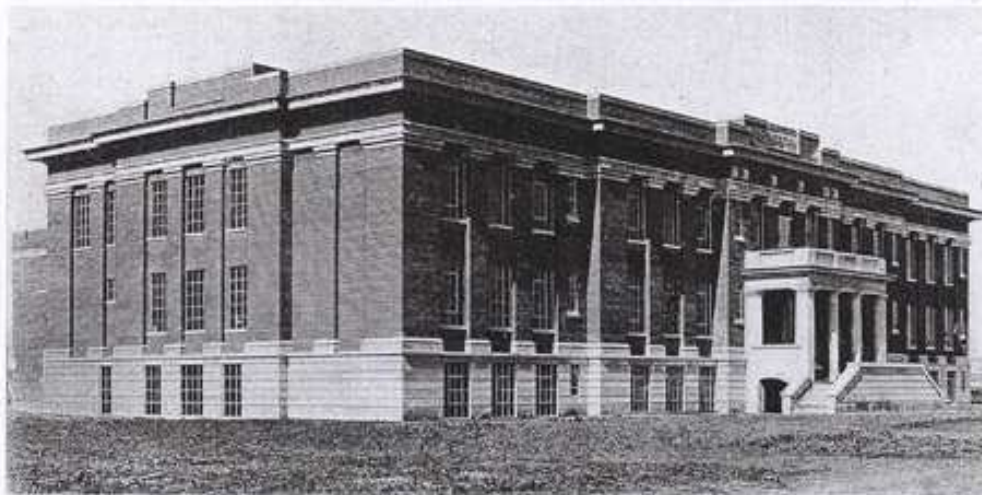
Character-Defining Elements:

The heritage character of Connaught School is defined by the following elements:

- stone base
- masonry walls with applied pilasters
- stone column capitals and bases
- double staircase on front façade
- entrance doors on front and rear
- pattern of fenestration
- relationship between main school and gymnasium
- brick chimney at rear
- name plate on front of building
- setting in landscape
- roundels on frieze above main entrance
- connection with history of education in Regina
- connection with architect James Henry Puntin



The Connaught School, Regina. Architect, Mr. J. H. Puntin; contractors, Parsons Building Company, Limited
Drawing in 'The Contract Record and Engineering Review' October 23, 1912



Connaught School, Regina

J. H. PUNTIN, Architect



Connaught School soon after its completion. Source: Saskatchewan Archives Board RA1877

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Changes to the Taxi Bylaw to Allow Collection of Electronic Trip Data

**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES
COMMITTEE - JUNE 10, 2014**

1. That amendments to *Bylaw No. 9635, The Taxi Bylaw, 1994*, as further described in Schedule A, be approved, to add the following provisions to the Bylaw:
 - a. a requirement that taxi brokers use the computer-aided dispatch technology required by the Bylaw to record the data as outlined in this report;
 - b. a requirement that taxi brokers submit the recorded data to the City; and
 - c. establish that it is an offence to falsify records that are required pursuant to the Bylaw.
2. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE – JUNE 10, 2014

The following addressed the Committee:

- Glen Sali, representing Capital Cabs;
- Aman Gill, representing Co-op Taxi; and
- Sandy Archibald, representing Regina Cabs Premiere Taxi

The Committee adopted a resolution to concur in the recommendation contained in the report.

Councillors: John Findura, Jerry Flegel, Shawn Fraser, Bob Hawkins and Mike O'Donnell were present during consideration of this report by the Community and Protective Services Committee.

The Community and Protective Services Committee, at its meeting held on June 10, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That amendments to *Bylaw No. 9635, The Taxi Bylaw, 1994*, as further described in Schedule A, be approved, to add the following provisions to the Bylaw:

- a. a requirement that taxi brokers use the computer-aided dispatch technology required by the Bylaw to record the data as outlined in this report;
 - b. a requirement that taxi brokers submit the recorded data to the City; and
 - c. establish that it is an offence to falsify records that are required pursuant to the Bylaw.
2. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.

CONCLUSION

The proposed changes to the *Bylaw No. 9635, The Taxi Bylaw, 1994* as outlined in this report and described in further detail in Schedule “A” are intended to allow for the collection of electronic trip data from taxi brokerages, following the introduction of global positioning systems (GPS) and computer-aided dispatch (CAD) technology in regular, accessible, temporary, and seasonal taxicabs. Trip data will be used to monitor the demand for taxicabs, which will allow the City to determine the appropriate number of taxicabs licences that should be issued in the City of Regina.

BACKGROUND

In August 2009, the City of Regina hired the consultant firm Tennessee Transportation & Logistics Foundation (TTLF) to provide a detailed analysis of the City’s taxicab industry. The study highlighted the improvements in efficiency and productivity that can be achieved across the taxicab industry through the adoption of CAD and GPS technology. According to the consultant, most companies that adopt computer aided dispatch technology are able to decrease deadhead miles of their fleets by up to 15%, thereby reducing fuel costs. There are benefits to the customer in that taxicabs are able to get to pick-up points faster, thus reducing the wait times. These technologies will also allow taxicab companies to electronically capture and store dispatch data and trip information, which can be used by the City to effectively monitor and regulate supply and demand for taxicabs.

Following the recommendations contained in the TTLF study, City Council mandated the use of GPS and CAD technology in all regular, seasonal, and temporary taxicabs by May 1, 2014 (CR12-19)¹. In the same Council report, the requirement of trip data collection was referred back to the Administration so that further consultation with industry could be held to determine the type of data the City would collect once the technology was in place. The decision was made to revisit trip data requirements closer to the technology implementation date. Consultations with the taxicab industry began in October 2013.

DISCUSSION

As a taxicab regulator, the City has a vested interest in collecting aggregated data that will provide insight into several industry-specific factors, including overall demand for taxicab service, vehicles in service, and wait times. An understanding of these factors will help determine whether the City has a sufficient supply of taxicabs to meet the demand. The City currently utilizes a taxicab population ratio of one for every 1,250 residents to determine the

¹ On February 27, 2014, City Council mandated that GPS and CAD technologies be required in all accessible taxicabs by December 1, 2015 (CR14-15).

supply of taxicabs in the City. The ratio was adopted as an interim strategy to provide the City with a mechanism to issue additional taxicab owner's licences while giving the taxicab industry adequate time to acquire the requisite technologies.

Section 21.8.1 of *The Taxi Bylaw, 1994* currently requires that every taxicab owner in the City of Regina keep a trip log detailing the name and identification number of the driver, the date and time of each fare, and passenger pick up and discharge locations. While trip logs serve as an important reconciliatory tool for drivers, dispatchers, and law enforcement, the logs do not provide a straightforward overview of industry supply and demand.

When the trip data requirements were first proposed in 2011, taxicab industry members raised privacy concerns over the use of proprietary information and questioned the purpose for collecting this data. The Administration emphasizes that the City is not proposing to collect personal information such as customer names, credit card numbers, or other personal identifiers.

In order to inform future licensing and regulatory decisions regarding the taxi industry, the Administration recommends that *The Taxi Bylaw, 1994* be amended to require the computer aided dispatch technology required pursuant to section 24.2 of the Bylaw be capable of recording and archiving the following data:

- (a) for each dispatched trip:
 - i. date and time of dispatch;
 - ii. date and time of pick-up;
 - iii. duration of trip;
 - iv. length of time from when a dispatch call is received and the passenger is picked up;
 - v. whether or not a person is picked up at the dispatch location;
 - vi. whether a dispatch call is cancelled by the caller; and
 - vii. for accessible taxicabs, whether the taxicab was requested by a caller and if the trip was for transporting an ambulatory or non-ambulatory passenger;
- (b) for non-dispatched trips:
 - i. date and time of pick-up; and
 - ii. duration of trip;
- (c) number of vehicles in service at any time.

The data would not be required to be recorded with respect to accessible taxicabs until December 1, 2015 as computer aided dispatch is not required for accessible taxicabs until that date.

The Administration consulted with representatives from the taxicab industry on October 18, 2013, March 10, 2014 and April 3, 2014. The Administration discussed with industry members the type of data that their equipment is capable of recording as well as how frequently the City anticipates requesting the data and in what format. The capabilities of the available computer aided dispatch technology were taken into account in selecting the data required to be recorded. With respect to reporting, industry members suggested reporting on a quarterly basis, with data averaged for each month in the reporting period. It was also suggested that data be reported to provide a summary of a "typical week" in the reporting period. For the

“typical week” summary, data would be reported for dispatch shifts and driver shifts over a selected seven-day period determined by the City Licence Inspector. The City may also require additional data submission for specific studies or review or in order to audit compliance.

The bylaw amendments will require the recorded data to be submitted in the time, manner and form as requested by the Licence Inspector. This will allow the City to collect data as needed and to adjust the type and frequency of data required as the City develops a better understanding of the supply and demand of the taxi industry in Regina and which data is most indicative of trends in the supply and demand of the taxi industry. Based on the Administration’s consultations with the taxi industry the Administration will begin to collect data as set out in the following table, with the type and frequency of data being collected adjusted as needed and in further consultation with the industry:

Table 1.

Metric	Frequency	Reporting Items
Trip information	Monthly	▪ Total number of trips for the month (including street hails and contracts)
	Daily for selected week	▪ Same as monthly reporting
Dispatch response times	Monthly	▪ Total dispatch trips completed for the month ▪ Average wait time (in minutes) ▪ Total “no load” trips (i.e., cancellation or no-show)
	Daily dispatch shifts for selected week	▪ Same as monthly reporting
Vehicles in service	Monthly	▪ Average number of vehicles in service
	Daily driver for selected week	▪ Number of vehicles in service during shift

The recommended Bylaw amendments also include the creation of an offence for falsifying records required to be kept, pursuant to the new record keeping provisions.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

The amendments are consistent with the *Design Regina* in providing transportation options that will assist people with moving around the city.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The Administration held three meetings with representatives from the major brokerages on October 18, 2013, March 10, 2014, and April 3, 2014. Brokerage representatives provided their opinions regarding the types of data to be reported and suggested that reports be submitted on a quarterly basis.

DELEGATED AUTHORITY

The report must be forwarded to City Council for approval.

Respectfully submitted,

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE

A handwritten signature in black ink, appearing to read 'Ashley Thompson', followed by a period.

Ashley Thompson, Secretary

Schedule "A"

- 24.2 (3) The computer-aided dispatch system required by this section must be capable of recording in an electronic format the information required to be provided to the City pursuant to section 24.3 and must be archived in a form approved by the Licence Inspector for a minimum of six months after the date the data is reported.
- 24.3 (1) Every taxicab broker shall utilize its computer-aided dispatch system described in section 24.2 to record:
- (a) for each dispatched trip:
 - i. date and time of dispatch for dispatched trips;
 - ii. date and time of pick-up;
 - iii. duration of trip;
 - iv. length of time from when a dispatch call is received and the passenger is picked up;
 - v. whether or not a person is picked up at the dispatch location;
 - vi. whether a dispatch call is cancelled by the caller;
 - vii. for accessible taxicabs, whether the taxicab was called for and if the trip was for transporting an ambulatory or non-ambulatory passenger;
 - (b) for non-dispatched trips:
 - i. date and time of pick-up; and
 - ii. duration of trip;
 - (c) number of vehicles in service at any time.
- (2) Every taxicab broker shall submit to the City the data contained in Subsection (1) in a form, manner and time prescribed by the Licence Inspector, upon request of the Licence Inspector.

Additional offence is added to section 32:

- (e) for a taxicab broker to provide false, incomplete or inaccurate information to the License Inspector when submitting data required by subsection 24.3(2).

BYLAW NO. 2014-30

THE TAXI AMENDMENT BYLAW, 2014 (No.2)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 Bylaw No. 9635, being *The Taxi Bylaw, 1994*, is amended in the manner set forth in this Bylaw.
- 2 Section 24.2 is repealed and replaced with the following:
 - “24.2 (1) As of May 1, 2014, each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under regular, temporary and seasonal taxicab owner’s licences that are affiliated with that broker;
 - (2) As of December 1, 2015 each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under accessible taxicab owner’s licences that are affiliated with that broker; and
 - (3) The computer-aided dispatch system must be capable of recording in an electronic format the information required to be provided to the City pursuant to section 24.3 and must be archived in a form approved by the Licence Inspector for a minimum of six months after the date the data is recorded.”
- 3 The following section is added after section 24.2:
 - “24.2.1(1) Every taxicab broker shall utilize its computer-aided dispatch system described in section 24.2 to record:
 - (a) for each dispatched trip:
 - i. date and time of dispatch;
 - ii. date and time of pick-up;
 - iii. duration of trip;
 - iv. length of time from when a dispatch call is received and the passenger is picked up;
 - v. whether or not a person is picked up at the dispatch location;
 - vi. whether a dispatch call is cancelled by the caller; and

Approved as to form this _____ day of _____, 20____.

City Solicitor

vii. for accessible taxicabs, whether the taxicab was called for and transporting an ambulatory or non-ambulatory passenger;

(b) for non-dispatched trips:

- i. date and time of pick-up; and
- ii. duration of trip.

(c) number of vehicles in service at any time.

(2) Every taxicab broker shall submit to the City the data contained in Subsection (1) in a form, manner and time prescribed by the Licence Inspector, upon request of the Licence Inspector.”

4 Clause 32(2)(d) is repealed and replaced with the following:

“(d) for a person to carry on or be engaged in business of a broker, owner or driver of taxicabs unless and until that person has first obtained a licence to do so and paid the licence fee as set out in Schedule "A"; and

(e) for a taxicab broker to provide false, incomplete or inaccurate information to the License Inspector when submitting data required by subsection 24.21(2).”

5 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 23rd DAY OF June, 2014.

READ A SECOND TIME THIS 23rd DAY OF June, 2014.

READ A THIRD TIME AND PASSED THIS 23rd DAY OF June, 2014.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

ABSTRACT

BYLAW NO. 2014-30

THE TAXI AMENDMENT BYLAW, 2014 (No.2)

PURPOSE: To facilitate the collection of trip data from taxi brokerages in order to assist the City in the regulation of taxicabs in the City of Regina.

ABSTRACT: Following the introduction of a requirement to use global positioning systems and computer-aided dispatch in taxicabs, the City may request that it be provided with aspects of the data collected from these systems.

**STATUTORY
AUTHORITY:** Section 8 of *The Cities Act*.

MINISTER'S APPROVAL: N/A

PUBLIC HEARING: N/A

PUBLIC NOTICE: N/A

REFERENCE: Community and Protective Services Committee, June 10, 2014, CPS14-11

AMENDS/REPEALS: Amends Bylaw 9635

CLASSIFICATION: Regulatory

INITIATING DIVISION: Community Planning and Development

INITIATING DEPARTMENT: Construction and Compliance

BYLAW NO. 2014-38

THE REGINA TRAFFIC AMENDMENT BYLAW, 2014

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

Bylaw No. 9900 amended

1 Bylaw No. 9900, being *The Regina Traffic Bylaw, 1997* is amended in the manner set forth in this Bylaw.

2 Section 10.(1)(a) is repealed and substituted with the following:

“10. (1) No person shall operate a vehicle on any public highway in excess of the speed limit established as follows:

(a) The speed limits for the following streets are set out in the table below:

Description	From	To	Limit (km/h)
9 th Avenue North	Pasqua Street	West City Limit	70
12 th Avenue	Lorne Street	Scarth Street	20
13 th Avenue	150 m. West of Campbell Street	West City Limit	70
25 th Avenue	Campbell Street	Lewvan Drive	70
Albert Street	South City Limit	400 m. South of Gordon Road	70
Albert Street	400 m. North of Ring Road	200 m. South of North City Limits	70
Albert Street	200 m. South of North City Limits	North City Limits	100
Arcola Avenue	50 m. East of Victoria Avenue	Hwy #1 Entrance Ramp	60
Arcola Avenue	Hwy #1 Entrance Ramp	150 m. East of Chuka Boulevard	70
Arcola Avenue	150 m. East of Chuka Boulevard	East City Limit	80
Broad Street	150 m. South of Hillsdale Street	23 rd Avenue	70
Campbell Street	Hill Avenue	25 th Avenue	70
Century Crescent	All	All	30
Courtney Street	Hill Avenue	Dewdney Avenue	70
Dewdney Avenue	West City Limit	Courtney Street	80
Frederick W. Hill Mall	All	All	20
Fleet Street	50 m. North of the CNR tracks	50 m north of Highway No. 46	60

Fleet Street	50 m. North of Highway No. 46	North City Limit	70
Fleming Road	Dewdney Avenue	South City Limit	60
Highway #1 Bypass	780 m. East of Albert Street	Victoria Avenue	100
Hill Avenue	Campbell Street	Courtney Street	70
Lewvan Drive	150 m. North of Parliament Avenue	150 m. South of 13 th Avenue	80
Lewvan Drive	South City Limit	150 m. North of Parliament Avenue	70
McDonald Street	East City Limit	100 m. East of Kress Street	70
Pasqua Street	150 m. North of 9 th Avenue N.	150 m. North of Pasqua Gate	60
Pasqua Street	150 m. North of Pasqua Gate	North City Limit	70
Pinkie Road	Dewdney Avenue	North City Limit	70
Pinkie Road	South City Limit	Dewdney Avenue	80
Pioneer Drive	All	All	30
Prince of Wales Drive	50 m. North of Assiniboine Avenue	50 m. South of Quance Street	60
Ring Road	200 m. East of Pasqua Street	Pasqua Street	70
Ring Road	Victoria Avenue	200 m. East of Pasqua Street	100
Ross Avenue	150 m. West of Park Street	150 m. East of Winnipeg Street	70
Saskatchewan Drive	150 m. West of McTavish Street	Lewvan Drive	70
St. Chads Crescent	All	All	40
Victoria Avenue	East City Limit	150 m. East of Park Street	70
Wascana Parkway	150 m. North of Grant Road	23 rd Avenue	70
Winnipeg Street	50 m. North of 9 th Avenue N.	North City Limit	60

”

- 3 Section 10.(4) is repealed and substituted with the following:

“10.(4) Construction Speed Limit signs shall be Regulatory with black text on white background.”

- 4 Section 24.(2) is repealed and substituted with the following:

“24.(2) No person operating a vehicle shall cross any single solid yellow centre line on a public highway except for the purpose of turning left at or from an intersection or curb crossing or backing from a curb crossing.”

5 Schedule “L” is repealed and the attached Schedule “L” is substituted.

“SCHEDULE “L” – SUMMARY OFFENCE TICKET
(as provided for in Section 88)

Section	Amount	Description
4(2)	\$180.00	Driving off Pickup and Delivery Route.
5(2)	\$180.00	Driving off Heavy Vehicle Route.
6(2)	\$500.00	Driving off Dangerous Goods Route.
7(2)	\$100.00	Driving wrong way on a one way street.
8(2)	\$100.00	Driving wrong way on a one way alley.
9(1)	\$85.00	Driving in a Bicycles Only Lane.
9(2)	\$85.00	Driving in a bus lane.
9(3)	\$85.00	Driving across an intersection in a bus lane.
10(1)	***	Travelling in excess of the speed limit.
10(2)	***	Travelling in excess of the speed limit in a construction zone.
11(1)	\$85.00	Overtaking a vehicle in the curb lane of any street.
12(1)	\$85.00	Blocking an intersection.
12(2)	\$100.00	Overtaking a vehicle in the curb lane of any street through an intersection.
13(1)	\$85.00	Obstructing traffic on a highway.
13(2)	\$85.00	Obstructing traffic on a sidewalk.
14(1)	\$180.00	Proceeding in a direction other than that indicated by a sign.
14(2)	\$180.00	Turning prohibited by a sign.
14(3)	\$85.00	Backing around corner.
15	\$180.00	Failing to yield when pulling out from the curb lane of any street.
16	\$180.00	Driving in or overtaking another vehicle in a two-way left turn lane.
17(1)	\$180.00	Making a u-turn where prohibited.
17(2)	\$180.00	Proceeding before safe to do so after a u-turn.
18	\$180.00	Turning right where prohibited when traffic signal is red.
19	\$110.00	Hitchhiking.
20(1)	\$110.00	Soliciting business from a vehicle.
20(2)	\$110.00	Enticing another person into a vehicle.
20.1(1)	\$110.00	Soliciting occupant of vehicle in traffic
20.1(2)	\$110.00	Soliciting occupant of vehicle from median, traffic island or other traffic control device.
22	\$180.00	Failing to remain stopped at a pedestrian corridor.
23(1)	\$20.00	Engaged in any pedestrian assisted activity on any street other than in-line skating.
23(2)(a)	\$20.00	Engaged in a pedestrian assisted activity on any sidewalk downtown.
23(2)(b)	\$20.00	Engaged in a pedestrian assisted activity on any pedestrian mall.
23(3)(a)	\$20.00	In-line skating two abreast.
23(3)(b)	\$20.00	In-line skating on any street without a parking lane.
23(3)(c)	\$20.00	In-line skating without due care and attention for their own safety.
23(3)(d)	\$20.00	In-line skating without due care and attention for others safety.
23(3)(e)	\$20.00	Engaged in a pedestrian-assisted activity on any street with a speed limit of greater than 60 km/h.
24(1)	\$100.00	Crossing double solid yellow centre line.
24(2)	\$100.00	Crossing single solid yellow centre line.
25	\$100.00	Driving over a curb.
27	\$50.00	Driving over freshly painted lines.
30	\$250.00	Using engine retarder brakes within City limits.
44(2)	\$50.00	Driving vehicle across public property.
46	\$500.00	Parking a dangerous goods vehicle within 150 metres of any place of assembly occupancy.
64(1)	\$180.00	Drive on a temporarily closed highway.
65(1)	\$180.00	Failing to obtain a temporary street use permit.
65(5)	\$180.00	Failing to meet conditions contained in a street use permit.

66(2)	\$180.00	Parading or assembling on a public highway without a permit.
66(3)	\$60.00	Crossing through or obstructing a parade.
69.1	\$100.00	Installing a distracting device
73(2)	\$180.00	Operating a vehicle exceeding the maximum weight allowing on a bridge.
73(6)	\$100.00	Failing to proceed to City weigh scale.
74	\$180.00	Operating a slow moving vehicle within prohibited times.
75	\$180.00	Operating a tracked vehicle on a public highway.
76	\$180.00	Operating farm or road construction equipment during prohibited times.
82(1)	\$20.00	Riding a bicycle with a wheel diameter of 40cm or more on any sidewalk.
82(2)	\$20.00	Carrying a passenger on a bicycle.
82(3)	\$20.00	Riding a bicycle recklessly.
82(4)	\$20.00	Riding bicycles abreast.
82(6)	\$20.00	Riding a bicycle without hands firmly on the handlebars.
82(7)	\$20.00	Riding a bicycle at night without headlamps.
87(1)	\$50.00	Unauthorized placing of a Notice of Violation on any vehicle.

“

6 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 23RD DAY OF JUNE 2014.

READ A SECOND TIME THIS 23RD DAY OF JUNE 2014.

READ A THIRD TIME AND PASSED THIS 23RD DAY OF JUNE 2014.

Mayor

City Clerk

(SEAL)

CERTIFIED A TRUE COPY

City Clerk

ABSTRACT

BYLAW NO. 2014-38

THE REGINA TRAFFIC AMENDMENT BYLAW, 2014

PURPOSE:	The purpose of this Bylaw is to amend <i>The Regina Traffic Bylaw, 1997</i> to update the Speed Limit Table and the Construction Speed Limit regulations. Secondly to amend to clarify the intent regarding when crossing a yellow single line is acceptable. Thirdly to change fines such that the Summary Office Ticket of <i>The Traffic Bylaw, 1997</i> will be consistent with the fines of <i>The Summary Offences Procedure Regulations, 1991</i> , which are referred to in <i>The Traffic Safety Act</i> .
ABSTRACT:	This Bylaw makes amendments <i>The Regina Traffic Bylaw, 1997</i> to update the Speed Limit Table and the Construction Speed Limit regulations; to clarify the intent regarding when crossing a yellow single line is acceptable and to change fines such that the Summary Office Ticket of <i>The Traffic Bylaw, 1997</i> will be consistent with the fines of <i>The Summary Offences Procedure Regulations, 1991</i> , which are referred to in <i>The Traffic Safety Act</i> .
STATUTORY AUTHORITY:	Section 8 of <i>The Cities Act</i>
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	Public Works and Infrastructure Committee, June 5, 2014, Report PW14-11
AMENDS/REPEALS:	<i>The Regina Traffic Bylaw, 1997</i> , Bylaw 9900
CLASSIFICATION:	Administrative
INITIATING DIVISION:	City Operations
INITIATING DEPARTMENT:	Roadways and Transportation Services

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Harbour Landing Bus Service

**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES
COMMITTEE - JUNE 10, 2014**

That the transit service for Harbour Landing (Route #18), as outlined in Appendix A, be approved and implemented effective September 8, 2014.

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE – JUNE 10, 2014

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #2 does not require City Council approval.

Councillors: John Findura, Jerry Flegel, Shawn Fraser, and Mike O'Donnell were present during consideration of this report by the Community and Protective Services Committee.

The Community and Protective Services Committee, at its meeting held on June 10, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the transit service for Harbour Landing (Route #18), as outlined in Appendix A, be approved and implemented effective September 8, 2014.
2. A copy of this report be forwarded to the June 23, 2014 meeting of City Council for information.

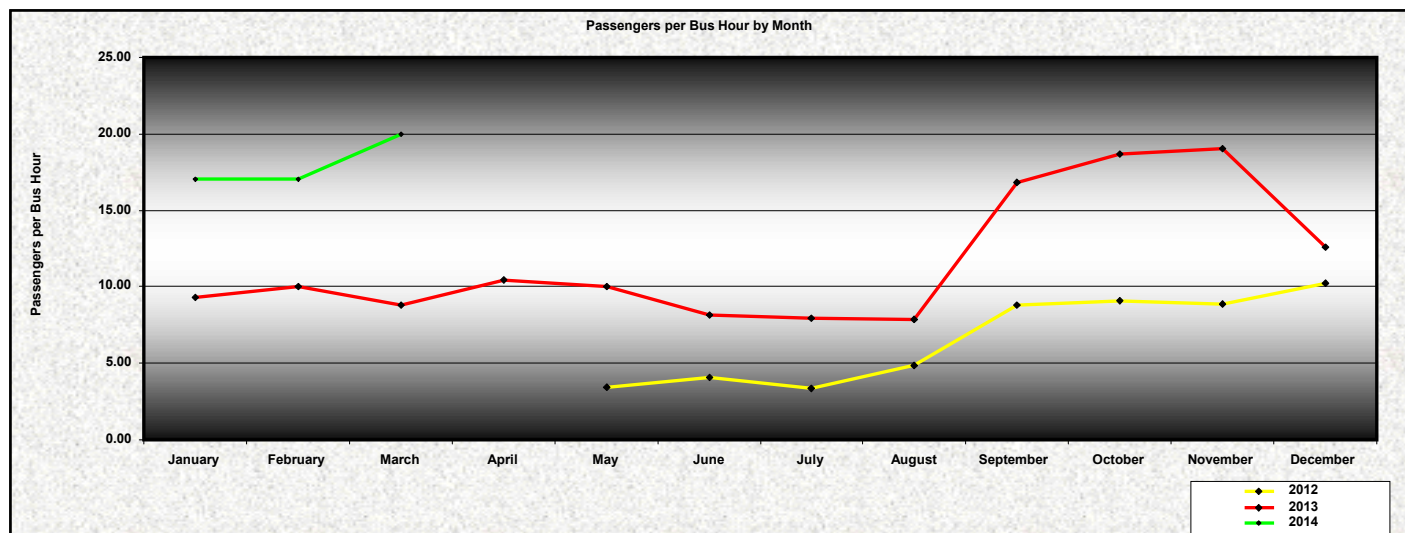
CONCLUSION

Regina Transit is able to extend the current Harbour Landing route further west into the development with existing resources once the major transit route roads are completed this summer. The proposed route will allow the residents of Harbour Landing to travel to the Golden Mile Shopping Centre, the University of Regina and SIAST. Extension of the service along James Hill Road will expand the service coverage and allow more residents access to transit service.

BACKGROUND

The introduction of bus service in Harbour Landing occurred in the spring of 2012, operating as a small feeder route. This route takes customers from Harbour Landing to the Golden Mile Shopping Centre to transfer to another bus to go downtown or to the University area. The bus

service operated during peak times (6:00 am to 9:00 am and 3:00 pm to 6:00 pm) during the weekday only. During the Transit Route Review in 2013, the Harbour Landing route was extended to travel to the University and SIAST area as well. Since inception of the route in 2012, ridership has grown over 200% and has been performing well.



Graph 1 – Passengers per Bus Hour – Route #18

The Harbour Landing development continues to grow and has expanded further west. The roads designated for transit use, James Hill Road and Parliament Avenue, are scheduled to be completed in the summer of 2014. The completion of these roads will allow transit service to be expanded further west into the Harbour Landing development.

The current route (Route #18) in Harbour Landing operates on Harbour Landing Drive only. Regina Transit could expand service to James Hill Road with no further investment by utilizing a one way loop in Harbour Landing.

DISCUSSION

The current route (Route #18) in Harbour Landing is depicted in Appendix A. As James Hill Road and Parliament Avenue are expected to be completed this summer, the current transit route can serve the newest areas in west Harbour Landing. This can be done with current resources dedicated to this route as there is enough running time on the route to accommodate the extra driving required for the service extension. The proposed route is depicted in Appendix B.

On March 31, 2014, the Transit Department sent a direct mailing to all residences in Harbour Landing asking for feedback about the proposed routes. Transit collected the feedback by email and allowed customers to phone into Service Regina (306-777-7000) directly. The mail out also included an optional route design in the event that Parliament Avenue and James Hill Road were not completed in the summer of 2014 (Appendix C). In addition to asking for feedback for the proposed route change, feedback was asked about the hours of operation and general feedback on service to Harbour Landing so far.

Transit received 15 comments on the proposal. The following comments were the most prevalent:

- There were no negative comments on the new route proposal and many residents were happy to see this expansion being considered.
- There was concern about the current hours of operation of the route. Expansion of service past the peak times (6:00 am – 9:00 am and 3:00 pm to 6:00 pm) would be appreciated, with a few comments indicating even service to 10:00 am would fit needs of students that travel to the University of Regina.

Given these comments, the proposed route is recommended for approval. Although the proposed one-way loop is not the best way to serve the Harbour Landing area, it currently is the most efficient. The one-way loop allows residents to access the Golden Mile and University area, but it prevents some residents from accessing the Grasslands commercial area. For example, a customer could catch the bus at James Hill Road and Jim Cairns Boulevard to get to Grasslands, but there would not be any bus service to take them back. Future service will see Harbour Landing get another route that would travel in the opposite direction of the Route #18. This, however, requires an extra bus and operating budget which is not available at this time. The proposed route provides a basic service to the residents of Harbour Landing without investing additional resources.

Transit will be able to accommodate an hour extension in service to run to 10:00 am. This extra hour of service can be accommodated within the current budget and will not require additional funding. Transit will be doing small adjustments to current schedules where service is being under-utilized to reallocate the additional hour service needed for this route.

If this change to Route #18 is approved, bus stops will be installed approximately every 200 metres as specified in the Transit Service Standards. Residents whose property is adjacent to a proposed bus stop will receive a letter notifying them of the location one month prior to installation. However, in most cases, bus stops will be situated next to green spaces to lessen impact on residents in the area.

RECOMMENDATION IMPLICATIONS

Financial Implications

No additional budget will be needed for these route alterations as the current resources allow for the extra travel time of the bus on James Hill Road.

Environmental Implications

Including transit services early in new developments fosters early adoption and acceptance of the service. This is best proven by the Harbour Landing route itself and the dramatic increase of ridership since it started in 2012. Having transportation options, such as transit, available in new communities will allow residents to not rely solely on the private automobile to get around. A standard sized bus replaces 40 single occupant vehicles, thus reducing traffic congestion and parking issues. In addition, a full transit bus produces .7 kilograms of CO₂ emissions per every 5 kilometres per passenger compared to a large personal vehicle at 1.3 kilograms.

Policy and/or Strategic Implications

Extending transit service further into the Harbour Landing development helps achieve the Transportation goals and policies in Design Regina, the City of Regina's Official Community

Plan (OCP) and specifically “Goal 2: Public Transit: Elevate the role of Public Transit” in Section D3.

Policy 5.10: Promote intensification and mixed use development along express transit corridors and at transit nodes and potential transit nodes through increased service levels, more direct routes, express services, and competitive travel times.

Policy 5.11: Enhance transit service in existing residential neighbourhoods to support continued residential and employment growth.

Policy 5.16: Provide transit service in new neighbourhoods as soon as feasible to encourage transit use and influence early adoption.

Ridership will be monitored to see if the route change has a positive impact on ridership. Currently, Route #18 (Harbour Landing/University) is achieving the service standard of having an average of 15 passengers per bus hour. If ridership grows, Administration will have to consider increasing frequency of the service or increase the bus size.

Other Implications

None with respect to this report.

Accessibility Implications

The Transit bus fleet became fully accessible in April of 2014. All buses on this route will be low-floor and wheel chair accessible.

COMMUNICATIONS

Administration shared the plans for the proposed route with residents via a direct flyer drop to residences in Harbour Landing. If the proposed route is approved, schedules will be distributed to Transit Agents. Information will also be provided through a media release, regina.ca and social media platforms indicating of the route change.

DELEGATED AUTHORITY

The determination of the routing of buses is within the authority of the Community & Protective Services Committee.

Respectfully submitted,

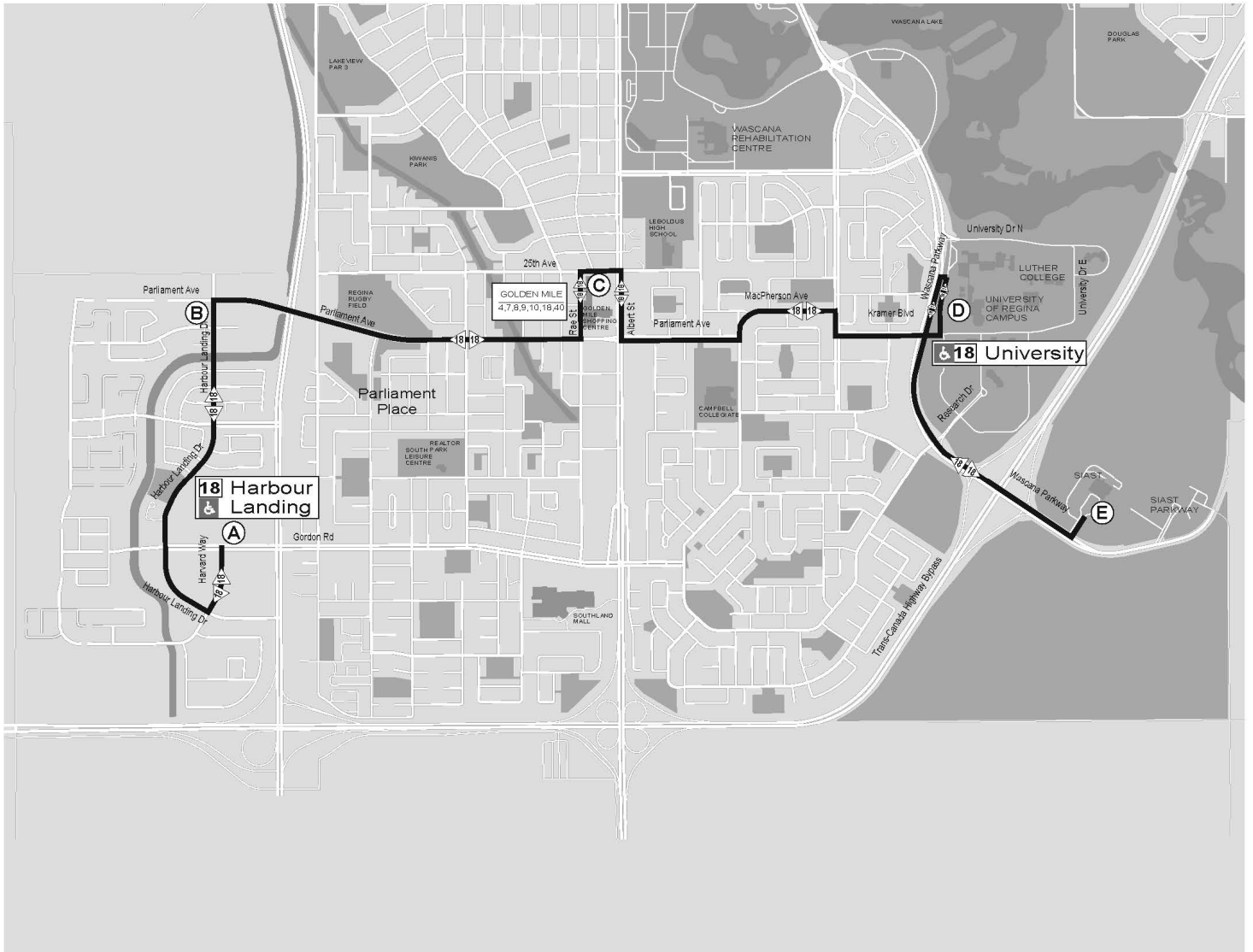
COMMUNITY AND PROTECTIVE SERVICES COMMITTEE



Ashley Thompson, Secretary

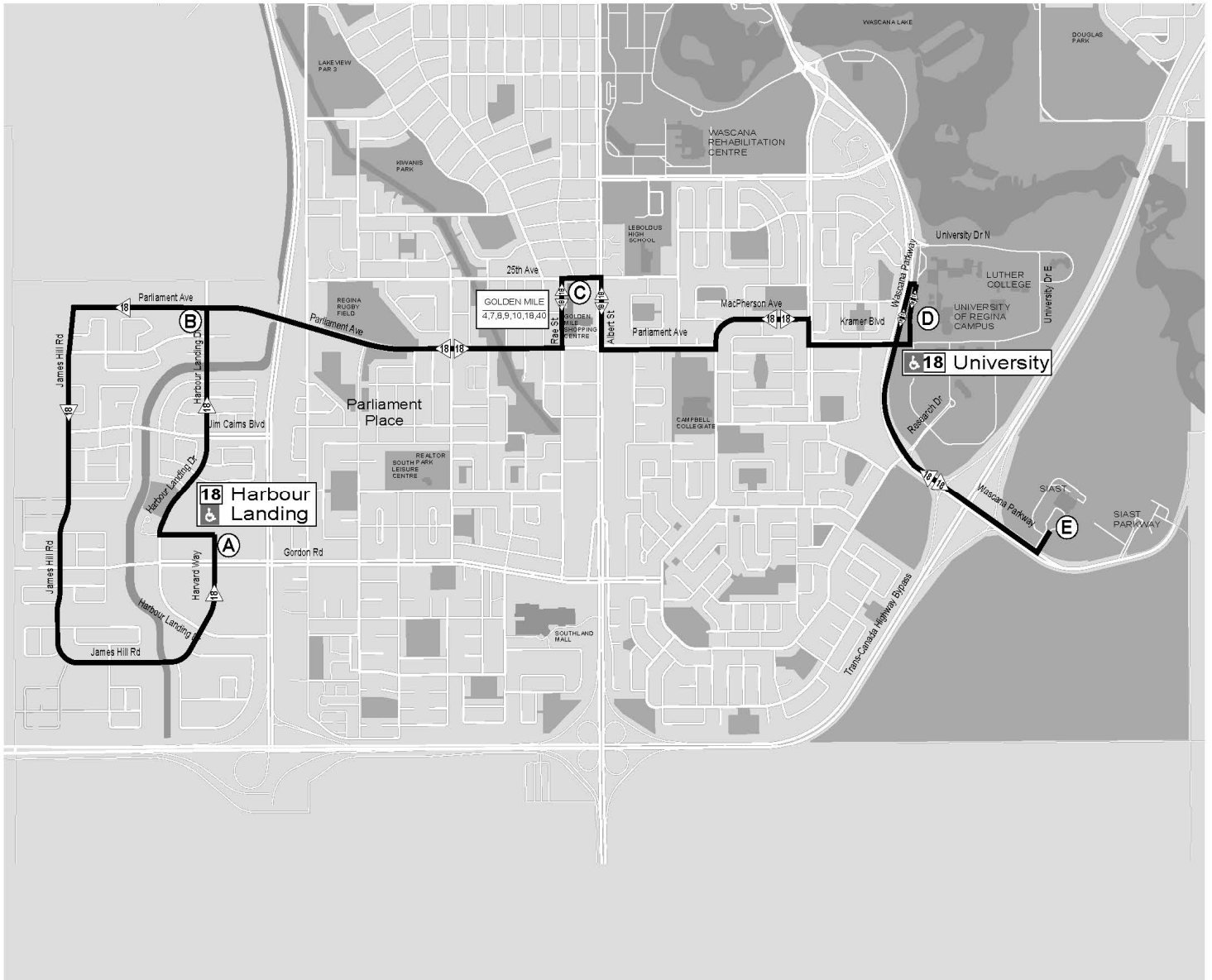
APPENDIX A

Current Route #18



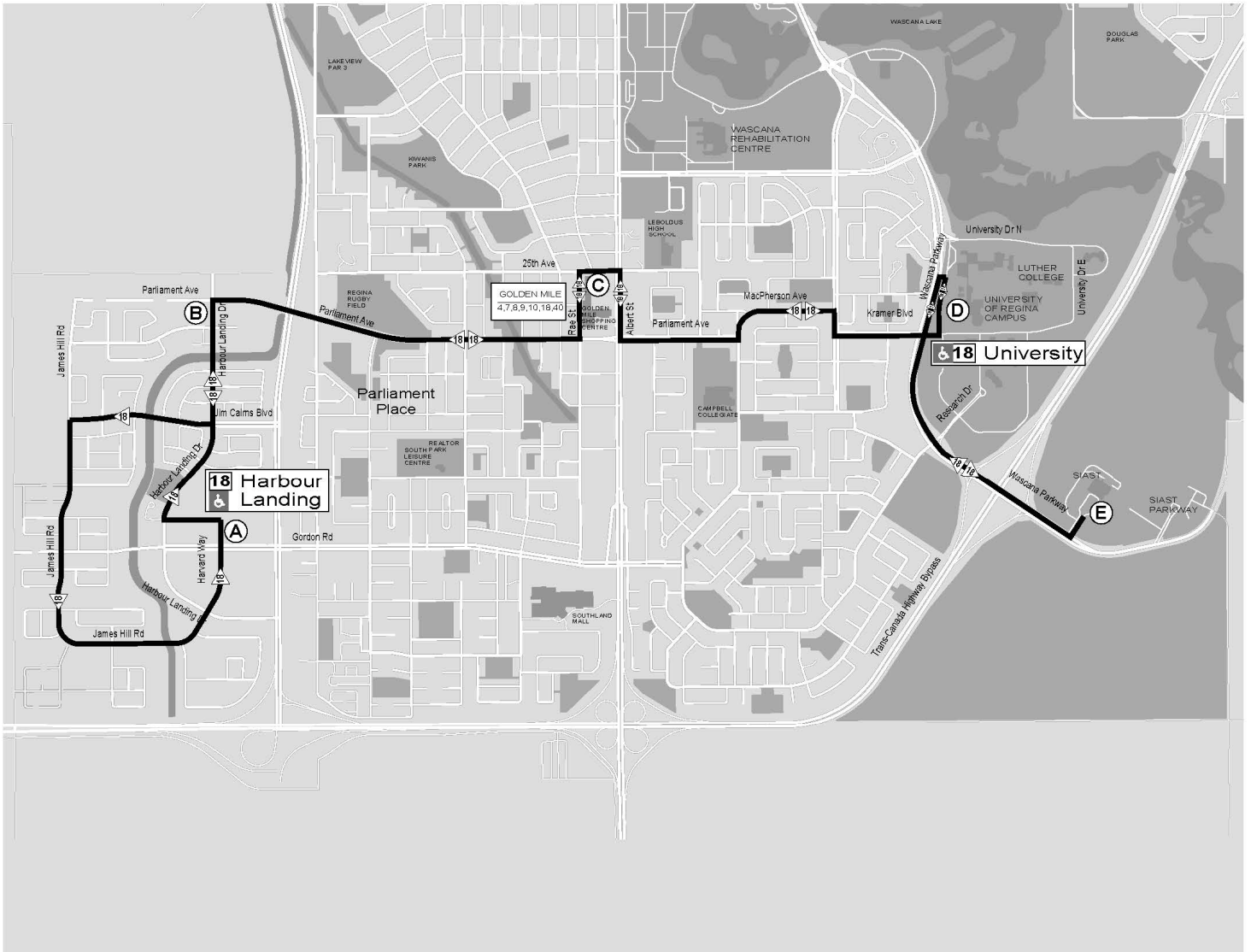
APPENDIX B

Proposed Route #18



APPENDIX C

Alternate Route due to Construction



June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Interim Fire Services Agreement – Global Transportation Hub Authority

**RECOMMENDATION OF THE COMMUNITY AND PROTECTIVE SERVICES
COMMITTEE - JUNE 10, 2014**

1. Council direct the City Manager or designate to negotiate a Fire Services Agreement (FSA) with the Global Transportation Hub Authority (GTHA).
2. Council approve an extension of the current interim Fire Services Agreement between the City of Regina and the Global Transportation Hub Authority to the end of September 2014.

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE – JUNE 10, 2014

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation # 3 does not require City Council approval.

Councillors: John Findura, Jerry Flegel, Shawn Fraser, Bob Hawkins and Mike O'Donnell were present during consideration of this report by the Community and Protective Services Committee.

The Community and Protective Services Committee, at its meeting held on June 10, 2014, considered the following report from the Administration:

RECOMMENDATIONS

1. Council direct the City Manager or designate to negotiate a Fire Services Agreement (FSA) with the Global Transportation Hub Authority (GTHA).
2. Council approve an extension of the current interim Fire Services Agreement between the City of Regina and the Global Transportation Hub Authority to the end of September 2014.
3. This report be forwarded to the June 23, 2014 meeting of City Council for consideration.

CONCLUSION

An agreement to provide Fire Services to the GTHA will support their fire protection and code enforcement requirements that the GTHA desires in order to operate as an authority. The agreement would reflect the cost recovery for direct response services provided, that include both fixed and variable costs. An interim extension to a temporary agreement is required given the

turnover of staff at the GTHA and the high level of activity for both the City and GTHA, which has delayed negotiations towards establishment of the permanent agreement.

BACKGROUND

The Provincial Government enacted Bill 83 in August of 2013. As part of this Act, the GTHA was directed to seek service agreements with service providers for various services, including fire protection. The Administration has been negotiating with the GTHA towards a Fire Services Agreement, however, to ensure Fire Service is provided to the area post adoption of the Act, an interim agreement was struck. The interim agreement established a fee of \$10,000 per month, which was simply negotiated as an interim rate in the absence of the analysis that is being used towards the final agreement currently under negotiation. Because of the uncertain nature of this interim rate, there is a provision in the agreement to retroactively charge for the difference between the negotiated amount and the current amount. The interim agreement is set to expire at the end of June 2014.

Owing to staff turnover at the GTHA and other competing priorities within both organizations, an extension to the agreement is required while the two parties continue to negotiate towards a final agreement. The existing terms of the interim agreement were established by the Administration; however, *The Regina Administration Bylaw* limits the dollar value of a revenue contract that Administration can enter into to \$100,000. An extension of the interim agreement will bring the value of the agreement above \$100,000, hence the need for City Council approval.

DISCUSSION

The Provincial Government enacted Bill 83 in August of 2013. As part of this Act, the GTHA was directed to seek service agreements with service providers for various services, including fire protection. Prior to the enactment of Bill 83, the city and GTHA were in talks to determine the level of service, range of services and remuneration. The timeline to negotiate an agreement changed rapidly as Bill 83 was brought forward in August of 2013 and the negotiation changed from a formal long term agreement to an interim agreement with an arbitrary service fee with provisions to retroactively bill for the difference in the permanent agreement and the interim agreement.

As noted above, *The Regina Administration Bylaw* allows the Administration to enter into revenue agreements that do not exceed \$100,000 in value or five years in length. In the case of the GTHA, the value of the interim agreement has now reached \$100,000. As such the Administration is requesting Council to approve an extension to the interim agreement until such time that a permanent fire service agreement can be reached.

Because the cost of Fire Service is not a direct user pay system, determination of fees for service is not a straightforward exercise. The Administration is negotiating with the GTHA to reach an agreement that accounts for all costs associated with maintaining and operating a fire service. Specifically, the terms of the agreement will take into consideration full cost recovery of fixed and variable costs. Because there is a standing cost of maintaining a Fire Service regardless of frequency of use, there is a general fixed cost that should be attributed to all properties that are afforded access to the service regardless of the level of use of each property, similar to an insurance policy.

The Administration continues to negotiate with the GTHA in an effort to reach an agreement that fairly covers the costs associated with accessing and using the service. Once a contract is reached, the Administration will bring a report forward to Council for consideration.

RECOMMENDATION IMPLICATIONS

Financial Implications

This interim agreement generates General Revenue of \$10,000 per month, which is not reflective of the final agreement. Once a permanent agreement is reached the amount will likely increase. Any differential between the interim payment and the final negotiated price will be retroactively adjusted once an agreement is reached.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

Fire Administration views the provision of fire services as a system. Given the citizen requirements and requirements of those who seek Fire Service Agreements, Mutual Aid Agreements or other fee for service arrangements, fire must balance the availability and deployment of resources. As fire begins to revisit existing agreements and enters into new agreements, a mindful approach will be used to ensure the community receives the highest level of service and uncompromised response,

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

None with respect to this report.

DELEGATED AUTHORITY

The recommendations contained in this report require City Council approval.

Respectfully submitted,

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE



Ashley Thompson, Secretary

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: 2014 Elected Official Committee Appointment – Arts Advisory Committee

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- JUNE 11, 2014**

1. That City Council appoint Councillor Bob Hawkins to the Arts Advisory Committee.
2. That this appointment be made effective immediately, with a term of office to December 31, 2014.
3. That Councillor Hawkins continue to hold office for the term indicated or until his successor is appointed.

EXECUTIVE COMMITTEE – JUNE 11, 2014

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #4 does not require City Council approval.

Councillors: Sharron Bryce, Bryon Burnett, John Findura, Jerry Flegel, Shawn Fraser, Bob Hawkins, Terry Hincks, Wade Murray, Mike O'Donnell and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on June 11, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That City Council appoint Councillor Bob Hawkins to the Arts Advisory Committee.
2. That this appointment be made effective immediately, with a term of office to December 31, 2014.
3. That Councillor Hawkins continue to hold office for the term indicated or until his successor is appointed.
4. That this report be forwarded to the June 23, 2014 City Council meeting.

CONCLUSION

At the November 13, 2013 Executive Committee meeting, the Council appointment to the Arts Advisory Committee was tabled. This report addresses the tabling of the appointment to this Committee.

BACKGROUND

Elected official appointments are required annually to fill vacancies on various committees. The purpose of this report is to facilitate an appointment to the vacancy on the Arts Advisory Committee.

DISCUSSION

A communication was sent to members of Council reminding them of the November 13, 2013 decision. In the communication Council members were asked to consider the appointment to the Arts Advisory Committee. Councillor Hawkins had responded that he is willing to accept the appointment to the Committee.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to the recommendations of this report.

Environmental Implications

None with respect to the recommendations of this report.

Strategic Implications

Elected Official participation in various boards, committees and commissions is required to facilitate the decision making process of the City.

Accessibility Implications

None with respect to the recommendations of this report.

Other Implications

Section 65(c) of *The Cities Act* requires elected officials to participate in council committee meetings and meetings of other bodies to which they are appointed by Council.

COMMUNICATION PLAN

After the appointment is approved by City Council, the addition of the Arts Advisory Committee to Councillor Hawkins' portfolio will be communicated to all departments, and other interested parties.

DELEGATED AUTHORITY

City Council approval is required to appoint elected officials to various boards, committees and commissions.

Respectfully submitted,

EXECUTIVE COMMITTEE

A handwritten signature in black ink, appearing to read "Jim Nicol", is positioned above a horizontal line.

Jim Nicol, Secretary

mrt

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Global Transportation Hub Authority – Assessment & Taxation Services Agreement

**RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE
- JUNE 10, 2014**

1. That the Executive Director, City Planning & Development be delegated the authority to negotiate and approve a five-year agreement between the City of Regina and the Global Transportation Hub Authority regarding assessment and taxation services as further described in this report;
2. That the Executive Director, City Planning & Development be delegated the authority to extend the initial five year agreement on similar terms for a further five years should the terms continue to be satisfactory to the City;
3. That the City Clerk be authorized to execute the agreement between the City and the Global Transportation Hub Authority described in this report, in a form approved by the City Solicitor; and

FINANCE AND ADMINISTRATION COMMITTEE – JUNE 10, 2014

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation # 4 does not require City Council approval.

Councillors: Bryon Burnett, Shawn Fraser, Bob Hawkins, Terry Hincks and Wade Murray were present during consideration of this report by the Finance and Administration Committee.

The Finance and Administration Committee, at its meeting held on June 10, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the Executive Director, City Planning & Development be delegated the authority to negotiate and approve a five-year agreement between the City of Regina and the Global Transportation Hub Authority regarding assessment and taxation services as further described in this report;
2. That the Executive Director, City Planning & Development be delegated the authority to extend the initial five year agreement on similar terms for a further five years should the terms continue to be satisfactory to the City;
3. That the City Clerk be authorized to execute the agreement between the City and the Global Transportation Hub Authority described in this report, in a form approved by the City Solicitor; and

4. That this report be considered by City Council on June 23, 2014.

CONCLUSION

The Global Transportation Hub Authority Act (the “Act”) permits the City and the Global Transportation Hub Authority (the “GTHA”) to enter into an agreement for compensation for the provision of taxation and assessment services on a cost recovery basis. The Administration has negotiated a five year agreement with the GTHA, which may be renewed for a further five years, to provide these services at the cost of three per cent of the taxes collected for tax assessment and collection services and an additional charge of \$100 per hour for additional services, such as appeals or the generation of special reports. The Administration seeks the approval of Council to execute the agreement.

BACKGROUND

Effective August 6, 2013 the Province of Saskatchewan adopted *The Global Transportation Hub Authority Act*. The Act requires the City to assess, collect and remit all municipal property taxes related to land located in the Transportation Logistics Hub to the GTHA. The Act further provides that the GTHA and the City may enter into an agreement which sets out how the property taxes and any other assessment, fees or other amounts charged by the City are to be divided between the City and the GTHA. The Act also states that any compensation payable by the GTHA to the City for services must be determined on a cost recovery basis.

DISCUSSION

The City is required to provide taxation and assessment services to the GTHA and may negotiate with the GTHA to be compensated on a cost recovery basis. The Administration has negotiated with the GTHA an agreement that contains the following key terms:

Term

- Five years with an option to review for a further five years by mutual agreement.

Services

- Preparation of tax roll, assessment notices, supplementary assessment notices, tax notices and supplementary tax roll.
- Responding to appeals and launching appeals as necessary.
- Collect and remit taxes and grants in lieu to the GTHA.

Conditions

- The City is not required to administer any special charges levied by the GTHA.
- The GTHA is required to adopt all of the City’s taxation bylaws and relevant portions of *The Administration Bylaw*.
- The GTHA agrees not to grant tax exemptions, reductions or refunds.
- The GTHA agrees not to collect or take payments of property taxes directly from those persons liable to pay taxes within the transportation logistics hub.

- The GTHA agrees to provide any information or documents necessary for the City to prepare the assessment and tax notices required pursuant to *The Cities Act*.

Cost Recovery

- The City shall retain three per cent of the taxes.
- The City is entitled to recover costs for inquiries and appeals at a rate of \$100 per hour plus reimbursement for any expenses, including filing and courier fees and fees for professional services directly associated with the inquiry or appeal.
- The City is entitled to recover costs for expenses incurred by the City for any software system changes or custom reporting on transportation logistics hub properties including any future changes that may be needed to provide the services outlined in the agreement at a rate of \$100 per hour.
- Appeal fees required to be filed with the Board of Revision are retained by the Board of Revision.

The Agreement that has been negotiated takes into account the City's current business practices and sets out the relative roles and responsibilities of the parties with reference to the terms of *The Cities Act* and *The Global Transportation Hub Authority Act*. The rates that have been negotiated take into account the costs to the City to administer the services as estimated by the Administration.

RECOMMENDATION IMPLICATIONS

Financial Implications

The administration fees generated through this agreement will be three per cent of the GTHA levy annually and are estimated to be \$38,000 for 2014. Cost recovery for expenses incurred by the City for software changes and customer reporting to date is approximately \$21,350. This revenue will be reflected in the variance reporting throughout 2014 and also in the 2015 annual budget.

Environmental Implications

None with regard to this report.

Policy and/or Strategic Implications

None with regard to this report.

Other Implications

None with regard to this report.

Accessibility Implications

None with regard to this report.

COMMUNICATIONS

Copies of the report will be provided to the GTHA

DELEGATED AUTHORITY

This report must be considered by City Council.

Respectfully submitted,

FINANCE AND ADMINISTRATION COMMITTEE

A handwritten signature in black ink, appearing to read 'Ashley Thompson', followed by a horizontal line.

Ashley Thompson, Secretary

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Application for Discretionary Use (14-DU-05) Proposed Shopping Centre
2101 East Quance Street

RECOMMENDATION OF THE REGINA PLANNING COMMISSION – JUNE 23, 2014

That the discretionary use application for a proposed shopping centre located at 2101 Quance Street, being Block F, Plan No. 101859914, Gardiner Park Addition 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 Dayfa Development and dated February 19, 2014; and
- b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.

REGINA PLANNING COMMISSION – JUNE 11, 2014

The following addressed the Commission:

- Bill Tanouye, representing Gardiner Place Condo Association; and
- Anwar Atta. Representing BTA Group and Dayfa Development.

The Commission adopted a resolution to concur in the recommendation contained in the report. Recommendation #2 does not require City Council approval.

Councillors: Jerry Flegel, Mike O'Donnell and Barbara Young; Commissioners: David Edwards, Phil Evans, Dallard LeGault, Ron Okumura, Daryl Posehn, Phil Selenski, Laureen Snook and Sherry Wolf were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on June 11, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the discretionary use application for a proposed shopping centre located at 2101 Quance Street, being Block F, Plan No. 101859914, Gardiner Park Addition 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 Dayfa Development and dated February 19, 2014; and
 - b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
2. That this report be forwarded to the June 23, 2014 meeting of City Council.

CONCLUSION

The applicant proposes to add additional commercial tenants in a commercial development that is under construction. The increase in tenants will result in the commercial development now being classified as a shopping centre which is a discretionary in the MAC – Major Arterial Commercial zone. There are no physical additions planned to the proposed buildings on site. The only change planned is the physical partitioning of the existing development to accommodate additional tenant occupancies.

The proposal complies with the development standards and regulations contained in *Regina Zoning Bylaw No. 9250* and is consistent with the policies contained in *Design Regina: The Official Community Plan Bylaw, No. 2013-48*.

BACKGROUND

This application is being considered pursuant to *Regina Zoning Bylaw No. 9250*, *Design Regina: The Official Community Plan Bylaw, No. 2013-48* and *The Planning and Development Act, 2007*.

Pursuant to subsection 56(3) of the Act, Council may establish conditions for discretionary uses based on; nature of the proposed development (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

The land and zoning related details of this proposal are summarized as follows:

Land Use Details		
	Existing	Proposed
Zoning	MAC - Major Arterial Commercial	MAC
Land Use	Commercial (under construction)	Shopping Centre

Zoning Analysis		
	Required	Proposed
Number of Parking Stalls Required	235 stalls	238 stalls
Minimum Lot Area (m ²)	250.00 m ²	12140.40 m ²
Minimum Lot Frontage (m)	6.00 m	162.84 m
Maximum Building Height (m)	15.00 m	12.00 m
Gross Floor Area	NA	4605.12 m ²
Maximum Floor Area Ratio	3.00	0.38
Maximum Coverage (%)	90%	26%

A building permit was issued for the commercial development in the fall of 2013, for five commercial uses all of which are permitted in the MAC zone. Construction of the commercial building is currently at the framing stage. The applicant now proposes to accommodate additional commercial tenants within the strip mall building which would result in a change in the land use status of the development to a shopping centre. A shopping centre is defined as “any group of more than five permitted or discretionary uses, designed, developed and managed as a unit by a single owner or tenant, or a group of owners or tenants.” The approval of the application will allow the applicant to accommodate additional commercial tenants within the existing buildings on the site. Current planned tenants of the two buildings include a recreation facility (fitness centre), two restaurants, two offices, and future commercial units.

Access to the site is provided from Quance Street and Arens Road. The subject property is identified for commercial use in the Gardiner Park Addition concept plan. Traffic analysis was completed in the concept plan review and on the basis that this site would be commercial. Future traffic improvements to the surrounding area include traffic signals planned for construction at Quance Street and Truesdale Drive in 2014. In addition, through the collection traffic count data, the City monitors the performance of intersections and plans for improvements and adjustments as warranted.

Visual screening is provided along the south property line in the form of fencing which meets the zoning requirements for interface between commercial and residential uses.

Surrounding land uses include Victoria Square Shopping Centre to the north, low-density housing to the south, medium-density housing to the west and West Landing Shopping Centre to the east.

The proposed development is consistent with the purpose and intent of the MAC - Major Arterial Commercial with respect to:

- Providing retail, service and office businesses to serve the travelling public and city residents at a location with good visibility and accessibility along major arterial roadways; and
- Providing grouping of establishments in multi-tenant and mixed-use settings.

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

None with respect to this report.

Policy/Strategic Implications

The proposal is consistent with the policies contained within Part A: Citywide Policies of *Design Regina: The Official Community Plan Bylaw, No. 2013-48* with respect to:

Complete Neighbourhoods

- Providing opportunities for daily lifestyle needs, such as services, convenience shopping, and recreation; and
- Providing convenience access to areas of employment.

Employment Areas

- Providing compatibility with adjacent residential land use through the minimization of off-site impacts; and
- Being accessible and integrated with surrounding neighbourhoods.

The subject property is adjacent to residential developments to the south. Residents of these developments will be able to walk to access the amenities provided by the proposed shopping centre. Transit service runs in both directions along Quance Street. A pedestrian pathway is also provided on the site from the northwest corner of the site close to the bus stop along Quance Street to encourage walking and transit use.

Other Implications

None with respect to this report.

Accessibility Implications

The proposed development provides five parking stalls for persons with disabilities which meet the minimum requirements.

COMMUNICATIONS

The application and public notice was circulated to the Arcola East Community Association. The community association does not have any concerns with regard to this proposal.

Public notification signage posted on:	March 17, 2014
Letter sent to immediate property owners	March 13, 2014
Public Open House Held	N/A
Number of Public Comments Sheets Received	12

The proposal was circulated to the Arcola East Community Association. The Arcola East Community Association responded and indicated that it does not have any concerns regarding this proposal.

A more detailed accounting of the respondents' concerns and the Administration's and Applicant's responses to them is provided in Appendix B.

DELEGATED AUTHORITY

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

Respectfully submitted,

REGINA PLANNING COMMISSION

Elaine Gohlke, Secretary



Subject Property



Project 14-DU-05

Civic Address/Subdivision

2101 Quance Street East
Block F, Plan No. 101859914



Subject Property

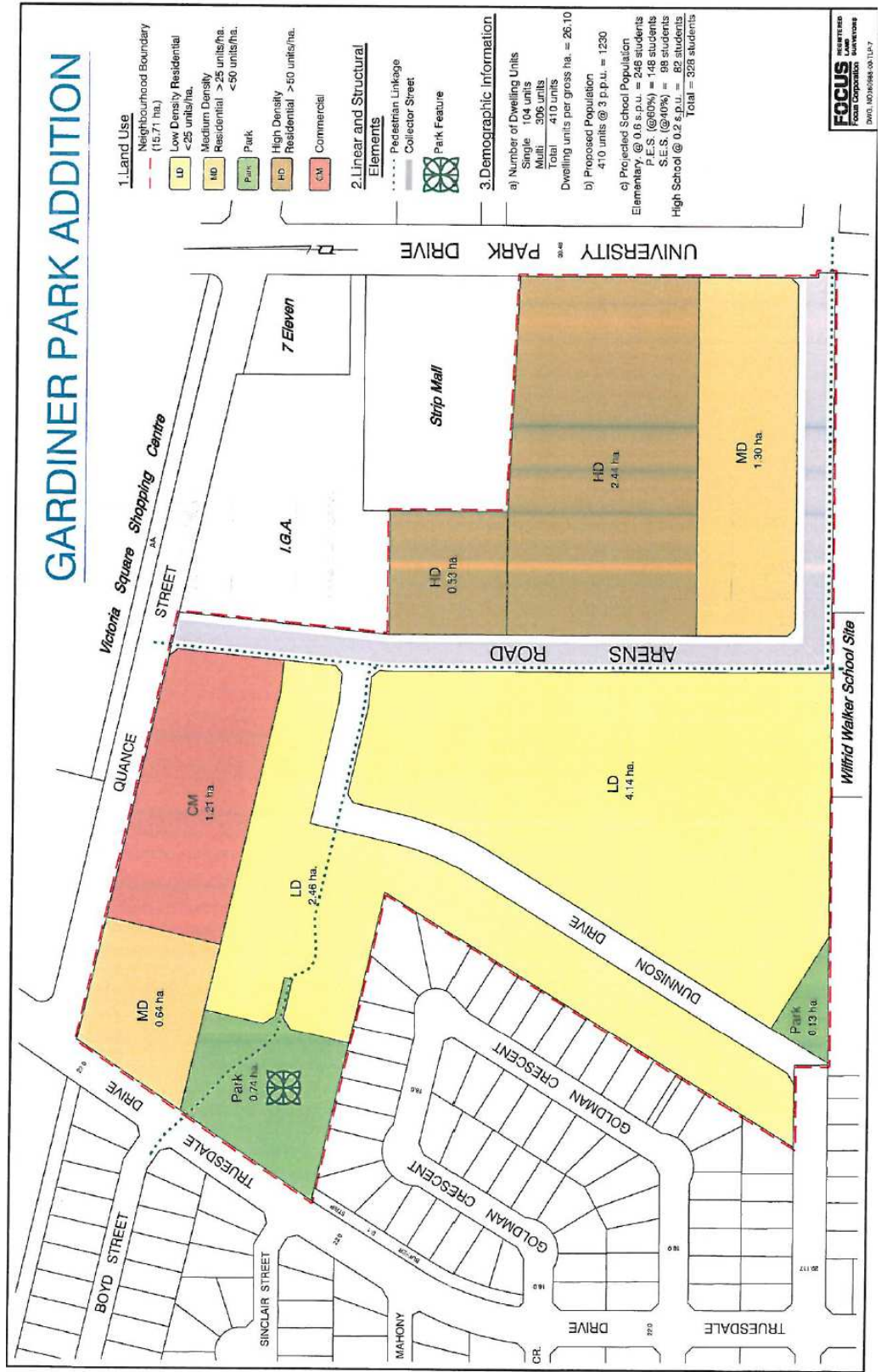
Date of Photography: 2012

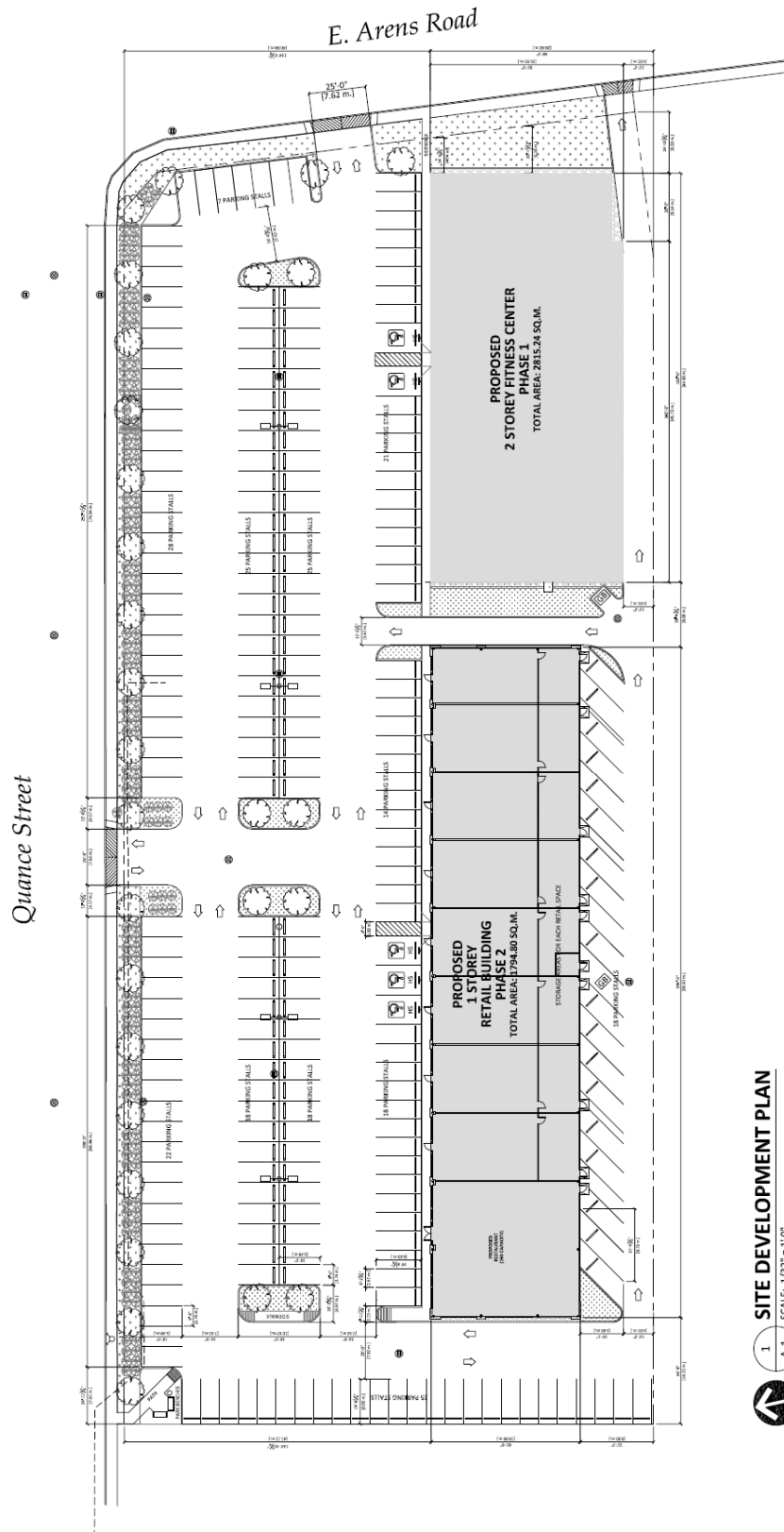


Project 14-DU-05

Civic Address/Subdivision

2101 Quance Street East
Block F, Plan No. 101859914





SITE DEVELOPMENT PLAN
SCALE: 1/32" = 1' 0"



RAY GOSSELIN ARCHITECT LIMITED
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Professional Seal:



Any representations in the tender documents are for the general information of bidders and are not in any way warranted or guaranteed by or on behalf of the owner or the owner's consultants and its subcontract's employees, and neither the owner nor its consultants or its employees, shall be liable for any representations negligent or otherwise contained in the documents. These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract. No representation or any other made by the design professional to any party with whom the design professional has not entered into a contract, the contractor shall check all dimensions, elevations and other data as represented on all drawings in the set for consistency and correctness and report to the consultant any discrepancies prior to proceeding with construction. Any costs to the contractor arising from failure to execute this requirement is a cost to the contractor and not to the owner nor the consultant. This term supercedes the specifications, all construction work to be completed in accordance with all applicable code and requirements of all utilities as set out by governing authorities.

Project Title:

**DAYFA
DEVELOPMENT**
REGINA, SK

Issue Record:

Revisions:
R1 Per city's comments/02/14.08.03
R2 Per city's comments/02/14.08.10
R3 Per city's comments/02/14.08.21

SITE PLAN

Designed By: MCGINN Scale: AS INDICATED
Drawn By: RDjr Date: 2013.07.16
Checked By: - Date: -
Project No: 4608

A-1

Revision No: R3 Date: 2013.10.04
Issued For: DISCRETIONARY
USE
Date Issued: 2014.05.21
Date Plotted: 2014.05.21

Planning Department

Project **14-DU-05**

Civic Address/Subdivision

2101 Quance Street



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Professional Seal
002/19/14

Any design submitted to the City of Saskatoon for review and approval is submitted on the understanding that the design is the property of Ray Gosselin Architect Limited and that it is not to be used for any other purpose without the written consent of Ray Gosselin Architect Limited. The design is submitted on the understanding that it is not to be used for any other purpose without the written consent of Ray Gosselin Architect Limited. The design is submitted on the understanding that it is not to be used for any other purpose without the written consent of Ray Gosselin Architect Limited.

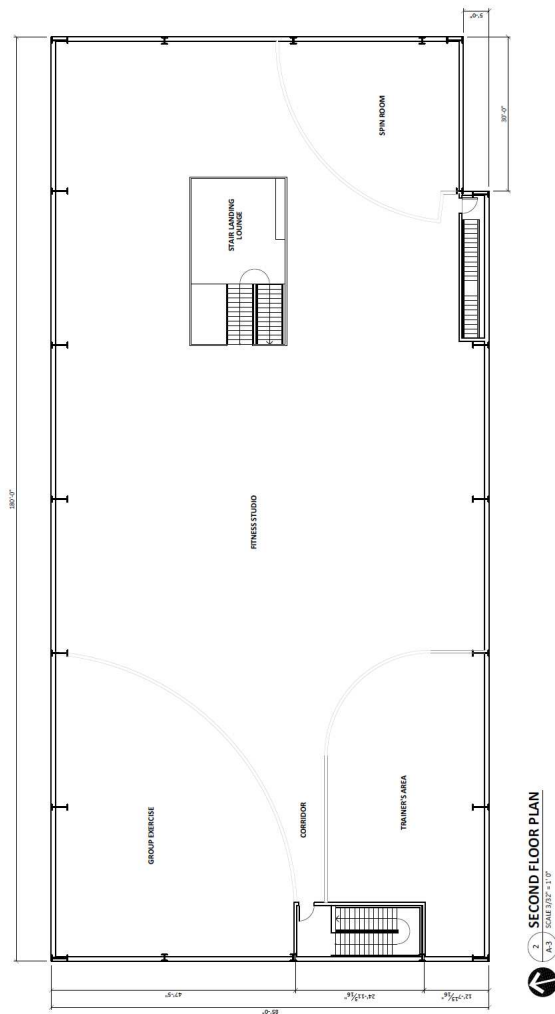
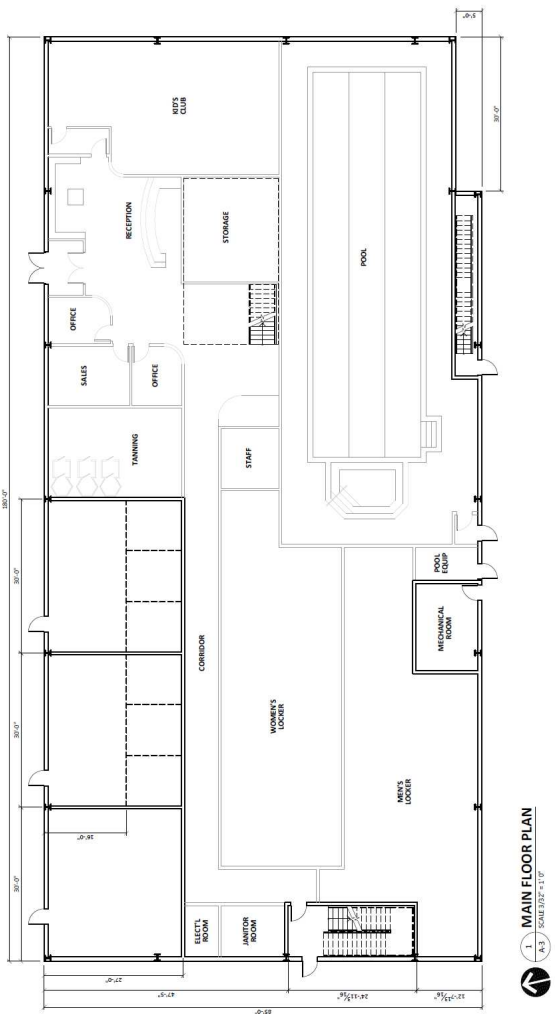
Project Title: DAYFA DEVELOPMENT
RESIDUAL, SK

Scale: 1/8" = 1'-0"

Revision: 1/8" = 1'-0"

Project No. 4608

Revision No. R1
Date: 2013.03.04
Issued for: DISCRETIONARY
USE
Drawn by: J. Gosselin
Date: 2014.03.03





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RAY GOSSE IN ARCHITECT LIMITED
Professional Engineer
02/19/14

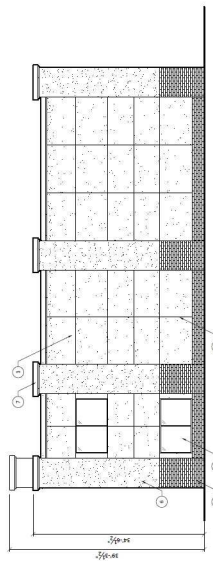
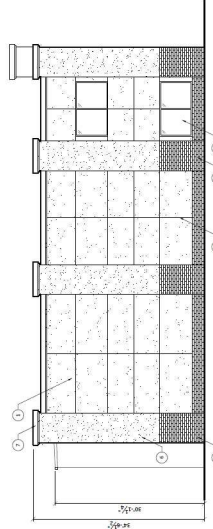
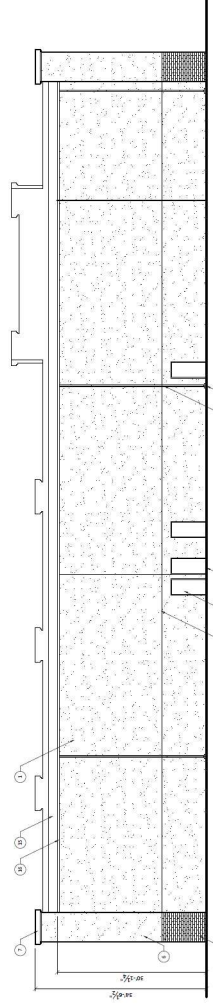
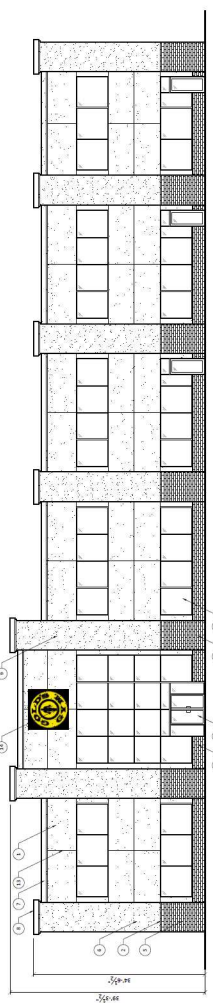
DAYFA DEVELOPMENT
REGINA, SK

Project No. 14-DU-05
Drawing No. 4008
Date: JUN 2013
Scale: 1/8" = 1'-0"

MAIN FLOOR PLAN

Revised No. 1
Revised Date: 2013.10.01
Revised By: [Signature]
Revised For: DISCRETIONARY USE

- KEYNOTE SCHEDULE**
- 1. 1/2" STUDIOS SYSTEM
 - 2. 1/2" STUDIOS SYSTEM
 - 3. 1/2" STUDIOS SYSTEM
 - 4. 1/2" STUDIOS SYSTEM
 - 5. 1/2" STUDIOS SYSTEM
 - 6. 1/2" STUDIOS SYSTEM
 - 7. 1/2" STUDIOS SYSTEM
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 - 18. 1/2" STUDIOS SYSTEM
 - 19. 1/2" STUDIOS SYSTEM



Public Consultation Summary

Response	No. of Responses	Issues Identified
<i>Completely opposed</i>	1	
<i>Accept if many features were different</i>	7	<ul style="list-style-type: none"> - No parking behind the building along residential fence. (2) - No snow clearing should take place at night. - No restaurants should be built on the site. (4) - Install noise reducing fence adjacent to residents. - No garbage disposal adjacent to residents. (3) - Buildings should match brick commercial buildings in the area. (2) - Locate utility meters inside building. (2) - Move fitness centre north and run north south on the site. - Provide alternative proposals for the site at a general meeting. (2) - Comment sheets should not be sent at this point, the building is already in construction. (4) - Pedestrian crosswalk lights should be installed. - Traffic concerns: install lights near the site and speed bumps near the school. (4) - No more stores are needed.
<i>Accept if one or two features were different</i>	3	- Condominiums would be preferred to this proposal.
<i>I support this proposal</i>	1	

1. **No parking should be located behind the building along residential fence. No enough space is provided for angled parking. Cars may back into fence.**

Administration's Response:

The proposal meets the minimum requirements of the Zoning Bylaw for parking lot areas with respect to driveway and parking stall dimensions. The aisle width provided at the back of the proposed development exceeds the minimum requirement of 3.5 m, which is safe for backing up in one-way traffic. The parking stall length also exceeds the minimum required length of 5 m.

2. **No snow clearing should take place at night.**

Applicant's Response:

Most snow clearing would take place at night or in the early morning hours because these are the least busy hours for a commercial site. Commercial, residential and municipal uses commonly schedule most snow clearing at times that are the most convenient and cause the least disruption. The property management company will try to alleviate any concern about this matter to the best of its ability, if scheduling and time permits. The company has and is currently managing residential and commercial sites that border single-family home areas and has the experience to allow for minimal nuisances.

3. **No restaurants should be built on the site.**

Administration's Response:

Restaurants are permitted uses in the MAC - Major Arterial Commercial zone. The subject proposal is for a shopping centre designation. The planned restaurants can be developed as a permitted as of right land use in the MAC zone. The MAC zone accommodates a variety of land uses including restaurants and other commercial amenities to serve the travelling public and adjacent residential areas. The subject property is within walking distance of residential areas and provides convenience and services to area residents.

4. **Noise reducing fence should be installed adjacent to residential areas.**

Administration's Response:

Noise attenuation fence or berming is not applicable for this location. The City of Regina's noise attenuation standard is that the noise level cannot exceed 65 decibels (dB) between 10:00 pm and 7:00 am and cannot exceed 70 decibels (dB) between 7:00 am and 10:00 pm. There are many situations throughout the city where commercial property abuts residential property without incidents of excessive noise. However, City Bylaw Enforcement staff investigates noise complaints, which includes measurement of noise levels at property lines.

5. **Utility meters should be located inside building**

Administration's Response:

The Zoning Bylaw does not have any regulations in regards to the placement of utility meters. However, good urban design practice is to locate utility meters behind the building to minimize its visual impacts on the face of the building. This contributes to a less cluttered building façade along Quance Street.

6. **Building exteriors should match other brick commercial buildings in the area.**

Administration's Response:

The Administration cannot establish conditions for colour, texture or type of materials and architectural details for commercial buildings. However, the massing of this development is consistent with other commercial development in the area and meets the development standards that are applied to the MAC zone.

7. **No garbage disposal should be placed adjacent to residents.**

Applicant's Response:

Garbage receptacles on site are housed in an enclosure to mitigate visual impacts and are located near the rear of the buildings. The garbage receptacles also have gates.

8. **Fitness Centre should be moved north and run north south on the site.**

Applicant's Response:

The applicant has considered and evaluated many different site configurations for the proposal. When considering anchor tenant requirements and that of other tenants along with the surrounding neighbourhood, the proposed layout was ultimately chosen. The configuration described was considered; however, the site does not lend itself optimally to that layout. Parking would become constricted and cumbersome. In addition, tenants generally prefer to have street view exposure.

9. **A general meeting of property owners, architect, planning administration and RPC members should provide alternative proposals for the site.**

Administration's Response:

The existing development that is occurring on site has already been authorized under a building permit. As the proposal is only for the addition of more than five commercial tenants within the existing approved development and no additions were planned to the existing building, a public open house was not warranted. Moreover, the separate uses that are being proposed on the site are permitted in the MAC - Major Arterial Commercial zone. The Planning Department has only received the submitted site plan and floors plans from the applicant, reflecting what was approved as part of the building permit and no other alternatives are necessary.

11. **Pedestrian crosswalk lights should be installed at Arens Rd. and Quance for people to cross from one mall to another.**

Administration's Response:

Pedestrian corridors (crosswalks with flashing lights) are only installed when warranted, as outlined in the Manual for Uniform Traffic Control Devices (MUTCD) prepared by the Transportation Association of Canada (TAC). A detailed analysis must be undertaken to calculate if the location meets warrants for installation, including a pedestrian count to evaluate the number of pedestrians crossing during specific periods. In this situation, after the development is constructed and people begin using it, it would be eligible for a review.

12. **Development will bring increased traffic to the area. An entrance and exit should be located onto Arens Road. Lights should be installed by Truesdale and Quance, Traffic coming onto Arens from mall will proceed past elementary school. New condos will already increase traffic making it unsafe getting onto Quance. Speed bumps should be installed by the elementary school and parking prohibited around that area.**

Administration's Response:

Two accesses are provided onto Arens Road. Traffic signals are already planned for construction at Quance Street and Truesdale for 2014. The development on Quance Street will generate little traffic that impacts the elementary school on Wagman Drive and the issue of speed humps at that school is not related to this Quance Street development. Speed humps along Arens Road are not required or warranted as a result of this development.

13. **No more stores are needed.**

Administration's Response:

The subject property was planned as a commercial use when the concept plan for the area was approved under the Gardiner Park Addition concept plan. The uses allowed in the MAC - Major Arterial Commercial zone includes stores as well as other commercial retail uses. Situating commercial uses along an arterial road and corridors is aligned with policies under Design Regina: Official Community Plan. They are easily accessible by many modes of transportation including motor vehicles, transit and walking. With residential neighbourhoods to the north, nearby residents can also easily access services and amenities provided by this proposal by bicycle or by foot.

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: 2013 Public Accounts

**RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE
- JUNE 10, 2014**

That this report be received and filed.

FINANCE AND ADMINISTRATION COMMITTEE – JUNE 10, 2014

The Committee adopted a resolution to concur in the recommendation contained in the report.

Councillors: Bryon Burnett, Shawn Fraser, Bob Hawkins, Terry Hincks and Wade Murray were present during consideration of this report by the Finance and Administration Committee.

The Finance and Administration Committee, at its meeting held on June 10, 2014, considered the following report from the Administration:

RECOMMENDATION

That the 2013 Public Accounts document be forwarded to City Council as information.

CONCLUSION

The publication of the 2013 Public Accounts and the completion of the actions outlined in the Communication's section fulfill the requirements of *The Cities Act*.

BACKGROUND

Attached is a copy of the 2013 City of Regina Public Accounts prepared in accordance with Section 156 of *The Cities Act* and *The Cities Regulations* and in accordance with the provisions of *The Local Authority Freedom of Information and Protection of Privacy Act* as it relates to privacy.

DISCUSSION

The Public Accounts disclose financial information for 2013 in accordance with the legislation and regulations. Where applicable, the entity responsible for the expenditure, (City Council, Board of Police Commissioners, Buffalo Pound Water Administration Board, Regina Downtown or Regina's Warehouse Business Improvement District) is disclosed. The Public Accounts include:

1. City Council Remuneration and Expenses – Includes the remuneration for the Mayor and Councillors, and details of expenses incurred directly or on behalf of the Mayor and Councillors.
2. Grants – Includes a breakdown of grants and subsidies provided by the City of Regina to various organizations and individuals. The report provides a further breakdown of the grant or subsidy into the following categories:
 - Operating and Capital Grants
 - Tax Abatements and Exemptions
 - Subsidized Rent
 - Transit Subsidies

In order to provide the disclosure outlined in *The Cities Regulations*, the term grants, rather than community investments, has been used in the Public Accounts document.

3. Employee Remuneration – Includes information on employee salaries over \$50,000. Salaries reported include any retroactive pay relating to prior years paid during 2013. A separate section is provided for each of the City of Regina, the Board of Police Commissioners, the Buffalo Pound Water Administration Board, and Regina Downtown. Regina's Warehouse Business Improvement District did not have any salaries in excess of the threshold amount for reporting.
4. Expenses – Includes expenses over \$50,000 with the information shown for each entity that incurred an expense in relation to a particular company, organization or individual. A separate section is provided for each of the City of Regina, the Buffalo Pound Water Administration Board, Regina Downtown and Regina's Warehouse Business Improvement District.

RECOMMENDATION IMPLICATIONS

Financial Implications

The cost of producing the Public Accounts is provided for in the approved General Operating Budget.

Environmental Implications

None related to this report.

Policy and/or Strategic Implications

The production of Public Accounts services operational excellence as it complies with legislative requirements.

Other Implications

None related to this report.

Accessibility Implications

None related to this report.

COMMUNICATIONS

To comply with Section 157 (1) of *The Cities Act*, copies of the Annual Report and Public Accounts will be sent to the Minister of Government Relations. Copies will also be provided to individuals upon request and will be available on the City of Regina website.

DELEGATED AUTHORITY

This report must be forwarded to City Council for information.

Respectfully submitted,

FINANCE AND ADMINISTRATION COMMITTEE

A handwritten signature in black ink, appearing to read 'Ashley Thompson', followed by a horizontal line.

Ashley Thompson, Secretary

2013
Public Accounts

Year Ended December 31, 2013

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June 23, 2014

His Worship the Mayor and Members of Council

In accordance with Section 156 of *The Cities Act* and *The Cities Regulations*, I am submitting the City of Regina Public Accounts for the year ended December 31, 2013.

This report is divided into the following sections:


1. City Council Remuneration and Expenses
2. Grants – City of Regina
3. Employee Remuneration – General Municipal, Police Services, Buffalo Pound Water Administration Board and Regina Downtown
4. Expenditures – City of Regina, Buffalo Pound Water Administration Board, Regina Downtown, and Regina's Warehouse Business Improvement District

Each section contains notes detailing the reporting requirements and providing an explanation of the contents.

The statements and schedules in this report include information on all City of Regina operations, the Board of Police Commissioners, Buffalo Pound Water Administration Board, Regina Downtown and Regina's Warehouse Business Improvement District.

The City of Regina Annual Report and Buffalo Pound Water Administration Board, Regina Downtown and Regina's Warehouse Business Improvement District Annual Reports also form part of the Public Accounts. The annual reports provide information on 2013 actual and budgeted revenues and expenses.

Respectfully submitted,



Lorrie Schmalenberg
A/Director of Finance

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**City Council Remuneration
and Expenses**

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City Council Remuneration and Expenses

For the Year Ended December 31, 2013

(in dollars)

	Base Salary	Deputy Mayor Salary	Travel Per Diems	Total Remuneration
Mayor				
Fougere, Michael	106,680		-	106,680
Councillors				
Bryce, Sharron	35,697	-	500	36,197
Burnett, Bryon	35,697	600	-	36,297
Findura, John	35,697	600	300	36,597
Flegel, Jerry	35,697	600	500	36,797
Fraser, Shawn	35,697	-	-	35,697
Hawkins, Bob	35,697	-	-	35,697
Hincks, Terry	35,697	600	-	36,297
Murray, Wade	35,697	600	-	36,297
O'Donnell, Mike	35,697	600	400	36,697
Young, Barbara	35,697	-	-	35,697

Expenses

	Travel	Leased Car	Communications	Total Expenses
Mayor				
Fougere, Michael	6,283	12,000	-	18,282
Councillors				
Bryce, Sharron	4,066		-	4,066
Burnett, Bryon	5,396		2,929	8,324
Findura, John	4,229		25	4,254
Flegel, Jerry	4,851		-	4,851
Fraser, Shawn	4,734		512	5,245
Hawkins, Bob	1,492		3,795	5,287
Hincks, Terry	2,141		4,676	6,816
Murray, Wade	3,761		164	3,925
O'Donnell, Mike	1,200		-	1,200
Young, Barbara	1,916		-	1,916

Board of Police Commissioners

	Board Payments	Board Per Diems	Board Travel
Mayor			
Fougere, Michael	1,200		
Councillors			
Hincks, Terry	1,076		
Murray, Wade	986		

See accompanying notes.

Notes to City Council Remuneration and Expenses

For the Year Ended December 31, 2013

(in dollars)

Note 1

City Council remuneration and expenses have been reported in accordance with Section 9 of The Cities regulations.

Note 2

Travel per diems are allowances paid to Councillors when they travel out of the city on City business. The per diem rate is \$100 per day.

Note 3

Travel includes all 2013 travel expenses incurred by the Mayor and Councillors, whether paid to the Mayor and/or Councillors or on their behalf. Travel expenses represent expenses, including conference registration fees, paid directly by the City of Regina.

Note 4

Each Councillor has an annual budget of \$5,000 that covers travel, travel per diems and communication expenses. Communication expenses include ward newsletters and community newsletter advertisements. In addition, the Elected Officials Travel Policy allows Councillors to carry forward any unspent amounts to future years.

The following table summarizes the expenses incurred for each Councillor in 2013 and the amount carried forward from the previous year.

Councillor	Unexpended 2012	2013	Total Available	2013	Unexpended 2013
	Allowance	Allowance		Expenses	Allowance
Bryce, Sharron	3,050	5,000	8,050	4,566	3,484
Burnett, Bryon	8,892	5,000	13,892	8,324	5,568
Findura, John	178	5,000	5,178	4,554	624
Flegel, Jerry	9,145	5,000	14,145	5,351	8,794
Fraser, Shawn	245	5,000	5,245	5,245	-
Hawkins, Bob	287	5,000	5,287	5,287	-
Hincks, Terry	2,266	5,000	7,266	6,816	450
Murray, Wade	-	5,000	5,000	3,925	1,075
O'Donnell, Mike	2,848	5,000	7,848	1,600	6,248
Young, Barbara	-	5,000	5,000	1,916	3,084

Notes to City Council Remuneration and Expenses

For the Year Ended December 31, 2013

(in dollars)

Note 5

Board Payments represent amounts paid to the Mayor or Councillors for attendance at Board of Police Commissioners meetings. Board Travel includes all 2013 travel expenses incurred by the Mayor and Councillors that were funded by the Regina Board of Police Commissioners whether paid directly to them or on their behalf.

Note 6

Each Councillor has an annual budget of \$3,800 that covers home or business office services. Business office services include: computer, copier, facsimile, computer modem line, public telephone line, services, electronic organizer and blackberry.

The following table summarizes the expenses incurred for each Councillor in 2013:

Councillor	2013 Expenses
Bryce, Sharron	2,905
Burnett, Bryon	1,199
Findura, John	926
Flegel, Jerry	2,508
Fraser, Shawn	3,437
Hawkins, Bob	231
Hincks, Terry	3,664
Murray, Wade	2,825
O'Donnell, Mike	1,884
Young, Barbara	2,214

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Grants

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Grants - City of Regina For the Year Ended December 31, 2013 (in dollars)

Name	Operating/ Capital	Tax Abatements and Exemptions	Subsidized Rent	Transit Subsidies
Al Ritchie Community Association Inc.	65,156			
Art Gallery of Regina Inc.	73,000			
Caledonian Curling Club			750,000	
Canadian Western Agribition	50,500			
Carmichael Outreach Incorporated	92,332			1,000
City Centre Equities Inc.		135,827		
Eastgate Villas Limited Partnership	450,000			
Globe Theatre Society	120,000			
Gustafson Enterprises	140,000			
Heritage Community Association	66,325		25,786	
MacKenzie Art Gallery Inc.	292,000	137,849		
Mobile Crisis Services Inc.	136,350			
Mounted Police Heritage Centre	100,000	299,258		
New Dance Horizons Inc.	54,000			
North American Indigenous Games	250,000			
North Central Community Association Inc.	108,500			
North Central Family Centre	57,399			
P. R. Investments Inc.	40,000	11,443		
Regina & District Food Bank Inc.	34,000	106,229		1,116
Regina Airport Authority		291,883		
Regina Education & Action On Child Hunger (REACH)	79,285		45,629	
Regina Exhibition Association Ltd.	400,000		2,500,000	
Regina Juno Awards 2013 Inc.	175,000			
Regina Multicultural Council	57,930			
Regina North East Community Recreation Association Inc.	63,332			
Regina Regional Opportunities Commission (RROC)	997,900			
Regina Senior Citizens Centre Inc.	147,800			
Regina Symphony Orchestra Inc.	125,000			
Saskatchewan Science Centre Inc.	205,000	206,905		
Sky Harbour Developments GP Inc.		158,530		
The Regina Plains Museum Inc.	110,000			
Theatre Regina Inc.	37,000	24,207		
Wascana Centre Authority	63,600			

See accompanying notes.

Notes to Grants

For the Year Ended December 31, 2013

(in dollars)

Note 1

Grants have been reported in accordance with Subsection 9 (c) and (d) of *The Cities Regulations*.

Note 2

Grants are separated into a variety of categories in order to disclose the nature of grant or subsidy. Grants include all assistance paid by the City of Regina to organizations or individuals over \$50,000.

Operating/Capital Grants

Grants paid to organizations to assist them in their operations and/or capital projects. This also includes grants to assist organizations with conventions or shows held in the City.

Tax Abatements and Exemptions

Various tax abatements and exemptions given to organizations and approved by City Council under Sections 244 (abatements) or 262 (exemptions) of *The Cities Act*. The tax abatement amounts disclosed represent the entire amount of the abatement whereas the tax exemption amounts disclosed represent only the municipal portion of the taxes forgiven.

Subsidized Rent

Properties owned by the City and leased for below market value. The amount disclosed represents the difference between the actual lease payment and the estimated market value of the lease.

Transit Subsidies

Free transportation given to organizations in the form of passes and tickets.

Employee Remuneration

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013
(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Ababei, Nicolae	Mechanical Inspector	66,391	
Abtosway, Cory G.	Crew Lead - Landfill	55,779	
Acapuyan, Sheryl	Accounting Clerk VI	54,582	
Ackerman, Amber	Corporate Information Analyst	76,728	
Ackerman, Daniel M.	Mechanic Helper - Prevention Maintenance	53,427	
Ackerman, James L.	Bus Operator	61,988	
Adam, Carl D.	Firefighter	94,064	
Adam, Kirk D.	Captain	12,696	41,590
Adam, Lisa D.	Manager, Corporate Communication	70,294	4,383
Aebig, Cory	Crew Lead - Roadway Operations	78,760	
Agarwal, Vikash K.	Manager, Business Development - Fleet	78,394	3,483
Agha, Amir A.	Senior Engineer	103,756	
Aird, Janet	Manager, Financial Services	98,885	1,950
Alarcon, Ian Angelo Q.	Project Engineer	85,642	
Alejandria, Joseph A.	Senior Engineer	102,347	
Alejandria, Richard H. A.	Graphics Technologist	54,943	
Alexander, Michael B.	Manager, Fleet Capital and Maintenance Programs	111,715	1,950
Ali, Murtoba	Accounting Clerk VI	57,608	1,470
Allin, Robert	Bus Operator	54,536	
Allsop, Edward L.	Deputy Chief, Train Academy, Safety and Logistics	126,594	1,950
Amyotte, Kristen	Bylaw Standards Officer	62,793	
Anderson, Allen	Skilled Labourer	55,303	
Anderson, Ann M.	Senior Communications Strategist	72,925	
Anderson, Brad	Bus Operator	52,701	
Anderson, Derek M.	Bus Operator	68,352	
Anderson, Jeff	Firefighter	85,125	
Anderson, John B.	Manager, Fleet Operations	112,446	1,950
Anderson, Justin	Operational Service Representative	60,548	
Anderson, Kevin K.	Bus Operator	58,603	
Anderson, Loreen R.	Community Consultant	62,338	
Anderson, Michael	Trades 1 - Distribution System Services	79,584	
Andre, Andrea	Solid Waste Truck Operator	54,066	
Andrews, Michael G.	Senior Captain	129,430	
Anthony, Troy	Bus Operator	57,250	
Antochow, Gordon J.	Supervisor, Field Operations	87,442	
Antonini, Leonard A	Firefighter	107,607	
Argue-Frehlich, Natasha G.	Administrative Assistant City Manager/Deputy City Manager	61,885	
Armstrong, Aimee L.	Payroll Officer II	54,393	
Arsenault, Roger	Firefighter	100,841	
Arsenault, Simon	Lieutenant	113,537	
Atchison, Chrystal L.	Legal Counsel	86,510	3,781
Atwal, Jagpal Singh	Bus Operator	54,879	
Ault, Barry J.	Foreman, Facilities Operations	94,806	
Austin, Van G.	Revenue Services Analyst	61,590	
Austring, Don	Lieutenant	108,430	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Babcock, Bradley T.	Project Engineer	83,804	
Bachynski, Doyle A.	Equipment Operator III	69,382	
Bahan, Barb	Administrative Assistant City Manager/Deputy City Manager	65,354	11,602
Baier, Tammy R.	Revenue Services Analyst	81,181	
Bailey, Joseph	Bus Operator	54,059	
Bailey, Phelan D.	Bus Operator	53,312	
Bailey, Ron D.	Manager, Transit Administration	93,189	1,088
Bailey, Sandy G.	Manager, Water and Sewer Engineering	49,375	6,238
Baillargeon, Lee A.	Firefighter	97,977	
Baker, Dean K.	Journey person - Electrician	71,835	
Baker, Donald	Bus Operator	52,701	
Balysky, Shawn P.	Equipment Operator III	57,009	
Bamford, Thomas F.	Human Resources Consultant	50,704	2,269
Banin, Jason	Trades Co-ordinator	93,880	
Banin, Sonia G.	Leisure Systems and Revenue Analyst	64,916	
Baragar, Randy L.	Equipment Operator III	78,637	
Barkhouse, Kevin D.	Solid Waste Truck Operator	57,492	
Barr, Don	Director, Assessment, Tax and Real Estate	150,789	2,600
Barrett, Jennifer	Senior City Planner	80,180	8,000
Basco, Aileen M.	Financial Administration Business Systems Analyst	51,590	
Bauer, Arnold P.	Manager, Solid Waste Collection	77,320	1,350
Bauyista, Rizalito A.	Fleet Management TechnoLogisticst	54,180	
Beaton, Boyd	Facilities Operations Coordinator	95,775	1,913
Beatty, Brian	Crew Lead - Roadway Operations	69,144	
Beatty, Dean J.	Firefighter	103,777	
Beaubien, Courtney L.	Policy Analyst	85,771	
Beaulieu, Larry J.	Supervisor of Central Stores, Salvage and Fuel	86,424	
Bechard, Blair	Firefighter	100,844	
Bechtold, Gloria L.	Coordinator, Purchasing	135,100	
Beck, Jill M.	Manager, Long Range Planning	43,781	74,877
Bell, Barbbra L.	Manager, Operational Service Excellence	76,057	41,364
Bell, Carey	Coordinator, Property Tax and Administration	78,870	
Bell, Cy	Equipment Operator II	63,133	
Bellegarde, Peter D.	Firefighter	101,646	
Bellows, Derrick E.	Special Projects Secretariat	76,982	76,434
Bells, Brad N.	Director, Transit Services	127,882	2,600
Benna-Stewart, Linette L.	Bus Operator	55,628	
Benning, Kirby	Firefighter	104,121	
Benson, Colby D.	Casual Labourer	51,971	
Bergen, Judith P.	Operational Service Representative	53,658	
Bernhardt, Cindy	Financial Services Team Leader	67,974	
Bernreuther, Desirae L.	Communications Consultant	69,335	
Besplug, Bert F.	Captain	118,386	
Beston, Derreck S.	Crew Lead - Roadway Operations	68,498	
Betker, William R.	Geomatics Technician I	58,094	
Bialobzyski, Mark A.	Mechanical Inspector II	71,688	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013
(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Bien, Tyler W.	Supervisor, Technology Application	96,390	
Bigler, Hugh J.	1st Year Apprentice Electrical/Instrumentation	59,702	
Bingaman, Jeff J. G.	Geomatics Technician II	63,376	
Binns, Michael W. R.	Senior Engineer	110,455	1,400
Bird, Alfred G.	Foreman, Parks Maintenance	53,330	
Bird, Charles E.	Bus Operator	51,215	
Bird, Kevin F.	Firefighter	66,474	11,753
Bird, Robyn A.	Strategy and Performance Consultant	98,708	236
Birkeland, Sheri	Sustainability Outreach Coordinator	81,403	625
Bishoff, Alan M.	Senior Assessment Appraiser	84,400	
Bitz, Nick A.	Bus Operator	53,487	
Bjorgan, Lori A.	Human Resources Consultant	111,707	
Blaikie, John	Facilities Operator I	51,342	
Block, Darrell	Engineering Assistant V, Roadways and Traffic	64,763	
Blondeau, Jason W.	Bus Operator	51,456	
Boan, Wayne G.	Firefighter	100,841	
Bobyck, Darren	Irrigation Worker III	69,083	
Bodnard, Kirby L.	Coordinator, Fleet Operations	44,198	45,589
Bokamyre, Douglas G.	Coordinator, Water and Sewer Construction	85,957	
Bolen, Adrien J.	Bus Operator	52,558	
Bolen, Daryl	Mechanic	93,833	
Bonke, Eric L.	Senior CAD Technician	75,958	
Booth, Douglas W.	Engineering Assistant III - Water and Sewer Engineering	70,710	
Booth, Richard S.	Manager, Fleet Capital and Maintenance Programs	96,266	1,973
Bork, Brad	Firefighter	94,097	
Botkin, Stephen J.	Operational Service Representative	50,617	
Boudreau, Donnell	Solid Waste Truck Operator	57,454	
Bourdin, Kymberly	Communications Consultant	71,736	
Boutin, Matthew	Firefighter	95,232	
Boychuk, Marianne L.	Firefighter	103,599	
Boyer, Darren	Lieutenant	107,901	
Boyko, Kevin B.	Bus Operator	60,933	
Braden, Ralph N.	Lieutenant	117,224	
Brailean, Linda	Coordinator, Parking Services	67,907	
Brakefield, Ryan R.	Programmer Analyst II	58,021	
Brass, Shannon	Bottomman	62,208	
Bratushesky, Wayne	Crew Lead - Roadway Operations	57,483	
Brears, Liberty A.	Policy Analyst	73,003	
Brezinski, Dwain	Bus Operator	64,942	
Bridger, Clinton	Bus Operator	59,516	
Briggs, James M.	Senior CAD Technician	55,131	
Brittner, Thomas W.	Captain	122,681	30,613
Brock, Duane	Lieutenant	107,209	
Brockwell, Ray	Equipment Operator II	64,990	
Brodts, Michael J.	Traffic Signal Systems Technician	56,349	
Brooks, Paul	Facilities Operator I	53,972	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Brotheridge, Debbie A.	Human Resources Consultant	93,659	
Brown, Doug	RISK Manager	77,138	956
Brown, Geoff G.	Manager, Infrastructure Planning	106,046	1,950
Brown, Michel	Bus Operator	60,725	
Brown, Susan	Bus Operator	55,972	
Brown, Tod M.	Firefighter	90,779	
Bryant, Heather A.	Major Facility Cashier	53,522	
Bryden, Deborah	Manager, Property Taxation and Administration	122,436	1,950
Buch, Theodore M.	Fire Inspector	122,950	
Buchan, Brad	Firefighter	94,117	
Bucsis, Larry	Bus Operator	91,917	
Buehler, Arnold	Manager, Transit Operations and Training	85,007	5,172
Buffalo, Stan I.	Saw Operator - Concrete Services	52,967	
Burant, Randy A.	Supervisor - Development Services	77,443	
Burkart, Garry W.	Journeyman Transit	85,896	
Burkholder, David C.	Fleet Training Officer	37,828	44,450
Burns, Maria L.	Senior Human Resources Consultant	92,292	10,577
Burns, Michael J.	Fire Inspector	110,582	2,201
Burntack, Jeffrey W.	Firefighter	94,096	
Bussman, Jean A.	Construction Technologist	62,850	
Bute, Richard A.	Journeyman - Mechanic	53,572	
Caldwell, Ryan T.	Operator	51,016	
Cameron, Scott A.	Utilityperson	65,190	
Cameron, Scott D.	Manager, Facilities Operations	112,094	1,950
Campbell, Chris B.	Supervisor, Testing Lab and Materials Engineering	70,863	
Campbell, Randy M.	Equipment Operator IV	54,830	
Cardinal, Beverly C.	Cultural Diversity and Aboriginal Relations Advisor	74,285	
Carey, Ronald	Casual Labourer	54,286	
Carleton, Colin A.	Firefighter	85,104	
Carlston, Jason	Deputy City Manager, Community Planning and Development	197,420	5,200
Carpenter, Michael G.	Commercial Building Inspector I	72,009	
Carroll, Danial C.	Journeyman - Industrial Mechanic	73,408	
Carroll, Troy	Equipment Operator III	59,364	
Carteri, Jason R.	Firefighter	64,571	
Carteri, Leo L.	Bus Operator	59,358	
Carteri, Tony	Captain	119,767	
Carton, Allan	Crew Lead - Roadway Operations	84,776	
Cassano, Joe	Crew Lead - Roadway Operations	70,246	
Cassell, Sean	Bottomman	73,241	
Cavers, Douglas E.	Manager, Business Support	61,456	13,275
Chahal, Gurjinder S.	Bus Operator	51,218	
Chambers, Evan W.	Firefighter	70,875	
Champagne, Henry B.	Crew Lead - Solid Waste Collection	60,537	
Chandler, Michael R.	Mechanical Inspector	80,257	
Chapman, David W.	Dispatcher	97,064	

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Chapman, Richard J.	Fleet Training Officer	72,653	
Chaudhry, Irfan A.	Senior Investment Analyst	85,381	5,000
Chernick, Glenn	Forestry Technician	54,921	
Chernoff, Peter L.	Casual Labourer	54,893	
Cheshuk, Jerry T.	Manager, Wastewater Treatment Plant	122,288	1,950
Chevalier, Renee M.	Project Engineer	81,415	
Chillog, Michael G.	Firefighter	94,097	
Chomos, Geoff	System Analyst II	103,291	
Choquette, Tyler S.	Firefighter	94,097	
Chorney, Danielle L.	Project Engineer	106,048	
Chorney, Ken	Firefighter	97,899	
Chow, Lorne W.	Manager, Bylaw and Licensing	84,351	1,950
Chung, Wayne W. Y.	Project Engineer	89,270	
Chupik, Dennis B.	Engineering Assistant IV- Roadways and Traffic	58,570	
Chupik, Larry W.	Supervisor, Residential Inspection	79,558	
Chursinoff, Roy W.	Performance Measurement Consultant	92,462	
Cichocki, Aaron P.	Firefighter	94,102	
Clarke, Brian	Infrastructure Coordinator	98,790	
Clarke, Dave	Firefighter	97,924	
Clarke, Kenneth M.	Senior Captain	78,253	37,784
Clary, Bill B.	Bus Operator	57,535	
Cleare, Nathaniel	Dispatcher	70,363	
Clermont, Debra M.	Coordinator, Tax Administration and Collections	77,495	
Clifford, Christine	Legal Counsel	125,545	
Clyne, Delaine N. A.	Senior City Planner	66,705	5,009
Coffey, Fred	Financial Administration Business Systems Analyst	72,394	
Cole, Garry	Bus Operator	52,582	
Cole, Rodney	Firefighter	101,049	
Coleman, Gail	Paratransit Registration and Administration Clerk	50,226	
Coleman, Rocky	Bylaw Standards Officer	52,771	
Comfort, Paul J.	Firefighter	97,922	
Contreras, Fabian O.	Strategy and Performance Consultant	75,965	
Conway, Vanda M.	Manager, Strategy and Operations	96,583	1,950
Coolen, Ann M.	Paratransit Clerk	50,182	
Cooney, Deborah C.	Acting Manager, Utility Billing	94,492	
Cooper, Kelly G.	Equipment Operator IV - Roadways	55,614	
Corley, Michael C.	Bus Operator	60,963	
Cotcher, Michael D.	Senior City Planner	8	
Cote, Sharla J.	Project Engineer	76,402	
Coulson, John E.	Casual Labourer	55,491	
Court, Rob L.	Manager, Environmental Engineering	124,621	2,450
Cousins, Peter E.	Firefighter	104,290	
Cox, Clifford	Bus Operator	55,782	
Cozma, Randy B.	Coordinator, Roadway Operations	89,262	
Craigen, Cory D.	Firefighter	95,230	
Cronin, Fredrick G.	Coordinator, Roadway Operations	116,123	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Crook, Cyrus A. G.	Senior Engineer	105,997	
Crooks, Doc W. R.	Firefighter	94,061	
Crossman, Nolan	Irrigation Worker II	54,379	
Crowe, Patrick R.	Equipment Operator II	74,781	
Csoke, Sidney	Bus Operator	52,906	
Curry, Chris	Firefighter	102,822	
Cyr, Delbert H.	Crew Lead - Roadway Operations	72,254	
Dagenais, Anthony D.	Journeyman - Mechanic	51,983	
Daku, Hartley A.	Captain	125,314	
Daradich, Janine R.	Coordinator, Recreation Facility Development	69,145	
Daschner, Kurtis	Irrigation Worker II	55,631	
Davidson, Dwaine E.	Captain	121,030	
Davies, Glen B.	City Manager	299,376	16,148
Davies, Scott	Firefighter	94,183	
Davis, Kris J.	Journeyman Transit	70,662	620
Deal, Robert	Journeyman - Painter and Decorator	58,698	
Dean, Brian A.	Supervisor, Field Operations	97,009	
Deck, Pamela M.	Manager, Strategy and Operations	109,120	1,950
Deiana, Marco	Manager, Workplace Health and Safety	112,410	1,950
Delmarre, Marcus	Bus Operator	78,715	
Denouden, Troy G.	Firefighter	72,554	
Derin, Brant	Journeyman Body Repairman	60,150	
Derkacz, Judy L.	Coordinator, Business System Administration	79,597	
Derkitt, William E.	Facilities Operator I	52,739	
Derkson, Lyle	Fire Inspector	110,711	
Deroose, Sidney J.	Equipment Operator II	62,600	
Desjardins, Tracy	Engineering Assistant III	52,609	
Desjarlais, Lyle	Casual Labourer	53,691	
Desomie, Leo J.	Casual Labourer	64,910	
Dheilly, Richard	Training Captain	112,267	625
Dickson, Abiye O.	Corporate Policy Advisor	75,173	6,823
Didowycz, Matthew J.	Firefighter	85,111	
Digney, Kevin D.	Firefighter	98,340	
Dimen, Garth W.	Firefighter	94,099	720
Ditson, Dauna M.	Senior Communications Strategist	67,595	
Dizy, Gerry M.	Engineering Assistant V, Roadways and Traffic	64,934	
Docherty, Colin J.	Crew Lead - Water and Sewer Construction	80,659	
Dodds, Darcy E.	Truck Driver - Sewer and Water	68,536	
Dodge, Dean M.	Manager, Sport and Recreation	54,652	5,868
Doell, Carla S.	Property Assessor	67,291	
Doka, Corey	Forester II	54,467	
Doka, Greg D.	Trades 1 - Distribution System Services	86,041	
Dolff, Randy	Journeyman - Mechanic	73,712	
Dolter, Larry R.	Senior Captain	138,525	
Domokos, Gary	Casual Labourer	52,089	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Domoslai, Tim R.	Centre Administrator - Neil Balkwill Civic Arts Centre	65,136	
Donahue, Denise	City Planner II	66,103	
Donaldson, Juanita	Coordinator, Payables	60,516	
Donda, Bryon K.	Crew Lead - Roadway Operations	68,104	
Doney, Kurtis	Manager, Water and Sewer Engineering	97,198	600
Donison, Robert J.	Captain	63,914	61,231
Downton, Dwayne	Irrigation Worker II	52,048	
Drackett, Dan G.	Firefighter	94,099	
Drackett, Randy	Firefighter	103,663	
Dreger, Aaron	Firefighter	94,131	
Dreher, Robert	Cemeterian II	54,724	
Driedger, Clint	Traffic Signal Coordinator	104,124	
Drozda, Mike	Fire Inspector	106,964	
Drummond, Darel F.	Equipment Operator III	84,076	
Duce, Edward W.	Coordinator, Construction Programming	93,587	445
Dueker, Daryl	Journeyman - Electrician	75,207	
Duell, David	Bus Operator	62,269	
Duerr, Jessica M.	Technologist II - Roadways and Traffic	60,821	
Duesterbeck, Daryle	Mechanical Inspector	62,410	
Dugalo, Glen	Bus Operator	84,513	
Dulmage, Terry A.	Equipment Operator III	54,304	
Dumais, Richard T.	Bus Operator	59,997	
Dumalski, Gwendolyn J.	Community Consultant	61,155	510
Dunbar, Jay	Firefighter	95,162	
Dundas, Jason C.	Firefighter	100,764	
Duperreault, Chance D.	Fire Inspector	108,282	
Durovick, Debra A.	Program Specialist - Aquatics	62,456	
Dybvig, Raymond	Journeyman - Mechanic	60,537	
Dyck, Randall J.	Firefighter	94,064	
Ear, Calvin C.	Divisional Strategic Services Consultant	51,826	
Eberle, Allan A.	Casual Labourer	51,576	
Ecarnot, Lynda M.	Operational Service Representative	56,233	
Egler-Wiome, Nadine F.	Human Resources Consultant	91,910	
Einarson, Sheree Ann	Accountant I	52,094	
Eirich, Larry	Manager, Application Management	124,635	1,950
Eirich, Russell	Supervisor of Urban Forestry	67,483	
Eisler, Ryan T.	Firefighter	94,097	
Eklund, Douglas	Maintenance Operator	66,099	
Elgren, Glenn	Bus Operator	74,307	
Elliott, Scott	Business Solutions Specialist	54,901	3,072
Elsaesser, Brent D.	Community Consultant	60,855	
Engel, Chad H.	Coordinator, Business Strategy	83,630	
Engel, Roberta R.	Manager, Waste Diversion Services	101,450	1,275
Enright, Mark P.	Commercial Building Inspector I	62,342	
Enriquez, Gloria B.	Revenue Services Analyst	53,192	731

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Episkenew, C. Paul P.	Maintenance Repairperson - Facilities	50,715	
Eerbach, Jeff R.	Coordinator, Cultural Development	79,997	
Erdelyan, Shawn	Trades 1 - Distribution System Services	76,846	
Erickson, Barry	Forester II	52,767	
Ermel, Clinton	Maintenance Person	102,742	
Essey, Jonathan W.	Asphalt Plant Operator	60,946	
Euraoba, Eric C.	Cleaner - City Hall	52,249	
Euraoba, Winson C.	Casual Labourer	54,608	
Euteneier, Mark M.	Solid Waste Truck Operator	54,088	
Ewert, Thomas B.	Senior Assessment Appraiser	78,077	
Eyndhoven, Terry L.	Distribution Clerk Coordinator	61,515	
Eyndhoven, Trevor	Lead Operator	81,961	
Fagan, Peter	Coordinator, Water and Sewer	51,230	
Fahlman, Curtis A.	Firefighter	70,887	
Fairbairn, Cheryl S.	Project Leader- Business Technology	84,748	
Fairbairn, Wendy L.	CAD Technician	60,791	
Fawcett, Peter G.	Foreman, Facilities Operations	37,862	40,088
Fayant, Marlowe	Facilities Operator I	53,214	
Fayant, Timothy	Skilled Labourer	54,441	
Fehler, Robert L.	Equipment Operator III	57,984	
Felix, Joseph A.	Firefighter	70,917	
Fenyon, Jeremy J.	Senior City Planner	78,009	
Fettes, Deborah	Scheduling Officer	51,377	
Fiacco, Frank A.	Billing Coordinator	71,793	
Filteau, Kevin	Specialist- Waste Minimization	69,326	
Finch, Cory	Firefighter	100,883	
Fiorante, Antonio	Instrument Control Specialist	78,209	
Fiorante, Nick J.	Manager, Supply Services	61,547	1,500
Fischer, Scott	Skilled Labourer	59,110	
Fisher, Calvin J.	Firefighter	85,111	
Fisher, Chris	Director, Information Technology Services	150,731	2,600
Fisher, Gerald R.	Bus Operator	85,335	
Fisher, Trevor	Equipment Operator IV - Roadways	73,910	
Fitch, Rowland E.	Crew Lead - Mains and Valves	58,888	
Flavel, Klinton R.	Senior Captain	826	53,193
Flegel, Marilyn J.	Design and Construction Consultant	56,268	
Florek, Kelly A.	Supervisor, Infrastructure Services	71,568	
Florizone, Teresa A.	Controller, Policy and Risk Management	137,567	1,950
Folk, Louise M.	Manager, Strategy and Operations - Regina Revitalization Initiative	88,997	1,650
Forester, Leonard	Trades Co-ordinator-Mechanical (Heavy)	82,775	
Forman, Michelle	Strategy and Performance Consultant	98,790	
Forsythe, Stephen	Solid Waste Truck Operator	51,611	
Fortier, Gilbert L.	Facilities Operator I	57,669	
Fortier, Normand	Journeyman - Industrial Mechanic	99,614	
Foster, Darcy B.	Supervisor, Geomatics Services	79,469	

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Fox, Darren R.	Closed Circuit TV Sewer Camera Operator	56,142	
Frank, Ed	Water Attendant	65,362	
Frank, Marjorie	Service Desk Analyst	62,515	
Frankiewicz, Stephen	Hydrant Repairperson	51,169	
Fraser, Gordon	Casual Labourer	56,220	
Fredrickson, Darrell G.	Night Foreman	54,310	
Frei, Todd M.	Firefighter	69,558	
Friedrich, Angelene B.	Human Resources Associate	60,990	500
Friesen, James D.	Firefighter	94,126	
Friesen, Jeret L.	Firefighter	94,608	
Froehlich, Laine M.	Technologist II - Water and Sewer Services	60,191	
Froh, Kregg	Engineering Assistant III - Water and Sewer Engineering	55,894	
Froh, Terry J.	Bus Operator	64,502	
Frohlick, Dan	Equipment Operator III	84,408	
Fuchs, Randall J.	Captain	119,707	
Gabel, Glen	Human Resources Consultant	96,747	
Gabriel, Michael	Crew Lead - Asphalt Screed	80,459	
Gafencu, Dwayne N.	Captain	122,192	
Gainda, Sukhwinder S.	Bus Operator	68,951	
Galatiuk, Marjorie D.	Materials Coordinator	51,289	
Gallant, Kayla	Supervisor, Chemist	67,805	
Gallenger, Trevor J.	Firefighter	94,097	
Galloway, George E. H.	Manager, Concrete	111,848	10,741
Garcia, Aileen L.	Programmer Analyst II	60,034	
Gardner, Kerry	Emergency Medical Training Captain	112,174	
Gartner, Jeff D.	Firefighter	97,922	
Gartner, Pat	Director, Human Resources	152,671	2,600
Garzona, Natascha	Bus Operator	55,401	
Gasmo, Karen	Director, Facilities Management Services	150,760	3,100
Gasper, Doug F.	Crew Lead - Roadway Operations	68,328	
Gattinger, Mark J.	Senior Captain	134,255	
Gaudet, Kenny D.	Development Assistant	56,256	
Gavin, Keith D.	Captain	117,066	
Gaw, Peter B.	Traffic Detours/Restrictions Controller	83,203	
Gebert, Dylan M.	Utilityperson II	51,757	
Geiger, Garth	Lieutenant	110,258	
Geiss, Darrell J.	Crew Lead - Traffic Technical Operations	93,820	
Gelinas, Kevin J.	Captain	122,682	
Gelsinger, Michael P.	Captain	119,816	62,167
Gemmell, Roland M.	Assistant Chief - Fire	77,228	71,604
Geng, Sherry X.	Senior Business Strategist	79,251	
Gerber, Joey	Foreman, Open Space Services/Cemeteries	63,683	
Germaine, Nathan	Solid Waste Truck Operator	52,674	
German, Wally	Solid Waste Truck Operator	55,647	
Germann, Stefan	Manager, Building Standards	82,520	113

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Gerolami, Michael	Technical Support Specialist I	86,119	
Gervais, Amber	Financial Management Analyst	83,346	
Gervais, Laurie M.	Captain	118,925	
Gessey, Kent	Crew Lead - Roadway Operations	60,659	
Gette, Loretta J.	Senior Engineer	104,378	
Gettle, Craig	Journey person - Carpenter	59,847	
Getz, Terrence	Journey person - Mechanic	57,618	
Gisnnetta, Adele	Payroll Officer II	53,321	
Gibson, Donna Lee	Human Resources Consultant	73,394	3,250
Gibson, Dwayne A.	Firefighter	103,132	
Gibson, Trav	Firefighter	100,781	
Gidluck, Aron	Firefighter	95,410	150
Gielis, Henricus	Irrigation Worker II	56,941	
Gilbert, Brad W.	Supervisor, Leisure Centres	51,969	4,000
Gillespie, Grant	Service and Information Clerk - Transit	51,693	
Gimas, Kevin	Sewerjet/ Hydrovac Operator	80,454	
Girgulis, Todd H.	NAIG Secondment	77,551	
Glencross, Donald J.	Casual Labourer	72,874	
Glines, Joel D.	Casual Labourer	63,340	
Gohlke, David	Casual Labourer	64,339	
Gohlke, Elaine	Committee Assistant	66,324	500
Gohlke, Kristopher W.	Casual Labourer	51,011	
Goldie, Scott	Firefighter	100,897	
Goodwin, Richard A.	Year 4 Apprentice - Industrial Mechanic	54,288	
Gordon, Jim	Permit Facilitator	56,477	
Gottfried, Richard K.	Utility person II	52,674	
Goulet, Pamela C.	Paratransit Clerk	51,400	
Grace, Dean	Cemeterian II	54,363	
Graham, Gordon R.	Firefighter	100,842	
Grant, Patti	Administrative Assistant City Manager/Deputy City Manager	85,858	
Gray-Owen, Deborah M.	Bus Operator	50,948	
Green, Patrick	Journey person - Industrial Mechanic	75,674	
Gregory, Stuart	Fleet Training Officer	77,425	
Grenier, Patti	Human Resources Associate	69,818	
Griffin, Dan J.	Supervisor, Water Supply	101,836	
Griffin, Lynette	Manager, Paratransit and Accessibility	110,707	1,950
Griffin, Naomi J.	Claims Investigator	54,652	
Groff, Trevor G.	Crew Lead - Concrete Services	59,277	
Gronick, Shaun A.	Semi Skilled Labourer	51,549	
Guenther, Evan R.	Manager, Asphalt Services	79,483	
Gullickson, Harley G.	Equipment Operator IV	69,009	
Guraluk, Kevin	Sewerjet/ Hydrovac Operator	53,812	
Habtemichael, Abeye	Bus Operator	52,063	
Hagan, Rea E.	Bus Operator	51,187	
Hagar, Peter	Senior Engineer	102,817	

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Hagen, Blaine D.	Crew Lead - Roadway Operations	68,725	
Hall, Erna	Deputy City Clerk	95,108	1,950
Hall, Lisa E.	Licensing Analyst	70,932	
Hall, Sterling	Senior Engineer	120,378	
Halpenny, Jamie	Paratransit Coordinator	79,105	
Halvorson, Tracey L.	Employee Rehabilitation Officer	85,858	
Hamilton, Kelly M.	Firefighter	101,420	
Hammond, Craig	Forester II	54,363	
Hammond, Tim	Firefighter	100,822	
Hampson, Mark	Coordinator, Fleet Capital Program	75,578	
Hansen, Fredrick	Firefighter	101,023	
Hanson, Bradford C.	Captain	116,820	
Hanson, Jamie	Manager, Facilities Engineering	128,039	1,950
Harbis, Nicollette	Cash Management and Investment Analyst	79,596	
Hargrove, Jill L.	Manager, Revenue Administration Services	89,155	2,450
Harle, Kenneth	Transportation Services Officer	84,730	
Harlos, Matthew	Casual Labourer	51,964	
Harmatiuk, Sheila	Manager, Government Relations	96,815	1,950
Harmen, Lonnie	Permit Facilitator	58,302	
Harris, Darren	Irrigation Worker II	52,514	
Harris, Judith A.	Committee Assistant	31,334	19,832
Hartman, Sherri-Lynn I.	Engineering Assistant IV- Roadways and Traffic	60,459	830
Hartman, Traiton J.	Firefighter	94,102	
Harvey, Brian	Facilities Operator I	54,170	
Harvey, David S.	Bus Operator	54,050	
Harvey, Jamie L.	Year 3 Apprentice Electrician	60,854	
Hassman, Colette M.	Administrative Assistant, Human Resources	51,333	463
Hastings, Marvin S.	Crew Lead - Cold Planer	103,776	
Hauck, Kenneth A.	Senior Captain	124,169	
Hauglum, Sean J.	Supervisor, Field Operations	93,097	
Hawkes, Kenneth L.	Trades Coordinator-Mechanical (Light)	72,432	37,815
Hawryluk, Diana L.	Director, Planning	147,716	3,100
He, Xiaoling I.	Project Engineer	74,124	
Headrick, Garry	Trades Coordinator-Mechanical (Light)	73,478	
Hehn, Darren	Financial Management Analyst	82,668	
Heintz, Curtis	Firefighter	94,099	
Heisler, Alberta	Fleet Maintenance Service Advisor	50,259	
Heisler, Collin	Journey person - Mechanic (Light)	69,095	
Heistad, Ernie W.	Skilled Labourer	70,361	
Heller, David	Journey person - Parts	50,736	
Henderson, Dustin L.	Bus Operator	50,236	
Henning-Hill, Helene H.	Manager, Sewer and Drainage Operations	121,100	1,950
Henry, Elizabeth J.	Project Management Analyst	74,005	
Henry, Gladwin	Programmer Analyst III	70,981	
Herauf, Allan C.	Facilities Project Consultant	83,849	52,842
Herauf, Leonard M.	Captain	118,878	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013
(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Herauf, Wade	Bus Refurbisher Assistant	79,189	
Heroux, Christine	Manager, Payroll, Analytics and Employee Administration	106,299	1,950
Heshka, Lori	Human Resources Associate	64,352	
Heuchert, Larry	Supervisor OF Equipment and Maintenance	87,038	
Heward, Dave	Facilities Operator I	56,645	
Hiebert, Dwayne G.	Maintenance Operator	63,055	
Hildebrand, William	Crew Lead - Grade Finisher	59,748	
Hilderman, Garth B.	Skilled Labourer	55,635	
Hildred, Chad E.	Crew Lead - Traffic Underground	58,969	
Hill, Emmaline	Strategy and Performance Consultant	94,549	
Hilt, Preston A.	Bus Operator	53,364	
Hlavsa, Rob	Bus Operator	54,921	
Hodgson, Stacey M.	Coordinator, Administrative Services	66,537	
Hoffart, Nicole	Marketing Consultant	68,333	
Hoffart, Paul	Senior Engineer	102,186	
Hogan, Tyler P.	Firefighter	64,763	
Hoggan, Rodney	Equipment Operator III	56,253	
Holden, Christopher	Director, Community Development, Recreation and Parks	150,500	2,600
Holhauser, Derwin G.	Crew Lead - Asphalt Plant	77,176	
Holland, Jeffrey W.	Manager, Engineering Services	95,180	
Hollender, Doug	Facilities Operator I	54,661	
Holmes, Rickey J.	Fire Inspector	119,456	
Holmes, William	Journeyman - Carpenter	78,046	
Holmes-Binns, Aaron	Property Assessor	70,619	
Holt, Bart K.	Firefighter	85,111	
Holt, Michael W.	Journeyman Transit	72,895	
Homeniuk, Leonard M.	Equipment Operator II	70,572	
Homes, Adam M.	Director, Roadways and Transportation Services	143,304	3,100
Hoolaeff, Rick A.	Crew Lead -Traffic Control and Parking	39,521	12,928
Hopson, Brian	Crew Lead - Water and Sewer Construction	73,081	
Hoque, Mohammed	Financial Administration Business Systems Analyst	62,615	7,788
Horning, Richard G.	Supervisor, Parks Maintenance	71,508	
Hornung, Blair T.	Programmer Analyst II	67,091	
Houston, Shannon R.	Coordinator, Project Services	87,874	
Howatt, Randy	Crew Lead - Hydrants	54,171	
Howden, Breanne J.	Senior Financial Reporting and Policy Advisor	83,607	
Howell, Tracy D.	Firefighter	100,978	
Howie, Karen G.	Manager, Sweeping and Alleys	99,433	1,950
Howse, Kristy M.	Communications and Research Analyst	67,736	
Hu, Yafei	Project Engineer	71,296	
Huber, Alvin F. G.	Supervisor, Technology Applications	84,016	
Hubich, Chad	Technical Support Specialist I	87,391	
Hubick, Garth	Leadperson, Parks Maintenance	67,916	
Hulshof, Herman	Chief of Staff	73,364	5,200
Humphreys, Neville M.	Equipment Operator IV - Roadways	73,731	
Huntley, David A.	Bus Operator	52,832	

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Hurley, Shawn	Journeyman - Mechanic	73,425	
Hyder-Shaikh, Khayyam	Bus Operator	65,193	
Hyndman, Gillan	Strategy and Performance Consultant	98,744	323
Imumorin, Peter I.	Project Engineer	93,933	
Insley, Andrea L.	Revenue Services Analyst	56,946	1,156
Israel, Elizenda	Financial Administration Business Systems Analyst	73,017	
Jackson, Bradford W.	Equipment Operator III	50,825	
Jackson, G. Layne	Deputy Chief, Train Academy, Safety and Logistics	132,158	1,950
Jacobson, Cortnie	Human Resources Consultant	75,013	
Jacobson, Kevin R.	Bus Operator	75,222	
Jakubowski, Paul	Firefighter	100,782	
James, Cary D. W.	Project Co-ordinator - Trades	68,035	
James, Paul	Route Maintenance Worker	57,324	
Jara, Jose M.	Supervisor, Technology Applications	75,071	
Jeannot, Bryce B.	Firefighter	85,111	
Jeeves, Craig Lee	Bus Operator	52,163	
Jeffery, Steve	Manager, Business Transformation	125,497	1,950
Jelinski, Greg	Manager, Landfill Operations	111,652	
Jelovic, Andrijan V.	Programmer Analyst II	55,804	
Jensen, Chris J.	Stock Clerk I	50,150	
Jerkovuits, Nicole R.	Program Specialist - Aquatics	57,248	
Jeske, Rick L.	Captain	106,054	19,460
Jessop, Allen	Solid Waste Truck Operator	52,922	
Jijian, Chris D.	Bottomman	53,367	
Jijian, David D.	Supervisor, Field Operations	77,653	
Johnson, Cecilia	Supervisor, Leisure Centres	68,946	
Johnson, Colinda	Senior Assessment Appraiser	74,275	
Johnson, Janell Y.	Firefighter	94,096	
Johnston, Aaron D.	Casual Labourer	51,049	
Johnston, Mark A.	Technologist II - Roadways and Traffic	67,051	1,323
Johnston, Ryan	Supervisor, Pest Management	62,387	
Johnston, Wendy A.	Coordinator, Workforce Development	71,275	
Jordan, Darcy K.	Infrastructure Records Technician	55,347	
Jors, Curtis M.	Trades Co-ordinator - Mechanical (Heavy)	81,768	
Jors, Delmar M.	Facilities Operator I	53,081	
Joyal, Marcel C.	Journeyman - Plumber/Gasfitter	72,456	
Judge, Brian	Lieutenant	114,472	
Judge, Tracy K.	Bus Operator	52,983	1,609
Julien, Glenn	Casual Labourer	53,368	
Kabatoff, Ken	Supervisor, Parks Development	88,376	
Kalenchuk, Ryan	Technologist II - Environmental	59,876	
Kalim, Faisal L.	Manager, Wastewater Treatment Plant	84,272	450
Kapell, Gregory J.	Captain	119,584	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Kauck, Gerald L.	Automated Side Loader Operator	53,858	
Kay, Gerard	Deputy Chief, Public Safety, Planning and Prevention	131,040	1,950
Kaye, John J.	Equipment Operator III	60,358	
Keith, John A.	Crew Lead - Grade Finisher	80,906	
Kell, George M.	Lead Operator	100,495	
Kempf, Paul D.	Community Consultant	62,450	
Kerr, Bradley J. P.	Firefighter	70,873	
Kerr, Jacelyn	Casual Labourer	53,076	
Kerr, Russell H.	Bus Operator	54,383	
Kerth, Cindy L.	Senior Bylaw Standards Officer	90,140	
Kessler, Heidi M.	Technologist II - Water, Sewer and Waste Management	63,259	
Kessler, Richard	Equipment Operator IV - Roadways	63,377	
Kilbach, Darrell A.	Crew Lead - Water and Sewer Construction	75,914	
Kilbride, Mike D.	Journeyman - Plumber/Gasfitter	73,413	
King, Maurice	Bus Operator	62,431	
King, Terry P.	Crew Lead - Roadway Operations	64,379	
King, Tim	Facilities Operator I	51,934	
Kinney, Donald	Foreman, Facilities Operations	71,717	
Kinvig, David R.	Assistant Chief - Fire	126,101	2,450
Kirkland, Joshua W.	Traffic Signal Control Electrician	58,513	
Kirkpatrick, Miles C.	Bylaw Standards Officer	58,746	
Kirstein, Alvan	Casual Labourer	60,192	
Kirstein, Cory A.	Firefighter	94,135	
Kistner, Don G.	Training Captain	113,295	
Klaptchuk, Frank J.	Bus Operator	48,487	11,971
Klaudeman, Sean A.	Semi Skilled Labourer	55,117	
Klein, Maurice A.	Casual Labourer	55,688	
Kliman, Jonathan	Firefighter	95,162	
Klippenstein, Neil B.	Business Systems Analyst	67,729	
Klock, William F.	Crew Lead - Meters	51,119	
Klyne, Michael	Foreman, Golf Course	63,944	21,143
Klyne, Steve	Bus Operator	55,197	
Koch, Dale	Journeyman - Carpenter	59,537	
Koch, Danny	Firefighter	95,164	
Koch, Nicholas J.	Firefighter	98,501	
Kochar, Joe A.	Container Maintenance Leadperson	71,867	
Kocoy, Dwayne A.	Bus Operator	62,512	
Koffler, Chris D.	Firefighter	83,932	
Kofoed, Devon J.	Technical Support Analyst I	57,373	
Kohle, Louise	Database Analyst	83,209	
Kohne, Murray	Senior Operator	76,738	
Kohut, Dennis	Journeyman - Mechanic (Light)	69,095	
Koivisto, Kari J.	Director, Fleet Services	138,059	2,600
Kondratiuk, Tracy L.	Market Research Analyst	58,508	
Koot, Mike	Firefighter	100,782	
Koot, Mike L.	Technologist II	59,653	

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Kopan, Lonny A.	Firefighter	85,113	
Koroluk, Shawn P.	Policy and Procedure Analyst	67,024	
Korpan, Rhonda L.	Manager, Transitions, Compensation and Benefits	111,980	2,654
Kosar, Wade	Equipment Operator III	58,035	
Kosolofski, Trevor	Manager, Asphalt Services	104,391	106,185
Kostic, Bojana	Project Engineer	70,053	
Kovach, Glen F.	GIS Programmer	71,265	
Kowbel, Jered L.	Casual Labourer	57,390	
Kozack, Jay	Equipment Operator III	56,200	
Kozakewich, Jaeson	Firefighter	98,542	
Kozar, Craig	Manhole Builder	55,121	
Kozlowski, Trevor A.	Firefighter	82,879	
Krahenbil, Brent	Manager, Facilities Maintenance	101,995	1,950
Krasilowez, Lydia	Service Desk Analyst	62,764	
Kraus, Trevor	Firefighter	101,018	
Kreshewski, Allen M.	Semi Skilled Labourer	53,234	
Kress, Colter	Facilities Operator I	51,949	
Krieger, Neal	Bus Operator	84,917	
Krijnen, Johan	Senior Engineer	103,907	
Krismer, Gerald	Assistant City Assessor	122,888	1,950
Krohn, Robert G.	Facilities Operator I	57,288	
Krueger, Jayne C.	Legal Counsel	103,709	
Krupski, Robert A.	Facilities Maintenance Coordinator	79,240	
Kuhnle, Teagan M.	Human Resources Associate	60,064	
Kullman, Randy D.	Captain	118,116	
Kumaran, Pathma R.	Financial Services Team Leader	77,291	
Kuntz, Blake R.	Captain	120,294	
Kuntz, Christopher G.	Technologist II - Roadways and Traffic	59,816	
Kuntz, Nicole A.	Billing Coordinator	54,008	
Kurty, Kathy J.	Coordinator, Cemeteries	71,179	
Kuruliak, Randy	Coordinator, Construction Programming	89,083	
Kuzmich, Diane	Paratransit Clerk	52,500	
Kvamme, Darcy L.	Bus Operator	57,918	
Kydd, Travis B	Firefighter	85,113	
Labadie, Jack J.	Residential Building Inspector II	56,270	
Lach, Danita	Fire Services Clerk	52,563	
Lafontaine, Les	Equipment Operator II	60,274	
Lafontaine, Mike	Firefighter	90,296	
Lainey, Daniel M.	Landscape Construction Technician	61,882	
Lake, Leslie	Stock Clerk IV	57,653	
Lalonde, Joseph P. H.	Journeyman - Carpenter	62,141	
Landry, Terry	Journeyman - Welder	64,428	
Lang, Audrey	Coordinator, Tax Administration and Collections	73,121	
Lang, Kevin J.	Tradesperson II - Plumber/Cross Connection Control Inspector	69,967	
Lanz, Trevor	Business and Performance Support Strategist	59,170	4,556

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Latoski, Michael J.	Senior Engineer	102,192	
Lawford, Casey	Firefighter	93,548	
Lea-Wilson, Colin	Bus Operator	60,816	
Leblanc, Ian P.	Technologist II - Roadways and Traffic	61,251	
Leclair, Douglas A.	Crew Lead - Concrete Services	92,010	
Leclerc, Philippe C.	Manager, Interactive Communications	85,858	330
Legard, Brian	Manager, Client Services and Labour Relations	125,066	2,025
Legault, Bruce A.	Crew Lead - Wastewater Treatment Plant Maintenance	88,721	
Legault, Lisa S.	Manager, Landfill Operations	113,262	1,950
Legendre, Rock G.	Bus Operator	53,861	
Lehmann, John	Assistant Chief, Safety and Logistics TICS	98,885	38,698
Leibel, Barry	Manager, Transit Fleet Maintenance	93,506	1,950
Leibel, Debbie J.	Billing Coordinator	89,161	
Leier, Wade E.	Firefighter	64,679	
Leippi, Brendon J.	Casual Labourer	55,354	
Lemon, Gregory A.	Revenue Services Analyst	68,228	
Leugner, Shanie L.	Manager, Long Range Planning	51,095	113
Levy, William J.	Coordinator, Corporate Facilities Security	77,564	
Lewis, Robert	Bus Operator	53,248	
Li, Rui	Technologist II	58,091	
Lichtenwald, Jonathan C.	Firefighter	94,284	
Light, Jerri L.	Senior Laboratory Analyst	61,432	
Ling, James	Technical Support Analyst I	69,104	
Lintott, Christal J.	Strategy and Performance Consultant	91,721	
Lipp, Raymond	Equipment Operator II	60,849	
Lipp, Robert A.	Human Resources Consultant	93,545	375
Liski, Bruce	Irrigation Worker III	58,822	
Liskowich, Blake A.	Lieutenant	111,264	
Liskowich, Candace E.	Public Education Officer	101,958	
Little, Brenda D.	Revenue Administration Clerk II	50,113	
Litzenberger, Jeremy T.	Crew Lead - Mudjacking	59,484	
Liu, Peter	Project Engineer	88,786	
Lockert, Ronald	Journeyman - Mechanic	69,403	
Loeppky, Doug G.	Foreman, Parks Maintenance	60,355	
Longeau, Linda A.	Property Assessor	70,619	
Longman, Greg	Journeyman - Refrigeration/Air Conditioning Mechanic	67,142	
Longpre, Mike J.	Solid Waste Truck Operator	56,539	
Looyesen, Kelly J.	Bus Operator	54,693	
Lord, Greg F.	Supervisor, Traffic Signals Trades	85,741	
Lorenc, Andrew	Programmer Analyst III	72,201	
Lorenc, Dariusz P.	System Analyst II	116,397	
Loucks, Darlene	Access to Information and Privacy Coordinator	85,883	
Love, Chris	Property Assessor	55,786	
Love, Richard A.	Business Solutions Specialist	57,536	
Lovely, Chris M.	Skilled Labourer	59,390	
Lowe, David	Firefighter	95,234	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Lowe, Thomas F.	Captain	119,997	
Lowenberger, Colyn	Director, Pension and Disability Administration	154,196	1,950
Lowes, Kelly D.	Firefighter	102,139	
Lowey, Nicole J.	Permit Facilitator	56,007	351
Lowthian, Dennis W.	Supervisor, Irrigation Services	88,619	
Lubiniecki, Mathew J.	Firefighter	70,870	
Lubiniecki, Noel J.	Firefighter	100,008	
Lubkiwski, Randy B.	Facilities Operator I	50,858	
Luchuck, Susan A.	Senior City Planner	76,630	
Lucier, Kevin	Supervisor, Transit	60,567	
Luhning, Nathan I.	Manager, Business Development - Transit	93,245	1,950
Lukey, Dale	Journeyman - Carpenter	50,210	
Lund, Brett R.	Firefighter	66,337	
Lund, Vivian E. F.	Financial Reporting and Policy Advisor	84,022	
Luster, Marvin	Crew Lead - Grade Finisher	54,984	
Lustig, Brent	Human Resources Consultant	100,893	
Lysack, Dean M.	Supervisor, Field Operations	91,135	
Lysack, Kinda	Coordinator, Waste Diversion Services	81,706	
Lysack, Robert B.	Equipment Operator IV	67,658	
MacAuley, Brendan	Bus Operator	66,862	
MacDonald, Chris P.	Firefighter	94,081	
MacDonald, Jason	Financial Management Analyst	90,290	
Machniak, Kevin T.	Firefighter	100,820	
MacKay, Kevin	Lieutenant	109,286	
MacLean, Jeff	Firefighter	94,097	
MacLellan, Aaron	Firefighter	95,149	
MacMillan, Stewart J.	Coordinator, Landscape Design	77,127	
MacRae, John Tho	Equipment Operator III	51,738	
Madsen, Stella	Director, Water Works Services	50,905	25,159
Mager, Danen T.	Bottomman	77,268	
Mager, Keenan C.	Bottomman	67,367	
Magnus, Brent G.	Pension and Benefits Business Systems Analyst	71,428	
Maher, Charles P.	Manager, Real Estate	105,036	1,950
Mahingen, Keith	Traffic Underground Installer	61,661	
Mahussier, Randall J.	Technologist II - Transportation	61,296	
Maier, Aaron	Firefighter	81,937	13,469
Mailander, Darryl	Supervisor, Sport Facilities	79,968	
Mailander, Rhonda L.	Coordinator, Cemeteries	80,787	
Mailander, Trent G.	Coordinator, Client Support	77,239	
Majkut, Judi L.	Coordinator, Payables	75,791	6,458
Majore, Darrin K.	Casual Labourer	53,861	
Maksymiw, Taylor	Firefighter	85,111	
Makuch, Carley R.	Operational Service Representative	52,906	
Malach, Rod	Journeyman - Mechanic	71,175	
Malawski, Leszek	Manager, Asphalt Production and Materials Engineering	128,319	1,950

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Mancinelli, Bonnie L.	Senior Communications Strategist	69,298	210
Manea, Ion	Bus Operator	55,491	
Manwaring, Kevin	Forester II	51,918	
Manz, Judy H.	Service Desk Analyst	65,549	515
Marcyniuk, Tim G.	Fuel System Officer	58,858	
Marcynuk, Kelly R.	Coordinator, Customer Service	61,352	
Mario, Ben G. W.	Senior City Planner	83,087	
Mark, Darrell R.	Bus Operator	63,582	
Markel, Clint	Skilled Labourer	51,403	
Markewich, Gregory D.	Manager, Financial Operations	111,723	1,950
Markewich, Laura L.	Deputy Chief, Administration and Communications	111,809	1,950
Markowski, Evan	Equipment Operator III	80,880	2,293
Marlin, S. Jill	Bylaw Prosecution Officer	66,103	
Martin, Dawn P.	Manager, Strategy and Performance	109,680	1,950
Martin, Karen	Paratransit Clerk	53,378	
Martin, Kyle	Bus Operator	53,412	
Martin, Larry	Bus Operator	102,221	
Martin, Mike J.	Geomatics Technician I	56,009	
Maserek, Ashley	Human Resources Consultant	72,077	
Masney, Lawrence	Equipment Operator IV - Roadways	51,956	
Massier, Daryl	Fleet Training Officer	68,712	
Masson, Dwayne R.	Subdivision Inspector	53,619	
Matthew, Deborah	Senior Alarm Dispatcher	105,061	
Matthewson, Bruce D.	Facilities Operations Administrator	95,926	
Maurice, Robert H.	Captain	121,337	
May, Jeffrey D.	Manager, Financial Planning	111,989	1,950
Mayer, Jeremy	Firefighter	94,117	
Mayer, Lisa	Engineering Assistant III	52,758	2,200
Maystruck, Lyle	Electrician - Sewage Treatment Plant	77,181	
Mazuyak, Melissa M.	Policy and Procedure Analyst	55,381	
McCall, Dustin D.	Manager, Engineering Services	107,927	
McCulloch, Alvin A.	Bus Operator	31,379	26,281
McCulloch, Bryce	Transit Training Coordinator	58,857	
McCullough, Dustin R.	Firefighter	97,452	
McCullough, Richard	Director, Fire and Protective Services	165,854	
McCurry, Liam T.	Bottomman	53,906	
McDonald, Chuck	Director, Finance	151,094	2,600
McDonald, Dean E.	Equipment Operator IV	73,666	
McDonald, Kelly D.	Engineering Assistant II	58,129	
McDowell, Melissa L.	Human Resources Associate	54,750	427
McElravey, Debbie L.	Casual Labourer	55,891	
McEwen, Deb M.	Manager, Communications	110,801	2,376
McFadden, Elizabeth B.	Bus Operator	55,444	
McFadden, Ken	Sign Shop Worker	50,966	
McFadzean, Tom	Foreman, Facilities Operations	65,181	
McGillis, Barry	Bus Operator	57,038	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
McGirr, Emily C.	Senior Policy and Research Analyst	71,164	
McGirr, Richard C.	Casual Labourer	59,490	
McGregor, Shawn D.	Bus Operator	53,066	
McInnis, Patricia	Bus Operator	41,949	22,430
McIvor, Russ	Firefighter	100,841	
McKellar, Darla D.	Community Consultant	54,743	
McKenzie, Brad W.	Policy Analyst	69,501	
McLean, Dallas D.	Housing Standards Inspector	58,379	
McLean, Tim N.	Solid Waste Truck Operator	51,772	
McLennan, Jody M.	Firefighter	100,008	
McLeod, Kelly L.	Mechanic	93,680	
McMillan, Dallas J.	Firefighter	101,318	
McMillan, Ward T.	Skilled Labourer	73,007	
McNeil-Wilson, Andrea	Manager, Parking Services	101,327	1,950
McRae, Garry	Firefighter	100,782	
McStay, Robert	Firefighter	94,193	693
McWatters, Daniel W.	Journeyman Body Repairman	58,205	
Meacher, Kevin W. B.	Quality Assurance Coordinator	56,756	
Meikle, Donald G.	Senior City Planner	61,876	32,916
Melnechenko, Flora	Purchasing Agent II	65,297	
Memon, Saleem M.	Senior Engineer	101,814	
Michael, Gaza L.	Supervisor, Field Operations	102,553	
Mickleborough, Jim E.	Crew Lead - Roadway Operations	53,120	
Middleton, Warren H.	Transportation Services Officer	81,594	
Migneault, Shane	Journeyman - Plumber/Gasfitter	72,404	
Mignon, Kevin P.	Equipment Operator III	97,369	
Mihial, Keith D.	Firefighter	97,964	
Milessa, Mauro	Coordinator, Water and Sewer	76,519	
Miller, Greg	Bus Operator	57,260	
Miller, Lana	Pension Information Consultant	67,362	
Miller, Lauren N.	Senior City Planner	74,373	
Miller, Michael G.	Bus Operator	94,684	
Miller, Scott B.	Manager, Assessment Research	112,066	1,950
Milliken, David J.	Coordinator, Water and Sewer Programming	71,548	
Mills, Tanya	Coordinator, Business System Administration	84,823	6,853
Milo, Leonard D.	Firefighter	98,555	
Milos, Leslie J.	Journeyman - Industrial Mechanic	74,476	
Mintzler, Glen G.	Captain	118,857	
Mital, Rajeev	Programmer Analyst II	67,796	
Mitchell, James W.	Equipment Operator III	76,657	
Mitchell, Nelson	Skilled Labourer	50,364	
Moat, Brendon	Forester II	53,890	
Moes, Bradley J.	Firefighter	98,162	
Moffatt, Lee M.	Firefighter	85,111	
Moffatt, Tracy	Supervisor, Fleet Stores	66,756	2,400
Moldenhauer, Greg	Casual Labourer	60,008	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Molnar, Susan	Human Resources Consultant	54,347	55,658
Monz, Richard	Lieutenant	116,046	
Moore, Gord	Supervisor, Golf Courses	88,254	
Moore, Thomas A.	Coordinator, Water and Sewer Programming	81,815	
Moorhead, Richard	Firefighter	107,621	
Moran, Chris	Sales and Salvage Clerk	52,800	
Moran, Thomas J.	Captain	116,274	
Morgan, Ray	Manager, Forestry, Pest Control and Horticulture	112,775	1,950
Moroz, Mark	Firefighter	94,084	
Morris, Howard M.	Captain	118,911	
Morris, Vassiana A.	Journeyman - Mechanic	77,024	
Morrison, Melody G.	Asset Management Administrator	73,399	
Morrison, Nathan N.	Branding and Marketing Manager	93,664	2,310
Morrow, Wade	Supervisor, Pest Management	74,339	
Moyer, Greg	Manager, Fleet Maintenance	85,933	1,950
Mudford, Vernon	Residential Building Inspector II	63,502	
Mulamalla, Hima Bindu	Programmer Analyst II	66,661	
Mundy, James	Equipment Operator II	64,560	
Mundy, Kevin	Journeyman Transit	79,740	
Murray, Harvey W.	Firefighter	80,262	
Muscoby, Doug K.	Journeyman - Mechanic (Light)	55,408	2,517
Myers, Kenneth	Bus Operator	53,398	
Nagel, Curtis D.	Lieutenant	114,976	
Nagel, Lorella	Collection Officer	50,868	
Nahnepowisk, Kenneth R.	Bus Operator	64,929	
Nash, Steve E.	Firefighter	97,922	
Neald, Dana G.	Senior Captain	132,478	40,292
Neilson, Shawn	Journeyman - Mechanic (Light)	74,083	
Neithercut, Donna L.	Senior Collection Officer	56,132	
Nelson, Dale	Bylaw Standards Officer	58,537	
Nelson, Daniel P.	Casual Labourer	50,379	
Nerbas, Jared M.	Firefighter	97,964	
Neufeld, Aaron	Firefighter	97,899	
Neufeld, Charmaine	Manager, Parks Maintenance	103,517	1,950
Neumann, David	Firefighter	102,561	
Newman, Melvin G.	Senior Captain	121,890	
Newson, Darrell S.	Firefighter	97,922	
Nichols, Robert T.	Equipment Coordinator	53,677	
Nickel, Hugh J.	Process and Performance Consultant	85,109	
Nicol, Jim A.	Executive Director, Government and Strategy	187,152	3,900
Nielsen, Tara L.	Bus Operator	54,534	
Nisbett, Chris S.	Fleet Training Officer	76,927	605
Norbeck, Preston J.	Firefighter	64,708	
Norman, John R.	Senior Engineer	102,887	
Normand, Connie L.	Human Resources Associate	57,679	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Norton, Marsha G.	Human Resources Associate	72,925	125
Oancia, Mark	Journeyman - Mechanic (Light)	69,396	
Oatway, Grant L.	Project Leader- Business Technology	79,049	
Obariany, Yaroslav	Firefighter	97,896	
O'Brien, Lauren G. K.	Application Management Coordinator	96,764	
Obrigewitsch, Charles	Captain	119,860	
O'Connell, Thomas J.	Manager, Operational Renewal	124,635	1,950
O'Connor, Jonathan	Manager, Emergency Management and Business Continuity	100,029	1,950
Odia, Osaretin	Financial Administration Business Systems Analyst	65,589	
Odling, Jana-Marie	Legal Counsel	104,843	
Odoh, Chidiebere	Human Resources Associate	56,287	710
Olsen, Donald C.	Captain	120,307	
Olsen, Georgina	Administrative Assistant City Manager/Deputy City Manager	72,635	
Olsen, James	Bus Operator	72,030	
Olson, Robin G.	Captain	52,556	37,729
Oni, Olumuyiwa	Database Analyst	82,290	
Onyskevitch, David	Facilities Operator I	62,417	
Orban, Jacqueline K.	Engineering Assistant IV	59,137	
Orosz, Amber L.	Human Resources Associate	52,752	1,505
Oroz, Milena	Programmer Analyst III	74,902	
Orthner, Jeff W.	Bus Operator	53,742	
Osipoff, Dennis	Truck Driver - Sewer and Water	50,259	
Osipoff, Donald F.	Equipment Clerk	54,521	
Osipoff, Fred B.	Journeyman - Welder	61,741	
Ott, Jay V.	Firefighter	94,096	
Ouellette, Guy	Bus Operator	63,130	
Ouellette, Perry J.	Crew Lead - Landfill	79,216	
Overend, Jay R.	Coordinator, Water and Sewer Programming	80,456	
Overs, Teena L.	Scheduling Officer	52,022	
Owens, Twyla D.	Human Resources Consultant	74,248	427
Packham, Tyler J.	Firefighter	98,447	
Pahl, Donovan M.	Trades 1 - Distribution System Services	74,159	
Paik, Kevin	Equipment Operator III	55,750	
Palaniuk, Travis D.	Journeyman - Industrial Mechanic	78,952	
Pamintuan, Librado	Technical Support Analyst II	71,671	
Panagabko, Blair	Firefighter	95,163	
Pare, Gary G.	Bylaw Standards Officer	52,147	
Parisian, Shane R.	City Hall Foreman - Facilities Operations	75,756	
Parisian, Tony	Cemeteryan II	51,916	
Parisien, Brent J.	Bus Operator	86,731	
Parisien, Trevor S.	Captain	118,988	
Pasiechnyk, Chad C.	Firefighter	94,098	
Paton, Donald	Bus Operator	55,133	
Paulson, Joann J.	Coordinator, Geospatial Services	64,649	
Payak, Chris	Firefighter	95,164	

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Payne, Norman J.	Equipment Operator IV	69,067	
Pedersen, Laureen	Coordinator, Print Services and Administration	77,965	
Pelletier, Dennis A.	Equipment Operator III	61,118	2,408
Pelletier, Dionne	Skilled Labourer	85,007	
Pelletier, Jeffery P.	Captain	118,762	
Pelletier, Marlowe T.	Coordinator, Fleet Operations	79,550	
Pelletier, Verne G.	Utilityperson II	44,372	7,789
Pelletier, Wesley P.	Casual Labourer	58,897	
Penner, Lee C.	Firefighter	97,904	
Perrault, Preston J.	Captain	109,020	
Perreault, Robert J.	Bus Operator	55,850	
Perry, Mark W.	Firefighter	103,858	
Peter, James M.	Stock Clerk IV	61,765	
Peters, James L.	Senior Captain	124,238	
Peters, Jeff	Human Resources Consultant	100,002	
Petrovitch, Carlo I.	Programmer Analyst III	72,350	
Petrovitch, Steve F.	Crew Lead - Asphalt Screed	88,113	
Pfeifer, Calvin B.	Journeyman - Carpenter	50,355	
Phaneuf, Garry J.	Bus Operator	52,114	
Phillips, Laura	Collections Coordinator	89,423	
Pieracci, Alberto	Supervisor, Field Operations	76,460	
Pierre, Mike P.	Senior Operator	51,032	
Plaster, Kit	Bus Operator	51,178	
Pointer, Dale	Captain	120,292	
Pointer, Matthew R.	Firefighter	93,169	
Poitras, Lance A.	Equipment Operator II	55,284	
Poitras, Lorry	Equipment Operator III	60,478	
Polivka, Glenn	Bus Operator	85,823	
Polsom, James A.	Bus Operator	62,469	
Polsom, Martin	Leadman, Golf Course	58,903	
Pominville, James R.	Captain	116,973	
Poncsak, Stuart	Bus Operator	53,188	
Poncsak, Trevor A.	Bus Operator	60,955	
Poorman, Brian	Skilled Labourer	58,465	
Popoff, Kelly	Semi Skilled Labourer	59,604	
Porras, Myriam	Payroll Clerk II - Transit	56,214	
Porter, Carolyn J.	Engineer	71,602	
Posehn, Dewey	System Analyst - GIS	74,928	
Poure, Kenneth	Manager, Cemeteries, Golf Courses and Landscape Trades	125,018	
Powell, Brian E.	Manager, Organizational Effectiveness	109,688	2,186
Powell, Carrie A.	Administrative Assistant, Corporate Services	55,782	854
Powell, Mike G.	Manager, Facilities Building Services	98,790	2,900
Powell, Shelley A.	Deputy City Clerk - Operations	76,685	
Powers, Jordan	Firefighter	94,097	
Prawzick, Angela	Public Education Officer	103,114	
Priddell, Glen	Firefighter	103,514	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Prohar, Christopher J.	Firefighter	94,097	
Proznick, Lynn	Senior Alarm Dispatcher	108,194	
Pugsley, Brian E.	Crew Lead - Roadway Operations	99,701	
Puszkas, Steve	Bottomman	65,298	
Putz, Gerald A.	Captain	116,210	
Pyle, Andrea M.	4th Year Apprentice Electrician	71,631	
Quinnett, Marc F.	Lieutenant	108,686	
Racette, Dwayne A.	Facilities Operator I	57,276	
Rackow, Frederick C.	Technologist II - Water and Sewer Services	76,708	
Radadiya, Rakeshkumar	Bus Operator	55,864	
Raison, Sean E.	Business Solutions Specialist	79,475	
Ramirez, Saul E.	Bus Operator	51,897	
Ranalli, Tawna	Program Specialist - Aquatics	62,358	
Randhawa, Jagjit S.	Electrical/Instrumentation Journeyman	88,503	
Reeder, Blair E.	Casual Labourer	53,997	
Reeve, Gordon A.	Bylaw Standards Officer	58,296	
Reid, Maureen H.	Human Resources Associate	43,482	116,269
Reiman, Trevor	Firefighter	101,360	2,192
Reslein, Darlene V.	Collection Officer	48,599	1,782
Reslein, Mark	Bus Operator	65,884	190
Rhodes, Lorne E.	Casual Labourer	60,984	
Richard, Yves	Manager, Neighbourhood Planning	97,477	1,950
Richter, Larry R.	Senior Captain	75,932	17,805
Ridgway, Alison	Legal Administrative Assistant	52,618	
Rieger, Scott	Journeyman Body Repairman	60,204	284
Ritmiller, Darrell H.	Firefighter	69,736	17,382
Roberts, Trevor	Firefighter	100,781	
Robinson, Mike A.	Supervisor, Parks Maintenance	70,568	
Robinson, R. Jeffrey	Property Assessor	70,364	
Rohac, Walter E.	Foreman, Parks Maintenance	51,502	
Rokosh, Walter S.	Crew Lead - Water Supply Maintenance	109,495	
Rondeau, Paul A.	Bus Operator	55,399	
Rope, Tony	Crew Lead - Concrete Services	79,205	
Rosloot, Casey	Bus Operator	67,797	
Ross, Murray	Lieutenant	103,859	
Rostad, Brent	Manager, Water Operations	125,114	1,950
Roszell, Jason P.	Skilled Labourer	56,556	
Rotariu, Dale	Journeyman - Carpenter	64,769	
Roth, Harry	Captain	116,456	
Rothmar, Lindsay D.	Policy and Procedure Analyst	50,844	
Rounce, Raelene	Business Solutions Specialist	78,908	
Rowan, Donald L.	Supervisor, Field Operations	122,703	
Rugg, Christopher A. J.	Firefighter	97,922	
Ruiters, Garret A.	Project Engineer (Underfill)	63,640	

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Rumancik, Jeff	Senior Operator	63,571	
Runge, Bonnie Lee	Property Assessor	69,073	
Runge, Darcy E.	Storekeeper - Transit	50,089	
Rushton, Patrick	Journey person Apprentice	59,427	
Rusk, Kerry R.	Coordinator, Roadway Operations	72,697	
Russell, Richard G.	HR Analyst	67,051	
Rutten, Derek	Firefighter	94,099	
Ryba, Randall W.	Fire Marshal	112,823	1,950
Sadlemyer, Trevor	Firefighter	99,170	
Sale, Chris	Senior City Planner	90,036	
Sali, Barbara	Manager, Residential Assessment	93,978	1,950
Sali, Ronald	Bus Operator	57,643	
Sali, Wade	Technical Support Specialist	88,783	
Salloum, Reginald A.	Captain	16,659	56,846
Salmond, Todd	Journey person - Welder	61,464	
Samuelson, Conway C. J.	Crew Lead - Solid Waste Collection	60,992	
Sanders, Doug A.	Training Captain	82,494	
Sanderson, David	Bus Operator	51,826	
Sano, Brent	Bus Operator	84,035	
Sano, Brian	Bus Operator	70,895	
Sare, Kim	Strategy and Performance Consultant	109,222	
Saroj, Neeraj	Senior Engineer	106,864	
Saul, Joe	Firefighter	94,097	
Saunders, Christopher	Trades Co-ordinator	81,965	
Savory, Carol L.	Accounting Clerk VI	52,016	
Sax, Robert	Lieutenant	112,811	
Sayer, Dion	Maintenance Operator	65,281	
Sazinski, Larry	Bus Operator	55,261	
Schaeffer, Bruce	Lieutenant	116,424	
Schaeffer, Terence J.	Coordinator, Sport Facilities and Special Events	75,484	
Scherer, Blair K.	Firefighter	100,626	
Scherle, Brian P.	Senior CAD Technician	32,590	43,194
Scherr, Kelly J.	Director, Construction and Compliance	151,065	2,600
Schikowski, Dawn M.	Financial Services Team Leader	79,179	
Schlechte, Mark	Data Base Administrator	98,560	
Schlechter, Joe F.	Swimming Pool Technician	67,877	
Schlechter, Mark J.	Coordinator, Roadway Operations	112,398	
Schlitz, Dara K.	Supervisor, Asphalt Plant	84,323	
Schlosser, Glenda L.	Manager, Pensions and Disability Administration	99,388	1,950
Schlosser, Michael J.	Crew Lead - Grade Finisher	73,668	
Schlosser, Steve P.	Lead Operator	94,181	
Schmalenberg, Lorrie	Manager, Corporate Accounting	113,163	1,950
Schmalz, Anthony G.	Firefighter	97,922	
Schmidt, Dana C.	Casual Labourer	50,969	
Schmidt, Derek	Transportation Services Officer	69,152	

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Schmidt, Gregory L.	Casual Labourer	50,109	
Schmidt, Rodney	Manager, Stadium Development	97,688	3,124
Schneider, Richard	Equipment Operator III	78,486	
Schneider, Tim D.	Commercial Building Inspector II	66,103	
Schreiner, Dave	Crew Lead - Lift Station Maintenance	95,243	
Schuler, Brian L.	Senior Assessment Appraiser	85,097	
Schulkowsky, Mike	Senior Assessment Appraiser	86,757	
Schultze, Robert W.	Manager, Commercial Assessment	109,755	1,950
Schumann, Jason W.	Firefighter	100,782	
Schutzman, Rhonda	Administrative Assistant, Corporate Services	61,260	
Schwab, Tim M.	Tradesperson I	53,409	
Schwabe, Kirby	Supervisor, Transit	60,598	
Schwartz, Todd A.	Human Resources Consultant	98,783	
Schwentke, Larry	Business Systems Analyst	67,209	
Schwickrath, Gayle E. C.	Manager, Business Support	98,857	1,950
Scobie, Paula J.	Bus Operator	50,689	
Scott, Tracy L.	Bus Operator	59,861	
Searle, Fred	Manager, Current Planning	94,868	1,950
Sebastian, Kelvin L.	Coordinator, Roadway Operations	121,411	
Sebastian, Kirby M.	Bus Operator	57,169	
Sebastien, James J.	Development Assistant	51,792	
Sebulsky, Randy G.	Captain	120,800	
Seera, Ravi S.	Manager, Traffic	118,017	1,275
Seidenthal, Clifford	Supervisor, Technology Application	80,382	
Seidlik, Brian T.	Captain	120,096	
Seifert, Myles	Lieutenant	105,633	
Selinger, Bobbie D.	Market Research Analyst	64,883	2,187
Selinger, Robert	Bus Operator	50,585	
Senkow, Clifford M.	Firefighter	101,411	
Sentes, David	Equipment Clerk	50,003	
Sentes, Rick A.	Solid Waste Truck Operator	57,481	
Seon, Candace D.	Administrative Assistant City Manager/Deputy City Manager	56,438	
Serbu, Tammy L.	Technologist II - Roadways and Traffic	64,509	
Severight, Mona L.	Human Resources Associate	55,960	1,722
Shalley, Laurie L.	Manager, Community Development	113,596	1,950
Shanmuganathan, Manchuna	Financial Management Analyst	47,800	10,000
Sharp, Ivan	Coordinator, Construction Programming	78,373	
Shaw, Simon	Electrician Apprentice - Year 1	72,166	
Shearer, Jeff	Crew Lead - Traffic Electrical	112,696	
Sherman, Shane A.	Firefighter	94,099	
Shiplack, Kevin	Truck Driver - Sewer and Water	60,996	
Shull, Jerry	Firefighter	101,446	
Siba, Robert F.	Journey person - Mechanic	52,575	
Sikma, Derek J. A.	Firefighter	94,117	
Sikorski, Calvin	Firefighter	100,781	
Silva, Filonilo C.	Senior Engineer	94,871	

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Simington, Bev A.	Bus Operator	52,592	
Simpson, James T.	Asphalt Plant Operator	63,436	
Sinclair, Chad M.	Firefighter	64,676	
Sinclair, Douglas J.	Supervisor, Sewage Treatment Plant Maintenance	88,970	
Sinclair, Kevin	Firefighter	103,056	
Sinclair, Scott L.	Firefighter	35,703	19,070
Sindani, Peter	Crew Lead - Water and Sewer Construction	88,917	
Sindelar, Marcela	Accountant I	64,878	
Sisco, Rod	Traffic Operations Coordinator	67,619	
Sison, Marcelino	Casual Labourer	52,648	
Sjoberg, Brent	Deputy City Manager and Chief Operating Officer, City Operations	245,603	5,200
Skaar, Daniel	Solid Waste Truck Operator	58,401	
Slater, Dave	Community Consultant	55,463	
Slater, Launa L.	Technical Support Analyst II	63,780	
Slywka, Ryley W.	Project Management Analyst	73,330	1,147
Smadu, Delmar	Bus Operator	51,561	
Smale, Amber	Deputy City Clerk	107,083	1,950
Smishek, Mark	Human Resources Associate	72,447	
Smith, Brydon	Bus Operator	60,594	
Smith, Curtis	Manager, Policy and Risk Management	99,702	1,950
Smith, Gail	Customer Service Representative II	52,486	
Smith, Gary G.	Bus Operator	58,637	
Smith, Holly	Supervisor, Transit	72,132	
Smith, Patricia D.	Operational Service Representative	50,919	
Smith, Randy	Firefighter	100,885	
Smith, Stephen T.	Bus Operator	56,936	
Smuk, Cameron J.	Bottomman	53,092	
Snook, Lorrie L.	Administrative Associate	50,625	
Snyder, Randall	Bus Operator	53,722	
Sokochoff, Dale K.	Journeyman Transit	73,738	433
Solie, Keith	Equipment Operator III	55,715	
Solie, Tyson	Firefighter	61,244	
Solomon, Janice L.	Coordinator, Social Development	90,036	
Solvason, Debbie	Bylaw Standards Officer	63,305	
Sorensen, Todd A.	Firefighter	103,815	
Soutar, Doug N.	Subdivision Inspector	53,523	
Spelliscy, James D.	Firefighter	100,782	
Spence, Derek O.	Bus Operator	73,131	
Spencer, Holly F.	Bus Operator	50,481	
Sprawson, Jacob T.	Engineering Assistant III	51,831	
Srochenski, Darren A.	Trades I - Sewer Services	59,806	
Stainbrook, Corey A.	Journeyman - Mechanic (Light)	69,267	
Stamford, Lynley B.	Bus Operator	52,296	
Standingready, Tim	Bus Operator	54,138	
Stark, Mike	Firefighter	101,266	
Stearns, Deborah L.	Coordinator, Customer Service	72,289	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Stefan, Evan B.	Firefighter	94,463	
Steif, Morley G.	Building Inspection Engineer	102,075	
Steiner, Adam C.	Bus Operator	53,519	
Steiner, Paul	Bus Operator	68,581	
Stephen, Sheila	Dispatcher	95,448	
Stephenson, Gordon	Captain	116,206	
Stephenson, Shawn J.	Firefighter	70,875	
Steponchev, Brenda L.	Collections Coordinator	70,099	
Steponchev, Darren G.	Senior Bylaw Standards Officer	67,950	
Stevenson, Grace M.	Data Base Administrator	94,246	
Stewart, Corliss	Bus Operator	60,669	
Stewart, Donald J.	Mechanical Inspector	62,724	
Stewart, Gary	Bus Operator	54,959	
Stewart, James A.	Bus Operator	54,011	
Stewart, Paul G.	Survey Technician	62,623	
Stewart, Robert L.	Casual Labourer	65,171	
Stilborn, Dave W.	Bus Operator	73,934	
Stilborn, David E. R.	Project Management Analyst	67,314	145
Stinson, Scott E.	Firefighter	94,037	
Stobbe, Raymond V.	Residential Building Inspector II	75,874	
Stochmal, Tim	Bylaw Standards Officer	59,690	
Storry, Jeff M.	Irrigation Worker II	54,499	
Strand, Robert M.	Supervisor, Parks Maintenance	79,370	
Strand, Vincent J.	Senior Engineer	104,321	
Strassburger, Kevin M.	Utilityperson II	51,625	
Strasser, Brad	Journeyman - Mechanic	70,378	
Strawford, Dale	Technical Support Specialist II	84,956	
Streisel, Andy J.	Coordinator, Water and Sewer Construction	74,325	
Stricker, Jan	Bus Operator	54,685	
Strobl, Rick L.	Journeyman - Mechanic	69,735	
Strueby, Sharon	Director, Strategic and Customer Services	106,879	119,881
Struthers, Neil	Project Engineer	71,384	
Su, Zhe	Engineer	65,232	
Suknasky, Brenda	Collection Officer	37,178	13,915
Sundeen, Neil R.	Firefighter	105,638	
Sunkawasti, Allen	Equipment Operator III	70,898	
Sutton, Andrew	Forester II	53,334	
Suwala, Rene	Bus Operator	53,314	
Svec, John	Bus Operator	53,653	
Swan, Katrina M.	Legal Counsel	75,652	
Swanton, Lyle T.	Captain	118,349	
Sylvestre, Mark	Coordinator, Community and Neighbourhood Service	84,051	
Syrnick, Kevin M.	Senior Engineer	106,790	
Szakacs, Chris	Traffic Underground Installer	53,804	
Szeles, Barry	Firefighter	97,750	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Tallon, Tim	Firefighter	94,099	
Tanner, Harold	Crew Lead - Roadway Operations	58,754	
Tara, Jobanjeet S.	Bus Operator	52,986	
Tebb, Tamara	Human Resources Consultant	64,178	3,242
Temple, Wayne	Journeyman - Welder	64,356	
Tetlow, Kevin R.	Captain	117,922	
Therrien, Jim T.	Journeyman - Mechanic	70,312	
Thomas, Dean J.	Firefighter	101,874	
Thomas, Scott A.	Senior Engineer	115,665	
Thompson, Lou-Ann M.	System Analyst II	84,411	
Thorimbert, Lindsay V.	Communications Consultant	61,922	
Thul, Anthony N.	Digital Information Architect	84,748	
Thurlow, Curtis W.	Equipment Operator III	65,203	
Tkach, Anthony	Business Intelligence Administrator	77,138	
Tkatchuk, Neil A.	Firefighter	70,870	
Togneri, Alex D.	Firefighter	94,096	
Toker, Wayne	Casual Labourer	71,615	
Tolley, Lindsay	Firefighter	103,689	
Tooke, Kevin R.	Traffic Signal Control Technician	71,614	
Torres, Jose	Casual Labourer	50,425	
Torres, Mavis	Committee Assistant	65,590	
Townsend, Tricia J.	Dispatcher, Fire	72,886	
Treleaven, Greg	Captain	114,678	
Treso, Barclay	Engineering Assistant III	65,983	
Treso, Les	Financial Administration Business Systems Analyst	83,958	
Trombley, Blair C.	Equipment Operator III	51,302	
Trombley, Darcy S.	Casual Labourer	67,696	20,262
Tuchscherer, John J.	Human Resources Consultant	112,121	
Turgeon, Dana M.	Historical Info and Preservation Supervisor	56,559	
Turluk, Dennis	Horticulture Extension Officer	61,691	
Turner, Harvey A.	Traffic Signals Systems Analyst	63,757	
Twardowski, Shannon J.	Human Resources Associate	55,386	
Ubell, Wayne L.	Captain	73,569	54,482
Ullrich, John W.	Manager, Water and Sewer Construction	123,099	1,950
Ulrich, David P. J.	Bus Operator	33,841	16,198
Ungar, Linda L.	Manager, Corporate Information Governance	59,352	1,388
Ursel, William J.	Coordinator, Community Capacity Building	79,237	
Ursu, Regan R.	Journeyman Transit	71,326	494
Valente, Alan	Technical Support Analyst III	83,034	
Valenzuela, Mario E.	GIS Planner	58,246	27,595
Van Curen, Tanya C.	Manager, Landfill	79,870	1,596
Van Goethem, Tammy L.	Human Resources Associate	57,129	500
Vancuren, David	Leadman, Landscape Trades	69,951	
Vande Velde, Leon	Equipment Operator IV - Roadways	64,727	

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Vandendort, Neil P.	Director, Open Space and Environment Services	142,987	2,600
Vanstone, Peggy A.	CAD Technician	52,917	
Veer, Erwin	Bylaw Standards Officer	50,674	
Verma, Vivek	Senior Information Technology Security Specialist	81,733	
Viala, Paul	Fire Research and Development Analyst	84,837	
Vicenzino, Romano	Captain	112,662	
Vogt, Allan	Utilityperson II	50,812	
Volk, Jaret	Human Resources Consultant	83,533	
Volk, Jennifer P.	Bus Operator	68,263	
Volk, Michael D.	Equipment Operator IV - Roadways	97,997	
Volk, Randy B.	Bus Operator	60,863	
Volsky, Frances	Coordinator, Administrative Services	63,366	
Voss, Stephen	Trades I - Sewer Services	64,066	
Wagner, Glenn M.	Firefighter	105,542	
Wagner, Ivan J.	Captain	120,857	
Wagner, Laurie A.	Property Assessor	70,329	
Wahl, Tara L.	Coordinator, Administrative Services	63,353	1,708
Walbaum, Roger	Firefighter	100,782	
Walker, Darlyn	Law Office Administrator	72,925	1,061
Wallace, Francis R.	City Planner II	66,103	
Wallace, Jeff M.	Casual Labourer	51,976	
Walsh, Evelyn	Coordinator, Customer Service	61,212	
Walter, Brad J.	Senior Engineer	67,980	
Wandler, Brian J.	Bus Operator	58,735	
Wandzura, W. Dorian C.	Deputy City Manager and Chief Operating Officer, City Operations	140,846	24,710
Warren, Chris J.	Manager, Winter District Maintenance	88,952	1,950
Warren, Douglas M.	Geomatics Technician I	62,667	
Warren, Leanne C.	Management Information Systems Administrator	67,024	
Wasnik, Bryan	Arborist	69,666	
Wasyliw, Garry	Manager, Building Standards	125,258	1,950
Waugh, Douglas K.	Facilities Operator I	54,319	
Weber, Charla N.	Senior Assessment Appraiser	86,029	515
Weinberger, Erik	Firefighter	94,096	
Weist, David J.	Water Attendant	58,620	
Weist, Kim L.	Sewerjet/ Hydrovac Operator	72,177	
Weitzl, Jason C.	Policy Analyst	67,000	
Wendler, Richard J.	Equipment Operator IV - Roadways	65,480	
Weninger, George H.	Facilities Operator I	61,726	
Werry, Byron G.	Executive Director, Legal	202,690	5,995
West, Neil	Bus Operator	84,669	
Westphal, Mark	System Analyst II	84,748	
Whitehawk, Curtis D.	Skilled Labourer	52,422	
Whiteoak, Paul D.	Firefighter	97,922	
Wiebe, Jared A.	Firefighter	94,061	
Wiens, Jonathan P.	Desktop Training Analyst	66,676	

See accompanying notes.

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Employee Remuneration - General Municipal

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Wiens, Luke G.	Programmer Analyst II	66,911	
Wilke, Reginald	Crew Lead - Roadway Operations	86,893	
Wilke, Timothy S.	Firefighter	100,784	
Wilkie, Hal S.	Supervisor, Field Operations	92,120	
Wilkin, David W.	Senior Assessment Appraiser	50,784	
Wilkinson, Brian	Coordinator, Computer and Financial Systems	82,312	
Wilkinson, Brian L.	Bylaw Standards Officer	52,074	
Wilkinson, Cody J.	Traffic Underground Installer	53,885	
Willenborg, Vern	Electrical/Instrumentation Journeyperson	128,262	
Willoughby, Cheryl M.	Legal Counsel	100,211	500
Wilson, Patricia	Director, Water Works Services	113,090	4,513
Wilson, Paul I. E.	Bus Operator	51,346	
Wilson, Rob	Firefighter	94,244	
Winter, Leanne C.	Community Consultant	62,639	
Wirachowsky, Michael	Captain	119,721	
Wirth, Brian D.	Supervisor, Field Operations	83,486	
Wlodarczyk, Vaughn A.	Project Engineer	59,187	
Wolbaum, Chad L.	Firefighter	100,182	
Wolfe, Wesley W.	Repairperson Low Level Pumps	37,425	12,605
Wolff, William (REG)	Supervisor, Permit Processing	64,279	
Wolk, Don A.	Bus Operator	63,298	381
Woloschuk, Karen J.	Supervisor, Wastewater Treatment Operations	77,046	
Woltman, Justin	Leadman, Golf Course	58,315	
Wong, Juliana	Senior Investment Analyst	70,494	
Wood, Howard G.	Captain	121,765	
Wood, Jeff	Manager, Information Technology Operations	100,505	3,061
Wood, Landon J.	Survey Assistant	50,432	
Wood, Michael	Equipment Operator III	61,516	
Wood, Shane W.	Firefighter	94,099	
Wood, Vincent L. A.	Subdivision Inspector	56,123	
Wosik, Mariusz	Leadperson, Golf Course	59,302	
Woulfe, Darrell M.	Crew Lead - Water and Sewer Construction	74,175	
Wright, John D.	Application Management Coordinator	96,367	
Wu, Eric S.	Bus Operator	57,858	
Wu, Hongtao	Laboratory Analyst	54,663	
Wyatt, Frank	System Analyst I	77,933	
Xia Ning	Senior Financial Reporting and Policy Advisor	86,845	4,410
Yablonski, Grant A.	Routing and Scheduling Analyst	72,302	
Yaciw, Jay P.	Firefighter	94,064	
Yang, Wenqing	Project Engineer	56,163	
Yatabe, Blaine T.	City Planner II	46,761	3,761
Yemen, Mark N. D.	Legal Counsel	117,074	
Youlyahshiev, Bahodir	Senior Engineer	102,313	
Yu, Qian	Programmer Analyst II	67,466	

See accompanying notes.

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Employee Remuneration - General Municipal For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Yu, Qiufang	Programmer Analyst II	68,797	
Yulyakshieva, Nigora	Manager, Roadway Preservation	124,650	1,950
Zak, Victor L.	System Analyst II	86,830	
Zaka, Ahmad	Bus Operator	59,254	
Zalopski, Wade C.	Engineering Assistant II	59,253	
Zander, Kelly	Truck Driver - Sewer and Water	59,579	
Zaryski, Kelly	Bus Operator	89,816	
Zasada, Max S.	Project Engineer	90,480	
Zatylny, Oliva	Accounting Clerk VI	54,980	
Zatylny, Ray J.	Journey person - Mechanic	73,135	
Zepick, Scott A.	Firefighter	84,861	
Ziefflie, Brian J.	Supervisor, Field Operations	107,711	
Ziegler, Murray D.	Captain	119,773	
Zimmer, Brennen B.	Senior Operator	55,474	
Zinkewich, Leonard H.	Captain	32,110	18,446
Zummack, Garnet E.	Captain	102,236	62,562

See accompanying notes.

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Employee Remuneration - Police Services For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Adams, Dana	Constable	91,816	
Adams, David	Constable	95,917	
Alberts, Rodney	Mechanical Maintenance Caretaker	56,409	
Alexander, Laurie L.	Constable	94,600	
Anderson, Chad	Constable	102,518	
Arnold, Brandi	Constable	96,011	
Ash, Roderick J.	Sergeant	78,109	46,401
Ash, Scott	Constable	90,517	
Aubichon, Alan John	Constable	98,475	
Bachman, Kelly L.	IEIS Analyst	63,637	
Bacon, Tyler	Constable	99,911	
Baer, Reynold	Corporal	113,995	
Bahsler, Dave	Infrastructure Support Analyst II	77,214	
Bailey, Nicole M.	Secretary 1 - Human Resources	63,435	
Baisley, Regan B.	Communications Officer	84,205	
Baker, Karen	Administrative Assistant	53,102	
Balfour, Amy	Strategic Research Officer	81,259	
Barber, Dallas	Corporal	122,980	26
Barr, Ian G.	Sergeant	121,215	
Baryluk, Sherry L.	Court Information Clerk	64,556	
Bates, Shannon	Constable	82,150	
Baumgartner, Jo A.	Records Manager	129,379	
Bear, Cody	Constable	68,117	
Beauchesne, Pierre P. C. B.	Corporal	114,880	
Beitel, Neil R.	Constable	100,697	
Belcourt, Colin	Constable	100,304	
Bell, Teresa L.	Evidence Management Supervisor	68,306	
Bellamy, Ryan	Communications Officer	75,810	
Bells, Robin D.	Payroll Supervisor	72,744	
Benko, Candace L.	Corporal	118,960	
Berting, Kelley R.	Sergeant	114,713	
Bespalko, Nolan	Constable	105,727	
Betker, Robyn Nicole	RCJC Victim Services Responder - Casual	63,669	
Bilodeau, Karolina J.	Digital Media Clerk	55,860	
Black, Erin M.	Constable	94,904	
Blake, Maureen	Payroll Clerk	54,190	
Blampied, Darryl G.	Constable	52,577	13,594
Boehm, Teresa M.	Communications Administrator	84,132	
Boers, Jodi	Constable	100,584	
Boivin, Marie	Administrative Coordinator	76,202	
Bonk, Anthony	Constable	101,352	
Boon, Brandon	Constable	95,498	
Borgmann, George	Garage Attendant	70,028	
Borgmann, Loretta L.	Matron/Cleaner - Casual	62,764	
Borne, Graham N.	Constable	109,642	

See accompanying notes.

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Employee Remuneration - Police Services For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Bosche, Richard	Constable	104,386	
Bourassa, Chad D.	Corporal	103,554	
Bourassa, Melissa N.	Constable	72,139	
Bowes, Kevin	Constable	99,302	
Boxall, Melissa J.	Constable	112,409	
Boynton, Tyler B.	Constable	102,701	
Bradshaw, Kyle J.	Constable	70,741	
Brakefield, Kim	Police Information Clerk - Direct Entry	57,157	
Bray, Evan J.	Staff Sergeant	126,014	
Breitkreuz, Kevin D.	Constable	98,289	26
Brewster, Joey J. A.	Constable	71,819	
Bridgeman, Keith	Constable	102,399	
Briere, Terry A.	Garage Attendant	61,427	
Brown, Michelle C.	Communications Officer	86,638	
Buckland, Gregory G. J. B.	Inventory Management Clerk	52,701	
Buczulak-Wamar, Amanda	Information Clerk	55,719	
Buhr, Ryan	Constable	80,395	
Burtenshaw, Cheryl	Communications Officer	78,436	
Callander, Leonard Drew	Sergeant	72,595	51,150
Campbell, Grant	Constable	108,443	
Campbell, Kelly L.	Sergeant	118,418	
Campbell, Marla L.	Release of Information Clerk	55,861	
Carey, Melissa	Constable	77,974	
Carnall, Riley	Constable	99,012	
Carter, Jason E.	Constable	107,951	
Chagnon, Pascal M.	Constable	103,755	
Chaulk, Landis E.	Sergeant	22,508	48,260
Chow, Karena	Payroll Clerk	53,455	525
Clark, Mark R.	Sergeant	140,815	
Clarke, Brent	Constable	97,366	
Claude, Richard	Constable	100,192	
Clay, Cindy M.	Court Information Clerk	68,244	
Cobbledick, Elysia	Constable	101,662	
Collins, James	Corporal	114,980	
Coons, Corinne J.	Court Information Clerk	67,813	
Cosgrove, Kenneth G.	Constable	20,993	46,364
Costanza, Andrea C.	Constable	101,605	
Coulthard, William N.	Constable	108,118	
Cousins, Gregory R.	CPIC Radio Operator	69,876	
Cowley, Thomas W.	Alarm Coordinator	52,511	
Criddle, Guy	Sergeant	124,278	53
Crowley, Jeffrey	Constable	89,894	
Crumly, Vivian M.	Corporal	114,962	
Csada, Carla C.	Police Information Clerk - Direct Entry	57,973	
Csada, Derek J.	Constable	104,310	

See accompanying notes.

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Employee Remuneration - Police Services For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Culling, Cory Q.	Sergeant	118,006	
Czernick, Jarrett J.	Constable	58,508	
D'Andrea, Robert B.	Sergeant	129,087	
Danylyshen, Darrel	Corporal	125,400	
Davey, Lisa N.	Corporal	104,316	53
Davies, Lorilee E.	Staff Sergeant	95,845	
Davies, Theresa	Constable	93,781	
Davis, Troy G.	Sergeant	154,671	
Dean, Robert W.	Inspector	158,678	
Decelles, Kaeli J.	Social Media Officer	46,726	4,103
Decterow, Erin T.	Constable	94,505	
Deibert, Tyrell	Constable	107,096	
Derkson, Steve	Evidence Management Clerk	55,994	
Desjarlais, Angela M.	Corporal	107,994	
Detz, Sandra A.	RIIU Clerk	59,763	
Dizy, Rodney J.	Sergeant	115,866	
Dods, Steven	Constable	102,701	
Douglas, Scott	Constable	81,389	
Dreaver, Darcy A.	Constable	95,284	
Duck, Justin R. A.	Constable	115,829	
Dudar, Lance A.	Superintendent	171,488	
Duff, John	Constable	85,713	
Duncan, Amanda	Court Information Clerk	51,421	
Duncan, David S.	Corporal	118,306	
Dunford, Brittany	Constable	81,621	
Dunitz, Warren G.	Sergeant	61,786	
Dunnigan, Tracey F. A.	Corporal	110,855	
Dureau, Ryan M.	Corporal	107,767	
Duthie, Rodney M.	Constable	92,009	
Eberle, Rodney D.	Constable	115,482	
Eckert, Blair G.	Sergeant	119,483	
Eiswirth, Jill	Communications Officer - Casual	58,958	
Elek, Cory	Constable	86,242	
Ellingson, Ryan J.	Constable	106,892	
Emery, Christine L.	Communications Officer	59,119	
Emery, Troy P.	Corporal	119,046	
Erichsen, Kollin D.	Sergeant	112,783	
Ermel, Brent A.	Staff Sergeant	126,325	
Eskra, Carla I.	CPIC Supervisor	70,712	
Ethier, Joshua	Constable	109,321	
Ewart, Trevor R.	Staff Sergeant	134,637	
Farden, April	Constable	90,161	
Fenwick, Shawn M.	Sergeant	121,675	

See accompanying notes.

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Employee Remuneration - Police Services For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Ferraton, Nicole D.	Communications Officer	85,067	
Ferris, Jennifer	Constable	99,301	
Fiddler, Rhonda	Victim Services Missing Person Liaison - Casual	58,007	
Filazek, Timothy E.	Corporal	110,583	
Finkeldey, Darren L.	Sergeant	134,643	
Flaman, Kathleen Anne	Communications Officer	79,299	
Fleece, Garth D.	Constable	122,012	
Ford, Duley	Constable	74,802	
Fowlie, Brian S.	Photographic Technician	59,684	
Fox, Derrick	Constable	99,920	
Frank, Brenda L.	Court Disposition Clerk	55,861	
Fraser, Adam A.	Constable	118,449	
Fraser, Richard R.	Corporal	121,923	
Freed, Janice G.	Police Information Clerk - Direct Entry	60,719	
Froh, Peter	Constable	97,707	
Froh, Tia L. L.	Corporal	93,726	
Gall, Todd M.	Sergeant	121,664	
Gallagher, Lawrence J.	Mechanical Maintenance Caretaker	58,522	
Gareau, Brenda L.	Aboriginal Resource Officer	63,637	
Garner, Judy G.	Administrative Support Secretary	66,831	
Gaudette, Christelle A.	CPIC Radio Operator	68,198	
Gawley, Jessica B.	Corporal	110,209	
Gee, Peter S.	Sergeant	132,276	
Geiger, Samantha S. M.	Constable	60,226	
Gendreau, Stanislav	Constable	106,666	
Geni, Linda P.	Constable	109,120	
George, Shawn P.	Sergeant	120,668	
Giroux, Gary J.	Sergeant	128,939	
Glas, Colin M.	Sergeant	109,334	
Glazer, Kimberly	Constable	92,664	
Goertz, Lori A.	Evidence Management Clerk	60,651	
Golaiy, Mark	Constable	121,655	
Golden, Jonathan C.	Corporal	120,374	
Gordon, Shannon M.	Corporal	108,311	
Gorman, Kelly D.	Corporal	110,591	
Gottselig, Christina F.	Communications Officer	83,339	
Gottselig, Darryl P.	Corporal	97,397	
Gottselig, Todd	Corporal	107,579	
Greenman, Rod E.	Garage Attendant	76,131	
Gregory, Alyssa J.	Constable	102,640	
Griffiths, Alan	Constable	98,647	
Griffiths, James E.	Constable	97,615	
Grohs, Trevor	Constable	109,573	
Gropp, William J.	Constable	107,606	
Gruber, Tyler T. J.	Constable	71,038	

See accompanying notes.

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Employee Remuneration - Police Services

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Gulka, Mara	Commercial Crime Assistant	44,205	28,631
Gunderson, Jason G.	Sergeant	120,604	
Hackywicz, Trevor	Constable	98,824	
Hadley, Renee S.	Court Information Clerk	63,427	
Hagen, Landon T.	Constable	119,715	
Hagen, Troy C.	Chief of Police	235,830	
Hall, Colleen C.	Sergeant	113,134	
Hall, Morley	Constable	96,262	
Hanna, Lorrie L.	Training & Quality Assurance Coordinator	83,134	
Hanoski, Quinn	Constable	60,450	
Hanowski, Brett A.	Constable	100,444	
Haroldson, Robert	Constable	96,544	
Harper, Blaine S.	Electronics Technician	84,123	
Harris, Christie	Constable	94,970	
Harris, Kevin	Constable	113,351	
Hassman, Donna L.	Sergeant	113,313	
Hatharasinghe, Kevin	Police Information Clerk - Direct Entry	54,217	
Hay, Jill S.	Victim Services Coordinator	72,536	
Hayden, William D.	Sergeant	111,212	
Hebert, Inez M.	Constable	95,416	
Hegi, Colin R.	Corporal	110,575	
Heiliger, Alana A. K. H.	Constable	98,907	
Henderson, Neil B.	Constable	110,268	
Hendren, Allan C.	Sergeant	14,743	41,364
Hesse, Chad	Constable	105,750	
Hignell, Nora	Communications Officer - Casual	67,221	
Hnetka, Ryan J. J.	Constable	71,094	6,022
Hodgins, Russell C.	Constable	98,553	
Hoedel, Shane	Corporal	115,925	
Hooker, W. Ben	Constable	104,434	
Hordichuk, Kim	Constable	96,738	
Horton, Rhonda	Police Information Clerk - Direct Entry	58,716	
Houston, Caroline M.	Sergeant	125,739	
Hovdestad, Gregory R.	Sergeant	122,966	
Howell, Thomas F.	Constable	102,855	
Hua, Shan	IEIS Database Analyst	57,951	
Huber, Robert C.	Sergeant	115,756	
Huber, Timothy D.	Sergeant	118,866	
Hubich, Erin	Communications Officer	76,948	
Hungle, Sarah-Jane	Constable	86,647	
Hunt, Chadwick	Constable	93,180	
Jackiw, Christopher S.	Sergeant	128,341	
Jakubowski, Joshua	Policy Development Officer - Casual	55,035	
Jarocki, Michelle A.	Staff Sergeant	129,130	

See accompanying notes.

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Employee Remuneration - Police Services For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Jerome, Todd R.	Corporal	114,513	
Johnstone, Priscilla	Constable	86,441	
Jones, Claudia	Constable	79,696	
Kaip, Rylan R. J.	Constable	59,486	
Kauk, Ross M.	Constable	110,964	
Kelsch, Jordan	Constable	78,910	
Kerth, Jeremy	Constable	103,067	
Keshane, Stuart T.	Constable	109,692	
Khan, M. Omair	Constable	73,285	
Klemp, Janet	Constable	91,303	
Kliman, David	Constable	104,196	492
Kloczko, Shelley D.	Communications Manager	48,138	55,466
Klyne, Thomas	Constable	86,855	
Koch, Darcy W.	Inspector	151,811	
Kolybaba, Lori D.	Communications Supervisor	91,728	
Korchinski, Jarod A.	Constable	101,111	
Koroluk, Bob G.	Staff Sergeant	130,830	
Kosolofski, Dwight G.	Sergeant	119,552	
Kotylak, Chelsea	Constable	82,393	
Kovacs, Frank	Constable	102,540	
Kozakewycz, Barney J.	Radio Coordinator	72,767	
Kozoriz, Karla M.	Financial Services Manager	128,343	
Krawetz, Gregory	Constable	107,331	
Kress, Jonathan	Constable	85,338	
Krieger, David N.	Constable	114,395	
Kronstedt, Kirsten	CPIC Radio Operator	56,034	2,218
Kuffner, Cameron R.	Sergeant	123,496	
Kullman, Rick	Constable	110,046	
Kupusa, Tony C.	Constable	104,452	
Kurtz, Christina	Communications Officer	90,879	
Labelle, Timothy F	Constable	71,836	
Lalach, Melinda M.	Constable	107,995	
Lamer, Derek J.	Sergeant	129,829	
Lanigan, Trent T.	Constable	111,811	
Larocque, Jay I.	Constable	112,858	
Larsen, Hans P.	Sergeant	113,064	
Larsen, Lisa A.	Administrative Assistant	52,438	
Lauf, Eric	Constable	94,397	
Lawrence, Curtis	Constable	100,191	
Lawson, Cole E.	Constable	100,073	
Layman, Scott W.	Staff Sergeant	125,731	
Lazarenko, Sharon A.	Data Quality & Case Management Specialist	59,684	
Le Clair, Rene P.	Corporal	119,290	
Lenius, Jason T.	Mechanical Maintenance Caretaker	57,324	

See accompanying notes.

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Employee Remuneration - Police Services For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Lenius, Tyler J.	Constable	99,303	
Lerat, Kevin S. L.	Sergeant	122,265	
Lerat, Tyler J.	Constable	94,072	
Leverington, Jessica	Communications Officer	77,761	
Lewis, Jeffrey	Constable	98,334	
Lewis, Wade	Constable	80,052	
Lindskog, Cory D.	Sergeant	111,247	
Liskowich, Todd C.	Constable	60,942	
Logan, Timothy	Constable	103,784	
Longhurst, Cory S.	Constable	103,586	
Longman, Randy	Constable	97,207	
Lorence, Jody	Corporal	120,975	
Love, Sheryl	Records Supervisor	80,119	
Luesink, Stephen R.	Fleet Supervisor	82,010	
Lusok, Dean	Constable	107,021	
Lutz, Bart J.	Corporal	114,761	
Macknak, Denise C.	Court Disposition Clerk	55,861	
MacLean, Robert W.	Corporal	113,857	
Magas, Chantel	Administrative Assistant	50,616	
Magee, Colin	Corporal	107,275	
Malawski, Stephen	Supervisor, Applications & Business Support	100,246	
Malcolm, Keith A.	Constable	96,413	
Malowany, Michelle A.	Communications Officer	84,782	
Mandziak, Shelley J.	Administrative Assistant	52,682	
Manning, Warren	Automotive Technician	64,747	
Mansbridge, Krista E.	Communications Supervisor	86,105	
Mansfield, Stephanie B.	Human Resources Officer, Staffing & Training	92,706	420
Mansfield, Thomas E.	Inspector	157,984	
Manz, Tristan C.	Constable	50,014	
Marcia, Andrea	Constable	89,684	
Marks, Jordon J.	Corporal	109,031	
Marks, Kara	Constable	102,788	
Marshall, Amanda	Communications Officer	66,313	
Marshall, Laurel J.	Sergeant	116,601	
Martinson, Chad	Constable	84,496	3,186
Massier, Ryan	Constable	95,360	
Matt, Holly L.	Communications Officer	81,434	
Maurice, Tanner	Constable	99,125	26
Maynes, James	Constable	101,013	
Maze, Belynda	Constable	90,305	
Mazurak, Chad	Constable	101,972	
McArthur, Dale	Constable	103,699	
McCormick, Mark T.	Corporal	108,380	
McDonald, Darcy L.	Sergeant	114,787	
McDonald, Joseph S.	Mechanical Maintenance Caretaker	58,706	

See accompanying notes.

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Employee Remuneration - Police Services For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
McFetridge, Kyle K.	Corporal	117,145	
McKechie, Darrin R.	Staff Sergeant	123,317	
McKim, Shaunna M.	Constable	98,421	
McLeod, Michelle D.	Data Quality & Case Management Specialist	59,735	620
McMillan, Tyler L.	Infrastructure Support Analyst I	67,876	
McNabb, Gregory W.	Corporal	113,768	
McNutt, Paul	Constable	100,559	
McPherson, Darren J.	Corporal	124,580	
Mills, Desiree	Constable	86,092	
Mohr, Louise M.	Executive Director	186,475	2,320
Monaghan, James K.	Constable	105,085	
Monroe, Kari L.	Communications Officer	75,456	
Morin, Lauri J.	Inspector	168,083	
Morin, Robert D.	Deputy Chief of Police	206,752	4,480
Mosiondz, Darrell N.	Staff Sergeant	114,770	
Muntain, Robert	Constable	88,284	
Murray, Debrah J.	Administrative Assistant	52,324	
Murray, Paul	Service Desk Technician	59,684	
Muzylowski, Cindy M.	Communications Officer	85,444	
Naylen, Gary P.	Constable	108,588	
Nelson, Tammy L.	Communications Officer	83,025	
Nepper, Travis R.	Constable	58,484	2,460
Neufeld, Corrie E. E.	Constable	91,764	
Neufeld, Curtis J.	Constable	90,633	
Newell, Ryan	Strategic Research Officer	81,259	
Newman, Kelly D.	Corporal	111,175	
Nguyen, Elizabeth T.	Communications Manager	64,609	
Nicholls, Jonathan W.	Sergeant	123,547	
Nicholson, Trisha T. A.	Constable	106,396	
Nicolson, Misty	Matron/Cleaner - Casual	67,749	
Norton, Steven	Constable	109,323	
Oliver, Mark W.	Constable	106,304	
Olynick, Cory	Constable	105,279	
Opp, Christine	Data Quality & Case Management Specialist	55,786	
Ortman, Sheree D.	Inspector	144,392	2,187
O'Soup, Stephanie S. C.	Aboriginal Resource Officer	63,823	
Otitoju, Emmanuel	Constable	100,987	
Panchuk, Jordan	Constable	79,529	
Parker, Leslie A.	Media Development Officer	66,591	
Parker, Seanna	Communications Officer	70,424	
Patron, Cory	Constable	108,217	
Pelletier, Shelly L.	Sergeant	124,912	210
Pengelly, Angela	Constable	105,618	

See accompanying notes.

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Employee Remuneration - Police Services For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Petkau, Robin	Constable	105,575	
Petrisor, Connie M.	Court Information Clerk	62,540	1,101
Petruic, David	Constable	102,307	
Phillips, Karlene	Constable	85,886	
Pigeon, Cindy L.	Constable	103,629	
Pike, Daryl	Constable	55,171	
Pilon, Gordon R.	Staff Sergeant	130,997	
Plomp, Tyler	Constable	80,217	
Popowich, Elizabeth J.	Public Information Manager	112,477	
Popowich, Trevor	Constable	91,299	
Potter, Joshua A.	Constable	99,870	
Power, Lorinda	Constable	69,308	
Puglia, Andrew D.	Sergeant	113,340	
Quere, Jeremy R.	Sergeant	118,048	
Rae, Dean R.	Inspector	163,741	
Rahman, Mostafizur	Business Analyst	63,763	
Rainbird, Chelsea	Release of Information Clerk	53,015	
Ramanuj, Meghna	Court Information Clerk	55,622	
Randall, Blair E.	Constable	97,463	
Rayner, Ronald S.	Sergeant	20,550	50,281
Reavley, Denise J.	Sergeant	115,629	
Redekopp, Derek D. D.	Constable	105,038	
Renchko, Andrea	Constable	93,624	
Rensby, Jordan	Court Coordinator	65,849	
Reynolds, Paul H.	Sergeant	127,299	
Riddell, Regan L.	Corporal	105,721	
Riddell, Shane R.	Sergeant	122,802	210
Rieger, Matthew T.	Constable	98,353	
Robertson, Aaron	Constable	93,671	
Robertson, Neil	Legal Counsel	176,294	2,312
Robinson, Anita E.	Constable	104,410	
Rodier, Anthony	Constable	112,793	
Ross, Dean R.	Corporal	108,809	
Roteliuk, Ronald N.	Sergeant	121,777	
Roteliuk, Sonya R.	Sergeant	112,613	
Rupcich, Maria A.	Sergeant	127,891	
Sabo, Jessica	Constable	113,627	
Sadlemyer, Marion J.	Police Information Clerk - Direct Entry	61,003	
Salamon, Keith	Constable	85,827	
Sandison-Cattell, Patti	Wellness Coordinator	59,684	
Sarantopoulos, Georgia	Constable	111,668	
Scantlebury, David J.	Constable	112,361	
Schellhorn, Colin	Constable	91,604	

See accompanying notes.

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Employee Remuneration - Police Services For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Schill, Wendy L.	Data Quality & Case Management Specialist	59,609	
Schmidt, Brent L.	Superintendent	168,753	
Schmidt, Marceda M.	Data Quality & Case Management Specialist	60,279	
Schmidt, William V.	Constable	108,118	
Schroh, Loretta M.	Crime Analyst	73,002	
Sebastian, Chad W.	Constable	108,997	
Sebulsky, Tyler P.	Constable	106,457	
Seel, Kristin	Communications Officer	54,481	
Seel, Michael	Constable	91,729	
Seiferling, Cornelia D.	Constable	116,029	
Seiferling, Timothy J.	Sergeant	114,837	
Selinger, Paul P.	Sergeant	117,757	
Semenchuck, Robert E.	Corporal	108,248	
Serrano, Claudio A.	Sergeant	119,249	
Serrano, Juan	Constable	114,149	
Shalansky, Amanda T.	Corporal	105,312	
Shannon, Brent T.	Sergeant	128,892	
Shaver, Alisa C.	Constable	104,510	
Shaw, Linda A.	Communications Supervisor	94,671	
Shaw, Meghan C.	Constable	78,924	
Shepard, Heather	Cultural Relations Officer	58,481	
Shepperd, Katherine W.	Data Quality & Case Management Specialist	59,407	
Sherwin, Todd A.	Sergeant	107,546	
Shumay, Kelly H.	Constable	105,146	
Sieber, Andree A. E.	Constable	105,709	
Silzer, Kevin A.	Corporal	112,675	
Simmons, Steven	Constable	101,797	
Simons, Marcus W.	Constable	102,205	
Singh, Jaswinder	Constable	102,827	
Slater, Sean S.	Corporal	111,821	
Slater, Shannon	Constable	92,489	
Slatnik, Christine R.	Constable	71,562	
Solie, Jill	Traffic Clerk	55,745	
Solomon, Craig R.	Constable	99,677	
Solomon, Michelle M.	Constable	104,149	
Spears, Jared C.	Constable	54,534	
Stach, Alana L.	Sergeant	117,836	
Stadel, Christine A.	Corporal	110,343	
Steffenson, Donovan A.	Supervisor, Infrastructure Support	100,738	
Steinke, Sheldon W.	Corporal	116,958	
Sterling, Devon L.	Constable	106,260	
Stevely, Derek J.	Sergeant	140,883	
Stevely, Trent T.	Staff Sergeant	123,916	
Stone, Wendy K.	Crime Prevention Strategist	77,214	
Strachan, Jeanine M.	Communications Officer	87,999	
Struble, Trenton W.	Corporal	112,381	

See accompanying notes.

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Employee Remuneration - Police Services For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Strueby, Ahren A. G. S.	Constable	104,696	
Strueby, Nathaniel	Corporal	111,453	
Strueby, T. J. Todd	Constable	86,255	
Strueby, Todd K.	Sergeant	110,458	
Sullivan, Alissa A.	EFAP, Health & Safety Coordinator	113,976	
Sulymka, Shelly K.	Sergeant	124,746	
Swetlikoff, William	Constable	92,174	
Switzer, Frances A.	Communications Supervisor	85,473	
Sylvestre, Charles	Information Services Manager	126,783	
Ta, Minh	Service Desk Technician	58,748	
Tamaki, Kevin	Constable	102,180	984
Tate, Paul D.	Staff Sergeant	130,937	
Temple, Dale E.	Constable	94,912	
Temple, Russell	Constable	104,152	
Thacyk, Christopher	Constable	100,872	
Thompson, Blair A.	Staff Sergeant	96,448	58,971
Thompson, Jana L.	Administrative Assistant	52,324	
Thompson, Scott B.	Sergeant	114,727	
Thull, Nicole F.	Constable	93,991	
Thurlow, Sandra L.	Secretary III - Human Resources	65,145	
Tillotson, Sheldon W. A.	Constable	88,388	
Tomaschefski, Garth	Constable	114,328	
Tomaz, Jason	Constable	83,903	4,578
Trithart, Kelly D.	Sergeant	124,704	
Tunison, Christopher J.	Constable	108,496	
Tunison, James	Corporal	110,946	
Tunison, Peter J.	Constable	101,215	
Turner, Jonathan	Constable	117,091	
Ullrich, Darren H.	Facilities Supervisor	77,907	
Valdes, Nolf	Matron/Cleaner - Casual	64,355	
Veitch, Clinton	Constable	94,339	
Venne, Renee L.	Constable	94,901	
Verbeck, Mark K.	Corporal	109,429	
Vibert, Wayne D.	Electronics Technician	82,975	
Virgin, David J.	Staff Sergeant	129,509	
Vogel, Terry T. L.	Service Desk Support Supervisor	72,350	
Von Falkenhausen, Leonhard	Constable	87,871	
Wade, Anthony	Constable	81,368	
Wadsworth, John Paul	Constable	101,530	
Wager, Angie L.	Communications Officer	87,724	
Wagner, Jeffrey W.	Sergeant	120,493	
Walker, John W.	Staff Sergeant	142,665	

See accompanying notes.

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Employee Remuneration - Police Services

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Wall, Todd M.	Sergeant	130,408	
Wallace, David	Constable	100,766	
Wallace, Timothy N.	Corporal	107,689	
Walter, Bradley M.	Sergeant	121,344	
Walton, Murray W.	Sergeant	17,925	48,227
Wang, Xiaoyun Sharon	Systems Analyst	83,826	
Wanke, Christopher D. E.	Constable	113,540	
Ward, Christopher Casey	Corporal	114,289	
Warkentin, Curtis C. W.	Constable	88,256	
Warnar, Curtis	Constable	107,253	
Weir, Ronald A.	Staff Sergeant	128,879	
Weir, Trevor J.	Constable	104,906	
Westaff, Jason	Constable	60,502	
Westerman, Bryant A.	Sergeant	114,553	
White, Zachary	Constable	94,019	
Wiebe, Mitchel	Constable	102,067	
Wiebe, Roger W.	Constable	99,498	
Wilcox, Darren S.	Inspector	157,833	
Wild, Sheri K.	Constable	100,190	
Wilkinson, Jason J.	Corporal	112,999	
Williams, Heather	Evidence Management Clerk	50,897	934
Windjack, Jacy L.	Constable	83,324	
Wolfe, Scott M.	Corporal	119,893	
Wollbaum, Derek J.	Constable	110,543	
Wood, Correy D.	Constable	109,541	
Wooley, Sean A.	Constable	62,100	
Wyatt, Steven R.	Constable	109,084	
Yadlowski, Dean E.	Sergeant	117,609	
Yee, Tony	Corporal	111,123	
Yee, William	Corporal	103,882	
Young, Audra L. A.	Sergeant	113,252	
Young, Brad	Constable	97,740	
Young, Genita Joan	Communications Officer	65,003	
Young, Kyla D.	Corporal	92,479	
Young, Shaun A.	Constable	109,763	
Yum, Alex Y.	Sergeant	128,483	
Zacharuk, Maria	Communications Officer	69,778	
Zacharuk, Corey M.	Inspector	145,666	1,157
Zanni, Reno E.	Automotive Technician	68,966	
Zulyniak, Brittany	Constable	81,374	
Zumstein, Carole A.	Administrative Assistant	53,073	

See accompanying notes.

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Employee Remuneration - Buffalo Pound Water Administration Board For the Year Ended December 31, 2013 (in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Anderson, Aaron E	Relief Operator/Maintenance Person	80,934	
Baron, Lauren A	Laboratory Technician.	71,206	
Barth, Robin M	Laboratory Technician.	70,764	
Berezowski, Eugene	Plant Foreman	100,837	
Boots, Ben	Plant Superintendent	50,680	62,120
Conrad, Daniel	Plant Chemist	121,965	
Drake, Steve	Senior Operator	90,417	
Farago, Keith	Senior Instrumentation Technician.	80,983	
Fradette, Shane G	Regeneration Plant Operator/ Shift Maintenance	79,532	
Friesen, Brian	Senior Operator	88,627	
Gardiner, Heather A	Laboratory Technician.	65,561	
Gullage, Ed	Senior Operator	89,354	
Hanning, Nevin	Regeneration Plant Operator/ Shift Maintenance	82,806	
Hoppenreys, Brian	Senior Operator	89,214	
Huel, Jared A	Journeyman Electrification	72,856	
Johnson, Keith	Journeyman Maintenance	75,917	
Johnson, Ryan C	General Manager	62,299	6,800
Kardash, Blair	Senior Laboratory Technician.	82,015	
Kaytor, James R	Journeyman Maintenance	77,680	
Koch, Kevin	Senior Industrial Mechanic	81,759	
Meili, Shaun	Senior Operator	85,216	
Pollock, Dustin A	Regeneration Plant Operator/ Shift Maintenance	68,674	
Sedgewick, Tim	Plant Engineer	108,165	
Smith, Douglas	Maintenance I	64,832	
Stanhope, Garry	Senior Electrician	89,071	
Sutherland, Jeff	Senior Maintenance	86,942	
Temple, Curtis	Senior Instrumentation Technician.	81,365	
Whittle, Gregory	Laboratory Technician.	72,906	

See accompanying notes.

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Employee Remuneration - Regina Downtown

For the Year Ended December 31, 2013

(in dollars)

Employee Name	Employee Title	Remuneration	
		Regular	Other
Chepil, Chris W	Operations Manager	51,852	1,250
Gibbons, Leasa Dawn D.	Manager of Marketing and Communications	57,699	1,750
Veresuk, Judith C	Executive Director - Regina Downtown	98,741	3,000

See accompanying notes.

Notes to Employee Remuneration

For the Year Ended December 31, 2013

(in dollars)

Note 1

Employee remuneration has been reported in accordance with Subsection 9(a) of *The Cities Regulations*. Employee remuneration has been separately identified as that paid under City Council authority, noted as General Municipal; the Board of Police Commissioners authority, noted as Police Services; Buffalo Pound Water Administration Board and Regina Downtown.

Regina's Warehouse Business Improvement District made no employee payments exceeding \$50,000 from January 1 to December 31, 2013; therefore, the Regulations do not require any employee remuneration information be disclosed.

Note 2

Employee title represents the employment title of the employee as at December 31, 2013 or at date of termination.

Note 3

Information is included for those employees earning in excess of \$50,000. "Other Remuneration" may include vacation credits, sick credits, allowances, membership fees of \$1,000 or greater, and/or amounts paid to an employee upon termination. "Regular Remuneration" includes all remuneration paid other than that included in "Other Remuneration", and includes any remuneration, such as retroactive pay, relating to prior years paid in 2013.

Note 4

Employee travel is no longer required to be reported as Subsection 9(e) of *The Cities Regulations* was repealed on December 17, 2010.

Expenditures

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Expenditures - City of Regina For the Year Ended December 31, 2013 (in dollars)

Payee	General Municipal	Police	Total
101051161 Saskatchewan Ltd	-	331,342	331,342
3572405 Manitoba Limited	511,653	-	511,653
A-1 Rent-Alls Ltd.	97,309	-	97,309
AAA Security	150,262	495	150,757
AAA Striping	494,202	-	494,202
ABB Technology Ltd.	175,155	-	175,155
ABC Central Towing	151,367	5,668	157,035
Acapulco Pools Limited	203,424	-	203,424
Access Communication Co-operative Ltd.	59,833	11,196	71,029
Acklands-Grainger Inc.	447,020	9,297	456,317
ACME Environmental Services Inc.	209,340	-	209,340
ADLO Electric Motor Repair Ltd.	113,207	-	113,207
AECOM Canada Ltd.	6,101,903	-	6,101,903
Air Canada	76,197	43,151	119,349
AirClean Systems Canada	-	77,549	77,549
Alliance Energy Ltd.	422,066	-	422,066
Alliance Pulse Processors Inc.	625,000	-	625,000
Alsport Sales Ltd.	54,960	-	54,960
Anchor Construction Industrial Products	74,457	-	74,457
Andritz Separation Inc.	245,124	-	245,124
Applied Research Associates	146,307	-	146,307
ASL Paving Ltd.	2,539,931	-	2,539,931
Asset Works, Inc.	75,423	-	75,423
Associated Asbestos Abatement	59,850	-	59,850
Associated Engineering (Sask) Ltd.	395,207	-	395,207
AST Corporation	154,234	-	154,234
Atlas Sanitary Sewer Service	48,552	3,747	52,298
Avanade Canada Inc.	235,154	-	235,154
Avante Solutions Inc.	112,115	-	112,115
Baker Transit Parts Inc.	54,017	-	54,017
BASF Canada Inc.	162,435	-	162,435
Batty's Excavating & Trucking Ltd.	279,982	-	279,982
BEA Transit Services Inc.	131,039	-	131,039
Bennett Dunlop Ford	105,442	243,003	348,445
BH Safety Services	109,660	-	109,660
Big Rock Trucking Ltd.	252,355	-	252,355
Black & McDonald Ltd.	261,312	-	261,312
BlairTech Management Inc.	139,856	-	139,856
BLS Asphalt & Landscape Construction	665,485	6,463	671,947
Bobcat of Regina Ltd.	256,676	-	256,676
Boyd Construction Inc.	343,868	-	343,868
Boyd Excavating Ltd.	575,932	-	575,932
Brownlee LLP	79,657	-	79,657

See accompanying notes.

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Expenditures - City of Regina For the Year Ended December 31, 2013 (in dollars)

Payee	General Municipal	Police	Total
BTY Group	58,148	-	58,148
Budget Rent-A-Car	173,091	501	173,592
Buffalo Pound Water	8,174,736	-	8,174,736
Canada Post Corp	622,640	208	622,848
Canada Revenue Agency	148,321	-	148,321
Canadian Bobcat Services	473,691	-	473,691
Canadian Linen And Uniform Service	85,109	10,601	95,710
Canadian National Railways	84,479	-	84,479
Canadian Pacific Railway Company	8,291,406	-	8,291,406
Canadian Tire	47,507	2,997	50,503
Capital Ford Lincoln Inc.	1,075,369	165,885	1,241,254
Capital Petroleum Service Ltd.	62,122	337	62,459
Capital Sewer Service Inc.	977,994	-	977,994
Carlyle & Company	61,765	-	61,765
Carswell Thomson Professional Publishing	39,942	14,858	54,801
Cascadia Sport Systems Inc.	89,080	-	89,080
CDW Canada	63,339	5,296	68,634
Century Vallen	174,483	9,756	184,239
CH2M Hill Canada Ltd.	876,001	-	876,001
Chemtrade West Limited Partnership	809,992	-	809,992
Chieftain Equipment	347,228	-	347,228
City of Brandon	152,741	-	152,741
City of Saskatoon	2,160	81,975	84,135
Clifton Associates Ltd.	247,258	-	247,258
Colliers International Regina	337,118	-	337,118
Commercial Solutions Inc.	80,509	-	80,509
Commissionaires Saskatchewan	233,042	160,674	393,716
Concentra Financial	114,073	-	114,073
Conestoga-Rovers & Associates	64,264	-	64,264
Corix Water Products Limited Partnership	739,455	-	739,455
Crane Canada Ltd.	81,925	702	82,627
Creative Door Services Ltd.	82,189	6,048	88,237
Crestline Coach Ltd.	321,258	-	321,258
CRL Engineering / 101150419 Saskatchewan Ltd.	378,927	-	378,927
Croft Aggregates Limited	1,031,350	-	1,031,350
Crown Enterprises Ltd.	142,650	37,026	179,676
Crown Shred & Recycling	345,205	-	345,205
Cubbon Advertising Concepts	153,219	-	153,219
Cuelenaere, Kendall Katzman & Watson	1,050,000	-	1,050,000
Cummins Western Canada	338,222	3,115	341,337
D G Regan & Associates Ltd.	139,812	-	139,812
Del Equipment Ltd.	111,394	-	111,394
Dell Canada Inc.	269,246	39,258	308,504

See accompanying notes.

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Expenditures - City of Regina For the Year Ended December 31, 2013 (in dollars)

Payee	General Municipal	Police	Total
Dell Financial Services Canada Ltd.	470,234	-	470,234
Deloitte LLP	1,174,523	-	1,174,523
Denny Forbes Construction Inc.	406,688	-	406,688
DFI Corporation	497,415	-	497,415
DLGL Ltd.	70,147	-	70,147
Dundee Development Corp	2,801,572	-	2,801,572
Dundee Realty Corporation	297,123	2,040	299,163
Early's Farm & Garden Centre	160,860	-	160,860
Econolite Canada Inc.	589,373	-	589,373
EECOL Electric Ltd.	331,479	-	331,479
Elite Trenching	83,354	-	83,354
Eljay Irrigation Ltd.	76,773	-	76,773
EMCO Corporation	439,459	-	439,459
Emshay Enterprises Ltd.	228,945	-	228,945
Emterra Environmental	465,206	-	465,206
Envirotec Services Incorporated	54,864	-	54,864
ESRI Canada Ltd.	76,550	1,980	78,530
ESTI Consulting Services	-	200,714	200,714
Express Cleaning Company	50,215	-	50,215
Family Service Regina	98,050	340	98,390
FDM Software Ltd.	61,362	-	61,362
Federated Co-operatives Ltd.	7,081,536	-	7,081,536
Fer-Marc Equipment Ltd.	1,750,809	-	1,750,809
Fer-Pal Construction Ltd.	1,195,909	-	1,195,909
First Bus Centre Inc.	594,073	-	594,073
FirstCanada ULC	3,032,729	196	3,032,925
Fisher Scientific Ltd.	54,292	1,281	55,574
Flocor Inc.	478,802	-	478,802
Focus Corporation Ltd.	96,716	-	96,716
Fort Garry Industries Ltd.	361,146	-	361,146
Fries Tallman Lumber (1976) Ltd.	60,519	-	60,519
Frontline Outfitters Ltd.	213,001	2,663	215,664
Future Quest Consulting	65,000	-	65,000
Gabriel Construction Ltd.	1,026,902	-	1,026,902
Geigers Fence Erectors Ltd.	51,368	-	51,368
Genivar Inc.	147,312	-	147,312
Glentel Inc.	248,317	-	248,317
Golder Associates Ltd.	50,430	-	50,430
Goodyear Canada Ltd.	124,924	-	124,924
Graham Construction & Engineering (1985) Ltd.	4,660,607	-	4,660,607
Grahame, Sophie	-	53,222	53,222
Graham's Tire Service Ltd.	146,374	5,763	152,137

See accompanying notes.

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Expenditures - City of Regina For the Year Ended December 31, 2013 (in dollars)

Payee	General Municipal	Police	Total
Great West Life Assurance Co.	392,834	-	392,834
Greens on Gardiner Development Corp	2,130,758	-	2,130,758
gtechna Canada	53,926	-	53,926
Guardian Traffic Services Ltd.	72,376	1,040	73,416
Guertin Equipment Ltd.	53,916	-	53,916
Harvard Property Management Inc.	75,169	-	75,169
Hawkstone Developments Ltd.	839,715	-	839,715
Hay Group Limited	54,940	-	54,940
HBI Office Plus	2,514	157,230	159,745
HDL Investments Inc.	56,574	-	56,574
Hemson Consulting Ltd.	90,403	-	90,403
Hertz Equipment Rental	140,438	-	140,438
Hibon Inc.	54,200	-	54,200
Hoban Equipment Ltd.	1,957,353	-	1,957,353
Honeywell Ltd.	16,906	61,740	78,646
Hornoi Leasing Ltd.	110,000	-	110,000
Husky Oil Marketing Co	86,256	31	86,287
Hutch Training and Consulting	61,738	-	61,738
IBI Group	203,763	-	203,763
IBM Canada Ltd.	53,672	-	53,672
ICR Commercial Real Estate (Regina) Ltd.	0	249,501	249,501
ILES Electric Ltd.	5,996	54,788	60,783
Impac Canada Co	91,409	-	91,409
Impact Security Group	70,138	-	70,138
Independent Construction Management Inc.	799,503	-	799,503
Infor (US), Inc.	152,275	-	152,275
Information Services Corporation of Saskatchewan (ISCS)	121,094	-	121,094
Inland Aggregates Ltd.	353,376	-	353,376
Innovative Civil Solutions Inc.	1,554,654	-	1,554,654
Insight Canada Inc.	46,537	5,413	51,951
Intergraph Canada Ltd.	-	457,816	457,816
International Transportation Assessment Solutions	65,850	-	65,850
Interprovincial Traffic Services Ltd.	374,487	-	374,487
Iron Max Fitness	187,272	7,235	194,507
J&D Pawliw	170,684	-	170,684
JD Industrial Supplies	55,621	-	55,621
Jordan Asbestos Removal Ltd.	241,574	-	241,574
JR's Welding Ltd.	56,068	-	56,068
Jubilee Ford	-	52,041	52,041
Kal Tire	78,150	26,092	104,243
Kay's Construction Inc.	193,321	-	193,321

See accompanying notes.

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Expenditures - City of Regina For the Year Ended December 31, 2013 (in dollars)

Payee	General Municipal	Police	Total
Ken Dormuth Trucking Ltd.	127,120	-	127,120
KGS Group	59,053	-	59,053
Kleysen Group LP	169,169	-	169,169
KPMG LLP	71,777	-	71,777
Kramer Ltd.	2,005,479	-	2,005,479
Leader Post	304,506	4,554	309,060
Ledcor Construction Limited	273,436	-	273,436
Loraas Disposal Services Ltd.	1,330,756	4,546	1,335,301
LRG Electric	61,167	-	61,167
M D Charlton Co Ltd.	-	131,222	131,222
MacPherson Leslie & Tyerman	26,159	82,924	109,082
Maxim Transportation Services Inc.	259,992	-	259,992
Maxxam Analytics Inc.	79,882	1,425	81,307
McAsphalt Industries Ltd.	62,248	-	62,248
McIntyre & Son Property Maintenance	87,000	-	87,000
McKim Cringan George	1,345,318	-	1,345,318
McNair Business Development Inc.	40,800	14,250	55,050
MDH Engineered Solutions Corp	104,955	-	104,955
Medteq Solutions CA Ltd.	53,100	-	53,100
Mega Tech	-	51,720	51,720
Mercury Earth Coring Ltd.	96,940	-	96,940
Microsoft Licensing GP	39,282	271,380	310,662
Minister of Finance	174,809	45,331	220,141
MMM Group Ltd.	123,244	-	123,244
MNP LLP	77,789	-	77,789
Mocon Construction Ltd.	977,026	-	977,026
Moose Jaw Refinery Partnership	3,340,773	-	3,340,773
Morsky Construction Ltd.	1,446,669	-	1,446,669
Motorola Solutions Canada	121,545	34,610	156,156
Mott MacDonald Canada Ltd.	2,210,512	-	2,210,512
NAI Commercial Real Estate (Sask) Ltd.	355,065	-	355,065
Nelson Environmental Inc.	1,765,800	-	1,765,800
New Flyer Industries Ltd.	50,162	-	50,162
Niche Technology	-	108,000	108,000
North American Rock & Dirt Inc.	266,771	-	266,771
Northern Strands Co Ltd.	120,419	-	120,419
Northern Tree Co. Inc.	180,740	-	180,740
Nova Bus, A Division of Prevost Car Inc.	6,811,950	-	6,811,950
Novell Canada Ltd.	110,514	-	110,514
Oakcreek Golf & Turf Inc.	109,342	-	109,342
Olympic Paving Stone Inc.	81,332	-	81,332

See accompanying notes.

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Expenditures - City of Regina For the Year Ended December 31, 2013 (in dollars)

Payee	General Municipal	Police	Total
Oracle Canada ULC	1,094,380	4,500	1,098,880
Overland Custom Coach (2007) Inc.	166,347	-	166,347
Oxford Libero Consulting LP	297,738	-	297,738
P3Architecture Partnership	354,407	-	354,407
Panasonic Canada Inc.	-	120,345	120,345
Paradise Leisurescapes	332,929	-	332,929
Paradise Pools (Regina) Ltd.	59,552	-	59,552
Pasqua Paving	90,449	-	90,449
Pavement Scientific International Inc.	88,816	-	88,816
Phoenix Auto Parts Ltd.	58,007	13,170	71,176
Pinnacle Towers Canada Inc.	-	52,145	52,145
PlanetClean	60,101	-	60,101
PlanningAlliance	528,495	-	528,495
Playgrounds-R-Us	173,483	-	173,483
Postage By Phone	280,000	-	280,000
Praxis Analytics	62,339	-	62,339
Precision Concrete Cutting Inc.	150,000	-	150,000
Prevost Car Inc.	412,074	-	412,074
Printwest Communications	43,859	7,497	51,356
Provincial Club Towing (1971) Ltd.	124,129	5,420	129,549
R & D Paving & Landscaping	194,913	-	194,913
R. M. of Sherwood No. 159	4,948,760	-	4,948,760
R. Nicholls Distributors Inc.	37,686	49,647	87,334
Radisson Plaza Hotel Saskatchewan	67,527	-	67,527
Ramada Hotel Convention Centre	53,132	2,167	55,298
Re/Max Joyce Tourney Realty	116,858	-	116,858
Receiver General for Canada	7,168,412	2,174,774	9,343,186
Redhead Equipment	1,656,301	-	1,656,301
Regina Exhibition Association Ltd.	2,048,826	12,911	2,061,737
Regina Humane Society Inc.	955,517	-	955,517
Regina Mobile Wash	128,371	-	128,371
Regina Public School Board	405,150	-	405,150
Reliable Heating & Cooling Ltd.	54,312	-	54,312
RJ Tulik Excavating Inc.	1,202,573	-	1,202,573
Rocky Mountain Phoenix	154,757	-	154,757
rSolutions Corporation	354,068	-	354,068
Saskatchewan Government Insurance (SGI)	1,010,495	234,734	1,245,229
Saskatchewan Housing Corporation	51,829	-	51,829
Saskatchewan Urban Municipalities Association (SUMA)	256,723	956	257,678
Saskatchewan Workers' Compensation Board	1,516,218	-	1,516,218
Saskatoon Direct Marketing Services	91,232	-	91,232
SaskBattery	93,207	39	93,246

See accompanying notes.

DRAFT

Expenditures - City of Regina For the Year Ended December 31, 2013 (in dollars)

Payee	General Municipal	Police	Total
Saskcon Repair Services Ltd.	313,674	-	313,674
SaskEnergy	2,315,252	129,715	2,444,967
SaskPower Corporation	9,482,815	259,276	9,742,092
SaskTel	2,242,946	421,569	2,664,515
Second Avenue Ventures	67,100	-	67,100
Shanahan's Building Specialties	205,755	-	205,755
Siemens Canada Limited	54,140	-	54,140
Signal Industries (1998) Saskatchewan Ltd.	109,449	-	109,449
Silverado Demolition	246,600	-	246,600
Site Management Services Regina Inc.	4,770,935	-	4,770,935
Sky Harbour Developments GP Inc.	581,852	-	581,852
Slabmaster Ltd.	350,738	-	350,738
SMS Equipment Inc.	65,953	-	65,953
Souris Valley Industries (1977) Ltd.	64,718	-	64,718
South Country Equipment Ltd. (SCE)	269,422	-	269,422
Southern Coring & Cutting Services	68,273	-	68,273
SPI Health and Safety Inc.	90,149	-	90,149
Spring Service Ltd.	53,308	-	53,308
Standard Life	320,878	-	320,878
Stantec Architecture Ltd.	273,435	-	273,435
Stantec Consulting Ltd.	1,462,370	-	1,462,370
Stoncor Group	59,160	-	59,160
Strategy Corp	98,493	-	98,493
Streamline Contracting Ltd.	13,859	81,469	95,328
Suer & Pollon Mechanical Partnership	175,881	-	175,881
Summerhill Group	73,719	-	73,719
Sunset Memorial & Stone Ltd.	60,000	-	60,000
Supreme Basics	397,165	6,223	403,388
Surf-Tec Corp	90,436	-	90,436
Tantus Solutions Group	-	135,657	135,657
Telax Hosted Call Center	86,327	-	86,327
Tervita Corporation	4,004,560	-	4,004,560
The Canadian Corps of Commissionaires	477,023	198,044	675,067
The Truck Outfitters Inc.	123,135	-	123,135
The Wireless Age	55,732	11,975	67,707
ThyssenKrupp Elevator	47,153	5,682	52,835
Tiger Calcium	51,678	-	51,678
Timothy Schaefer "In Trust"	80,000	-	80,000
Torys LLP	950,544	-	950,544
Towers Watson Canada Inc.	133,610	-	133,610
Trafco (Canada)	58,774	-	58,774
Trapeze Software ULC	121,841	-	121,841
Tristen Hydro-Vac	84,296	-	84,296
Tube City IMS Canada Ltd.	273,062	-	273,062

See accompanying notes.

DRAFT

Expenditures - City of Regina For the Year Ended December 31, 2013 (in dollars)

Payee	General Municipal	Police	Total
Uni-Jet Industrial Pipe Ltd.	1,329,413	-	1,329,413
Unisource Canada Inc.	192,837	3,385	196,222
United Network Payment Solutions	152,103	-	152,103
United Rentals of Canada, Inc.	81,235	-	81,235
University of Regina	238,632	17,921	256,553
Valmont West Coast Engineering Ltd.	51,214	-	51,214
Van Alstine Project Management Inc.	1,213,785	-	1,213,785
W F Botkin Construction Ltd.	1,130,828	-	1,130,828
W/S Refund	164,409	-	164,409
Wajax Power Systems	229,482	-	229,482
Wappel Construction Co. Ltd.	5,207,836	-	5,207,836
Wascana Centre Authority	2,392,562	125	2,392,687
Waxy's Bobcat Inc.	779,032	18	779,050
Weber Supply Company Inc.	193,159	-	193,159
Wesco Distribution Canada Inc.	54,675	-	54,675
Western Specialty Contracting ULC	4,778,003	-	4,778,003
Westjet	42,014	44,895	86,910
Westridge Construction Ltd.	13,517,417	-	13,517,417
Wheaton Chevrolet Hummer	-	158,012	158,012
Wilco Contractors Southwest Inc.	3,356,587	-	3,356,587
William Caruso & Associates Inc.	56,000	-	56,000
Wil-Tech Industries Ltd.	69,446	-	69,446
Winacott Western Star & Sterling Trucks	316,618	-	316,618
Wingert Construction Ltd.	2,554,621	-	2,554,621
Wolseley Waterworks Group	531,426	-	531,426
Woodland Tree Services Ltd.	95,606	-	95,606
Xerox Business Services Canada Inc.	-	63,456	63,456
Xerox Canada Ltd.	-	74,017	74,017
ZW Group of Companies	802,074	-	802,074

See accompanying notes.

DRAFT

Expenditures - Buffalo Pound Water Administration Board

For the Year Ended December 31, 2013

(in dollars)

Payee	Total
Acklands-Grainger Inc.	53,439
Brenntag Canada Inc.	133,608
Chemtrade West Limited Partnership	1,668,012
City of Moose Jaw	384,401
City of Regina	1,071,807
Double K Excavating Ltd.	113,717
EECOL Electric Ltd.	51,782
Fisher Scientific Ltd.	55,280
Hach Sales & Service Canada Ltd.	71,408
Magna Electric Corporation	52,187
Park Derochie Coatings Ltd.	54,715
Receiver General for Canada	106,040
SaskEnergy	473,778
SaskPower Corporation	1,299,409
Spartan Controls Ltd.	58,150
Univar Canada Ltd.	199,063
Watson Advisors Inc.	52,721

See accompanying notes.

DRAFT

Expenditures - Regina Downtown

For the Year Ended December 31, 2013

(in dollars)

Payee	Total
Granite Developments Inc.	121,761

See accompanying notes.

DRAFT

Expenditures - Regina's Warehouse Business Improvement District

For the Year Ended December 31, 2013
(in dollars)

Payee	Total
B-Creative Group	96,649

See accompanying notes.

Notes to Expenditures

For the Year Ended December 31, 2013

(in dollars)

Note 1

Expenses have been reported in accordance with accounting standards and Subsection 9(b) of *The Cities Regulations*.

Note 2

Expenses include all payments over \$50,000 made by the City of Regina during 2013 from the following funds:

- General Operating and Capital Funds
- Water and Sewer Operating and Capital Funds
- Intergovernmental Services Fund

Expenses have also been reported for the Board of Police Commissioners, Buffalo Pound Water Administration Board, Regina Downtown and Regina's Warehouse Business Improvement District.

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Wastewater Treatment Plan Upgrade – Notification of Preferred Proponent

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- JUNE 11, 2014**

That this report be received and filed.

EXECUTIVE COMMITTEE – JUNE 11, 2014

The Committee adopted a resolution to concur in the recommendation contained in the report.

Councillors: Sharron Bryce, Bryon Burnett, John Findura, Jerry Flegel, Shawn Fraser, Bob Hawkins, Terry Hincks, Wade Murray, Mike O'Donnell and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on June 11, 2014, considered the following report from the Administration:

RECOMMENDATION

That this report be forwarded to the June 23, 2014 meeting of City Council for information.

CONCLUSION

The Administration has now completed the evaluation process for the *Regina Wastewater Treatment Plant Upgrade Project RFP 2245*. As a result, EPCOR Saskatchewan Water Partners has been notified that they have been identified as the preferred proponent to work with the City to complete the design, build, finance, operate and maintain (DBFOM) for the wastewater treatment plant (WWTP) upgrade project (the "Project"). The City will now begin working with EPCOR Saskatchewan Water Partners to finalize the contract known as the "Project Agreement". It is anticipated that the City and EPCOR Saskatchewan Water Partners will sign the Project Agreement and complete financial close in July 2014.

BACKGROUND

At the February 25, 2013 meeting of City Council, the DBFOM delivery model for the procurement of the WWTP Upgrade was approved (CR13-26). As part of this approval, City Council authorized the Deputy City Manager of City Operations to:

- prepare and issue a Request for Qualifications (RFQ) to identify short-listed proponents who could deliver the Project;

- award an opportunity to participate in the Request for Proposals (RFP) process to the three highest scoring proponents identified by the RFQ process; and
- prepare and issue a RFP to identify the Preferred Proponent who will deliver the Project.

In addition, City Council also approved the funding (CR13-26) for the DBFOM procurement for the Project. The approval required that the Project receive funding through the P3 Canada Fund.

On October 15, 2013, City Council reassigned the authorities granted to the Deputy City Manager of City Operations in City Council Report CR13-26 to the City Manager or his or her delegate (CM13-12). On October 16, 2013 the City Manager delegated this authority to the Deputy City Manager and Chief Financial Officer, Corporate Services. As a result of organizational change, on January 1, 2014 the City Manager maintained consistent executive leadership through delegated authority to the same individual as the Deputy City Manager and Chief Operating Officer.

On May 14, 2013 the City issued the Project RFQ (No. 2153). During the RFQ process the City of Regina held a Referendum on September 25, 2013 with the question determining the delivery model for the Project. The Referendum supported the February 25, 2013 decision of City Council, and the City was able to proceed with delivering the project through a DBFOM delivery model. The RFQ process was originally scheduled to conclude in July 2013, but was halted during the referendum period, and was concluded on October 16, 2013 with the announcement of the proponent shortlist. The following three proponents, in alphabetical order, were shortlisted in the RFQ process:

- EPCOR Saskatchewan Water Partners;
- Prairie Water Partners; and
- Wascana Environmental Partners.

On October 16, 2013 the City issued the RFP for the Project. The RFP process resulted in selecting the preferred proponent, EPCOR Saskatchewan Water Partners, to deliver the Project. The selection process for the RFP was based on the evaluation of the submissions and the ranking of the financial offers. The proponent whose technical submission met all the technical and financial requirements and provided the financial offer with the lowest total cost on a net present value (NPV) basis was selected as the preferred proponent.

On June 21, 2013, PPP Canada Inc. announced that the Project had been approved for funding under the P3 Canada Fund. The Project would be eligible for the lesser of 25% of the eligible capital costs of the WWTP upgrade, as determined by PPP Canada Inc. or \$58.5 million. On October 16, 2013, the City and PPP Canada Inc. entered into the Conditional Financial Agreement and the Final Financial Agreement on May 26, 2014.

DISCUSSION

The purpose of this report is to inform City Council that through the RFP process a preferred proponent has been selected, and the Administration is working with that preferred proponent, EPCOR Saskatchewan Water Partners, to finalize the Project Agreement and reach financial close for the transaction.

The RFP submission deadline was May 22, 2014. The evaluation team included representatives from the City of Regina, as well as a number of external technical and business advisors. The team evaluated each proponent's design, construction schedule, financial offer, and 28 management plans, including plans for construction, operation, asset management, permitting, and safety.

All proponents met the technical requirements for the Project and all financial offers were within the authority granted by City Council (CR13-26). The lowest NPV financial offer was provided by EPCOR Saskatchewan Water Partners and as a result, it has been identified as the preferred proponent for the DBFOM for the Project. The City will now begin working with EPCOR Saskatchewan Water Partners to finalize the Project Agreement. It is anticipated that the City and EPCOR Saskatchewan Water Partners will sign the Project Agreement and complete financial close in July 2014.

EPCOR Saskatchewan Water Partners includes:

- **EPCOR Water Services Inc.** – EPCOR currently provides services to more than 85 communities across Western Canada. EPCOR specializes in delivering water and wastewater solutions and has over 100 years of experience in water and wastewater system operation and maintenance. EPCOR is a municipally-owned organization with a long history of stable and cooperative relationships with CUPE and other unions.
- **Graham Infrastructure LP** – Graham Infrastructure delivers project services to clients across North America. The company started in Moose Jaw and has a permanent office in Regina.
- **Lockerbie Stanley Inc./ AECON** – Lockerbie Stanley's primary business is management, procurement, construction and commissioning.
- **Stantec** – Stantec is an international, multi-disciplinary architecture and engineering firm.
- **Gracorp Capital Advisors** – Gracorp Capital Advisors provides finance planning, development, financing and long-term asset management services to Canadian infrastructure projects.

EPCOR Saskatchewan Water Partners' proposal included an Early Works option. This option will allow for construction to begin in June with site fencing, road access, site clearing and excavation. This option is intended to maximize the summer 2014 construction season and allow greater certainty in meeting the December 31, 2016 construction Substantial Completion deadline.

The City contracted J D Campbell & Associates as its Fairness Advisor. J D Campbell & Associates monitored the procurement process and has certified that the process was fair, as is required by the City's P3 Policy and *The Regina Administration Bylaw*, No. 2003-69. Refer to Appendix A for this certification.

Next Steps:

- *Financial Close:* During the next eight weeks, the City will proceed to finalize the Project Agreement and related documents with EPCOR Saskatchewan Water Partners. This process will be led by the City of Regina's legal advisor, Torys LLP, and supported by a number of internal and external technical and business advisors.
- *Announcement of Contract Award:* Pending the successful execution of the Project Agreement and financial close, an announcement will be made.
- *Design Development:* Design development is expected to occur throughout the remainder of 2014 and into early 2015 and happen concurrently with construction.
- *Full Construction and Operations Transfer:* Early Works will transition into full construction in August 2014 and EPCOR Saskatchewan Water Partners will be operating the WWTP.

RECOMMENDATION IMPLICATIONS

Financial Implications

The future achievement of financial close will result in a 30 year fixed price contract that is within the project budget for capital construction, and long term operations and maintenance.

Environmental Implications

None related to this report.

Policy and/or Strategic Implications

The procurement process was implemented as is required by the City's P3 Policy and *The Regina Administration Bylaw*, No. 2003-69.

J D Campbell & Associates was contracted as the City's Fairness Advisor to monitor and provide fairness throughout the Project procurement process. The Fairness Advisor has certified that the procurement process was conducted in a fair manner. Refer to Appendix A for this certification.

Other Implications

Legal: Until financial close is achieved, the City remains in an active procurement process. To maintain the integrity of the procurement process, the City cannot share specific information about the process, the proposals received or the outcomes of the evaluation. This information is privileged and confidential and must remain confidential to those involved within the process. A failure to maintain this confidentiality could put the City at risk of a challenge to the process and could result in the proponent's commercially confidential and proprietary information being released publicly.

To mitigate risk, the City of Regina has one spokesperson on the notification of preferred proponent. The City spokesperson is Brent Sjoberg, Deputy City Manager and Chief Operating Officer.

Accessibility Implications

None related to this report.

COMMUNICATIONS

A public announcement on the preferred proponent was made on May 29, 2014. No other details about the preferred proponent or its proposal will be released at this time, as the procurement process remains active until financial close is achieved with the preferred proponent.

DELEGATED AUTHORITY

This report will be forwarded to City Council for information.

Authority was delegated to the Deputy City Manager and Chief Operating Officer to award the contract for the Project to the successful proponent selected by the RFP (CR13-26 & CM13-12).

Respectfully submitted,

EXECUTIVE COMMITTEE



Jim Nicol, Secretary

mrt

APPENDIX A

JD Campbell & Associates

Memo

To: Rob Court
Manager
Environmental Engineering
City of Regina

Regarding: Wastewater Treatment Plant Upgrade RFP # 2145

Introduction

This Memo presents a summary of our findings for the City of Regina Wastewater Treatment Plant Upgrade RFP. In our capacity as Fairness Advisor, we reviewed the communications, evaluations, and decision-making associated with the RFP process with a view to ensuring fairness, objectivity, transparency, and adequate documentation.

The objective of this procurement was to ensure, through a P3 Partnership, that the City of Regina have a modern and effectively operated facility to meet current and future requirements for the treatment of its wastewater. PPP Canada was also a funder for this Design, Build, Finance, Operate and Maintain (DBFOM) infrastructure project. Only the three Proponents that had been successful in a preceding Request For Qualifications (RFQ) were allowed to participate.

Our role, as Fairness Advisor was to review the City's procurement from the creation of the RFP to the selection of the Preferred Proponent. This monitoring entailed:

- Appropriateness of the RFP document from a fairness perspective;
- Consistency of Proponent treatment;
- Adherence of City staff and external advisors to conflict of interest and confidentiality requirement;
- Consistent information to Proponents and monitoring of Proponent meetings;
- Security of proposals and evaluation documents;
- Qualifications of the review teams;
- Objectivity and diligence respecting the submission review and evaluation process;

This Summary is based on our first hand observations of the processes used, a review of the procurement documents and information provided by the Project Team. It was prepared for the staff of the City of Regina. This Summary is, in no manner, to be considered a legal opinion.

Findings

As Fairness Advisor we can attest to the fact that;

- The RFP laid the foundation for a fair and equitable procurement process;

- During the open period, all Proponents were treated consistently and in accordance with the stipulations of the RFP;
- City staff and external advisors adhered to conflict of interest and confidentiality requirement;
- Submission reviews and evaluation were conducted using only the process and criteria stipulated in the RFP.

During the RFP process the following issues were given particular attention:

- **Communication** – The procurement documents were distributed to those who pre-qualified for this opportunity through successful competition in the previous RFQ process. A schedule was provided which identified a series of meetings, site visit and submission dates. The City showed flexibility throughout the process striking a balance between keeping the project on track while allowing consideration of Proponent requests for appropriate time within which to meet requirements.

All pertinent information was posted to an electronic Data Room such that Proponents could have ready access. One Contact person was identified with whom Proponents were to communicate.

- **Proponent Meetings** – A common Proponent Meeting was held along with a series of individual Proponent commercially confidential meetings. The purpose of the Proponent meetings was to receive Proponent feedback on the RFP's Project Agreement and to allow discussion and clarification of technical issues. The approach taken to the management of these meetings was consistent with that which had been defined in the RFP and ensured that no one Proponent received an informational advantage.
- **Site Visits** – Opportunity was provided for Proponents to visually inspect the site. For both Proponent meetings and site visits, Proponents were informed that questions requiring official response needed to be asked in writing.
- **Conflict of Interest** – Project Team members were bound by employment or contract obligation and were required to sign a confidentiality and conflict of interest declaration form. Proponents were also required to declare any such conflicts.
- **Confidentiality and Security of Documents** – Steps were taken to ensure that procurement materials and proposals were kept under lock and key when not in use. To our knowledge, no inappropriate information about the RFP documents, or the evaluations, was communicated to Proponents.
- **Incumbent Advantage** - Due diligence was done to ensure that no vendor had access to confidential information through past association with the City that might have represented an undue advantage. All relevant background and operational information was shared in the Data Room;
- **Full Disclosure** - The RFP and sample agreement, contained full description of deliverables, terms and conditions, evaluation process and background information such that adequate proposals could be created;
- **Consistency of Format** – Wording in the RFP encouraged Proponents to submit their submissions in a like manner to aid consistent evaluation;
- **Submission Review** - As a part of the process, Proponents were required to submit a series of interim submissions. The purpose of these reviews was to ensure the completeness and compliance of Proponent work-to-date with the RFP specifications. Feedback was given on the degree of compliance. No coaching, however, was allowed regarding how any such non-compliance issues should be solved. All Proponents received the same type of feedback.
- **Reserved Rights** – While the reserved rights for the City, as detailed in the RFPs, gave broad latitude to act in an arbitrary manner, our observation of the evaluation process was such that no unfair actions were taken;

- **Evaluator Qualifications** – Project staff provided assurance that members of submission review teams had been selected specifically for the relevance of their expertise.
- **Debriefings** – Provision was made for the debriefing of Proponents.

Outcome

- A Successful Proponent was identified on the basis on having submitted a materially compliant proposal and the lowest price. City staff, at this time, are proceeding with the finalization of the procurement process.
- The City has undertaken an appropriate procurement process that was fair for all proponents.

A handwritten signature in black ink, appearing to read "John Campbell". The signature is fluid and cursive, with the first name "John" and last name "Campbell" clearly distinguishable.

John Campbell
Managing Partner

June 23, 2014

To: His Worship and
Members of City Council

Re: Federation of Canadian Municipalities (FCM) Big City Mayors' Caucus (BCMC)
Meeting, May 29, 2014 and FCM's Annual Conference and Trade Show May 29 – June 2,
2014

RECOMMENDATION

That this report be received and filed.

CONCLUSION

The Federation of Canadian Municipalities (FCM) Big City Mayors' Caucus (BCMC) meeting was held May 29, 2014, immediately preceding the FCM Annual Conference and Trade Show which occurred May 29 until June 2, 2014 in Niagara, Ontario.

The BCMC meeting focused on its continuing priorities, those being infrastructure and housing; in particular, how these priorities have, and continue to be addressed since the 2014 federal budget, as well as next steps in making progress in these areas. With the next federal election occurring in the spring or fall of 2015, it is important to appropriately position the needs and gaps still existing in program and policy details as well as within the federal funding envelope.

BACKGROUND

Infrastructure:

Earlier this year, the Government of Canada announced the framework for the \$47 billion, ten-year (2014 – 2024), new Building Canada Plan (NBCP). The NBCP replaces the Building Canada Fund (BCF), a \$33 billion, seven-year plan, which began in 2007 and expired March 31, 2014.

Cities applauded the announcement of a framework for the new ten-year Building Canada Plan and anticipated consultations would immediately occur. Since that time, however, details slowly emerged, resulting in further questions and gaps observed within the details of the Plan. With these delays and questions still existing, the likely outcome is that the 2014 construction season will be lost in terms of starting construction of any projects.

In addition, with \$210 million in total being available in year one across Canada, many vital infrastructure projects will not be funded due to the volume and costs of projects within Canada that are applicable for funding. With the federal government providing total funding of one-third towards approved projects, the Gas Tax Fund or any other federal government dollars cannot be used or stacked as project contributions, putting further pressure on municipalities to fund infrastructure projects.

Housing:

Much to the disappointment of municipalities and communities across the country, no new funding or renewed commitments towards housing were announced in the 2014 federal budget. The BCMC are not pressing for new funding, just to continue the re-investment of the \$1.7 billion in expiring operating agreements across Canada. Of this \$1.7 billion, approximately \$120 million was allocated for Saskatchewan. In total, these federal government investments account for 80% of the funding for housing.

Although municipalities will continue to work with the provincial, territorial and federal governments, as well as the non-profit and private sector to complement, partner and support policies and programs, there is no willingness on the part of municipalities' to accept primary responsibility for the housing file.

The City of Regina has and will continue to demonstrate leadership on the housing file with the Comprehensive Housing Strategy in 2012, the Mayor's Housing Summit in May 2013 and the Mayor's Housing Commission, implemented late in 2013. To continue the momentum, the City of Regina will host a second Mayor's Housing Summit late in 2014.

DISCUSSION

Infrastructure:

The chart below summarizes the main components of the new Building Canada Plan:

New Building Canada Plan (NBCP)
Ten year plan; five year review
\$2 billion per year plus a 2% index beginning in 2014-15, Gas Tax Fund, permanent
\$900 million – 100% Municipal GST Rebate, permanent
\$14 billion over ten years – new Building Canada Fund (2014 – 2024)
\$1.25 billion over five years – P3 Canada Fund

Eligible projects under the New Building Canada Fund (National Infrastructure Component and Provincial-Territorial Infrastructure Component) will be for the construction, renewal, rehabilitation or material enhancement of infrastructure for public use or benefit. Below is a chart that summarizes the categories:

National Infrastructure Component (\$4 billion over 10 years)	Provincial-Territorial Infrastructure Component (\$9 billion over 10 years)
Highways and Major Roads	Highways and Major Roads
Public Transit	Public Transit
Rail Infrastructure	Disaster Mitigation Infrastructure
Local and Regional Airports	Connectivity and broadband
Port Infrastructure	Innovation (infrastructure at post-secondary institutions that supports advanced research and teaching)
Intelligent Transportation Systems	Wastewater
Disaster Mitigation Infrastructure	Green Energy
	Drinking Water
	Solid Waste Management
	Brownfield Redevelopment
	Local and Regional Airports
	Short-line Rail
	Short-sea Shipping
	Northern Infrastructure (territories only)

New Building Canada Fund (NBCF):

The Fund includes three primary components, as outlined below:

National Infrastructure Component	\$4 billion / 10 years
Provincial / Territorial Infrastructure Component	\$9 billion / 10 years
Small Communities Fund (population under 100,000)	\$1 billion / 10 years

National Infrastructure Component:

The \$4 billion National Infrastructure Component will support infrastructure projects of “national significance” that contribute to Canada’s long-term economic growth and prosperity. Project funding will be determined on its merits (competition based) by the Government of Canada alone, and must meet criteria aimed at promoting program objectives, as well as projects that contribute to Canada’s long-term economic growth and prosperity.

Given the details known to date, eligible projects in the following areas will be considered for approval:

Highways and Major Roads	Marine Port Infrastructure
Public Transit	Intelligent Transportation Systems
Rail Infrastructure	Disaster Mitigation Infrastructure
Local and regional airports	

Federal funding will be capped at one-third of total eligible project costs for traditionally-procured projects, with the exception of traditionally procured projects that involve provincially-owned highways and major roads as well as public transit, which will be cost-shared at up to 50 per cent.

Provincial / Territorial (P/T) Infrastructure Component:

The P/T component will form the core funding for municipal infrastructure projects, with \$9 billion in funding over ten years to support infrastructure projects of national, regional and local significance that contribute to objectives related to economic growth, a clean environment and stronger communities.

Each province and territory will receive a base amount of \$250 million plus a per capita allocation. For Saskatchewan, with \$250 million for base funding, plus an additional \$186,658,080 in per capita funding, this represents a total of \$436,658,080 over the ten year period.

Significant changes have been made to the eligible categories, with the removal of local roads, sport and recreation infrastructure, culture and tourism. These categories have been moved to the Gas Tax Fund. Now included in the P/T category is innovation, which adds post-secondary institutions to the parties eligible for funding.

Eligible projects will be for the construction, renewal, rehabilitation or material enhancement of infrastructure for public use or benefit and must fall under one of the following categories:

Highways and major roads	Connectivity and broadband
Public transit	Brownfield redevelopment
Drinking water	Disaster mitigation infrastructure
Wastewater	Local and regional airports
Solid waste management	Short-line rail
Green energy	Short-sea shipping
Innovation	Northern infrastructure

The NBCF now includes universities and colleges as also competing for federal infrastructure investments. The category of innovation could be a specific category of interest for this group. It is yet unclear how projects in this category will be evaluated and, more importantly, how they will be evaluated alongside provincial / territorial and municipal projects.

Housing:

As noted above, the City of Regina is cognizant of the fact that the primary responsibility for housing resides within the federal and provincial governments; however, there is much the City can do by supporting, partnering and complementing housing initiatives. To this end, in February of 2012, the City of Regina undertook a Comprehensive Housing Strategy (CHS) that formed the basis and platform for the Mayor's Housing Summit that occurred in May of 2013.

Based on Council's recognition of the need to alleviate housing pressures, and using the CHS as the basis and background document, the City's first Housing Summit was held in May of 2013. As a result of a demonstrated need for continued dialogue, the Mayor's Housing Commission was formed and held its first meeting in October of 2013. Since that time, the Commission has provided a strong voice to Council regarding several City of Regina initiatives and pilot programs. As noted above, to continue this momentum, the City will host a second Mayor's Housing Summit later in 2014.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

With the City of Regina's infrastructure deficit at approximately \$2 billion and limited means of collecting revenue, federal government funding is of significant importance.

Due to the above pressures and many unknowns in terms of federal funding, it is important that the City take these factors into account when creating and supporting policies and programs led by the provincial and federal governments.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Mayor Fougere, as a member of the Federation of Canadian Municipalities Big City Mayors' Caucus is involved in collectively raising the profile of housing and infrastructure with national colleagues by way of meetings, news releases and media interviews on these issues and other issues of significance, as necessary.

DELEGATED AUTHORITY

None necessary, as this report is to be received and filed.

Respectfully submitted,



Sheila Harmatiuk,
Manager of Government Relations
Governance and Strategy

Respectfully submitted,



Michael Fougere,
Mayor

June 23, 2014

To: His Worship the Mayor
and Members of City Council

Re: Housing Statistics Update

RECOMMENDATION OF THE MAYOR'S HOUSING COMMISSION – MAY 15, 2014

This report be received and filed.

MAYOR'S HOUSING COMMISSION – MAY 15, 2014

Jennifer Barrett, Senior Planner, made a PowerPoint presentation, a copy of which is on file in the City Clerk's Office.

The Commission adopted the following resolution:

1. That this report be forwarded to City Council for information; and
2. That the PowerPoint presentation received at the meeting be attached as an appendix to this report.

Councillors: Bryon Burnett and Barbara Young; Robert Byers, Terry Canning, Blair Forster, Tim Gross and Malcolm Neill were present during consideration of this report by the Mayor's Housing Commission.

The Mayor's Housing Commission, at its meeting held on June 12, 2104, considered the following report from the Mayor's Housing Commission:

RECOMMENDATION OF THE MAYOR'S HOUSING COMMISSION - MAY 15, 2014

This report be received and filed.

MAYOR'S HOUSING COMMISSION – MAY 15, 2014

Jennifer Barrett, Senior Planner, made a PowerPoint presentation, a copy of which is on file in the City Clerk's Office.

The Commission adopted a resolution that:

An edited version of this report be forwarded to the public session of the June 12 meeting of the Mayor's Housing Commission for information.

Mayor Fougere; Councillors: Bryon Burnett, Bob Hawkins and Barbara Young; Robert Byers, Blair Forster and Malcolm Neill were present during consideration of this report by the Mayor's Housing Commission.

The Mayor's Housing Commission, at the **PRIVATE** session of its meeting held on May 15, 2014, considered the following report from the Administration:

RECOMMENDATION

That this report be received and filed and remain permanently closed.

CONCLUSION

This report provides an overview of the City of Regina's housing statistics covering periods from the past two censuses in 2006 and 2011 as well as annual Canada Mortgage and Housing Corporation (CMHC) data on housing. A high level summary of housing data is provided herein as well as an analysis of the data using the Strengths, Weaknesses, Opportunities and Threats (S.W.O.T.) method for assessing Regina's housing situation. This report will be accompanied by a presentation providing data sets, charts and graphs to better illustrate the information provided.

In general, the housing situation in Regina has improved significantly over the past five years with more housing starts each year and more purpose-built rental units entering the market annually. Vacancy rates have started to rise and prices have started to level after substantial increases between 2006 and 2013.

However, there is still work to be done in order to meet the goals of the Comprehensive Housing Strategy (CHS) and the policy objectives of the Official Community Plan (OCP). Increasing home prices threaten the opportunity for homeownership for many families and the increase in costs of both homeownership and rental units has impacted the City's most vulnerable households. In addition, while the diversity of housing that has entered the market in the past few years has helped to provide housing choice for households based on neighbourhood and housing preference, there is still a greater need for new housing development in proximity to necessary services and amenities including schools, employment opportunities, commercial and retail services, as well as access to public transit, to create complete communities.

BACKGROUND

The Mayor's Housing Commission began in October 2013 to provide overall guidance on the Comprehensive Housing Strategy and its implementation. Since the inception of the Mayor's Housing Commission, Administration has provided an overview of implementation of the CHS to date as well as some high-level data on housing starts and the City's Housing Incentives Policy. Administration has continued to gather and compile housing data from various external sources as well as data from internal branches of the City. Data provided herein will offer a more in-depth, citywide look at housing data with a focus on trends over the past eight years as well as year end data from 2013.

Administration continues to monitor and track the housing situation on an on-going basis. Therefore updates to information will be provided quarterly or semi-annually to the Mayor's Housing Commission as new information is made available and is analyzed.

DISCUSSION

Below is a high-level summary of the most recent data, as well as an analysis of the data in terms of challenges and opportunities, followed by a list and description of some of the additional data being collected by Administration that will be presented to the Mayor's Housing Commission throughout the year as data is made available and analysis is completed. Data presented here has been gathered from a number of sources including Statistics Canada 2006 and 2011 Census of Canada information, CMHC annual and monthly reports and internal data collected by the Neighbourhood and Long-Range Planning Branches, Building Standards Branch, and Assessment, Tax, and Real Estate Department.

Summary of data

- The City of Regina has grown by approximately 4,500 people annually in the past five years. While growth is expected to continue, it is not expected to exceed the average of the past five years and may decrease slightly. It is projected that Regina's population will reach 300,000 by 2038, which reflects an annual population growth rate of 1.5 percent.
- One and two-person households make up 64 percent of the households in Regina yet 67 percent of our housing stock is single-detached homes and 64 percent of dwelling units have three or more bedrooms.
- Although a small part of the overall household composition (2.5 percent), households of six or more persons grew by 35 percent (520 households) in Regina between 2006 and 2011. Households may include individuals who are not family members but who reside together.
- Residential starts and rental starts have increased dramatically in the past five years reaching a high of 3,122 total units and 746 rental units in 2013; 240-280 of these were in the Census Metropolitan Areas (CMA) outside of the City of Regina.
- Increases in housing starts including increased construction of purpose-built rental units have kept pace with growth and have helped to increase the rental vacancy rates; the fall 2013 vacancy rate reached 1.8 percent – the highest since 2007.
- In 2013, the proportions of rental and ownership unit starts among all starts were 24 percent and 76 percent respectively; this is a significant change from an eight-year average (2006-2013) of 11 percent rental to 89 percent ownership unit starts. Approximately 31 percent of Regina households rent their home.
- Rental rates have increased substantially since 2006 when the average rent for a two-bedroom apartment was \$619; in 2013, the average rent was \$1,018 – an increase of 64 percent. With increased rental unit supply, the yearly percentage rate change was 4 percent from 2012 to 2013 compared to a high of 14 percent yearly change between 2007 and 2008.
- The number of secondary rental units including houses, condominium, suites within houses and two-unit buildings has grown by approximately 2,400 units in the past five years. Although these units are not captured in the vacancy rate, they provide rental units

to the more than 24,000 households who rent based on Census data. During this same period, approximately 1,900 purpose-built rental units were added to the market.

- Secondary suites and small rental buildings have increased in the City with funding from the provincial Secondary Suite Program (responsible for 140 new suites from 2008 – 2013) and a tax exemption from the City for two-unit rental buildings.
- Home prices in Regina averaged \$316,606 for 2013. Although this is below the average price of a home in most major western Canadian cities (with the exception of Winnipeg), home prices increased in Regina by 140 percent between 2006 and 2013 – a greater rate of increase than houses in Edmonton, Calgary, Saskatoon and nationwide.
- With an increase in home prices, homeownership has become more difficult for households in Regina to achieve. Capital incentives have helped to provide homeownership opportunities to households that meet provincial income requirements, yet households in the median income for Regina may struggle to afford the median home.
- Capital incentives for affordable and below market units have continued to increase year over year with a total of 168 units receiving City incentives in 2013. This is expected to hold true for 2014. In the past, the majority of incentives have gone to rental units; however in 2012 and 2013 more ownership units received capital grants for the creation of below market and affordable homeownership units sold to income-eligible households.
- Tax exemptions for purpose-built rental units have also continued to increase reaching a high of 454 units for exemptions in 2014. The provincial Rental Construction Initiative (RCI) among other provincial programs has helped encourage and fund purpose-built rental units by providing a grant to match the City's tax exemption up to \$5,000 per unit.

SWOT Regina housing market and Comprehensive Housing Strategy alignment

Using data available, Administration has evaluated housing in Regina, identifying the strengths, weaknesses, opportunities and threats to a healthy housing market. The tools for addressing the threats and opportunities based on the strategies of the Comprehensive Housing Strategy (CHS) have been noted in the Policy Implications section below.

Strengths:

- Increased housing starts have increased the available rental housing and offered more housing diversity (including a variety of ownership options) especially in 2012 and 2013.
- Development is keeping pace with growth and helping to increase the vacancy rate.
- Rental rates are continuing to increase but the yearly percentage change has decreased substantially (+4 percent between fall 2012 and fall 2013, compared to +14 percent year-over-year for 2007-2008).
- Administration has estimated that another 350-375 units under construction were not counted in the last (fall) vacancy rate. Therefore the rate is expected to climb to 2.1 percent or more for spring 2014.
- Uptake in the City's Housing Incentives combined with the provincial Rental Construction Initiative have increased purpose built rental unit completions from approximately 200 per year for 2010-2013 to more than 450 in 2014.

- Small-scale infill housing including duplexes and rental homes with a secondary suite have dispersed new units throughout the city, adding rental units and additional density to neighbourhoods incrementally.
- Given the number of new condominiums being built (from 249 units in 2006 to just over 1,000 condominium units per year in 2012 and 2013), the threat of conversion of rental units to condominiums is less likely to occur even at a 3 percent vacancy rate. An increase in condominium construction has also provided additional and more diverse home ownership options.
- The City's Housing Incentives Policy has continued to provide more opportunities for first time home buyers to achieve home ownership and has added more affordable and below market rental units to the market.
- The majority of capital incentives have gone for infill developments (73 percent since 2006). Thus capital incentives have increased affordable and below market rental and homeownership in established neighbourhoods, which means that households in these areas have access to a range of amenities.

Weaknesses:

- The majority of households in Regina are one and two-person households, yet the majority of housing is single-detached homes with three or more bedrooms. This creates an affordability gap as the size and type of homes does not meet the needs of smaller households.
- Half of the rental units in the city are in the secondary rental market (ownership units such as houses or condominiums being rented), which are more vulnerable than purpose-built rentals in that they may revert to being owner-occupied.
- Administration is constantly working on improving access to data from other branches in the City Administration as well as external sources. Issues such as changes in Census data collection (voluntary vs. mandatory reporting) as well as changes in information collected by various branches create some challenges in comparing data across periods of time. Similarly, because some data sets (Census) are only collected every five years, and not released until 12-18 months after collection, they are quickly outdated during periods of significant growth and change. Administration has been working closely with other branches to refine data collection and find alternative sources of data available on a more frequent basis.
- Due to the time required to consult with stakeholders, revise policies and communicate policy changes, the length of time between policy-making to adjust to new conditions, and policy implementation, can be significant.

Opportunities:

- New households moving to Regina may have different housing needs, primarily a need for smaller units close to services and transportation as well as a need for units that can accommodate extended families. More diversity and flexibility in new unit types will be important to addressing the changing needs of households as will housing that is close to services and transportation to create more complete neighbourhoods. Communication with stakeholders will be important to understanding housing needs as they evolve.
- With ownership units making up a larger percentage of units receiving capital incentives in recent years, more households have been able to achieve homeownership than if City and provincial programs for affordable ownership did not exist.

- This movement of households through the housing continuum helps households to achieve housing stability and also frees up rental units. Continued investment in affordable homeownership will be important to maintain a balance in the housing continuum; a variety of homeownership options will also be important.
- As the housing market improves, policies and programs should continue to focus on the development of additional below market and affordable rental units to address the housing needs of the City's most vulnerable populations.

Threats:

- As rental unit numbers increase, substandard rental units are expected to come off the market. While this may increase the overall quality of rental housing, older units may be at risk of being lost due to disrepair or redevelopment pressure. Since many of the older units are in established neighbourhoods, rental units lost may be the most affordable as well as those located close to services and transit. It will be important to encourage the retention of these older units for the long-term.
- Secondary rental units (ownership units such as condominiums and houses being rented) address rental demand. However, they are often more expensive and can be sold as ownership units based on market demand. The fluctuation of these units can lead to the displacement of households who depend on this housing stock (especially families who require larger units).
- The development of below market and affordable units in greenfield areas, although contributing to housing diversity throughout the city, creates challenges in some locations due to a lack of public transit or nearby services and amenities. This situation may negatively impact housing affordability due to increased transportation costs and other costs related to meeting a household's everyday needs.

On-going research and housing data updates.

In addition to the information provided herein, Administration has several data collection and research projects on-going as they relate to the implementation of the Comprehensive Housing Strategy. A complete list of the CHS strategies is included in Appendix A. Information will be brought forward to the Housing Commission at subsequent meetings on the following topics:

1. **Vacancy rates and rental unit count.** Vacancy rates reported by year are provided for the period of 2006-2013. With the release of the spring Rental Market Report in June of 2014, Administration will provide a more in-depth look at rental vacancy rates including changes in rates, rental unit creation and location, areas of the city with the most rental units, and areas with high vacancies. Once the spring vacancy rate is announced, Administration will also revise its estimates on the required number of new units to reach a three percent vacancy and to assess if we are on target to reach this goal by 2017 or even before. This data will touch on a number of recommendations within the CHS including *Strategies 1, 6, 10, 16 and 17*.
2. **Residential building permits.** Administration will provide a brief analysis of new residential building starts in 2013 by location and type. This work relates to *Strategies 10, 16, 17 and 29* in the CHS.
3. **Housing condition.** Administration has been collecting internal data from several branches throughout the City to gauge how we collect data related to the quality and condition of housing, especially rental housing units. Census data also identifies the percentage of rental units in the City that are in need of major repair. Once data is compiled and analyzed, it will be examined to understand the level of knowledge about the condition of residential

buildings and to assess the most vulnerable situations. This work relates to *Strategies 11, 12, 13 and 14* in the CHS.

4. **Housing vulnerability and special housing types.** Several of the strategies in the CHS (*Strategies 2, 6, 9, 19, 20, 21, 27, 28 and 35*) address the need for diverse housing options to meet the needs of those with specific needs. Further, several strategies address the need to work closely with federal and provincial agencies to meet the housing needs of the City's most vulnerable populations. Data is being compiled and evaluated on core housing need (households spending more than 30 percent of income on housing), as well as special housing types including social housing units, seniors housing and special care homes. This data will be presented to show needs and trends among this segment of the population.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

Data collected and presented herein is done so to track the housing market and to provide information used to adjust and implement the strategies of the Comprehensive Housing Strategy (CHS). In addition to the strategies noted above with future housing data updates, the data provided relates to the following strategies:

Strategy 1: Refine current property tax and capital incentives to target the issue of insufficient supply of rental and affordable housing. Continued tracking of the City's housing incentives and their effect on the housing market can help to address issues of supply and demand. Currently, housing incentives in the form of tax exemptions are provided to encourage the creation of additional purpose-built rental units and affordable ownership units. Capital grants are provided for below market and affordable rental and ownership units.

Strategy 2: Leverage the City's land assets to increase the supply of rental, affordable and special needs housing, promote the diversity of housing, and support the creation of complete neighbourhoods. Data has shown the need to continue to provide affordable housing within existing neighbourhoods. Two City-owned infill sites were sold in 2013 to non-profit housing providers for affordable rental development (19 new units total). Three infill sites were sold for the development of affordable ownership units (3 units total).

Strategy 3: Foster the creation of secondary suites. Data has shown an increase in the construction of two-unit buildings throughout the city as well as the addition of secondary suites to new or existing homes to provide more rental units within neighbourhoods. To encourage this, tax exemptions have been added to the Housing Incentives Policy for an owner-occupied home with a new secondary suite (25 percent exemption). A pilot project for laneway suites as an alternate form of secondary suites is also underway.

Strategy 9: Advocate to federal and provincial governments for additional support for rental, affordable, and special needs housing. Provincial programs including the Rental Development Program and the Rental Construction Initiative have helped to fund and encourage purpose-built rental development. Headstart on a Home was created to provide financing for the development of entry-level homeownership units. The Secondary Suite Program is responsible for the creation of 140 new secondary suites since the program began in 2008. Administration meets quarterly with Saskatchewan Housing Corporation to discuss housing issues and alignment of provincial and city policies and programs.

Strategy 10: Monitor changes to the existing rental housing stock. The tracking of housing in Regina including existing residential units, change in residential unit types, new residential starts as well as rental rates and home prices is used to evaluate the effectiveness of the Housing Incentives Policy and the need for subsequent revisions as well as other measures that may be taken by the City to improve housing affordability and supply.

Strategy 15 - Revised Strategy (October 2013): Foster the creation of diverse and economical rental accommodations. The data on household types suggests that our housing stock does not address the housing needs of smaller households of one and two persons. This data provides evidence for the need for more small accommodations with a mix of both rental and ownership options.

Strategy 16: Facilitate the creation of additional apartment units through changes to the Zoning Bylaw. We have seen an increasing number of multi-unit buildings constructed on greenfield sites due to the affordability and availability of land. Additional density to existing neighbourhoods will be important to addressing the need for more housing diversity throughout the city and in proximity to services and transit. This parallels the policy objectives of the OCP.

Strategy 17: Establish policies in the Official Community Plan that specify housing targets; an intensification target; and a rental housing vacancy rate target. Housing development and location are being tracked and monitored as part of the implementation of the CHS and OCP. Tools such as the Housing Incentives Policy and infill development will be important to achieving the goals of the CHS and OCP. The rental vacancy rate is also being monitored with the goal of three percent vacancy by 2017; both provincial and City incentives are focused on increasing rental supply to achieve this.

Strategy 26: Support a community outreach initiative to demonstrate the benefits and opportunities of increased density and diversity. The data collected, especially as it relates to the City's housing incentives, supports the need for housing on infill sites. Both market rental units and affordable and below market housing are being constructed in larger proportion on the outskirts of the city.

Other Implications

None with respect to this report.

Accessibility Implications

Several strategies within the CHS focus on increasing housing supply and diversity for individuals with special needs. Accessible units are encouraged as part of the City's Housing Incentives Policy.

COMMUNICATIONS

Administration continues to work with the Communications Branch to inform stakeholders of housing programs and information. Several of the strategies from the CHS will involve public engagement as outlined in the Housing Strategy Implementation Plan approved by Council in June 2013.

DELEGATED AUTHORITY

The Mayor's Housing Commission has the authority to seek, gather and research information that will assist in providing overall guidance in the implementation of the Comprehensive Housing Strategy.

Respectfully submitted,

MAYOR'S HOUSING COMMISSION



Elaine Gohlke, Secretary

APPENDIX A

SHS STRATEGIES – as per Consultant’s Comprehensive Housing Strategy - Final Report

- Strategy 1:** Refine current property tax and capital incentives to target the issue of insufficient supply of rental and affordable housing:
- Strategy 2:** Leverage the City’s land assets to increase the supply of rental, affordable and special needs housing, promote the diversity of housing, and support the creation of complete neighbourhoods
- Strategy 3:** Foster the creation of secondary suites
- Strategy 4:** Establish an interim innovative affordable housing rezoning policy that allows for consideration of rezoning applications immediately in specific existing residential or mixed use areas
- Strategy 5:** Develop policies to support the use of alternative development standards
- Strategy 6:** Implement a policy and process to fast-track affordable housing and special needs housing developments through the planning approval process
- Strategy 7:** Work with the Regina Regional Opportunities Commission to encourage major new developments/investments to prepare a housing plan
- Strategy 8:** Permit density bonusing and transfer of development rights with an aim of increasing the supply of affordable and special needs housing
- Strategy 9:** Advocate to federal and provincial governments for additional support for rental, affordable, and special needs housing
- Strategy 10:** Monitor changes to the existing rental housing stock
- Strategy 11:** Promote and assist landlords and others in accessing existing Provincial housing repair funding
- Strategy 12:** Advocate to the federal and provincial governments for additional support for the retention and regeneration of the existing housing stock
- Strategy 13:** Develop a strategy for improving compliance with safety and property maintenance standards
- Strategy 14:** Explore the option of developing a Regina rental housing repair initiative that involves a revolving fund to provide loans for affordable rental housing repair, and exemptions on incremental taxes due to the repairs/improvements
- Strategy 15:** Revised Strategy (October 2013): Foster the creation of diverse and economical rental accommodations
~~Foster the creation of temporary rental housing and rooming houses/ single room occupancies~~

- Strategy 16:** Facilitate the creation of additional apartment units through changes to the Zoning Bylaw
- Strategy 17:** Establish policies in the Official Community Plan that specify housing targets by type/density, tenure, and affordability; an intensification target; and a rental housing vacancy rate target
- Strategy 18:** Strategy removed. ~~Add a policy to the Official Community Plan that neighbourhood level plans identify target percentages for different housing types and forms within the neighbourhood~~
- Strategy 19:** Encourage the creation of accessible housing through Official Community Plan policy changes
- Strategy 20:** In the Official Community Plan permit housing for persons with special needs, through a range of housing types, in all residential land use designations
- Strategy 21:** Add a policy to the Official Community Plan to consult and work with Aboriginal groups to develop affordable housing
- Strategy 22:** Add a policy to the Official Community Plan to formalize the city's policy of discouraging down zoning to support an increased diversity of housing options
- Strategy 23:** Define attainable and affordable housing in the Official Community Plan
- Strategy 24:** Define an adequate land supply in the Official Community Plan
- Strategy 25:** Develop and promote prototypes and pilot initiatives of innovative housing forms
- Strategy 26:** Support a community outreach initiative to demonstrate the benefits and opportunities of increased density and diversity
- Strategy 27:** Continue to support housing and homelessness initiatives through the Community Investment Grants Program and identify ways to allocate funding for maximum community impact
- Strategy 28:** Continue to play a lead role in the federal government's Homelessness Partnering Strategy by preparing the Community Plan to Address Homelessness
- Strategy 29:** Strengthen Official Community Plan policies related to encouraging a mix of land uses, walkable neighbourhoods, and access to public transportation
- Strategy 30:** Support the redevelopment of brownfields, greyfields and bluefields for affordable housing development
- Strategy 31:** Prepare an implementation plan for the Comprehensive Housing Strategy and annual reports to monitor achievements and outline annual work plans
- Strategy 32:** Consolidate the City's housing functions, build the capacity of staff related to housing, and dedicate staff time to housing facilitation

- Strategy 33:** Prepare educational materials and engage in educational outreach about the full range of housing and related funding programs available in Regina
- Strategy 34:** Update data in the Comprehensive Housing Strategy when the full 2011 Statistics Canada Census data is released, and adjust strategies as required
- Strategy 35:** Play a lead facilitation role in establishing and coordinating a housing and homelessness coalition of community stakeholders as a way of coordinating collaboration, engaging stakeholders, and obtaining advice
- Strategy 36:** Over time update long-range planning documents to be consistent with the Comprehensive Housing Strategy

June 12, 2014

Housing Data: Statistics and Trends

Mayor's Housing Commission

Housing Data Update

2011 Household Census data

- Population and population growth
- Household makeup
- Dwelling unit types

CMHC Housing starts and vacancy rate data (2006 – 2013)

- New residential starts by tenure and intended market
- Secondary rental market
- Vacancy rates

Housing Incentives Policy

- Tax and Capital Incentives – tenure, location and impact



Population, Growth, Households and Tenure

- 2013 Population for City of Regina: 211,201
- 2013 Population CMA: 232,090
- Difference between City and CMA: 20,889
- 2011 Census Total households (City): 79,610
- Rental households: 24,495 (31%)
- Ownership households: 55,120 (69%)*
- Average household size: 2.4 persons
- Average five-year growth rate (2009-2013): 2%
- Projected future growth rate: 1.5%

CMA (Census Metropolitan Area) equals City of Regina plus White City, Pilot Butte, Lumsden, Balgonie, Regina Beach, Grand Coulee, Pense, Buena Vista, Edenwold, Disley, Belle Plaine, Sherwood and Lumsden Beach

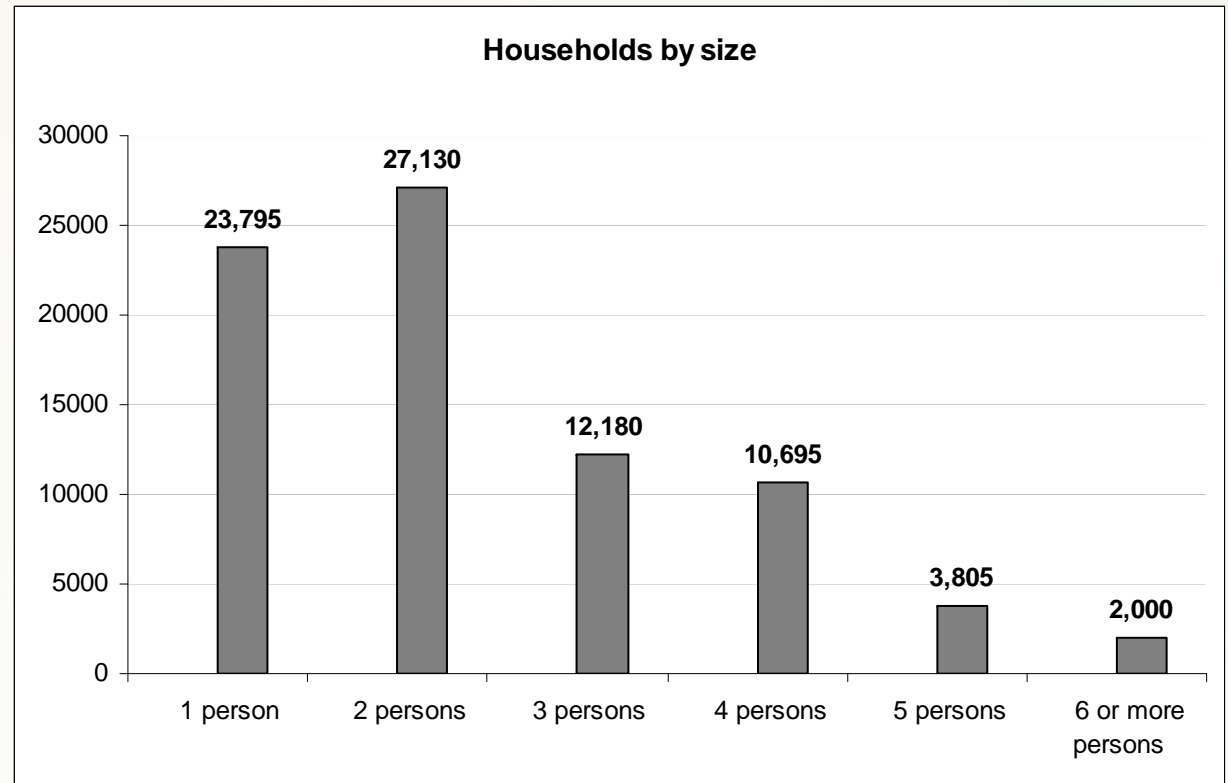
** Due to changes in data collection from mandatory to voluntary reporting, the percentage of rental households is likely higher than reported in 2011 Census. In 2006, the percentage of households renting their home was 32%, and 33% in 2001.*

City of Regina Population		
Year	# of People	Yearly Change
2005	183,675	--
2006	183,975	300
2007	186,290	2,315
2008	189,016	2,726
2009	193,184	4,168
2010	196,989	3,805
2011	201,085	4,096
2012	207,075	5,990
2013	211,201	4,126

Source: Statistics Canada postcensal estimates for Regina CMA, adjusted for the city proper.

Household Makeup

- One and two-person households make the largest majority, totalling 50,925 or 64% of all households in the City of Regina.
- Despite this household composition, 67% of housing in Regina is single-detached homes and 64% of dwelling units have 3 or more bedrooms.



Source: Statistics Canada, Census of Canada 2011

Household Makeup

- Two-person households grew the most in terms of numbers of new households.
- The number of large households (6 or more persons) grew by 35%, adding 500 new 6-person households from 2006-2011*.
- In total 5,340 new households were added between 2006-2011.

Household Growth and Size 2006-2011 City of Regina				
	2006	2011	Increase 2006-11	Percentage increase (2006-11)
1-person households	22,760	23,795	1,035	4.5%
2-person households	25,215	27,130	1,915	7.7%
3-person households	11,415	12,180	765	6.9%
4-5 person households	13,395	14,500	1,105	8.2%
6-or-more person households	1,480	2,000	520	34.7%
Total	74,800	79,605	5,340	

Source: Statistics Canada, National Household Survey 2011 and 2006

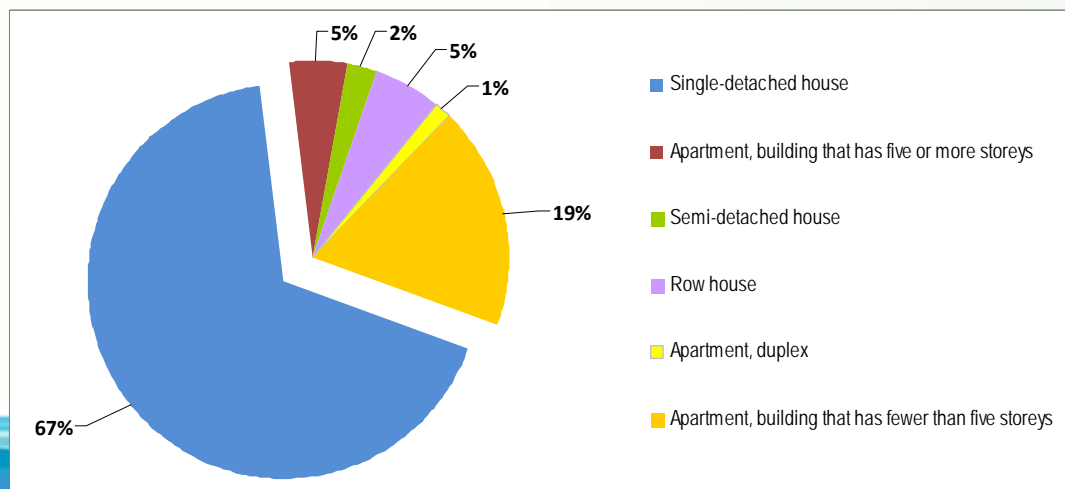
* Households may include non-family members who share a dwelling unit.

Housing Stock by Type

- In 2011 the total number of private dwellings in Regina was 79,615.
- Majority of dwellings in Regina are single-detached houses, making up 67% of housing stock.
- Apartment buildings of less than five storeys make up nearly 20% of our housing stock including rental units and multi-unit condominiums.
- Duplexes and semi-detached houses make up 3%. This number increased slightly in 2012-2014.
- Since 2011, another 5,500 units have been added bring the total to just over 85,000 in 2013.

Private dwellings by type	79,615	
Single-detached house	53,625	67%
Apartment with fewer than five storeys	14,595	18%
Row house	4,355	5%
Apartment, building that has five or more storeys	3,805	5%
Semi-detached house	1,970	2%
Apartment, duplex	1,095	1%

Source: Statistics Canada, Census of Canada 2011

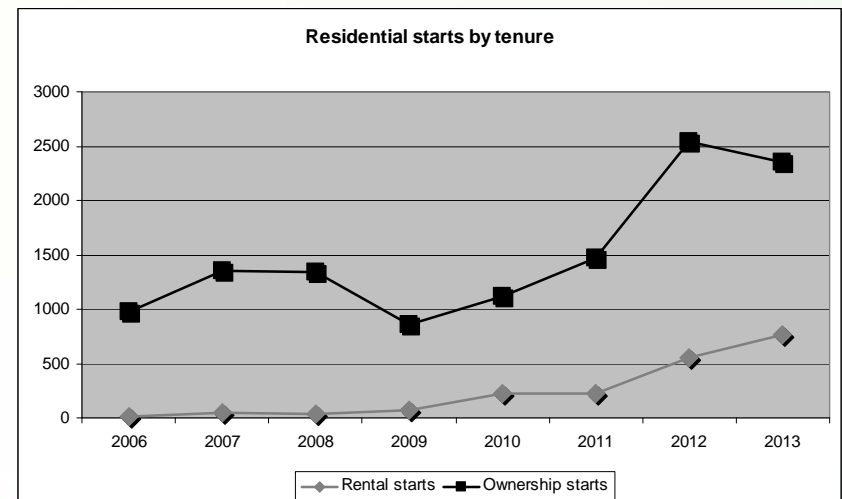


Residential Starts by Tenure

- Residential starts have increased every year since 2006 with the exception of 2009.
- Comparing Census years, a total of 5,340 new households were added 2006-2011. During this time there were just over 6,000 new residential starts in the city.
- Although ownership units are still the majority of units built, rental units have continued to increase.
- Starts for CMA outside of the City were 240 - 280, the highest of which was 88 starts in White City. 16 of these units were multi-unit starts, none were recorded as purpose-built rentals.

Residential starts by tenure (CMA)

	Rental starts	Ownership starts	Total
2006	8	978	986
2007	48	1350	1398
2008	39	1336	1375
2009	70	860	930
2010	226	1121	1347
2011	218	1476	1694
2012	552	2541	3093
2013	764	2358	3122



Source: Market Analysis Centre Housing Now Regina CMA and Housing Outlook Reports

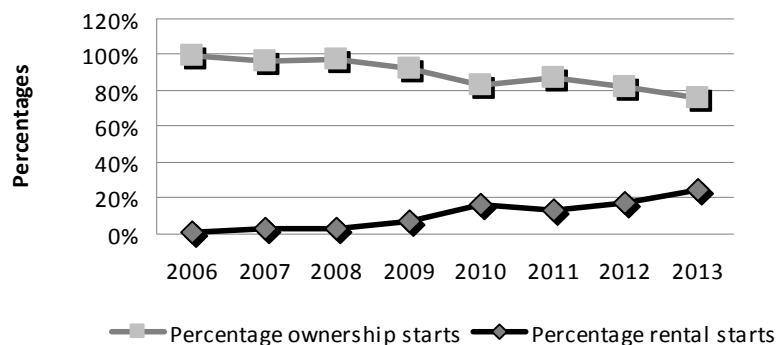
Residential Starts by Tenure

- There has been a dramatic shift in the split of rental to ownership starts, from a 1 to 99 per cent rental to ownership split in 2006 to a 24 to 76 percent split in 2013.
- If we account for starts in the City only, the percentage of rental units out of total starts increases to 26.5%.
- The percentage of rental to ownership unit starts in 2013 more appropriately represents the split of renters to owners, reported as 31% to 69% in the 2011 Census.

Starts by percentage of tenure (CMA)		
	Rent	Own
2006	1%	99%
2007	3%	97%
2008	3%	97%
2009	8%	92%
2010	17%	83%
2011	13%	87%
2012	18%	82%
2013	24%	76%

Source: Market Analysis Centre Housing Now Regina CMA and CMHC Housing Outlook Reports

Percentage of residential starts by tenure



Residential Starts by Tenure and Type (forecasts)

- Total residential starts are expected to decline by 15% or more in 2014-2015 compared to 2012 and 2013.
- For January - May of 2014, residential starts were down by 35% compared to the same period of 2013.
- Based on starts for 2014 for January – May, multi-unit starts have increased as a percentage of overall starts.

** Rental start estimates are based on approvals and permits, and are updated on on-going basis.*

*** Updated with May 2014 data.*

Residential starts by tenure (CMA)

	Rental starts	Ownership starts	Total
2013	764	2358	3122
2014 (forecast)	450-500*	2200-2150	2650**
2015 (forecast)	400-450	2130-2180	2580

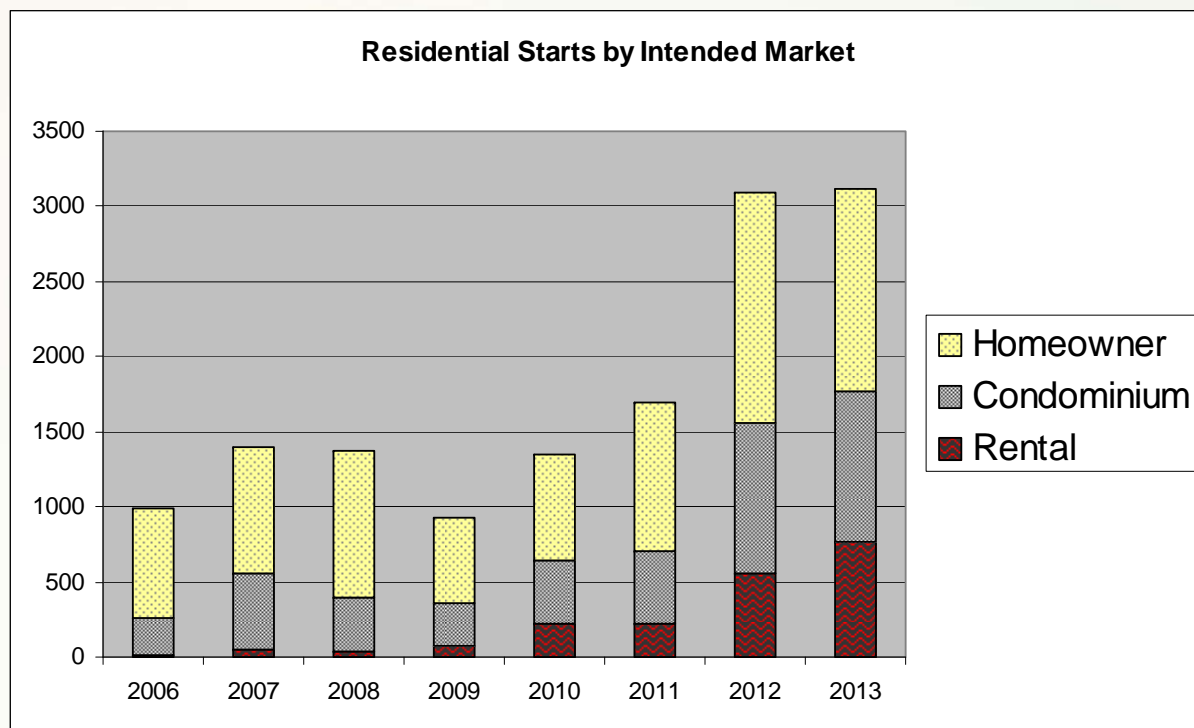
Residential starts by type (CMA)

	Single-detached	Multi-unit	Percentage of multis
2013	1349	1876	60%
2014 (Jan – May)	281	496	64%

Source: CMHC Housing Market Outlook Reports for Regina CMA. May 2014 Housing Starts in Regina.

Residential Starts by Intended Market

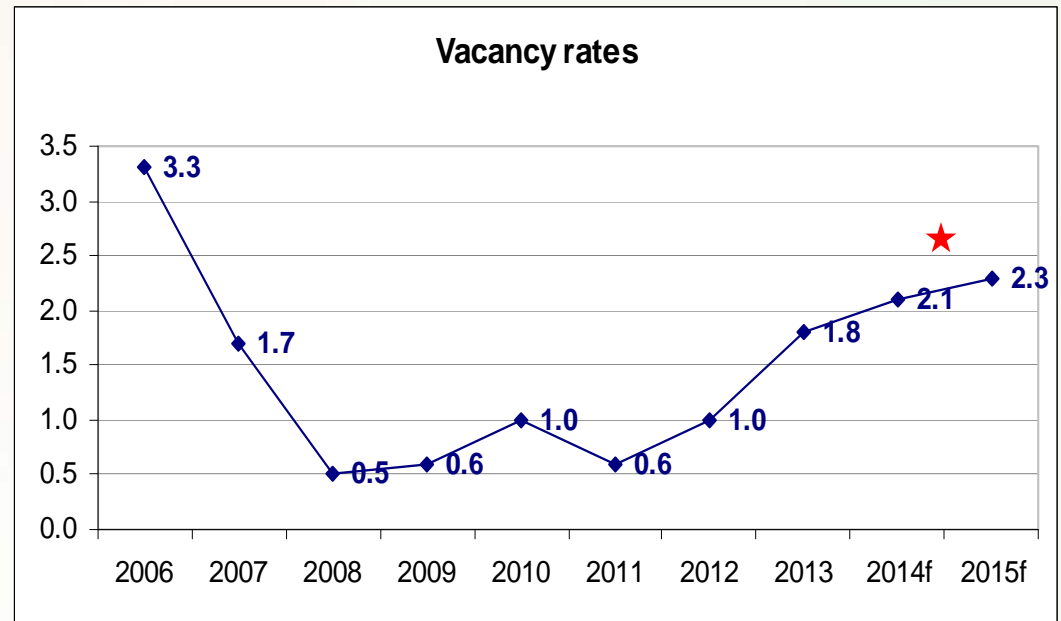
- The split of unit starts by intended market for the CMA has shifted dramatically with rental and condominium units increasing as a percentage of overall units and “homeowner” units (ownership units other than condos) shrinking as a proportion of total starts.
- This change is resulting in more housing diversity for ownership units as well as more purpose-built rental units.
- This change also corresponds with more multi-units as a proportion of total residential starts at 60% for 2013.



Source: CMHC CANSIM Table 027-0034 and CMHC Housing Observer

Rental Vacancy Rates

- Rental vacancy rate for the CMA is measured in the spring and fall and reflects purpose-built rental buildings of 3 units or more. It does not include houses, condominium and 2-unit buildings being rented.
- The total 'universe' of rental units used to calculate the rate was approximately 11,100 in fall 2013.
- In fall of 2013, the rate was 1.8%, higher than any year since 2006.
- The target is 3% by 2017.
- Rates are forecasted at 2.1% and 2.3% for 2014 and 2015 (CMHC).

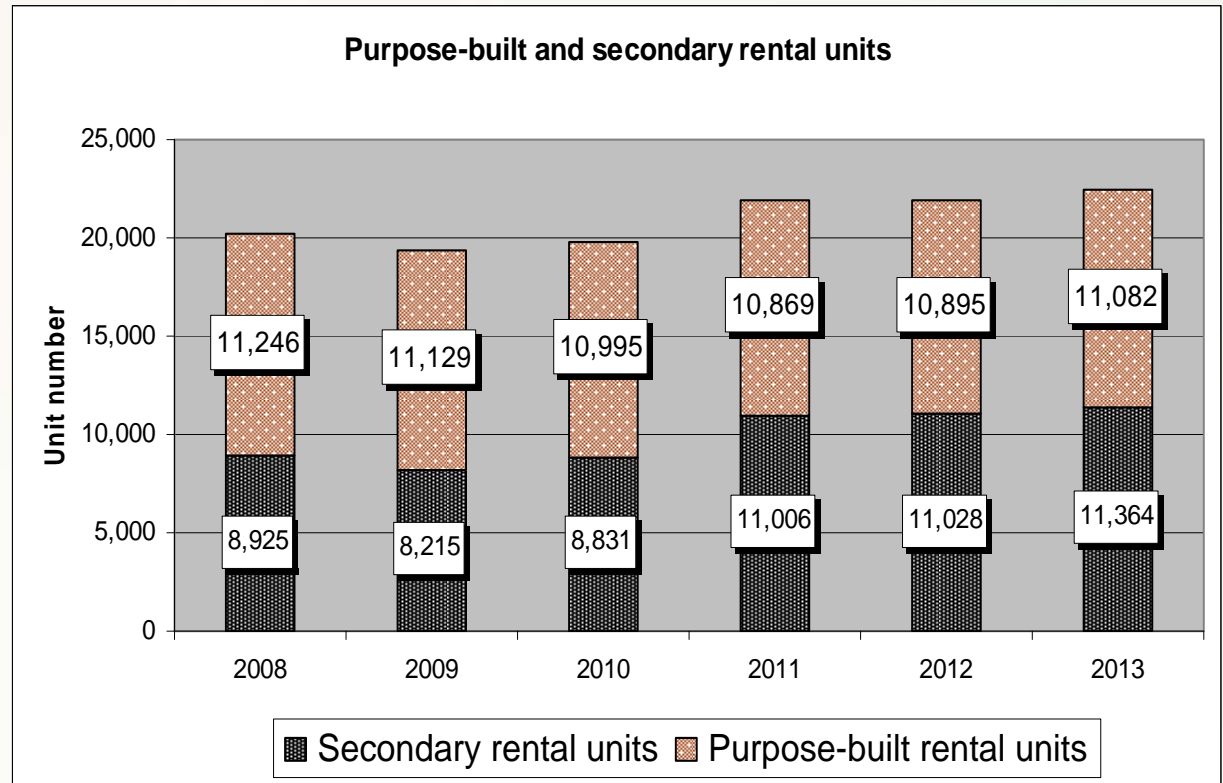


Source: CMHC Fall Rental Market Reports (2006 – 2013)

★ Based on expected completions in 2014 and 2015, this rate may climb higher than forecasted by CMHC. The 2014 spring vacancy report due in June, will provide additional information to evaluate the rental market.

Secondary Rental Units – ownership units in the rental market

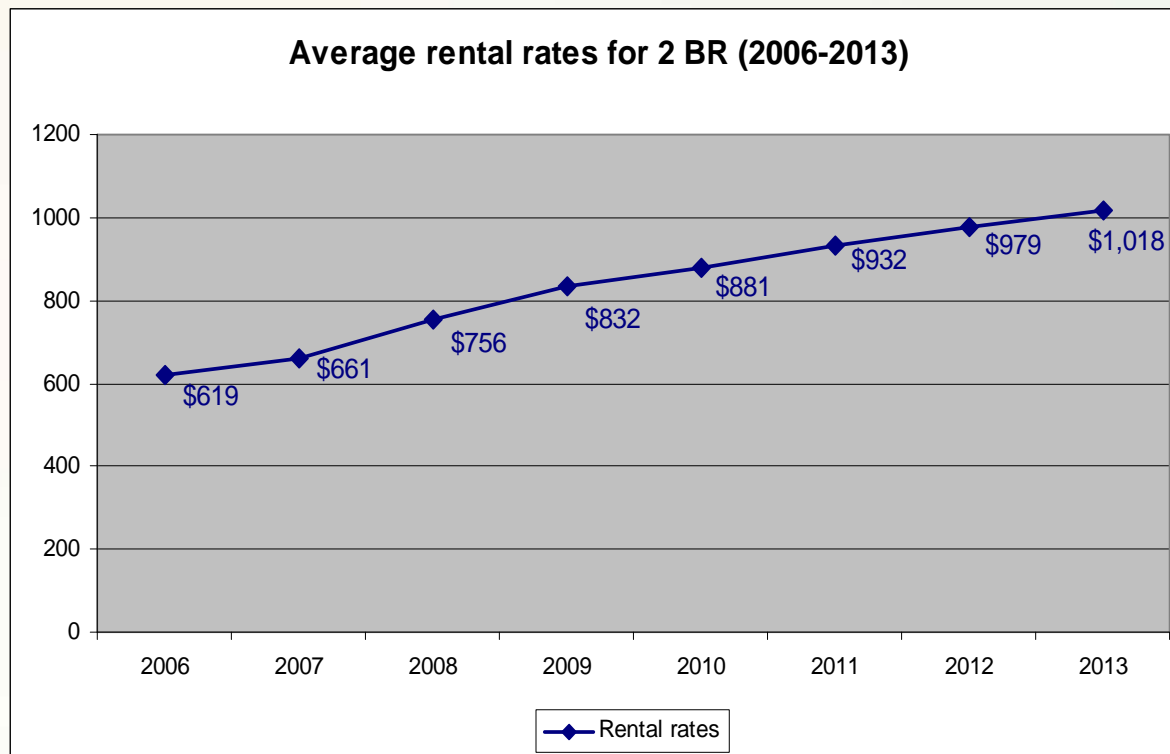
- Secondary rental units (condominiums, single-detached homes, duplexes and secondary suites being rented) are increasing in numbers, now comprising half of the rental units in the city.
- These units are not counted in the vacancy rate percentage. However, given the number of households reported as renters (24,495) these units are necessary to meet the demand for rental units.
- These units are considered more vulnerable than purpose-built rental units as they are subject to investment decisions and may be sold to become owner-occupied.



Source: CMHC Fall Rental Market Reports (2003 – 2013)

Rental Rates

- Average rent for a 2-bedroom unit in Regina CMA was \$1,018 as of October 2013.
- Rental rates have increased by 65% since 2006 and have increased 73% in a ten-year period.
- The rate of increase has slowed in the past two years from a high of +14% increase in 2007-2008 to a +4% increase from 2012-2013.



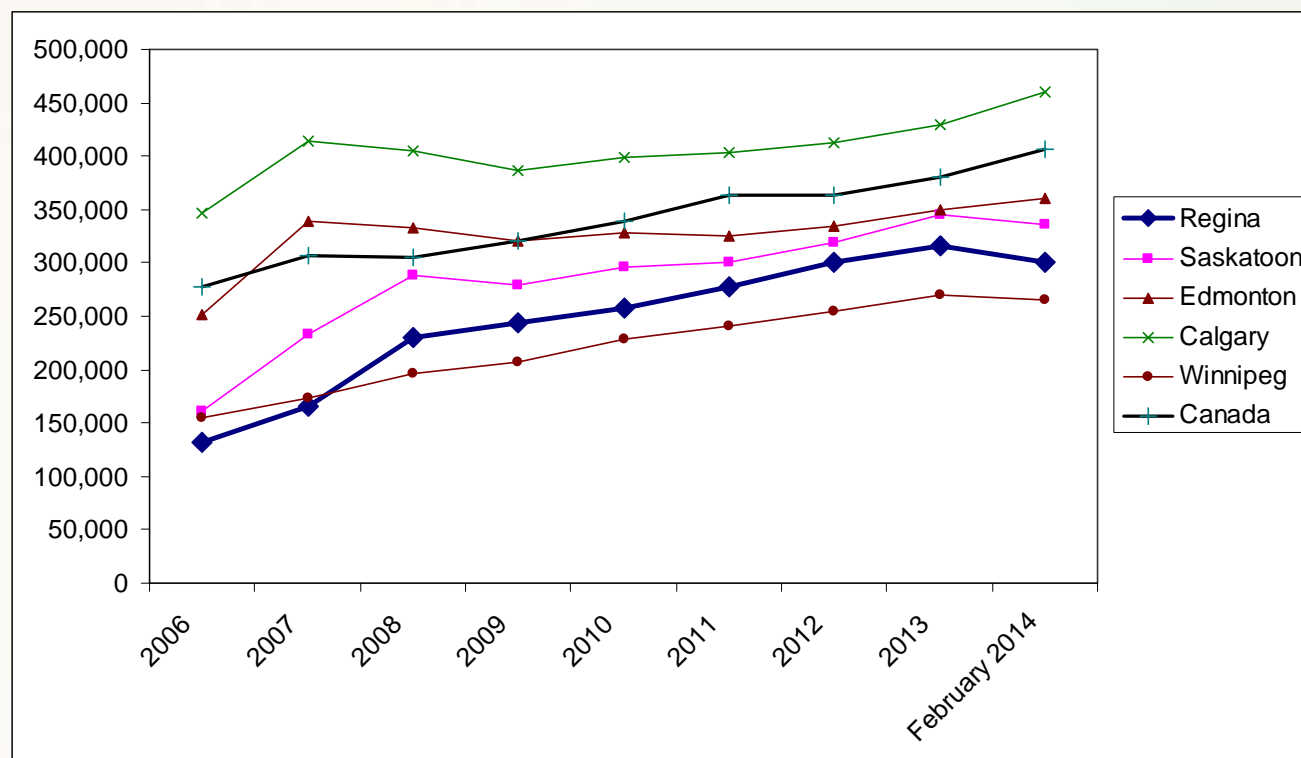
Source: CMHC Fall Rental Market Reports (2003 – 2013)

Average Rental Rates (Two Bedroom Apartment)											
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Rental rates	\$ 589	\$ 602	\$ 607	\$ 619	\$ 661	\$ 756	\$ 832	\$ 881	\$ 932	\$979	\$ 1,018
% change		2%	1%	1%	7%	14%	10%	6%	6%	5%	4%

Source: CMHC Fall Rental Market Reports (2003 – 2013)

Nationwide Average House Prices

- The average house price in Regina has increased significantly 2006-2013, averaging \$316,616 in 2013.
- In 2014, prices decreased slightly in Q1 averaging \$313,368, with a median price for Q1 of 2014 at \$309,900.
- Regina's home prices are below major western cities and the Canadian average by 12.5% on average with the exception of Winnipeg.



Source: CMHC Canadian Housing Observer 2013. Data source CREA

Nationwide Average House Prices

- Home prices in Regina have risen 140% since 2006, a greater increase than other large western cities and significantly higher than the national increase.

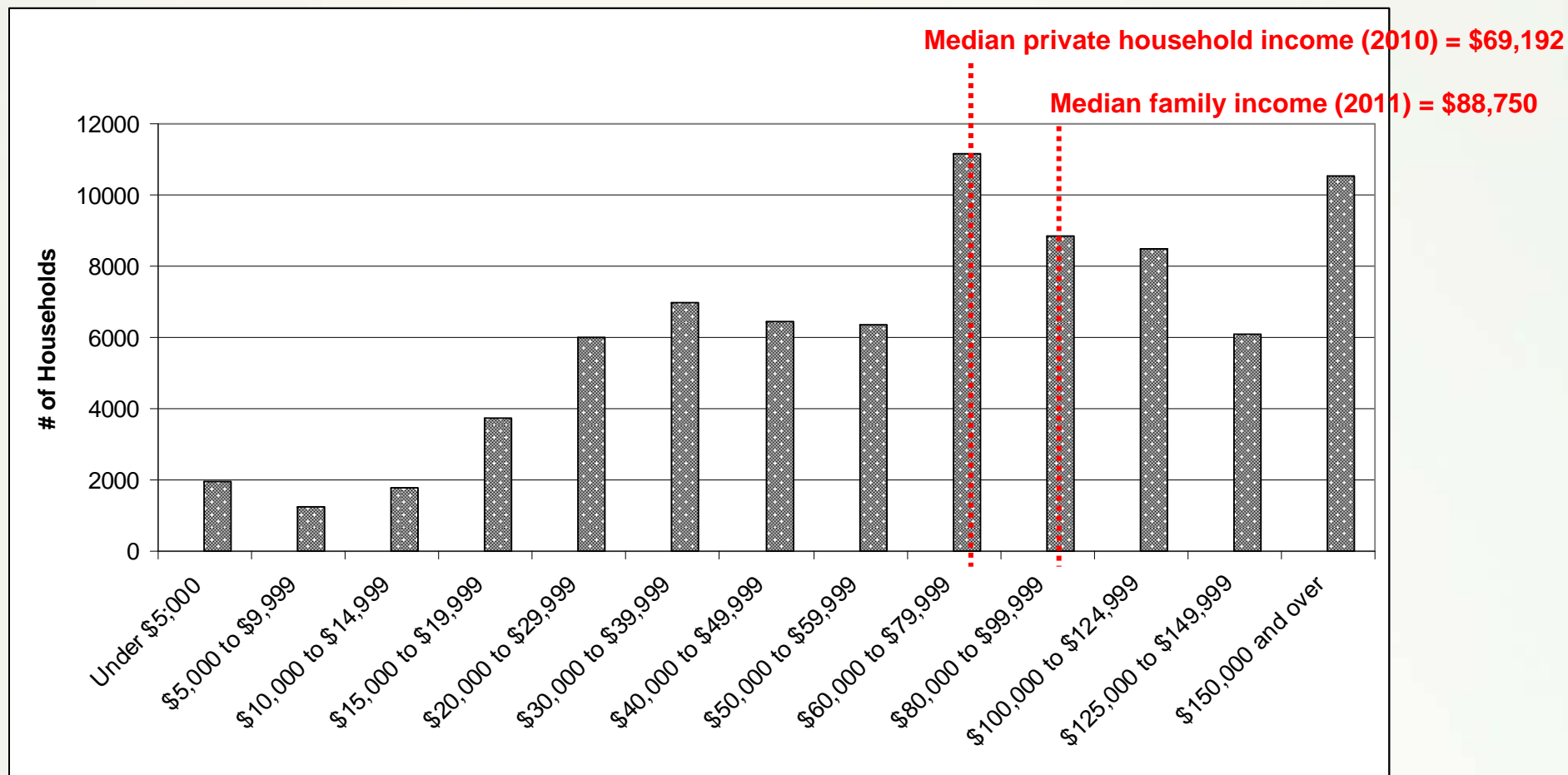
- If Regina's home prices had increased at the rate of Edmonton, Calgary or the Canadian average over the past 7 years, at 34%, the price of the average home in Regina would be closer to \$180,000.

Percentage change in housing prices 2006-2013

	2006	2013	increase	% change
Regina	131,851	316,606	184,755	140%
Saskatoon	160,577	345,776	185,199	115%
Edmonton	250,915	349,047	98,132	39%
Calgary	346,675	429,717	83,042	24%
Winnipeg	154,607	270,291	115,684	75%
Canada average	276,901	380,588	103,687	37%

Source: CMHC Canadian Housing Observer 2013. Data source CREA

Households and Median Income

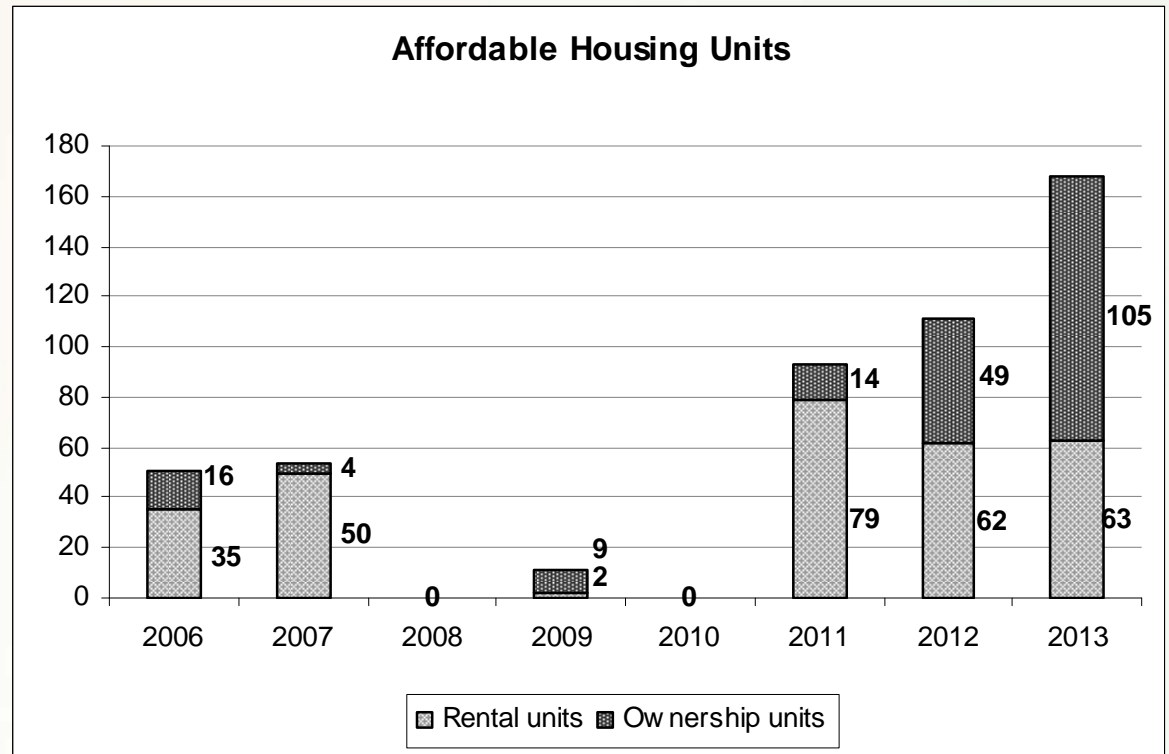


Source: Statistics Canada, Census of Canada 2011 for 2010 data; Taxfiler 2011 data.

- Approximately 40,000 households are at or below median household income.
- With a median home price of \$309,900 for Q1 of 2014, many of these households may struggle to achieve homeownership.

Capital Incentives for Below Market/Affordable Units

- Units receiving capital incentives for affordable units have continued to increase year-over-year.
- From 2006-2012, the majority of units were rental units developed by local non-profit housing providers.
- Rental units receiving capital incentives must be at or below average rent for the unit size (approx 20% below market). Many of the units developed by non-profits are priced at rent geared to income or are subsidized.
- Starting in 2012, with the work of private developers and the start of the provincial Headstart on a Home program, more capital incentives have been committed to ownership projects.



Capital Incentives by Tenure		
	Eight-year average	2013 percentages
Ownership units	40%	62%
Rental units	60%	38%

Source: City of Regina, Housing Incentives Policy data.

Capital Incentives by Location (2006-2014)

- Since 2006, the majority of capital incentives have gone to units developed on infill sites (73%) while only 27% of units have been in greenfield development.

- More recently, the split between infill and greenfield sites has been closer to 60/40 or 50/50.

- This shift to greenfield is due to policy changes to fund affordable units throughout the city, land availability and affordability, and new developers involved in creating below market units.

- Headstart on a Home has also been instrumental in the shift to below market units in greenfield areas; the City asks that 15% of all Headstart units meet our eligibility criteria for capital incentives.

Location of capital incentives units by year				
	Infill	Greenfield	% infill	% Greenfield
2006	51	0	100%	0%
2007	54	0	100%	0%
2008	0	0	0%	0%
2009	9	2	82%	18%
2010	0	0	0%	0%
2011	93	0	100%	0%
2012	72	39	65%	35%
2013	102	66	61%	39%
2014*	52	50	51%	49%
Totals	433	157	73%	27%

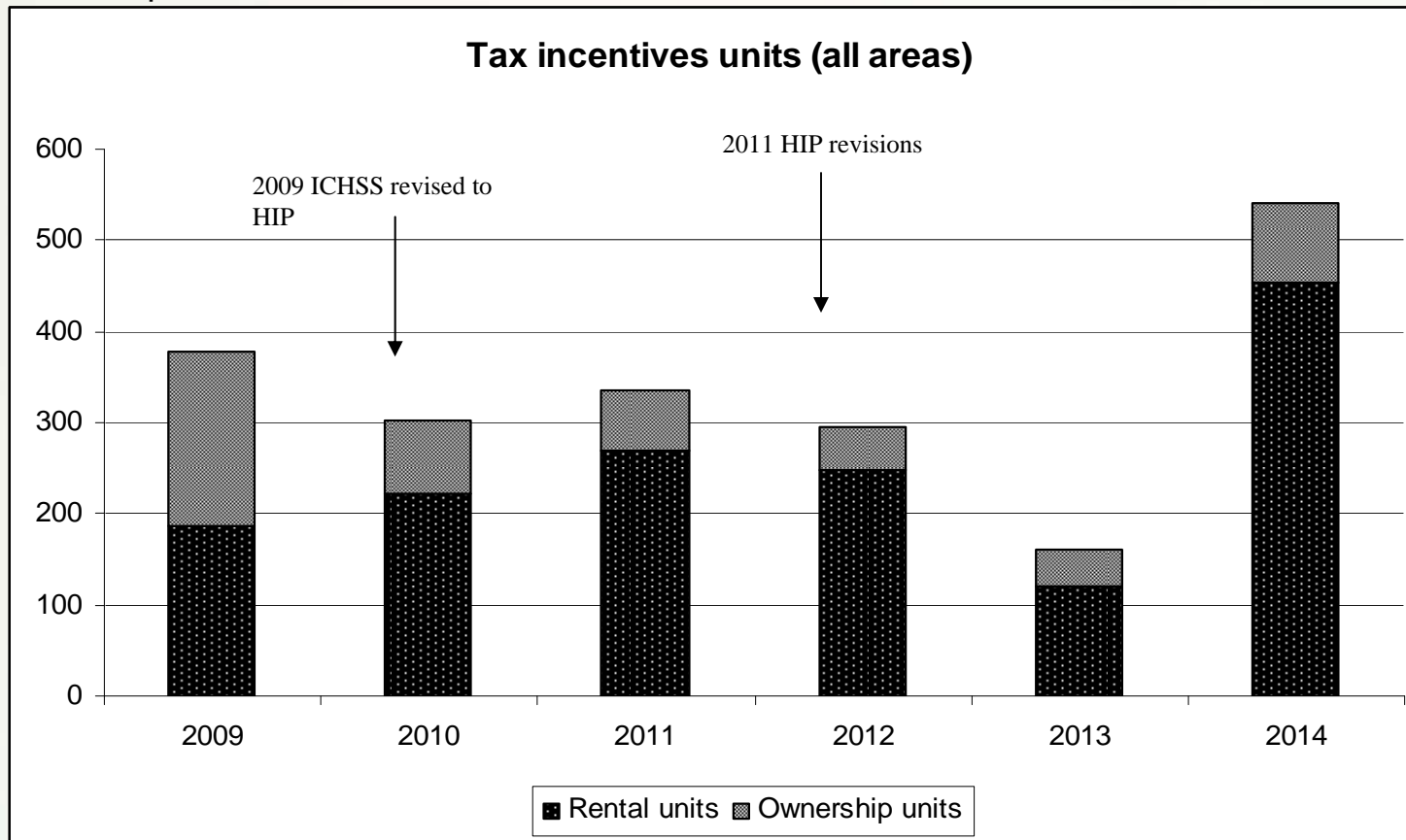
Source: City of Regina, Housing Incentives Policy data.

* Based on applications received to date (April 2014)



Housing Incentives Policy – Tax Incentives

- Tax exemptions for rental units in 2014 nearly doubled from any previous year to 454 units.
- Policy changes have resulted in a shift from a balance of tax exemptions for ownership and rental units (affordable or market) in certain areas, to a focus on rental units and a smaller number of affordable ownership units.



HIP revised with CHS
for 2015 exemptions

Source: City of Regina, Housing Incentives Policy data.

Housing Strengths

- Housing starts have increased the vacancy rate and created more housing diversity.
- The yearly increase in rental rates has decreased substantially since 2010.
- The City's Housing Incentives combined with the provincial Rental Construction Initiative have increased rental unit completions at 450 units for 2014.
- Small-scale infill housing including duplexes and secondary suites have added new rental units without significant physical changes to neighbourhoods.
- Given the number of new condominiums being built, conversion from rental to condominiums is less likely to occur even at a 3% vacancy rate.
- The City's Housing Incentives Policy has provided more capital incentives year-over year thus offering more opportunities for entry-level buyer home ownership and adding more affordable/below market rental units to the market.
- The majority of capital incentives have gone for infill developments thus increasing affordable and below market units in established neighbourhoods.



Housing Weaknesses

- The dominant housing type in Regina (SFD) does not meet the needs of smaller households; one and two persons make up the majority of households.
- Half of the rental units in the city are in the secondary rental market (such as houses or condominiums being rented). These units are more vulnerable than purpose-built rentals in that they may revert to being owner-occupied.
- Data issues such as changes in Census data collection (voluntary vs. mandatory reporting) as well as changes in the information collected by various internal city branches create some challenges in comparing data across periods of time.
- Policy changes must be well-researched and communicated with stakeholders, thus it takes time to adjust to new conditions through policy and implement new policy. It also takes time to see the effects of new policies.
- In recent years (2012 – 2013) more affordable units have been constructed outside of established neighbourhoods where services and transit may be limited.



Housing Threats

- As rental unit numbers increase, substandard rental units will come off the market and may be at risk of disrepair or subject to redevelopment. Since many of the older units are in established neighbourhoods, rental units lost may be the most affordable as well as those located close to services and transit.
- The fluctuation of secondary rental units that can be sold as ownership units and removed from the rental market may lead to the displacement of households who depend on this housing stock (especially families who require larger units).
- The development of below market and affordable units in greenfield areas, although contributing to housing diversity throughout the city, creates challenges in some locations due to a lack of public transit or nearby services and amenities, especially for low-income families.
- As vacancy rates increase, the percentage of rental units as a proportion to total starts is expected to decline and gains in rental vacancy are likely to slow.



Housing Opportunities

- A diversity of housing types will be necessary to accommodate new households moving to Regina or changes in household makeup, primarily a need for smaller units close to services and transportation as well as a need for units that can accommodate extended families.
- More diversity and flexibility in housing, combined with mixed-use development, will help provide housing that is close to services and transportation to create more complete neighbourhoods.
- Continued communication with stakeholders will help to understand housing needs as they evolve.
- Increased vacancy rates and rental supply, and housing market stability, may create more opportunities for additional below market and affordable rental units.



BYLAW NO. 2014-40

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 11)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

- 1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.
- 2 Chapter 19 - Zoning Maps (Map Nos. 2284 and 2484) are amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix "A", legally described as:

Legal Address: **Habour Landing Phase 10 Stage 1
Portion of Parcel X, Plan No. 101926436**

Civic Address: N/A

Current Zoning: **UH - Urban Holding**

Proposed Zoning: **As detailed in the following table**

Zone	Lots
DCD 12 - Suburban Narrow Lot Residential	Lots 1-7 in Block 72 and all of Blocks 70, 73, 74 and 75.
R5 - Residential Medium Density	Lots 8-54 of Block 72 and all of Block 71
R6 - Residential Multiple Housing	Parcel GG in Block 72 and Parcel AA

- 3 This Bylaw comes into force on the day of passage.

READ A FIRST TIME THIS 26th DAY OF May 2014.

READ A SECOND TIME THIS 26th DAY OF May 2014.

READ A THIRD TIME AND PASSED THIS 26th DAY OF May 2014.

Mayor

City Clerk (SEAL)

CERTIFIED A TRUE COPY

City Clerk

Approved as to form this _____ day of _____, 20____.

City Solicitor



ABSTRACT

BYLAW NO. 2014-40

THE REGINA ZONING AMENDMENT BYLAW, 2014 (No. 11)

PURPOSE:	To amend <i>Regina Zoning Bylaw No. 9250</i> .
ABSTRACT:	The proposed amendment will allow the applicant to rezone the lands within the Harbour Landing 10-1 subdivision from UH-Urban Holding to various residential zones to accommodate a variety of housing options in the Harbour Landing concept plan area.
STATUTORY AUTHORITY:	Section 46 of <i>The Planning and Development Act, 2007</i> .
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
PUBLIC NOTICE:	Required, pursuant to section 207 of <i>The Planning and Development Act, 2007</i> .
REFERENCE:	Regina Planning Commission Meeting April 23, 2014 RPC14-18.
AMENDS/REPEALS:	Amends <i>Regina Zoning Bylaw No. 9250</i> .
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning