



REGINA PLANNING COMMISSION

**Wednesday, August 5, 2015
4:00 PM**

Henry Baker Hall, Main Floor, City Hall



**Public Agenda
Regina Planning Commission
Wednesday, August 5, 2015**

Approval of Public Agenda

Minutes of the meeting held on July 3, 2015.

Administration Reports

RPC15-39 Discretionary Use Application (15-DU-04) Planned Group of Apartment Buildings - 5501 and 5601 Parliament Avenue - Harbour Landing Subdivision

Recommendation

1. That the Discretionary Use Application for a proposed Planned Group of four apartment buildings, located at 5501 and 5601 Parliament Avenue, being Lots BB & CC, Plan No. 101926436, Harbour Landing 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-3.2 inclusive, prepared by CITE360studio and dated June 12, 2015; 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 August 31, 2015 meeting of City Council.

RPC15-40 Application for Discretionary Use (15-DU-07) - Proposed Office and Retail Uses - 2410 Dewdney Avenue

Recommendation

1. That the discretionary use application for proposed General Office and Retail greater than 1000m² in the MAC zone, located at 2410 Dewdney Avenue, being Lots 20-34 all inclusive, Block 206, Plan No. Old 33 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 and A-3.2 inclusive, prepared by P3A Architecture and dated June 23, 2015; 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 August 31, 2015 meeting of City Council.



Office of the City Clerk

RPC15-41 Zoning Bylaw and Concept Plan Amendment Applications (15-Z-07/15-CP-01) - Westerra Subdivision – Phase 1

Recommendation

1. That the application to amend the A.1.1 Phase 1 Concept Plan – Land Use Plan, contained as Appendix A in *Part B.14 Westerra Neighbourhood Plan of Design Regina: The Official Community Plan Bylaw No. 2013-28*, by replacing the plan with that contained in Appendix A-4 of this report, be APPROVED.
2. That *Regina Zoning Bylaw No. 9250* be amended by rezoning from UH - Urban Holding Zone:
 - a) Proposed Parcels A and A1 as DSC - Designated Shopping Centre;
 - b) Parcels B, B1, B2, B3, E as MAC-Major Arterial Commercial;
 - c) Parcels C, D, and F as R6-Residential Multiple Housing;
 - d) All of Blocks 3, 7 and 8, Lots 1-20 in Block 1, Lots 26-45 in Block 2, Lots 36-53 in Block 5, and Lots 20-48 in Block 6 as R5-Residential Medium Density;
 - e) Lots 23-45 in Block 1 and Lots 1-23 in Block 2 as R5(H) – Residential Medium Density (Holding Overlay Zone);
 - f) Lots 1-35 in Block 5 and Lots 1-19 in Block 6 as DCD12-Direct Control District Suburban Narrow Lot Residential;
 - g) Block 4 as R1-Residential Detached; and
 - h) MU1, MU2, MU3, MU4, MU5, MR1, and MR2 as PS-Public Service;within the Westerra Concept Plan Area, which is part of the N ½ Section 21-17-20 W2M as shown on the attached plan of proposed subdivision (Appendix A-5), be APPROVED.
3. That *Regina Zoning Bylaw No. 9250* be amended by adding the 25 and 30 Noise Exposure Forecast (NEF) contours of the Airport Noise Attenuation Overlay Zone to lands within the Westerra Concept Plan, and as shown in Appendix A-6.
4. That *Regina Zoning Bylaw No. 9250* be amended by adding the Obstacle Limitation Surface Overlay Zone to lands within the Westerra Concept Plan area and being rezoned as per Recommendation 2 and which lie within the “Clear Zone” on Appendix A-6.
5. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendments.
6. That this report be forwarded to the August 31, 2015, City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

RECESS

RECONVENE AT 6:00 P.M.



RPC15-42 14-OCP-07 – Proposed Tower Crossing Secondary Plan and Phase I Concept Plan

Recommendation

1. That Bylaw No. 2013-48 (*Design Regina: The Official Community Plan*) be amended by adding the Tower Crossing Secondary Plan, attached to this report as Appendix A-4, as Part B.15.
2. That the City Solicitor be directed to prepare the necessary bylaw to amend Bylaw No. 2013-48 (*Design Regina: The Official Community Plan*).
3. That rezoning of land in Tower Crossing will only occur where water modelling indicates that at least 90% of nodes in the City of Regina 235K model, plus any previously approved Tower Crossing development will remain with a Level of Service of 269.4kPa or greater during the peak hour demand.
4. That notwithstanding Recommendation 3, where water modelling indicates additional nodes within the City of Regina 235K existing model will fall below 207 kPa during peak hour demand as a result of the proposed rezoning, the impacts will be evaluated on a case by case basis.
5. That notwithstanding any other recommendations, any additional nodes City of Regina 235K water model not meeting the minimum Fire Flow Level of Service established by the City's Development Standards Manual shall be approved by Fire Protection Services prior to approval of a development.
6. That this report be forwarded to the August 31, 2015 City Council meeting to allow sufficient time for advertisement.

Adjournment

AT REGINA, SASKATCHEWAN, FRIDAY, JULY 3, 2015

AT A MEETING OF THE REGINA PLANNING COMMISSION
HELD IN PUBLIC SESSION

AT 10:00 AM

Present: Councillor Mike O'Donnell, in the Chair
Councillor Jerry Flegel
Councillor Barbara Young
Pam Dmytriw
Phil Evans
Ron Okumura
Daryl Posehn
Phil Selenski
Laureen Snook
Kathleen Spatt

Regrets: Adrienne Hagen Lyster

Also in Attendance: Council Officer, Elaine Gohlke
Solicitor, Mark Yemen
Director of Development Services, Louise Folk
Manager of Current Planning, Fred Searle
Manager of Development Engineering, Dustin McCall
Senior Planner, Sue Luchuck

(The meeting commenced in the absence of Phil Selenski.)

APPROVAL OF PUBLIC AGENDA

Councillor Young moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted, and that the delegations be heard in the order they are called by the Chairperson.

ADOPTION OF MINUTES

Pam Dmytriw moved, AND IT WAS RESOLVED, that the minutes for the meeting held on June 3, 2015 be adopted, as circulated.

ADMINISTRATION REPORTS

RPC15-36 Application for Zoning Bylaw Amendment and Discretionary Use
(15-Z-05/ 15-DU-02) Proposed Car Wash - 3426 Saskatchewan Drive

Recommendation

1. That the DCD 2 – Saskatchewan Drive/North Railway Street Direct Control District be amended by adding “car wash” as a discretionary use in Section 9C.3.8(2)(d);

2. That the discretionary use application for a proposed car wash located at 3246 Saskatchewan Drive, being Lot 9, Block B, Plan No. 101136877 Ext. 1, Old 33 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-3.3 inclusive, prepared by KRN Tolentino Architecture Ltd. and dated March 27, 2015; and
 - b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
3. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment; and
4. That this report be forwarded to the July 27, 2015 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

The following addressed the Commission:

- Sandy Archibald, representing Arch Transco Ltd.;

(Phil Selenski arrived at the meeting.)

- Don Jesse, representing Supreme Car Wash.

Kathleen Spatt moved that the recommendation contained in the report be concurred in.

The motion of concurrence was withdrawn.

Laureen Snook moved, AND IT WAS RESOLVED, that this matter be referred to the Administration for a report that considers alternatives for access and egress for the property and for the developer to provide a traffic impact analysis.

RPC15-37 Applications for Zoning Bylaw Amendment (15-Z-09) and Discretionary Use (15-DU-05) - Proposed Low-Rise Apartment Building -1431 15th Avenue

Recommendation

1. That the application to rezone Lots 1 and 2, Block 467, Plan No. Old 33 Ext 0, located at 1431 15th Avenue from R4-Residential Older Neighbourhood Zone to R4A-Residential Infill Housing Zone, be APPROVED. That the Discretionary Use application for a proposed low-rise apartment building located at 1431 15th Avenue, being Lots 1 and 2, Block 467, Plan Old 33 Ext 0, be APPROVED subject to the following conditions:

- a) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*; and
 - b) The development shall be consistent with the plans prepared by Alton Tangedal Architect Ltd. and attached to this report as Appendices A-3.1 to A-3.5.
3. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment.
 4. That this report be forwarded to the July 27, 2015 City Council meeting, which will allow sufficient time for advertising of the required public notices for the required bylaw.

Liam Clarke and Florian Lazar, representing Alton Tangedal Architect Ltd., addressed the Commission.

Phil Evans moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

RPC15-35 Application for Discretionary Use (15-DU-06) Proposed House-Form
Commercial Office 2154 McIntyre Street

Recommendation

1. That the discretionary use application for a proposed House-Form Commercial Office located at 2154 McIntyre Street, being Lot 38, Block 404, 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, prepared by Jason Gilchuk, Gilchuk Design and Drafting and dated March 25, 2015; 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 July 27, 2015 meeting of City Council.

Councillor Flegel moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

RPC15-38 Application for Road Closure (15-CL-06) - 4th Avenue North adjacent to
155 & 207 Quebec Street

Recommendation

1. That the application for the closure and sale of an undeveloped portion of 4th Avenue North right-of-way as shown on the attached

plan of proposed subdivision prepared by Scott L. Colvin, S.L.S., dated January 16, 2015 and legally described as follows, be APPROVED:

“Part of Fourth Avenue North, Plan No. AY5450 SE ¼ Sec 31, TWP 17, RGE 19, W2M”

2. That the City Solicitor be directed to prepare the necessary bylaw; and
3. That this report be forwarded to the July 27, 2015 City Council meeting, which will allow sufficient time for advertising of the required public notice for the respective bylaw.

Pam Dmytriw moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

ADJOURNMENT

Councillor Flegel moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 11:29 a.m.

Chairperson

Secretary

August 5, 2015

To: Members,
Regina Planning Commission

Re: Discretionary Use Application (15-DU-04) Planned Group of Apartment Buildings 5501
and 5601 Parliament Avenue - Harbour Landing Subdivision

RECOMMENDATION

1. That the Discretionary Use Application for a proposed Planned Group of four apartment buildings, located at 5501 and 5601 Parliament Avenue, being Lots BB & CC, Plan No. 101926436, Harbour Landing 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-3.2 inclusive, prepared by CITE360studio and dated June 12, 2015; 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 August 31, 2015 meeting of City Council.

CONCLUSION

The applicant proposes to develop a planned group of four apartment buildings on the subject property located at 5501 and 5601 Parliament Avenue in Harbour Landing. The proposal complies with the Harbour Landing Concept Plan which identifies the subject property for HD-High Density Residential development. The proposed development is also consistent with policies contained within *Design Regina: The Official Community Plan Bylaw No. 2013-48*.

Accordingly, the Administration is recommending approval of the Discretionary Use Application.

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 Planning and Development Act, 2007* Council may establish conditions for discretionary uses based on: nature of the proposal (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 zoning related details of this proposal are summarized in the following tables:

Land Use Details	Existing	Proposed
Zoning	R6-Residential Multiple Housing Zone	R6-Residential Multiple Housing Zone
Land Use	Vacant	Planned Group of Apartment Buildings
Number of Dwelling Units	0	432
Building Area	0 m ²	5366 m ²

Zoning Analysis	Required	Proposed
Number of Parking Stalls Required	648 stalls	648 stalls
Minimum Lot Area (m ²)	500 m ²	45,556.38 m ²
Minimum Lot Frontage (m)	15 m	279.38 m
Maximum Building Height (m)	20 m	13.64 m
Maximum Floor Area Ratio	3.0	0.86
Maximum Coverage (%)	50%	21.6%

All buildings proposed in the site have four storeys with the exception of building “B.” This building is proposed at three storeys to effect a height transition to development to the east, which is separated from the subject property by a lane as opposed to a street.

Lands in the immediate vicinity of the subject property are in the process of being developed and include future medium-density residential development (R5-Residential Medium Density) to the east and south, high density residential development (R6-Residential Multiple Housing) to the north. Lands to the west are located outside of the boundaries of the Harbour Landing concept plan (currently zoned as UH-Urban Holding) and will be subject to future concept plan review.

The subject property is located adjacent to an arterial roadway (Parliament Avenue). Right-in-right-out access as well as a westbound left turn will provide access along Parliament Avenue. In addition, the site also has two other accesses onto McKenna Road which connects to two collector roadways being James Hill Road and Tutor Way. The site is also currently serviced by the Harbour Landing bus route that runs along Parliament Avenue and James Hill Road. The existing road network has sufficient capacity for expected traffic volumes generated by the proposed development.

The proposal complies with the approved Harbour Landing Concept Plan, which identifies the subject property for HD-High Density development. The subject property is identified on the attached Harbour Landing Concept Plan in Appendix A-4.

The proposed development is consistent with the purpose and intent of the R6-Residential Multiple Housing Zone with respect to encouraging the development of higher density housing along arterial streets.

There are seven covered rows of balconies on the three building which are proposed to encroach into minimum required yard setback areas. Details of the proposed encroachments are presented in the following table:

Setback	Building	Encroachment			Number of encroaching balcony rows
		Required (m)	Provided (m)	Variance %	
Front yard (Parliament Avenue)	A	6.0	4.7	21	1
Rear yard (McKenna Road)	C	3.0	2.488	17	3
Side yard (Campbell Street)	D	6.0	5.085	15	3

The proposed variances from standard are relatively minor and can be accommodated through a Minor Variance Application process as the deviation from standard is less than 25%. The Administration is supportive of the requested variance from standard as there will be minimal impact on the streetscapes and adjacent properties.

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. The development may apply for a five-year tax exemption under the City's *Housing Incentives Policy* for purpose-built rental units.

Environmental Implications

The subject property is situated outside of 25 Noise Exposure Forecast (NEF) contours of Airport Noise Attenuation Overlay Zone and outside of the Obstacle Limitation Surface Overlay Zone and as such does not impact navigational instrumentation or the flight path into Regina International Airport.

The subject property is located along Parliament Avenue where sound attenuation fencing is not a requirement. For safety and aesthetic reasons it is not appropriate to install fencing along the perimeter of the development site.

Policy/Strategic Implications

The proposal is consistent with the policies contained within *Part A: Policy Plan of Design Regina: The Official Community Plan Bylaw No. 2013-48* with respect to:

Complete Neighbourhoods

- A diversity of housing types to support residents from a wide range of economic levels, backgrounds and stages of life, including those with special needs.

Housing Supply and Affordability

- Support attainable housing in all neighbourhoods through ownership, rental housing and specific needs housing.
- Support residential intensification in existing and new neighbourhoods to create complete neighbourhoods.

Accessibility Implications

The provincial *Uniform Buildings and Accessibility Standards Act* requires 5% of units in new rental buildings to be barrier-free including accessible washrooms, space in bedrooms and kitchens, and balconies. For this proposal, this equates to 22 barrier-free units. The applicant is required to demonstrate compliance with this.

The *Regina Zoning Bylaw No. 9250* requires that 2% of the required parking stalls be provided for persons with disabilities. This equates to a minimum of 12 parking stalls. The proposed development provides 16 parking stalls for persons with disabilities which exceeds the minimum requirement by four stalls.

COMMUNICATIONS

Communications with the public is summarized as follows:

Public notification signage posted on	April 20, 2015
Letter sent to immediate property owners	April 15, 2015
Number of Public Comments Sheets received	0

The application was circulated to the Albert Park Community Association (APCA). There were no comments received from nearby property owners/residents or the APCA. The Administration attempted contact with the APCA following circulation of the proposal but was not able to obtain comments prior to the deadline for submission of this report.

City Council approved the amendments to the Harbour Landing Concept Plan and *Regina Zoning Bylaw No. 9250* to accommodate high density development in this area in August 2014. The land is the former site of the Town Centre which will be relocated further to the west in a future neighbourhood. Future planning and development west of harbour landing will be subject to the concept plan review process and the City's growth policy.

DELEGATED AUTHORITY

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

Respectfully submitted,

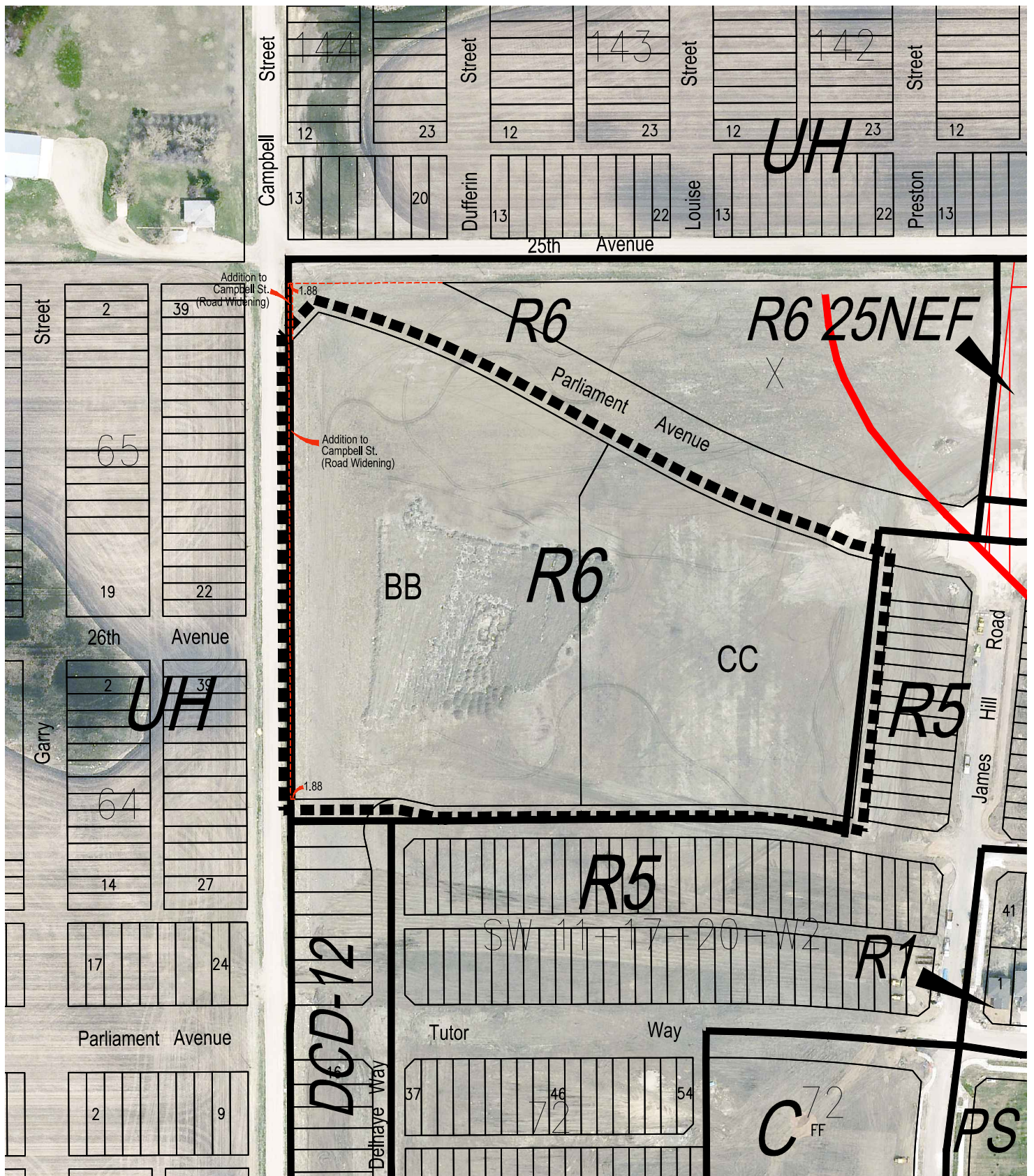


Louise Folk, Director
Development Services

Respectfully submitted,

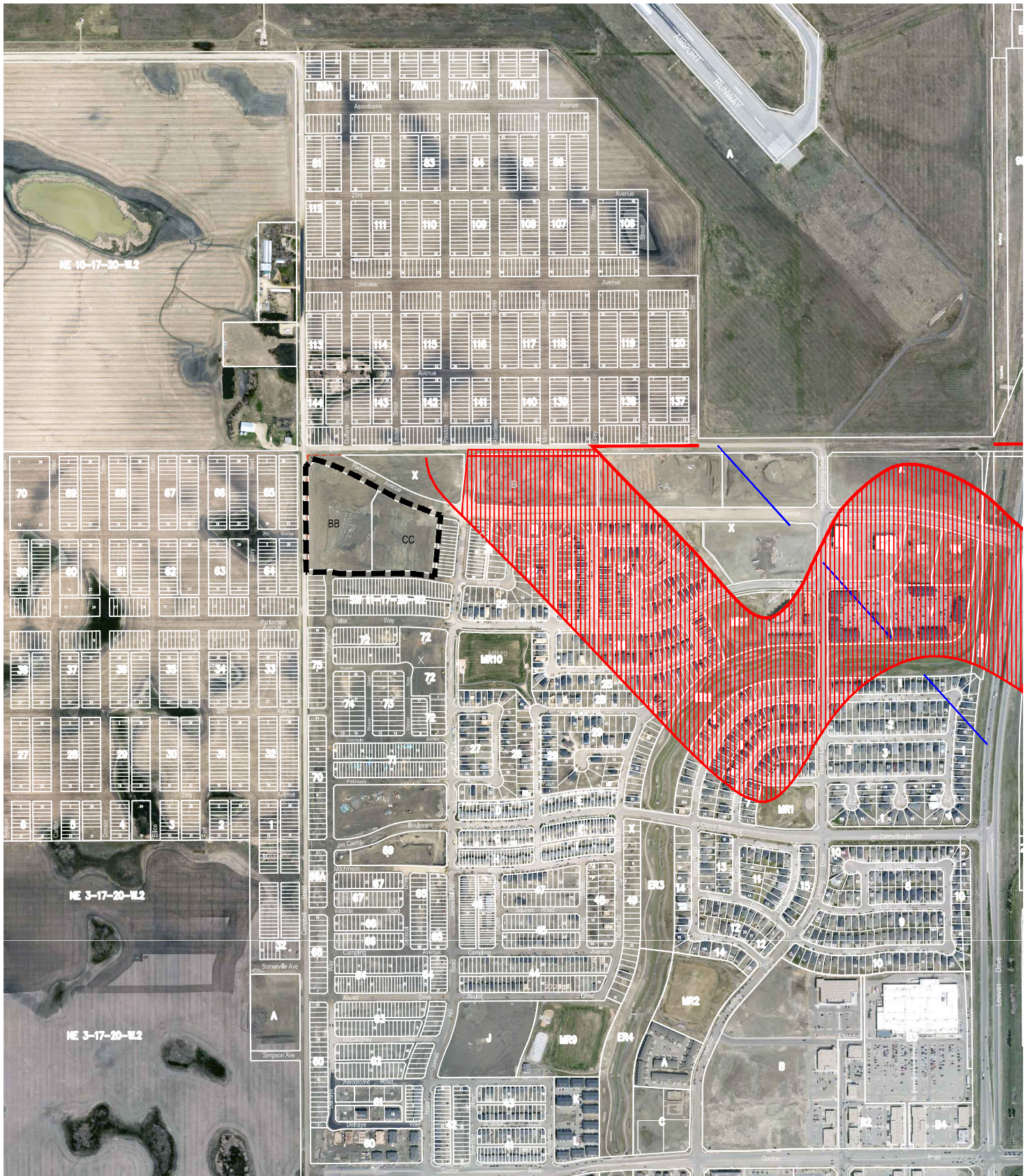


Diana Hawryluk, Executive Director
City Planning & Development



Subject Property





Subject Property



25 NEF Airport Noise
Attenuation Overlay Zone

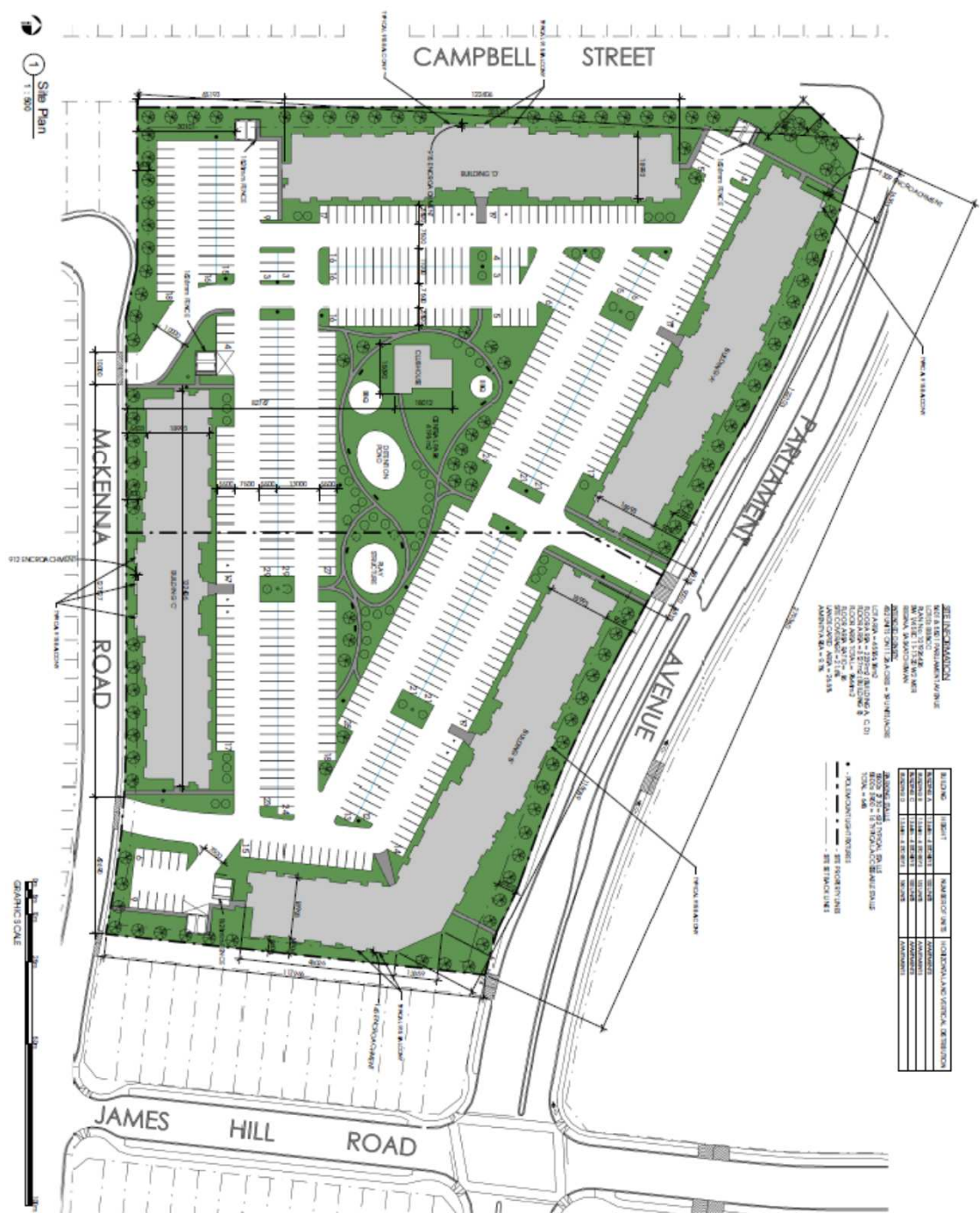
Date of Photography: 2012



Project 15-DU-04

Civic Address/Subdivision

5501 and 5601 Parliament Avenue/ Harbour Landing





CITY OF VANCOUVER
DEVELOPMENTAL SERVICES
1100 BROADVIEW AVENUE, 3RD FLOOR
VANCOUVER, BC V6A 4K6
TEL: 604-681-3400
WWW.VANCOUVER.CA

Project 15-DU-04

Site Plan

Scale 1:1,500

North Arrow

Graphic Scale

Legend

- EXISTING BUILDING
- EXISTING PARKING
- EXISTING LANDSCAPE
- EXISTING UTILITIES
- EXISTING FENCE
- EXISTING DRIVE
- EXISTING SIDEWALK
- EXISTING CURB
- EXISTING STREET LIGHT
- EXISTING SIGN
- EXISTING BIKEWAY
- EXISTING TRAIL
- EXISTING PATH

Proposed

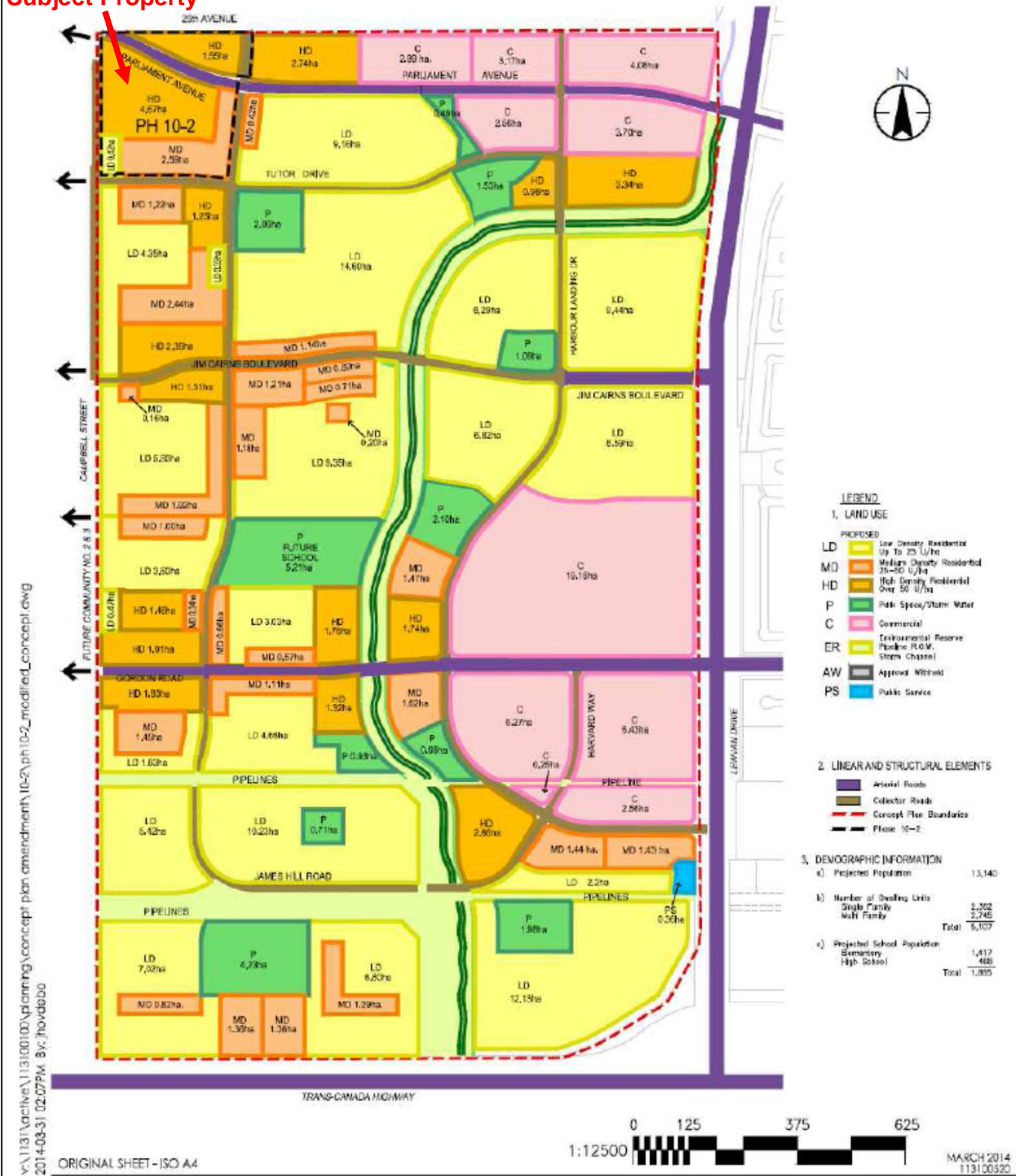
- PROPOSED BUILDING
- PROPOSED PARKING
- PROPOSED LANDSCAPE
- PROPOSED UTILITIES
- PROPOSED FENCE
- PROPOSED DRIVE
- PROPOSED SIDEWALK
- PROPOSED CURB
- PROPOSED STREET LIGHT
- PROPOSED SIGN
- PROPOSED BIKEWAY
- PROPOSED TRAIL
- PROPOSED PATH

Planning Department

Project **15-DU-04**

Civic Address/Subdivision **5501 & 5601 Parliament Avenue/ Harbour Landing**

Subject Property



Planning Department

Project 15-DU-04

Civic Address/Subdivision

5501 & 5601 Parliament Avenue/Harbour Landing

August 5, 2015

To: Members,
Regina Planning Commission

Re: Application for Discretionary Use (15-DU-07) Proposed Office and Retail Uses
2410 Dewdney Avenue

RECOMMENDATION

1. That the discretionary use application for proposed General Office and Retail greater than 1000m² in the MAC zone, located at 2410 Dewdney Avenue, being Lots 20-34 all inclusive, Block 206, Plan No. Old 33 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 and A-3.2 inclusive, prepared by P3A Architecture and dated June 23, 2015; 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 August 31, 2015 meeting of City Council.

CONCLUSION

The applicant proposes to repurpose an existing commercial building in Regina's Warehouse District located at 2410 Dewdney Avenue. The repurposed building will have available rentable space of 3,451 m². The applicant is seeking discretionary use approval to allow for flexibility to accommodate more than 1000 m² of Retail or 1000 m² of General Office space, which are discretionary uses in the MAC-Major Arterial Commercial Zone.

The proposal will result in the reinvestment and renewal of an older commercial building along the Dewdney Avenue corridor in the Regina's Warehouse District. The proposal also 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* pertaining to office development and land use. Accordingly, the Administration recommends approval.

BACKGROUND

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

Pursuant to subsection 56(3) of the *The Planning and Development Act, 2007*, Council may establish conditions for discretionary uses based on; nature of the proposal (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 applicant proposes to repurpose an existing commercial building. The building was constructed in 1954 as a warehouse. Since 1988, Fiorante Floors and Interiors has occupied the building, which also contains an existing retail use (Don's Photo).

The subject property is zoned as MAC-Major Arterial Commercial and the applicant is seeking discretionary use approval to accommodate general office exceeding 1000m² and retail space exceeding 1000m². Specific tenants or amounts of space needed are not known at this time however, one or both of these uses may exceed 1000m². The amount of retail and office may also be fluid over time, so the approval would allow for adjustments in floor area to occur. The applicant has indicated that the existing business (Don's Photo) will remain in the subject property. Other potential businesses would include a medical office and restaurant, which are permitted and would not require City Council's consideration.

The zoning and land use analysis is summarized as follows:

Land Use Details	Existing	Proposed
Zoning	MAC- Major Arterial Commercial	MAC- Major Arterial Commercial
Land Use	Retail and warehouse	Retail, office and restaurant
Number of Dwelling Units	N/A	N/A
Building Area	4026.83 m ²	4026.83 m ²

Zoning Analysis	Required	Proposed
Number of Parking Stalls Required	72 stalls	79 stalls
Minimum Lot Area (m ²)	250 m ²	4701.04 m ²
Minimum Lot Frontage (m)	6 m	48.96 m
Maximum Building Height (m)	15 m	10.67 m
Gross Floor Area	4026.83 m ²	4026.83 m ²
Maximum Floor Area Ratio	3	0.91
Maximum Coverage (%)	90%	44%

Parking stalls calculation is based on a potential mix of uses. The applicant is proposing to develop the rear portion of the property, which will increase the complement of onsite parking from 29 parking stalls to 79 parking stalls. Detailed parking calculations will be completed at the time of tenant fit up during the building permit review stage.

The subject property is located in Regina's Warehouse District. Surrounding uses include a mix of commercial uses. The subject property is located at the western edge of the historical Dewdney Avenue Warehouse District corridor. The former CP Intermodal yards are located to the southeast and will be redeveloped in the future as part of the Regina Revitalization Initiative. Located immediately to the south is a hotel, which is nearing construction completion as well as the Regina Centre Crossing commercial development and the newly constructed Keg restaurant.

The proposed development is consistent with the purpose and intent of the MAC-Major Arterial Commercial Zone with respect to accommodating retail, service and office developments along controlled-access roadways where establishments can benefit from good visibility from a major arterial roadway.

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. Utility charges are applied to the costs of water, sewer and storm drainage services.

Environmental Implications

None with respect to this report.

Policy/Strategic Implications

The proposal is consistent with the policies contained within *Part A: Policy Plan of Design Regina: The Official Community Plan Bylaw No. 2013-48* with respect to:

Urban Centers and Corridors

- Supporting the redevelopment of existing retail areas to higher density, mixed-use, and transit-oriented development with densities appropriate to servicing capacity.
- Ensuring that land use, scale and density of development within the Urban Corridor is compatible with servicing capacity and provides appropriate transition to surrounding areas.

Office use between 1,000 m² and 4,000 m² are classified as “medium sized” office under the Office Development policies in *Design Regina: The Official Community Plan Bylaw No. 2013-48*. Medium sized office development is restricted to various locations around the city. The subject property is within the Downtown/Central City Office Area, which allows for consideration of medium sized office development.

The proposed development compliments the overall development of the area, and results in the renewal of an older commercial buildings along the key Dewdney Avenue corridor in Regina’s Warehouse District. The subject property is well connected to transit.

Other Implications

None with respect to this report.

Accessibility Implications

Regina Zoning Bylaw No. 9250 requires 2% of the required 72 parking stalls (gross parking calculation) or two parking stalls be provided for persons with disabilities. The proposed development provides two parking stalls for persons with disabilities, which meets the minimum requirements.

COMMUNICATIONS

Communications with the public is summarized as follows:

Public notification signage posted on	May 12, 2015
Letter sent to immediate property owners	May 19, 2015
Public Open House Held	N/A
Number of Public Comments Sheets Received	3

This application was circulated to Regina's Warehouse District for their comments. The Administration attempted follow up with the District, but did not receive comments prior to the deadline for submission of this report. The Administration received three comments from property owners in the immediate area. A more detailed accounting of the respondents' concerns and the Administration's response 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,

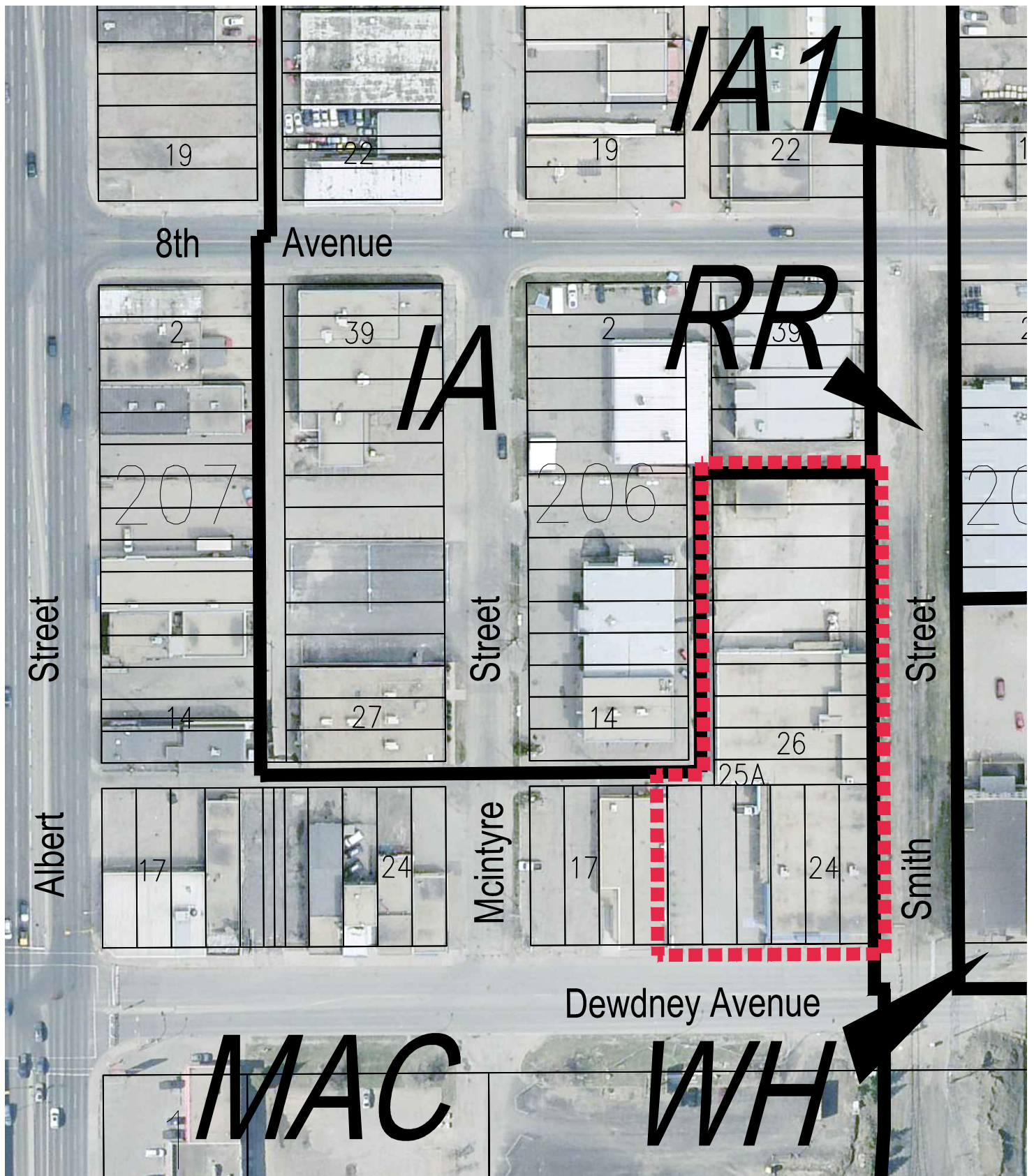


Louise Folk, Director
Development Services

Respectfully submitted,



Diana Hawryluk, Executive Director
City Planning & Development



Subject Property





Subject Property

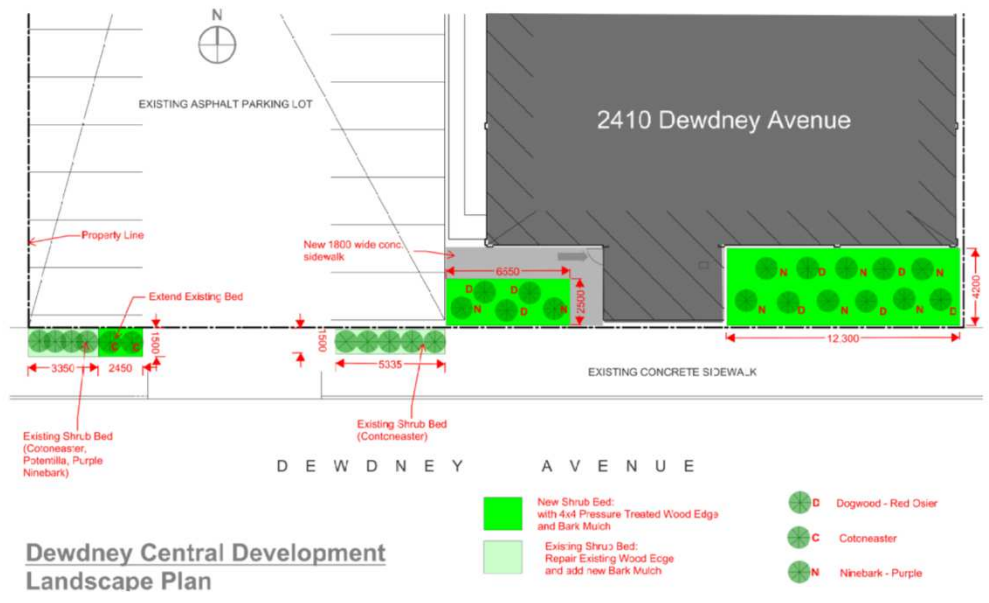
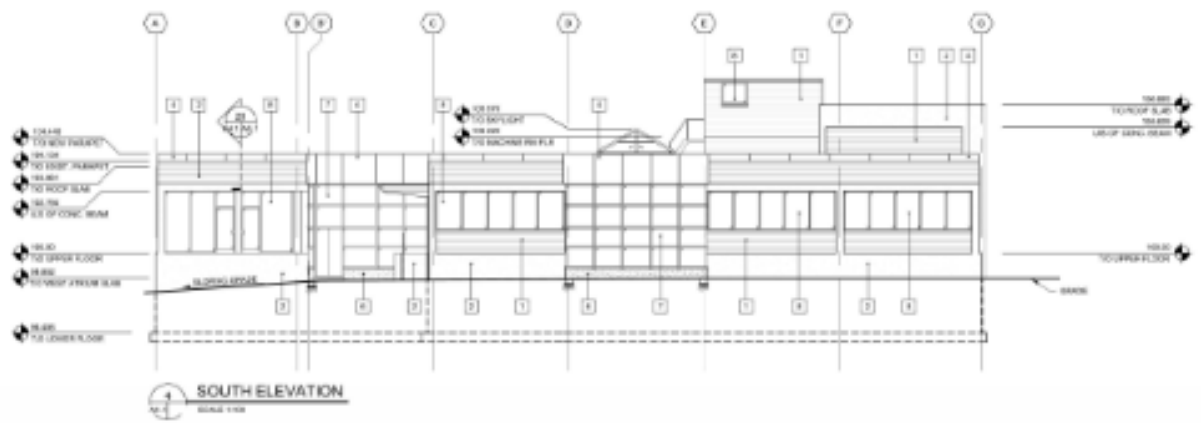
Date of Photography: 2012



Project 15-DU-07

Civic Address/Subdivision 2410 Dewdney Avenue





Planning Department

Project **15-DU-07**

Civic Address/Subdivision **2410 Dewdney Avenue**

Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	1	<ul style="list-style-type: none"> • Unclear on exact square footage of proposed uses • Considerations of the Office Policy
<i>Accept if many features were different</i>	0	
<i>Accept if one or two features were different</i>	0	
<i>I support this proposal</i>	2	
<i>Other</i>		

1. **Issue:** The proposal is unclear on the proposed use of office, retail and restaurant uses. There is no clear square footage allocated for the proposed uses.

Administration's Response:

City Council's approval of this discretionary use application will provide the applicant and the City with flexibility to consider a mix of uses for this site. The tenant mix would be considered based on the limitations for floor area identified in the discretionary use and on the available parking. Tenant mix in strip malls and shopping centres is determined in the same manner.

2. **Issue:** Has the new office policy been considered for total square feet?

Administration's Response:

The subject property is located in the Downtown/Central City Office Area identified in the Office Development policy in *Design Regina: The Official Community Plan Bylaw No. 2013-48*. The policy enables the development of *medium office* buildings in the Warehouse District as discretionary uses. This application is proposing a mix of retail and general office uses in a building containing 3,451m² of available rental space. Since a portion of the space has been allocated to an existing retail tenant (Don's Photo), the space will not be entirely office use.

August 5, 2015

To: Members,
Regina Planning Commission

Re: Zoning Bylaw and Concept Plan Amendment Applications (15-Z-07/15-CP-01)
Westerra Subdivision – Phase 1

RECOMMENDATION

1. That the application to amend the A.1.1 Phase 1 Concept Plan – Land Use Plan, contained as Appendix A in *Part B.14 Westerra Neighbourhood Plan of Design Regina: The Official Community Plan Bylaw No. 2013-28*, by replacing the plan with that contained in Appendix A-4 of this report, be APPROVED.
2. That *Regina Zoning Bylaw No. 9250* be amended by rezoning from UH - Urban Holding Zone:
 - a) Proposed Parcels A and A1 as DSC - Designated Shopping Centre;
 - b) Parcels B, B1, B2, B3, E as MAC-Major Arterial Commercial;
 - c) Parcels C, D, and F as R6-Residential Multiple Housing;
 - d) All of Blocks 3, 7 and 8, Lots 1-20 in Block 1, Lots 26-45 in Block 2, Lots 36-53 in Block 5, and Lots 20-48 in Block 6 as R5-Residential Medium Density;
 - e) Lots 23-45 in Block 1 and Lots 1-23 in Block 2 as R5(H) – Residential Medium Density (Holding Overlay Zone);
 - f) Lots 1-35 in Block 5 and Lots 1-19 in Block 6 as DCD12-Direct Control District Suburban Narrow Lot Residential;
 - g) Block 4 as R1-Residential Detached; and
 - h) MU1, MU2, MU3, MU4, MU5, MR1, and MR2 as PS-Public Service;within the Westerra Concept Plan Area, which is part of the N ½ Section 21-17-20 W2M as shown on the attached plan of proposed subdivision (Appendix A-5), be APPROVED.
3. That *Regina Zoning Bylaw No. 9250* be amended by adding the 25 and 30 Noise Exposure Forecast (NEF) contours of the Airport Noise Attenuation Overlay Zone to lands within the Westerra Concept Plan, and as shown in Appendix A-6.
4. That *Regina Zoning Bylaw No. 9250* be amended by adding the Obstacle Limitation Surface Overlay Zone to lands within the Westerra Concept Plan area and being rezoned as per Recommendation 2 and which lie within the “Clear Zone” on Appendix A-6.
5. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendments.
6. That this report be forwarded to the August 31, 2015, City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

CONCLUSION

The Westerra Concept Plan was approved by City Council on January 12, 2015. In follow up, the applicant (Harvard Developments) has submitted an application to rezone the first phase of development in Westerra. The first phase of development will include a variety of land uses that will contain important components of a complete community including park space, mixed-use development, commercial, and residential.

The proposal is consistent with the approved concept plan for Westerra with the exception of a couple of minor adjustments that are discussed within this report. The proposal complies with the development standards and regulations contained in *Regina Zoning Bylaw No. 9250* and is consistent with the policies in *Design Regina: The Official Community Plan Bylaw No. 2013-48*.

Accordingly, the Administration recommends approval.

BACKGROUND

On January 12, 2015, City Council approved the Westerra concept plan (CR15-2). A Zoning Bylaw amendment and proposed amendment to the concept plan amendment have subsequently been submitted concerning the first phase of development of Westerra.

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*.

The related subdivision application is being considered concurrently in accordance with *Bylaw No. 2003-3*, by which subdivision approval authority has been delegated to the Administration. A copy of the plan of proposed subdivision is attached for reference purposes only.

DISCUSSION

Zoning and Land Use Details

The Applicant is proposing to rezone Phase 1 of Westerra Neighbourhood which encompasses an area of 54.51 hectares. A summary of the proposed zoning amendments is summarized in the following table:

Westerra Phase 1 – Zoning Amendment Summary			
Land Description	Description of Development	Current Zone	Proposed Zone
Parcels A and A1	District scale commercial	UH – Urban Holding	DSC-Designated Shopping Centre
Parcels B, B1, B2, B3, E	Middle range and local commercial	UH – Urban Holding	MAC-Major Arterial Commercial
Parcels C, D, and F	Apartments	UH – Urban Holding	R6-Residential Multiple Housing Zone

All of Blocks, 3, 7, 8, Lots 1-20 in Block 1, Lots 26-45 in Block 2, Lots 36-53 in Block 5, and Lots 20-48 in Block 6	Townhouses	UH – Urban Holding	R5 Residential Medium Density
Lots 23-45 in Block 1, and Lots 1-23 in Block 2	Live-Work	UH – Urban Holding	R5(H) – Residential Medium Density (Holding Overlay Zone);
Lots 1-35 in Block 5 and 1-19 in Block 6	Single Detached	UH – Urban Holding	DCD12-Direct Control District Suburban Narrow Lot Residential
Block 4	Single Detached	UH – Urban Holding	R1-Residential Detached Zone
MU1, MU2, MU3, MU4, MU5, MR1, and MR2	Park Space and pipeline corridor	UH – Urban Holding	PS-Public Service

The proposed zoning amendments are consistent with the proposed concept plan and the Westerra Neighbourhood Plan with respect to the intended land use, residential densities, and street lay-out. A key feature of the Westerra Concept Plan is the Main Street Retail land use corridor which serves as a gateway to the neighbourhood from Dewdney Avenue. This area will consist of small scale, street fronting, pedestrian-oriented commercial units, with public parking directly accessed from the street. The commercial part of the Main Street will be zoned as MAC – Major Arterial Commercial, which would provide the flexibility necessary to achieve the objectives of the plan which are to provide civic and recreational uses, small scale commercial, mixed use, and local commercial services. Ultimately, development would need to conform to the overall intent and vision of the Neighbourhood Plan, and would require discretionary use approval as part of an overall shopping centre. Through the discretionary use review process the Administration will be able to exercise control over site development and building placement and orientation to ensure that the policy objectives for this area are met.

The Live-Work component of the concept plan area requires further consideration as a rezoning and/or discretionary use. The intended uses for this area would be similar to what the Zoning Bylaw allows as a Residential Business with the exception that more flexibility is needed to achieve the objectives of the policy area and the Official Community Plan. At this time, the Administration is recommending that this area be rezoned to R5-Residential Multiple Housing with an (H) Holding Overlay Zone. The R5 Zone would acknowledge the intended development form (townhouses) while the Holding Overlay Zone would prevent development until the Holding Overlay Zone is removed or the site is rezoned to accommodate the Live-Work development. Rezoning of the site as proposed allows servicing and subdivision of the site to occur while further consideration is given to the most appropriate zoning framework to accommodate the Live-Work use. This will be advanced as a separate report for consideration.

Surrounding land uses include vacant land in all directions. Lands to the north, across Dewdney Avenue, are within the current growth phase; lands to the west, across Pinkie Road, are outside the city limits and are owned by Sakimay First Nation; lands to the east are part of the Royal Canadian Mounted Police (RCMP) depot facility.

Proposed Amendments to the Westerra Concept Plan

Minor amendments to the concept plan are being proposed. Changes are largely driven by the developer's desire to remove the medium density condominium site to the east of the commercial Main Street area. In addition, minor modifications to the local street network are being proposed. The developer and Administration negotiated changes to this portion of the concept plan to reconfigure streets, blocks and residential densities. The overall population is not expected to change from the approved concept plan. The Administration is satisfied that:

- the overall intent of the concept plan is being maintained;
- that there is a sensitive transition of land uses from commercial to medium density residential; and
- that the park is still highly visible and open from three public streets.

Secondly, the access road on the east end of Canola Way would replace a walk way that would connect to the major street to the east. This is primarily intended to accommodate a temporary construction access to the neighbourhood. However, the street may be made permanent with a controlled (no left turn) access. The subdivision is designed to allow for the flexibility for either option.

Phase 1 is able to be serviced by transit.

RECOMMENDATION IMPLICATIONS

Financial Implications

Capital funding to provide municipal infrastructure, that is required for subdivision and development in the concept plan area, will be the sole responsibility of the developer. The municipal infrastructure that is built and funded by the developer will become the City's responsibility to operate and maintain through future budgets.

Environmental Implications

The subject property is in proximity to the Regina Airport, which has influenced the approved layout of the concept plan area and distribution of land uses. The Westerra Neighbourhood Plan provides further policy direction to ensure that airport constraints are being considered as the plan is implemented. Specifically, there are considerations of noise exposure on sensitive land uses, height limitation, and restrictions on storm water retention. In response, the Airport Noise Attenuation Overlay Zone is being applied to prohibit residential within the NEF 30 contour and residential within the NEF 25 contour would require mitigative measures in building development (sound proofing).

Likewise, the Obstacle Limitation Surface Overlay Zone is also being applied to limit the potential height of buildings and to ensure there are no physical obstructions in flight paths. Lastly, no storm water detention would be incorporated into the design of the Municipal Reserve space. The space will include storm water detention, which will be dry except brief periods after major wet weather events. Storm water detention does not provide a habitat for migratory birds, which can potentially interfere with aircraft.

The land identified for Municipal Utility Parcels contains a SaskEnergy Pipeline. Development of lands in proximity to this land would be in conformance with the Neighbourhood Plan. Lands would be developed to less than 50 units per hectare and would be ground-oriented in nature.

The subject property is located within the Low Sensitivity Aquifer Protection Overlay Zone. The proposal is required to comply with the applicable performance standards which include.

Policy/Strategic Implications

The proposal is consistent with the policies contained within *Part A: Design Regina: The Official Community Plan Bylaw No. 2013-48*

Infrastructure:

Goal: Infrastructure Staging

- 6.13 – Sequence infrastructure based on a phasing and financing plan.
- 6.14 – Plan and build infrastructure from a long-term perspective and permit servicing only when aligned with the servicing needs for long-term growth.

Land Use and Built Environment:

Goal: Complete Neighbourhoods

- 7.1 – Require that new neighbourhoods, new mixed-use neighbourhoods, Intensification areas and built or approved neighbourhoods are planned and developed to include the following:
 - a) A collaborative planning process involving stakeholders.
 - b) Integration and interconnectivity with all adjacent neighbourhoods, the city, and where appropriate, the region.
 - c) A framework, where appropriate, of smaller neighbourhood districts and a centrally located neighbourhood hub.
 - d) Opportunities for daily lifestyle needs, such as services, convenience shopping, and recreation.
 - e) A diversity of housing types to support residents from a wide range of economic levels, backgrounds and stages of life, including those with specific needs.
 - f) Specialized open space, such as squares, civic centres, and parks, which are optimally located and designed.
 - g) Streets, pedestrian paths and bike paths that contribute to a network of fully connected, safe and accessible routes to all destinations.
 - h) A distinctive character, identity and sense of place.
 - i) Buildings which are designed and located to enhance the public realm, and contribute to a better neighbourhood experience.
 - j) Convenient access to areas of employment.
- 7.5 – Encourage appropriate mixed-use developments within neighbourhoods, as well as the retention of existing local and neighbourhood commercial spaces.
- 7.6 – Permit live/work opportunities within Urban Centres and Urban Corridors and within residential areas as identified within approved secondary plans or concept plans.

Housing:

Goal: Housing Supply and Affordability

- 8.1 – Support affordable housing in all neighbourhoods through ownership, rental housing and specific needs housing.
- 8.8 – Support residential intensification in existing and new neighbourhoods to create complete neighbourhoods.

Goal: Diversity of Housing Forms

- 8.8 – Support residential intensification in existing and new neighbourhoods to create complete neighbourhoods.
- 8.11 – Encourage developers to provide a greater mix of housing to accommodate households of different incomes, types, stages of life, and abilities in all neighbourhoods.
- 8.12 - Allow for flexibility and adaptability in the design and function of housing and consider enabling regulation to increase innovation within the housing stock to accommodate the changing needs of households.
- 8.13 – Expand areas where apartments and multi-unit buildings are permitted uses.

Parks, Recreation and Open Space:

Goal: Access to Recreation Programs and Services

- 9.6.1 – Multi-functional parks and open space will be strategically located to provide convenient access and designed to accommodate diverse and changing needs and interest.
- 9.6.5 – Parks and open space will be designed for year round use, whenever possible.

Health and Safety:

Goal: Special Policy Areas (Airport)

- 11.13 – Adhere to the regulations respecting the locations and height of buildings within identified areas on Map 10 – Airport Vicinity around the Regina International Airport.
- 11.14– Promote public safety and avoid issues of nuisance and incompatibility within the vicinity of the Regina International Airport by applying the following policies:
 - a) Apply noise attenuation standards to new residential development in the area between 24 and 30 Noise Exposure Forecast in accordance with the Zoning Bylaw.
 - b) Prohibit residential land use within the 30 Noise Exposure Forecast contour.
 - c) Minimize the potential to attract migratory birds by discouraging stormwater retention and reducing the amount of natural ponding.
 - d) Protect navigation aids by applying the development standards set out by federal regulations. This will apply to development in the area shown on Map 10 – Airport Vicinity.
 - e) Prohibit uses with emissions that may affect airport visibility on land adjacent to the airport.

As per the Interim Phasing and Financing Plan adopted by City Council on June 23, 2014, Westerra is permitted to subdivide up to 20ha of land in 2014 and 2015. The entire subdivided area is 54.81 ha in size, which would, on a gross basis, exceed the maximum amount of land for subdivision over the two year period as approved by Council. However, Municipal Reserve lands are excluded from this calculation and employment lands would be excluded on a case-by-case basis. This concept plan includes a significant amount of commercial lands, which can be considered to be employment lands. In particular, the DSC zoned land, which represents 15.14 ha of land, may be developed as significant

mixed commercial employment at a district scale and should be excluded from the calculation. Considering removal of the district-level commercial (employment lands) and the municipal reserve, this subdivision represents approximately 38.9 ha of neighbourhood level development, which is within the 40 ha allocation subdivision allocation for this neighbourhood for 2014 and 2015.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Communication with the public is summarized as follows:

Public notification signage posted on:	March 31, 2015
Will be published in the Leader Post on:	August 8 and 15, 2015
Letter sent to immediate property owners	N/A
Public Open House Held	N/A
Number of Public Comments Sheets Received	N/A

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,



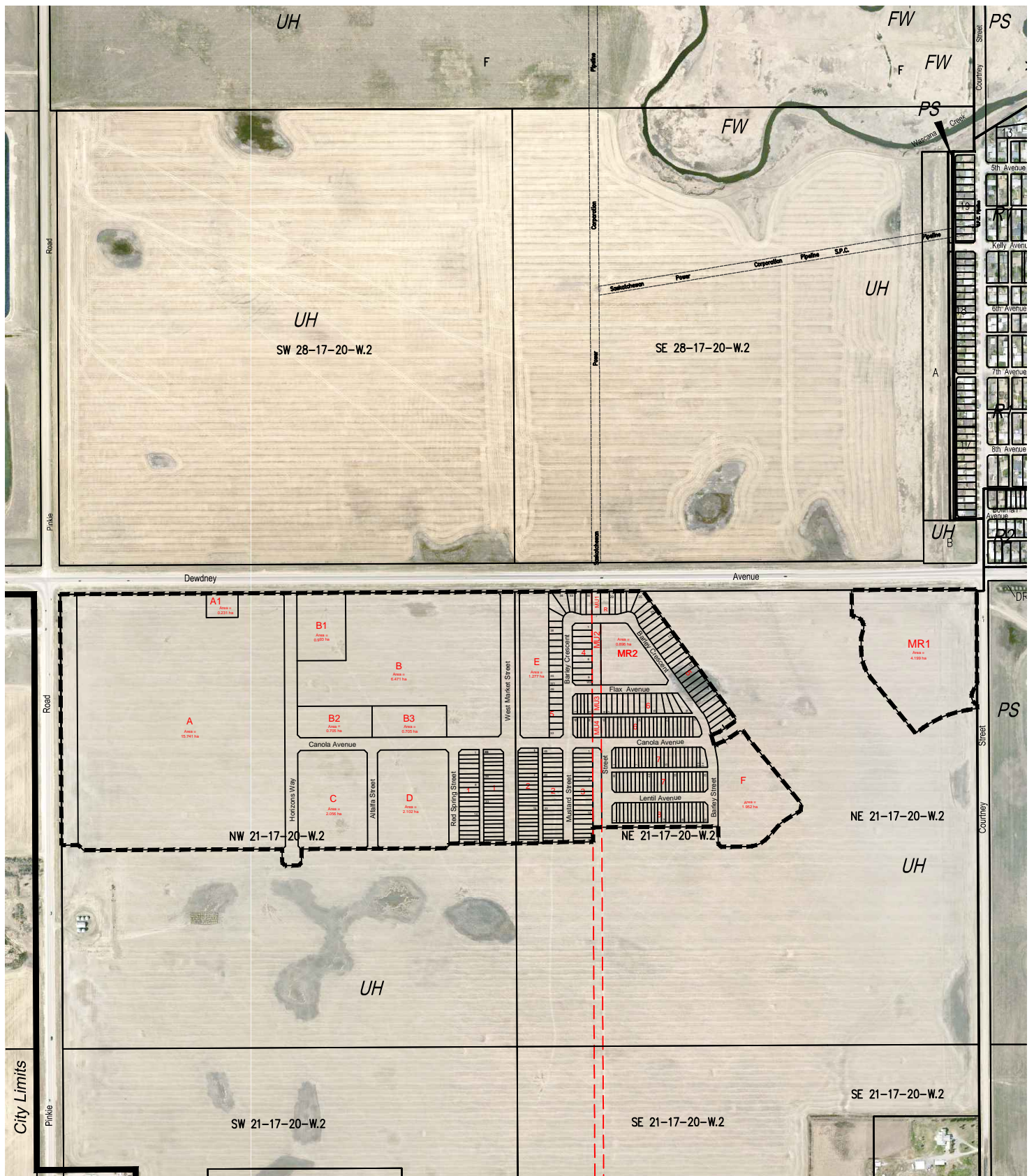
Fred Searle, A/Director
Development Services

Respectfully submitted,



Louise Folk, A/Executive Director
City Planning & Development

Appendix A-1



Subject Property

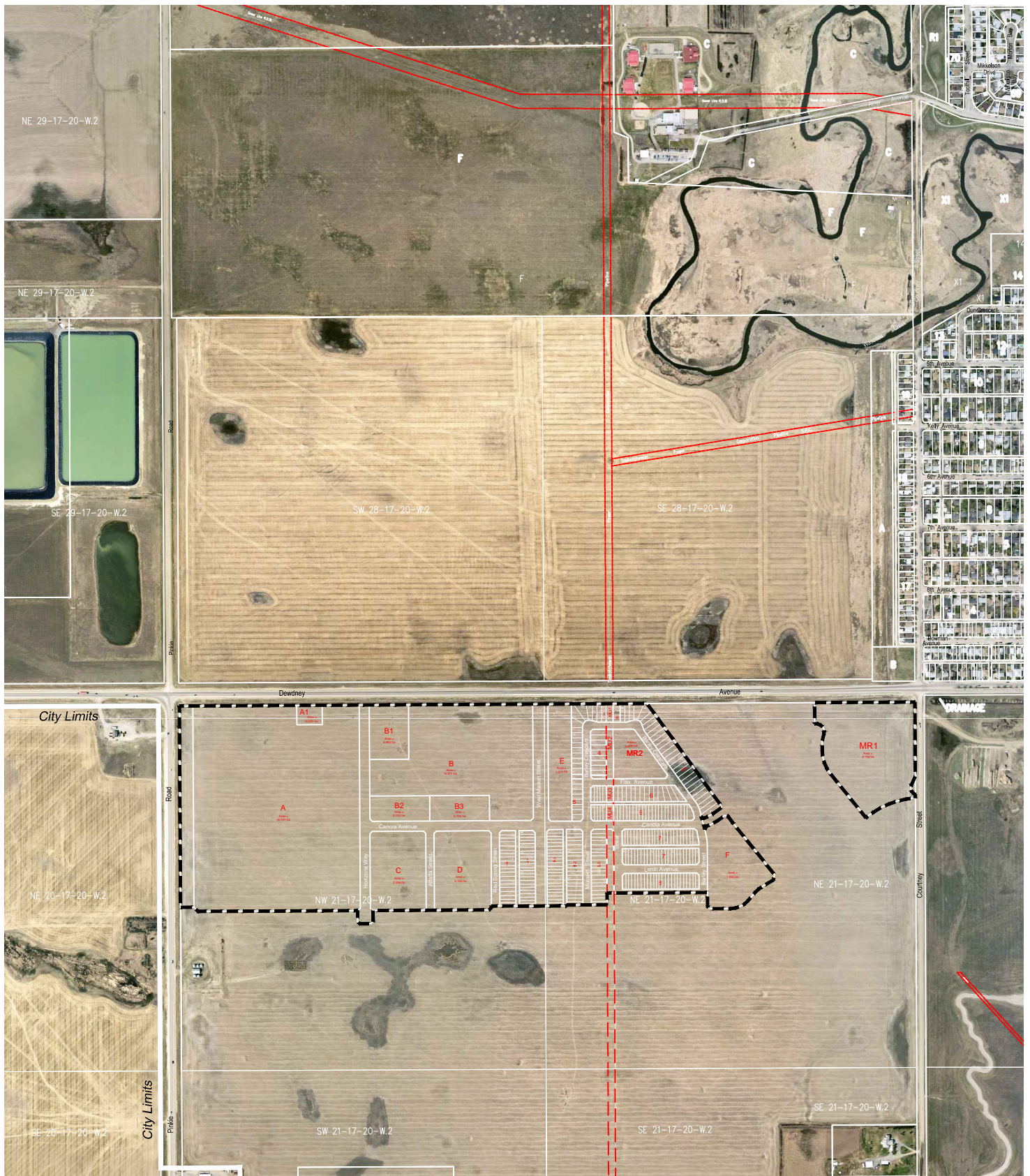


Project 15-SN-13
15-Z-07

Civic Address/Subdivision

Subdivision and Zoning Amendment Application
Westerra Development Phase 1 Stage 1

Appendix A-2



Subject Property

Date of Photography: 2012

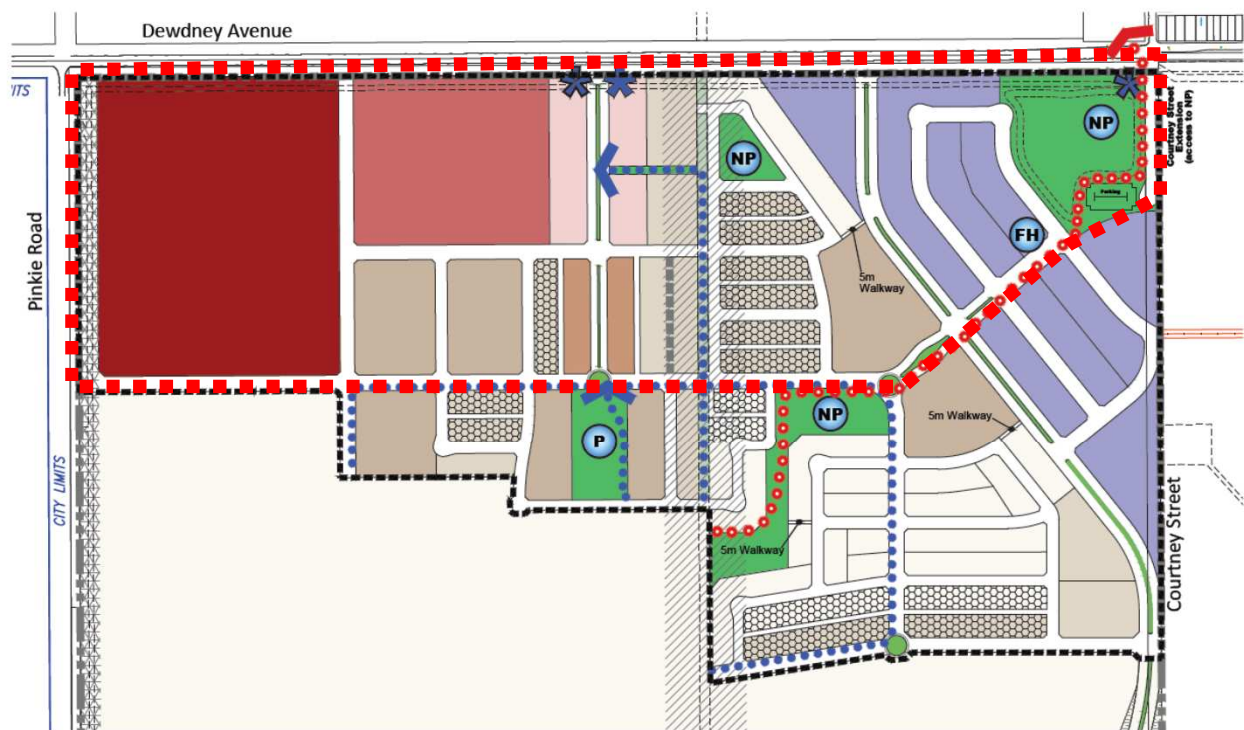


Project 15-SN-13
15-Z-07

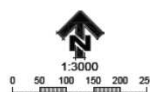
Civic Address/Subdivision

Subdivision and Zoning Amendment Application
Westerra Development Phase 1 Stage 1

Approved Concept Plan



Phase 1 Stage 1



Legend

Plan Area		
Ph 1 Concept Plan Boundary	111.16 hat (274.67 act) (100.0%)	
Large Format Retail	15.98 hat (39.48 act) (14.4%)	
Community Retail	7.32 hat (18.09 act) (6.6%)	
Main Street Retail	2.76 hat (6.83 act) (2.5%)	
High Density Residential	11.80 hat (29.17 act) (10.6%)	
Medium Density Residential	12.05 hat (29.78 act) (10.8%)	
Low Density Residential	10.86 hat (26.84 act) (9.7%)	
Live Work Residential	1.36 hat (3.36 act) (1.2%)	
Business Park	12.81 hat (31.65 act) (11.5%)	

Parks & Open Space

Municipal Reserve	8.69 hat (21.48 act) (7.8%)
Municipal Utility Parcel	0.87 hat (2.16 act) (1.0%)

Walkways

Road Widening	1.36 hat (3.36 act) (1.2%)
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Roads

Special Development Area (60m from pipeline)	25.24 hat (62.33 act) (22.7%)
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Potential Road

Potential Laneway Housing	
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Existing Right of Way Easement

Neighbourhood Park	
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Neighbourhood Park / Plaza	
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Potential Fire Hall Site	
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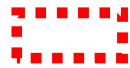
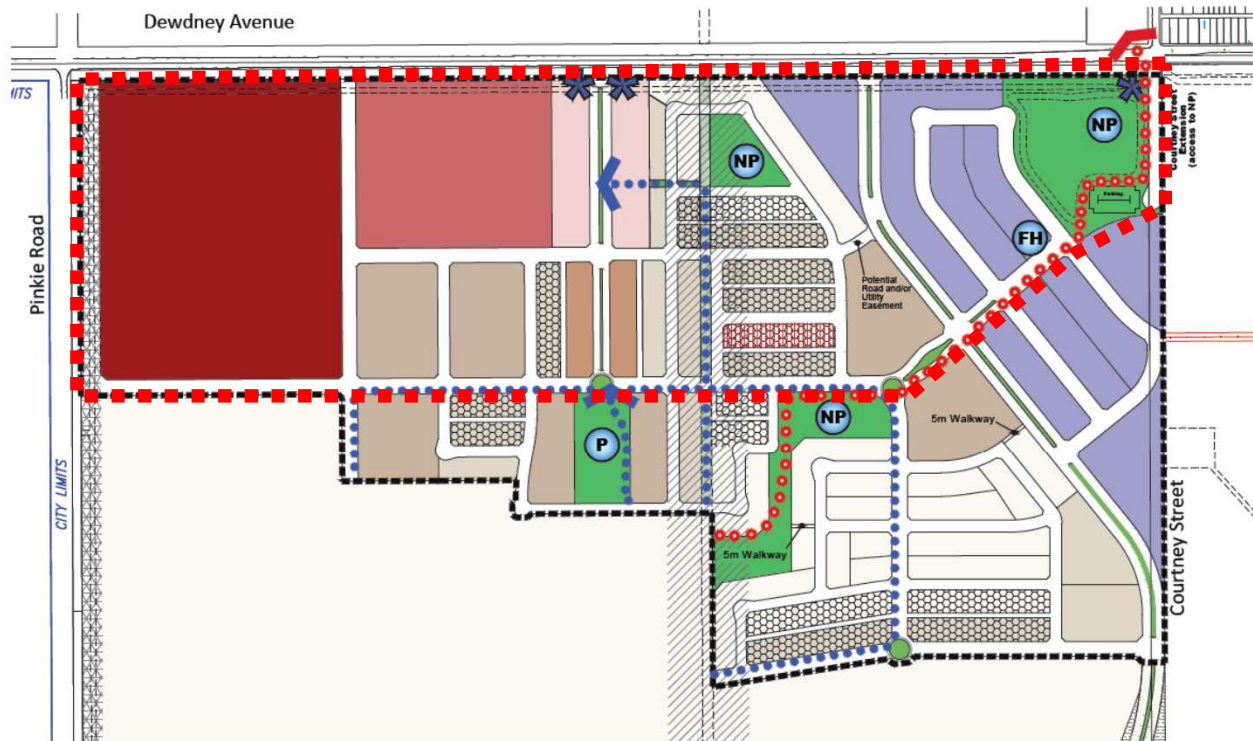
Stormwater Facility

Entry Feature	
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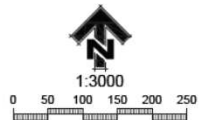
Devonian Pathway	
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Local Pathway	
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Proposed Concept Plan



Phase 1 Stage 1



Legend

Plan Area		
	Ph 1 Concept Plan Boundary	111.16 ha± (274.67 ac±) (100.0%)
	Large Format Retail	15.98 ha± (39.48 ac±) (14.4%)
	Community Retail	7.32 ha± (18.09 ac±) (6.6%)
	Main Street Retail	2.82 ha± (6.98 ac±) (2.5%)
	High Density Residential	11.30 ha± (27.86 ac±) (10.2%)
	Medium Density Residential	10.08 ha± (24.92 ac±) (9.1%)
	Medium or Low Density Residential	0.58 ha± (1.43 ac±) (0.5%)
	Low Density Residential	12.10 ha± (29.90 ac±) (10.8%)
	Live Work Residential	1.36 ha± (3.36 ac±) (1.2%)
	Business Park	12.81 ha± (31.65 ac±) (11.5%)

Parks & Open Space

	Municipal Reserve	8.83 ha± (21.84 ac±) (7.9%)
	Municipal Utility Parcel	0.87 ha± (2.16 ac±) (1.0%)
Walkways		
	Road Widening	1.36 ha± (3.36 ac±) (1.2%)
Roads		
	Special Development Area (60m from pipeline)	25.69 ha± (63.48 ac±) (23.1%)
	Potential Laneway Housing	
	Existing Right of Way Easement	
	Neighbourhood Park	
	Neighbourhood Park / Plaza	
	Potential Fire Hall Site	
	Stormwater Facility	
	Entry Feature	
	Devonian Pathway	
	Local Pathway	

Planning Department

Project 15-Z-07

Civic Address/Subdivision

Westerra Phase 1 Stage 1

Plan Showing
PROPOSED SUBDIVISION
of Part of N. 1/2 Sec. 21
Twp. 17 Rge. 20 W. 2 Mer.
Regina, Saskatchewan
2015
Scale 1:2000

Notes


Measurements are in metres and decimals thereof.

Area to be sprayed is outlined with a heavy dashed line and contains approximately 9.81 hectares.


Dimensions are approximate and are subject to changes up to ± 0.1 m at the time of aerial survey.

Let dimensions will not go below the minimum allowed by zoning. Steel boardwalks will be parallel and the perpendicular width will remain as shown.

Dated at Regina in the
 Province of Saskatchewan
 This 26 day of July 2015.



 Craig SLS
 Saskatchewan Land Surveyor



Owner:

Western Development Corp.

APPROVED: The City of Regina
 Approval under the provisions of Bylaw No. 7716 of the
 City of Regina this ____ day of _____, 20__.

City Clerk _____

Seal

Twp. 18

Twp. 17

Twp. 16

Rge. 21

Rge. 20


Rge. 19

DEWDNEY AVE


30 NEF

25 NEF

Legend

 25 NEF

 30 NEF

 1:7 Height Restrictions Transition Surface

 Clear Zone (1:50 Height Restrictions Approach Surface)

 Westerra



January 2014



Note: This is a revised map showing 2014 city limits and not the official map that forms part of the Sherwood-Regina MOU.

August 5, 2015

To: Members,
Regina Planning Commission

Re: 14-OCP-07 – Proposed Tower Crossing Secondary Plan and Phase I Concept Plan

RECOMMENDATION

1. That Bylaw No. 2013-48 (*Design Regina: The Official Community Plan*) be amended by adding the Tower Crossing Secondary Plan, attached to this report as Appendix A-4, as Part B.15.
2. That the City Solicitor be directed to prepare the necessary bylaw to amend Bylaw No. 2013-48 (*Design Regina: The Official Community Plan*).
3. That rezoning of land in Tower Crossing will only occur where water modelling indicates that at least 90% of nodes in the City of Regina 235K model, plus any previously approved Tower Crossing development will remain with a Level of Service of 269.4kPa or greater during the peak hour demand.
4. That notwithstanding Recommendation 3, where water modelling indicates additional nodes within the City of Regina 235K existing model will fall below 207 kPa during peak hour demand as a result of the proposed rezoning, the impacts will be evaluated on a case by case basis.
5. That notwithstanding any other recommendations, any additional nodes City of Regina 235K water model not meeting the minimum Fire Flow Level of Service established by the City's Development Standards Manual shall be approved by Fire Protection Services prior to approval of a development.
6. That this report be forwarded to the August 31, 2015 City Council meeting to allow sufficient time for advertisement.

CONCLUSION

A proposed secondary plan ("Tower Crossing Secondary Plan" or "Secondary Plan") has been prepared for lands located in the east part of Regina, as shown on Appendix A-1 of this report. The proposed Secondary Plan provides a strategy to accommodate commercial and residential development. The residential area will accommodate future ("300K+") populations. The timing of commercial development will depend on further servicing analysis and the confirmation of solutions for utility infrastructure required to ensure appropriate service levels.

Concurrent with the Secondary Plan application, which applies to the whole plan area, a detailed concept plan for the first phase has also been submitted as an appendix to the proposed Secondary Plan. Therefore, Council is being asked to approve both a secondary plan and a concept plan for the first phase of development through one bylaw. The proposed Secondary Plan, which also includes the Phase I Concept Plan, is attached to this report as Appendix A-4.

The process to develop this Secondary Plan has included an analysis of servicing potential. Administration concludes that the proposed transportation network should manage projected traffic; however, limitations with water and wastewater services are recognized. Notably, it is expected that the build-out of Tower Crossing may, depending on the timing of construction, exacerbate water pressure deficiencies within existing neighbourhoods. The Secondary Plan acknowledges this issue, and includes policies for reviewing and controlling development.

The Tower Crossing Secondary Plan has been prepared in conformity with the City's requirements respecting stakeholder engagement and analysis, and generally conforms with the Official Community Plan (OCP). The proposed land-use strategy allows for the beneficial redevelopment of the plan area from its current underutilized state to a fully serviced, urban-oriented commercial and employment area. The developer shall need to further demonstrate, at the rezoning stage of the process, that the development can proceed without having a significant impact on existing water and wastewater service levels.

BACKGROUND

The City is currently reviewing a proposed secondary plan and phase one concept plan for land located in the southeast part of the city: south of Dewdney Avenue; north of Victoria Avenue; west of Tower Road; east of Range Road 2192 ("plan area" – see Appendix A-2). These lands form part of the "Victoria Avenue Commercial Corridor" and a major gateway into the city. In 2013, the plan area was annexed from the RM of Sherwood, and was then assigned a land-use designation ("urban corridor" and future residential) through the *Design Regina* (OCP) process.

The southeast part of the city (from Dewdney Avenue to Arcola Avenue) is currently subject to planning review, and the Tower Crossing Secondary Plan forms one of two plans being considered. Land south of Victoria Avenue and south of the plan area is currently undergoing a separate secondary plan process for a plan consisting of residential and commercial development. At the time of this report, a plan has not been submitted for the land south of the plan area. While related, there are two distinct planning processes that have been undertaken.

In addition to the current planning review being undertaken, a servicing study was completed for the southeast in 2012 (*Southeast Serviceability Study* – AECOM, 2012). The *Southeast Serviceability Study* provides options for accommodating water, wastewater and stormwater services. Notably, this study acknowledges existing and predicted constraints with sanitary conveyance infrastructure, as well as water distribution systems. The City uses this study as the basis for reviewing subsequent analysis undertaken at the "neighbourhood plan" level of planning, as well as recommendations relating to capital investments. This study may be superseded by water and wastewater master plans currently being undertaken by the City.

The preparation of a secondary plan was required in order to identify a conceptual, high-level land use and servicing solution for the plan area, in accordance with Policy 14.23 of the OCP, and direction provided by Administration in 2014. It was decided that separate plans should be prepared for lands north and south of Victoria Avenue due to landowner logistics, servicing requirements and the effect of Victoria Avenue, as a major "form making" element. A detailed concept plan has been required for the commercial phase of development. Although the existence of utility issues, in the southeast, has been recognized since the completion of the *Southeast Serviceability Study*, developers were provided an opportunity to explore interim and/ or alternate solutions for water and wastewater servicing, for commercial development.

The process to prepare the proposed Tower Crossing Secondary Plan has been subjected to significant analysis and public and stakeholder engagement. The developer sponsored a design workshop with plan area land owners in attendance in addition to important stakeholders, such as the Regina Qu'Appelle Health Region and City Administration. Consultation also included one-on-one discussions between City Administration and land owners, as well as a general meeting of all land owners. The Secondary Plan has also been discussed with administration from the RM of Sherwood through the Joint Planning Area process.

DISCUSSION

Plan Area Context

The plan area is approximately 116 hectares in size and is located in the east part of the city, between Dewdney Avenue and the Victoria Avenue (north-south) and between Tower Road and Range Road 2192 (west-east), as shown on Appendix A-2. The plan area can be divided into:

- A southern portion that consists of existing rural-oriented highway commercial development along the service road north of Victoria Avenue; and
- A northern portion that consists mainly of cultivated farmland along with a homestead and low-lying area in the northeast.

The plan area is optimally located for region-oriented commercial development. The plan area is bound, to the south, by Victoria Avenue, which is identified as an “urban corridor” and future “transit express route” in the Growth Plan of the OCP. On the east side of the plan area, the Ministry of Highways and Infrastructure has identified Tower Road as a possible leg of the Regina Bypass. The plan area forms part of a major gateway into the city, bounding an arterial roadway that extends eastward, connecting Regina with the growing municipalities to the east.

Vision Summary

The intent of the Secondary Plan is to accommodate commercial development (e.g. large-format retail) along Victoria Avenue, as part of an initial phase, and residential in the north half of the plan area, as part of a future long term phase. Because much of the plan area currently consists of scattered “rural-oriented” highway commercial development, the Secondary Plan includes a strategy to redevelop the area into a fully serviced, landscaped “urban” commercial district. The transportation network will be based on a grid design, allowing for optimal wayfinding and mobility, and will include pedestrian and cycling infrastructure.

Land Use Summary

Residential	<ul style="list-style-type: none">• A proposed mix of residential densities along with parks and services.• Future, long term residential development (300K+ growth area) will be triggered by OCP growth phasing conformity, the provision of available services, and a concept plan.
Commercial	<ul style="list-style-type: none">• Approximately 57 hectares has been identified for potential commercial development (e.g. large-format retail and secondary uses).• Uses may include: commercial retail and uses generally associated with, or optimally located by, arterial roadways.

Open Space	<ul style="list-style-type: none">• Municipal reserve for the commercial area will be deferred to the residential area or taken as cash in lieu of land.• A zone level dog park may be required as part of Phase I• The low area in the northeast part of the plan area will be evaluated for environmental reserve potential as part of the Phase II Concept Plan.
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Commercial Strategy

The Secondary Plan identifies approximately 57 hectares of land for commercial development (e.g. large-format retail). Regarding the issue of phasing: The OCP sets forth clear direction for the phasing and financing of new neighbourhoods and employment areas (OCP Policy 2.12, which requires a “phasing and financing plan”). Council approved an “Interim Phasing and Financing Plan” in 2014, which provides guidance respecting “residential areas” and “employment areas”. Although the Interim Phasing and Financing Plan is clear respecting residential and employment areas, no guidance is provided respecting “urban corridors”, which is the OCP designation that applies to lands abutting Victoria Avenue East.

In the absence of clear direction, a reasonable option is to apply the employment area phasing rules to the urban corridor where the proposed development is solely commercial. Assuming this approach, Council may consider commercial development, within the urban corridors, on a “case-by-case basis”, as per the Interim Phasing and Financing Plan intent. The amount of commercial land within the urban corridors can also be subject to Council’s discretion, as the urban corridor boundaries, as shown in the OCP, are conceptual and subject to the City’s interpretation. Further, there are no clear policies on the appropriate amount of commercial.

In order to help assess commercial viability, the development proponent prepared and submitted a retail impact analysis, as per the City’s general requirements. This study estimates that a growth in floor space demand for the east part of the City (including lands to the south of Victoria Avenue) equates to approximately 1.9 million square feet by the year 2024. The proposed Secondary Plan reserves approximately 57 hectares of land for commercial development, which equates to, approximately, 1.8 million square feet of floor space (assuming 30% building coverage, which appears to be average within the city).

As a response to the proposed commercial strategy and analysis, the City reviewed the development proponent’s retail market analysis, through an independent, “third party”, expert, and reviewed the approach used by other municipalities respecting commercial phasing. The City’s third party review concludes that the development proponent’s analysis over-estimates, significantly, the amount of projected commercial demand. Further, the City reviewed a retail market analysis prepared by landowners located on the south side of Victoria Avenue: this study also indicates that the demand for commercial development is significantly less than what is contemplated by the study undertaken to support the proposed Tower Crossing development.

Although the proposed Tower Crossing Plan may identify more land for commercial development than what is needed in the short-medium term, the following additional factors should be considered:

- The studies undertaken by the two landowners, as well as the City’s review, did not project retail demand to 2040, which is the OCP “planning horizon”; therefore, some land within Tower Crossing may be appropriate for longer-term, future development.

- Almost half of the proposed Tower Crossing commercial area is currently developed as rural-oriented highway commercial development. It is unclear, at this time, when, or whether, the built-out area will transition to a more urban-oriented form. The Tower Crossing Plan provides a beneficial redevelopment strategy, which will transition the area into a more efficient, higher quality built form. “Greenfield” development opportunity only applies to approximately half of the proposed commercial area.
- Development will only reflect what the market can actually bear. The Secondary Plan contemplates “flex” areas and “mixed use” areas which would permit uses other than commercial development if there is not sufficient demand for retail development; unutilized commercial lands could eventually transition to an alternate land-use through a secondary plan amendment.
- The greater the amount of commercial land available equates to greater market/ location choice for prospective new businesses and commercial enterprises.
- The City can control development approvals (i.e. rezoning) in such a way as to help mitigate servicing issues that might result from commercial land over-allocation.

Considering the aforementioned factors, Administration accepts the configuration and allocation of proposed commercial development.

Servicing Summary

Water	<ul style="list-style-type: none"> • Proposed loop system connecting with the existing trunk main running along Prince of Wales Drive. • Stubs will be required to allow for future connection to lands north and south of the plan area. • Water lines that run from Dewdney Avenue to the existing developed lots will be decommissioned and replaced with the full system for the area. • Interim measures may be required within the development area to ensure that an adequate level of service is provided.
Wastewater	<ul style="list-style-type: none"> • Gravity collection system will convey local flows to a new pump and storage facility on the west side of the plan area. • Wastewater will ultimately discharge to Arcola Trunk, and thence to McCarthy Boulevard Pump Station. • The new pump station and associated infrastructure will be designed to accommodate the servicing requirements of adjacent lands.
Stormwater	<ul style="list-style-type: none"> • Proposed gravity system, which will discharge into two storm detention ponds, will discharge into Pilot Butte Creek at a pre-determined rate. • Detention ponds will be claimed as Municipal Utility Parcels; however, there is potential to transition to parks in a new phase of development.
Traffic	<ul style="list-style-type: none"> • Primary ingress/ egress will be via Zinkhan Road and Chuka Boulevard, which will function as full-movement at-grade intersections. • Chuka Boulevard will extend through the plan area as an arterial roadway that will accommodate pedestrian and cycling infrastructure. • Tower Road corridor will be protected to accommodate a future 101 m right-of-way and potential future interchange, as per provincial requirements.
Emergency	<ul style="list-style-type: none"> • EMS and Regina Fire and Protective Services both provided responses to the circulation: no facilities are required in the plan area. • No emergency response time issues have been identified at this stage.

Water Servicing

In the administrations review of development applications for Secondary and Concept Plans, development proposals are requested to include a servicing study outlining the proposed strategy, assumptions made and demonstration of how a minimum level of service may be achieved per City development standards and existing developments are impacted. The City uses and requires proponents to utilize the water modelling software to assess and conceptually design the water network at this stage based on City development standards. The water modelling software simulates water velocities, flows and pressures within a network. Specific level of service examined include maximum day demands, peak hour demands and fire flow demands and whether the system can provide an acceptable level of service. Administration has a high level of confidence in the results provided by the City water model based on pressure /flow testing.

An analysis of the proposed water servicing scheme, and its impact on the city-wide system, reveals a reduction in water pressure service levels and an increase in fire flow deficiencies, as a result of the Tower Crossing build-out. The initial water modelling was based on the build-out of the City's "235K" lands, plus Tower Crossing. When the City factored in additional development approvals, such as Westerra and the Fleet Street Business Park, as well as densification that has occurred in growth areas such as Harbour Landing and The Greens on Gardiner, water pressure service levels are projected to decrease to a greater degree.

A solution to the water servicing issue must be identified as a prerequisite for Administrative support of any subsequent rezoning applications. Although there are multiple potential solutions, including the implementation of an "eastern pressure zone", the following should be considered:

- The Water Master Plan, which is due for completion in 2016, will provide recommendations respecting long term solutions and may provide interim solutions. It is expected a recommended solution to improve water pressure will be available as early as December 2015.
- Budget is already approved to begin design of the pressure zone or alternative solution in Q4 2015. Through the 2016 budget, approval for a multi-year project will be requested in order to implement the appropriate water pressure solution. If an eastern pressure zone is the preferred solution, it may take, approximately, 5-7 years to implement this solution.
- There is potential for developer-funded interim solutions, to accommodate development "today"; however, these would require further analysis.

It is important to note that Administration considers the "235K" neighbourhoods to be a priority for access to existing or interim servicing capacity. Any interim solutions proposed to service Tower Crossing must not impact the 235K neighbourhoods' abilities to access appropriate supply of water. If the City proposes interim measures and there is not adequate pressure to accommodate both the 235K neighbourhoods and Tower Crossing, the 235K neighbourhoods shall get approval priority.

Wastewater Servicing

Regarding wastewater capacity, the City acknowledges that there will not be sufficient downstream capacity during major rainfall events to service the Tower Crossing development. As a result, the City requires the developer to install storage capacity in the wastewater pump station. This is consistent with the requirements of other neighbourhoods in the southeast. The

wastewater pump station and storage component will need to be designed to expand to accommodate future growth areas including the future “Foxtail Grove” neighbourhood.

Administration did require an amendment to the proposed Secondary Plan, which will provide the City with a means to control development proposals incrementally, on a case-by-case basis, in order to evaluate impacts on city services. This is achieved by dividing the development area into four “planning cells”. Instead of re-zoning of the entire Tower Crossing Phase 1 area, the development will be evaluated on a cell-by-cell basis. If one cell consumes all available servicing or retail market capacity, subsequent cells would not obtain re-zoning approval.

Tower Road Bypass

The Ministry of Highways and Infrastructure (MHI) has indicated that the Tower Crossing Plan should protect sufficient right-of-way to accommodate a potential future northeast bypass and interchange at Victoria Avenue and Tower Road. MHI completed a high level analysis and provided the City with the land dimensions for which right-of-way protection is required. The corresponding land allocation has been reflected in the Tower Crossing Secondary Plan.

The City also received a Tower Road interchange analysis from another development proponent in the area that suggests that the interchange right-of-way dimensions as required by MHI are not sufficient to accommodate a future interchange at that location. Upon receipt of the analysis by the other development proponent, City Administration received verbal confirmation from MHI that their intent is to ensure that any future interchange would be designed so as to fit into the right-of-way that has been identified by them for protection and they stand by their April 13, 2015 correspondence. The Plan meets MHI requirements.

OCP Conformity

The proposed land use plan generally conforms with the intent of the OCP. The proposed commercial designation conforms with the Growth Plan of the OCP, which identifies Victoria Avenue as an “urban corridor” (OCP Policy 7.17). As discussed previously in this report, there is no clear direction for the phasing of lands within “urban corridors”, per se; however, if the direction of the Interim Phasing and Financing Plan is applied, respecting “employment lands”, then the City would assess commercial development on a “case-by-case” basis. The breadth of the urban corridor, as shown in the OCP, is conceptual; there is no direction for the appropriate amount and quantity of commercial in this location. Determining the breadth of the urban corridor, and the appropriate amount of commercial land, would be at Council’s discretion.

Direction for development timing may be found in Council Report CR13-136, in which the 2013 boundary alteration was approved by City Council. Within this aforementioned report, the Tower Crossing area was identified as an “imminent development area”. The tax mitigation strategy for this area was based on the understanding that this commercial area would have full city servicing within five years of annexation approval. The Secondary Plan does contemplate residential in the north half of the plan area; however, the proposed policy ensures that development timing/ phasing will be in accordance with the Growth Plan of the OCP, which recognizes this future residential area as falling within the “300K+” growth horizon.

The OCP supports complete communities, and supports the integration of commercial corridors with complete communities. The existing neighbourhoods bound by Ring Road, CP mainline, Victoria Avenue and Prince of Wales currently have limited access to retail development

without the need to cross Victoria Avenue, which is the busiest corridor in the city. Tower Crossing will provide retail options for those existing residents and help complete those neighbourhoods. Furthermore, the commercial development will be in place to ensure that when future 300K+ neighbourhoods are developed, they will already be poised to integrate with this commercial node and meet the complete community objectives.

RECOMMENDATION IMPLICATIONS

Financial Implications

All projects internal to the plan area will be funded entirely by the developer and will not receive any reimbursement by the City from servicing agreement fee funds or City contributions. Payments for oversized infrastructure will be made where deemed required by the Executive Director of City Planning & Development provided the developer enters into a servicing agreement on or before December 31, 2015. Payment for any approved oversized infrastructure will be included in a servicing agreement as per the *Administration of Service Agreement Fees and Development Levies* policy. Further:

- All water, wastewater, and stormwater projects required for this development are to be funded by the developer including pump stations, force mains and trunks.
- Financial Implication of expediting the Eastern Pressure Zone(s) or alternate solution to be identified as part of the Water Master Plan and/ or 2016 budget planning.
- City will endeavour 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.
- The municipal infrastructure built and funded by the developer will become the City's responsibility to operate and maintain through future budgets.
- As this plan area requires a sanitary sewage pump station, as well as other capital infrastructure, there will be additional cost placed on the City with respect to ongoing operation and maintenance.
- This area will transition rural, highway commercial development into a fully-serviced urban area that will lead to higher assessed property values.

Environmental Implications

A preliminary environmental overview has been undertaken for the majority of the plan area. This study reveals that there is the potential for contamination on some of the existing developed commercial sites. The Secondary Plan recommends further testing before development approval. The Phase II residential area will be subject to testing as part of future planning.

The Secondary Plan does not allow for any significant pollution emitting development, such as industrial activities. The Secondary Plan does support the redevelopment of the plan area from its current rural-commercial highway oriented activities to a fully serviced urban development: this may be considered beneficial from an environmental perspective, as it will result in the remediation of properties, removal of on-site septic systems and the inclusion of landscaping.

There is potential for wetland protection pertaining to the northeast part of the plan area. This site will be reviewed as part of the future Phase II concept plan process. Should environmental sensitivity be identified, the City can claim the site as environmental reserve.

Policy/Strategic Implications

The southern portion of the Tower Crossing Secondary Plan is identified in the OCP as an “Urban corridor” and the northern portion is identified as “Future Long-Term Growth (300K+).” This development will support the City’s economic and employment growth objectives.

Other Implications

- After the water system is installed, existing connections will be decommissioned and properties will connect to the new City water supply.
- Pursuant to the Sewer Service Bylaw No. 5601, when wastewater servicing becomes available, property owners shall connect or cause to be connected within 60 days of when the service becomes available. Any septic tanks, cesspools, and similar private sewage disposal facilities shall be dismantled to the satisfaction of the City.
- The plan area is currently under a 5 year property tax phasing from RM rates to City rates. When development occurs in a particular location, the tax phasing no longer applies and the land will be taxed at full City rates.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

- A meeting was held on May 21, 2014 for all plan area land owners with Administration present to outline objectives and process.
- An interactive design charrette exercise was conducted on July 16 and 17, 2014, which included the participation of many stakeholders including: land owners, Regina Qu’Appelle Health Region Representatives and City Administration.
- Sign postings were erected at the following locations on February 13, 2015: Tower Road and Dewdney Avenue; Tower Road and the North Service Road; Argan Drive and Range Road 2192; Dewdney Avenue and Range Road 2192.
- The City circulated the proposed Plan to various external government agencies, including the Ministry of the Environment; Ministry of Highways and Infrastructure; RM of Sherwood; RQHR. Administration believes that all comments and concerns raised from external agencies have been addressed by the applicant.
- The general public was engaged during an open house held on February 25, 2015, which drew approximately 30 attendees. The open house was advertised twice within the Leader Post (February 14 and February 21) and through a mail out to adjacent land owners.
- Three individuals, representing the “general public” or neighbouring residents, submitted written comments regarding the proposed development.
- The City conducted one-on-one meetings with several of the plan area land owners, as well as telephone correspondence and letters sent to individuals.
- A meeting was held with the major landowners of the “SE Regina” plan area (lands to the south of Victoria Avenue) to discuss the proposed Tower Crossing Secondary Plan.
- The following communications were conducted with the RM of Sherwood, as the plan falls within the Joint Planning Area:

- Circulation of the plan on January 12, 2015.
- Open house invitations both by email and hard copy.
- Discussion at the Sherwood-Regina Administrative Technical Committee meeting on March 5, 2015.
- Meeting between Administration and the RM's Planning Director and Municipal Planner on May 4, 2015 to discuss the plan.

DELEGATED AUTHORITY

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

Respectfully submitted,



Shanie Leugner, A/Director
Planning Department

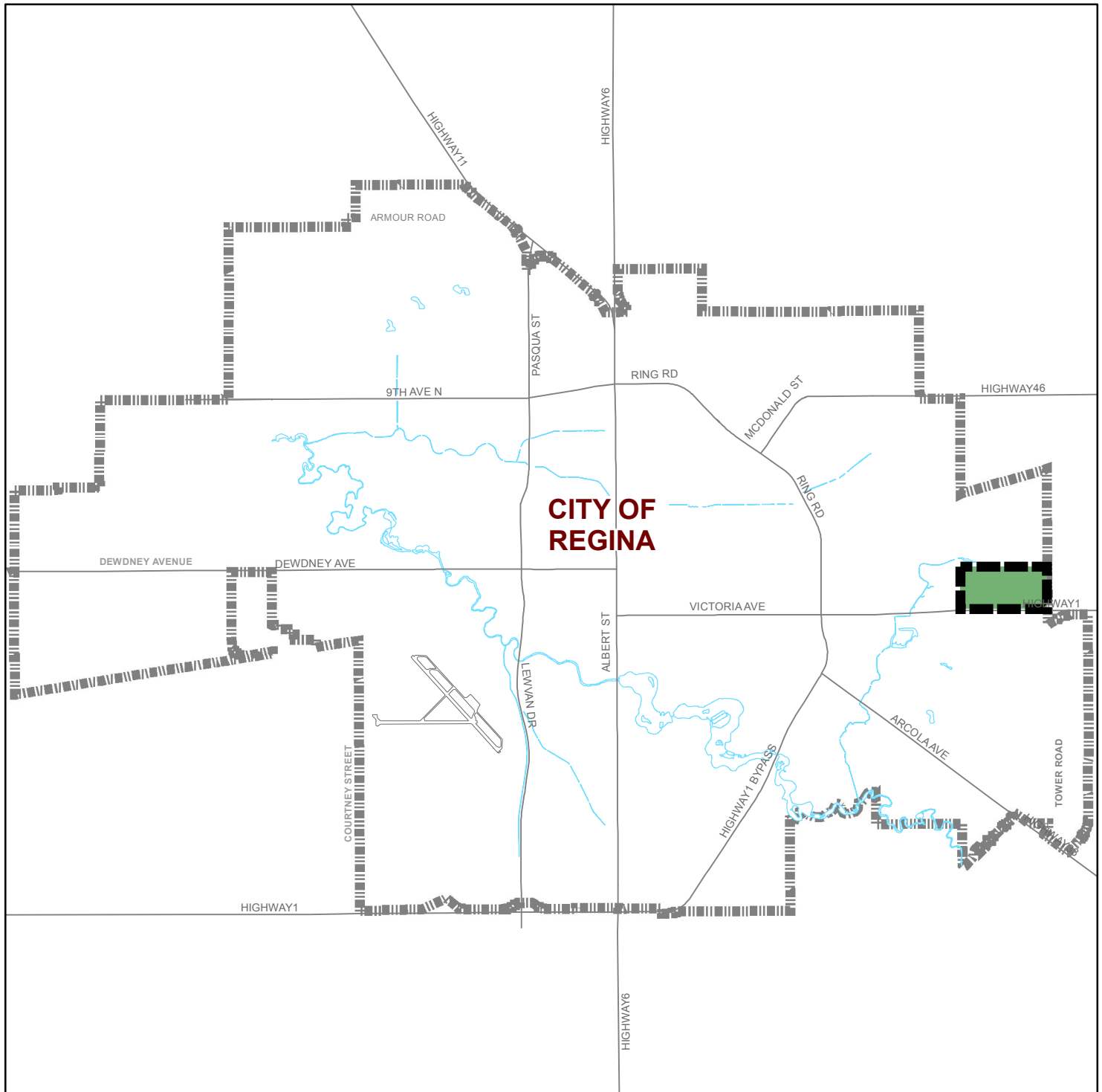
Respectfully submitted,



Diana Hawryluk, Executive Director
City Planning & Development

Report prepared by: Jeremy Fenton, Senior City Planner

Tower Crossing



Legend



City of Regina



Tower Crossing Plan Area

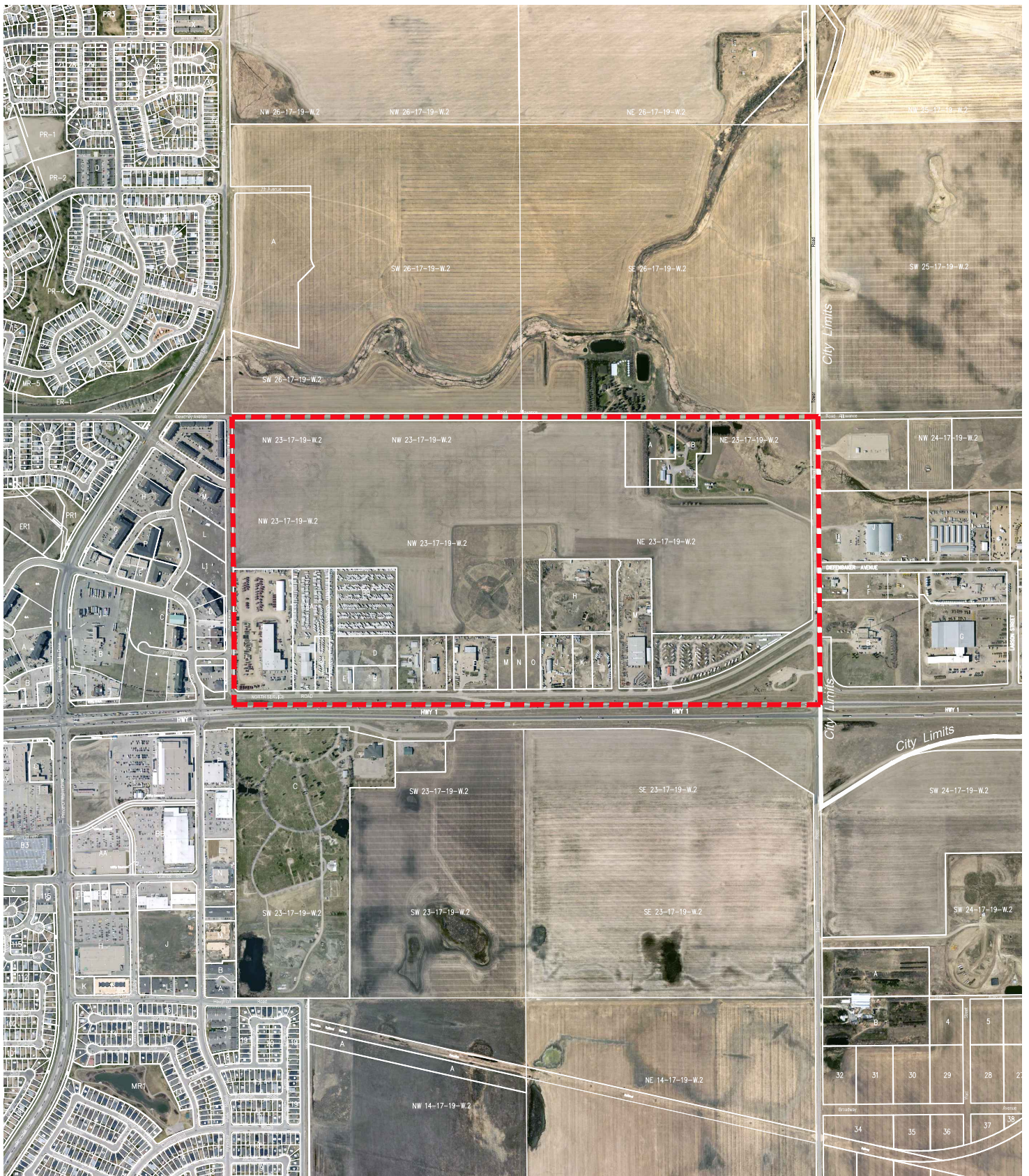


January 2014



City of
Regina

Note: This is a revised map showing 2014 city limits and not the official map that forms part of the Sherwood-Regina MOU.



Subject Property

Date of Photography: 2012

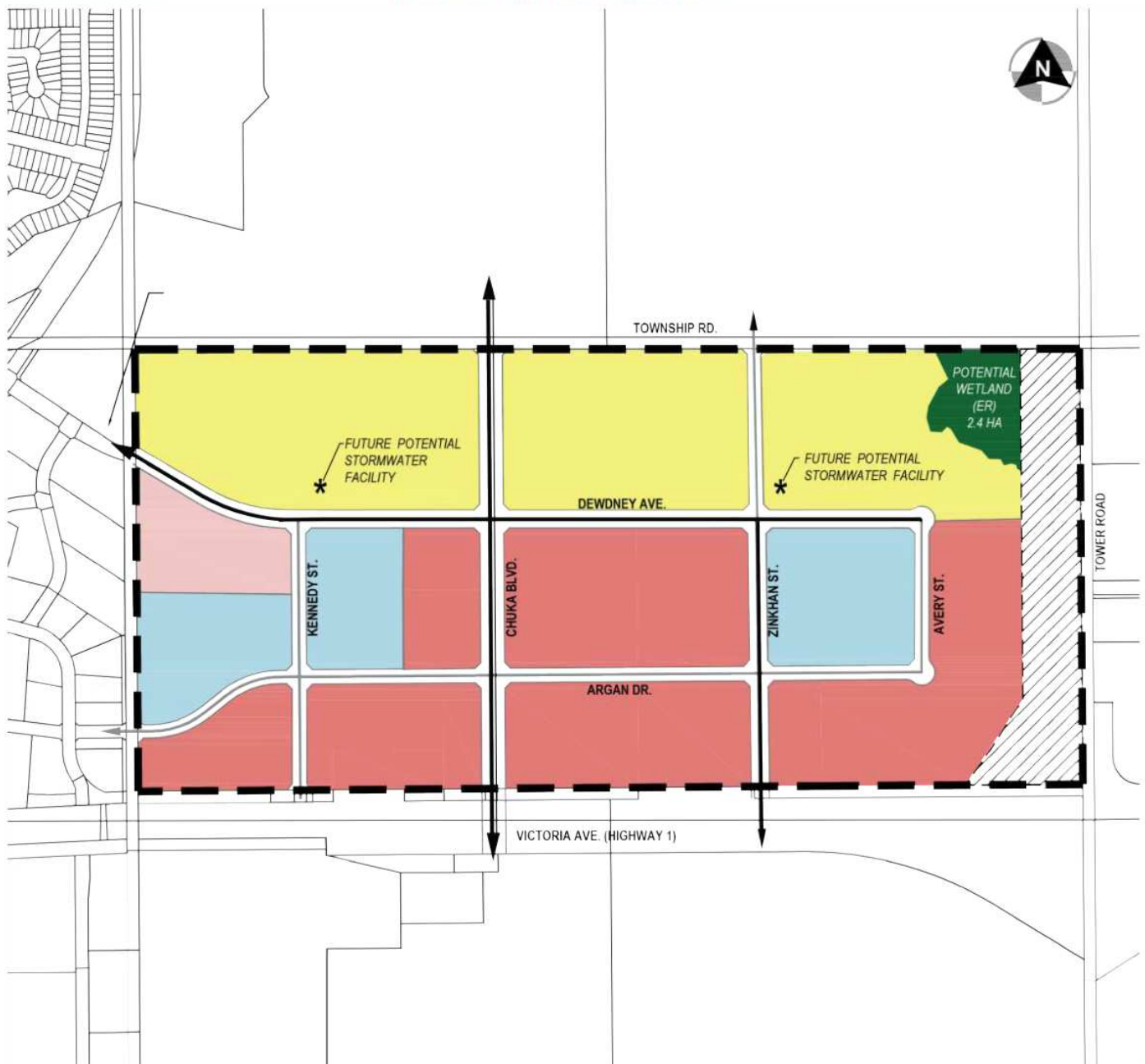


Project 14-OCP-07

Civic Address/Subdivision

Tower Crossing

Figure 5: General Future Land-Use Plan



LEGEND



Plan Area Boundary



Proposed Commercial



Proposed Residential



Proposed Mixed Use



Proposed Flex



Proposed Arterial Road - 40m ROW



Proposed Arterial Road - 30m ROW



Proposed Collector Road - 24m ROW



Potential Wetland (ER)



Future Potential Stormwater Pond



Future Highway ROW

Scale 1 : 10,000

0 50 m 150 m 250 m



OFFICIAL COMMUNITY PLAN

PART B.15 Tower Crossing Secondary Plan



TABLE OF CONTENTS

1	INTRODUCTION	4
1.1	BACKGROUND	4
1.2	SITE CONTEXT	4
1.3	PROJECT VISION	6
1.4	GOALS AND OBJECTIVES	6
1.5	OFFICIAL COMMUNITY PLAN CONFORMITY	6
2	SITE ANALYSIS	7
2.1	TOPOGRAPHY	7
2.2	NATURAL FEATURES	7
2.3	BUILT FEATURES	8
2.4	ENVIRONMENTAL OVERVIEW	8
2.5	HERITAGE RESOURCES	9
2.6	RETAIL IMPACT ANALYSIS	9
3	LAND USE STRATEGY	10
3.1	COMMUNITY DESIGN	10
3.1.1	OVERVIEW	10
3.1.2	POLICY	10
3.2	RESIDENTIAL	10
3.2.1	OVERVIEW	10
3.2.2	POLICY	10
3.3	COMMERCIAL	11
3.3.1	OVERVIEW	11
3.3.2	POLICY	11
3.4	CIVIC/INSTITUTIONAL	12
3.4.1	OVERVIEW	12
3.4.2	POLICY	12
3.5	OPEN SPACE/RECREATION	13
3.5.1	OVERVIEW	13

3.5.2	POLICY	13
4	SERVICING STRATEGY.....	16
4.1	TRANSPORTATION.....	16
4.1.1	OVERVIEW	16
4.1.2	POLICY	16
4.2	WATER	19
4.2.1	OVERVIEW	19
4.2.2	POLICY	20
4.3	WASTEWATER	24
4.3.1	OVERVIEW	24
4.3.2	POLICY	25
4.4	STORM WATER	28
4.4.1	OVERVIEW	28
4.4.2	POLICY	28
5	IMPLEMENTATION	33
5.1	PHASING/ STAGING.....	33
5.1.1	OVERVIEW	33
5.1.2	POLICY	33
5.2	CONCEPT PLANS.....	34
5.2.1	OVERVIEW	34
5.2.2	POLICY	34
6	APPENDICES	37
6.1	APPENDIX A – APPROVED CONCEPT PLANS	
	APPENDIX A.1 – PHASE I CONCEPT PLAN - LAND USE	
	APPENDIX A.2 – PHASE I CONCEPT PLAN - CIRCULATION	
6.2	APPENDIX B – NON-BINDING INFORMATION	
	APPENDIX B.1 – POTENTIAL TRANSIT ROUTE	
	APPENDIX B.2 – POTENTIAL STREET CROSS SECTIONS	
	APPENDIX B.3 – POTENTIAL CHUKA BOULEVARD AND DEWDNEY AVENUE INTERSECTION	

TABLES

TABLE 1: PEAK WASTEWATER FLOWS	24
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FIGURES

FIGURE 1: REGIONAL CONTEXT MAP	5
FIGURE 2: LOCAL CONTEXT MAP	5
FIGURE 3: SITE TOPOGRAPHY	7
FIGURE 4: NATURAL FEATURES	8
FIGURE 5: GENERAL FUTURE LAND-USE PLAN.....	15
FIGURE 6: TRANSPORTATION SERVICING NETWORK	18
FIGURE 7: WATER SERVICING CONCEPT TOTAL DEVELOPMENT.....	22
FIGURE 8: WATER SERVICING CONCEPT PHASE I	23
FIGURE 9: SANITARY SERVICING CONCEPT TOTAL DEVELOPMENT.....	26
FIGURE 10: SANITARY SERVICING CONCEPT PHASE I	27
FIGURE 11: STORM SERVICING CONCEPT TOTAL DEVELOPMENT MAJOR SYSTEM ...	30
FIGURE 12: STORM SERVICING CONCEPT TOTAL DEVELOPMENT MINOR SYSTEM ..	31
FIGURE 13: STORM SERVICING CONCEPT PHASE I MINOR SYSTEM	32
FIGURE 14: PHASING PLAN.....	36

1 INTRODUCTION

1.1 BACKGROUND

The intent of this Secondary Plan is to provide a policy framework for directing land-use, transportation and utility servicing for lands located north of Victoria Avenue, on the east periphery of the City (Figure 1). The “Tower Crossing Secondary Plan” envisions and supports a development that includes commercial, residential and potential mixed-use land-uses. The commercial element will consist mainly of large-format retail that, considering its location and proximity to Victoria Avenue/ Highway 1, will cater to a local and regional customer base. Residential development will occur primarily in the north portion of the Plan area.

It is expected that all subsequent concept plans, rezoning and subdivision will be in conformity with this Secondary Plan. Concept plans, which provide a detailed solution for land-use and servicing, will be prepared for each development phase, and will be appended to this Secondary Plan. Combined, the policies of this Secondary Plan and the subsequent concept plans will help ensure that Tower Crossing evolves into a well-designed development, which is in conformity with the guiding policies of the City’s Official Community Plan (OCP).

1.2 SITE CONTEXT

The Plan area is approximately 116.2 hectares in size and is located immediately north of Victoria Avenue, on the City’s east periphery (N1/2 of Section 23-Twp. 17-Rge. 19). The Plan area is bounded by Victoria Avenue to the south, Tower Road to the east, Range Road 2192 to the west and Dewdney Avenue to the north (see Figure 2). The south portion of the Plan area is comprised of existing and defunct highway-oriented commercial development; the north portion is comprised mainly of agricultural land and an existing farmstead. The Plan area was annexed into the City from the RM of Sherwood in 2014.

The Plan area is located along the primary highway-commercial development corridor of the City, and forms part of a major gateway into the City. Existing land uses, located adjacent to the Plan area, include large-format retail, commercial service, hotels and gas bars. The lands directly south of the Plan area (south of Victoria Avenue) are also intended for commercial development. The Plan area, therefore, forms part of a larger commercial district and gateway, and will contribute to the growing market demand for commercial retail and services within the city and region.

Figure 1: Regional Context Map

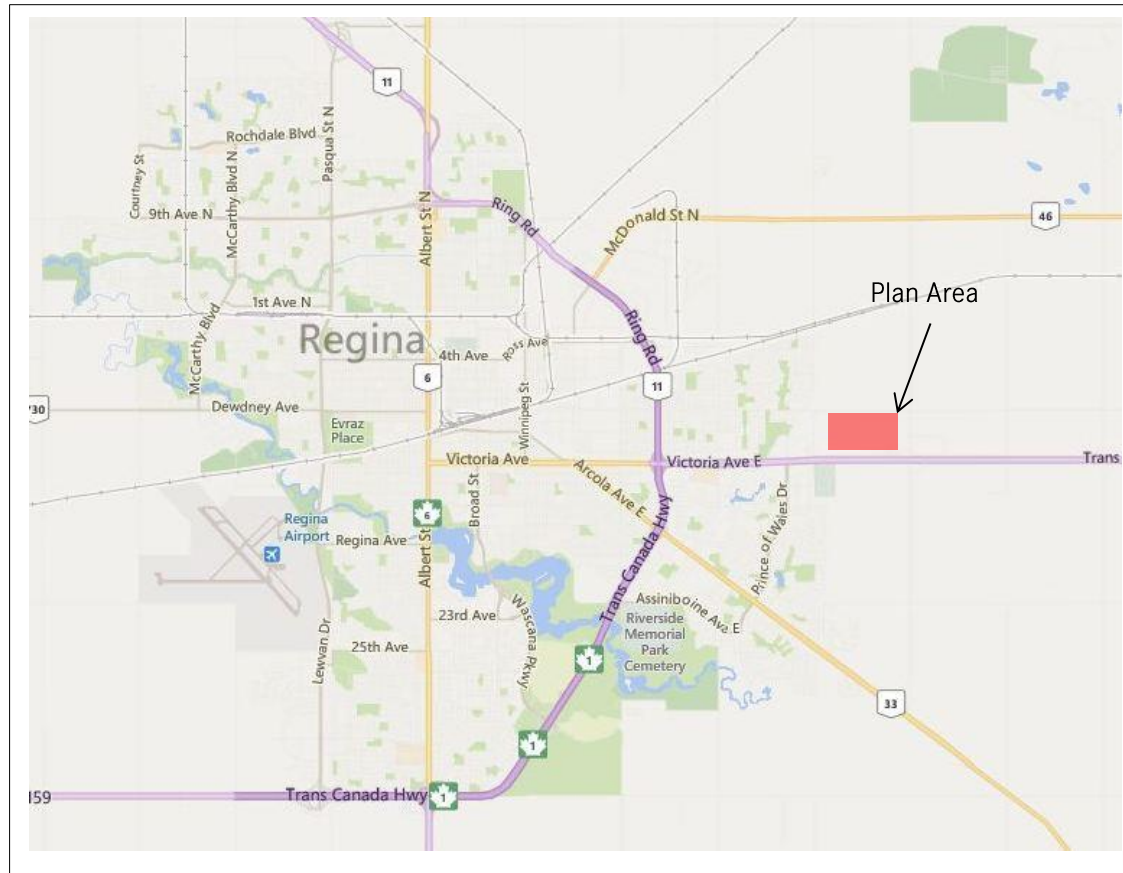
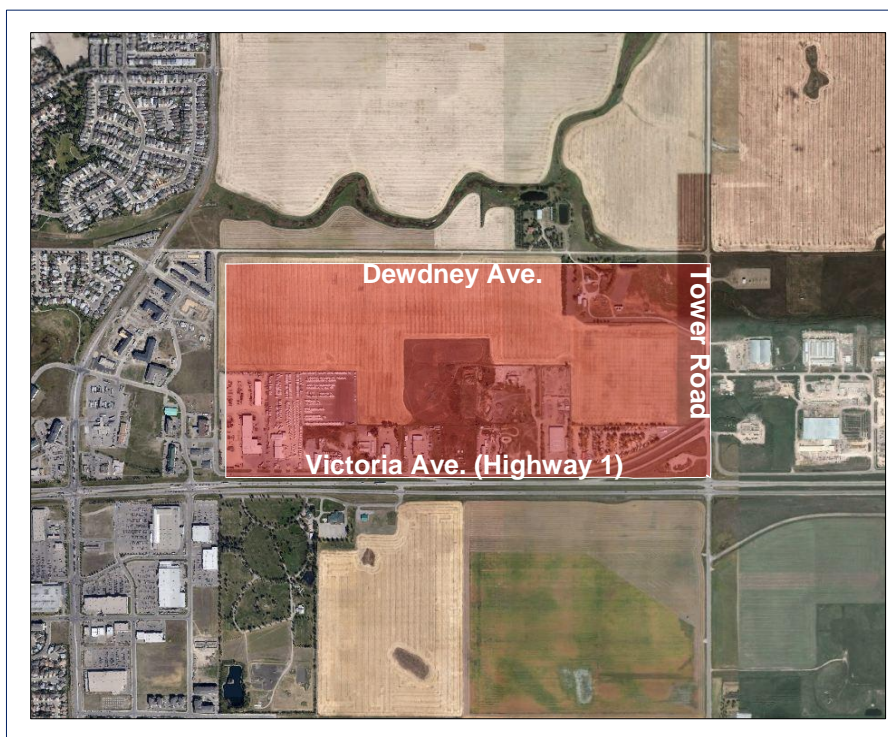


Figure 2: Local Context Map



1.3 PROJECT VISION

The Plan area will provide a collective integration of land uses (commercial, retail, residential, civic and accommodations) that will promote economic, social and environmental sustainability consistent with the OCP. Major commercial developments will serve as the area's economic foundation, with mixed-use and residential developments at a scale conducive to efficient land use. The development will embrace its regional function as a future transit node and regional gateway, and will facilitate the harmonious reconciliation of its core uses with the preservation of natural features, civic and cultural amenities.

This Plan area envisions the development as a “landmark commercial hub” that would grow in importance to both the expanding City and the outlying rural residents. A commercial anchor will provide the development with a solid economic foundation that will also facilitate strategic and orderly future population growth in the residential portions of the development, and beyond.

1.4 GOALS AND OBJECTIVES

Key goals and objectives of this Plan are to:

- Preserve ecological and key natural features such as existing watercourse corridors.
- Design the development holistically, by enabling adequate pedestrian, cycling and vehicular connectivity to and from major arterial commercial areas.
- Provide sufficient road connections to the surrounding arterial roads at safe locations to efficiently distribute site traffic, to minimize circuitous travel, and to accommodate the early implementation of transit service.
- Phase development to coincide with the provision of servicing and transportation infrastructure.
- Incorporate sustainable elements in the planning of the new community. This would include protection of the natural environment, consideration of cultural and social amenities.
- Provide adequate active recreational space and recreational facilities within an integrated park system.
- Provide for efficient use of planned water and sewer services within an overall development servicing strategy.

1.5 OFFICIAL COMMUNITY PLAN CONFORMITY

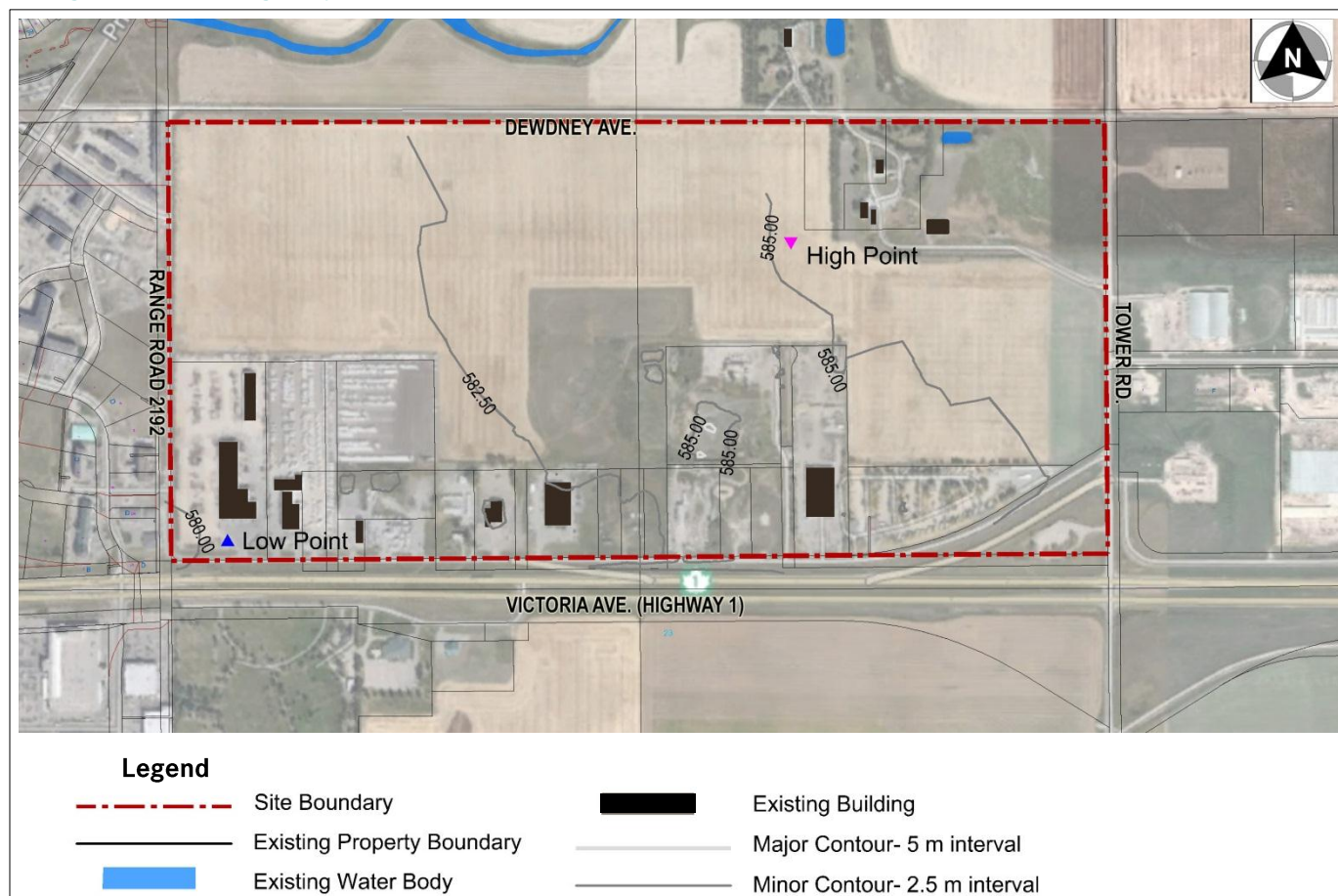
This Secondary Plan supports a land-use and phasing strategy that conforms to the OCP. Notably, this Secondary Plan supports commercial development, as a phasing priority, adjacent to Victoria Avenue. Commercial development will incorporate design features that support active transportation, integration with adjacent residential areas and a high quality public realm, in accordance with OCP policy. This Secondary Plan also identifies land for future residential development, and includes a strategy for ensuring that the phasing and timing of development is in accordance with the general guiding policies of Part A of the OCP relating to growth development and phasing.

2 SITE ANALYSIS

2.1 TOPOGRAPHY

The Plan area is located within the physiographic division known as the Qu'Appelle Sub-Basin, and is characteristic of low-lying, flat terrain. The lands slope gently to the southwest. A high point of 585 m.a.s.l is located in the central portion of the site, with a low point of 580 m.a.s.l in the southwest. (Figure 3)

Figure 3: Site Topography

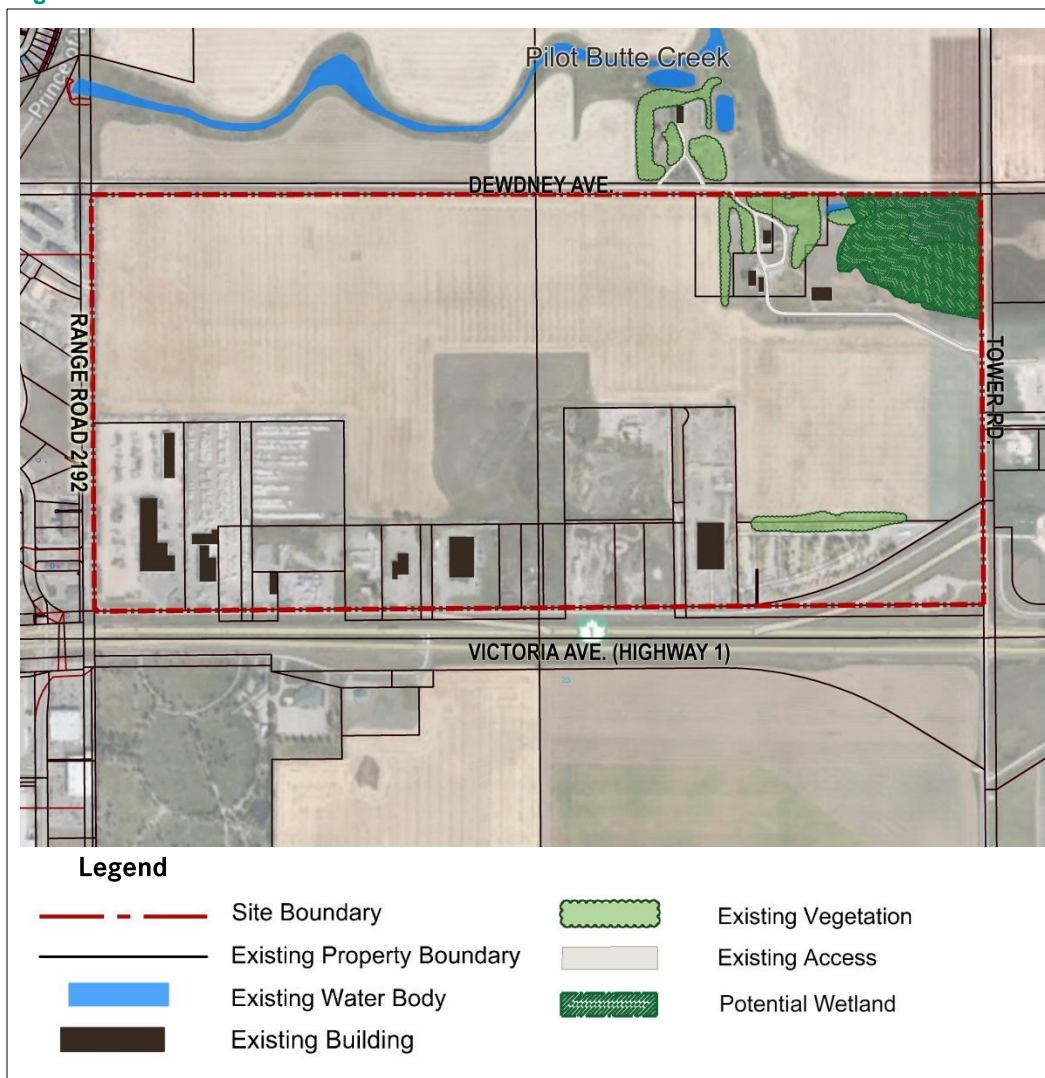


2.2 NATURAL FEATURES

The majority of the site is undeveloped agricultural land used for crop cultivation. A geotechnical site investigation indicated soils are typically moist and silty, underlain by glacial clay till deposits. The investigation also indicated instability concerns related with potential swelling and subsidence of clay fill. Due to the possibility of the shifting of grade-supported structures in these areas, reconstruction of the fill could be considered where development will occur.

A meandering creek and surrounding wetland exists in the northeast corner of the property, connecting with Pilot Butte Creek north of Dewdney Avenue (see Figure 4).

Figure 4: Natural Features



2.3 BUILT FEATURES

Built features exist in the southern portion of the Plan area. These include existing low-rise commercial buildings, quonsets and canopies, parking areas and gravel-surfaced driveways. Remnants of a pre-existing waterpark also lie within the area. An existing farmstead is located in the northeast portion.

Several existing 50 mm water mains run throughout the site area which services the existing uses in the southern portion. These lines tie into existing trunk lines along the existing Dewdney Ave and Range Road 2192. Private sanitation systems exist within the southern portion.

2.4 ENVIRONMENTAL OVERVIEW

A high level desktop review of the Plan area was conducted to assess the environmental conditions on-site. There are two properties examined within the Plan area that are potentially an environmental concern:

- a) Parcel B, Plan FS2354
- b) Parcel D, Plan 61R01031

Prior to any further development, proper testing for soil and/or water contamination should be conducted throughout the Plan area with specific attention to the currently developed commercial sites in the area's southern portion. In addition, an examination of water table levels, and a classification of the potential wetland/waterbody in the northeast corner should be conducted.

The Plan area is situated at the southern edge of the Upper Condie and Lower Regina Aquifer areas, with a water level approximately 9m below ground level. Development within the Plan area should consider the ecological sensitivities of these aquifers. Prior to development, additional testing to identify potential impacts on these areas should be carried out.

2.5 HERITAGE RESOURCES

A heritage resource impact assessment conducted in December of 2014 did not identify any heritage resources. There are no concerns with the project proceeding as proposed, relating to heritage resources.

2.6 RETAIL IMPACT ANALYSIS

A retail impact analysis was conducted by Colliers International, to understand the potential retail demand for eastern Regina between the 2014 and 2024 timeframe horizon. Based on population and income growth forecasts for areas surrounding the Tower Crossing Site, Colliers predicts residents in the area will generate an estimated \$982.6 million in retail spending by 2024. This equates to an estimated growth in retail floorspace demand of over 1.9 million square feet. With this projected retail demand, this Plan area, as well as lands to the south of Victoria Avenue, has the potential to accommodate retail development in the future.

3 LAND USE STRATEGY

3.1 COMMUNITY DESIGN

3.1.1 *Overview*

Overall community design should be focussed around the holistic development of a community that is interconnected with its surrounding urban systems and networks, is open and accessible to multiple modes of transportation, is sensitive of natural features, and creates a high-quality public realm.

3.1.2 *Policy*

- 3.1.2.1 The multi-use pathway will be a destination-based pathway system that will be developed to link parks, open space, recreational facilities, residential areas and commercial destinations; however where practical, and where the standard multi-use pathway is not feasible or desirable, on-street greenway connections with minimal driveway crossings should be used to connect pedestrian destinations.
- 3.1.2.2 Transit routes should efficiently and effectively circulate throughout the Plan area to provide access to and from surrounding areas.
- 3.1.2.3 Future developments should be adequately landscaped in a manner that contributes to a sense of place, utilizes native vegetation species (where applicable), and is aesthetically pleasing.
- 3.1.2.4 A mixed-use transition and/or landscaping area should be considered to help facilitate a gradual interface between the commercial area and future residential area.

3.2 RESIDENTIAL

3.2.1 *Overview*

This Secondary Plan supports residential development in three potential scenarios: future residential neighbourhoods; mixed-use areas; flex zones. The Residential Area, as shown on Figure 5 - General Future Land-Use Plan, will accommodate future residential neighbourhoods that are developed in accordance with the policies of OCP – Part A, this Plan and a detailed concept plan. Identified Mixed-Use areas and Flex Zone areas are other potential locations for residential. Considering the conspicuous location/ amount of commercial development, ensuring well designed, accessible and pedestrian-oriented neighbourhoods will be an objective of this Plan.

3.2.2 *Policy*

- 3.2.2.1 Pending conformity with the policies and/or growth plan of Part A of the City's OCP, respecting phasing/ timing of growth, and concept plan approval, the City may consider approving residential development within the identified Residential Area, Mixed-Use Area and Flex Zone Areas, as shown on Figure 5 - General Future Land-Use Plan.
- 3.2.2.2 The location and type of residential and mixed-use development shall be in accordance with an approved concept plan, which is in general accordance with this Secondary Plan.

- 3.2.2.3 Within the identified Residential Area, land-uses may include: residential, schools, parks and open space; any other appropriate land-uses, as determined by the City.
- 3.2.2.4 Within the identified Mixed-Use Area, land-uses shall include higher density residential, and may include: schools, parks and open space, smaller-scale commercial (e.g. 2700m² or less), civic, institutional; any other appropriate land-use, as determined by the City.
- 3.2.2.5 Within the identified Flex Zone Areas, land-uses may include any, or all, of the following: higher density residential, commercial, civic, and institutional.
- 3.2.2.6 Notwithstanding any other policy of this Plan, the City may allow the identified Mixed-Use Area to consist solely of residential development and associated land-uses (e.g. school, parks, etc.).
- 3.2.2.7 Notwithstanding any other policy of this Plan, the City will not allow residential development within the identified Cell B Flex Zone Area until the Mixed-Use Area is substantially built-out, as determined by the City.
- 3.2.2.8 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified Residential Area in order to accommodate public infrastructure and facilities without a concept plan being required, and prior to Phase II approval.

3.3 COMMERCIAL

3.3.1 *Overview*

At the time this Plan was adopted, the Plan area included commercial development along the Victoria Avenue corridor that was rural highway commercial in nature and was substantially developed at a time when the land was within the jurisdiction of the RM of Sherwood. The historic/ existing land use was developed somewhat sporadically and with only limited services. In order to recognize the changing market and servicing expectations, it is the intent of this Plan to transition the southern part of the Plan area from its past/ current configuration to an orderly, well planned and full serviced commercial area.

The proposed Commercial Area will be oriented towards uses suitable alongside arterial roadways, such as Victoria Avenue. It will accommodate commercial retail and services, hotels, food services, etc., for both the local and regional population and the travelling public, and will serve as a commercial hub on the City's eastern fringe.

3.3.2 *Policy*

- 3.3.2.1 The location and type of commercial and mixed-use development shall be in accordance with an approved concept plan, which is in general accordance with this Secondary Plan.
- 3.3.2.2 Within the identified Commercial Area, land uses may include: commercial retail and services generally associated with, or optimally located by, arterial roadways; any other appropriate land-use, as determined by the City.
- 3.3.2.3 Within the identified Mixed-Use Area, land-uses shall include higher density residential, and may include: schools, parks and open space, smaller-scale commercial (e.g. 2700m² or less), civic, institutional; any other appropriate land-use, as determined by the City.
- 3.3.2.4 Within the identified Flex Zone Areas, land-uses may include any, or all, of the following: higher density residential, commercial, civic, and institutional.

- 3.3.2.5 Commercial uses abutting the east-west arterial road which separates the general commercial land uses from the future residential land uses, as shown on Figure 5 - General Future Land-Use Plan, should screen parking, loading and outdoor storage areas from view, from the perspective of the abutting east-west arterial, through site, building design and/or landscaping.
- 3.3.2.6 Within the Commercial Area, specific rezoning applications shall not:
- I. Be approved unless a strategy for providing adequate transportation and utility services can be demonstrated for the proposed development(s), including any required off-site upgrades.
 - II. Be approved unless it can be demonstrated, through an analysis of the land (e.g. environmental site assessment; geotechnical assessment), that the property is suitable for the proposed development.
 - III. Extend beyond the “planning cell” boundaries shown on Figure 14 – Phasing Plan.
 - IV. Be approved where the proposed development will, in the estimation of the City, result in an unsatisfactory level of service, either within the Plan area or elsewhere in the city, for traffic management or utilities.

3.4 CIVIC/INSTITUTIONAL

3.4.1 *Overview*

Appropriate forms of civic and institutional development within the Plan area include: schools and places of worship within the Residential Area; general institutional within the Mixed-Use Area; fire halls, etc. Civic and institutional development should be optimally sited, relative to its particular form and intensity, in order to enhance pedestrian accessibility and community design, and should take advantage of shared parking with commercial development where possible and appropriate.

3.4.2 *Policy*

- 3.4.2.1 General institutional (e.g. libraries, places of worship, schools, etc.) may be considered for development within the identified Mixed-Use Area; schools and places of worship may be considered for development within the identified Residential Area.
- 3.4.2.2 As a prerequisite for concept plan approval, pertaining to the identified Residential Area, an assessment of potential civic needs shall be undertaken.
- 3.4.2.3 The provision of land for schools shall be in accordance with any applicable municipal or provincial law or policy.
- 3.4.2.4 Civic and institutional development should be optimally sited and located to support and enhance pedestrian and transit accessibility and, where appropriate, to frame key focal areas, such as intersections, neighbourhood hubs or intersecting view planes/ site lines.
- 3.4.2.5 Where possible and appropriate, civic and institutional development should locate adjacent to appropriate commercial development in order to share parking and provide land-use synergies.
- 3.4.2.6 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified mixed-use area in order to accommodate civic and institutional uses prior to residential approval, where it can be demonstrated that:

- I. The proposed development can be supplied with an adequate level of services.
- II. The site is a suitable location for the proposed use.
- III. The development will not impede the eventual full-build-out of the Mixed-Use Area.

3.5 OPEN SPACE/RECREATION

3.5.1 *Overview*

Open space will generally be in the form of City parks, which are designated through the subdivision process as municipal reserve. For the identified Commercial Area, the City may either direct the municipal reserve allotment to the Residential Area, or claim cash-in-lieu of land. If open space is required to accommodate storm water from the Phase I Commercial Area, then the City may consider locating this open space in the Phase II Residential Area.

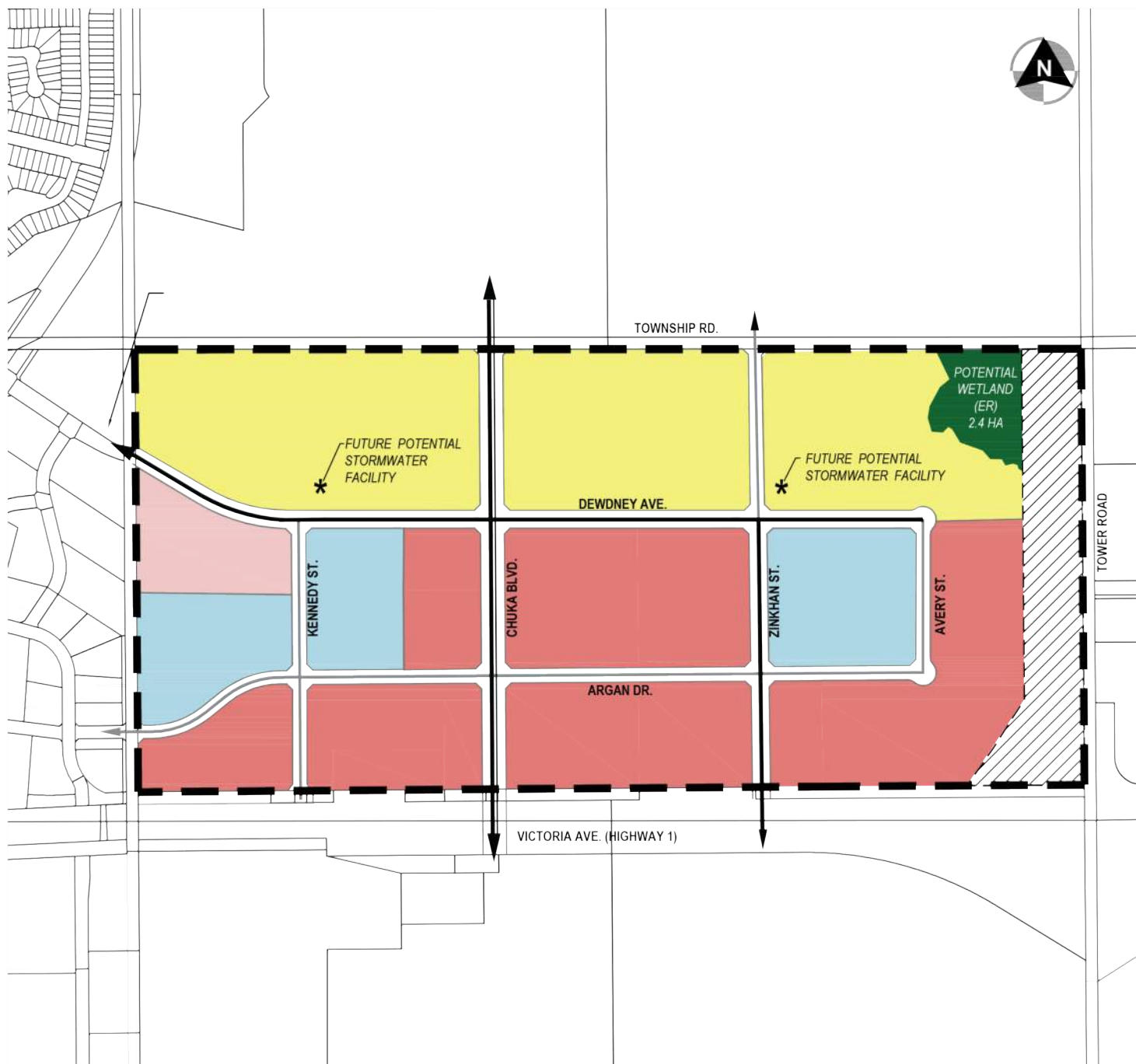
Parks will generally be directed to the Residential Area; therefore, an open space strategy will be identified as part of the concept plan process for this future development area. In addition to municipal reserve, the City and/or developer will assess the potential for environmental reserve designation pertaining to the potential wetland site in the NE corner of the Plan area.

3.5.2 *Policy*

- 3.5.2.1 As a prerequisite for concept plan approval, pertaining to the identified Residential Area, an assessment of potential open space and recreation needs shall be undertaken.
- 3.5.2.2 Multi-Use pathways should be incorporated into the Plan area in accordance with Appendix A.2 – Phase I Concept Plan - Circulation; further assessment of pathway locations shall be undertaken through the concept plan process pertaining to the Residential Area.
- 3.5.2.3 With respect to land identified for commercial development, the City may, where applicable, either claim cash-in-lieu of municipal reserve or have it deferred to the Residential Area.
- 3.5.2.4 Through the concept plan process pertaining to the Residential Area:
 - I. The City will assess the potential for environmental reserve designation pertaining to the potential wetland site in the NE corner of the Plan Area.
 - II. An open space strategy, for the Residential Area, shall be identified, including an outline of how the municipal reserve dedication was calculated.
- 3.5.2.5 Where parks are intended to accommodate storm water:
 - I. The parks shall be designed to support City of Regina recreational sport programming and other active recreation as the primary use.
 - II. A combined park and drainage facility design solution and drainage study shall be submitted by the developer, as a prerequisite to subdivision approval demonstrating, to the City's satisfaction, how the storm water facility can be accommodated without detracting from the viability of the park as a space for programmed sports and active recreation.

- 3.5.2.6 Open spaces should be integrated into a comprehensive system with linkages to parks, pathways, facilities (where applicable) and the Pilot Butte Creek.
- 3.5.2.7 The City may allow the transition of parcels, which were originally reserved for storm water purposes, to municipal reserve/ parks, or hybrid park/ detention areas, should the intent of the open space policies of this Plan be adhered to and satisfied, and at the City's discretion.
- 3.5.2.8 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified Residential Area in order to accommodate a dog park or storm water detention pond without a concept plan being required, and prior to Phase II approval.
- 3.5.2.9 A zone level dog park shall be built within the Phase II Residential Area, and must first be considered within the western-most combined park & drainage facility.
- 3.5.2.10 All open space shall be designed to meet accessibility standards.
- 3.5.2.11 The City shall claim municipal reserve or cash in lieu of municipal reserve for all land in the Plan area, in accordance with *The Planning and Development Act, 2007*.
- 3.5.2.12 Notwithstanding Policy 3.5.2.11, the City shall not claim municipal reserve where it can be demonstrated that municipal reserve dedication does not apply (e.g. where existing subdivisions were previously subjected to municipal reserve dedication).

Figure 5: General Future Land-Use Plan



LEGEND



Plan Area Boundary



Proposed Commercial



Proposed Residential



Proposed Mixed Use



Proposed Flex



Proposed Arterial Road - 40m ROW



Proposed Arterial Road - 30m ROW



Proposed Collector Road - 24m ROW



Potential Wetland (ER)



Future Potential Stormwater Pond



Future Highway ROW

Scale 1 : 10,000

0 50 m 150 m 250 m

4

SERVICING STRATEGY

4.1 TRANSPORTATION

4.1.1 *Overview*

The Plan area will transition from a development scenario focusing, primarily, on one service road, abutting Victoria Avenue, to a fully integrated urban development framed by a grid, or modified grid, street network. The service road, which, historically, provided primary access, will be phased out over time. The main access into the Plan area will be through the proposed Chuka Boulevard extension, which will connect to Arcola Avenue and eventually extend to lands north of the Plan area and north of Pilot Butte Creek. Chuka Boulevard will assume the form of an arterial roadway, through the commercial area, and should include cycling and pedestrian infrastructure along its full length. A future right-in, right-out intersection will allow access into the Plan area at the interface of Victoria Avenue and Kennedy Street.

Roads and pedestrian infrastructure will be phased-in as needed to support development proposals and utility services, recognizing that the full build-out may depend on the timing of individual landowners and redevelopment proposals. As a component of the concept plan process for the future Residential Area, a circulation Plan will be prepared for the residential portion of the Plan area.

As part of the future regional transportation strategy for the City, Saskatchewan Ministry of Highways and Infrastructure is considering the widening of Tower Road to accommodate a possible 101m right of way, and/or a highway interchange, connecting Victoria Avenue with Tower Road. Until the direction, and location of the potential widening and interchange can be confirmed, development should not occur within the widening and interchange rights-of-way, beyond uses for which it is currently zoned.

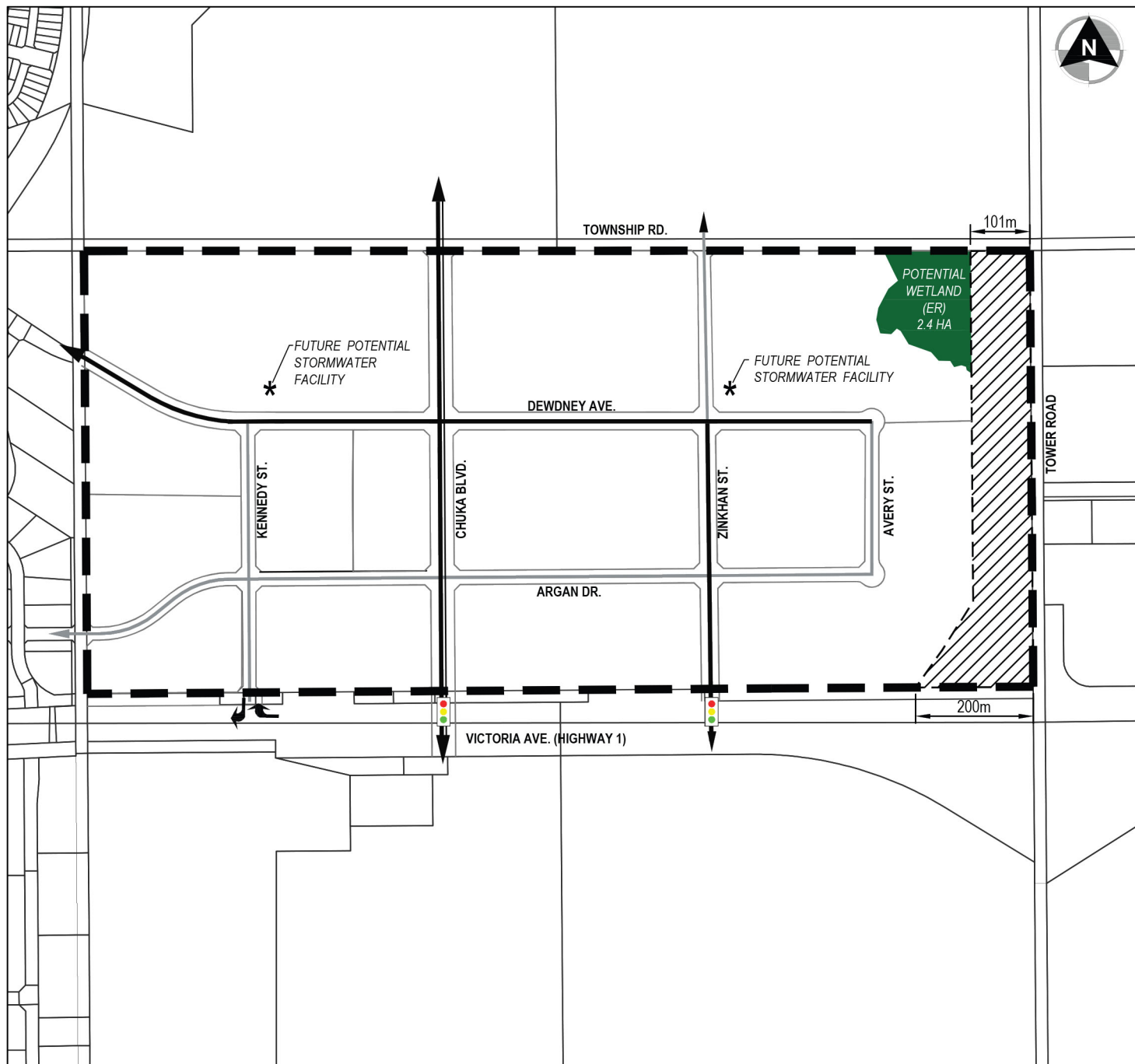
Due to the proximity of the future interchange to the Zinkhan Street, it was identified that there might be a weaving concern from the southbound off-ramp of the Victoria Avenue and Tower Road interchange to the westbound left turn lane of Zinkhan Street and Victoria Avenue. Based on a weaving analysis completed by the City, it has been determined that any weaving concerns could be addressed through either ramp design or signal control (i.e. no right turns on red lights). As such, the Zinkhan Street and Victoria Avenue intersection will be permitted to operate as a full intersection.









4.1.2 *Policy*

- 4.1.2.1 The location and function of major transportation infrastructure shall generally be in accordance with Figure 6 – Transportation Servicing Network; however, the exact configuration and function of major transportation infrastructure shall be determined at the concept plan stage and finalized at the subdivision stage and/ or detailed design stage.
- 4.1.2.2 The location of streets and pedestrian and cycling infrastructure shall be in accordance with an approved concept plan, which is in general accordance with this Secondary Plan.
- 4.1.2.3 The City may require the preparation of a traffic impact assessment to support any proposed rezoning application.

- 4.1.2.4 The east-west arterial, separating the Commercial Area from the Residential Area, shall include street trees, landscaped boulevards/ medians as well as pedestrian and cycling infrastructure.
- 4.1.2.5 Township Road will remain as a local road, however:
- Through the preparation of a secondary plan or concept plan for the applicable lands, Township Road may be re-classified to an alternate road standard.
 - Land within the Plan area shall be reserved for a potential Township Road “fly over”, across Tower Road.
- 4.1.2.6 Until the configuration and location of the potential future Tower Road interchange and related road widening can be confirmed, as shown on Figure 6 – Transportation Servicing Network, development cannot occur in the eastern portion of the Plan area, within the potential future road widening rights of way, beyond uses for which it is currently zoned.
- 4.1.2.7 The existing service road in the southern portion of the Plan area shall be decommissioned at such time when it is no longer required to provide access to existing properties within the Phase I area, as determined by the City.
- 4.1.2.8 Access to the Plan area at the intersection of Victoria Avenue and Kennedy Street should be controlled via a right-in/right-out access.
- 4.1.2.9 Access to the Plan area at the intersection of Victoria Avenue and Zinkhan Street should be a controlled full-access intersection.
- 4.1.2.10 Prior to subdivision approval, a Transportation Impact Assessment (TIA) for the Phase I area shall be submitted, which provides a solution satisfactory to the City, for internal traffic management, including safe and efficient movement of:
- Vehicles, including lane configuration, intersection design, signalization and traffic control.
 - Pedestrians and cyclists, including traffic calming (where required), pedestrian crossings, sidewalk location and design, etc.
 - Transit, including route and stop locations, etc.

Figure 6: Transportation Servicing Network

**LEGEND**

-  Plan Area Boundary
-  Proposed Arterial Road - 40m ROW
-  Proposed Arterial Road - 30m ROW
-  Proposed Collector Road- 24m ROW
-  Potential Wetland (ER)
-  Future Potential Stormwater Pond
-  Future Highway ROW
-  Proposed Right-In and Right-Out Only Intersection
-  Proposed All-Directional Signal Controlled Intersection

Scale 1 : 10,000

0 50 m 150 m 250 m

4.2 WATER

4.2.1 Overview

Existing Conditions

Water servicing near the proposed development site is available via an existing 1961 asbestos cement 300 mm water main. This existing water main is located in Township Road running west to east. Additional water servicing near the proposed development is available via an existing 2002 PVC 300 mm water main, ending at Range Road 2192 running west to east in the north Highway 1 ditch.

Proposed Development

Water services may be provided to this development as shown in the water servicing concept total development shown on Figure 7. For total development, the following connections to existing water mains are proposed:

1. 400 mm feeder loop connected to the existing 300 mm water main where the proposed Zinkhan Street intersects the existing Township Road.
2. 300 mm feeder main connected to the existing 300 mm water main where the proposed Chuka Boulevard intersects Township Road.
3. The 400 mm feeder loop connection between the existing 300 mm water main on Township Road, and the existing 400 mm water main on Prince of Wales Drive.
4. The 400 mm feeder loop connected to the existing 400 mm water main where the proposed Dewdney Avenue intersects the existing Range Road 2192.
5. 300 mm feeder main connected to the existing 300 mm water main at the intersection of the existing Range Road 2192 and the existing North Service Road.
6. 200 mm distribution main connected to the existing 150 mm water main at the intersection of the proposed Argan Drive and the existing Range Road 2192.

The Tower Crossing water system was modelled in WaterCAD. The model was integrated into the 235,108 Population City of Regina Base Model, provided by the City of Regina. The Tower Crossing water system was modelled in WaterCAD under the Peak Hour, Peak Day, and Peak Day + Fire Flow Scenarios. Within the Tower Crossing development, all nodes satisfy the Level 1, Level 2 and Level 3 City of Regina fire flow design criteria. The addition of the Tower Crossing development to the base City of Regina 235,108 WaterCAD model produces 10 additional nodes, located outside of the proposed development, that fall below the City of Regina fire flow design criteria. This represents a 3.7% increase in nodes that fall below the City of Regina fire flow design criteria. These nodes are located throughout the central, southern, and eastern quadrants of Regina. The nodes that fall below the City of Regina fire flow design criteria are all supplied by a 150mm or smaller diameter water main. Current standards do not allow fire hydrants to be connected to mains less than 200mm in diameter.

The Peak Day demand and the Peak Hour demand scenario produce pressure deficiencies within the City of Regina, prior to the development of Tower Crossing. Due to pressure deficiencies in the existing City of Regina water system, individual developments in Tower Crossing may require privately owned booster pumps until an eastern water pressure solution is constructed and online. Upon the completion of Tower

Crossing, the average pressure drop of nodes that fall below the City of Regina pressure design criteria is within the range of 2.8-4.1 psi. The location and magnitude of the pre development vs post development nodes that fall below City of Regina design criteria can be found in the supplemental Servicing Report.

The Southeast Serviceability Study (2012) states that the addition of the second pressure zone cannot satisfy the City's design criteria in terms of pressure and fire flow for future growth scenarios in the northeast, south, and southeast areas of the City for a population of 195,000. The report states that the high elevations and long distances from existing pumping stations are the main cause for system deficiencies. Constructing new feeder mains alone is insufficient to address the deficiencies. The recommendation of the Southeast Serviceability Study (2012) and the Second Pressure Zone Hydraulic Study and Preliminary Design Report is to construct an additional pumping station to provide the required third pressure zone. To account for the lack of the third pressure zone, the Secondary Plan zoning strategy will be such that individual "cell" development will be analyzed and approved on a case by case basis to ensure the impact on existing neighborhoods are kept to an acceptable level.

Timing of Capital Improvements

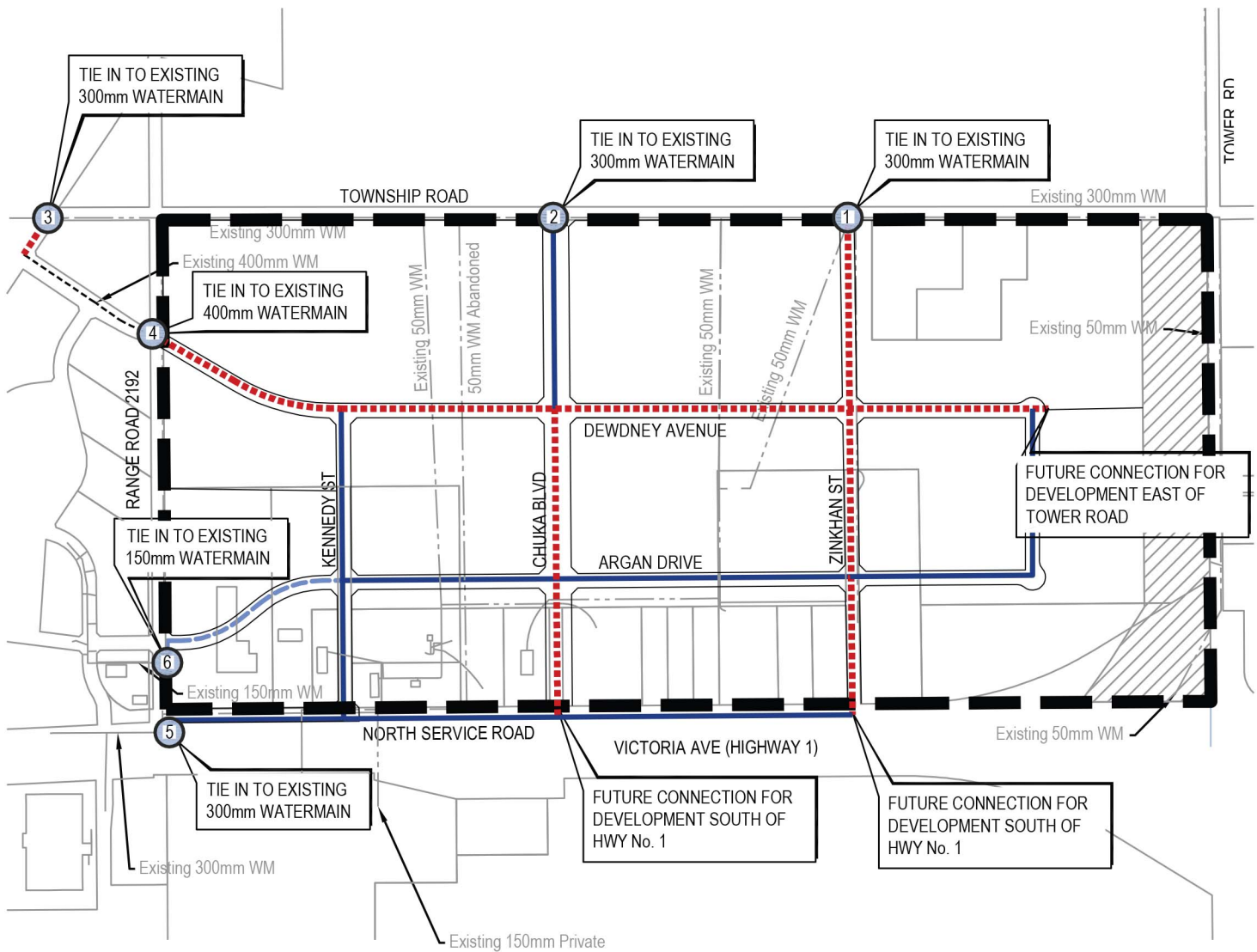
The *Southeast Serviceability Study* (2012) recommends two north-south water system connections crossing Victoria Avenue to the south of this development: One at Chuka Boulevard and one at Tower Road. Due to the fact that Tower Road is the location of a potential future interchange the second crossing should occur at Zinkhan Street. As the City will require these connections between Tower Crossing and the proposed development on the south side of Victoria Avenue (Highway 1) it may be the responsibility of the first developer "in the ground" to extend the required stubs to the Victoria Avenue right-of-way and the responsibility of the second developer(s) to construct the crossings and complete the connections.

4.2.2 Policy

- 4.2.2.1 The overall water system should be in general accordance with Figure 7: Water Servicing Concept – Total Development.
- 4.2.2.2 The Phase I water system should be in general accordance with Figure 8: Water Servicing Concept – Phase I; however, refinements to the water servicing concept may take place at the time of subdivision and/ or detailed design stage without an amendment to this Secondary Plan being required.
- 4.2.2.3 The Phase II water system shall be determined through the concept plan process pertaining to the identified Residential Area; however, refinements to the water servicing concept may take place at the time of subdivision and/ or detailed design stage without an amendment to the applicable concept plan being required.
- 4.2.2.4 The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for water servicing, which identifies network routing; capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 4.2.2.5 Infrastructure shall be sufficiently sized and include the appropriate stubs to accommodate adjacent development outside of the Plan area, as required by the City.
- 4.2.2.6 Existing connections from the 300 mm water main on Township Road to developments within the Plan area should be disconnected via cut and cap at the main. New services will be provided to the existing developments within Tower Crossing via the proposed water distribution network.

- 4.2.2.7 Until such time as the requisite infrastructure improvements are undertaken (e.g. new pressure zone), landowners, within the Plan area, shall be encouraged to register caveats on the titles of new lots, which indicate the existence of potential water pressure deficiencies.
- 4.2.2.8 Level 3 Fire Flow requirements shall be satisfied within all commercial development areas.

Figure 7: Water Servicing Concept Total Development



Legend

Existing Water



Proposed 200mm Water



Proposed 300mm Water



Proposed 400mm Water



Subject Lands



Connection to Existing - Node referred to in Section 4.2.1



Proposed Development

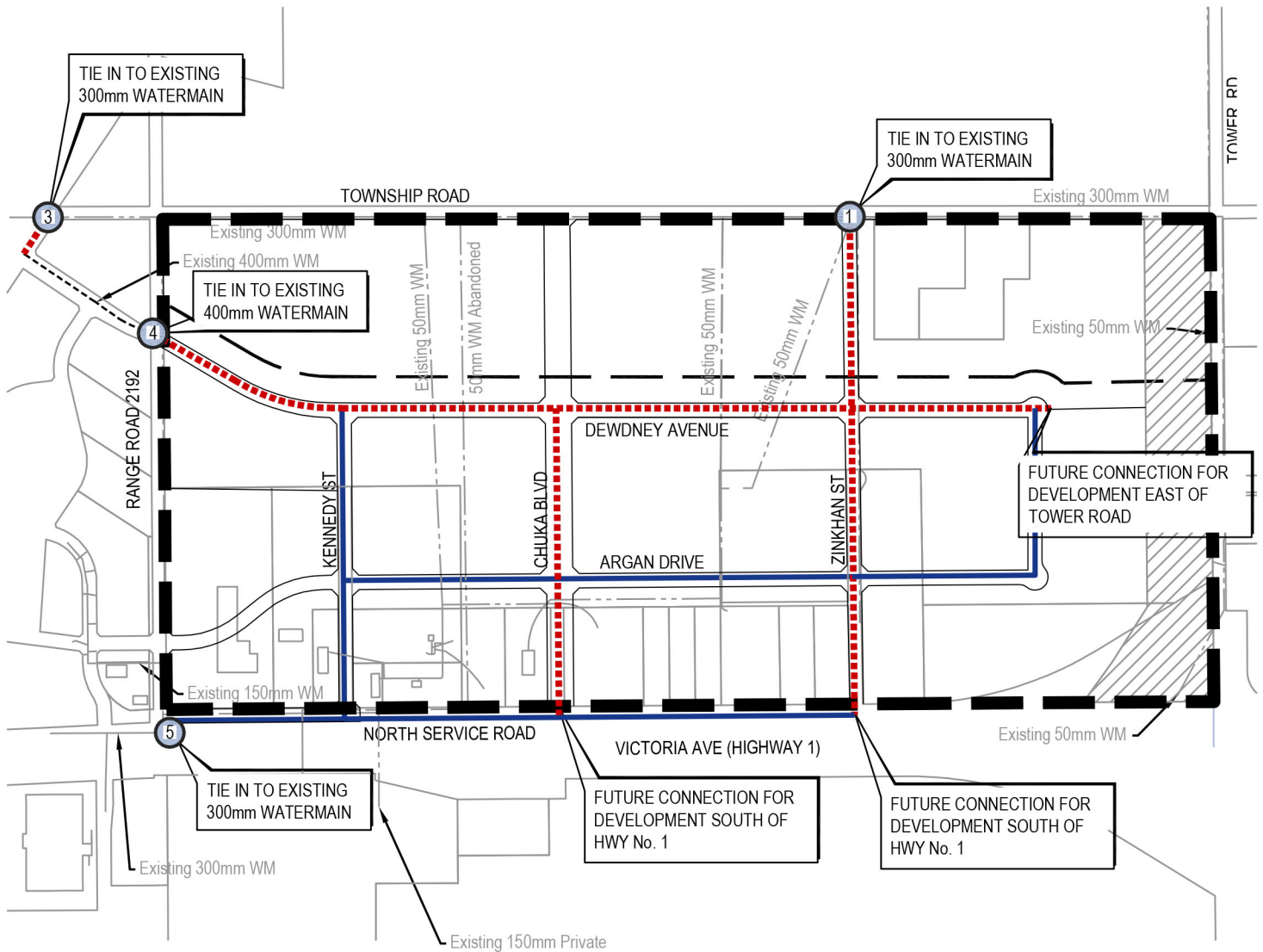
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Figure 8: Water Servicing Concept Phase 1



Legend

Existing Water



Proposed 200mm Water



Proposed 300mm Water



Proposed 400mm Water



Subject Lands



Connection to Existing - Node referred to in Section 4.2.1



Proposed Development



Phase 1 Boundary



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4.3 WASTEWATER

4.3.1 Overview

Existing Conditions

Wastewater servicing near the proposed development site is available via an existing 525 mm sanitary sewer main. This existing sanitary sewer main is located northwest of Range Road 2192 and Township Road intersection as shown on Figure 9 – Sanitary Servicing Concept Total Development. Wastewater servicing near the proposed development is also available via an existing 375 mm sanitary sewer main, located near the Argan Drive and Range Road 2192 intersection. Both of these trunks discharge to the trunk on Prince of Wales Drive, which ultimately discharges into the Arcola Avenue trunk. However, the 375mm sanitary main was installed with inadequate depth to allow for a gravity connection from Tower Crossing. A pump station is essential to allow for the conveyance of these flows. The 525 mm sanitary sewer main is located closer to the proposed pump station, than the smaller 375mm sanitary main.

Proposed Development

The preliminary wastewater collection system layout is shown in Figure 9 – Sanitary Servicing Concept Total Development. The Phase I wastewater collection system is shown on Figure 10. In this concept, wastewater flows are conveyed via a gravity collection system to a wastewater storage facility and pump station. The wastewater storage facility will allow for off-peak wastewater pumping preventing overloading the existing City of Regina wastewater system. The pump station would convey the Tower Crossing wastewater to an existing 525 mm sanitary sewer trunk via 250mm force main. The existing 525 mm sanitary sewer trunk is located northwest of Range Road 2192 and Township Road. The storage and pump facility may have to be decommissioned in the future, should downstream upgrades eventually allow for gravity conveyance. A summary of the calculated peak flows are indicated in the table below.

Inflow from weeping tiles and foundation drains will be pumped to the surface, and not to the underground wastewater or stormwater sewer systems. Wet weather inflows will be limited to the 21,000 L/ha/day allowance as stated in the City of Regina Development Standards Manual. As per the City of Regina Development Standards Manual, the wastewater detention volume shall be sized to provide a minimum of 12 hour wet weather flow volume and be designed with odor control measures. To mitigate sanitary system overflows from the storage facility, the storage volume will be calculated during the detail design. During detailed design emergency measures will be established, with the approval of the City and the Government of Saskatchewan, to manage sanitary system overflows.

Timing of Capital Improvements

Currently there are no sanitary sewer mains within the proposed Tower Crossing development. As a result, the new sanitary sewer pump station, storage facilities, and force main are critical capital improvements that must be completed prior to occupancy of any facilities in the development. The pump station and storage facilities can be designed, constructed, and expanded in phases to meet capacity requirements as phases are completed for the proposed development.

Table 1: Peak Wastewater Flows

Land Use	Total Area (ha)	Pop.	Density	Peak Flow Factor	Average Flow (L/cd)	I/I (L/s)	Peak Flow (L/s)
Residential	39.7	5240	132.00	3.226	225	9.649	53.67
Commercial	56.1	3647	65.00	3.369	454	13.635	78.19
Institutional	3.9	195	50.00	4.152	454	0.948	5.20
Total:							137.07

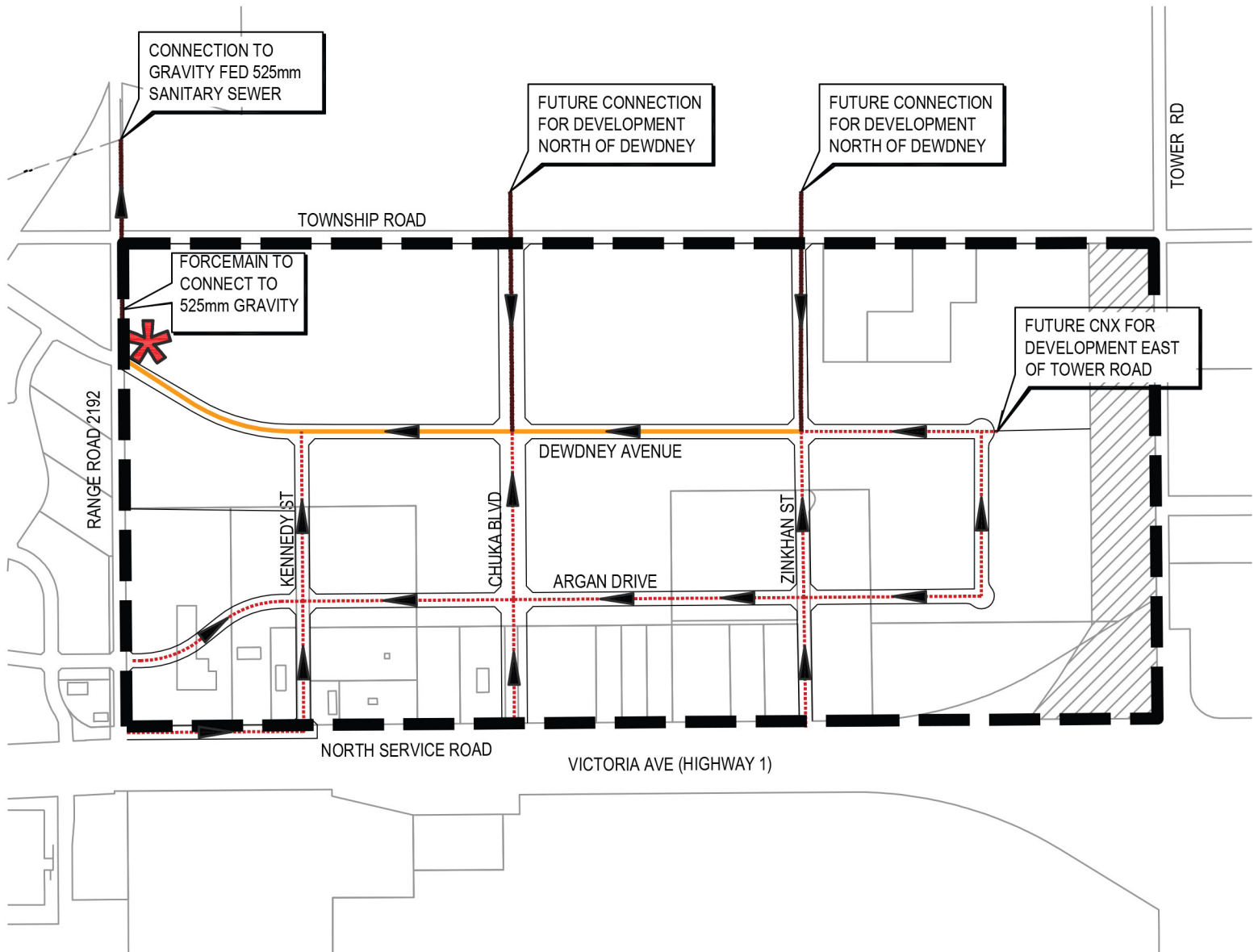
*Constants used for Harmon equation: $F=225(\text{res})\ 454(\text{commercial})$ L per capita per day, $K=86400$ seconds per day.

**Population densities for Residential, Commercial, and Institutional Based on Regina DSM and Regina Zoning Bylaw No. 9250

4.3.2 *Policy*

- 4.3.2.1 The overall wastewater system should be in general accordance with Figure 9 - Sanitary Servicing Concept Total Development.
- 4.3.2.2 The Phase I wastewater system should be in general accordance with Figure 10 - Sanitary Servicing Concept Phase I; however, refinements to the sanitary servicing concept may take place at the time of subdivision and/or detailed design stage without an amendment to this Secondary Plan being required.
- 4.3.2.3 The Phase II wastewater system shall be determined through the concept plan process pertaining to the identified Residential Area; however, refinements to the wastewater servicing concept may take place at the time of subdivision and/or detailed design stage without an amendment to the applicable concept plan being required.
- 4.3.2.4 The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for wastewater servicing, which identifies network routing; capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 4.3.2.5 Infrastructure and land dedicated shall be sufficiently sized and designed to accommodate adjacent development outside of the Plan Area, as required by the City.
- 4.3.2.6 A sanitary stub is to be provided on the west side of Tower Road for future servicing to the existing development to the east of Tower Road.
- 4.3.2.7 Existing private sanitary systems within the Plan area shall be decommissioned and reconnected to the proposed wastewater sewer system, pursuant to City requirements.

Figure 9: Sanitary Servicing Concept Total Development



Legend

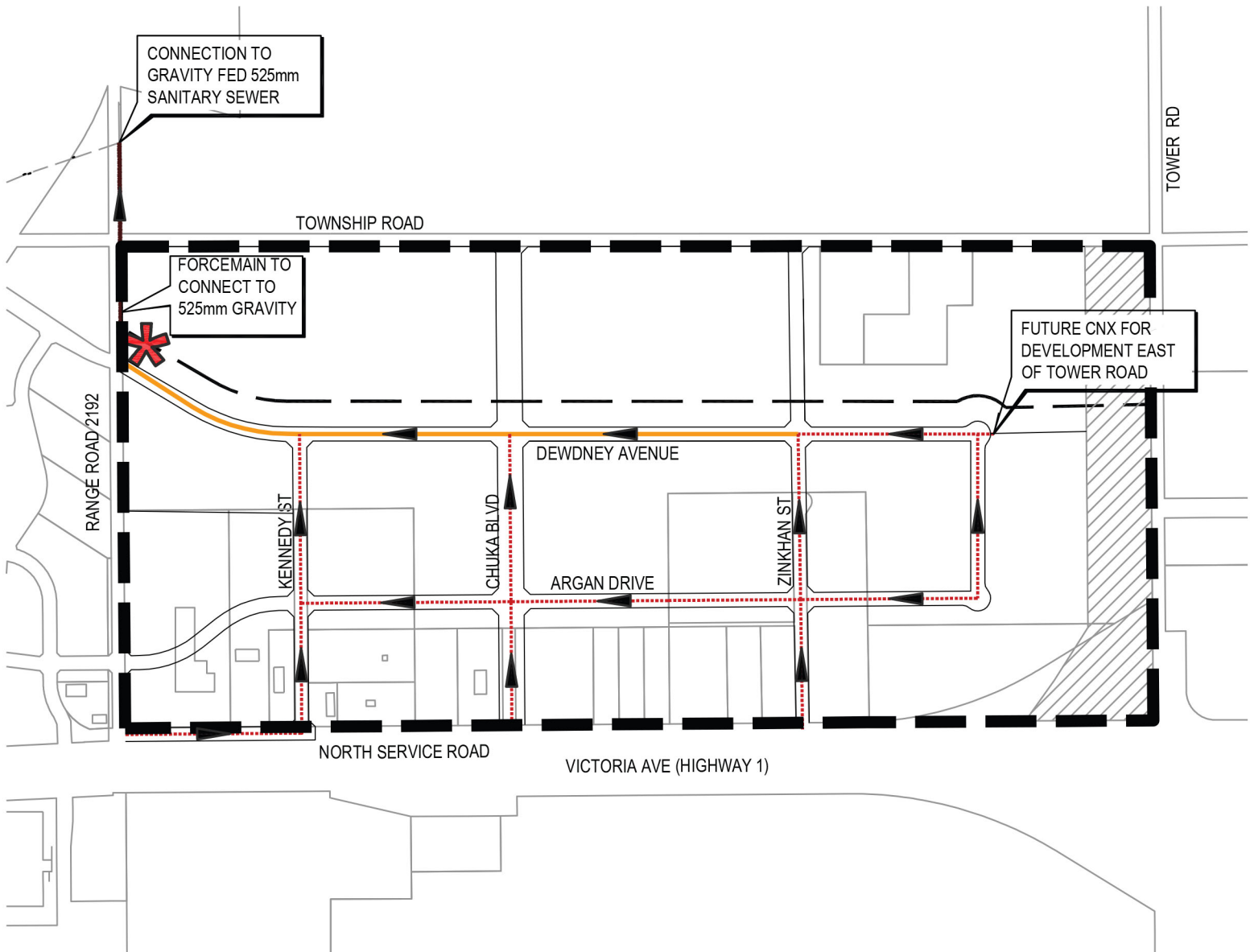
- Proposed 200mm Sanitary Sewer (dotted red line)
- Proposed 250mm Sanitary Sewer ——— (solid dark red line)
- Proposed 300mm Sanitary Sewer ——— (solid orange line)
- Lift Station & Storage Facilities * (red asterisk)
- Direction of Flow → (black arrow)
- Subject Lands - - - (dashed black line)

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Figure 10: Sanitary Servicing Concept Phase I



Legend

Proposed 200mm Sanitary Sewer
Proposed 250mm Sanitary Sewer	————
Proposed 300mm Sanitary Sewer	————
Lift Station	
Direction of Flow	
Subject Lands	—— ———
Phase 1 Boundary	————

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4.4 STORM WATER

4.4.1 *Overview*

Existing Conditions

The Plan Area is currently cultivated farmland combined with existing commercial sites. The general topography is such that a gentle slope exists from the northeast to the southwest portion of the site as shown on Figure 11 – Storm Servicing Concept Total Development Major System. A small ridge exists running north to south near the proposed Zinkhan Street. Runoff from the existing site ultimately drains into Pilot Butte Creek.

Proposed Development

The City of Regina's storm water management strategy follows the urban dual drainage concept whereby the minor (piped) system conveys flows generated by the 1 in 5 year storm event and the major (surface) system manages flows generated by the 1 in 100 year event. The City of Regina requires that for all new developments, the storm water management system be designed to manage flows generated by the 24-hour 1:100 year design storm. Storm water flows for this development were modelled using PCSWMM Professional 2D and the 1:100 year 24 hour City of Regina design storm. Based on these simulations, the post development 24 hour 1 in 100 year runoff volume is summarized as follows:

- Catchment Area #1 – 64.8 Hectares, 100 year 24 hour runoff = 70,200m³
- Catchment Area #2 – 53.7 Hectares, 100 year 24 hour runoff = 57,600m³

Two detention ponds will be required for the proposed development site – one detention pond per catchment area as shown on Figure 11. Both detention ponds will drain north at a controlled release rate to Pilot Butte Creek. As stated in the 2012 Southeast Serviceability Study Final Report prepared by AECOM, the allowable release rate into Pilot Butte Creek shall be limited to 2.3 L/s/ha. The overall minor system is shown on Figure 12, and the Phase I minor system is shown on Figure 13.

Timing of Capital Improvements

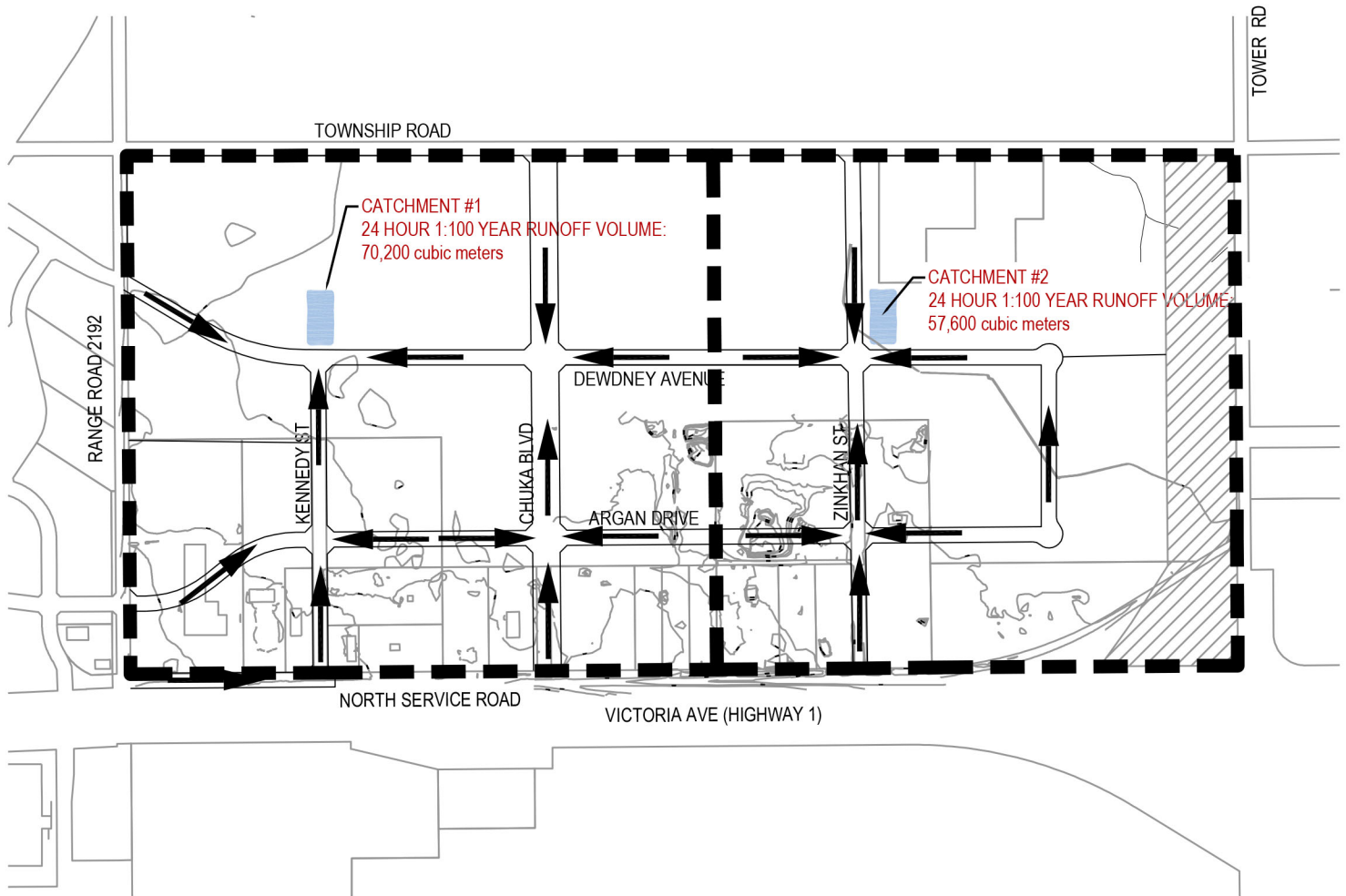
Currently there are no storm sewer mains within the proposed Tower Crossing development. As a result, construction of both detention ponds and outlets to Pilot Butte Creek are critical components that must be constructed in conjunction with the minor storm system.

4.4.2 *Policy*

- 4.4.2.1 The overall storm water system should be in general accordance with Figure 11 - Storm Water Servicing Concept Total Development Major System.
- 4.4.2.2 The Phase I storm water system should be in general accordance with Figure 13 - Storm Water Servicing Concept Phase I; however, refinements to the storm water servicing concept may take place at the time of subdivision and/or detailed design stage without an amendment to this Secondary Plan being required.
- 4.4.2.3 The Phase II storm water system shall be determined through the concept plan process pertaining to the identified Residential Area; however, refinements to the storm water servicing concept may take place at the time of subdivision and/ or detailed design stage without an amendment to the applicable concept plan being required.

- 4.4.2.4 The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for storm water servicing, which identifies a grading plan, network routing, capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 4.4.2.5 Infrastructure shall be sufficiently sized to accommodate adjacent development outside of the Plan area, as required by the City.
- 4.4.2.6 The City may allow the construction of detention ponds within Phase II lands, including an outlet to Pilot Butte Creek, prior to Phase II concept plan approval, in order to accommodate Phase I storm water, with the proviso that the detention ponds be landscaped to the satisfaction of the City and fully funded by the developer.
- 4.4.2.7 All required Federal, Provincial and Municipal regulatory approvals shall be obtained for ponds discharging into Pilot Butte Creek.

Figure 11: Storm Servicing Concept Total Development Major System



Legend

Stormwater Facility (Approximate Location)



Direction of Overland Flow



Catchment Boundary



Pilot Butte Creek
(Within Development Area)



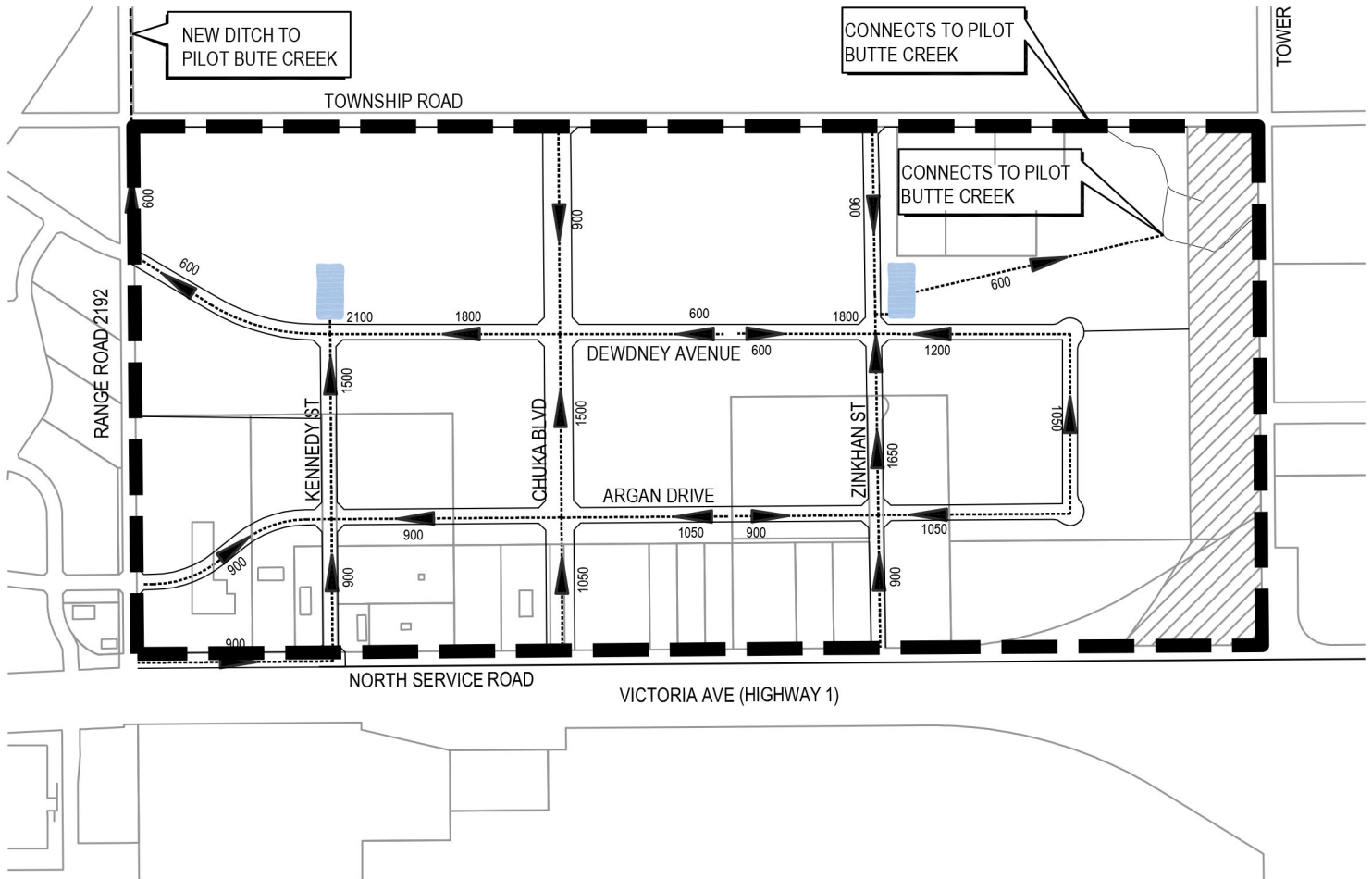
IF THIS BAR IS NOT
25 mm LONG, ADJUST
YOUR PLOTTING SCALE.

ORIGINAL SCALE:
1:10000



25 mm

Figure 12: Storm Servicing Concept
Total Development Minor System



Legend

Proposed Storm Sewer
Proposed Ditch Drainage	-----
Stormwater Facility (Approximate Location)	
Direction of Flow	
Subject Lands	
Pilot Butte Creek (Within Development Area)	

IF THIS BAR IS NOT
25 mm LONG, ADJUST
YOUR PLOTTING SCALE.

ORIGINAL SCALE:
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25 mm

5 IMPLEMENTATION

5.1 PHASING/ STAGING

5.1.1 *Overview*

This Secondary Plan contemplates two primary phases: Phase I, which applies to the Commercial Area (including Mixed-Use and Flex Zone areas), and Phase II, which applies to the future Residential Area. The Commercial Area is regarded as the priority area for development and phasing; the Residential Area may be considered for development following conformity with the OCP- Part A (e.g. Growth Plan and applicable policies) and an approved concept plan. Staging of development within Phase I shall generally be in accordance with the redevelopment initiatives prompted by landowners, and will be contingent on the provision of services.

5.1.2 *Policy*

- 5.1.2.1 Phasing within the Plan area shall be in general accordance with Figure 14 - Phasing Plan.
- 5.1.2.2 Pending conformity with the policies and/or growth plan of Part A of the City's OCP, respecting phasing/timing of growth, and concept plan approval, the City may consider approving residential development within the identified Residential Area, Mixed-Use Area and Flex Zone areas, as shown on Figure 5 - General Future Land-Use Plan.
- 5.1.2.3 The preferred staging of residential development is from west to east, following a continuous pattern.
- 5.1.2.4 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified Residential Area in order to accommodate public infrastructure and facilities without a concept plan being required, and prior to Phase II approval.
- 5.1.2.5 Notwithstanding any other policy of this Plan, the City will not allow residential development within the identified Cell B Flex zone area until the Mixed-Use Area is substantially built-out, as determined by the City.
- 5.1.2.6 Within the Commercial Area, specific rezoning applications shall not:
 - I. Be approved unless a strategy for providing adequate transportation and utility services can be demonstrated for the proposed development(s), including any required off-site upgrades.
 - II. Be approved unless it can be demonstrated, through an analysis of the land (e.g. environmental site assessment; geotechnical assessment), that the property is suitable for the proposed development.
 - III. Extend beyond the "planning cell" boundaries shown on Figure 14 – Phasing Plan.
 - IV. Be approved where the proposed development will, in the estimation of the City, result in an unsatisfactory level of service, either within the Plan area or elsewhere in the city, for traffic management or utilities.

- 5.1.2.7 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified Mixed-Use Area in order to accommodate institutional uses prior to residential approval, , where it can be demonstrated that:
- I. The proposed development can be supplied with an adequate level of services.
 - II. The site is a suitable location for the proposed use.
 - III. The development will not impede the eventual full-build-out of the Mixed-Use Area.
- 5.1.2.8 Prior to the approval of a plan of subdivision, all detailed technical analyses of servicing networks (including water, waste water, storm water and transportation) will have to be completed, to the satisfaction of the City.
- 5.1.2.9 Proposed new street names referenced throughout the Plan are non-binding and will be confirmed or revised at the subdivision stage.
- 5.1.2.10 The information contained in Section 6.2 (Appendix B) of this Plan is for illustrative purposes only and shall be considered non-binding.

5.2 CONCEPT PLANS

5.2.1 *Overview*

Concept plans are land-use planning instruments used by the City to provide direction, through detailed illustrations, respecting the specific location of land-use (types, densities, etc.), open space and utility, transportation and community services. Concept plans must be in accordance with the City's OCP, including this Secondary Plan. It is anticipated, that a concept plan will be prepared for each development phase, as shown on Figure 14 - Phasing Plan, and will be appended to this Secondary Plan (the Land-Use Plan and Circulation Plan, only, pertaining to each concept plan).

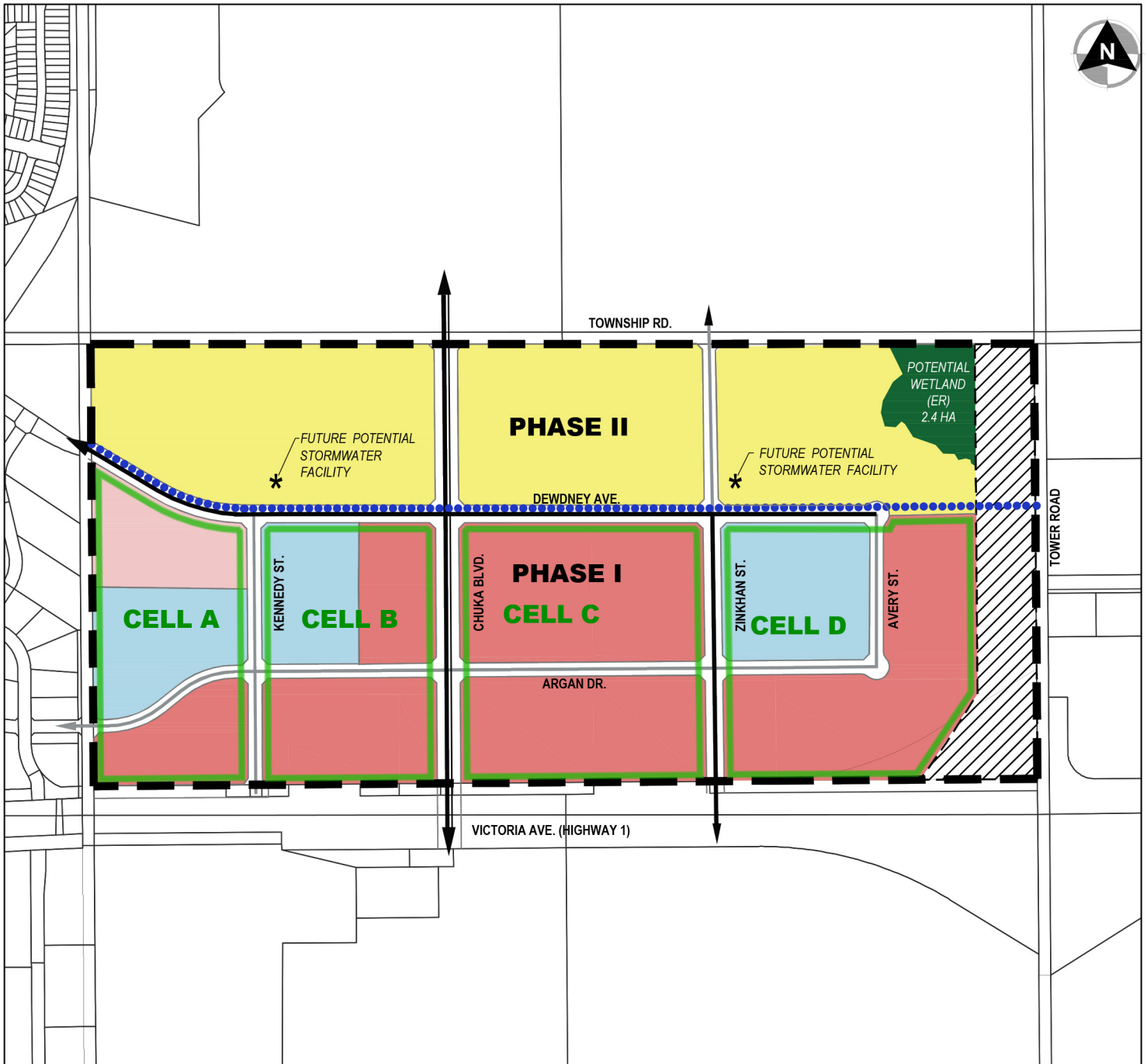
5.2.2 *Policy*

- 5.2.2.1 As a prerequisite for rezoning approval, a concept plan shall be prepared and approved, except where exceptions are made to this requirement within this Plan.
- 5.2.2.2 Concept plan boundaries should generally follow the phasing boundaries shown on Figure 14 - Phasing Plan.
- 5.2.2.3 The location and type of land use (including residential density, where appropriate), open space, park features and servicing networks shall be in conformity with an approved concept plan, which is in general compliance with this Secondary Plan, except where exceptions are made to this requirement within this Plan.
- 5.2.2.4 Where the location and type of land use, open space or servicing networks illustrated in a proposed concept plan varies from this Secondary Plan, the City may approve the concept plan, with the proviso that:
- I. The variation is deemed by the City to be minor in nature.
 - II. The variation does not directly conflict with a particular policy statement; and

III. The proposed concept plan substantially conforms to this Secondary Plan.

- 5.2.2.5 Concept plans may be adopted or amended by resolution, in accordance with the *Planning and Development Act, 2007* (as amended) and shall be appended to this Secondary Plan and binding upon applicable rezoning and subdivision applications.
- 5.2.2.6 Concept plans which form part of this Secondary Plan shall contain, for each applicable phase, a detailed land use plan, and detailed circulation plan (road and street networks, transit routes, pedestrian and cycling routes, where applicable).

Figure 14: Phasing Plan

**LEGEND**

- | | | | |
|--|----------------------------------|--|----------------------------------|
| | Plan Area Boundary | | Potential Wetland (ER) |
| | Proposed Commercial | | Future Potential Stormwater Pond |
| | Proposed Residential | | Future Highway ROW |
| | Proposed Mixed Use | | Phasing Boundary |
| | Proposed Flex | | Planning Cell |
| | Proposed Arterial Road - 40m ROW | | |
| | Proposed Arterial Road - 30m ROW | | |
| | Proposed Collector Road- 24m ROW | | |

Scale 1 : 10,000

0 50 m 150 m 250 m

6 APPENDICES

6.1 APPENDIX A – APPROVED CONCEPT PLANS

Appendix A.1 – Phase I Concept Plan – Land Use

Appendix A.2 – Phase I Concept Plan – Circulation

6.2 APPENDIX B – NON-BINDING INFORMATION

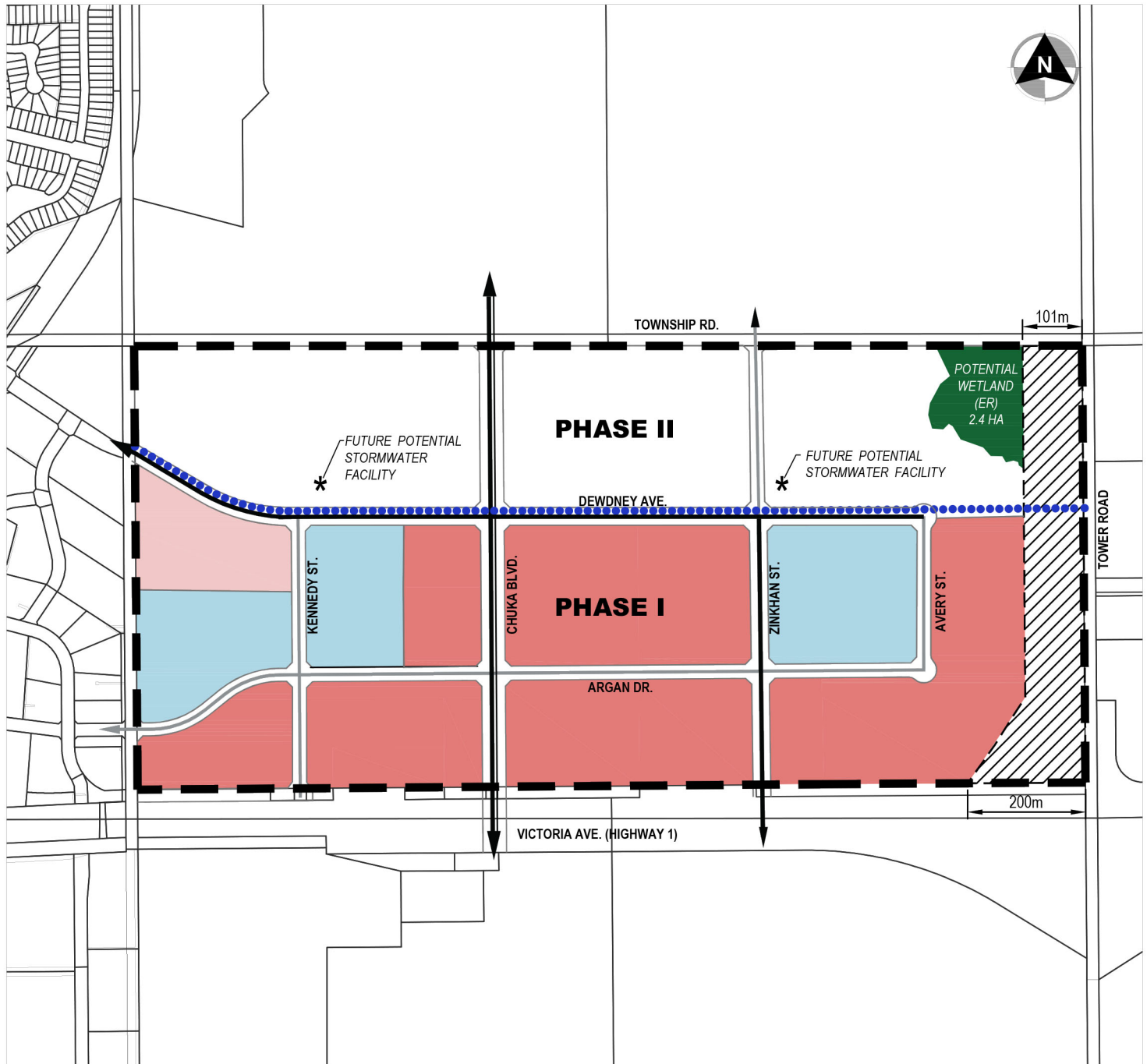
Appendix B.1 – Potential Transit Route Plan

Appendix B.2 – Potential Street Cross Sections

Appendix B.3 – Potential Chuka Boulevard and Dewdney Avenue Intersection

APPENDIX A – APPROVED CONCEPT PLANS

Appendix A.1: Phase I Concept Plan - Land Use



LEGEND

- Plan Area Boundary
- Proposed Commercial
- Proposed Mixed Use
- Proposed Flex
- Proposed Arterial Road - 40m ROW
- Proposed Arterial Road - 30m ROW
- Proposed Collector Road - 24m ROW
- Proposed Phasing Boundary
- Potential Wetland (ER)
- Future Potential Stormwater Pond
- Future Highway ROW

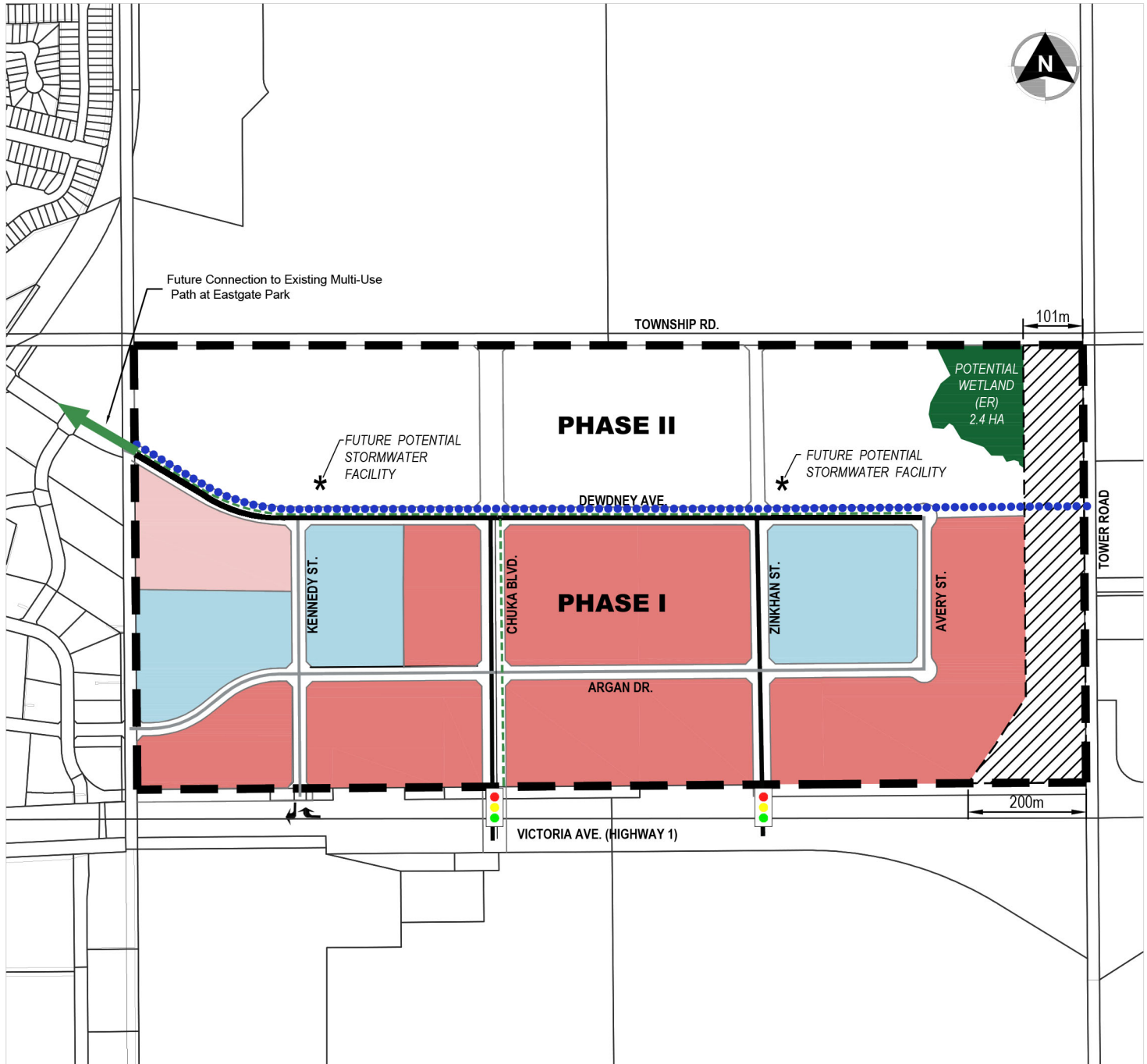
Phase I Land Use Composition Table

	Area in ha	% of Total Phase 1 area
Undevelopable Area		
Future Highway ROW	5.3	7.1%
Developable Area		
Commercial	46.9	63.1%
Mixed Use	3.9	5.2%
Flex	8.6	11.6%
Road ROW	9.6	12.9%
Total Area	74.3	100.0%

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Appendix A.2: Phase I Concept Plan - Circulation



LEGEND

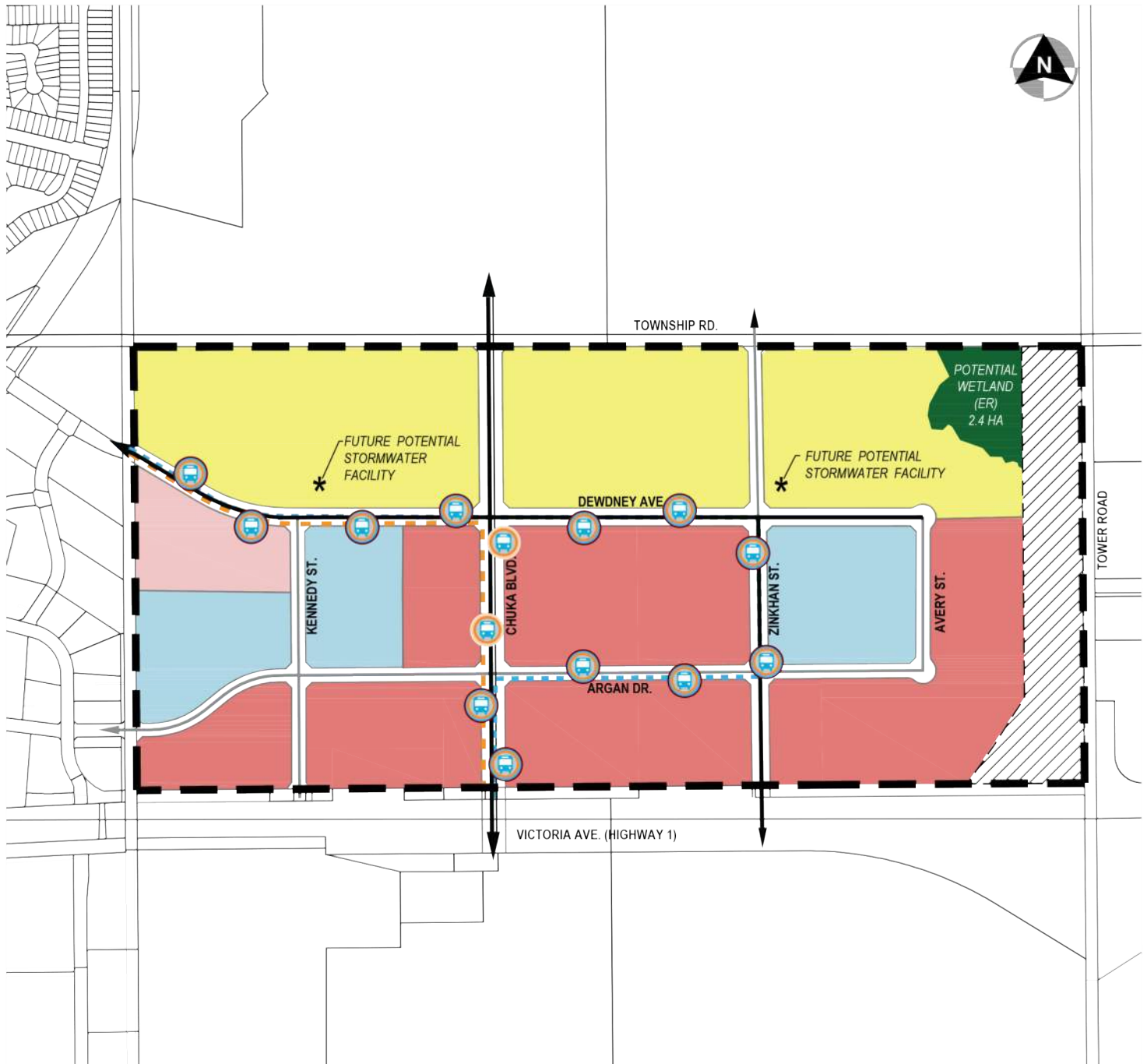
	Plan Area Boundary		Potential Wetland (ER)
	Proposed Commercial		Future Potential Stormwater Pond
	Proposed Mixed Use		Future Highway ROW
	Proposed Flex		Proposed Right In and Right Out Only Intersection
	Proposed Arterial Road - 40m ROW		Proposed All-Directional Signal Controlled Intersection
	Proposed Arterial Road - 30m ROW		
	Proposed Collector Road- 24m ROW		
	Proposed Phasing Boundary		
	Proposed Greenway		

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APPENDIX B – NON-BINDING INFORMATION

Appendix B.1: Potential Transit Route



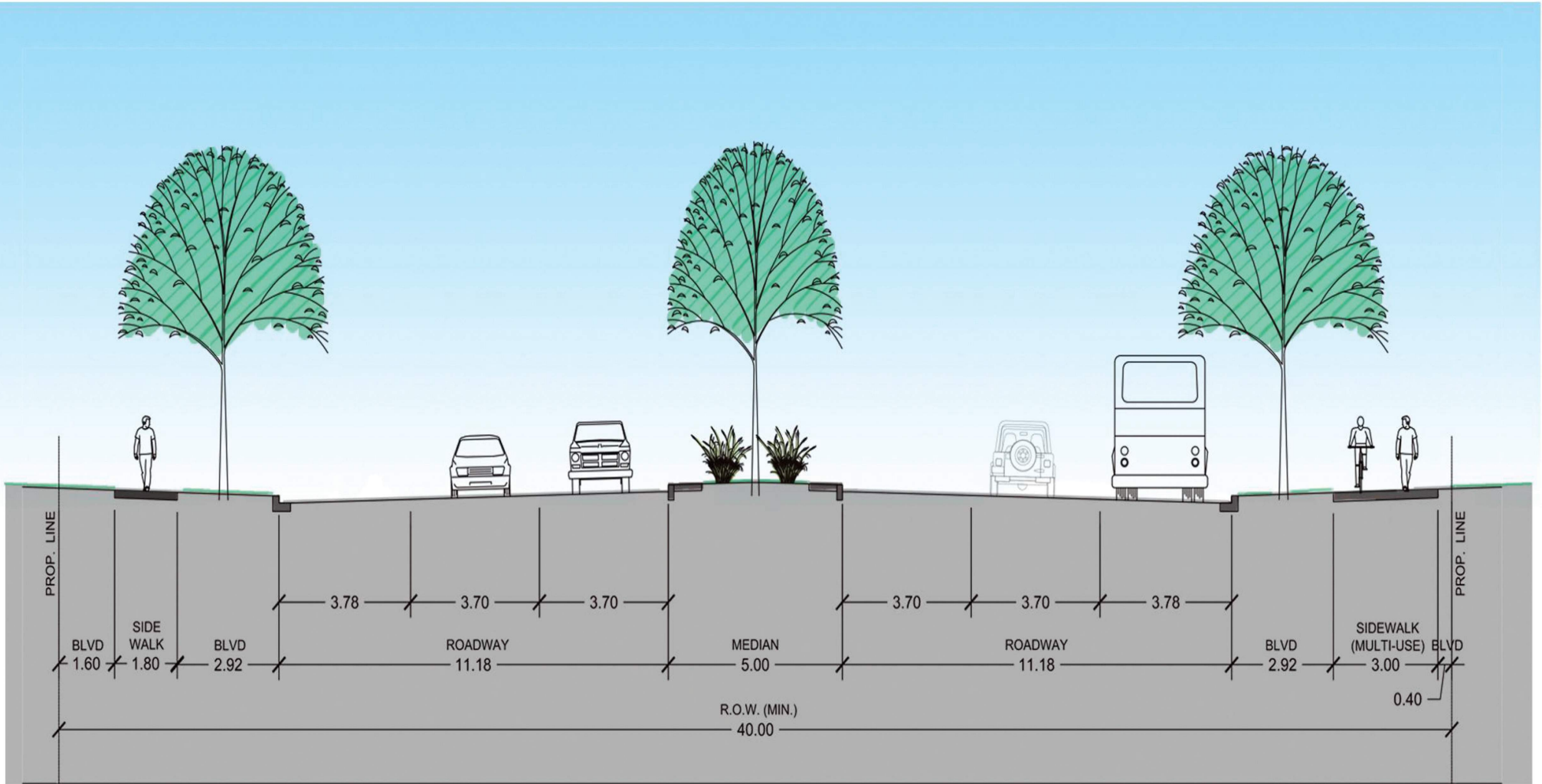
LEGEND

- | | | | |
|--|----------------------------------|--|-----------------------------------|
| | Plan Area Boundary | | Potential Wetland (ER) |
| | Proposed Commercial | | Future Potential Stormwater Pond |
| | Proposed Residential | | Future Highway ROW |
| | Proposed Mixed Use | | Proposed Phase 1 Transit Route |
| | Proposed Flex | | Proposed Phase 2 Transit Route |
| | Proposed Arterial Road - 40m ROW | | Temporary Bus Stop (Phase 1 only) |
| | Proposed Arterial Road - 30m ROW | | Transit Stop (Phase 2 Completion) |
| | Proposed Collector Road- 24m ROW | | |

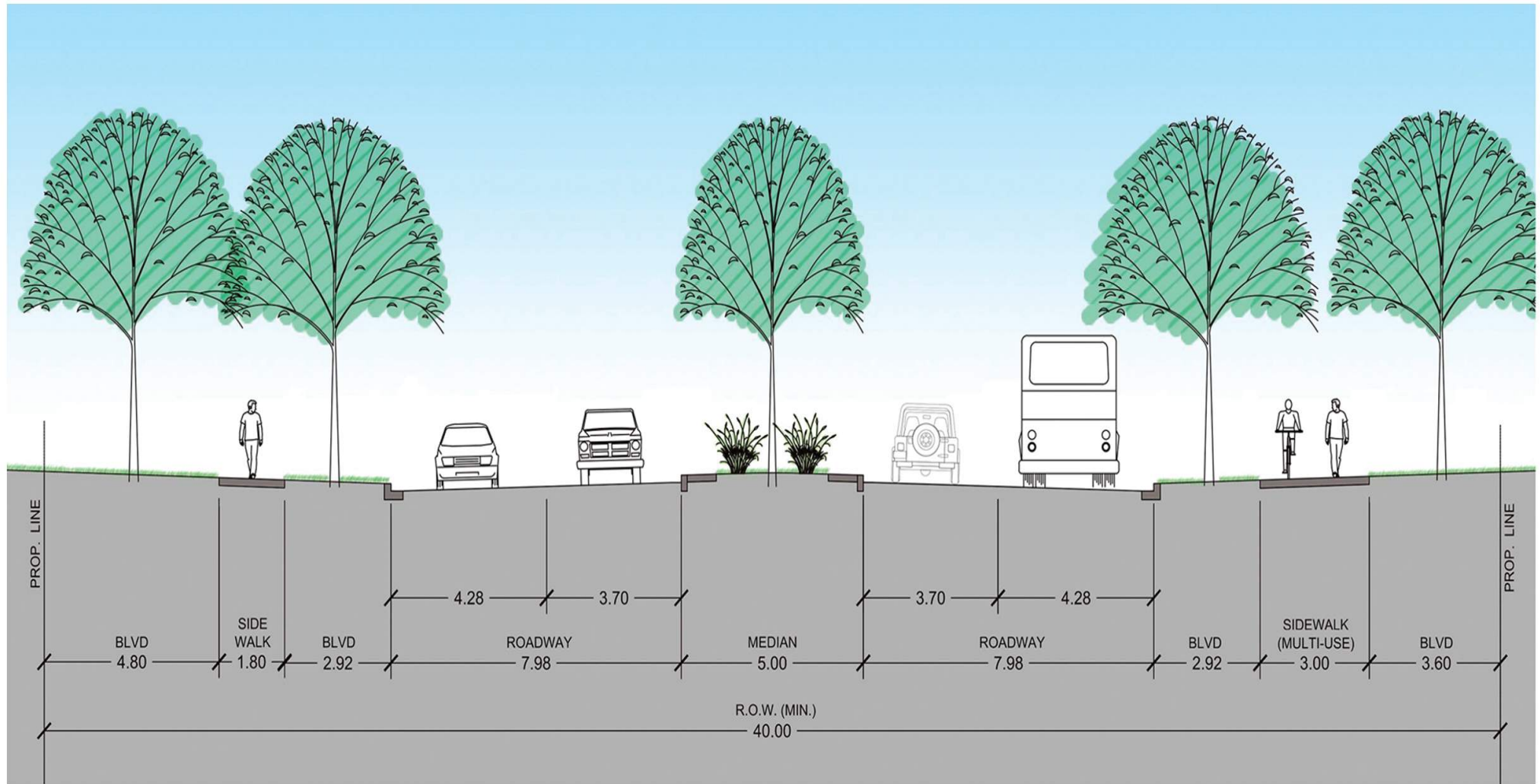
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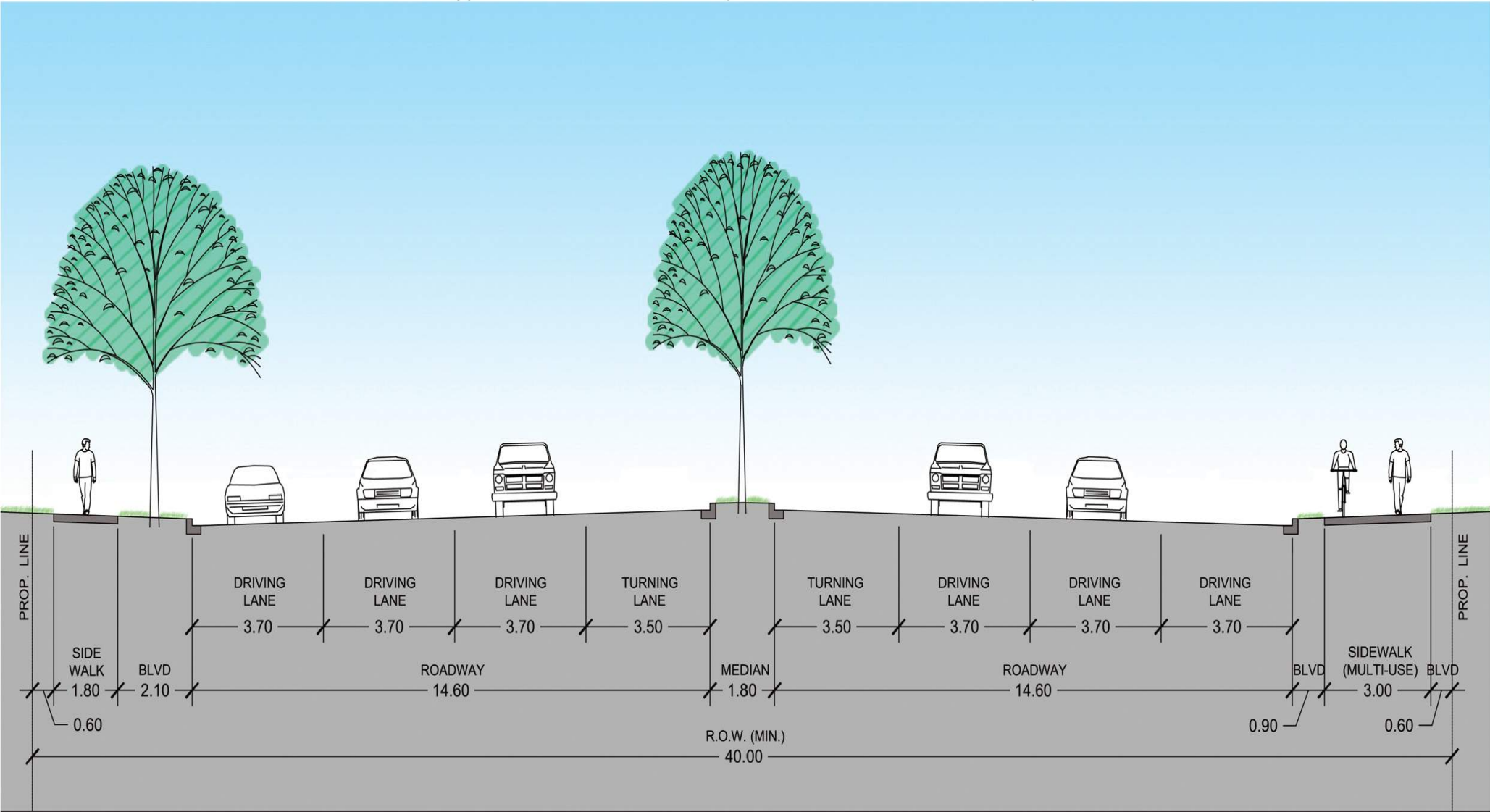
Appendix B.2: Chuka Boulevard (Commercial Area)



Appendix B.2: Chuka Boulevard (Residential Area)

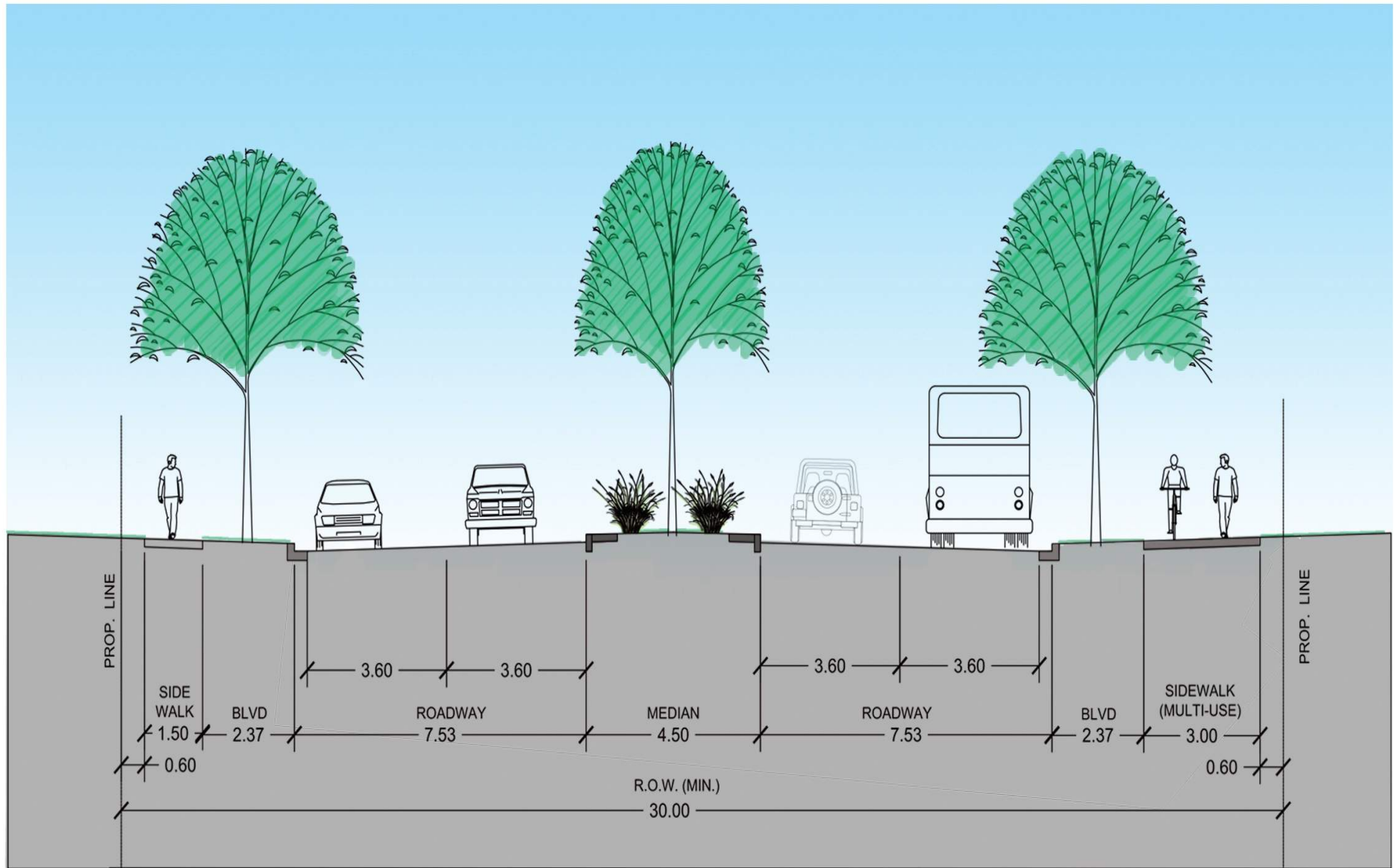


Appendix B.2: Chuka Boulevard (Commercial Area Near Intersection)

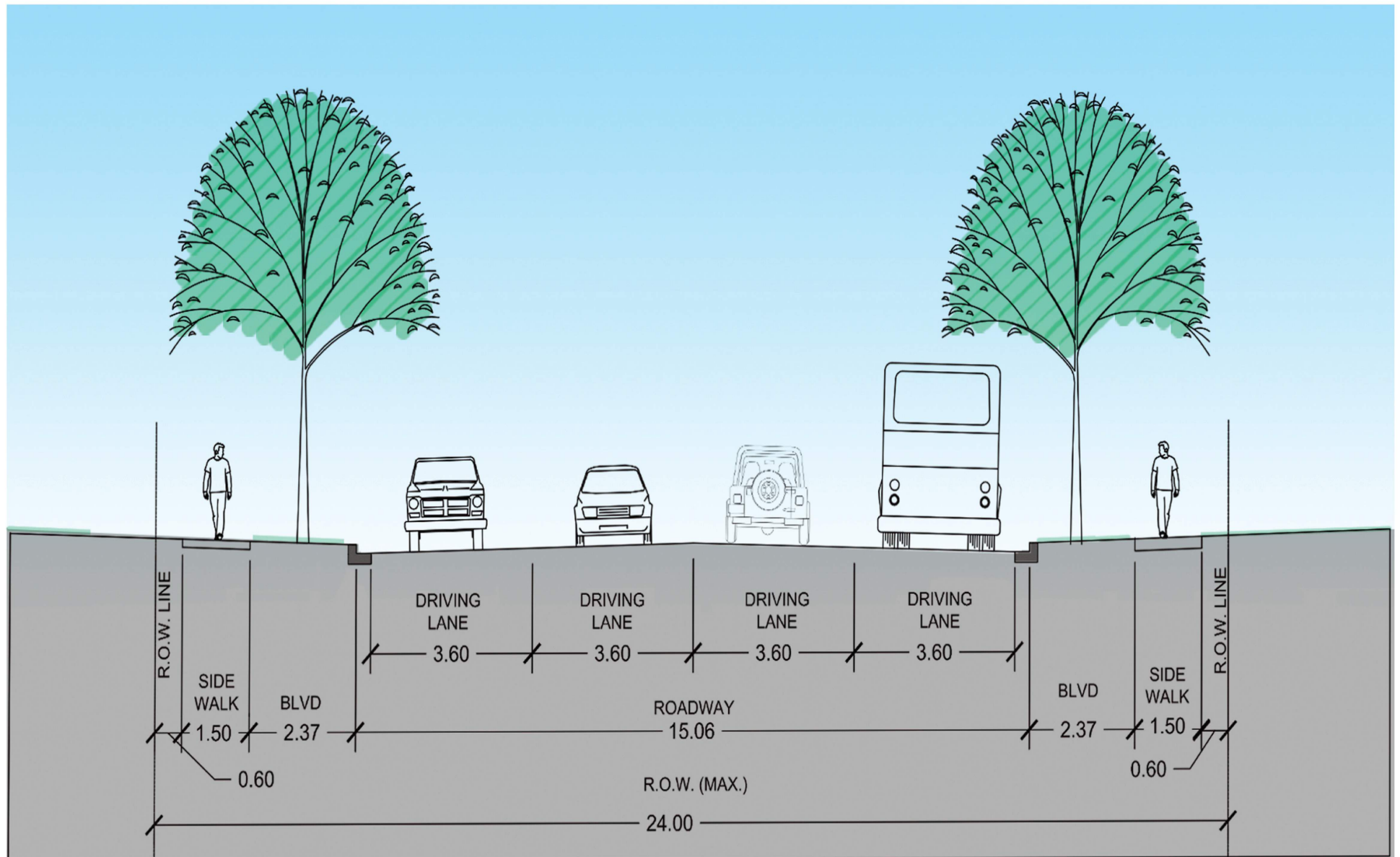


PRELIMINARY

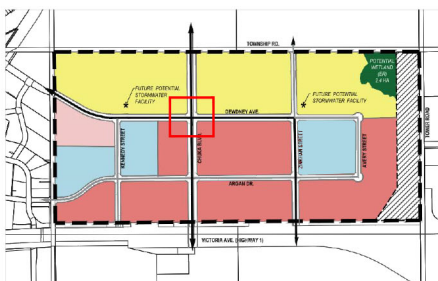
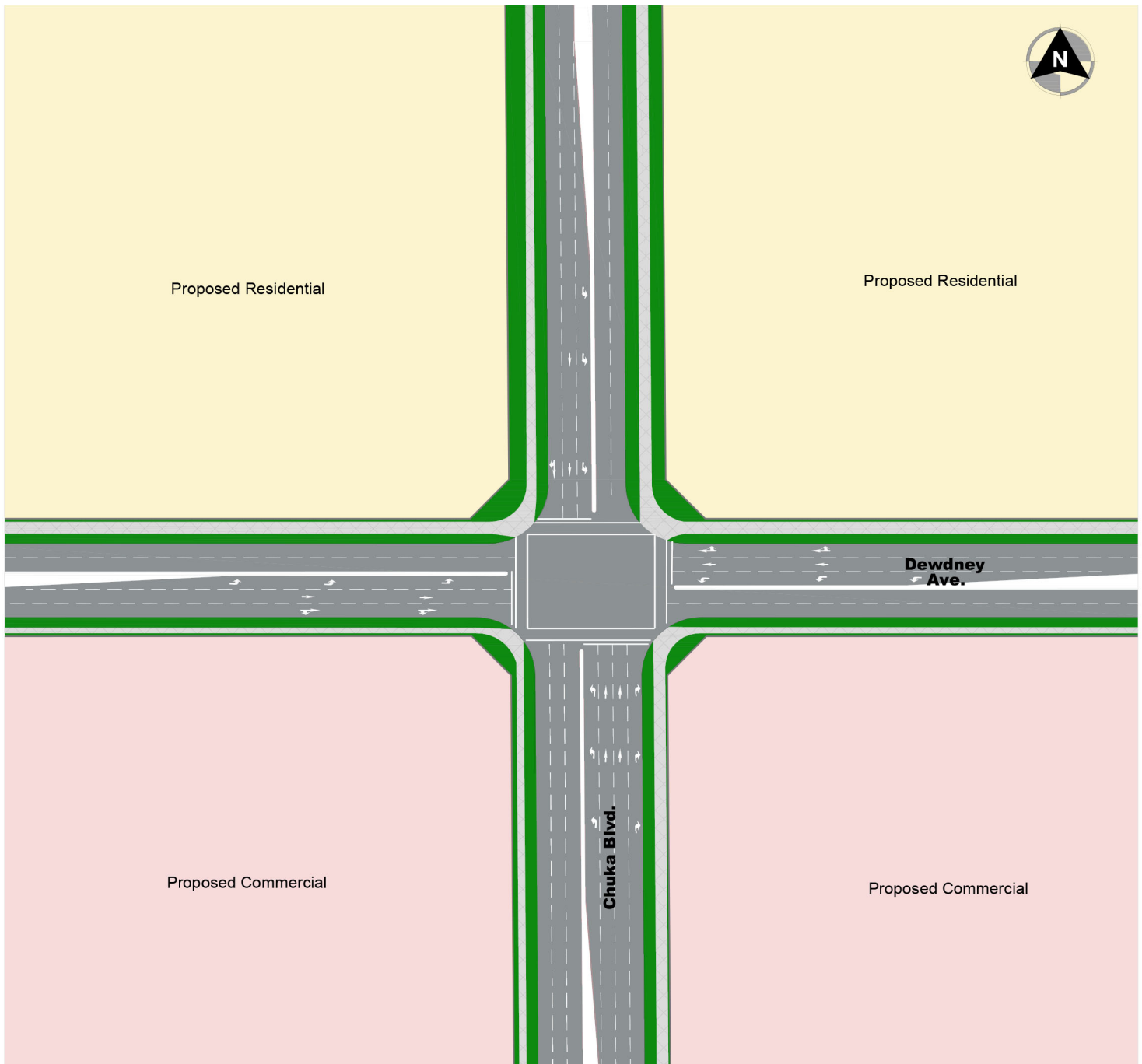
Appendix B.2: Minor Arterial Roads



Appendix B.2: Collector Roads



Appendix B.3: Potential Chuka Boulevard and Dewdney Avenue Intersection



- Plan Area Boundary
- Proposed Commercial
- Proposed Residential
- Landscaping
- Potential Pathway

Scale 1 : 2000

