



REGINA PLANNING COMMISSION

**Wednesday, July 9, 2014
4:00 PM**

Henry Baker Hall, Main Floor, City Hall



Office of the City Clerk

**Public Agenda
Regina Planning Commission
Wednesday, July 9, 2014**

Approval of Public Agenda

Minutes of the meeting held on June 11, 2014.

Administration Reports

RPC14-32 Application for Discretionary Use (14-DU-10) Proposed Vocational School
in IB Zone 235 N McDonald Street

Recommendation

1. That the discretionary use application for a proposed vocational school located at 235 N McDonald Street, being Lot 4, Block 14, Plan No. 75R00624, Ross Industrial 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-1 to A-3.3a inclusive, prepared by KRN Tolentino Architecture and dated April 9, 2014; and
 - b) The development shall comply with all applicable standards and regulations in Regina Zoning Bylaw No. 9250.
2. That this report be forwarded to the July 28, 2014 meeting of City Council.

RPC14-33 Application for Zoning Bylaw Amendment (14-Z-08) - The Greens on
Gardiner, Phase 6

Recommendation

1. That the application to amend the Greens on Gardiner Concept Plan, as depicted on the attached Appendix A-3, be APPROVED.
2. That the following portion of lands in Phase 6 of the Greens on Gardiner, as shown on the attached subject property map (Appendix A-1, 2, & 5), be APPROVED for rezoning from UH-Urban Holding:
 - a. Rezone from UH to R2 – Residential Semi-Detached Zone
 - i. All of Blocks 36, 43, 43;
 - ii. Lots 1-16 in Block 35; and
 - iii. Lots 23-42 in Block 37.
 - b. Rezone from UH to R5 – Residential Medium Density Zone
 - i. Lots 1-22 in Block 37; and
 - ii. Lots 1-27 in Block 38.
 - c. Rezone from UH to R6-Residential Multiple Housing Zone
 - i. Parcels B and C.



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- d. Rezone from UH to DCD12-Suburban Narrow Lot Residential Zone
 - i. All of Blocks 33 and 34; and
 - ii. Lots 17-25 in Block 35.
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 28, 2014 City Council meeting to allow sufficient time for advertising of the required public notice for the proposed concept plan amendments and Zoning Bylaw amendments.
5. That, pursuant to Section 18D.1.1 of the Zoning Bylaw, City Council waive the requirement to post a public notification sign on the subject lands, due to their remote location and the current unavailability of direct public access.

RPC14-34 Fleet Street Business Park Secondary Plan and Phase I Concept Plan (11-CP-07)

Recommendation

1. That *Design Regina: The Official Community Plan Bylaw No. 2013-48*, be amended by replacing the existing East Regina Industrial Lands Secondary Plan (Section B.9 of Part B) with the Secondary Plan attached to this report as Appendix A-3.
2. That the City Solicitor be directed to prepare the necessary bylaw to amend *Design Regina: The Official Community Plan Bylaw No. 2013-48*.
3. That this item be forwarded to the July 28, 2014 City Council meeting to allow sufficient time for advertisement.

RPC14-35 Applications for Partial Closure of Road Right-of-Way (14-CL-02) - Portion of 12th Avenue North Road Right-of-Way - 496 Upland Drive

Recommendation

1. That the application for the closure and sale of a portion of the 12th Avenue North Road Right-of-Way described as "St/L1, Plan No. 76R25638," as shown on the attached plan of proposed subdivision prepared by Scott Assié, MCIP, RPP, and dated December 3, 2013, be APPROVED;
2. That the City Solicitor be directed to prepare the required bylaw to authorize closure and sale of the aforementioned Right-of-Way;
3. That this report be forwarded to the July 28, 2014 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws; and
4. That RPC14-30 be removed from the List of Outstanding Items for the Regina Planning Commission.



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RPC14-36 Application for Partial Closure of Road Right-of-Way (14-CL-01) - Portion of 19th Avenue Road Right-of-Way – 2777 McDonald Street

Recommendation

1. That the application for the closure and sale of a portion of the 19th Avenue Road Right-of-Way described as "a portion of 19th Avenue, which is approximately 1.76 metres in width and 38.12 metres in length immediately south of and adjacent to Lot 20, Block 57, Reg'd Plan No. U2439," as shown on the attached plan of proposed subdivision prepared by Scott Colvin, SLS, and dated February 14, 2014, be APPROVED;
2. That the City Solicitor be directed to prepare the required bylaw to authorize closure and sale of the aforementioned Right-of-Way; and
3. That this report be forwarded to the July 28, 2014 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

RPC14-37 Applications for Zoning Bylaw Amendment (14-Z-01), Discretionary Use (14-DU-09) and Lane Closure (14-CL-03) - Proposed Planned Group of Dwellings (Townhouses) 1033 Edgar Street, Former Haultain School Site

Recommendation

1. That the application to amend *Regina Zoning Bylaw No. 9250*, with respect to Lots 1-6, 35-40, Block 2, Plan No. T4085, Lots 7-34, A and B, Block 2, Plan No. F1625 and the entire Lane within Block 2, Plan No. T4085 and Plan No. F1625, in the Eastview Subdivision, from I - Institutional to R4A - Residential Infill Housing be APPROVED;
2. That the application for the closure and sale of the lane described as "all the lane within Block 2, Reg'd Plan No. T4085, which is to be consolidated with the closure of all the lane within Block 2, Reg'd Plan No. F1625," as shown on the Plan of Proposed Lane Closure and Surface Consolidation, prepared by Scott L. Colvin, S.L.S., dated February 4, 2014, and attached to this report as Appendix A-3.4, be APPROVED;
3. That the Discretionary Use application for a proposed planned group of townhouse dwellings located at 1033 Edgar Street, being Lots 1-6, 35-40, Block 2, Plan No. T4085, Lots 7-34, A and B, Block 2, Plan No. F1625 and the entire Lane within Block 2, Plan No. T4085 and Plan No. F1625, 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 Robinson Residential, and attached to this report as Appendix A-3.1 to A-3.3;



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4. That the City Solicitor be directed to prepare the required Zoning Bylaw amendments and the bylaw to authorize closure and sale of the aforementioned lane; and
5. That this report be forwarded to the July 28, 2014 meeting of City Council to allow sufficient time for the required public notice of the proposed bylaw.

Municipal Heritage Advisory Committee Report

RPC14-38 Application for Designation as Municipal Heritage Property - Patton Residence at 2398 Scarth Street

Recommendation

1. That the application to designate the Patton Residence, located at 2398 Scarth Street and including the lands legally described as Lot 12, Block 460, Plan Old 33, as Municipal Heritage Property be APPROVED.
2. That the City Solicitor be instructed to prepare the necessary bylaw to:
 - a. designate the subject property as Municipal Heritage Property;
 - b. identify the reasons for designation and character-defining elements, which shall apply specifically to the exterior, as stated in Appendix C to this report;
 - c. provide that any subsequent alterations to the property be consistent with the “Standards and Guidelines for Historic Places in Canada” and with the City of Regina’s “*Municipal Heritage Design Guidelines*” as set forth in Schedule A of Bylaw No. 2007-78; and
 - d. amend Schedule A of the *Bylaw of the City of Regina to Deny a Permit for the Alteration or Demolition of Properties that the Council of the City of Regina may wish to Designate as Municipal Heritage Properties No. 8912* to remove the property listed as Item 3.41 upon designation.
3. That this report be forwarded to the July 28, 2014 City Council meeting to allow sufficient time for the service of the required notice of intention to pass the necessary bylaw.

Adjournment

AT REGINA, SASKATCHEWAN, WEDNESDAY, JUNE 11, 2014

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

AT 4:00 PM

Present: Councillor Mike O'Donnell, in the Chair
Councillor Jerry Flegel
Councillor Barbara Young
David Edwards
Phil Evans
Dallard LeGault
Ron Okumura
Daryl Posehn
Phil Selenski
Laureen Snook
Sherry Wolf

Also in Attendance: Committee Assistant, Elaine Gohlke
Solicitor, Cheryl Willoughby
Executive Director of Community Planning & Development, Jason Carlston
Director of Planning, Diana Hawryluk
Manager of Current Planning, Fred Searle
Manager of Infrastructure Planning, Geoff Brown
Manager of Real Estate, Chuck Maher
Manager of Water & Sewer Engineering, Kurtis Doney
Senior Planner, Ada Chan Russell

APPROVAL OF PUBLIC AGENDA

David Edwards 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

Councillor Young moved, AND IT WAS RESOLVED, that the minutes for the meeting held on May 14, 2014 be adopted, as circulated.

ADMINISTRATION REPORTS

RPC14-28	Application for Zoning Bylaw Amendment (13-Z-17/13-CP-05) - Harbour Landing Phase 10-2
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Recommendation

1. That the application to amend the Harbour Landing Concept Plan, as depicted on the attached Appendix A-3 be APPROVED.

2. That the following lands in Phase 10 -2 of Harbour Landing be rezoned from UH - Urban Holding, as shown on the attached subject property map (See Appendix A-1), be APPROVED:
 - a. Rezone from UH to DCD 12 – Suburban Narrow Lot Residential:
 - i. Block 77
 - b. Rezone from UH to R5 – Residential Medium Density:
 - i. All of Block 76
 - ii. All of Block 78
 - c. Rezone from UH to R6 – Residential Multiple Housing:
 - i. Parcels BB, CC, and DD
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 28, 2014 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.
5. That pursuant to Section 18D.1.1 of the Zoning Bylaw, City Council waive the requirement to post a public notification sign on the subject lands, due to their remote location and the current unavailability of direct public access.

The following addressed the Commission:

- Ben Mario, City Planner, made a PowerPoint presentation, a copy of which is on file in the City Clerk's Office; and
- Evan Hunchak, representing Dream Development.

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

RPC14-26 Application for Zoning Bylaw Amendment (14-Z-05) The Greens on Gardiner

Recommendation

1. That the application to rezone portions of the area along Chuka Creek in the Greens on Gardiner Concept Plan, being SE ¼ 11-17-19 W2M, as shown on the proposed zoning plan, from FW – Floodway to R2 – Residential Semi-Detached and UH – Urban Holding be APPROVED.
2. That the application to add the Floodway Fringe Overlay adjacent to the proposed FW - Floodway zone area along Chuka Creek in the Greens on Gardiner Subdivision, as shown on the proposed zoning plan, be APPROVED.

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 28, 2014 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.
5. That pursuant to Section 18D.1.1 of the Zoning Bylaw, City Council waive the requirement to post a public notification sign on the subject lands, due to their remote location and the current unavailability of direct public access.

Lorne Yagelniski, representing Yagar Developments, and Daryl Brown, Associated Engineering, addressed the Commission.

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

RPC14-27 Application for Discretionary Use (14-DU-01) Proposed Planned Group of Dwellings 3960 Green Falls Drive

Recommendation

1. That the discretionary use application for a proposed Planned Group of Dwellings located at 3960 Green Falls Drive, being Block T, Plan 102144305, Greens on Gardiner be APPROVED, and that a Development Permit be issued subject to the following conditions:
 - a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.5 inclusive, prepared by Robinson Residential and dated April 4, 2014;
 - b) Zoning Bylaw Amendment (14-Z-05) application to rezone portions of the FW - Floodway Zone along Chuka Creek be approved or buildings not be developed in areas within the FW zone; and
 - c) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
2. That pursuant to Section 18D.1.1 of the Zoning Bylaw, City Council waive the requirement to post a public notification sign on the subject lands, due to their remote location and the current unavailability of direct public access.
3. That this report be forwarded to the July 28, 2014 meeting of City Council.

David Edwards moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

RPC14-31 Application for Discretionary Use (14-DU-05) Proposed Shopping Centre -
2101 East Quance Street

Recommendation

1. That the discretionary use application for a proposed shopping centre located at 2101 Quance Street, being Block F, Plan No. 101859914, Gardiner Park Addition be APPROVED, and that a Development Permit be issued subject to the following conditions:
 - a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.4 inclusive, prepared by Dayfa Development and dated February 19, 2014; and
 - b) The development shall comply with all applicable standards and regulations in
Regina Zoning Bylaw No. 9250.
2. That this report be forwarded to the June 23, 2014 meeting of City Council.

The following addressed the Commission:

- Bill Tanouye, representing Gardner Place Condo Association; and
- Atta Anwar, representing BTA Group and Dayfa Development.

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

RPC14-29 Application for Zoning Bylaw Amendment, Official Community Plan
Amendment and Discretionary Use (13-Z-29/13-DU-30) Proposed
Townhouse Units, 2059 Edward Street

(David Edwards and Laureen Snook declared a conflict of interest on this item, abstained from discussion and voting, and temporarily left the meeting.)

Recommendation

1. That the following amendment to the Cathedral Area Neighbourhood Plan, being Part B6 of *Design Regina: The Official Community Plan Bylaw No. 2013-48*, be APPROVED:

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

Civic Address	Legal Description	Development/Use
2059 Edward Street	Lots 16-17 Block 37, Plan No. I5211	R4 – Residential Older Neighbourhood

2. That the application to rezone Lots 16 and 17 in Block 37, Plan No. I5211 located at 2059 Edward St. from R1A - Residential Older Neighbourhood to R4 - Residential Older Neighbourhood, be APPROVED.
3. That the discretionary use application for a proposed townhouse dwellings located at 2059 Edward Street, being Lots 16 and 17 in Block 37, Plan No. I5211, CPR Annex be APPROVED, and that a Development Permit be issued subject to the following conditions:
 - a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.5 inclusive, prepared by David W. Edwards Architect Ltd. and dated November 22, 2013; and
 - b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
4. That this report be forwarded to the July 28, 2014 meeting of City Council.

The following addressed the Commission:

- Ada Chan Russell, City Planner, made a PowerPoint presentation, a copy of which is on file in the City Clerk's Office;
- Dennis Hango;
- Aimee Bryck;
- Wanda Silzer, representing West Cathedral; and
- Stan Willox, representing Gabriel Housing Corp.

David Edwards moved, AND IT WAS RESOLVED, that the recommendation contained in the report be concurred in.

RPC14-30 Applications for Partial Closure of Road Right-of-Way (14-CL-02) -
Portion of 12th Avenue North Road Right-of-Way - 496 Upland Drive

Recommendation

1. That the application for the closure and sale of a portion of the 12th Avenue North Road Right-of-Way described as "St/L1, Plan No. 76R25638", as shown on the attached plan of proposed subdivision prepared by Scott Assié, MCIP, RPP, and dated December 3, 2013, be APPROVED;
2. That the City Solicitor be directed to prepare the required bylaw to authorize closure and sale of the aforementioned Right-of-Way; and
3. That this report be forwarded to the June 23, 2014 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

(David Edwards and Laureen Snook returned to the meeting.)

Phil Evans moved, AND IT WAS RESOLVED, that this matter be referred to the Administration for discussions with Sask Tel about the potential for moving the location of the cell tower.

ADJOURNMENT

Phil Selenski moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 6:38 p.m.

Chairperson

Secretary

July 9, 2014

To: Members,
Regina Planning Commission

Re: Application for Discretionary Use (14-DU-10) Proposed Vocational School in IB Zone
235 N McDonald Street

RECOMMENDATION

1. That the discretionary use application for a proposed vocational school located at 235 N McDonald Street, being Lot 4, Block 14, Plan No. 75R00624, Ross Industrial 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-1 to A-3.3a inclusive, prepared by KRN Tolentino Architecture and dated April 9, 2014; and
 - b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*.
2. That this report be forwarded to the July 28, 2014 meeting of City Council.

CONCLUSION

The applicant proposes to convert an existing building to a training centre for industrial workers (Vocational School), including courses on first aid and how to operate powered mobile equipment. As such, the vocational school is appropriately located within Ross Industrial Park. The vocational school will be fully contained within an existing building and no additions are planned to the existing building.

The proposal complies with the development standards and regulations contained in the *Regina Zoning Bylaw No. 9250* and is consistent with the policies contained in *Design Regina: The Official Community Plan Bylaw No. 2013-48*.

BACKGROUND

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

Pursuant to subsection 56(3) of the Act, Council may establish conditions for discretionary uses based on: nature of the proposed (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 details are summarized as follows:

Land Use Details		
	Existing	Proposed
Zoning	IB	IB
Land Use	Large Equipment, Rental	Vocational School
Building Area	1182 m ²	1182 m ²

Zoning Analysis		
	Required	Proposed
Minimum Parking Stalls Required	8 stalls	25 stalls
Minimum Lot Area (m ²)	2000 m ²	4870.6 m ²
Minimum Lot Frontage (m)	30 m	45.69 m
Maximum Building Height (m)	15 m	5 m
Maximum Floor Area Ratio	0.75	0.3
Maximum Coverage (%)	75%	21%

The proposal is compliant with the landscaping standards in the Zoning Bylaw with respect to perimeter screening, interior parking area and minimum landscaping requirements for industrial uses.

The IB zone is intended to provide for a wide range of manufacturing, processing, assembly, distribution, service and repair activities that carry out some of their operations outdoors or require outdoor storage.

The proposed development is consistent with the purpose and intent of the zone as it requires sufficient space for students to undergo the necessary heavy equipment training. It is compatible with the surrounding heavy industrial uses to the west and northwest and other medium industrial uses such as warehouses to the east and south and will provide a support service to the industrial area.

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 property is serviced by transit as regular service is provided along N McDonald Street, Henderson Drive and N Leonard Street.

Environmental Implications

None with respect to this report.

Policy/Strategic Implications

The proposal is consistent with the policies contained within *Design Regina: The Official Community Plan Bylaw No. 2013-48* with respect to Section D5.7.24 – within industrial areas, permit supporting services or amenities that complement industrial uses or cater to industrial employees or customers.

The proposed development is in close proximity to other industrial uses that would benefit from the services provided at the vocational school.

Other Implications

None with respect to this report.

Accessibility Implications

The proposed development provides one parking stall for persons with disabilities which exceed the minimum parking stall requirements.

COMMUNICATIONS

Public notification signage posted on:	May 5, 2014
Letter sent to immediate property owners	May 1, 2014
Public Open House Held	N/A
Number of Public Comments Sheets Received	1*

*The public comment sheet that was received identified no objections to this proposal.

DELEGATED AUTHORITY

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

Respectfully submitted,

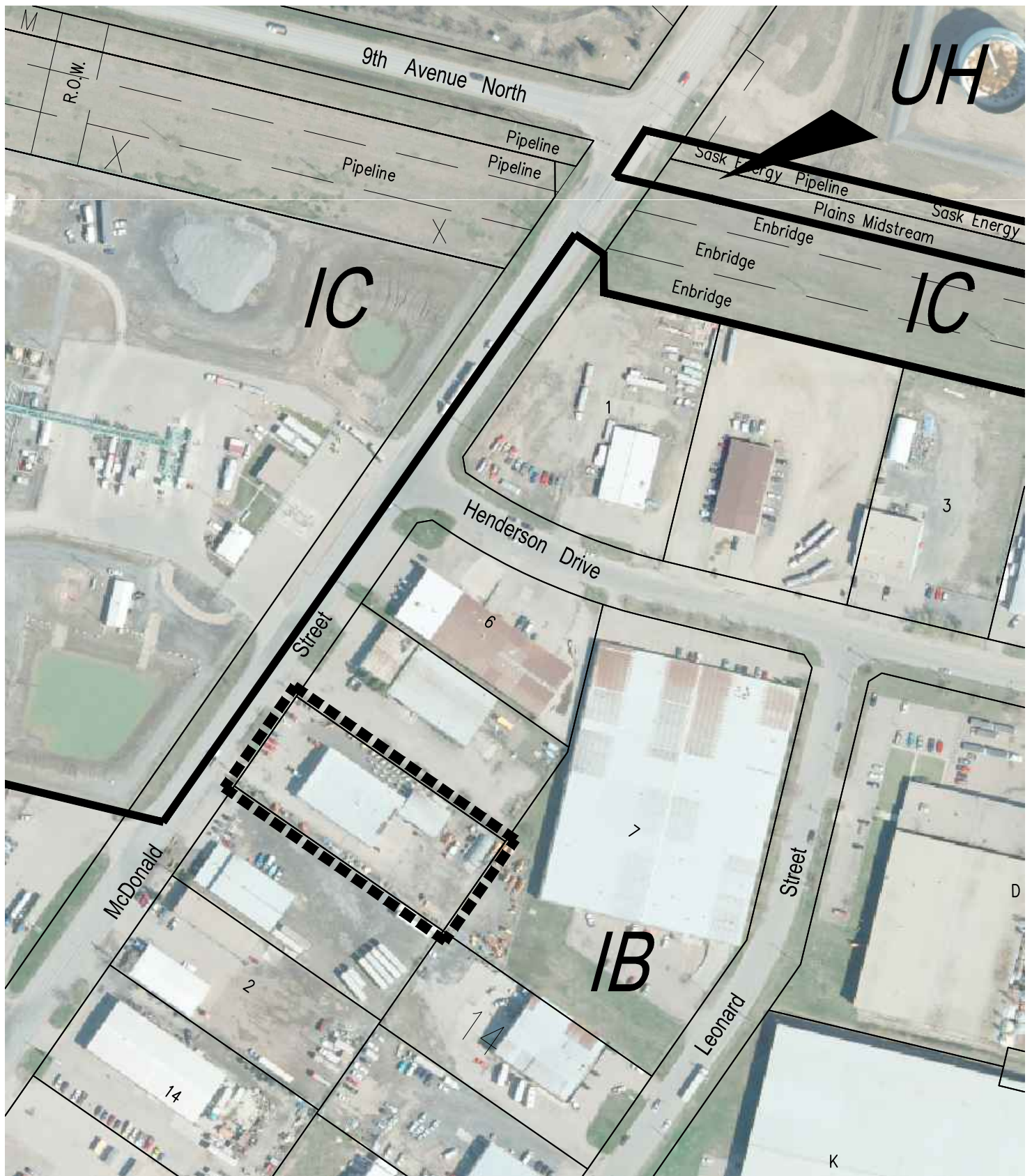


Diana Hawryluk, Director
Planning

Respectfully submitted,



Jason Carlston, Executive Director
City Planning & Development



Subject Property



Project 14-DU-10

Civic Address/Subdivision 235 N. McDonald Street



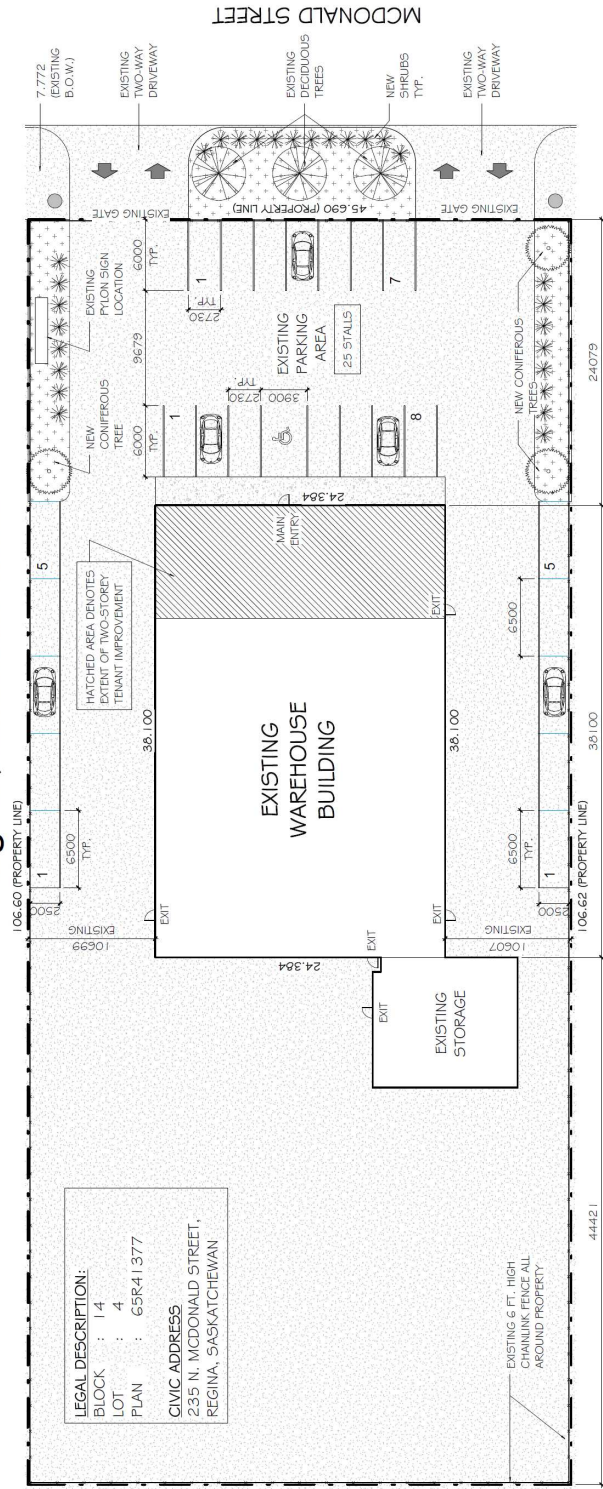
Subject Property

Date of Photography: 2012



235 N. MCDONALD STREET - TENANT IMPROVEMENT

Regina, Saskatchewan



SITE & LANDSCAPING PLAN

ZONING ANALYSIS

THE FOLLOWING ANALYSIS IS BASED UPON THE CITY OF REGINA ZONING BYLAW NO. 9250.

- BUILDING AREAS:**
 - BUILDING FOOTPRINT: 996 m² (1,072.1 ft²)
 - TENANT IMPROVEMENTS:
 - MAIN FLOOR: 280 m² (3,009 ft²)
 - SECOND FLOOR: 186 m² (2,000 ft²)
 - TOTAL AREA: 466 m² (5,009 ft²)
 - SITE AREA: 4,871 m² (52,429 ft²)
 - LAND USE ZONE: MEDIUM INDUSTRIAL ZONE (IB)
 - LAND USE TYPE: VOCATIONAL SCHOOL (DISCRETIONARY)
 - YARD SETBACKS:
 - FRONT: 7.5 m
 - REAR: 50% of the height of the adjacent wall.
 - MIN. SINGLE SIDE YARD: NIL
 - TOTAL SIDE YARD: 7.5 m MAX. or 20% of the average lot width.
 - FLOOR AREA RATIO:
 - MAX. ALLOWED: 2.00
 - PROVIDED: 0.30
 - SITE COVERAGE:
 - MAX. ALLOWED: 75%
 - ACTUAL: 21%
 - BUILDING HEIGHT:
 - MAX. ALLOWED: 15 m.
 - ACTUAL: 5 m.
 - PARKING SPOTS:
 - REQUIRED: 8
 - PROVIDED: 25
- NEW OFFICE AREAS (37 m²) | SPACE PER 60 m² = 1
- NEW TRAINING ROOMS (116 m²) | SPACE PER 100 m² = 2
- EXIST. STORAGE WAREHOUSE (716 m²) | SPACE PER 150 m² = 5

SITE LANDSCAPING REQUIREMENTS	
(AS PER TABLE 15.4 OF CITY OF REGINA BY-LAW)	
TOTAL SITE AREA: BUILDING FOOTPRINT	PROVIDED 290 sq.m.
SITE LANDSCAPING (9% OF GROSS SITE AREA)	REQUIRED 244 sq.m.
NUMBER OF TREES (1/40 OF REQUIRED SITE LANDSCAPING)	6
NUMBER OF SHRUBS (1/20 OF REQUIRED SITE LANDSCAPING)	12

SITE PLAN LEGEND:

- PROPERTY LINE
- CHAINLINK FENCE
- CONCRETE CURB
- EXISTING ASPHALT PARKING
- EXISTING CONCRETE SIDEWALK / WALKWAY
- NEW LANDSCAPED / GRASS AREA
- EXISTING POWER LINE POST
- EXISTING FIRE HYDRANT
- EXISTING DECIDUOUS TREE TO REMAIN
- NEW DECIDUOUS SHRUBS @ 1.0m O.C.
- NEW CONIFEROUS TREE

2014.04.09 DISCRETIONARY USE R1 APPLICATION

PROJECT
NEW TRAINING CENTRE
FOR PROACTIVE
CONSULTING
BLOCK: 14; LOT: 4
PLAN: 75R00624

425 N. MCDONALD STREET, REGINA, SK

DRAWING
SITE PLAN & ZONING
BYLAW ANALYSIS

SCALE
1 : 250

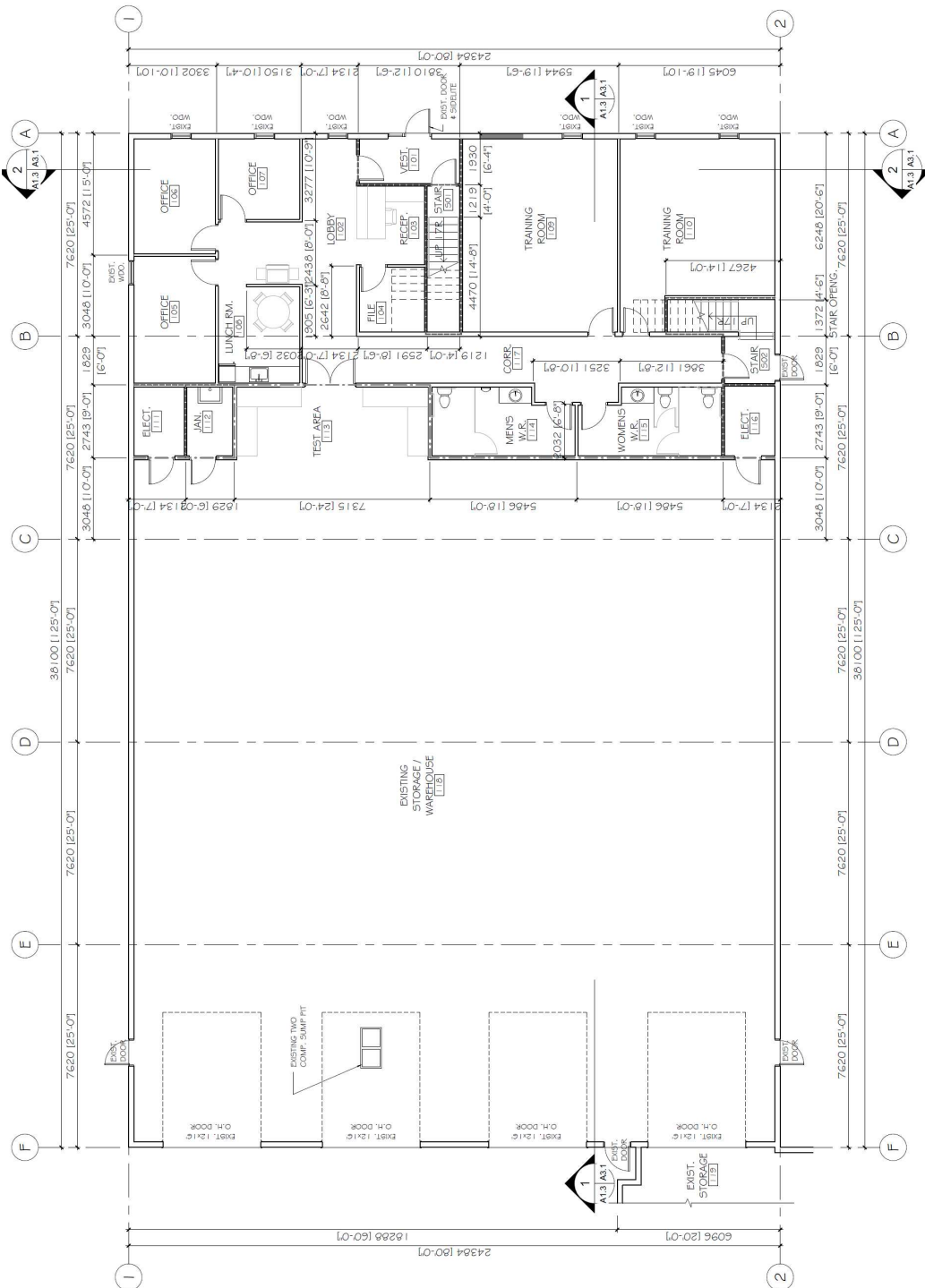
DESIGN
DRAWN
DATE
PROJECT

REVISION
A.I.1
R1

PRELIMINARY NOT FOR CONSTRUCTION

Planning Department

Project 14-DU-10 Civic Address/Subdivision 235 N McDonald St./Ross Industrial



MAIN LEVEL - RENOVATED FLOOR PLAN

45 MIN. FIRE SEPARATION WALLS
CONSTRUCTED TO UVS OF STRUCTURE

1-HOUR FIRE SEPARATION WALLS
CONSTRUCTED TO UVS OF STRUCTURE

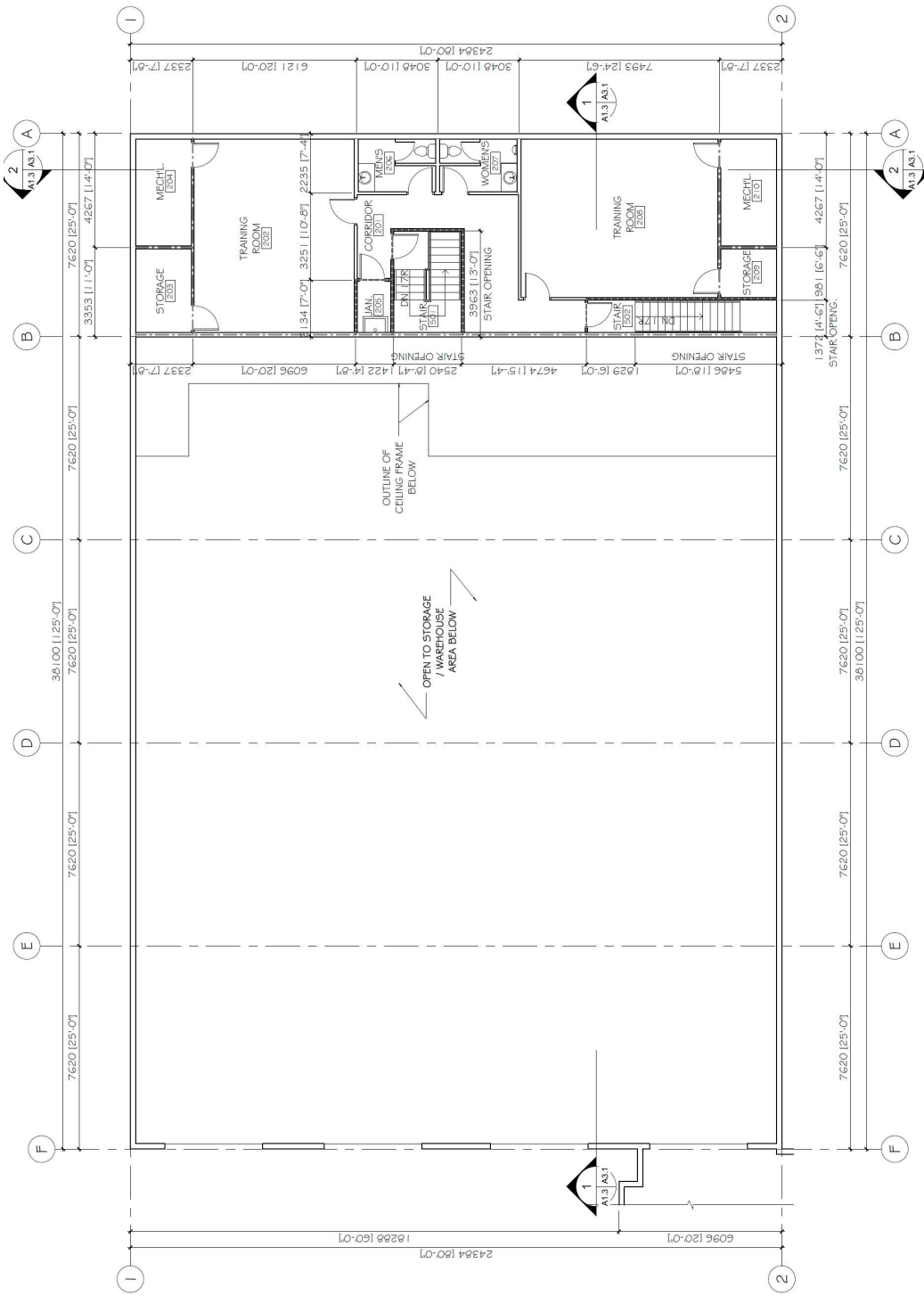


TRUE
NORTH

2014.04.09 DISCRETIONARY USE R1 4/10/2014	PROJECT NEW TRAINING CENTRE FOR PROCACTIVE CONSULTING BLOCK: 14; LOT: 4 PLAN: 75R00624	DRAWING MAIN FLOOR RENOVATION PLAN	SCALE 1:100	DESIGN DRAWN DATE PROJECT SHEET NO.	* RCT * RCT * 19/10/2014 * 140224	REVISION A1.3 R1
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PRELIMINARY NOT FOR CONSTRUCTION

Project 14-DU-10 Civic Address/Subdivision 235 N McDonald St./Ross Industrial



FIRE SEPARATION LEGEND
45 MIN. FIRE SEPARATION WALLS
CONSTRUCTED TO US OF STRUCTURE
1 HOUR FIRE SEPARATION WALLS
CONSTRUCTED TO US OF STRUCTURE

SECOND LEVEL - RENOVATED FLOOR PLAN
A1.4/A1.4' 1:100



2014.04.08 DISCRETIONARY USE R1 APPLICATION	PROJECT NEW TRAINING CENTRE FOR PROACTIVE CONSULTING BLOCK: 14; LOT: 4 PLAN: 75R00624 235 N McDONALD STREET, MEDAN, N.S.W.
DRAWING SECOND FLOOR RENOVATION PLAN	SCALE 1:100
DESIGN DRAWN DATE PROJECT	• CHAN • ANTON • 17.05.2014 • PROJECT
SHEET NO. A1.4	REVISION R1

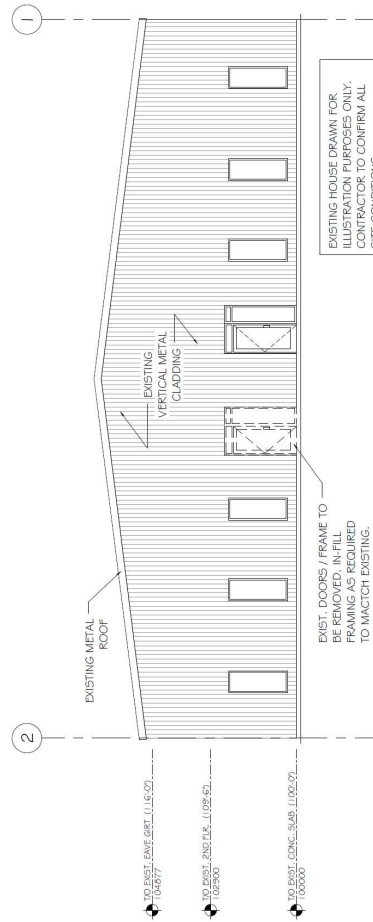
PRELIMINARY NOT FOR CONSTRUCTION

Planning Department

Project 14-DU-10 Civic Address/Subdivision 235 N McDonald St./Ross Industrial



1 LEFT ELEVATION
A2.1/A2.2 1:100



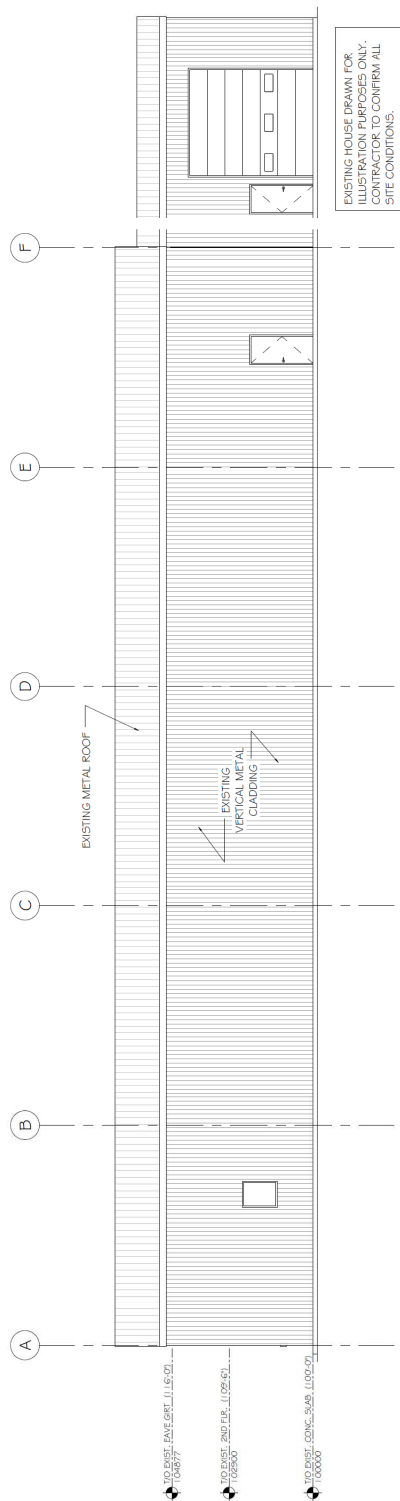
2 FRONT ELEVATION
A2.1/A2.2 1:100

2014.04.09	DISCRETIONARY USE	R1
PROJECT	NEW TRAINING CENTRE FOR PROACTIVE CONSULTING	
DESIGN	BLOCKS 14; LOT: 4	
DATE	PLAN: 75R00624	
PROJECT	235 N McDONALD STREET, ROSSEL, VIC	
DRAWING	EXISTING BUILDING ELEVATIONS	
DESIGN	SCALE 1:100	
DRAWN	• KST	
DATE	• KST	
PROJECT	• APR 9, 2014	
PROJECT	• 4/10/2014	
SHEET NO.	A2.1	REVISION R1

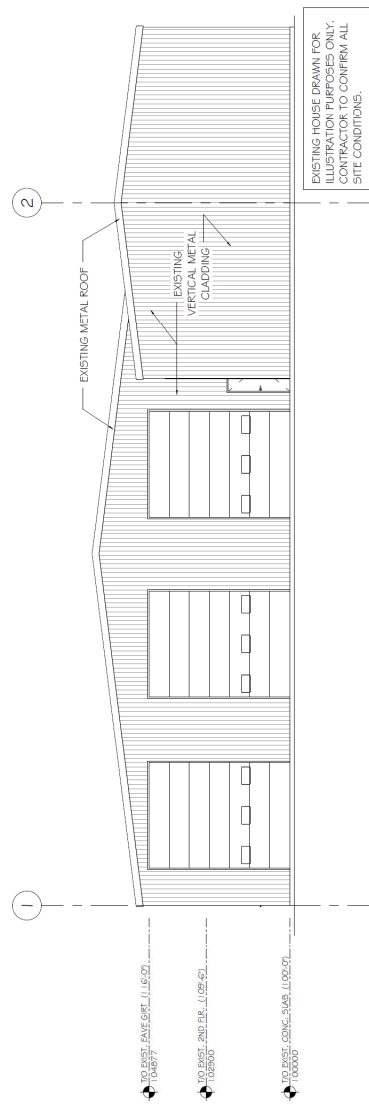
PRELIMINARY NOT FOR CONSTRUCTION

Planning Department

Project 14-DU-10 Civic Address/Subdivision 235 N McDonald St./Ross Industrial



1 RIGHT ELEVATION
A2.2 | A2.2 1:100



2 REAR ELEVATION
A2.2 | A2.2 1:100

2024.04.09 DISCRETIONARY USE R1 APPLICATION	PROJECT NEW TRAINING CENTRE FOR PRODUCTIVE CONSULTING BLOCK 14; LOT 4 PLAN: 75R00624	DRAWING EXISTING BUILDING ELEVATIONS	SCALE 1:100	DESIGN • KRT	DATE • APR 9, 2024	PROJECT • #10224	SHEET NO. A2.2	REVISION R1
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PRELIMINARY NOT FOR CONSTRUCTION

Planning Department

Project 14-DU-10 Civic Address/Subdivision 235 N McDonald St./Ross Industrial

July 9, 2014

To: Members,
Regina Planning Commission

Re: Application for Zoning Bylaw Amendment (14-Z-08)
The Greens on Gardiner, Phase 6

RECOMMENDATION

1. That the application to amend the Greens on Gardiner Concept Plan, as depicted on the attached Appendix A-3, be APPROVED.
2. That the following portion of lands in Phase 6 of the Greens on Gardiner, as shown on the attached subject property map (Appendix A-1, 2, & 5), be APPROVED for rezoning from UH-Urban Holding:
 - a. Rezone from UH to R2 – Residential Semi-Detached Zone
 - i. All of Blocks 36, 43, 43;
 - ii. Lots 1-16 in Block 35; and
 - iii. Lots 23-42 in Block 37.
 - b. Rezone from UH to R5 – Residential Medium Density Zone
 - i. Lots 1-22 in Block 37; and
 - ii. Lots 1-27 in Block 38.
 - c. Rezone from UH to R6-Residential Multiple Housing Zone
 - i. Parcels B and C.
 - d. Rezone from UH to DCD12-Suburban Narrow Lot Residential Zone
 - i. All of Blocks 33 and 34; and
 - ii. Lots 17-25 in Block 35.
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 28, 2014 City Council meeting to allow sufficient time for advertising of the required public notice for the proposed concept plan amendments and Zoning Bylaw amendments.
5. That, pursuant to Section 18D.1.1 of the Zoning Bylaw, City Council waive the requirement to post a public notification sign on the subject lands, due to their remote location and the current unavailability of direct public access.

CONCLUSION

The applicant proposes to amend the concept plan and rezone for the next sequential phase of the Greens on Gardiner. The proposed concept plan amendments accommodate the following:

- Addition of two higher density residential zones along the north and in the east portion of the Phase 6 subdivision and an increase in projected population and dwellings units overall;
- Modification to the configuration of the institutional/open space area, which links to the existing community pathway system; and
- Provision of enhanced connectivity to future development to the north, east and south.

The proposed concept plan amendment is consistent with *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) and is compatible with existing development and uses contained in the Greens on Gardiner Concept Plan.

BACKGROUND

An application has been received to amend the Greens on Gardiner Concept Plan to accommodate development of the proposed Phase 6 of the subdivision. The Greens on Gardiner Concept Plan was originally approved by City Council in January 2008 and most recently amended by City Council on May 21, 2013.

The proposed amendments are 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 (14-SN-08), as depicted on the attached Appendix A-5, is being considered concurrently in accordance with *Bylaw No. 2003-3*, by which subdivision approval authority has been delegated to the Administration.

DISCUSSION

The applicant is proposing to amend the Greens on Gardiner. Since the Greens on Gardiner concept plan was approved, there has been increasing demand for more medium to high density residential development. In response to this demand the applicant is proposing two high density sites in the northeast corner of the Phase 6 plan area. The applicant also proposes a medium density site along the east side of the Phase 6 plan area to accommodate the demand for townhouse dwellings. These amendments also provide enhance connectivity to future development in surrounding areas.

Location of the high density residential sites is appropriate as they interface with the planned future school site and are located on the corner of a major arterial and collector roads. These sites are also located on, or in close proximity, to the future transit route along Chuka Boulevard.

In summary, the proposed amendment will result in the following increases in projected population and dwelling units.

Concept Plan Amendment Summary (1)			
	Existing Concept Plan	Proposed Concept Plan	Net Change
No. of Dwelling Units (total)	2,703	2,849	146
Population (total)	8,109	8,547	438
School Population (total)	2,161	2,279	118

The utility corridor has been removed and the future school site and municipal reserve have been extended toward the east. At the time the plan was amended in May 2013, this corridor was designed as single-purpose utility corridor. In this plan amendment, the applicant proposes a multi-purpose corridor combining open space and storm water functions to create a green way link to the existing pathway and greenway system.

Lastly, the north-south collector road located in the east side of Phase 6 area has been removed from the proposed plan. The collector road was placed in its current location assuming the by-pass would be located at Tower Road. The proposed bypass will now be located further to the east. Consequently, the collector road will also be located to the east, the exact location of which will be subject to a future concept plan amendment.

The area located between the Greens on Gardiner concept plan area and the future bypass will be the subject of future planning review under sector and concept planning. The proposed amended concept plan has established road connections into this area.

Space for the future school and municipal reserve will remain zoned as UH until designs for both sites are more conclusively determined. This will be forwarded separately under future report/recommendations.

A summary of the zoning amendments for Phase 6 is summarised as follows:

Concept Plan Amendment Summary (2)		
	Existing Concept Plan	Proposed Concept Plan
Zoning Designation (Phase 6)	All parcels are zoned UH-Urban Holding.	<u>R2</u> <ul style="list-style-type: none"> • All of Blocks 36, 43, 44. • Lots 1-16 in Block 35 • Lots 23-42 in Block 37 <u>R5</u> <ul style="list-style-type: none"> • Lots 1-22 in Block 37 • Lots 1-27 in Block 38 <u>R6</u> <ul style="list-style-type: none"> • Parcel B and C <u>DCD12</u> <ul style="list-style-type: none"> • All of Blocks 33 and 34 • Lots 17-25 in Block 35

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.

Any infrastructure that is deemed eligible for Servicing Agreement Fee funding will be funded by the City of Regina in accordance with the *Interim Phasing and Financing Plan*, or subsequent amendments to the *Administration of Servicing Agreements Fees and Development Levies* policy.

Transit is supportive of the additional high density developments however; transit service is currently provided as far as Green Pine Gate and has not been extended fully through the area. The timing of full transit extension will be dependent on demand for service, rate of land development and the ability to link the service provided in adjacent areas and will be addressed through the budget review process at some point in the future.

Environmental Implications

No implications are identified.

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:

- Policy 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:
 - 7.1.2 Integration and interconnectivity with all adjacent neighbourhoods, the city, and where appropriate, the Region.
 - 7.1.4 Opportunities for daily lifestyle needs, such as services, convenience shopping, and recreation.
 - 7.1.5 A diversity of housing types to support residents from wide range of economic level, backgrounds and stages of life, including those with special needs.

Above-noted policies support services and amenities within walking distance. Also these policies enable the development of complete neighbourhoods.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The application was circulated to the Arcola East Community Association and the East Zone Recreation Board. The Administration attempted to follow up with these organizations but did not receive comments prior to the deadline for submission of this report.

Public notification signage posted on:	The subject lands were not signposted, due to their remoteness from surrounding urban development and the current unavailability of direct public access to the site. The Administration acknowledges that according to Section 18D.1.1 of <i>Regina Zoning Bylaw No. 9250</i> , the authority to waive the signposting requirement rests exclusively with City Council. Although occurring after the fact, a recommendation has been provided for Council to waive those requirements.
Will be published in the Leader Post on:	July 12 and 19, 2014

DELEGATED AUTHORITY

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

Respectfully submitted,

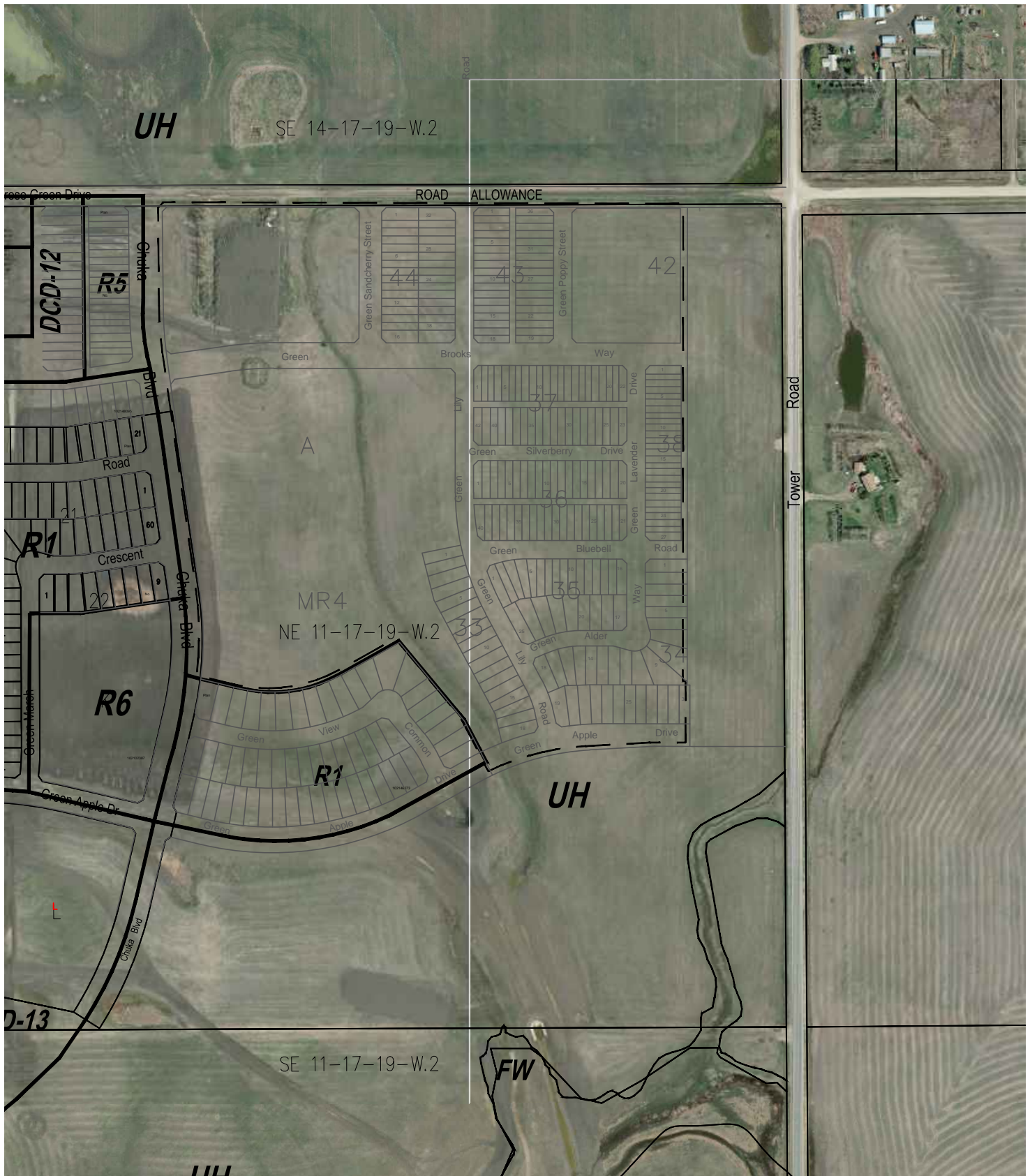


Diana Hawryluk, Director
Planning

Respectfully submitted,



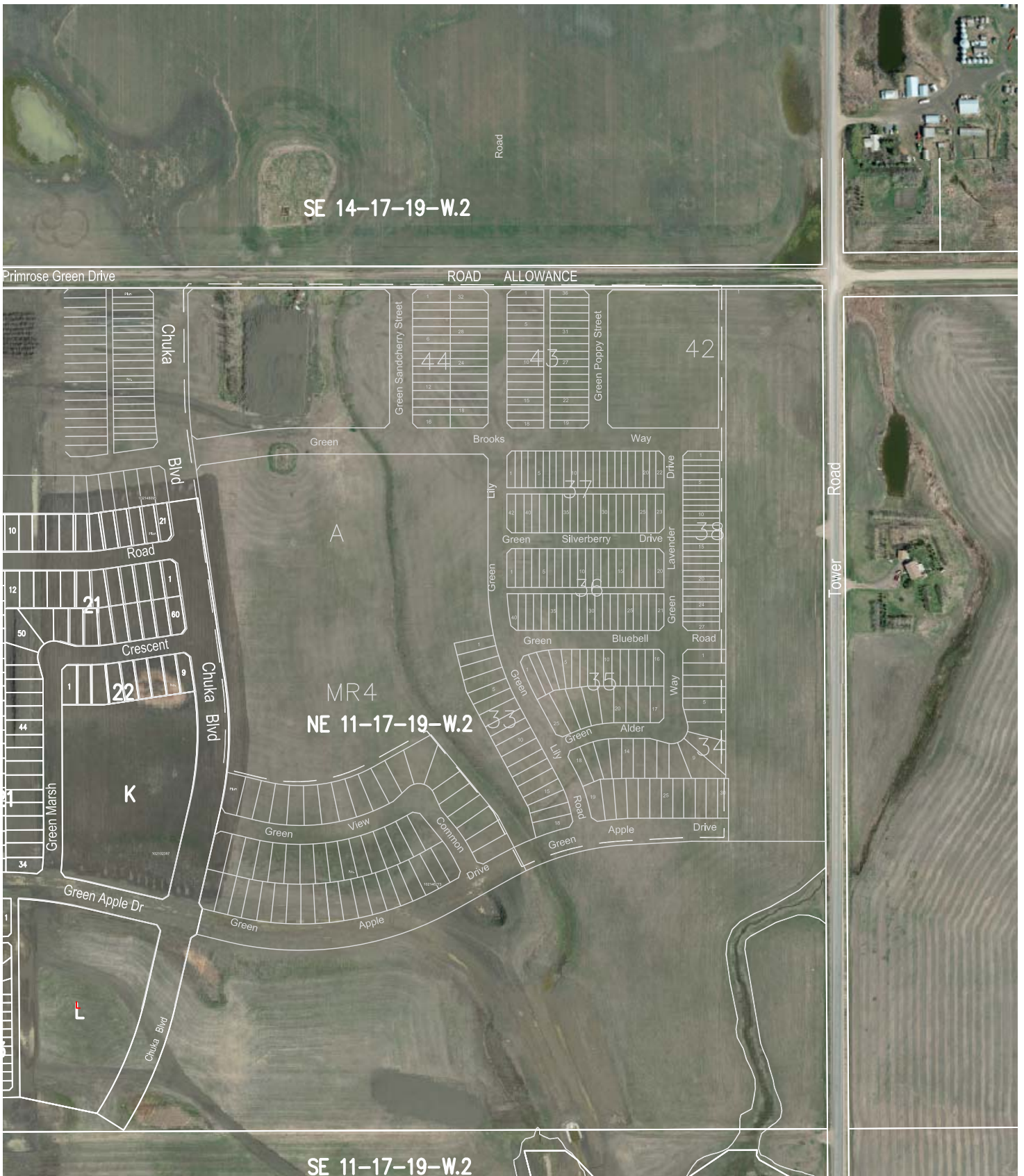
Jason Carlston, Deputy City Manager
City Planning & Development



Subject Property



Project 14-SN-08/
14-Z-08 Civic Address/Subdivision Greens on Gardiner Phase 6



Subject Property

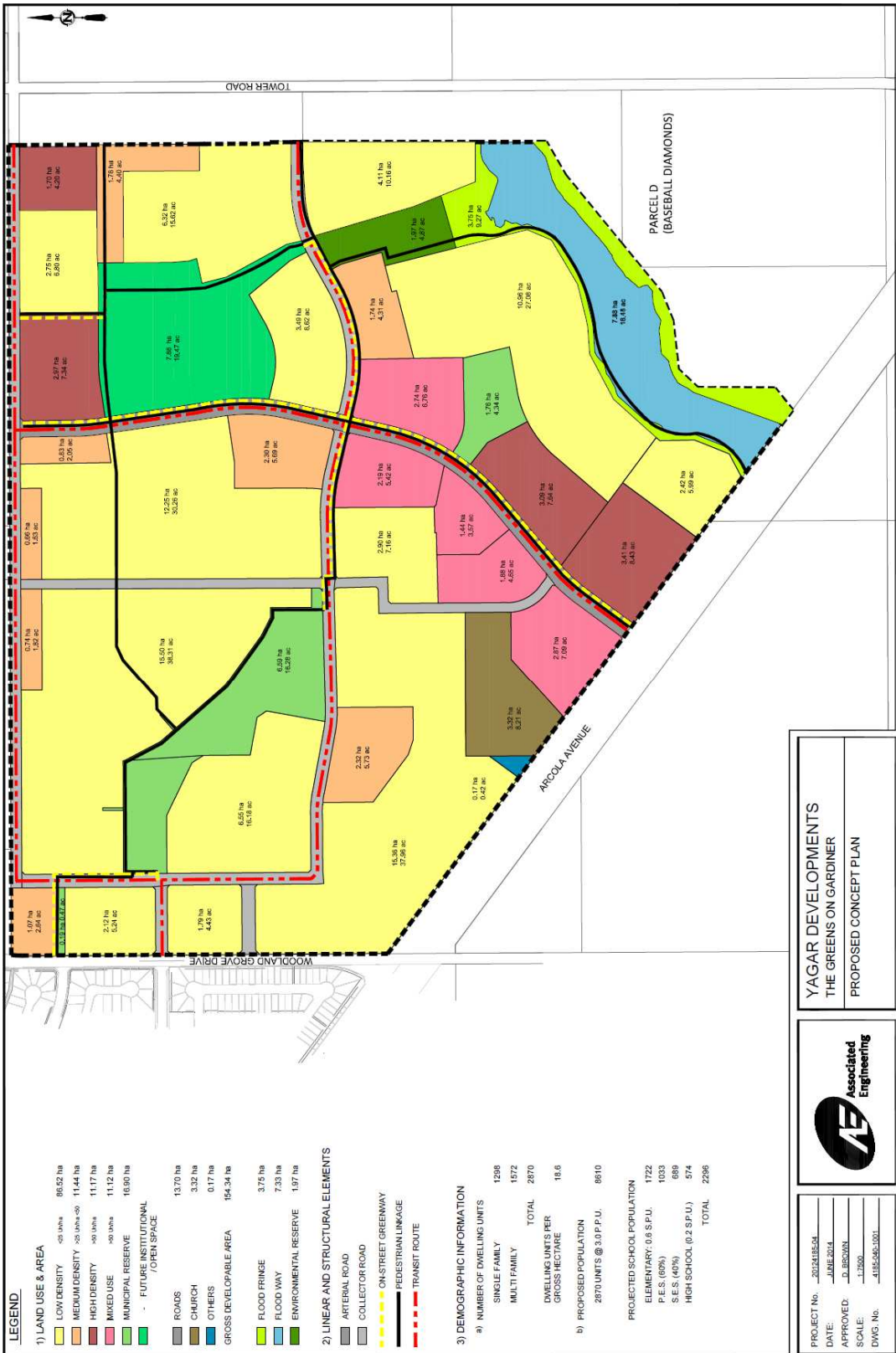
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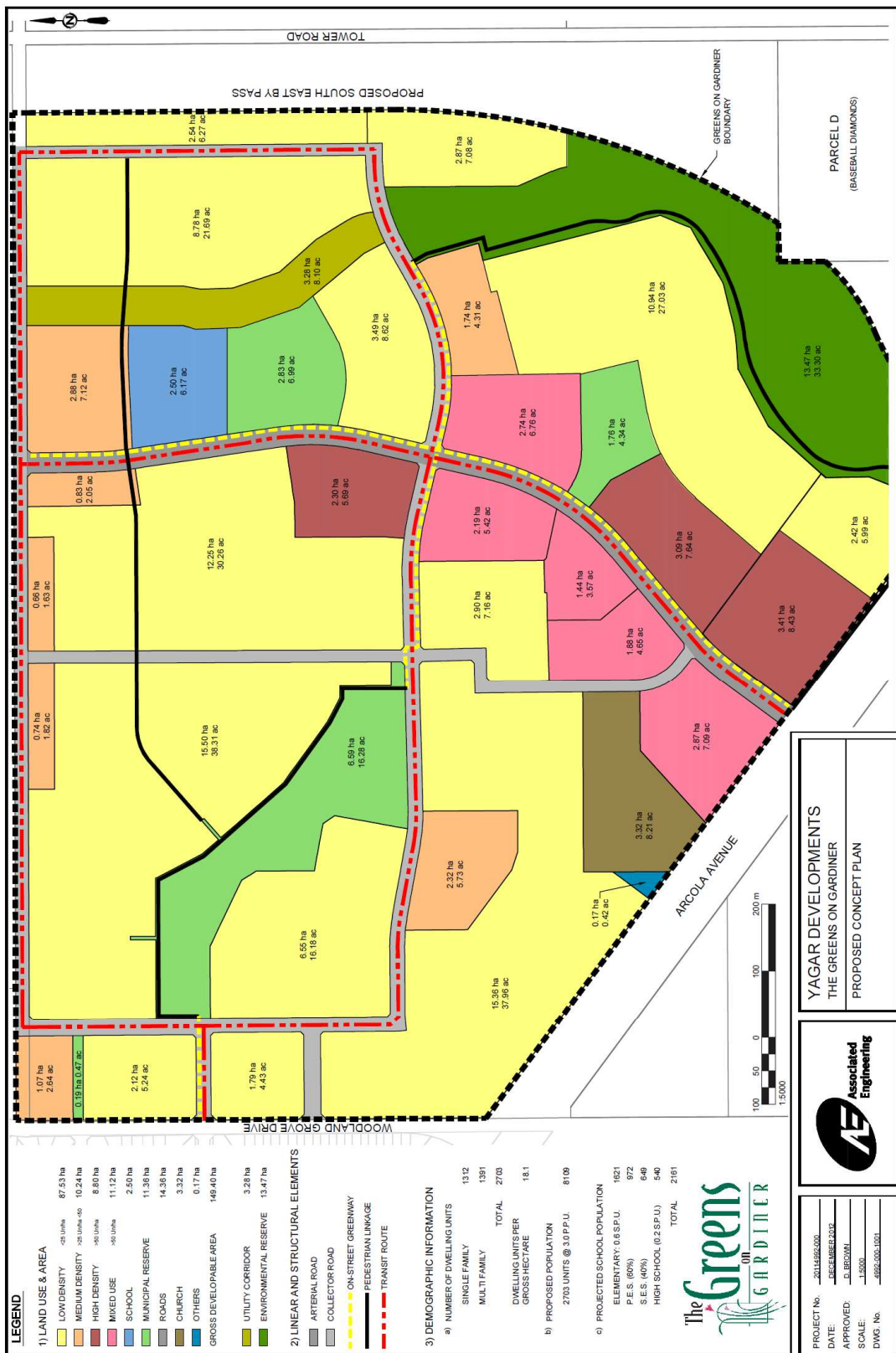


Project 14-SN-08/
14-Z-08

Civic Address/Subdivision

Greens on Gardiner Phase 6







July 9, 2014

To: Members,
Regina Planning Commission

Re: Fleet Street Business Park Secondary Plan and Phase I Concept Plan (11-CP-07)

RECOMMENDATION

1. That *Design Regina: The Official Community Plan Bylaw No. 2013-48*, be amended by replacing the existing East Regina Industrial Lands Secondary Plan (Section B.9 of Part B) with the Secondary Plan attached to this report as Appendix A-3.
2. That the City Solicitor be directed to prepare the necessary bylaw to amend *Design Regina: The Official Community Plan Bylaw No. 2013-48*.
3. That this item be forwarded to the July 28, 2014 City Council meeting to allow sufficient time for advertisement.

CONCLUSION

The proposed Fleet Street Business Park Secondary Plan (Plan) establishes a strategy for accommodating a new industrial park in the City's north-east sector, and includes a Phase I Concept Plan. The proposed Fleet Street Business Park will include a mix of light and medium scale industrial development, as well as a commercial service hub. Due to capacity limitations with existing infrastructure, only an initial phase is permitted at this time. As a prerequisite for future phases, a strategy for undertaking the necessary infrastructure upgrades will be required.

The Fleet Street Business Park will accommodate a portion of the current market demand for light and medium scale industrial development. Currently, there is very little land available for general industrial development within the City boundary. The Global Transportation Hub (GTH) is expected to accommodate a significant portion of industrial development related to distribution and logistics; however, the City of Regina (City) has no regulatory authority over the GTH. Ross Industrial Park, which is contiguous with Fleet Street Business Park, is almost completely built out.

The proposed plan has been subject to public and stakeholder review and Administration is confident that the proposed plan has reasonably addressed issues identified. Considering the measures undertaken to address public and stakeholder comments and to ensure general conformity with the Official Community Plan (OCP), the Administration recommends approval of the proposed Fleet Street Business Park Secondary Plan and Phase I Concept Plan.

BACKGROUND

The Administration has prepared a new secondary plan to accommodate a concept plan application that is currently being considered. Both the secondary plan and the concept plan are intended to accommodate a proposed new industrial park in the north-east quadrant of the City (the proposed "Fleet Street Business Park"). The plan area is located between Fleet Street and Prince of Wales Drive (east-west) and between Highway 46 and the CPR mainline (north-south).

Although the overall area comprises 325 hectares of land, the subject concept plan only addresses Phase I, consisting of 85 hectares.

The secondary plan will replace the existing East Regina Industrial Lands Secondary Plan and will provide high-level policy direction for the full build-out. The concept plan will provide a detailed land-use and servicing solution for Phase I.

In 2010, the City prepared a secondary plan for the subject property (East Regina Industrial Lands Secondary Plan). The secondary plan provided policy direction for concept plans, rezoning, land-use and servicing. Since that time, the primary landowner (proponent) has been preparing a concept plan for Phase I of the development. Capacity limitations with existing infrastructure and the ability to provide cost effective services is a significant issue. In 2012, the City commissioned the *Northeast Serviceability Study*, which provided a strategy for stormwater and wastewater infrastructure. Other studies examined water service delivery and transportation. It has been concluded that major upgrades to the City's water, wastewater and transportation infrastructure are required to accommodate development beyond an initial first phase.

The aforementioned servicing analysis was not available when the secondary plan was first adopted; however, the new OCP reflects the analysis findings. The OCP limits development to an initial first phase consisting of, approximately, one quarter section. The purpose of this restriction is to recognize issues with existing infrastructure capacity, and to defer the need to undertake major upgrades. In order to support consistent policy, and to provide a more up-to-date policy framework, Administration is recommending that the secondary plan be replaced with the attached version. This secondary plan also includes a concept plan for Phase I development.

DISCUSSION

Plan Area Context

The plan area consists of a large, 325 hectare, tract of land located in the north-east quadrant of the City. The plan area is bounded: to the west by Fleet Street and the Ross Industrial Park; to the north by the City landfill; to the east by agriculture land in the RM of Sherwood (RM); to the south by the CN and CPR rail corridors and the Glencairn neighbourhood. The Ross Industrial Park is a mature development and the last subdivision was recently approved and sold out. Glencairn is a fully built-out residential neighbourhood. The plan area is currently used primarily for crop production; however, there are a number of existing built features, including a former "pitch and putt" site and a vacant farmstead. Notably, the plan area includes a SaskPower substation and overhead transmission line that transects the property. Also, the plan area is bounded to the south by a CPR rail corridor, and a CN rail corridor crosses the property slightly north of CPR, thus leaving a 10.5 hectare fragmented parcel of land within the Plan area.

Vision Summary

The proposed secondary plan and Phase I Concept Plan support an industrial park consisting of a range of light to medium scale industrial development. The intent of the Plan is to accommodate a modern, fully serviced industrial park that includes urban streets, lighting, landscaping and pedestrian and transit infrastructure. Guidelines, appended to the plan, support quality building, landscaping, signage and site design.

Land Use Summary

Industrial	<ul style="list-style-type: none">• Approximate area of land reserved for light and medium industrial development: 185 ha in the in the full plan area; 40 ha in Phase I• Light industrial identified for the high sensitivity aquifer area; however, potential uses that may cause contamination are generally listed as discretionary uses and therefore, can be restricted
Rail Service	<ul style="list-style-type: none">• Rail service district to allow for intermodal, logistics and distribution uses; however, the servicing of rail cars will be prohibited• Should rail service development not be undertaken, light or medium industrial shall be regarded as a suitable alternative• City can control potential off-site impacts through the Zoning Bylaw
Commercial	<ul style="list-style-type: none">• Approximate area of land reserved for commercial service: 12.3 ha• Commercial service district to allow for commercial retail, services and amenities that cater to employees, patrons and the travelling public; however, large-format retail will be restricted
Open Space	<ul style="list-style-type: none">• Due to the industrial nature of the proposed development; surrounding context (industrial, landfill, rail corridors, limited connectivity), all municipal reserve potential will be claimed as cash in lieu of land (parks)• Land reserved for city-owned stormwater detention ponds can be landscaped and have the potential to serve as an amenity feature
Civic Uses	<ul style="list-style-type: none">• Due to the industrial nature of the proposed development; surrounding context (industrial, landfill, rail corridors, limited connectivity), no civic facilities, such as schools, libraries, etc., are required• No new fire hall is required for this development, as existing facilities can accommodate required service

Residential Proximity

Through the open house process, some landowners in the Glencairn area indicated concern with the proposed rail service district portion of the plan area. Specifically, there are concerns that train operations (loading/unloading, decoupling, etc.) will result in noise issues.

The rail service district is intended to accommodate intermodal, logistics and distribution type development and is a land-use currently supported by the East Regina Industrial Lands Secondary Plan. A separation distance of at least 120 metres will be applied between residential and the proposed rail service district. This separation distance will include the rail corridor (100 metres) and a landscaped drainage channel (20 metres). Furthermore, new industrial development will have to conform with the City's Zoning Bylaw, which requires building setback distances and minimum on-site landscaping and buffering requirements. The City can also control off-site impacts by controlling land-use; restricting hours of operation; requiring increased buffering. A portion of the plan area lies closer to Glencairn than the rail service district; however it is identified for light industrial development, which has minimal off-site implications.

The proposed Fleet Street Business Park Secondary Plan, which will replace the existing East Regina Industrial Lands Secondary Plan, includes policies that require the City to limit and control development in the proposed rail service district, including potential off-site impacts.

Servicing Summary

Water	<ul style="list-style-type: none"> Proposed loop system connecting with 860 mm diameter feeder main near the intersection of Fleet Street and Ross Avenue Water pressure poses an issue; therefore, development to be limited to Phase I until the requisite upgrades are undertaken As a prerequisite for additional phases, an additional pressure zone may be required in the north-east to ensure appropriate pressure and fire flows for the full build out of the plan area
Wastewater	<ul style="list-style-type: none"> Connection to 300 mm diameter main in Emmett Hall Road, approximately one block west of Fleet Street “Downstream” capacity poses an issue; therefore, in-line storage, via over sized pipes, may be required to accommodate Phase I peak flows A lift station is required for Phase I; beyond Phase I, significant upgrades to downstream infrastructure may be required Further analysis of the lift station requirements and downstream infrastructure are required prior to subdivision approval
Stormwater	<ul style="list-style-type: none"> Overland drainage connection to North Storm Channel via engineered drainage channels through the plan area Stormwater to be detained in detention ponds prior to release into an extension of the North Storm Channel; detention ponds and North Storm Channel extension to constitute city owned municipal utility parcels Further analysis for detention will be required prior to subdivision approval
Transportation	<ul style="list-style-type: none"> The main access points into the plan area will be from Fleet Street and Prince of Wales Drive; connections to Highway 46 will be prohibited Prince of Wales Drive will be upgraded to the point of the southern east-west arterial within the plan area, as part of Phase I. This upgrade will help satisfy the concerns of some Glencairn residents, who expressed a desire to have Prince of Wales Drive improved A Fleet Street connection, across the CPR rail corridor, connecting to Glencairn, is not required for Phase I or near or medium-term. This potential connection was a cause of concern for some Glencairn residents, as they envisioned increased traffic issues within their neighbourhood The Transportation Master Plan contemplates a multi-use pathway along Prince of Wales Drive and Fleet Street. A proposed arterial with multi-use trail in the plan area can eventually connect to this system
Transit	<ul style="list-style-type: none"> Transit service currently exists in the north-east industrial area, and travels along Fleet Street, which abuts the east side of the plan area. The existing route can be redirected into the plan area The plan area will include streets designed for transit service, including regular stops, sidewalks and landscaping
Emergency	<ul style="list-style-type: none"> An additional fire hall facility is not required to accommodate the proposed development Upgrades to the water system may be required to accommodate development beyond Phase I in order to ensure adequate fire flows

Capacity limitations with existing servicing infrastructure is a significant challenge in the north-east sector of the city. In order to pursue a cost effective approach to development, considering the servicing challenges, the proposed Fleet Street Business Park will be phased-in over time. Although the overall area comprises 325 hectares of land, the subject Concept Plan only addresses Phase I, consisting of 85 hectares. Phase I is further divided into development stages. Through the Secondary Plan, the City will be able to control development, and will have the option of limiting further development where major infrastructure upgrades may be required. It is acknowledged that further development, beyond initial stages, will depend on the submission of servicing analysis, which demonstrate potential impacts on city-wide servicing networks.

Environmental

Neither the plan area nor adjacent lands include natural areas or environmentally significant areas. At a sub-surface level, a portion in the north part of the plan area does lie atop a high sensitivity aquifer area. In order to protect the aquifer, the plan identifies only light industrial over the high sensitivity aquifer area, and also limits soil removal. According to the Zoning Bylaw, most of the potentially contaminating land-uses allowed in the light industrial zone are listed as discretionary uses; therefore, the City can control development of the light industrial area. The Zoning Bylaw also restricts sub-surface construction.

Heavy industrial development, and land uses commonly associated with aerial or ground contamination/ pollution, such as petroleum refineries, salvage yards or heavy manufacturing plants, are not contemplated for this industrial park. Furthermore, it is not expected that industrial development here will compound any issues that may already exist with aerial pollution migration from adjacent industrial development to the north-west of the plan area.

Industrial Growth

The proposed Phase I development of the plan area will help satisfy a strong demand for general industrial development. Regina continues to have an under-supplied industrial market. According to Colliers International, the industrial vacancy rate, as of 2014 Q1, was, approximately 1.9%, which means that construction is not keeping up with demand. The GTH represents the largest undeveloped, but fully serviced, industrial area in the city; however, the GTH is oriented towards logistics and inter modal development. The last remaining lots of Ross Industrial Park were recently sold; however, many lots have yet to be fully developed. The plan area has the potential to help satisfy general industrial development for the near-term, and can serve as a “bridge” until other areas of the City are brought on-line.

Inter-Municipal

The east boundary of the plan area abuts the RM. The adjacent land within the RM is currently being used primarily for agricultural purposes (crop production) and is within the “Joint Planning Area” recognized by both the City and the RM. The City is not aware of any major development applications pertaining to the adjacent RM lands, and the proposed new RM OCP and Zoning Bylaw do not identify the lands for any non- agricultural zoning designation. The City has engaged in consultation with the RM respecting the proposed development: The RM has indicated that they do not have any concerns. The City will continue to work collaboratively with the RM respecting development within the Joint Planning Area.

RECOMMENDATION IMPLICATIONS

Financial Implications

Capital funding to provide municipal infrastructure that is required for subdivision and development in the plan area will generally be the 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. Any infrastructure that is deemed eligible for servicing agreement fee funding will be funded by the City of Regina in accordance with the *Interim Phasing and Financing Plan* (which identifies Phase I of Fleet Street Business Park as a 235K industrial development) or in accordance with a future Servicing Agreement Fees (SAF) and Development Levies policies that would be applicable at the time of subdivision.

At this time (though subject to change pending the 2014/2015 SAF policy review), it is anticipated that SAF funding of \$1.3M in 2015, in addition to SAF funding of \$3.05M allocated in previous budgets, will be required as follows:

- \$0.3M in SAFs for the storm water channel and detention ponds; and
- \$1M for the wastewater lift station.

It is further anticipated an additional \$23.75M of SAF funding is anticipated to be required over the next five years, to pay for off-site roadway improvements such as Fleet Street widening and Prince of Wales reconstruction and a storage component to the wastewater lift station. The total SAF cost to service Phase 1 is therefore estimated at \$28.1M, noting that portions of the infrastructure will service future development as well.

At the 2014 SAF rate that would apply to these lands, the SAF fees collected from Phase I of this development is estimated at \$15M-\$16M, but ultimately depending upon the required boundaries of subdivision. If the 2015 rate were applied, the SAF revenue would be \$18M- \$20M.

The City currently has a uniform SAF rate that includes high-cost neighbourhoods and low-cost neighbourhoods paying the same rate for all 235K neighbourhoods. The recent phasing and financing project indicates that the SAF policy requires a comprehensive review, which will examine the appropriateness of the rate being applied to this area. Many cities in Canada have a lower SAF rate for industrial neighbourhoods/parcels to encourage the development of employment lands, which create jobs and contribute to the financial health of a city on an on-going basis.

Maintaining an adequate supply of employment lands ensures that the City will be able to generate sufficient tax revenue to support operations of the growth of Regina.

Environmental Implications

Two potentially "at risk" environs are the air, through potential release of industrial aerial pollutants, and the groundwater, through potential industrial contamination. As noted previously in this report, these risks can be avoided and addressed through the application of appropriate regulations; therefore, Administration does not foresee any significant environmental implications.

Policy and/or Strategic Implications

The Growth Plan of the OCP identifies areas for growth, development and employment, anticipating a future population of 300,000. The proposed Secondary Plan and Phase I Concept Plan are in alignment with the Growth Plan of the OCP, as well as core objectives of the OCP relating to coordinated growth and development and fiscal sustainability. The policies of the proposed secondary plan support a development phasing scheme that recognizes existing servicing capacities and the need to coordinate growth in a cost effective manner.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The general public was engaged during an open house held on May 12, 2014, which drew approximately 40 attendees. Of those who attended, 13 individuals submitted comments. The open house comments were predominantly centered around traffic and proximity to the proposed rail service district. These matters have been addressed elsewhere in this report.

A public hearing, to consider a bylaw to amend the OCP by adopting this Secondary Plan and Phase I Concept Plan, will be advertised and conducted.

The City circulated the proposed plan to affected Stakeholders, including: the RM of Sherwood; Ministry of the Environment; Ministry of Highways and Infrastructure; Dewdney East Community Association; CN Rail; CP Rail. These agencies either did not comment or did not express any concerns.

DELEGATED AUTHORITY

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

Respectfully submitted,

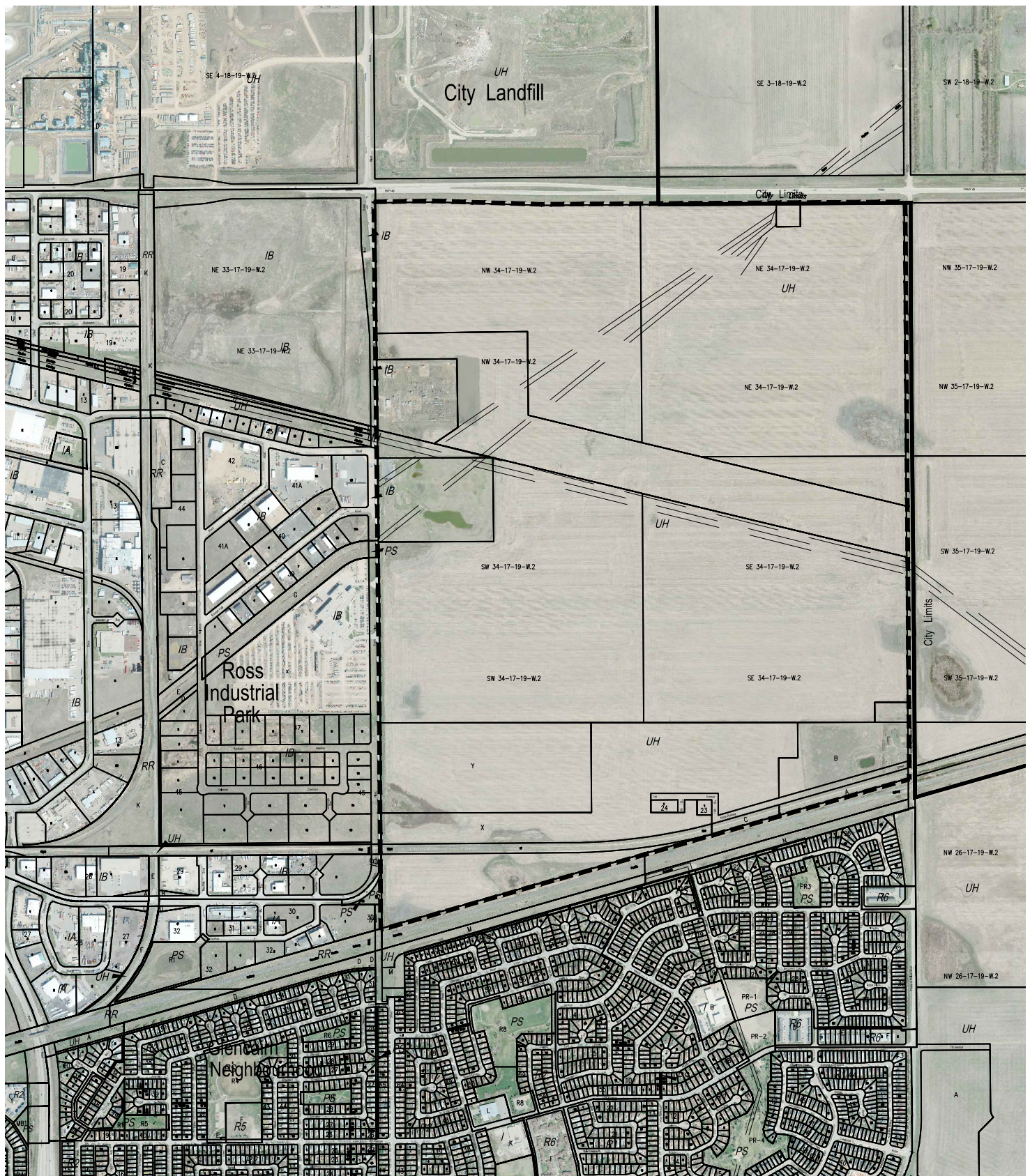


Diana Hawryluk, Director
Planning

Respectfully submitted,



Jason Carlston, Executive Director
City Planning & Development



Subject Property

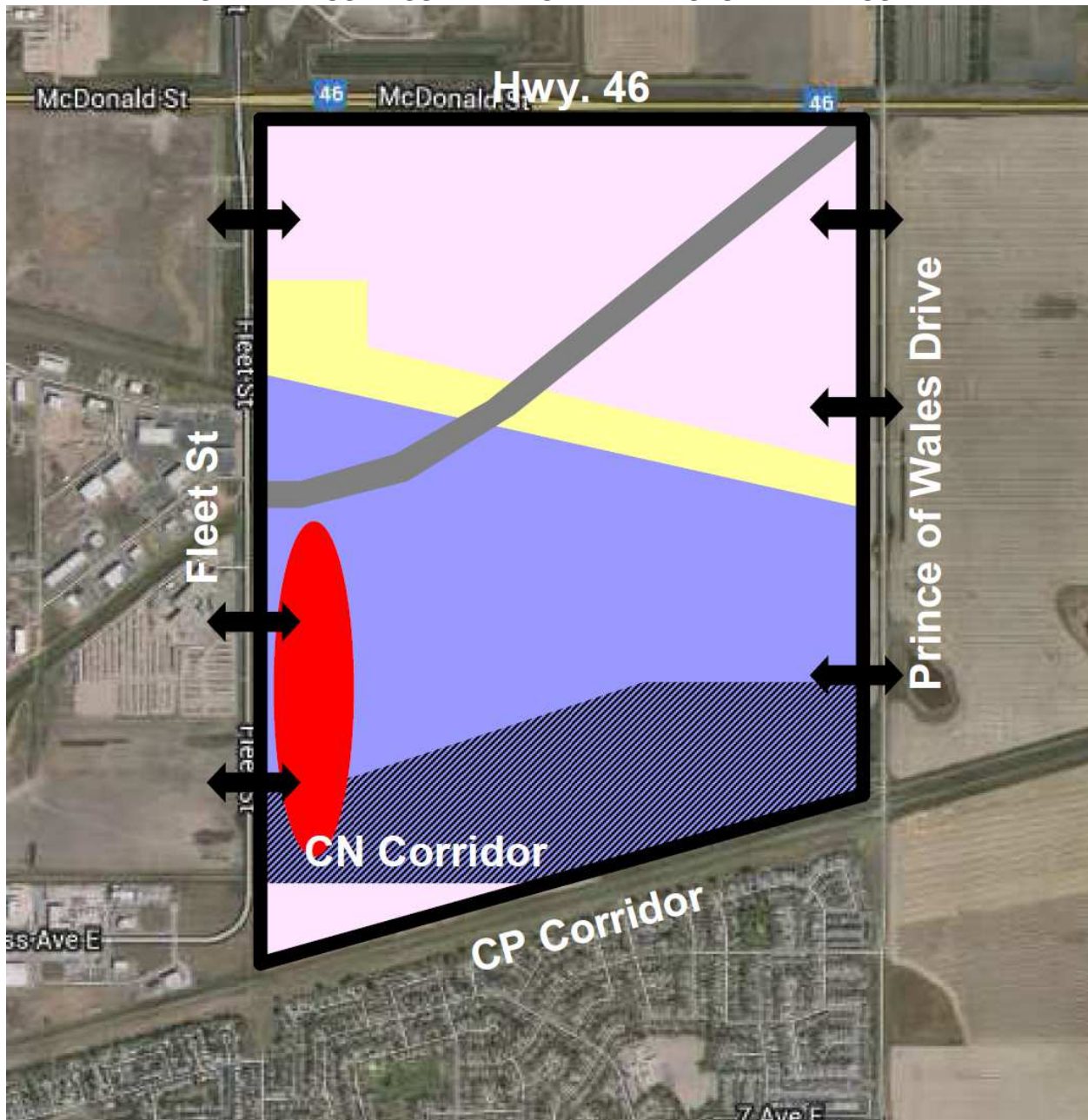







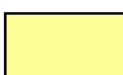
Project 14-OCP-03

Civic Address/Subdivision

201 Fleet Street, Sec. 34-17-19-W2M &
Portion of N.½ Sec. 27-17-19-W2M.

FLEET STREET BUSINESS PARK - GENERAL FUTURE LAND-USE PLAN



Light Industrial		Commercial Service	
Medium Industrial		Drainage Channel	
Rail Service		Utility Corridor	



OFFICIAL COMMUNITY PLAN

PART B.9

Fleet Street Business Park Secondary Plan



Regina OCP – Part B
Part B.9 – Fleet Street Business Park Secondary Plan

1. INTRODUCTION

1.1. Background

This secondary plan provides policy direction for the development of a new industrial park in the northeast sector of the city. Referred to as the “Fleet Street Business Park”, this industrial development will occupy lands legally described as Section 34; Portions of Section 27-Twp. 17-Rge. 19 (the “plan area”). The City of Regina’s Official Community Plan (OCP), approved by the Province in 2014, recognizes a portion of the plan area (SW portion) as suitable for near-term development, utilizing existing servicing capacity. Beyond this initial phase(s), off-site upgrades to water, wastewater and transportation infrastructure are required to facilitate development.

The Fleet Street Business Park is recognized as an important future employment area that will accommodate a significant portion of the city’s mixed (light to medium scale) industrial market demand. As an extension of the Ross Industrial Park, the Fleet Street Business Park lands form part of the core industrial area in the city’s northeast sector.

1.2. Site Context

The plan area for the Fleet Street Business Park comprises approximately 325 hectares of land, and is located in the northeast sector of the City, between Fleet Street and Prince of Wales Drive (west-east) and between Highway 46 and the main CPR corridor (north-south). Lands to the west of the plan area comprise the existing Ross Industrial Park, which is a mature employment area, and fully built-out. The city landfill is located to the north of the plan area, and lands to the east consist of agricultural lands in the RM of Sherwood. Beyond the south boundary of the plan area, which is framed by the CN and CPR rail corridors, is the residential neighbourhood of Glencairn.

Figure 1 – Fleet Street Business Park - City Context

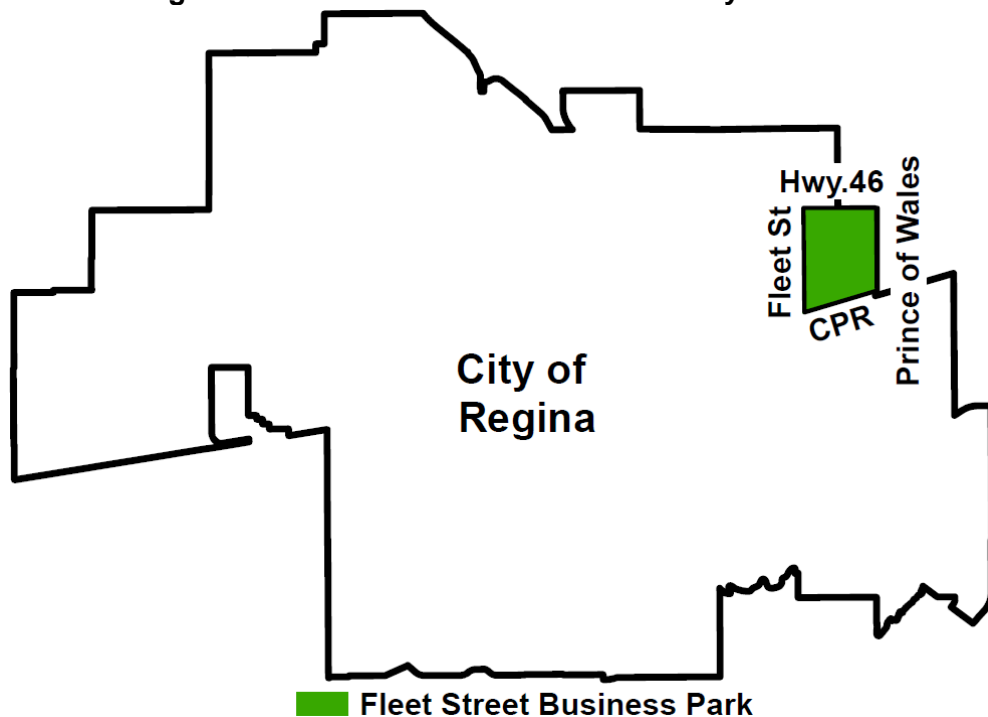
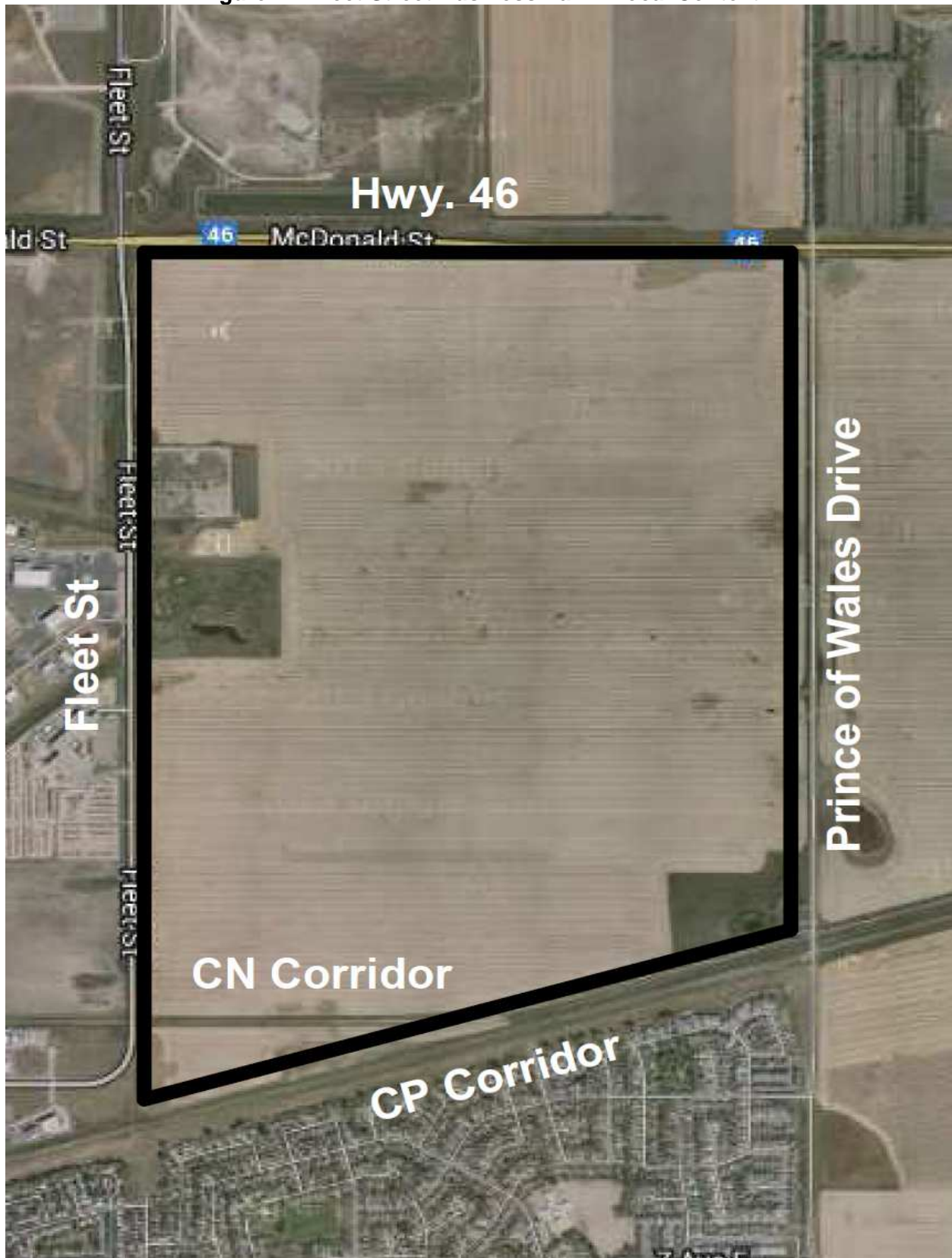


Figure 2 – Fleet Street Business Park - Local Context



1.3. Project Vision

It is intended that the Fleet Street Business Park will evolve into a contemporary, fully serviced, master-planned industrial park. The Fleet Street Business Park should include modern building design and infrastructure elements, including street lighting, transit facilities, pedestrian infrastructure and landscaping, and will offer a variety of lot sizes in a mixed-industrial context.

1.4. Objectives

- a) Enhance the economy and prosperity of the city and region by supporting opportunities for light and medium industrial development.
- b) Protect the natural environment by limiting development over the high sensitivity aquifer areas and by prohibiting heavy industrial development.
- c) Facilitate the development of a well planned and designed industrial park that includes ample landscaping; opportunities for transit and active transportation mobility; a commercial hub that provides opportunities for retail/ service amenities.
- d) Support a street and lot pattern that allows for a variety of lot sizes, which can change over time to cater to shifting market demand and user needs.
- e) Ensure compatibility between uses; mitigate offsite impacts that may potentially affect adjacent residential neighborhoods.
- f) Ensure appropriate integration with adjacent lands through transportation networks; drainage systems and utility infrastructure.
- g) Support a high level of transportation accessibility by staging improvements to the transportation network over time, as the plan area evolves.
- h) Stage development in a manner that supports the efficient and cost effective provision and installation of infrastructure.

2. SITE DESCRIPTION

2.1. Topography

The topography of the plan area is relatively flat across the southern half; however, the land climbs to the northeast across the northern portion of the property. Total relief over the site is approximately 10 metres. Soils within the plan area are expected to be typical Regina clay; although, no broad based soil investigations have been conducted as part of the secondary plan process. A benefit of these soil conditions is that there is a lower chance of seepage of any potential hazardous materials into underlying soil layers.

2.2. Natural Features

The plan area has been subject to agriculture production and has few natural features remaining. A drainage swale traverses the plan area from the northeast corner to a point on the west side. In terms of sub-surface hydrology, the plan area sits atop three aquifer sensitivity zones: low, medium, high. Generally, the north portion of the plan area is within a high sensitivity aquifer area; the mid portion of the plan area is within a medium sensitivity aquifer area; the south portion is in a low sensitivity aquifer area.

Respect for the high sensitivity aquifer area, affecting the north portion of the plan area, will be a significant consideration. The City's standards relating to the installation and construction of infrastructure, pilings and foundations must be adhered to. Furthermore, grading plans shall be submitted demonstrating how the soil removal in the high sensitivity areas can be minimized. Measures to avoid contamination in the high sensitivity aquifer area may be required, including the treatment of stormwater runoff; the containment and monitoring of storage tanks, etc.

2.3. Built Features

There are numerous built features present which act as possible constraints to development within the plan area. More specifically, the subject lands have several aboveground and underground physical features and infrastructure elements, including:

- SaskPower substation located immediately east of Fleet Street in the southwest portion of the northwest quarter of Section 34.
- Overhead electrical transmission lines running in a north-south direction along the east property line of Fleet Street throughout the length of the property.
- SaskPower overhead transmission line running in a northwest to southeast direction across the entire width of the property from Fleet Street to Prince of Wales Drive.
- Enbridge Pipeline and Wascana Energy rights-of-way running in a northwest to southeast direction adjacent to the aforementioned SaskPower right-of-way from Fleet Street to Prince of Wales Drive.
- City of Regina underground utility easements running in a southwest to northeast direction from Fleet Street to Highway 46.
- City of Regina utility easement extending in a southwest to northeast direction across the site, providing services for the Provincial Correctional Centre.
- A parcel adjacent to Fleet Street in the northwest corner of the southwest quarter of Section 34, previously containing a golf driving range and pitch and putt facility.
- A few small parcels of land in the extreme southeast corner of the plan area.
- A natural drainage swale running in a northeast to southwest direction from the extreme northeast corner of the property toward Fleet Street and draining into an existing City of Regina drainage channel.
- A CPR and CN rail corridor that traverses the south boundary of the plan area, resulting in one isolated parcel.

3. DEVELOPMENT PLAN

3.1. Land-Use Plan

3.1.1. Overview

The Fleet Street Business Park will include, primarily, a mix of industrial land-uses; however, heavy industrial development will not be permitted. An appropriate range of industrial land-uses includes prestige industrial, light industrial and medium industrial. The south portion of the plan area, abutting the CN rail corridor, may be suitable for a small-scale intermodal development, centering on the transfer of goods from rail to truck, if it can be demonstrated that off-site impacts affecting the Glencairn neighbourhood can be kept to a minimal and acceptable level. The plan area may also include a small-scale commercial node, located along Fleet Street, which provides basic amenities and services to employees, patrons and the travelling public.

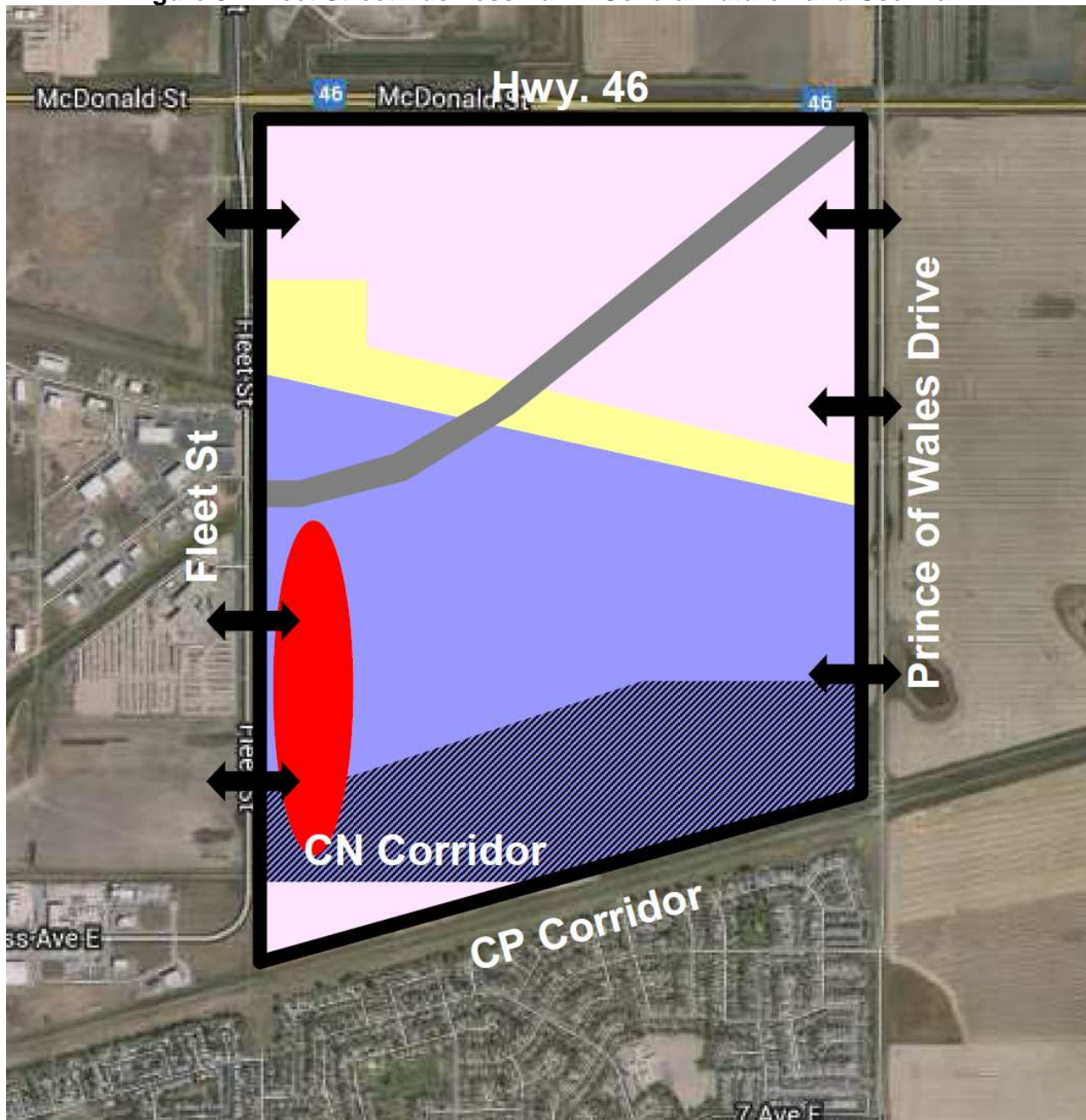
The plan area is generally well suited and positioned for a mix of industrial development; however, the north portion of the plan area does lie atop a high sensitivity aquifer area. The construction of development, infrastructure and site grading must take into consideration the high sensitive aquifer conditions.






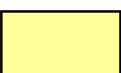
3.1.2. Policies

- a) The distribution and type of land-use within the plan area shall be in accordance with an approved concept plan, which forms part of Appendix A (Section 5.1) of this plan.
- b) Concept plans shall be used to guide future land-use, zoning and subdivision, and shall be in general accordance with the conceptual distribution of land-use illustrated through Figure 3 (General Future Land-Use Plan) of this plan.
- c) The medium industrial district, as shown conceptually on Figure 3 (General Future Land-Use Plan) of this plan, is intended to accommodate development that generally corresponds to the City's medium industrial (IB) zone; however, the following types of land-use shall not be permitted: the warehousing or processing of hazardous materials or wastes; salvaging or recycling facilities (excepting enclosed).
- d) The rail service district, as shown conceptually on Figure 3 (General Future Land-Use Plan) of this plan, is intended to accommodate intermodal, distribution and logistics-oriented development associated with the rail corridor; however:
 - i. Should rail service development not be undertaken, the City may allow light or medium industrial in this area without an amendment to this Plan being required;
 - ii. The City, through the Zoning Bylaw, may establish regulations that control off-site nuisance issues, such as lighting, hours of operation, land-use, operations;
 - iii. Development or land-use associated with the servicing or maintenance of rail cars shall be prohibited.
- e) The commercial service district, as shown conceptually on Figure 3 (General Future Land-Use Plan) of this plan, is intended to accommodate commercial retail and services that benefit employees and patrons of the industrial park, as well as the travelling public, with the following provisions:
 - i. Large-format retail will be prohibited;
 - ii. Hotels/ motels will be limited to two (total) hotels or motels only, which do not exceed three stories in height.

- f) Concept plans prepared for the north half of Section 34 shall include grading plans, which identify the relevant topographical features and demonstrate how grading can occur while minimizing the removal of topsoil over the high sensitivity aquifer area.
- g) As a prerequisite for rezoning and development approval, affecting the fragmented parcel located between the CPR and CN rail corridors, a strategy, satisfactory to the City, must be provided relating to site access, which takes into consideration a potential realignment of Fleet Street, as well as utility servicing.
- h) The design guidelines outlined in Appendix C (Section 5.3) shall be regarded as non-binding guidelines only; however, the City shall encourage developers to incorporate the design elements into site, building and landscaping construction.

Figure 3 – Fleet Street Business Park - General Future Land-Use Plan



Light Industrial		Commercial Service	
Medium Industrial		Drainage Channel	
Rail Service		Utility Corridor	

3.2. Open Space Plan

3.2.1. Overview

The potential for public parks and recreation elements is limited due to the location of the plan area, as well as major transportation corridors (i.e. rail corridors), which sever the plan area from adjacent residential. Furthermore, there are few opportunities to provide open space linkages through the plan area, which contribute to a broader active transportation network. The plan area is encumbered by a rail corridor to the south, an existing industrial park to the west and the city landfill to the north.

Due to the primary function of the plan area as an industrial park, and due to connectivity issues, the City will generally not support the development of public parks. However, opportunities, in the future, for pathways within the proposed utility corridors may be considered. Two major utility corridors will exist in the plan area (SaskPower corridor and a drainage channel corridor), and the City may consider constructing pathways in these locations, in the future, should sufficient demand exist. Open space will generally be in the form of municipal and private utility parcels, which accommodate land for drainage and utility routing. These utility spaces should be landscaped, and should contribute in an aesthetically positive way to the overall development of the plan area.

3.2.2. Policies

- a) The City will not support the development of public parks in the plan area, and shall claim all municipal reserve potential as cash in lieu of land.
- b) Land intended to accommodate public drainage facilities (e.g. detention ponds and conveyance channels) should be claimed as municipal utility parcels.
- c) The City shall not accept environmental reserve dedication within the plan area due to the absence of natural features.
- d) The City may consider, in the future, construction of public pathways within utility corridors, should sufficient demand exist and a maintenance strategy be identified.
- e) Municipal utility parcels should include appropriate landscaping and contribute to the overall development in an aesthetically positive way.
- f) The construction of gateway landscaping and signage adjacent to prominent entranceways, and tree planting along all public streets, is encouraged.
- g) Landscaping, in the form of tree and shrub plantings, shall be established along the entire southern and northern periphery of the plan area in order to provide screening between the proposed industrial development and adjacent existing developments.
- h) The City shall not accept ownership or maintenance responsibility for corridors that are principally used to accommodate utilities not owned by the City.

3.3. Transportation Plan

3.3.1. Overview

The plan area is framed by important transportation corridors on all sides; however, there are limitations. Fleet Street, which abuts the west side of the plan area, has limitations due to traffic issues (congestion) associated with Ring Road intersections. Furthermore, Fleet Street is severed by the CPR corridor, which further limits access to the plan area. Prince of Wales Drive provides access along the east periphery of the plan area, but will eventually require widening and upgrades. McDonald Street, which transitions to Highway 46, along the north edge of the plan area, also has limitations due to traffic issues (congestion) associated with the McDonald Street-Ring Road intersection. Development, beyond Phase I, will require a strategy for improving the transportation network and providing improved access to the plan area.

Within the plan area, the street network will include one main east-west arterial (Redbear Avenue) connecting Fleet Street with Prince of Wales Drive within the south portion, and a system of local and collector roads. Pedestrian infrastructure will be provided along collector roadways and along the east-west arterial. Sidewalks are especially important along transit corridors and along the east-west arterial, which can serve as an active transportation, multi-modal corridor. Transit service will be phased into the development over time, ultimately evolving into a safe and convenient network system.

The exact location and configuration of local streets, transit routing, etc, shall be identified through the concept plan process. Furthermore, through future concept plans, or concept plan amendments, traffic modeling shall be included that demonstrates impacts on city-wide systems and traffic impact assessments shall provide a strategy for undertaking necessary upgrades to the transportation network. Potential capital improvements are outlined in Appendix B (Section 5.2).

3.3.2. Policies

- a) The location and type of roads and transit service within the plan area shall be in accordance with an approved concept plan, which forms part of Appendix A (Section 5.1) of this plan.
- b) Concept plans shall be used to guide the development of transportation infrastructure within the plan area, and shall identify the location of: local, collector and arterial streets; transit routes and stops; and, where applicable, pedestrian and cycling infrastructure; road widening areas; signalized intersections, etc.
- c) The concept plan prepared for Phase I of the development shall identify an initial development stage of this phase (Phase IA), which does not include more than 20 hectares of net developable land. The City may prohibit further rezoning and development beyond Phase IA if it is determined that the additional development will require major upgrades to the city's transportation infrastructure.
- d) As a prerequisite for rezoning and development approval, for each stage of Phase I, and for additional phases beyond Phase I, a traffic impact assessment must be submitted that demonstrates, to the City's satisfaction: the performance of the proposed internal street network; impacts on city-wide transportation networks; required upgrades (both on-site and off-site) resulting from increased traffic.
- e) Traffic impact assessments may be required to include a strategy acceptable to the City of Regina for upgrading Fleet Street, Prince of Wales Drive, Ross Avenue and Ring Road (e.g. rail corridor crossings; widening; signalling; surface upgrades, etc.).

- f) A primary east-west arterial (Redbear Avenue), which connects Fleet Street with Prince of Wales Drive, shall be constructed through the south portion of the plan area in accordance with the following requirements:
 - i. The full width of the arterial shall be constructed within Phase I as part of the Phase IA development;
 - ii. The City will require the extension of Redbear Avenue to Prince of Wales Drive as part of the Phase IA development; however, it can be limited to two lanes within the boundaries of Phase II. Phase II will require the full construction of the arterial to its ultimate design solution (defined below);
 - iii. The ultimate design of the arterial will include: four travel lanes plus turn lanes; a landscaped median with trees; multi-use pathway with landscaped boulevard (one side); sidewalk (one side);
 - iv. Construction and funding responsibilities shall be determined through subdivision (servicing agreement) process.
- g) Direct access to Highway 46, from the plan area, will be prohibited; access to Fleet Street and Prince of Wales Drive will be limited.
- h) All collector roadways should include sidewalks on at least one side; on transit routes, sidewalk location shall correspond with transit direction and stop locations.
- i) Transportation upgrades may be in accordance with the capital improvement plan outlined in Appendix B (Section 5.2) of this plan; however, the City shall determine exact infrastructure requirements through the subdivision and development process.
- j) Beyond Phase I, the City may consider an alternate transit service for the northeast industrial area, including the possibility of feeder routes.
- k) A main transit hub shall be established as part of the commercial hub, as part of Phase I, which includes a waiting pad, shelter, bench, landscaping.

3.4. Water Servicing Plan

3.4.1. Overview

The primary connection point for water servicing will be the 860 mm diameter feeder main near the intersection of Fleet Street and Ross Avenue. Other sections of smaller diameter line are also available within Fleet Street further to the north (in the vicinity of Emmett Hall Road) and connections will be made to complete looping of the system.

Previous studies have determined that the plan area will form part of a new pressure zone. The “Pre-design Report Pressure Zone Study” prepared by AECOM for the City in December 2009 suggested options for additional reservoir and pumping capacity in the northeast sector. One of these options indicated a site along the east side of Fleet Street, north of the SaskPower substation. An alternate location was near the intersection of Prince of Wales Drive and Highway 46.

It is recognized that Phase 1 of the Fleet Street Business Park should not trigger the need to implement an additional pressure zone. However, any further development beyond Phase I will require a re-evaluation of an additional pressure zone. In the interim, it is conceivable that some of the initial users may require individual booster pumps (privately owned and operated) until the new pressure zone is implemented.

3.4.2. Policies

- a) Concept Plan(s) shall identify the configuration and location of water servicing networks within the plan area; impacts on the city-wide systems; strategies for undertaking the necessary upgrades to ensure an appropriate level of service.
- b) The City should monitor how the build-out of Phase I affects the water pressure and level of service of affected properties outside of the plan area.
- c) The City encourages developers to utilize water conservation measures, such as on-site water re-use, low consumption technologies, drought tolerant landscaping, etc.
- d) As a prerequisite for development beyond Phase I, the additional NE sector pressure zone should be implemented and activated, or an analysis must be submitted demonstrating that an appropriate city-wide level of service can be maintained without the need for activation of an additional pressure zone.
- e) As a prerequisite for subsequent phases of development (beyond Phase I), the developer will be expected to demonstrate, through the concept plan process:
 - i. How, based on revised water modelling and analysis, water service can be delivered while ensuring adequate pressure and fire flows;
 - ii. How the proposed development will effect the existing city-wide distribution system under a “peak hour demand” condition;
 - iii. What impacts additional development will have on city-wide systems, as well as a capital improvement strategy satisfactory to the City.

3.5. Wastewater Servicing Plan

3.5.1. Overview

The outlet for sanitary sewer is a 300 mm diameter main in Emmett Hall Road, approximately one block west of Fleet Street. The northern third of the plan area will drain by gravity to the west and south along the Fleet Street right-of-way, while the southern and eastern two-thirds of the plan area will drain by gravity to a point near Fleet Street and the storm channel, and then carried by a lift station to the receiving line in Emmett Hall Road. The Emmett Hall Road line connects with the North Channel Sub-Trunk, which then connects to the McCarthy Trunk. Effluent is carried to the McCarthy Boulevard Pumping Station and then pumped to the wastewater treatment plant.

The *Northeast Serviceability Study* (AECOM 2012) indicates that the receiving network does not have the capacity to handle peak sanitary flows that will be generated in the plan area. Notably, the intervening segment between the McCarthy Trunk and the plan area (i.e. the North Channel Sub-Trunk and Emmett Hall Road extension), have capacity limitations. The *Northeast Serviceability Study* identified four options for providing wastewater services and to offset capacity limitations. These options include parallel upgrades, in-line storage, or a combination of both.

The City recognizes that Phase I of the plan area can be readily serviced with some in-line pipe storage and a new lift station. In-line pipe storage will be managed through a new oversized pipe (approximately 360 m of 3000 mm diameter pipe) located within the Fleet Street right-of-way. Details of this storage facility will be determined during the design process. The lift station will be designed initially to accommodate Phase I, but will have the capability to expand when additional phases of the plan area are approved.

Within the plan area, there is an existing 150 mm (6") forcemain that serves the Regina Provincial Correctional Centre, which is located north of the intersection of Highway 46 and Prince of Wales Drive. The forcemain discharges into an existing 200 mm (8") wastewater sewer on Fleet Street, approximately 90 m south of Emmett Hall Road. It is assumed that the existing forcemain, through the plan area, will be decommissioned and that the Correction Centre will be connected to new infrastructure within the plan area.

3.5.2. Policies

- a) Concept Plan(s) shall identify the configuration and location of wastewater servicing networks within the plans area; impacts on the city-wide systems; strategies for undertaking the necessary upgrades to ensure an appropriate level of service.
- b) In order to manage peak flows and downstream capacity limitations, the City may consider mitigation measures such as in-line storage through oversized pipes.
- c) Infrastructure developed for Phase I shall be designed to accommodate subsequent phases of development.
- b) The developer will be expected to undertake measures to reduce or eliminate inflow and infiltration.
- c) As a prerequisite for subdivision and servicing agreement approval, the developer will be required to demonstrate:
 - i. That the capacity, design flows and storage requirements associated with the proposed wastewater infrastructure meets the City's requirements;
 - ii. The specific available downstream capacity and downstream improvements that may be required to accommodate the proposed development.

3.6. Stormwater Plan

3.6.1. Overview

The lands in the northeast sector of the city drain southwest, into the North Storm Channel, which then flows through the city before discharging into Wascana Creek, west of Courtney Street. Due to capacity constraints in the North Storm Channel, and additional run-off that will be generated by industrial development, a considerable volume of storage is required within the plan area to attenuate the stormwater runoff from the plan area and agricultural lands further east. Capacity issues with the North Storm Channel are highlighted by flooding events during heavy rainfall events, which occur at the location where the channel intersects Fleet Street.

In order to control runoff, the *NE Serviceability Study* (AECOM 2012) recommends that, within the plan area, the North Storm Channel be extended (following the location of an existing swale); an "agricultural bypass ditch" be constructed along the south portion; a specified amount of detention be accommodated via detention ponds. It is recognized that the proposed channel and ditch will accommodate drainage from lands beyond the plan area as well, and the exit-flows from these systems must be controlled in order to address the capacity issues associated with the North Storm Channel. Importantly, flows from the North Storm Channel, within the plan area, must be limited to a designed development release rate to 3.0 L/s/ha by limiting culvert capacity (e.g. replacing the existing twin 1350 mm culverts with twin 500 mm culverts).

It is recognized that the North Storm Channel extension must serve as both storage for accommodating agriculture flows and conveyance, and must account for a fairly significant drop in grade. The City expects that any development will be predicated on a design solution for the North Storm Channel extension, which demonstrates an effective stormwater management strategy and a reasonably cost effective plan for ongoing maintenance and operation. Ultimately, the drainage systems within the plan area should be in accordance with the recommendations of the NE Serviceability Study, unless the City provides an exemption.

3.6.2. Policies

- a) Through the subdivision planning and servicing agreement process, the developer shall demonstrate how the required amount of detention can be accommodated.
- b) Should there be a significant discrepancy between the detention solution identified through the subdivision planning and servicing agreement process and the approved concept plan, an amendment to the concept plan will be required as a prerequisite for development approval.
- c) Concept Plan(s) shall identify the configuration and location of stormwater servicing networks within the plan area and shall identify a strategy for managing stormwater runoff that is in conformity with the recommendations of the *Northeast Serviceability Study* (AECOM 2012) and any applicable City standards or guidelines.
- d) The capacity and location of stormwater detention and conveyance facilities shall generally be in accordance with the recommendations of the *Northeast Serviceability Study* (AECOM 2012).
- e) Measures to control the flow of stormwater runoff into the North Storm Channel, west of Fleet Street, shall be undertaken in accordance with the recommendations of the *Northeast Serviceability Study* (AECOM 2012).
- f) Notwithstanding policies 3.6.2 c, d, e, the City may consider proposed solutions that differ from the recommendations of the *Northeast Serviceability Study* (AECOM 2012), should the proposed solutions be deemed acceptable to the City and substantiated through analysis.
- g) The City may require the developer to provide a tie-in connection, through the minor stormwater system, to accommodate the fragmented parcel located between the CPR and CN rail corridors, as part of Phase I.

4. IMPLEMENTATION PLAN

4.1. Phasing and Concept Plans

4.1.1. Overview

The phasing plan recognizes issues and limitations with existing infrastructure capacity, and the need to defer future phases until the requisite infrastructure investments are undertaken. It is further recognized that a portion Phase I can be accommodated in the near-term using existing infrastructure; although, some improvements are required (e.g. lift station and some in-line storage for wastewater). Within the plan area for Phase 1, storm water management, extension of North Storm Channel and an “agriculture bypass ditch” along the south portion will be required. Development beyond Phase I will require: a strategy for undertaking the required infrastructure upgrades; an amendment to Part A of the Official Community Plan; an approved concept plan or concept plan amendment.

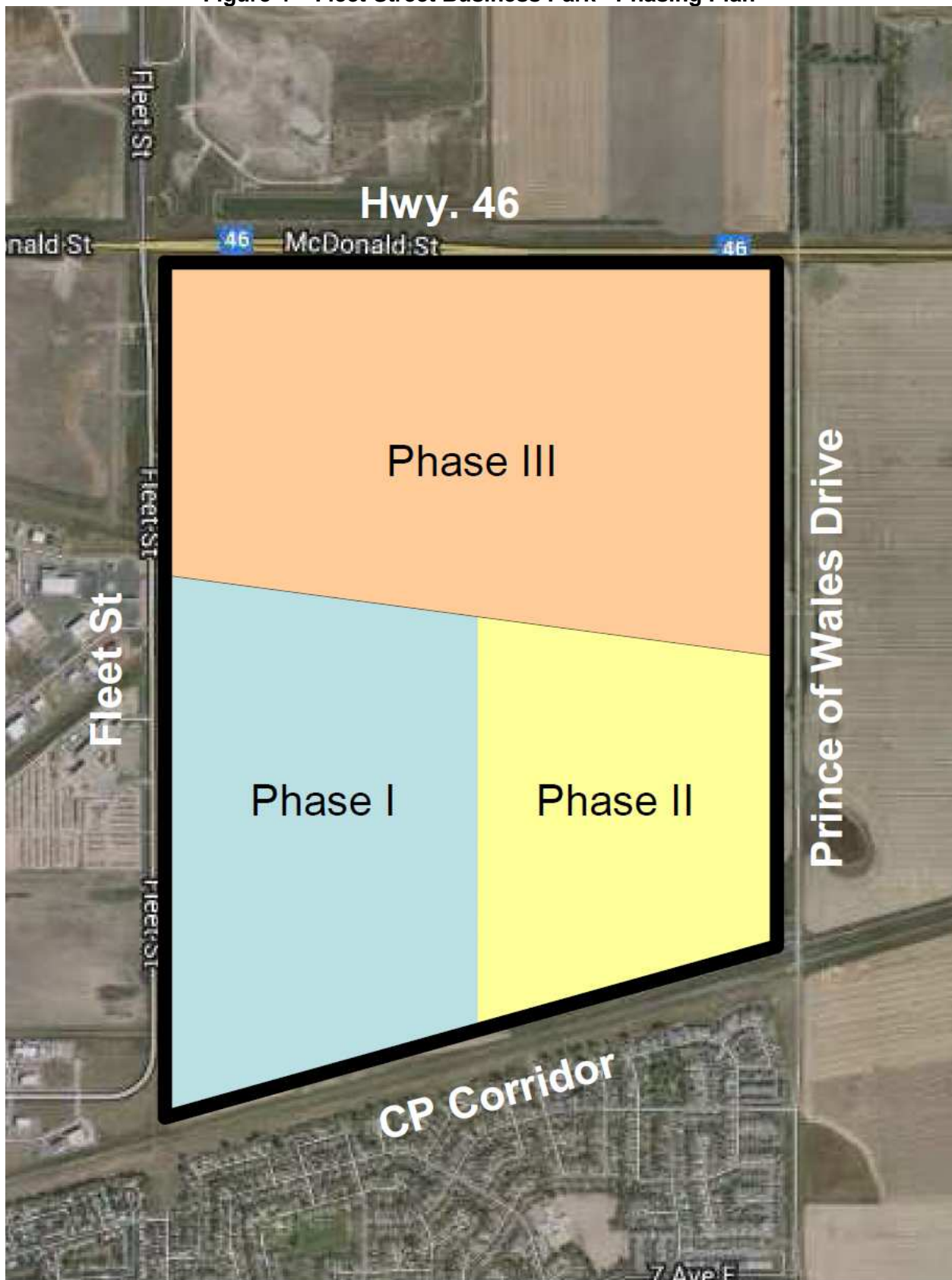
A concept plan, which provides a detailed solution for land-use and servicing, shall be approved as a prerequisite for rezoning and subsequent development. The City may accept either separate concept plans for each phase, or one concept plan that is subjected to ongoing amendments, as each additional phase is brought online. Although the concept plan shall address a spectrum of land-use and servicing issues, only the land-use plan and circulation plan shall be subject to approval. Concept plans may be adopted and amended by resolution, in accordance with Section 44 of the *Planning and Development Act, 2007*, and will be appended to this Plan.

4.1.2. Policy

- a) Phasing of development, beyond Phase I, shall generally occur in accordance with Figure 4 – Fleet Street Business Park – Phasing Plan; however, the City may accept an alternate phasing plan without an amendment to this plan being required.
- b) Notwithstanding any other policy of this Plan, the City shall not approve a concept plan to accommodate development beyond Phase I until:
 - i. A strategy for undertaking the required infrastructure upgrades is prepared;
 - ii. An amendment to the Official Community Plan, Part A, is undertaken, which provides the requisite policy support.
- c) As a prerequisite for rezoning and subsequent development, for each phase, a concept plan or concept plan amendment shall be prepared, which provides a detailed solution for land-use and servicing, including a capital improvement plan that outlines all required on-site and off-site infrastructure upgrades required to accommodate the particular development phase.
- d) The concept plan prepared for Phase I of the development shall identify an initial development stage (Phase IA) of this phase, which does not include more than 20 hectares of net developable land. As a prerequisite for development beyond Phase IA, the City may require a concept plan amendment to identify additional stages.
- e) Notwithstanding Policy 4.1.2(c), only the land-use plan and circulation plan associated with a concept plan shall be subject to approval; however, the City expects all pertinent servicing elements to be addressed as part of submission and background information.

- f) Notwithstanding any other policy in this plan, a concept plan shall not be required to accommodate the development of the fragmented parcel of land located between the CPR and CN rail corridors.
- g) The City may accept either separate concept plans for each phase, or one concept plan that accommodates all phases through the concept plan amendment process.
- h) Concept plans may be adopted and amended by resolution, and shall form part of this Plan, in accordance with Section 44 of the *Planning and Development Act, 2007*.

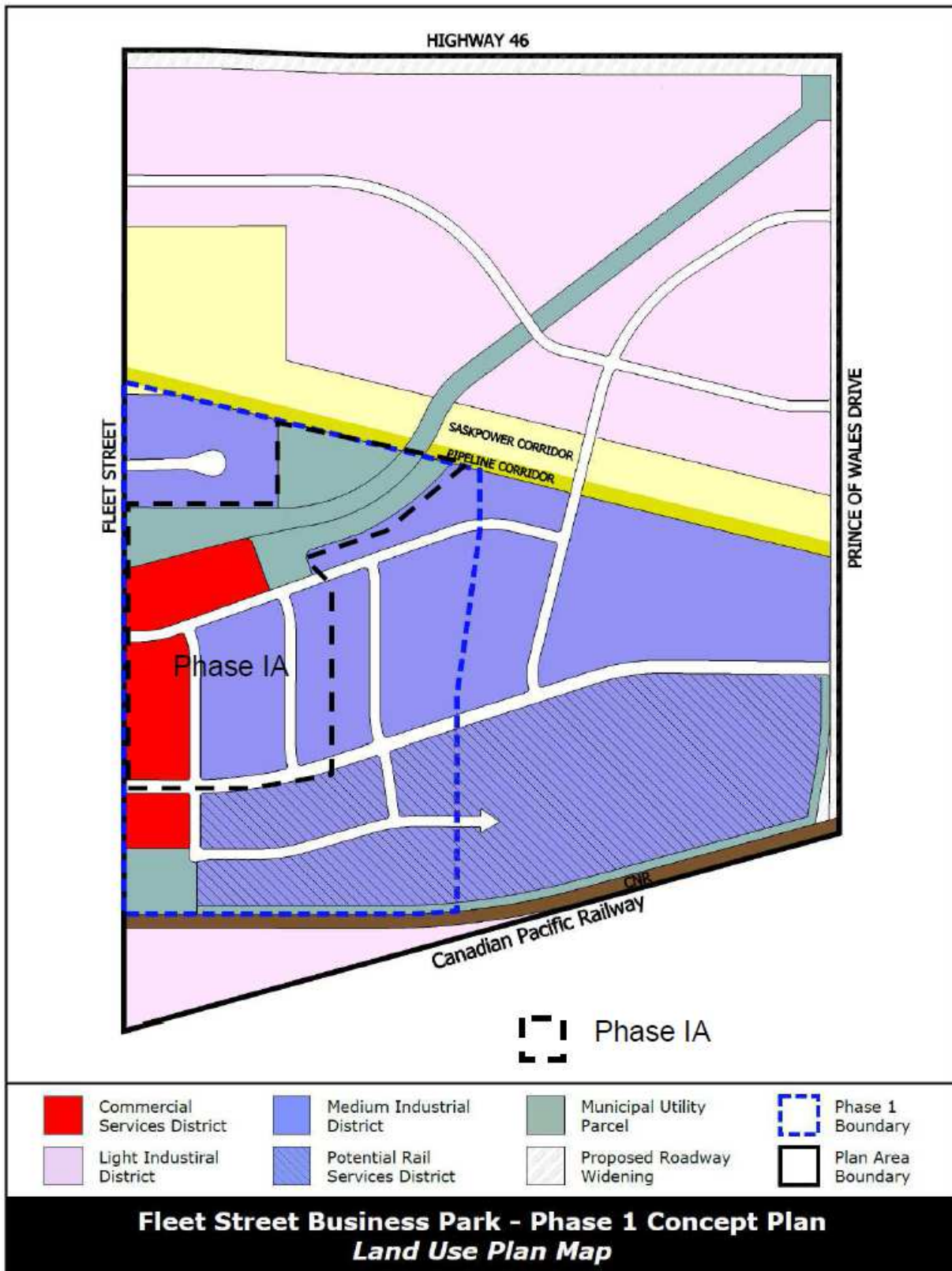
Figure 4 – Fleet Street Business Park - Phasing Plan



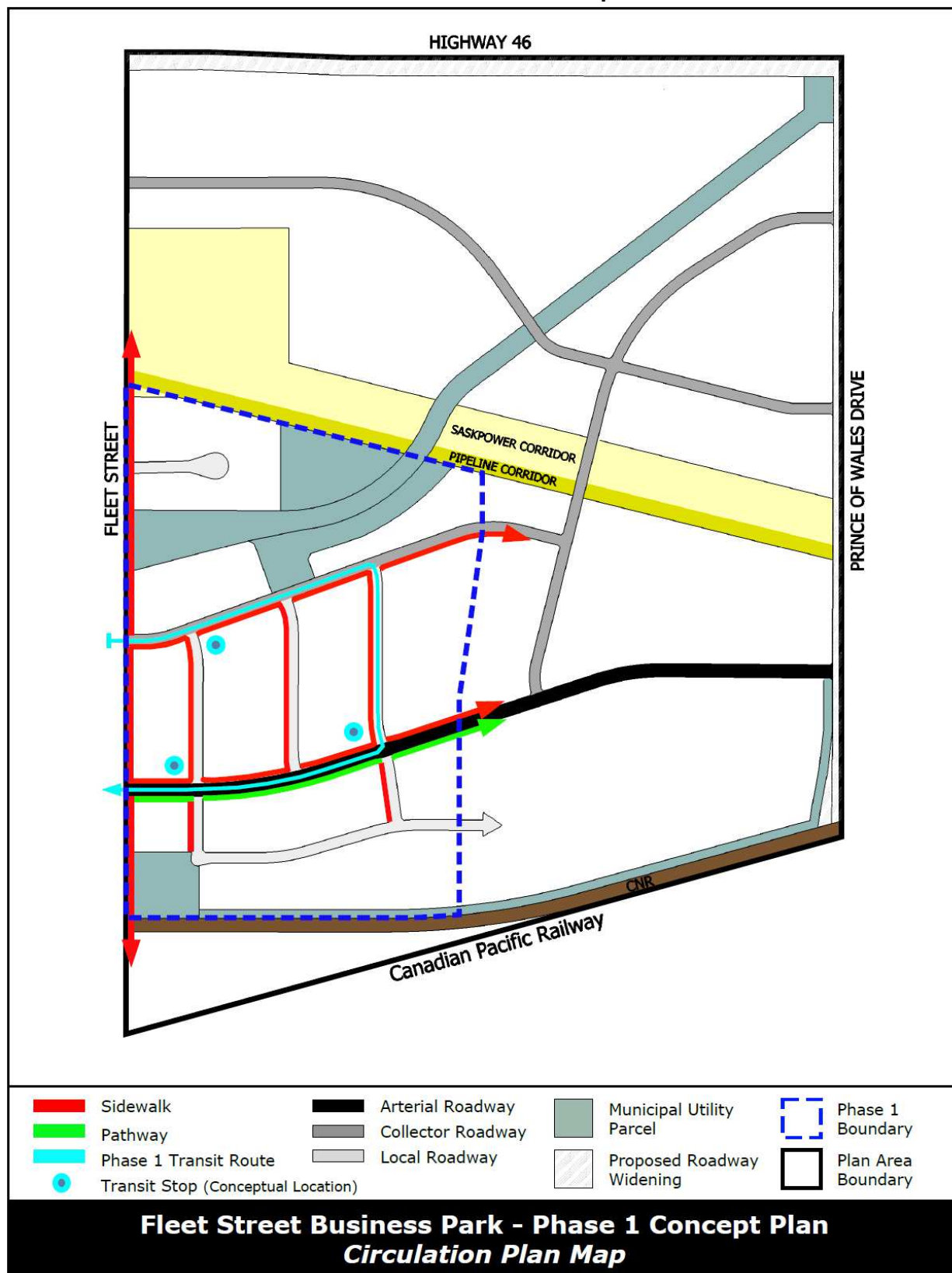
5. APPENDICES

5.1. Appendix A - Concept Plans

Fleet Street Business Park Phase I Concept Plan – Land-Use



Fleet Street Business Park Phase I Concept Plan – Circulation



5.2. Appendix B - Capital Improvements (Transportation)

Phase IA	<ul style="list-style-type: none"> ▪ Add exclusive eastbound right turn lane at Ross Avenue & Southbound Ramp. ▪ Widen Fleet Street to four lanes between Ross Avenue and Mid E-W Connector; ▪ Optimize signal timing and lane adjustments at north and southbound ramps at Ross Avenue and Ring Road; ▪ Install traffic signals at: <ul style="list-style-type: none"> ○ Fleet Street & South E-W Connector; ○ Fleet Street & Mid E-W Connector; and ○ Prince of Wales Drive & South E-W Connector (when warranted); ▪ Upgrade traffic signals at Fleet Street & McDonald Street. ▪ Designate two southbound right turn lanes at Ross Avenue & Northbound Ramp/Sioux Street. ▪ Construction of the east-west arterial to four lanes within Phase 1 plan area and to two lanes within Phase II plan area; however, Phase 2 right-of-way sufficient to accommodate full design cross section (4+ lanes with median and pedestrian infrastructure) will be dedicated as a condition of Phase 1 subdivision. ▪ Prince of Wales Drive shall be upgraded from Jenkins Drive to the E-W connector.
Subsequent Phases	<ul style="list-style-type: none"> ▪ Construction of the east-west arterial to its ultimate design cross section; ▪ Widen Fleet Street to 4 lanes from Mid E-W Connector to McDonald Street; ▪ Install traffic signals at: <ul style="list-style-type: none"> ○ Fleet Street & Ross Avenue; ○ Fleet Street & Turvey Road; ○ Fleet Street & North E-W Connector; ○ McDonald Street & Prince of Wales Drive; and ○ Prince of Wales Drive & North E-W Connector; ▪ Provide dual eastbound right turn lanes at Prince of Wales Drive & South E-W Connector; ▪ Widen to two southbound through lanes on Prince of Wales Drive midway between Mid E-W Connector and South E-W Connector; ▪ Provide dual northbound left lanes at Prince of Wales Drive & South E-W Connector;

	<ul style="list-style-type: none"> ▪ Provide additional eastbound right lane (totaling 2) at Ross Avenue & Southbound Ramp; ▪ Provide additional westbound left turn lane (totaling 2) at Ross Avenue & Southbound Ramp; ▪ Construct additional southbound right turn lane at Ross Avenue & Northbound Ramp; ▪ Widen Ross Avenue bridge to accommodate additional westbound left turn lane at Ross Avenue & Southbound Ramp if feasible and as part of a planned bridge replacement; ▪ Widen Ross Avenue to provide additional westbound through (totaling 3) and exclusive westbound right turn lane at Ross Avenue & Northbound Ramp if feasible; ▪ Extend Fleet Street across the CPR tracks to the south for non-truck traffic only.
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5.3. Appendix C - Design Guidelines

5.3.1. Purpose and Intent

The general objectives of these industrial design guidelines are to:

- Promote a functional and attractive environment;
- Ensure a quality development image;
- Protect and enhance private property values and investments;
- Protect public investment;
- Promote sustainable design practices.

In order to achieve these objectives, industrial development guidelines are established. The guidelines will enable designers and developers to understand the intent with respect to industrial development design. The guidelines are intended also to minimize the time required for City of Regina development review by informing developers early in the design process.

The guidelines are intended to encourage sensitive, integrated, and sustainable project designs rather than dictate any particular design theme. To that end, these guidelines are flexible and allow a wide variety of alternative development concepts, consistent with the broad variety of future businesses in the area.

The industrial design guidelines may apply to all exterior building construction, changes in materials, repainting and mechanical equipment, as well as new or expanded outdoor facilities, parking, fencing, landscaping and exterior lighting. The guidelines do not apply to changes in permitted uses or interior building modifications.

These Guidelines should be read in conjunction with the City of Regina Zoning Bylaw. The Guidelines are intended to complement the Zoning Bylaw.

5.3.2. Design Elements

Parking/ Loading

- Pedestrian access to primary building entrances should be separated from auto access by walkways as much as possible. Visitor parking should be located near the entrance of the building and should be removed from loading areas and truck parking areas to the extent feasible.
- Access to loading facilities should eliminate the need for trucks to back into or out of street rights-of-way. A provision should be made for adequate access and circulation of emergency vehicles. The number of parking spaces shall be as required by the City of Regina Zoning Bylaw.

Landscaping

- Use trees, shrubs and ground cover to provide variety and to reduce the apparent mass of large, blank facades. Earth berms are often useful in reducing the apparent mass and height of a building.
- Landscaping and berms should reinforce circulation patterns and screen large visible paved surfaces such as loading areas.
- The visual impact of parking lots and other large circulation areas should be minimized through the use of planting, earth mounds, and/or low fencing along the street frontage. However, views through the site should be maintained for orientation and security.
- Typically, street trees should be provided along all public and private streets with a minimum of one tree installed for each 30 m of frontage.
- Large visible slopes should be landscaped with trees, shrubs and ground cover. Disturbed slopes shall also be hydro-seeded with a perennial ground cover for erosion control.
- Live plant material should be used for all ground cover areas. Wood chip mulch should be used for weed retardation.

Fencing/ Screening

- All exterior mechanical equipment, utility meters and valves, refuse storage and containers, and aboveground storage tanks should be located and screened in a manner which is compatible with the design of the project and nearby development.
- New fencing along public rights of way should be softened with landscaping.
- Fencing should be designed for compatibility with nearby buildings and landscape materials. It should have a high design quality and be constructed of durable materials. Use of wood and masonry is encouraged. Chain link and barbed wire should not be installed along street frontages.

Exterior Lighting

- Exterior lighting type, brightness, height and fixture design should be appropriate to the building design, its function and location.
- Light bulbs or tubes should not be exposed. Generally exterior lighting should shine downwards and be non-glare. Lights must not glare into adjacent streets or neighbouring properties.

Architectural Design

- Variety in roof shapes and form is encouraged to add diversity, enhance scale, and complement the features of nearby buildings. Where parapet walls are used, they should be treated as an integral part of the building design.
- Exterior design features including materials, texture, colour and trim detailing should be included on all building elevations to the extent which maintains overall design continuity.
- The mixing of unrelated architectural styles, materials and details is to be avoided.
- Exterior siding materials should be of masonry, plaster, wood, metal, or approved alternative material. Metal clad buildings should have baked-on enamel exterior finishes or equal.
- Monotonous building form can be avoided by using various methods to help create interest and reduce scale. Examples include the staggering of vertical walls, recessing openings, providing upper-level roof overhangs, using deep score lines on construction joints, contrasting compatible building materials, and using horizontal bands of compatible colors.
- Variety can be provided to large, flat, uninterrupted expanses of exterior walls by the variety, size, proportions, and rhythm of window and door openings. Recessed openings help provide contrast by creating shade patterns and by adding depth to flat planes.
- Mixed-use buildings containing non-industrial uses should highlight the public entry to the structure to create a sense of human scale and to emphasize a primary entry feature.
- Exterior walls should incorporate compatible finishes and colours. Very bright, very light and very dark colours should be used sparingly as accents rather than as primary wall colours.
- Utility doors, fire doors loading docks and other potentially unsightly service features should be designed to blend with the building's architecture.
- Buildings should be located and oriented to provide a strong visual and functional relationship with the site, adjacent sites, and nearby roadways. Where feasible, accessory facilities, such as mechanical equipment, trash collection, storage areas, and vehicle service areas should be located away from portions of the site which are highly visible from public roadways or private properties with dissimilar improvements.

Sustainable Design

LEED is a measurement system designed for rating new and existing commercial, institutional and residential buildings. It is based on accepted energy and environmental principles and strikes a balance between known established practices and emerging concepts. All buildings over 200 m² in floor area constructed in the development should strive to achieve a minimum LEED Bronze level quality.

The following are some of the LEED goals and strategies which are encouraged in the construction for each new building.

- Design building orientation to maximize solar gain and maximize
- daylight harvesting
- Provide high efficiency HVAC systems
- Provide natural ventilation
- Include materials which minimize embodied energy
- Design efficient detailing to minimize the amount of waste material
- Include low VOC and CPC and formaldehyde free materials, finishes, paints and materials
- Capture and filter gray water for irrigation purposes
- Include photo-sensors and localized lighting controls to reduce the amount of artificial light needed within indoor spaces
- Provide motion detectors in accessory function areas
- Use recycled and recycled-content building materials; post-consumer and post-industrial
- Provide photovoltaic cells to produce a portion of the electrical needs
- Divert and recycle construction waste from going to the landfill
- Capture and direct storm water to landscape areas prior to release
- Minimize light trespass and reduce sky glow to increase night sky access

July 9, 2014

To: Members,
Regina Planning Commission

Re: Applications for Partial Closure of Road Right-of-Way (14-CL-02)
Portion of 12th Avenue North Road Right-of-Way - 496 Upland Drive

RECOMMENDATION

1. That the application for the closure and sale of a portion of the 12th Avenue North Road Right-of-Way described as "St/L1, Plan No. 76R25638," as shown on the attached plan of proposed subdivision prepared by Scott Assié, MCIP, RPP, and dated December 3, 2013, be APPROVED;
2. That the City Solicitor be directed to prepare the required bylaw to authorize closure and sale of the aforementioned Right-of-Way;
3. That this report be forwarded to the July 28, 2014 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws; and
4. That RPC14-30 be removed from the List of Outstanding Items for the Regina Planning Commission.

CONCLUSION

The proposal would close a portion of the 12th Avenue North Right-of-Way to create a utility parcel for the development of a telecommunications tower on an unused portion of the 12th Avenue North right of way in Uplands Subdivision. The proposal will not impact any future plans for 12th Avenue North or traffic circulation in the area.

BACKGROUND

An application for partial road/lane closure has been submitted concerning a portion of 12th Avenue North. This application is being considered pursuant to *Regina Zoning Bylaw No. 9250, Design Regina: Official Community Plan, The Planning and Development Act, 2007* and *The Cities Act, 2002*.

The related subdivision application (13-SN-44) 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.

On June 11, 2014 the Regina Planning Commission considered Report RPC14-30 and passed the following motion in considering this proposal: "That this matter be referred to the Administration for discussions with SaskTel about the potential for moving the location of the cell tower."

The Administration has followed up on this referral motion and is reflected in the Discussion section of this report.

DISCUSSION

The applicant (City of Regina's Real Estate Branch), proposes to close a portion of the 12th Avenue North Right-of-Way to create a utility parcel for the development of a telecommunications tower. The site would have a total area of 500 m² (0.05 ha).

This portion of 12th Avenue North has not been developed as part of the physical roadway and will not be required to accommodate future physical road network expansion. Therefore, the proposal will not have any impact on traffic circulation now or in the future.

The surrounding land uses include low density residential further north, further south and further east and Albert Street/Highway 6 to the west.

In consideration of the referral motion, the Administration (Real Estate Branch) met with the applicant (SaskTel) to discuss possible changes to the plan to address questions raised by RPC members and residents about the location of the monopole and possible relocation options to move the site further away from existing residential development in Uplands.

SaskTel advised that the option of an alternate site location was not feasible and would diminish the ability to deliver the intended coverage. It was determined that the proposed location will remain unchanged. The City's Real Estate Branch also considered the feasibility of potential residential development on the vacant land in the event that 12th Avenue North was extended at some point in the future past the proposed site. It was determined that the land available for residential would not be sufficient to warrant the projected costs associated with the roadway development and extension of services (water, sewer) in the area. On this basis, there are no plans to pursue residential development at this location.

RECOMMENDATION IMPLICATIONS

Financial Implications

The sale price for the portion of the Right-of-Way is \$48,439 plus GST. The closure and sale of the lane will result in a modest increase in the property tax assessment to the purchasers. The closure of the lane will relieve the City of any obligations for its maintenance or physical condition of the subject property.

Environmental Implications

None with respect to this report.

Policy/Strategic Implications

The proposal is consistent with the policies contained within *Design Regina: The Official Community Plan Bylaw No. 2013-48*, with respect to the community goal of achieving long term financial viability. By divesting itself of an unused portion of the Road Right-of-Way, the City has ensured that there will not be any long term financial implications associated with the land.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Uplands Community Association

This proposal was circulated to the Uplands Community Association on March 12, 2014 and there was initial concern regarding an impediment to access along 12th Avenue North. The Administration clarified with the Community Association that the proposal will not have any impact any future plans for 12th Avenue North or traffic circulation in the area.

The Uplands Community Association confirmed on April 29, 2014 that since access would not be affected, they had no further concerns going forward with the proposal.

Will be published in the Leader Post on:	July 12, 2014
Public notification signage posted on:	April 1, 2014
Public Open House Held:	N/A
Letter sent to immediate property owners:	March 12, 2014
Number of Public Comment Sheets received:	6

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

The applicant and other interested parties will receive written notification of the date and time this matter will be considered by the Regina Planning Commission and of City Council's decision.

DELEGATED AUTHORITY

City Council's approval is required, pursuant to Section 13 of *The Cities Act*.

Respectfully submitted,

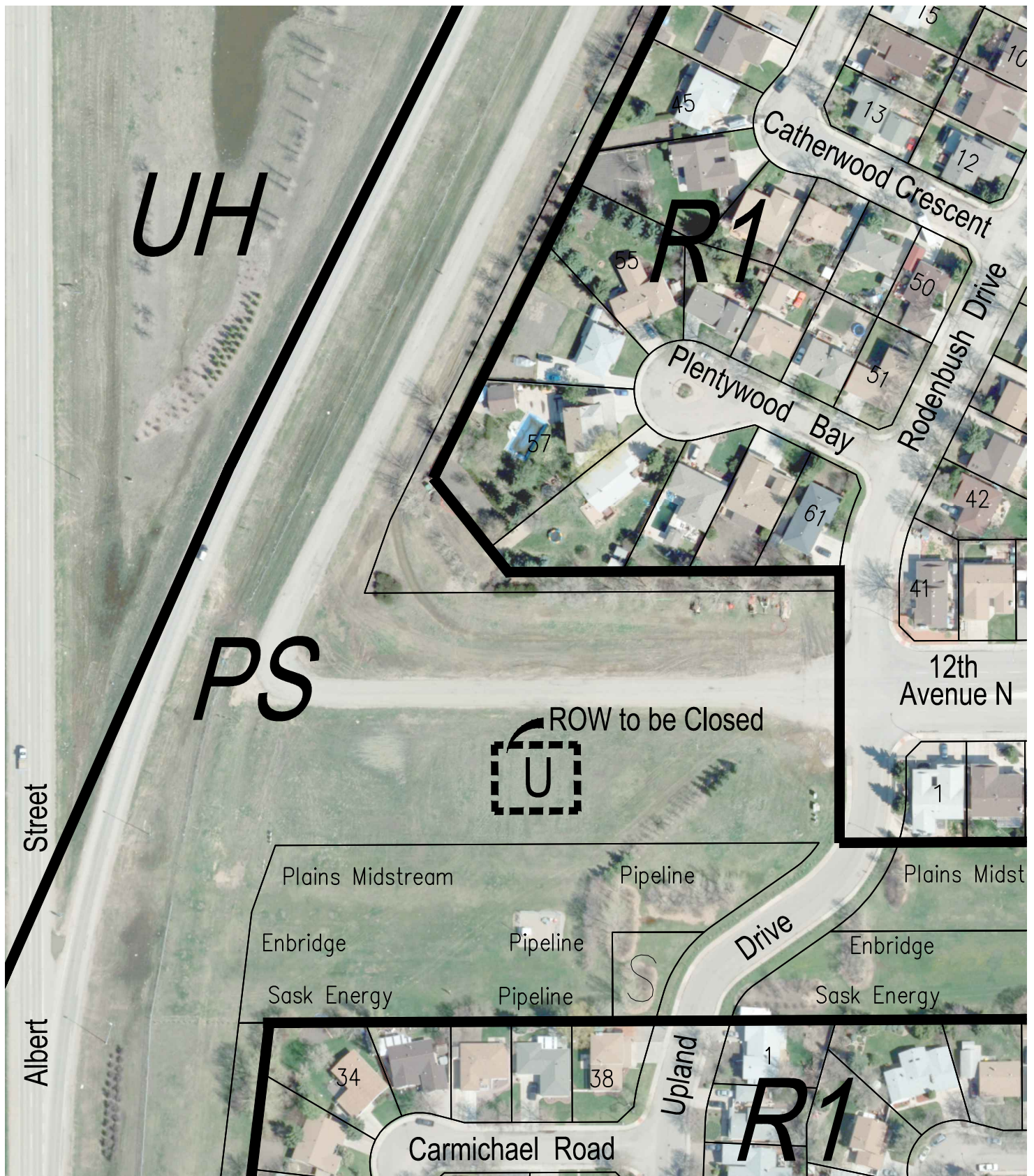


Diana Hawryluk,
Director, Planning

Respectfully submitted,



Jason Carlston, Executive Director
City Planning & Development



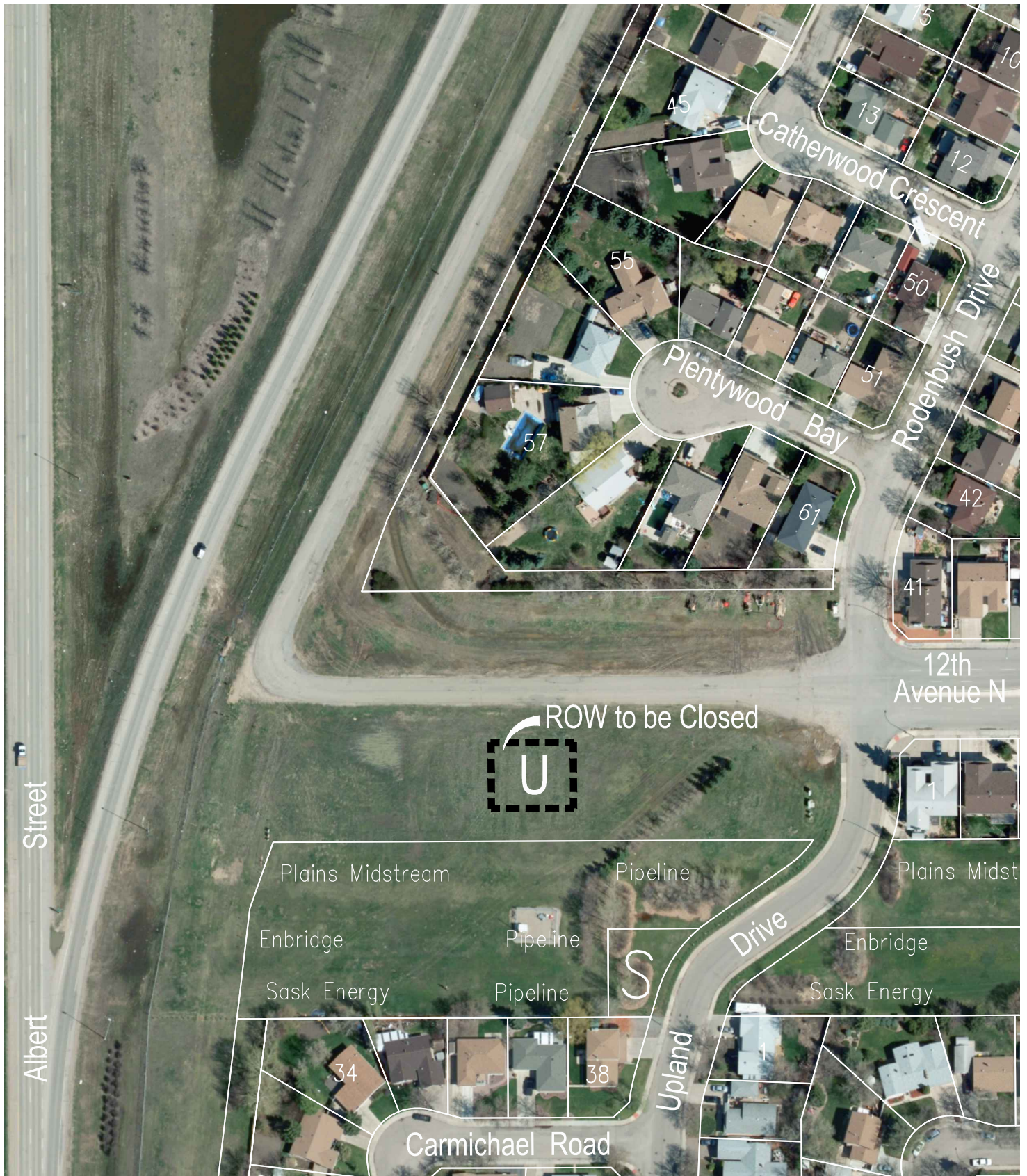
Subject Property



Project 14-CL-02
13-SN-44

Civic Address/Subdivision

ROW to be Closed
NW 1/4 Sec 6, Twp 19, Rge 19 W2M, Plan No. 76R25638



Subject Property




Date of Photography: 2012

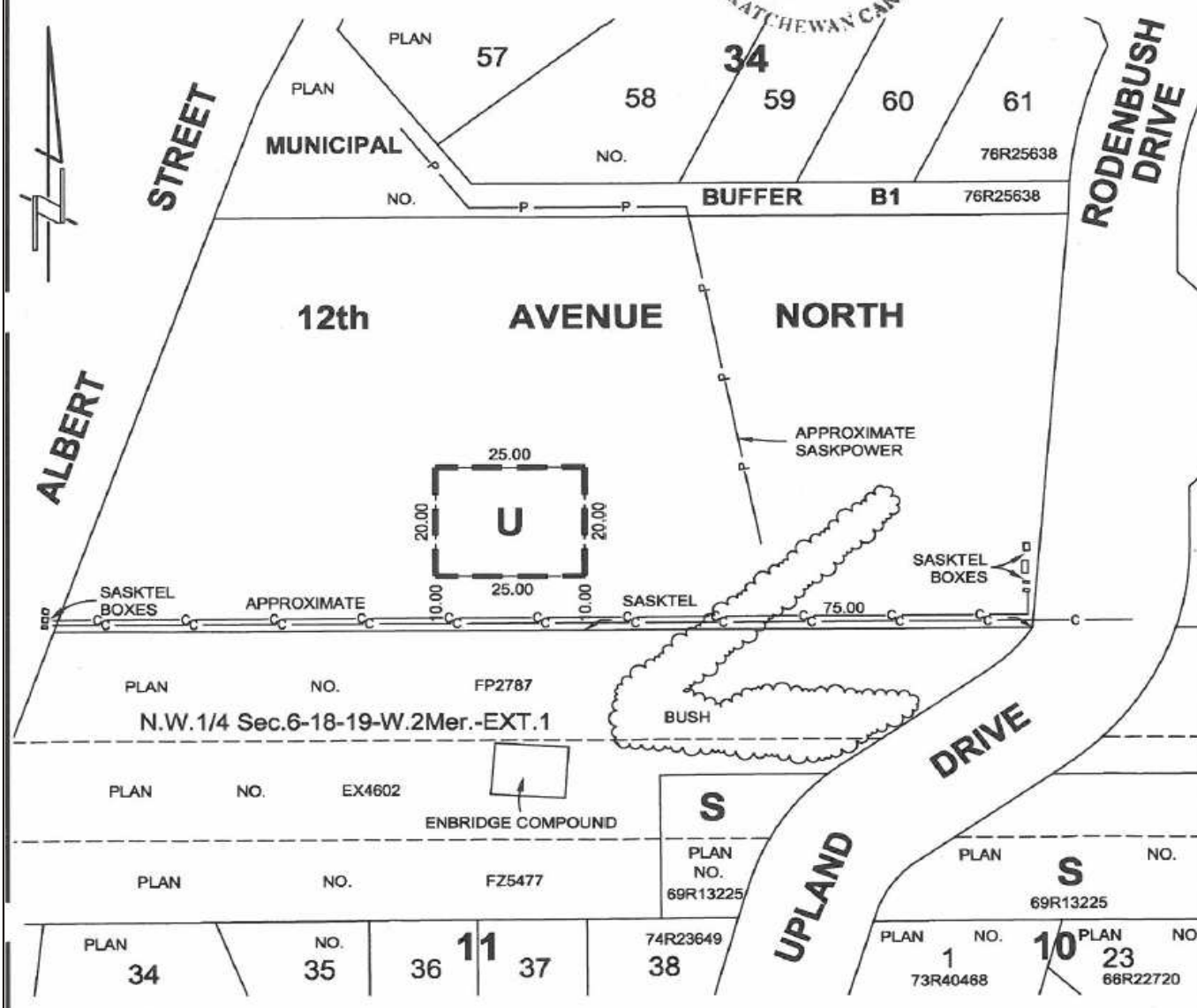


Project 14-CL-02
13-SN-44

Civic Address/Subdivision

ROW to be Closed
NW 1/4 Sec 6, Twp 19, Rge 19 W2M, Plan No. 76R25638

PROPOSED SUBDIVISION of Part of 12th Avenue North ST/L 1, Plan No. 76R25638 Regina, Saskatchewan Scott Assié, MCIP, RPP 2013 Scale 1:1000	CITY OF REGINA APPROVAL The subdivision proposed herein outlined in bold dashed line is approved under the provisions of Bylaw No. 7748 of The City of Regina. Dated this ____ day of _____ A.D. 20____.
Job No.: 171611-R Initials: DC - CJ - SA Preliminary Survey: November 25, 2013 File: 171611PR	CITY CLERK Measurements are in metres and decimals thereof. Measurements are approximate and may vary by $\pm 0.5m$. Area to be approved is outlined in bold dashed line and contains 0.05 ha (0.12 acs). OWNER(S):
 Altus Geomatics Limited Partnership Toll Free: 1-800-465-6233 www.altusgeomatics.com	  Registered Professional Planner Date: December 3, 2013.



Project 14-CL-02 13-SN-44	Planning Department Civic Address/Subdivision	ROW to be Closed NW 1/4 Sec 6, Twp 19, Rge 19 W2M, Plan No. 76R25638
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Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	6	Access to Upland would be restricted if 12 th Avenue North was closed. Negative impact on surrounding property values. Possible long-term health effects of bodily exposure to RF signals.
<i>Accept if many features were different</i>		
<i>Accept if one or two features were different</i>		
<i>I support this proposal</i>		

1. Issue

A concern was expressed by some of the neighbouring property owners and the Community Association that all of 12th Avenue North was to be closed and sold, which would impede access to and from Uplands.

Administration's Response: The Administration clarified the proposal and assured the resident that only the portion indicated on the proposed plan of subdivision identified as Parcel U will be closed and sold and that the closure will not impact traffic flow or circulation along 12th Avenue North.

2. Issue

There have been a number of concerns raised regarding the potential hazards and health risks associated with exposure to radio frequency (RF) signals produced by cell towers.

Administration's Response: Various sources have been researched by the Administration to assess the risks associated with long-term exposure to radio frequency (RF) signals, including the Canadian and American Cancer Societies, World Health Organization (WHO) and the Environmental Protection Agency (EPA). Considering the very low levels of RF signals produced from cell towers, and research collected to date, there is no convincing scientific evidence that weak RF signals cause adverse short or long-term health effects. Accordingly, the Administration has no concerns regarding possible negative health risks associated with a cell tower in proximity of a residential neighbourhood.

Radio communication or cell towers are classified as a public use under the Zoning Bylaw. Public uses are permitted in all Land Use Zones in the City. The closure will facilitate the creation of a site to accommodate this permitted use.

3. Issue

Constructing a cell tower in a residential neighbourhood will decrease property values.

Administration's Response: Residential property assessments are based upon the market value of the land being assessed. Although the perception exists that a cell tower in a residential neighbourhood may impact property values, the Administration believes that these perceptions can be reduced through camouflaging, screening and landscaping techniques to make the antenna less obtrusive and by ensuring that the installation is sited as sensitively as possible. Pursuant to Regina Zoning Bylaw No. 9250, all sites identified for communication support structures shall be landscaped in accordance with the applicable landscaping and buffering regulations in Chapter 15. Further, existing on-site vegetation shall be preserved to the maximum extent possible. The Administration has no conclusive evidence that such structures will negatively impact surrounding property values.

July 9, 2014

To: Members,
Regina Planning Commission

Re: Application for Partial Closure of Road Right-of-Way (14-CL-01)
Portion of 19th Avenue Road Right-of-Way – 2777 McDonald Street

RECOMMENDATION

1. That the application for the closure and sale of a portion of the 19th Avenue Road Right-of-Way described as "a portion of 19th Avenue, which is approximately 1.76 metres in width and 38.12 metres in length immediately south of and adjacent to Lot 20, Block 57, Reg'd Plan No. U2439," as shown on the attached plan of proposed subdivision prepared by Scott Colvin, SLS, and dated February 14, 2014, be APPROVED;
2. That the City Solicitor be directed to prepare the required bylaw to authorize closure and sale of the aforementioned Right-of-Way; and
3. That this report be forwarded to the July 28, 2014 City Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

CONCLUSION

The proposal would close a portion of the 19th Avenue Road Right-of-Way and consolidate with the adjacent residential lot to the north. Proposed Lot 45 will encompass the existing area of Lot 20 with the portion of the 19th Avenue Road Right-Of-Way for a total area of 364.2 m² (3,920 ft²), as shown on the attached Plan of Proposed Subdivision. The proposal will not impact any future plans for 19th Avenue or traffic circulation in the area.

BACKGROUND

An application for partial road/lane closure has been submitted concerning a portion of 19th Avenue. This application is being considered pursuant to *Regina Zoning Bylaw No. 9250*, *Design Regina: The Official Community Plan No. 2013-48*, *The Planning and Development Act, 2007* and *The Cities Act, 2002*.

The related subdivision application (14-SN-09) 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

The applicant (City of Regina's Real Estate Branch), proposes to close a portion of the 19th Avenue Road Right-of-Way to be consolidated with the adjacent residential lot to allow for direct access to a garage from 19th Avenue. The site would have a total area of 364.2 m² (3,920 ft²).

This portion of 19th Avenue has not been developed as part of the physical roadway and will not be required to accommodate future physical road network expansion. Therefore, the proposal will not have any impact on traffic circulation now or in the future.

Since this is at the intersection of two streets, all future development will be subject to compliance with the City of Regina's Sight Line Regulations Schedule H(1) Intersection Sight Line Controls and H(2) Minimum Setbacks for Fences and Recreational vehicles. These regulations ensure that a clear line of sight is maintained for motorists and pedestrians approaching a street intersection or exiting a driveway and mitigating potential obstructions of the line of sight.

The subject property is currently zoned R3 – Residential Older Neighbourhood with no proposed changes to the existing Zoning. Surrounding land uses include low density residential in all directions.

RECOMMENDATION IMPLICATIONS

Financial Implications

The sale price for the portion of the right-of-way is \$5,196 plus GST. The closure and sale of the portion of the road right-of-way will result in a modest increase in the property tax assessment to the purchasers and relieve the City of any obligations for its maintenance or physical condition of the subject property.

Environmental Implications

None with respect to this report.

Policy/Strategic Implications

The proposal is consistent with the policies contained within *Design Regina: The Official Community Plan Bylaw No. 2013-48*, with respect to the community goal of achieving long term financial viability. By divesting itself of an unused portion of the Road Right-of-Way, the City has ensured that there will not be any long term financial implications associated with the land.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Will be published in the Leader Post on:	July 12, 2014
Public notification signage posted on:	N/A
Public Open House Held:	N/A
Letter sent to immediate property owners:	April 3, 2014
Number of Public Comment Sheets received:	3

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

The applicant and other interested parties will receive written notification of the date and time this matter will be considered by the Regina Planning Commission and of City Council's decision.

Boothill Community Association

This proposal was circulated to the Boothill Community Association on April 2, 2014 and the Community Association advised on June 17, 2014 that this matter was brought up at an executive meeting and there were no concerns going forward with the proposal.

DELEGATED AUTHORITY

City Council's approval is required, pursuant to Section 13 of *The Cities Act*.

Respectfully submitted,

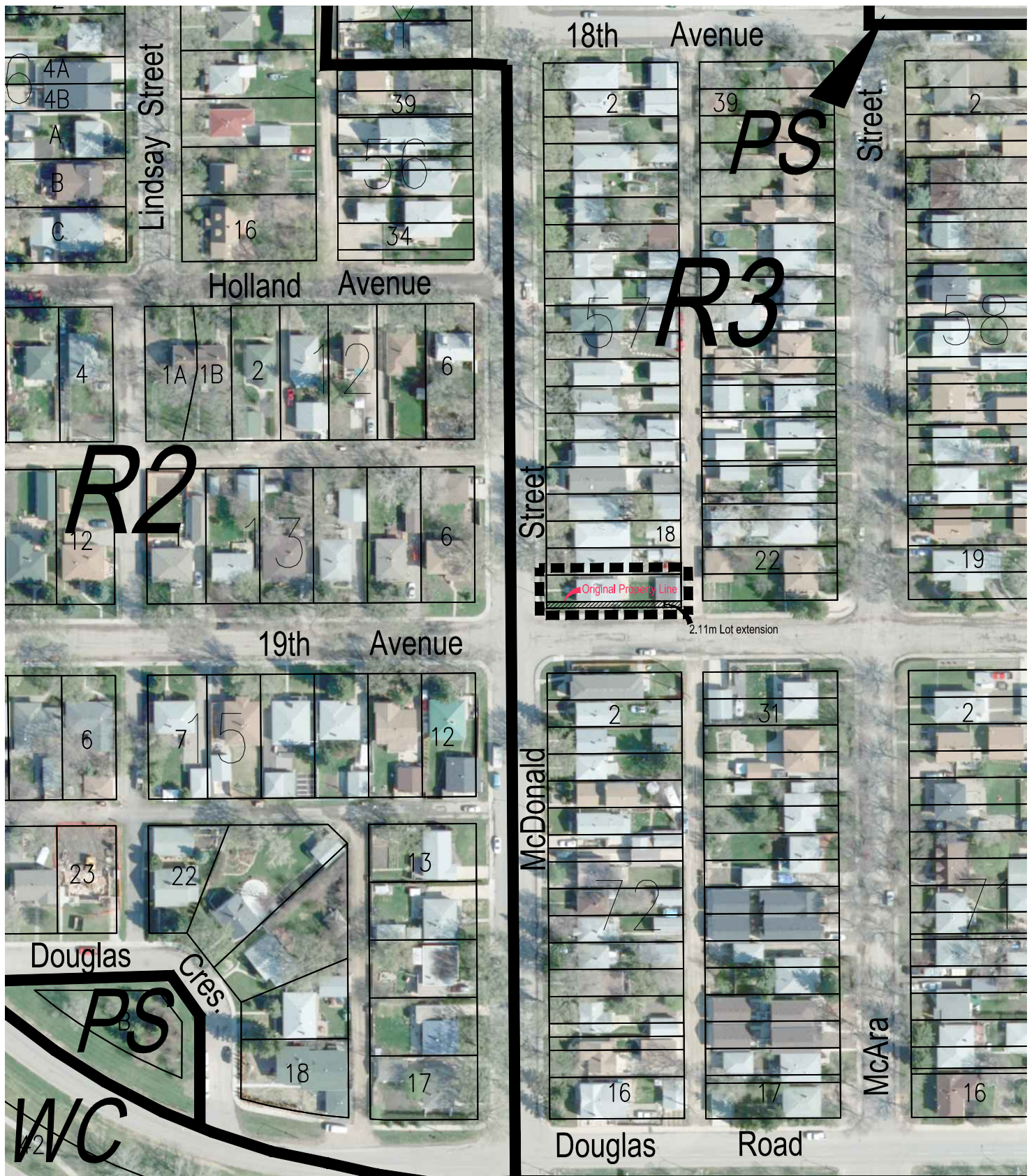


Diana Hawryluk, Director
Planning

Respectfully submitted,



Jason Carlston, Executive Director
City Planning & Development



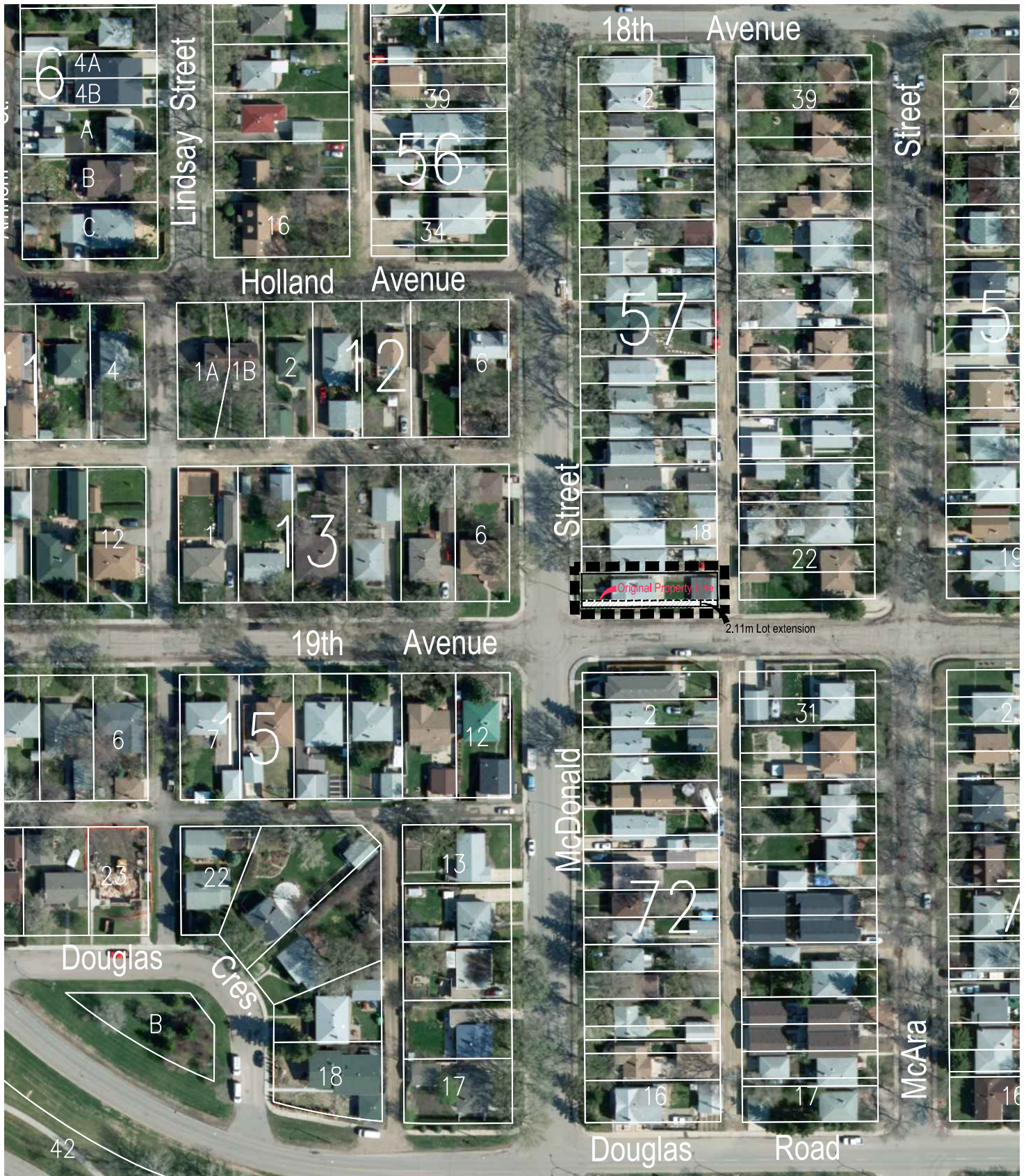
Subject Property



Project 14-SN-09
14-CL-01

Civic Address/Subdivision

Proposed Subdivision for a portion of the
19th Ave. Road Right-Of-Way and 2777 McDonald Street



Subject Property

Date of Photography: 2012



Project 14-SN-09
14-CL-01

Civic Address/Subdivision

Proposed Subdivision for a portion of the
19th Ave. Road Right-Of-Way and 2777 McDonald Street

Proposed Subdivision for a portion of the
19th Ave. Road Right-Of-Way and 2777 McDonald Street

Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	3	<ul style="list-style-type: none"> - safety concerns regarding the sight triangle of the intersection being compromised with the portion of the right-of-way being consolidated with adjacent property - snow during the winter months is piled high and already makes it difficult when approaching intersection
<i>Accept if many features were different</i>		
<i>Accept if one or two features were different</i>		
<i>I support this proposal</i>		

1. Issue

A concern has been raised regarding the potential of the sight line triangle being compromised if this portion of the right-of-way is closed and consolidated with the adjacent property. If a structure is built within this portion, it could obstruct a clear visual path around the intersection of 19th Avenue and McDonald Street.

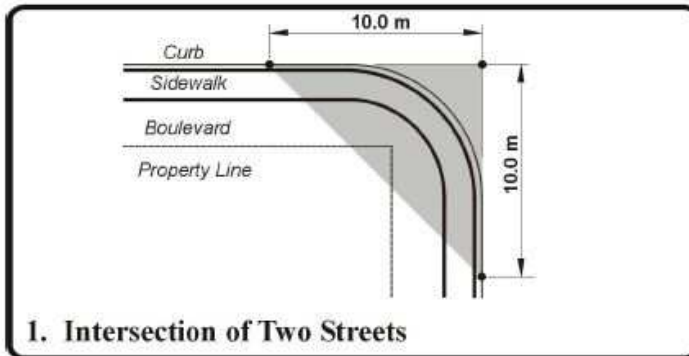
Administration's Response: Any proposed development within the subject area (right-of-way) shall comply with Section 69 Intersection Sight Line Controls of the Regina Traffic Bylaw No. 9900, specifically Schedule H(1) and H(2) Minimum Setbacks for Fences and Recreational Vehicles, if applicable. The purpose of this Bylaw is to provide a clear line of sight for motorists and pedestrians approaching a street intersection or exiting a driveway. Certain restrictions are identified in this section of the Traffic Bylaw, including height of trees, shrubs and fences, walls or other permanent structures.*

**See Schedule H(1) and H(2) on next page.*

SCHEDULE "H(1)"

Intersection Sight Line Controls

(as provided for in Section 69)



PURPOSE:

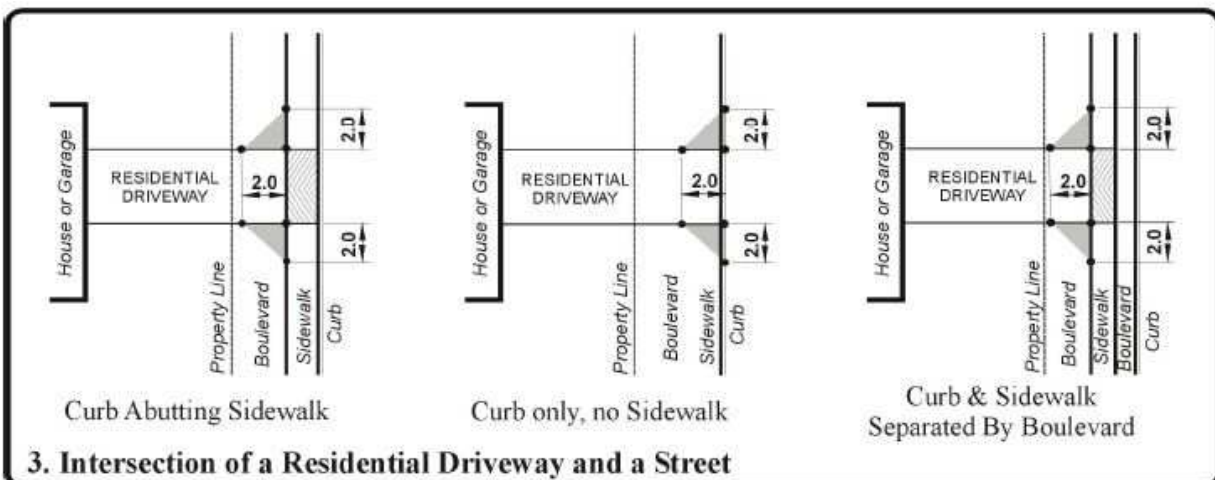
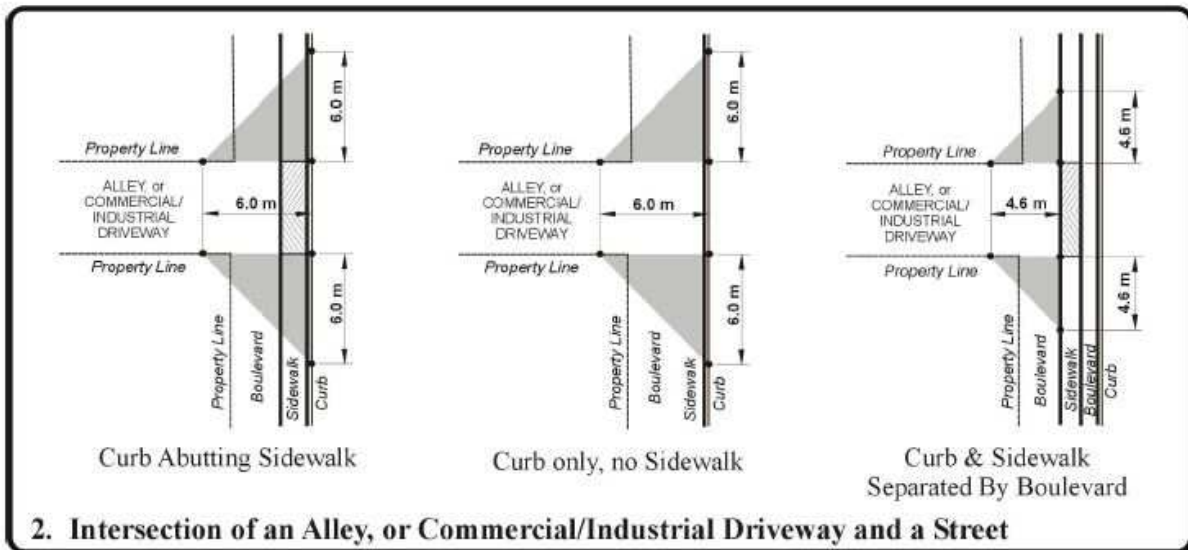
To provide a clear line of sight for motorists approaching a street intersection or exiting a driveway.

LEGEND

(Applies to all diagrams on this page)

Restricted Areas:

Nothing Over
0.750 m in Height



(#2001-32, s. 11, 2001; #2002-28, s. 11, 2002)

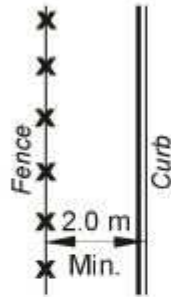
SCHEDULE "H(2)"

Minimum Setbacks For Fences and Recreational Vehicles

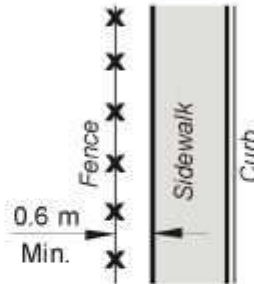
(as provided for in Section 69)

PURPOSE:

To provide a clear line of sight for pedestrians and motorists by requiring fences or other obstructions and recreational vehicles parked on private driveways to adhere to a minimum setback.

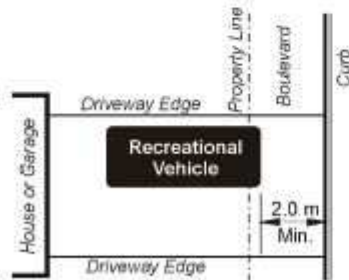


From Curb Only - No Sidewalk
(Restriction Measured from back of Curb)



From Sidewalk
(Restriction Measured from back of Sidewalk)

1. Minimum Setback for Fences and Other Obstructions



From Curb Only - No Sidewalk
(Restriction Measured from back of Curb)



Setback From Sidewalk
(Restriction Measured from back of Sidewalk)

2. Minimum Setback for Recreational Vehicles on Residential Driveways

July 9, 2014

To: Members,
Regina Planning Commission

Re: Applications for Zoning Bylaw Amendment (14-Z-01), Discretionary Use (14-DU-09) and Lane Closure (14-CL-03) - Proposed Planned Group of Dwellings (Townhouses) 1033 Edgar Street, Former Haultain School Site

RECOMMENDATION

1. That the application to amend *Regina Zoning Bylaw No. 9250*, with respect to Lots 1-6, 35-40, Block 2, Plan No. T4085, Lots 7-34, A and B, Block 2, Plan No. F1625 and the entire Lane within Block 2, Plan No. T4085 and Plan No. F1625, in the Eastview Subdivision, from I - Institutional to R4A - Residential Infill Housing be APPROVED;
2. That the application for the closure and sale of the lane described as “all the lane within Block 2, Reg’d Plan No. T4085, which is to be consolidated with the closure of all the lane within Block 2, Reg’d Plan No. F1625,” as shown on the Plan of Proposed Lane Closure and Surface Consolidation, prepared by Scott L. Colvin, S.L.S., dated February 4, 2014, and attached to this report as Appendix A-3.4, be APPROVED;
3. That the Discretionary Use application for a proposed planned group of townhouse dwellings located at 1033 Edgar Street, being Lots 1-6, 35-40, Block 2, Plan No. T4085, Lots 7-34, A and B, Block 2, Plan No. F1625 and the entire Lane within Block 2, Plan No. T4085 and Plan No. F1625, 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 Robinson Residential, and attached to this report as Appendix A-3.1 to A-3.3;
4. That the City Solicitor be directed to prepare the required Zoning Bylaw amendments and the bylaw to authorize closure and sale of the aforementioned lane; and
5. That this report be forwarded to the July 28, 2014 meeting of City Council to allow sufficient time for the required public notice of the proposed bylaw.

CONCLUSION

The applicant proposes to rezone the subject property, which contains the existing Haultain School from I - Institutional to R4A - Residential Infill Housing to accommodate a planned group of 62 three-bedroom townhouse dwellings as a Discretionary Use. The school is intended to be demolished; however, in recognition of the important role this school has played in the Eastview Community, a commemorative structure is to be constructed on site using materials from the existing building.

The applicant is Habitat for Humanity Regina and it is their intent that the development would provide home ownership for low to moderate income households.

BACKGROUND

Applications have been received for Zoning Bylaw Amendment, Discretionary Use and Lane Closure to accommodate development of the proposed Planned Group of Townhouse Dwellings on the former Haultain School site.

The subject property is formerly occupied by the Haultain School, owned and operated by the Regina Public School Board. The subject right-of-way contained within the block was never developed as a functioning lane, but is registered as a lane and contained within two parcels. Habitat for Humanity of Regina has formally entered into a purchase agreement for the adjacent lots. If approval is received for the aforementioned applications, a new subdivision application will then be processed consolidating the subject property with all adjacent lots. In the interim, the City's Real Estate branch is processing the closure and creating a parcel that will expedite the land transaction between the purchaser (Habitat for Humanity) and the Regina Public School Board.

The related subdivision application (14-SN-03) is being considered concurrently in accordance with *Bylaw No. 2003-3*, by which subdivision approval authority has been delegated to the Administration.

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

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

DISCUSSION

Zoning and Land Use Details

Land Use Details		
	Existing (based on R4A Zoning)	Proposed
Zoning	I – Institutional	R4A – Residential Infill Housing
Land Use	School, public	Planned Group of Dwellings (Townhouses)
Number of Dwelling Units	N/A	62
Building Area	N/A	3,443.4 m ² (total 13 buildings)
Zoning Analysis		
	Required	Proposed
No. of Parking Stalls Required	62	102
Minimum Lot Area (m ²)	7,440 m ² (based on 120 m ² per dwelling unit)	12,793 m ²
Maximum Height (m)	13 m	7.24 m
Site Coverage (%)	50%	27%

With respect to the calculation of building height, the height calculation is defined in *Regina Zoning Bylaw No. 9250* as the vertical distance from grade level to the highest ceiling of the occupied area of the building.

The surrounding land uses are low density, single-detached residential in all directions and Eastview Park to the north east of the subject property.

Vehicular access will be provided from both Elliot and Edgar Streets via three east-west lanes bisecting the parcel. Parking for each unit will be accessed from these lanes and additional parking for visitors will also be provided within the centre lane.

The proposed development is consistent with the purpose and intent of the proposed R4A - Residential Infill Housing Zone with respect to:

- Encouraging the maintenance, conservation and renewal of existing housing stock;
- Encouraging the provision of affordable housing, particularly for low and moderate income households and special needs groups; and
- Encouraging infill development to minimize the need for annexation on the periphery at medium density.

There are approximately 79 single-detached dwellings within 75 metres of the former Haultain School site. The surrounding density yields approximately 13.4 dwelling units/hectare. The proposed net density of the site, calculated using the area of the lots and streets having lot frontage is 34.4 dwelling units/hectare, which conforms with *Design Regina: The Official Community Plan Bylaw No. 2013-48* policy pertaining to residential development at densities similar or up to 2.5 times the surrounding neighbourhood for closed school sites.

RECOMMENDATION IMPLICATIONS

Financial Implications

The subject area currently receives a full range of municipal services including water, sewer and storm drainage. The developer shall submit an engineering report on the impact of the proposed development on existing services such as water supply, storm sewer and domestic sewer. The developer must receive approval by the City for provision of such services to the development.

In addition, underground services have the capacity to accommodate the redevelopment of the site.

Environmental Implications

None with respect to this report.

Policy/Strategic Implications

The proposal is consistent with the policies contained within Part D: Citywide Policies of *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) with respect to:

Section D3 – Transportation

Goal 2 – Public Transit

- 5.10 Promote intensification and mixed-use developments along express transit corridors and at transit nodes and potential transit nodes through increased service levels, more direct routes, express services, and competitive travel times.

Section D6 – Housing

Goal 1 – Housing Supply and Affordability

- 8.1 Support attainable housing in all neighbourhoods through ownership, rental housing and specific needs housing.
- 8.5 Support the redevelopment of brownfield and former institutional and commercial properties that are appropriate for housing.
- 8.8 Support residential intensification in existing and new neighbourhoods to create complete neighbourhoods.

Goal 3 – Diversity of Housing Forms

- 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.

Goal 5 – Collaboration with Partners

- 8.17 Support non-profit housing organizations through incentives, partnership arrangements, and other forms of assistance.

Appendix B – School Site Re-Use Guidelines

In the review of closed school sites, a number of characteristics have been identified in the closed school guidelines from the OCP and the proposal is consistent with the following:

- School sites, which are located in residential areas, are generally appropriate for residential redevelopment.
- Residential infill development should be at densities slightly higher than the surrounding neighbourhood.
- The proposed density of former school sites should relate to the context of the surrounding area. In a local residential context, a residential redevelopment at densities similar to surroundings and up to approximately 2.5 times the surrounding neighbourhood are considered appropriate.

Other Implications

None with respect to this report.

Accessibility Implications

The proposed development provides two parking stalls for persons with disabilities which meets the minimum parking requirements calculated at 2% of the required parking stalls.

COMMUNICATIONS

Public Notice

Public notification signage posted on:	April 8, 2014
Will be published in the Leader Post on:	July 12 and July 19, 2014
Letter sent to immediate property owners	March 28, 2014
Public Open House Held	April 17, 2014
Number of Public Comments Sheets Received	11 1 in support, 2 generally in support, 8 opposed

The Administration received ten comments from neighbouring property owners. Of the ten comment sheets that were received, seven were completely opposed to the redevelopment of the site for townhouse dwellings, while two were generally in support and would accept the proposal if a number of features were changed.

A more detailed accounting of the respondents' concerns and the Administration's response to them is provided in Appendix B. A summary of the community comments received during the review process are also provided. The applicant and other interested parties will receive written notification of City Council's decision.

Queen City Eastview Community Association

The application and public notice was circulated to the Queen City Eastview Community Association. Representatives from the community association were present at the Open House held on April 17, 2014 at the Eastview Neighbourhood Centre.

In follow up to the Public Open House, City Administration met with the Queen City Eastview Community Association, Habitat for Humanity as well as two concerned residents on June 9, 2014 to further discuss the proposal and the plan modifications. The Community Association recommended that further revisions be made, including the reduction in the proposed density. The Administration discussed the option of reducing the density further with the applicant. The applicant advised that they do not intend to reduce the density as it was they agreed to reduce the density from 67 to 62 dwelling units in response to concerns that were presented at the public open house. As the proposed density meets City OCP policy, the Administration is recommending approval of the plan as proposed.

DELEGATED AUTHORITY

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

Respectfully submitted,

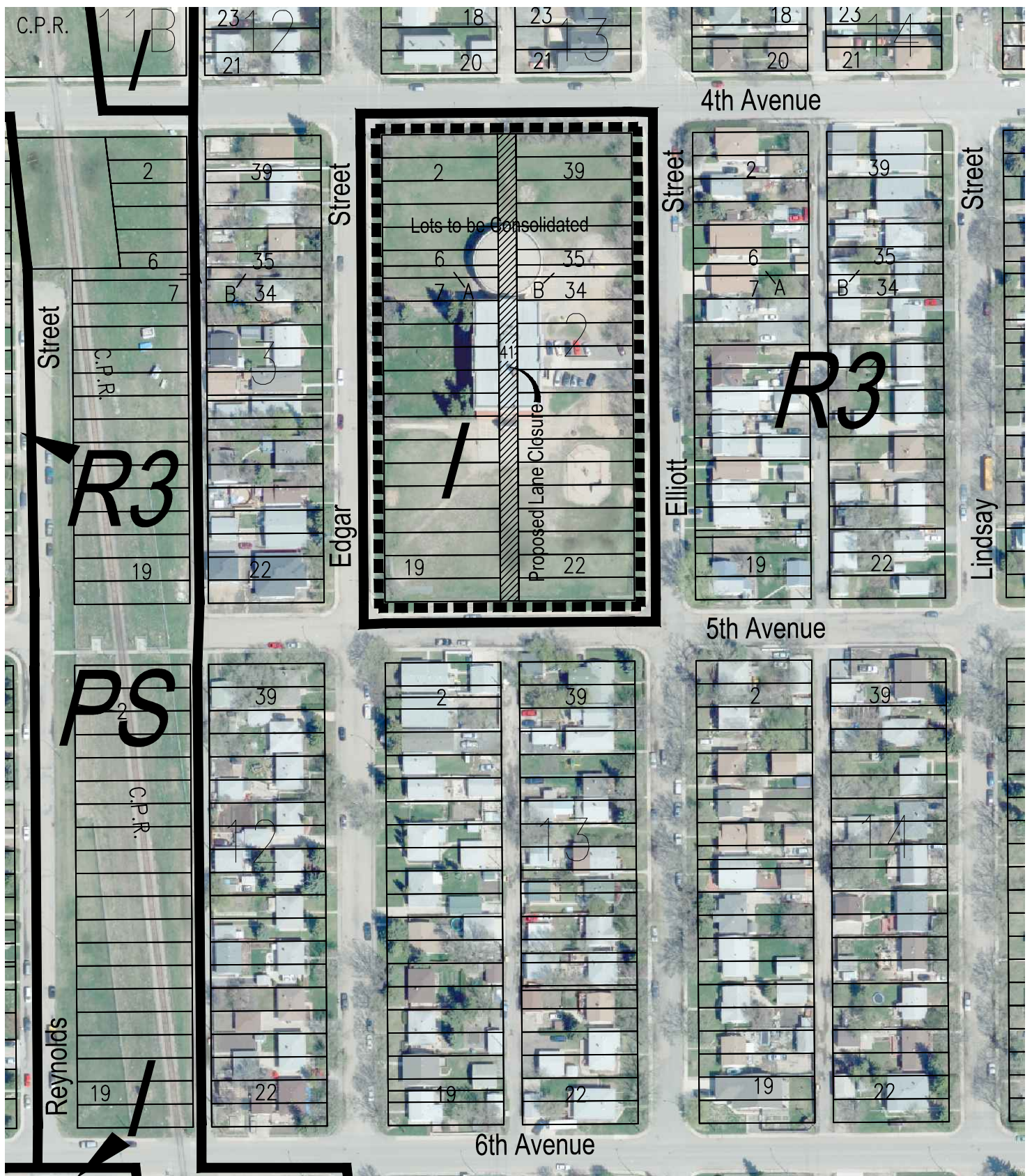
A handwritten signature in blue ink, appearing to read "Diana Hawryluk".

Diana Hawryluk, Director
Planning Department

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jason Carlston".

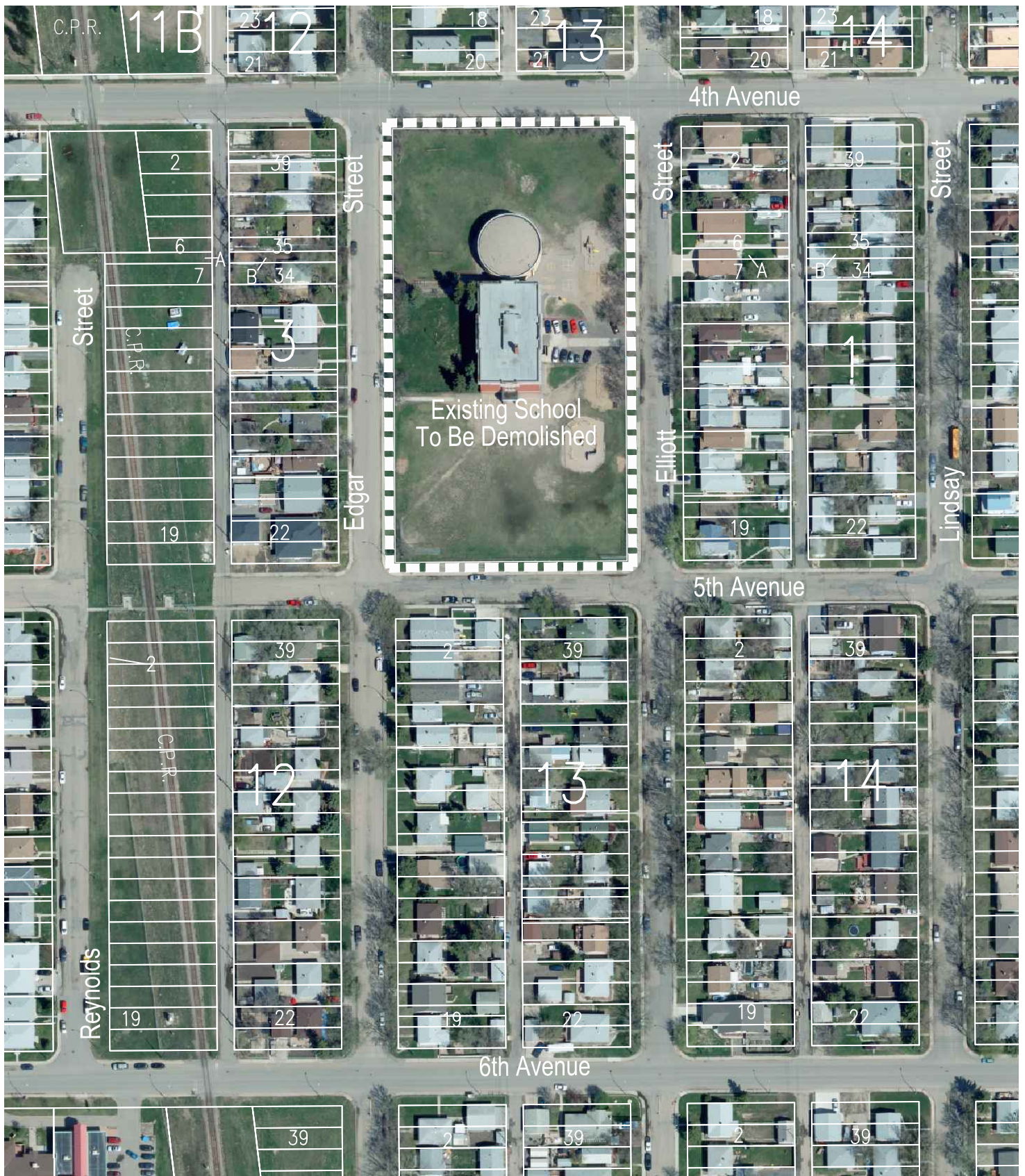
Jason Carlston, Executive Director
City Planning & Development



Subject Property



Project 14-SN-03, 14-Z-01,
14-CL-03, 14-DU-09 Civic Address/Subdivision 1033 Edgar Street



Subject Property

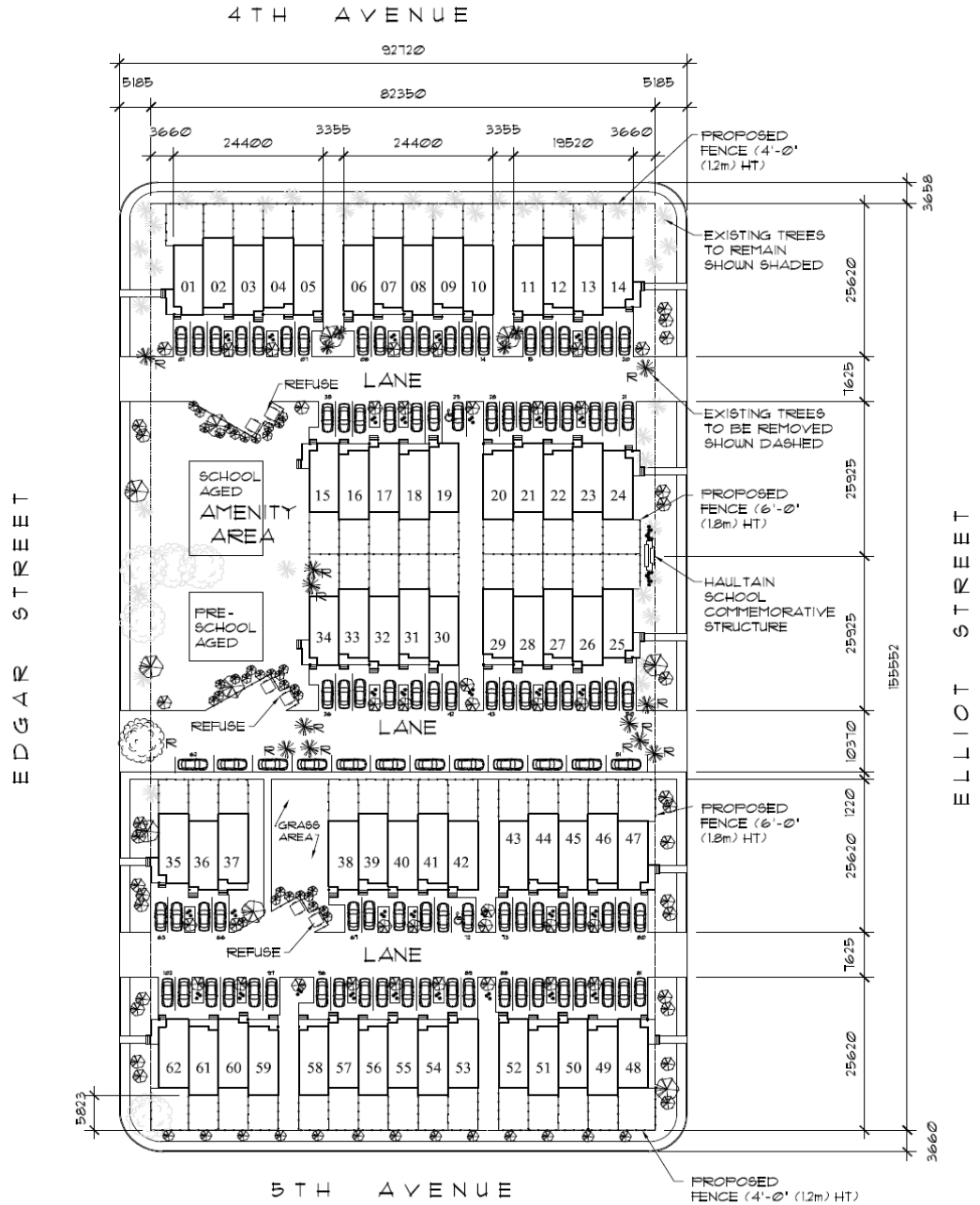
Date of Photography: 2012



Project 14-Z-01
14-DU-09

Civic Address/Subdivision

Area to be rezoned
1033 Elliott Street



SITE PLAN
SCALE: 1:500



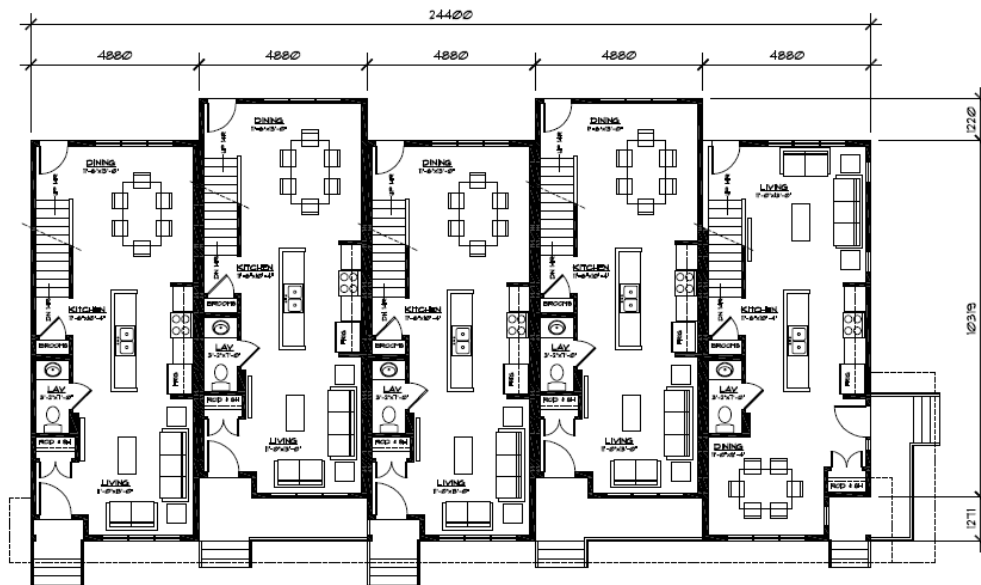
1. NUMBER OF UNITS: 62 UNITS
2. DEVELOPER TO MARK ALL GAS, ELECTRICAL, AND WATER EASEMENTS
3. EXTERIOR LIGHTING TO CONSIST OF: <ul style="list-style-type: none"> - STREET LIGHTING TO BE ILLUMINATED BY POLE MOUNTED FIXTURES - RECESSED LIGHTING AT SOFFITS & WALL SCONES ON GARAGES
4. PARKING SUMMARY: <ul style="list-style-type: none"> REQUIRED PARKING: 78 STALLS (125 STALL PER UNIT) PARKING: 78 STALLS (2.75m x 5.5m) 22 VISITOR (2.75m x 4.5m) 2 (H.C. 4.2m x 5.5m) TOTAL = 102 STALLS
5. FIRE TRUCK ACCESS ROUTE SHOWN SHADED - ACCESS WIDTH 6.000m WIDE

BUILDING CALCULATIONS	AREA CALCULATIONS BREAK DOWN
SITE AREA 12133.0 SQ. M.	TOTAL BDG AREA- 3443.401 SQ. M. (37065.7 SQ. FT.)
BUILDING AREA 3443.401 SQ. M. (62 UNITS)	PAVED AREA- 3141.111 SQ. M. (40338.8 SQ. FT.)
(% OF FLOOR AREA RATIO): 6886.814 SQ. M. 12133.0 SQ. M. = 0.54	TOTAL DEVELOPED AREA (INCLUDING ROADSWAYS AND DRIVEWAYS) 7180.884 SQ. M. (77404.564 SQ. FT.)
UNITS PER HECTARE 48.46 UNITS/HECTARE	COMMUNAL AMENITY REQ'D (5%): 639.65 SQ. M. COMMUNAL AMENITY DESIGNED 639.65 SQ. M. LANDSCAPE AREA REQ'D (10%): 190.88 SQ. M. LANDSCAPE AREA DESIGNED: 96.021 SQ. M.
	PLAYGROUND REQUIREMENTS: PRESCHOOL: (62 UNITS x 1 SQ. M.) x 2 = 124 SQ. M. SCHOOL AGE: (62 UNITS x 15 SQ. M.) x 2 = 186 SQ. M. PLAYGROUND AREA REQUIRED 310.0 SQ. M.

Project **14-Z-01/14-DU-09**
14-CL-03/14-SN-03

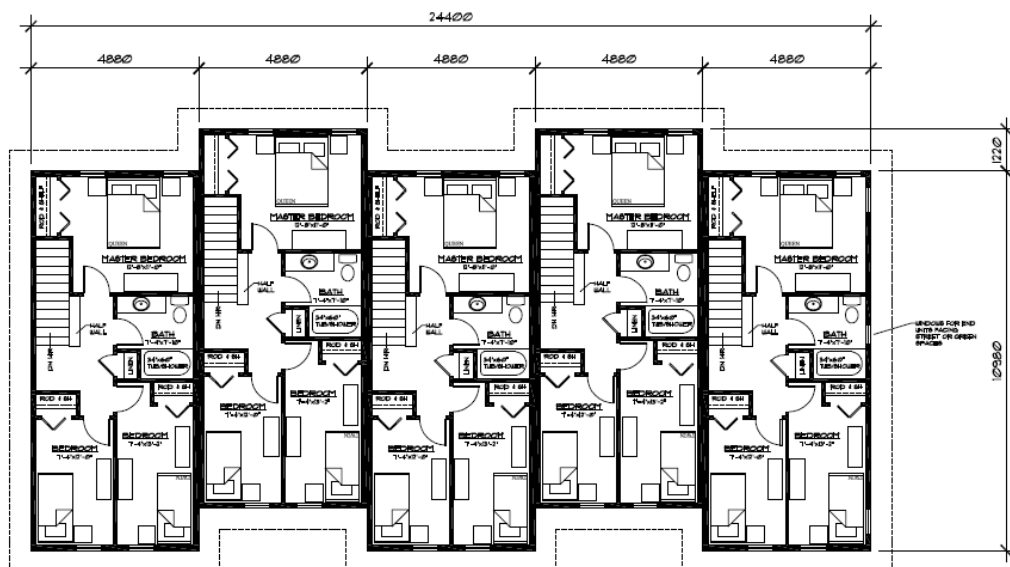
Planning Department
Civic Address/Subdivision

1033 Edgar Street
Former Haultain School site



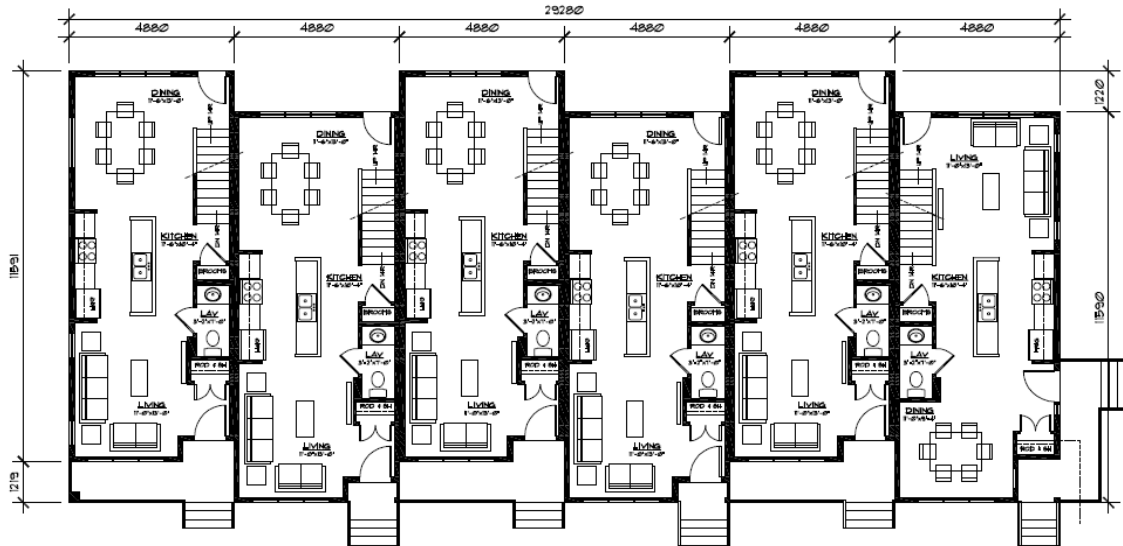
MAIN FLOOR PLAN

SCALE: 1:100
AREA: 598 SQ FT

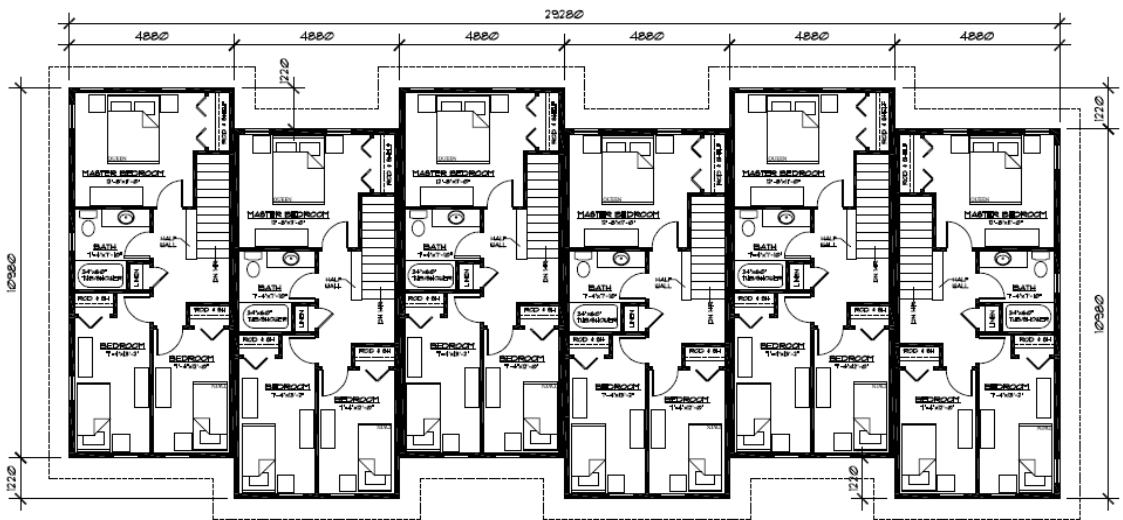


SECOND FLOOR PLAN

AREA: 576 SQFT.
SCALE: 1:100



MAIN FLOOR PLAN
SCALE: 1:100
AREA: 598 SQ FT



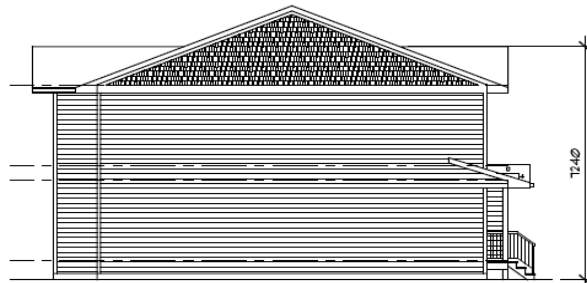
SECOND FLOOR PLAN
SCALE: 1:100
AREA: 576 SQ FT



FRONT ELEVATION
SCALE: 1:100



REAR ELEVATION
SCALE: 1:100



SIDE ELEVATION
SCALE: 1:100



SIDE ELEVATION
SCALE: 1:100



FRONT ELEVATION
SCALE: 1:100



REAR ELEVATION
SCALE: 1:100



SIDE ELEVATION
SCALE: 1:100



SIDE ELEVATION
SCALE: 1:100

SCALE = 1: 1000

DATED THIS _____ DAY OF _____ A.D. 20__

OWNER:

REG'D 40 PLAN
NO. 39 F1625

Public Consultation Summary

Response	Number of Responses	Issues Identified
<i>Completely opposed</i>	7	<p>Increased traffic generation</p> <p>Townhouses and higher density developments should be built on the outskirts of the City</p> <p>The development will have a negative impact on surrounding property values</p> <p>There is concern whether existing services (sewer, water) can accommodate the proposed development</p> <p>There is limited green space and amenity area for children</p> <p>There is insufficient parking for visitors and residents with more than one vehicle</p> <p>Should develop existing lots (25 ft) to be consistent with surrounding blocks</p>
<i>Accept if many features were different</i>	2	Development is too congested; should be less units and increase amenity space
<i>Accept if one or two features were different</i>		
<i>I support this proposal</i>	1	Concern of construction vehicles damaging existing roads/properties

1. Issue

Constructing higher density townhouses should not be built in an existing residential neighbourhood and moved to the outskirts of the City.

Administration's Response: The City of Regina's new Official Community Plan policy is to provide a variety of housing options throughout all neighbourhoods across the City. Preference is also given to higher densities along arterial/collector streets and along transit routes to mitigate excessive traffic generation. Currently, there is an existing transit node along 4th Avenue, which is also categorized as a collector street. The proposed development is classified as medium density which is consistent with the purpose and intent of the R4A Zone.

3. Issue

The density is too high and there is insufficient green space and amenity space for the children.

Administration's Response: Upon the recommendation of the Administration based on the feedback received during the Open House from area residents, the applicant has reduced the density by 5 units to be consistent with the City's policies and guidelines for closed school sites in having a proposed net density of up to 2.5 times the surrounding density of the neighbourhood. As a result of the reduction in units, the amenity space has been increased in

size and relocated to the west side of the parcel to make efficient use of the amenity space. In addition, and additional grassy area has been added to the southern half of parcel. A dedicated trash and recycling area has also been added to the site plan. The regulations for a planned group of dwellings require a minimum of 5% dedicated to amenity space. The applicant is meeting that provision in addition to providing 5,602 m² of landscaped area, which exceeds the minimum requirements.

4. Issue

There is insufficient parking provided for visitors and residents with more than one vehicle.

Administration's Response: The applicant has amended their provision of parking stalls from 79 stalls to 102 stalls to mitigate the concerns of area residents and to offset potential street parking for residents owning more than 1 vehicle. To accommodate the additional parking stalls, the applicant has reduced the size of and/or removed additional boulevards in front of the units within the lanes and still maintain compliance with minimum landscaping requirements. The applicant has advised that many of their residents living in existing Habitat for Humanity Homes either do not own a vehicle, or have a maximum of one vehicle and as such there should be adequate on site parking provided.

5. Issue

The proposal should be developed on the existing 25 foot lots to be consistent with the surrounding blocks and to reduce the impact of a higher density compared to surrounding properties.

Administration's Response: The surrounding properties in the immediate vicinity are Zoned R3 - Residential Older Neighbourhood. The subject property (former Haultain School site) currently contains forty 25 foot lots. Assuming each lot were to be developed containing a single detached home, this would yield a potential net density of 30.7 units per hectare. Furthermore, the provisions of the R3 Zone permit secondary suites to be contained within a single-detached dwelling without a limit on the number of suites per block. Each home, could, in extreme permit a secondary suite, thus increasing the number of units to 80, which would yield a net density of 61.5 units/hectare, which is consistent with a higher density zone (R6) and not suitable for this neighbourhood. Therefore, the proposed net density of 34.4 units/hectare containing 62 units is generally consistent with what could be built as a permitted use in the R3 Zone, assuming each lot were to be developed as a single-detached home containing a secondary suite.

6. Issue

There is concern that existing services (sewer, water) will not be sufficient to accommodate the proposed townhouse dwellings.

Administration's Response: The proposal was circulated to the Infrastructure Planning Branch to determine existing servicing capacities. The Branch did not advise of any concerns regarding the development exceeding the capacity of existing water or sanitary flows. The applicant is required to install a stormceptor prior to connecting to the City's system. Further, if existing services are inadequate, the developer shall be responsible for the cost of upgrading them to the required levels of flow.

July 9, 2014

To: Members,
Regina Planning Commission

Re: Application for Designation as Municipal Heritage Property
Patton Residence at 2398 Scarth Street

**RECOMMENDATION OF THE MUNICIPAL HERITAGE ADVISORY COMMITTEE
- JUNE 9, 2014**

1. That the application to designate the Patton Residence, located at 2398 Scarth Street and including the lands legally described as Lot 12, Block 460, Plan Old 33, as Municipal Heritage Property be APPROVED.
2. That the City Solicitor be instructed to prepare the necessary bylaw to:
 - a. designate the subject property as Municipal Heritage Property;
 - b. identify the reasons for designation and character-defining elements, which shall apply specifically to the exterior, as stated in Appendix C to this report;
 - c. provide that any subsequent alterations to the property be consistent with the “Standards and Guidelines for Historic Places in Canada” and with the City of Regina’s “*Municipal Heritage Design Guidelines*” as set forth in Schedule A of Bylaw No. 2007-78; and
 - d. amend Schedule A of the *Bylaw of the City of Regina to Deny a Permit for the Alteration or Demolition of Properties that the Council of the City of Regina may wish to Designate as Municipal Heritage Properties No. 8912* to remove the property listed as Item 3.41 upon designation.
3. That this report be forwarded to the July 28, 2014 City Council meeting to allow sufficient time for the service of the required notice of intention to pass the necessary bylaw.

MUNICIPAL HERITAGE ADVISORY COMMITTEE – JUNE 9, 2014

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

Donald Black, May P. Chan, Rhonda Lamb, Ken Lozinsky, David McLennan, Ray Plosker, Joseph Ralko, Ingrid Thiessen, and Tyler Willox were present during consideration of this report by the Municipal Heritage Advisory Committee.

The Municipal Heritage Advisory Committee, at its meeting held on June 9, 2014, considered the following report from the Administration:

RECOMMENDATION

1. That the application to designate the Patton Residence, located at 2398 Scarth Street and including the lands legally described as Lot 12, Block 460, Plan Old 33, as Municipal Heritage Property be APPROVED.
2. That the City Solicitor be instructed to prepare the necessary bylaw to:
 - a. designate the subject property as Municipal Heritage Property;
 - b. identify the reasons for designation and character-defining elements, which shall apply specifically to the exterior, as stated in Appendix C to this report;
 - c. provide that any subsequent alterations to the property be consistent with the “Standards and Guidelines for Historic Places in Canada” and with the City of Regina’s “*Municipal Heritage Design Guidelines*” as set forth in Schedule A of Bylaw No. 2007-78; and
 - d. amend Schedule A of the *Bylaw of the City of Regina to Deny a Permit for the Alteration or Demolition of Properties that the Council of the City of Regina may wish to Designate as Municipal Heritage Properties No. 8912* to remove the property listed as Item 3.41 upon designation.
3. That this report be forwarded to the July 9, 2014 Regina Planning Commission meeting and the July 28, 2014 City Council meeting to allow sufficient time for the service of the required notice of intention to pass the necessary bylaw.

CONCLUSION

The Administration has determined that the Patton Residence (more recently known as Nicol Court), built in 1912-13, is of heritage value for its architectural design (Georgian Revival with classical influences), its contextual location at the corner of Scarth Street and College Avenue, a prominent street in the Centre Square neighbourhood, its association with the Patton family and its connection to the prominent architectural firm of Portnall and Clemesha. The designation of the Patton Residence as a Municipal Heritage Property is consistent with the heritage policy objectives of *Design Regina: The Official Community Plan Bylaw No. 2013-48*.

The owner is engaging in a process to conserve the building in a manner that is aimed at safeguarding its heritage value. The conservation of the building responds to the City’s vision and the priority of managing growth and community development by enhancing the economic and cultural vibrancy of Regina’s core.

BACKGROUND

An application has been submitted by the owner of the above-referenced property for its designation as Municipal Heritage Property. The subject property is listed under Schedule “A” to the *Bylaw of the City of Regina to Deny a Permit for the Alteration or Demolition of Properties*

that the Council of the City of Regina may wish to Designate as Municipal Heritage Properties No. 8912, commonly known as the Heritage Holding Bylaw.

Applications for designation as Municipal Heritage Property are considered in accordance with section 11 of *The Heritage Property Act*. The owner intends to submit a corresponding request for assistance under the *Municipal Incentive Policy for the Preservation of Heritage Properties*, which would be considered separately by the Finance and Administration Committee and City Council.

DISCUSSION

Statement of Significance

A Statement of Significance documents the reasons why a property has heritage value. A Statement of Significance for the subject property is attached as Appendix C to this report. It is the understanding of the applicant that the proposed designation, if approved by City Council, would apply specifically to the exterior of the building.

In order to score the significance of a property, the City of Regina currently employs an evaluation procedure in which consideration is given to the following criteria. According to the evaluation procedure, the property received a score of 75%. The score reflects the significance of the building's architecture, although its historical value is relatively lower. In terms of viability, the building received a very good score for its contribution to the existing character of the streetscape. The rehabilitation or restoration of this building would make a positive contribution to the established the architectural character of Regina's Centre Square neighbourhood.

The evaluation form for the subject property is attached as Appendix B to this report. Information regarding the Heritage Property Designation Criteria may also be found on the City's website.

1. Heritage Assessment (35/60 total)
 - (a) Architecture – 29/30
 - (b) History – 6/30
2. Viability Assessment (40/40 total)
 - (a) Environment – 10/10
 - (b) Usability – 15/15
 - (c) Integrity/Present Condition – 15/15

Alterations

The owner is planning to engage in a process to conserve the character-defining elements of the Patton Residence in a manner that is aimed at safeguarding its heritage value. Should significant alterations to the character-defining elements be proposed, the alterations would be reviewed through the heritage review process.

RECOMMENDATION IMPLICATIONS

Financial Implications

The property owner intends to apply for financial assistance under the *Municipal Incentive Policy for the Preservation of Heritage Properties*.

The financial implications of that application will be addressed in a report to the Finance and Administration Committee, a copy of which will be provided to the Municipal Heritage Advisory Committee for its information.

The owner(s) of a designated Municipal Heritage Property may request that an appropriate commemorative plaque, describing the heritage significance of the property. Consideration of this would occur through the budget process. Plaques on designated properties are installed in publicly accessible locations.

Environmental Implications

Heritage designation of the subject property, as well as its conservation, will enhance the building's long-term economic viability and protect its character-defining elements. Designation will also ensure the building's continued contribution to the historical and architectural character of Regina's Centre Square neighbourhood.

Further, conservation of the building contributes to the City's broader objective of promoting environmentally sustainable development.

Policy and/or Strategic Implications

The proposed designation of the building responds to the City's vision and the priority of managing growth and community development, by enhancing the economic and cultural vibrancy of Regina's inner city.

Policy 10.5 of *Design Regina: The Official Community Plan Bylaw No. 2013-48* "encourages owners to protect historic places through good stewardship and voluntarily designating their property".

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Public/Stakeholder Input

Information pertaining to the proposed designation was provided to Heritage Regina, the Architectural Heritage Society of Saskatchewan, Biographies Regina and the Centre Square Community Association.

Heritage Regina has indicated in writing that it is supportive of the designation.

Biographies Regina indicated that they did not feel they were qualified to comment.

The Architectural Heritage Society of Saskatchewan and the Centre Square Community Association did not respond to the request for comments.

Notice of Intention to Pass a Bylaw of Proposed Heritage Designation

Subject to concurrence with the recommendations contained in this report, in order to proceed with designation of the subject property and in accordance with *The Heritage Property Act* a notice of intention to pass a bylaw to that effect will be:

- Served upon the property owner and the provincial registrar of heritage properties;
- Registered against the title to the property at the provincial land registry; and
- Published in a least one issue of the *Leader-Post*.

Passage of Heritage Designation Bylaw by City Council

Provided that no objections are received by City Council as a result of the service and publication of the notice of intention to pass a bylaw and City Council wishes to proceed with designation of the subject property in concurrence with the recommendations contained in this report, the City Solicitor shall prepare the necessary bylaw to designate the subject building as Municipal Heritage Property.

DELEGATED AUTHORITY

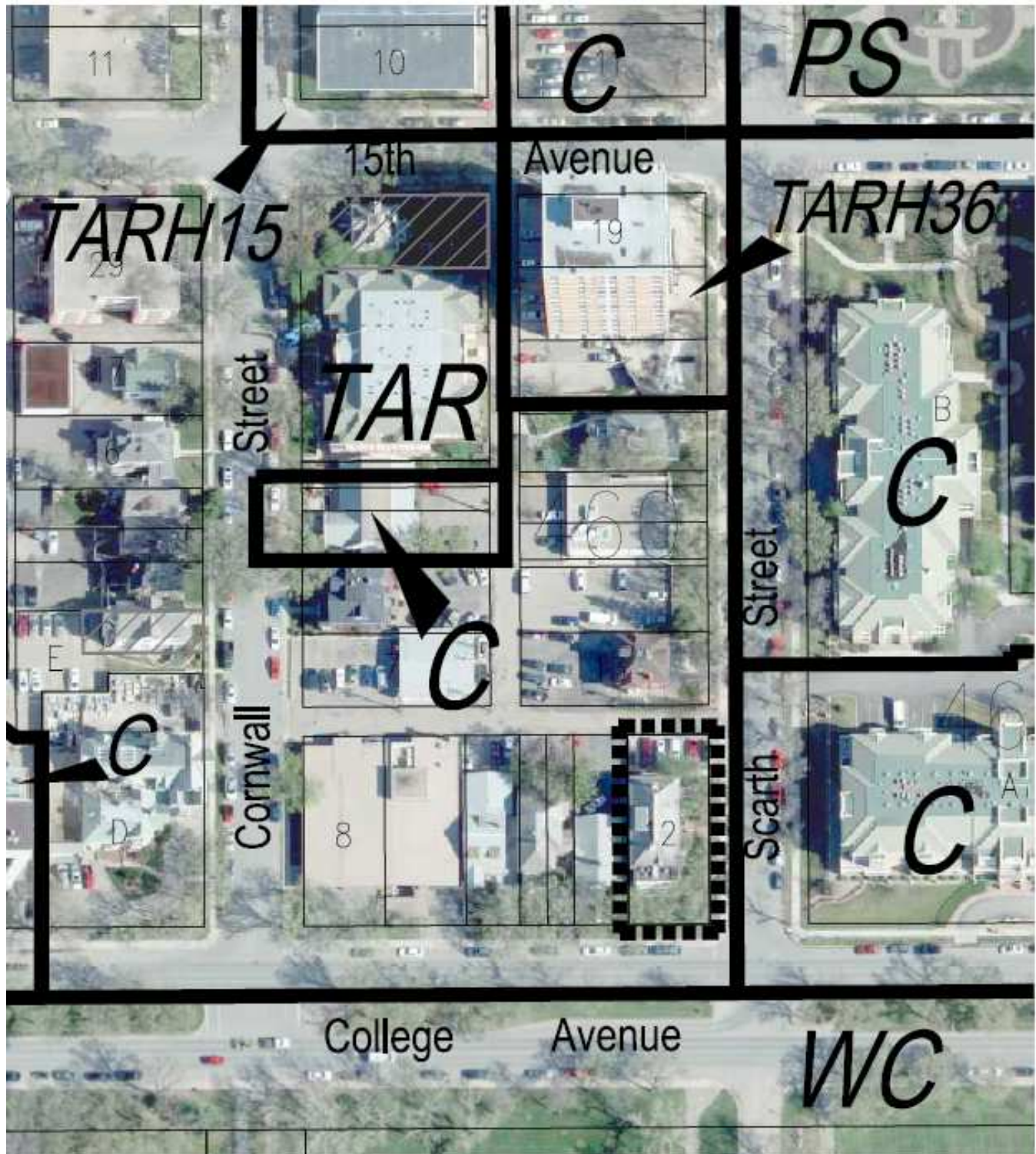
Pursuant to section 11 of *The Heritage Property Act*, the authority to designate Municipal Heritage Property, by bylaw, rests with City Council.


Respectfully submitted,

MUNICIPAL HERITAGE ADVISORY COMMITTEE



Ashley Thompson, Secretary



 Subject Property



Planning Department

Project Heritage Designation Civic Address/Subdivision Patton Residence - 2398 Scarth Street



Subject Property

Date of Photography: 2012



Planning Department

Heritage
Project Designation _____

Civic Address/Subdivision _____

Patton Residence – 2398 Scarth Street

EVALUATION FORM**Appendix B****Site Name: Patton Residence, 2398 Scarth Street**

HERITAGE ASSESSMENT	A	B	C	D	
Architecture (Maximum 30)					
Style	16	8	4	0	Good example of the Georgian Revival style
Construction/Materials	8	4	2	0	Not unique to neighbourhood
Age	12	6	3	0	One of the oldest houses along College Avenue
Architect/Builder	8	4	2	0	Portnall and Clemesha McKenzie and Jones Architectural details
Exterior Details	4	2	1	0	complement architectural style. Curved windows unique feature.
Interior Details	6	3	1	0	Limited details
Massing/Plan	4	2	1	0	No changes from original identified
History (Maximum 30)					
Persons	20	10	5	0	Patton of local significance
Events/Chronology	20	10	5	0	None identified
Context	25	12	6	0	Prominent building on College Avenue
Subtotal					35
VIABILITY ASSESSMENT	A	B	C	D	
Environment (Maximum 10)					
Continuity/Setting	8	4	2	0	Fits in well. On a key site in neighbourhood
Landscape Quality	4	2	1	0	Landscaping acceptable
Landmark/Symbolism	10	5	2	0	A familiar structure in the area
Usability (Maximum 15)					
Zoning / Land Use / Compatibility	8	4	2	0	Compatible with TAR zone: house-form commercial
Adaptability	10	5	2	0	Former residence, now offices
Servicing / Utilities	8	4	2	0	Limited public access
Recycling Costs	10	5	2	0	Conservation costs lower than new construction
Integrity & Present Condition (Maximum 15)					
Site Originality	8	4	2	0	Building on original site
Alterations	8	4	2	0	Minor alterations do not detract from architectural features
Exterior Condition	5	2	1	0	Minor repairs required
Interior Condition	5	2	1	0	Minor interior wear
Ground Condition	5	2	1	0	Acceptable
Subtotal					54
GRAND TOTAL					89

Statement of Significance



2398 Scarth Street

Patton Residence

Other Name: Nicol Court

Description

The Patton Residence is a two and a half storey building in the Georgian Revival style, with Classical influences, located at 2398 Scarth Street (at College Avenue) in Regina's Centre Square neighbourhood.

Heritage Value

The heritage value of the Patton Residence lies in its architectural, contextual and cultural significance.

This wood-framed white stucco building was designed for Thomas Brown Patton by the architectural firm of Portnall and Clemesha and built by the construction company of McKenzie and Jones in 1912-13. The house is a fine example of the Georgian Revival style of architecture with classical influences. The important elements are the symmetrical façade with focus on the central doorway (topped by a fanlight and pediment and featuring a columned porch), multi-panelled windows and eaves ornamented with dentils. The house features two-storey bow windows on either side of the front entrance. The windows are composed of individually curved glass. The second storey window directly above the entrance features a scrolling motif, a trademark of Portnall and Clemesha design.

The house is of contextual significance a fine example of the residential architecture that was associated with the economic boom prior to World War 1. It is located on a corner location on Scarth Street at College Avenue and is among the oldest residences located along College Avenue, a prominent street in the Centre Square neighbourhood. The neighbourhood was the City's most prestigious until the development of Lakeview and The Crescents.

The house is of historical value for its association the original owners, who were prominent Regina citizens. Thomas Patton arrived in Regina in 1901 and became a prominent business man. He worked for the Regina Lumber and Supply Company which consolidated with the Beaver Lumber Company in 1907. Patton was Manager until 1910. He then formed the Kerr-Patton Coal Company and began investing in real estate. Patton was City Councillor for Ward 2 in 1912-13. Elizabeth Patton was known for her involvement in the community and her volunteer work, notably with the Canadian Red Cross, and her keen interest in Canadiana and women's rights. The house was sold in 1918 to C.R. Paradis, a physician, who resided here with his family until 1930. Several tenants resided here in the following years.

The law firm of MacLean, Keith and Kelly acquired the house in 1976 and renamed it Nicol Court in honour of Alistair Nicol, a former principal in the firm. The building is of cultural value as an early example of adaptive re-use. The firm received the Heritage Canada Foundation Regional Award of Honour for their adaptive re-use of the building for office space.

Character Defining Elements

The heritage value of the Patton Residence lies in the following character-defining elements:

- Those elements associated with the Georgian Revival style of architecture such as the symmetrical façade with focus on the central doorway, topped by a fanlight and pediment and featuring a columned porch, multi-panelled bow windows and eaves ornamented with dentils.
- Its location along College Avenue, a prominent street in Regina's Centre Square neighbourhood.
- Its connection to the prominent architectural firm of Portnall and Clemesha.