



CITY COUNCIL

**Tuesday, August 20, 2013
5:30 PM**

Henry Baker Hall, Main Floor, City Hall



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**Agenda
City Council
Tuesday, August 20, 2013**

Open With Prayer

Confirmation of Agenda

Adoption of Minutes

Communications, Delegations, Advertised Bylaw and Related Reports

2013-48 Design Regina: The Official Community Plan Bylaw

DE13-115 Ned Kosteniuk: Official Community Plan

DE13-116 Bob Linner: Proposed Official Community Plan

DE13-117 Blair Forster: Proposed Official Community Plan (OCP)

CP13-23 Regina & Region Home Builders' Association: Official Community Plan

Recommendation

This communication be received and filed.

CP13-24 RM of Sherwood: Proposed City of Regina 'DESIGN REGINA' Official Community Plan (OCP)

Recommendation

This communication be received and filed.

CP13-25 Brett Dolter: Suggested Additions to the Regina Official Community Plan

Recommendation

This communication be received and filed.



Office of the City Clerk

CP13-26 Bike Regina: OCP

Recommendation

This communication be received and filed.

CP13-27 Jim Elliott: Official Community Plan

Recommendation

This communication be received and filed.

CM13-5 Supplementary Report - Special Study Areas and the Official Community Plan

Recommendation

1. That the Special Study Area (SSA) land owned by North Ridge Development Corporation (North Ridge) meets the requirements of policy 2.14 and may proceed as part of the 300,000 population phase of the Official Community Plan (OCP) subject to the following conditions:
 - Sanitary sewer servicing is expected to occur to the south, connecting to the future Westerra pump station, unless alternative plans acceptable to both the developer and the Administration are developed. Grades and depths for the North Ridge sanitary trunk will be designed to accommodate future development of the neighbouring properties between the SSA and Dewdney Avenue.
 - Stormwater management for the North Ridge land will be designed to accommodate future gravity flows from the neighbouring properties between the SSA and Dewdney Avenue where the topography permits.
 - Water servicing will be provided by the Dewdney Avenue/Global Transportation Hub watermain, with a secondary connection to the north. The design of the North Ridge watermain will permit the future connection of the neighbouring properties between the SSA and Dewdney Avenue.
 - The road network within the SSA will include an allowance for a future road to the south, an intersection on Pinkie Road, accommodation of future widening of Pinkie Road, and other considerations to be planned in conjunction with the completion of the Transportation Master Plan this fall.
 - Any other utilities constructed from the south or Pinkie Road will be designed and built so as to provide service to the broader area wherever possible.



Office of the City Clerk

- The North Ridge land will be subject to a collaborative planning process to integrate the Westhill/Fairways West neighbourhoods with the land to the south, including the construction of new City roads and services.
 - The North Ridge development will conform to the requirements of OCP.
2. That 120 hectares (ha) of the SSA land owned by Dundee Development Corporation (Dundee) meets the requirements of policy 2.14 and may proceed as part of the 300,000 population phase of the Official Community Plan (OCP) subject to the following conditions:
 - Any roads, services or other utilities constructed in the first phase of Harbour Landing West will be designed and built so as to provide future service to the broader area wherever possible.
 - The developer must fund, own and operate any temporary infrastructure, including the temporary drainage pumping system. The developer is also responsible for transitioning the temporary system to a permanent solution once it is constructed.
 - Should capacity in the Harbour Landing West pump station prove insufficient, the developer would be responsible for any additional costs to upgrade the pump station or scale back development plans accordingly.
 - The first phase of Harbour Landing West will be designed to integrate with the existing Harbour Landing neighbourhood and the continued development of Harbour Landing West and southwest Regina in the future.
 - The Harbour Landing West development will conform to the requirements of the OCP.
 3. That the remaining land in the future Harbour Landing West neighbourhood will be evaluated for future development as part of a comprehensive review of the City's future growth on lands that are anticipated to be annexed in 2014.
 4. That the timing of development for both areas, identified in recommendations 1 and 2, be determined through the development of a phasing and financing plan for the 300,000 population phase, which will be completed collaboratively with the development community and provided for the consideration of Council in December of 2013.

CM13-7

Supplementary Report: Process Change for the Official Community Plan

Recommendation

1. That recommendations #2 and #5 be deleted from report CR13-112, Proposed Official Community Plan; and
2. That recommendations #1, #3 and #4 from report CR13-112 be tabled to the September 9th, 2013 meeting of City Council for further consideration.



Office of the City Clerk

CR13-112 Proposed Official Community Plan (OCP)

Recommendation

1. That a new official community plan, known as “Design Regina” and attached as Appendix A to this report be adopted pursuant to Part IV of *The Planning and Development Act, 2007*.
2. That the City Solicitor be directed to prepare the necessary bylaw to authorize and adopt the new official community plan and repeal the Regina Development Plan, Bylaw 7877 pursuant to Section 36 of *The Planning and Development Act, 2007*.
3. That the Administration be directed to return to Council with a phasing and financing plan for the Growth Plan by December 2013.
4. That the Administration be directed to return to Council with recommendations on the Office Policies in Q1 of 2014.
5. That the growth areas identified by Dundee Developments and North Ridge Development Corporation related to study areas be referred to the Administration for a meeting to resolve some of the growth challenges presented to the August City Council meeting.

Adjournment

BYLAW NO. 2013-48

DESIGN REGINA : THE OFFICIAL COMMUNITY PLAN BYLAW

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

Title

1 This Bylaw may be cited as “Design Regina : The Official Community Plan Bylaw”.

Purpose

2 The purpose of this Bylaw is to adopt an Official Community Plan for the City of Regina.

Authority

3 The authority for this Bylaw is section 29 of *The Planning and Development Act, 2007*.

Official Community Plan Adopted

4 The City of Regina adopts Schedule “A” to this Bylaw as its Official Community Plan.

Regina Development Plan Repealed

5 Bylaw No. 7877, being *The Regina Development Plan*, is repealed.

Coming Into Force

6 This Bylaw shall come into force upon receiving the approval of the Minister of Government Relations.

READ A FIRST TIME THIS _____ DAY OF _____ 2013.

READ A SECOND TIME THIS _____ DAY OF _____ 2013.

READ A THIRD TIME AND PASSED THIS _____ DAY OF _____ 2013.

Mayor

City Clerk (SEAL)

CERTIFIED A TRUE COPY

City Clerk

Approved by the Ministry of Government Relations
this _____ day of _____, 2013.

Ministry of Government Relations

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

City Solicitor

ABSTRACT

BYLAW NO. 2013-48

THE OFFICIAL COMMUNITY PLAN BYLAW

PURPOSE:	To adopt an Official Community Plan for the City of Regina
ABSTRACT:	Design Regina : The Official Community Plan Bylaw is a comprehensive policy framework intended to guide the physical, environmental, economic, social and cultural development of Regina. It establishes the City's priorities, goals and policies for growth and development.
STATUTORY AUTHORITY:	The authority for this Bylaw is Part IV, particularly section 29, of <i>The Planning and Development Act, 2007</i>
MINISTER'S APPROVAL:	Ministerial approval is required pursuant to s. 36 of the Planning and Development Act, 2007
PUBLIC HEARING:	Required pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
PUBLIC NOTICE:	Required pursuant to section 207 of <i>The Planning and Development Act, 2007</i>
REFERENCE:	Executive Committee Meeting on July 23, 2013
AMENDS/REPEALS:	This Bylaw repeals Bylaw No. 7877, being <i>The Regina Development Plan Bylaw</i>
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	Community Planning and Development
INITIATING DEPARTMENT:	Planning



Official Community Plan

Final Draft

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PART A

CITYWIDE PLAN

PART A – CITYWIDE PLAN

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SECTION A: INTRODUCTION TO DESIGN REGINA

An official community plan (OCP) is the keystone of a municipality’s long-term strategic direction, and it is essential to managing future growth and development. An OCP provides a comprehensive policy framework to guide the physical, environmental, economic, social and cultural development of the municipality.

The Planning and Development Act, 2007 allows a council to adopt an official community plan. Furthermore, *The Statements of Provincial Interest Regulations* provide guidance on a complex series of land-use and development issues, fostering vibrant, safe, self-reliant and sustainable municipalities. These two documents underpin the critical and legislative role of an OCP as a management tool.

The City of Regina’s OCP, entitled Design Regina, will manage the city’s growth to 300,000 people and set the stage for its longer-term development. To be sustainable, a municipality must be forward-thinking, responsibly planning for the long term. For Regina, this means looking ahead by protecting land for growth to a population of 500,000. It also means planning for an appropriate balance of employment and residential growth to ensure that overall growth can be paid for over the long term to foster municipal financial sustainability.

Design Regina provides the City with direction on where and when new development will happen, how municipal services will accommodate this growth, and other factors affecting Regina citizens’ *quality of life*, such as:

- economic development;
- housing;
- transit and roads;
- walking and cycling routes;
- the natural environment;
- parks and recreation;
- building design; and
- arts, *culture* and heritage.

The Design Regina goals and policies aim to create a sustainable city where social, environmental and economic concerns are addressed alongside the need to create a place where people want to live, work and play. The OCP is a strategically important part of bringing the City’s Vision for Regina to life.

History

Design Regina has been prepared at a time when Regina is experiencing relatively rapid expansion due to diverse and growing economies centered around oil, potash and agriculture. To put this growth in perspective, over the past 25 years, Regina has grown by 30,000 people. However, over the next 25 years, it is projected that 100,000 more people will make Regina their home, and many of those new residents will be recently landed immigrants. The city's projected rate of growth and increasingly diverse population make critical the process of developing a long-term plan.

Since Regina was founded in 1883, it has grown in a concentric fashion around the Downtown – the area bounded by Albert, Victoria and Broad Streets, and the CPR Main Line. Along the way, the city was shaped by the plans set forth first by Thomas Mawson in 1914, and then by Eugene Faludi in the 1940s and 1950s. As a result, the city has followed a consistent and successful pattern of growth. *Wascana Centre*, which runs alongside Wascana Creek and Lake, has been a focal point for the city and has played an important role in shaping Regina. The city also features a canopy of trees, planted in the early twentieth century, which shade most city streets built before 1980. Currently, many of Regina's residents live within a short 15 minute commute of the City Centre due to the city's relatively compact form, and most residential neighbourhoods are located within easy commuting distance of other employment areas.

Design Regina seeks to build on the City's earlier planning successes and create a framework for new growth that continues to ensure that all parts of the city are well connected, that a strong *live/work* relationship for residents is retained, and that the city is extended to serve all current and new generations.

First Step Within a Broader Plan

Design Regina directs growth and change in the city for a population of up to 300,000 people. This initial growth is rooted in a greater context that anticipates the city's population growth up to 500,000 people. Growth of the city from 300,000 to 500,000 will create new opportunities and challenges, so it is vital that the City's policies and decisions be forward-looking and plan for the long term. Bearing in mind these population milestones is important to:

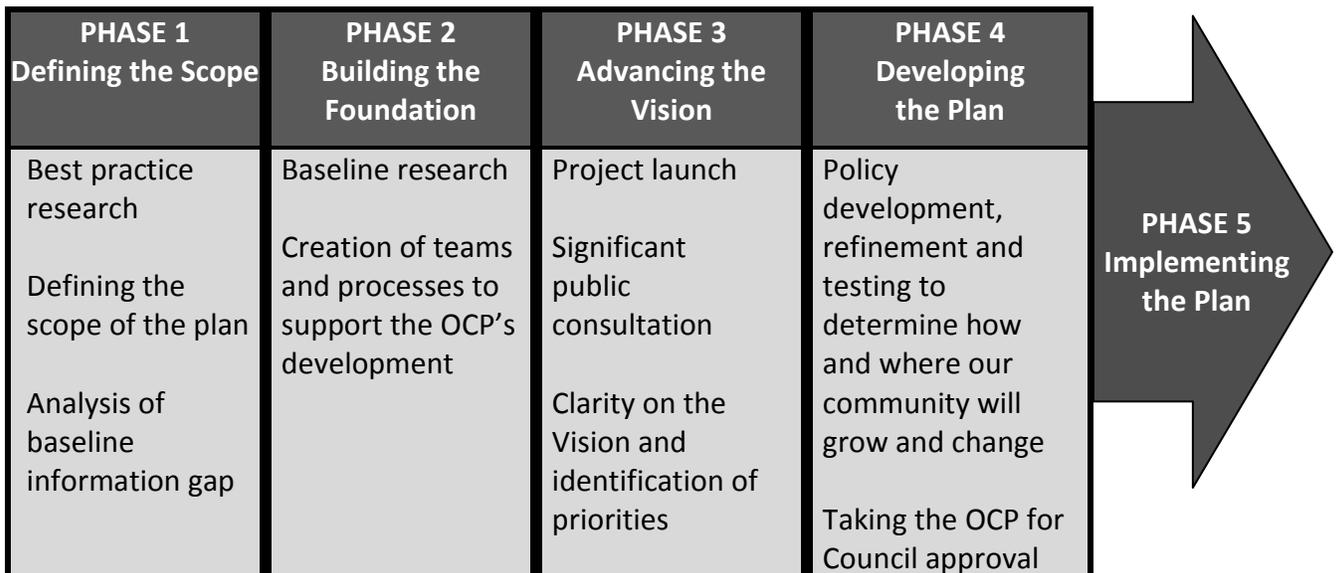
- ensure that the city has room to grow by protecting sufficient land for residential and employment use, as well as their supporting roads and infrastructure;

- help achieve balanced growth through the development of both *complete neighbourhoods* and employment lands;
- continue to maintain a compact urban form and critical mass of *density* within the city;
- ensure that the associated infrastructure is planned and staged in a way that allows the City to manage long-term costs;
- plan more efficiently and transparently to ensure that resources are allocated wisely; and
- optimize regional cooperation through joint planning and exploration of sharing services with surrounding municipalities.

The Design Regina Story

Regina’s Official Community Plan was launched publicly in May 2011 with a planned completion year of 2013. Design Regina is the result of a four-year process that included two years of extensive public and stakeholder engagement.

Overview of the Process to Develop the Official Community Plan



The process began with a scoping phase. While the existing OCP had been periodically updated, it had not had a thorough review in over 25 years. In that time, provincial legislation and best practices for developing community plans had changed.

The community had also undergone some significant changes. In the years leading up to the launch of the Plan, Regina experienced significant population increases due to a booming economy, and the subsequent arrival of international immigrants that came to call Regina home. Regina’s growing diversity made it imperative that the City understand its residents’ evolving needs and expectations around housing, transportation, recreation and other aspects of the community related to *quality of life*.

A key part of the initial plan development phases required the project team to identify baseline information gaps, and then conduct research in order to fill those gaps. This allowed the teams to better understand the city’s current state and determine how to build the official community plan, Regina’s roadmap for change, and advance the Vision.

Design Regina also included significant public engagement. In particular, it sought to gather input on priority areas of focus. The community provided feedback through the Design Regina website, stakeholder workshops, nearly 20 road show events, “My future Regina is” cards, 24 stakeholder conversations with 120 representatives, three speakers series events, 40 self-formed citizen circles, an ideas fair, a public forum, and an associated wrap-up open house where the Plan’s Community Priorities were initially drafted.

The Community Priorities were refined and tested with the broader community through focus groups, a website survey, and a statistically valid telephone survey before being taken to Council for endorsement in April 2012. The Community Priorities provided direction to the development of the official community plan.

The project then moved into plan development - the fourth and final phase of the project. The project team drafted the growth plan and various policy topic sections, and the community continued to engage online, through stakeholder workshops, and at three open houses.

In addition to planning, implementation has always been a key focus for Design Regina. The Design Regina project team has concentrated not only on building a strong plan, but also on creating a plan that is owned and implemented by City staff, Council, and members of the community.

Key Considerations for Planning for the Future

Some of the key considerations in the development of the Plan are outlined as follows.

- **Economic Growth** — As the provincial and municipal economies expand and diversify, city building will serve as a major catalyst for shared prosperity.
- **Population Growth** — Increased immigration is largely responsible for meeting the labour needs of the economy, driving Regina’s unprecedented population growth and corresponding demands for a wider range of services from the City, and contributing to changes in the city’s demographics.
- **City Building and Change** — Regina is changing at unprecedented rates and is continuously improving existing neighbourhoods and developing new neighbourhoods. Roughly 25% of the city’s housing starts are in existing neighbourhoods, and 75% are in new neighbourhoods.
- **Housing Availability** — Housing demand is rapidly changing in the city, moving from the traditional single detached house to more diverse options such as apartments, family-sized rentals, secondary suites, *specific needs housing*, and *attainable housing*.
- **Engagement** — Regina residents are engaged in the activities of the City, leading and supporting initiatives that enhance an *inclusive* city-building process that offers residents transparency in decision-making and builds ownership through participation.
- **Mobility** — The city is increasingly transitioning from car-oriented to people-oriented design and development by offering residents a greater range of mobility choices. At the same time, the city faces increased demands for more and better transportation connections to the region.
- **Regina’s Distinctive Character** — Regina boasts small and distinctive neighbourhoods, welcoming and open people, a proud history of city planning and building, and much more. The city’s character is essential to its current and future built form, civic identity, and *culture*.
- **Living within Our Means** — As Regina grows, it faces financial limitations. The costs associated with growth must be considered in a long-term context to avoid passing debt on to future generations.
- **Environment** — As the next generation grapples with climate change and other environmental issues, the City must continue to work hard to conserve and rehabilitate its *natural system*.

Vision

City Council developed the following Vision for Regina, and it has been adopted by Design Regina:

Regina will be Canada's most **vibrant, inclusive, attractive, sustainable** community, where people live in **harmony** and thrive in **opportunity**.

- **Vibrant** – Young people and creative spirits are inspiring dynamic neighbourhoods and an exciting Downtown, all of which feature first-rate facilities for health, wellness and artistic expression.
- **Inclusive** – Our community welcomes people. We live the values of respect and trust and celebrate the strength that comes from our diversity.
- **Attractive** – Residents and visitors choose Regina because it's clean, green, lively, friendly, affordable and fun!
- **Sustainable** – People forge a balance between the economic, social, environmental and cultural dimensions of their decisions by serving as stewards of the resources we share and by demonstrating leadership.
- **Harmony** – Empathy and understanding come from, and lead to, being safe in our homes and neighbourhoods; building strong social networks throughout the community creates synergy and sense of belonging.
- **Opportunity** – The entrepreneurial spirit powers Regina as a centre of success where research, innovation and excellence abound.

Design Regina provides Regina with a roadmap for change that will enable the City to realize its Vision.

Community Priorities

Early in the Design Regina process, the public was asked to identify a set of Community Priorities that draw on the City's Vision and provide direction for the goals and policies contained in this Plan:

Develop complete neighbourhoods

Create safe and *inclusive* neighbourhoods that are easy to get around and that have a mix of housing choices, amenities, and services. Community input will drive a proactive approach to city planning.

Embrace built heritage, and invest in arts, culture, sport and recreation

Enhance *quality of life*, community identity and pride by supporting heritage preservation, arts, *culture* and four season sport and recreation activities which will foster community vibrancy and cohesiveness.

Support the availability of diverse housing options

Support a variety of housing choices to ensure people from all walks and stages of life are welcomed to live in Regina.

Create better, more active ways of getting around

Make it easier for people of all abilities to travel by investing in public transit in appropriate locations and planning for all active forms of transportation. This includes providing access routes so all people can more easily travel from home to work and to other destinations.

Promote conservation, stewardship and environmental sustainability

Reduce the city's environmental footprint; prioritize the conservation of land, water, and energy; and embrace new operational measures, such as leading practices for waste management.

Achieve long-term financial viability

Spend money wisely to ensure the City's ability to manage its services and amenities both now and in the future. This includes considering the full costs of operating before committing to projects or services and to search out new ways to generate revenue to ensure the City has the financial resources to meet customers' needs.

Foster economic prosperity

Support a vibrant and diverse economy that provides opportunities for residents to prosper and Regina to flourish.

Optimize regional cooperation

Work cooperatively with surrounding municipalities, agencies, levels of government and other stakeholders to determine and evaluate opportunities to collaborate to plan for and potentially deliver services regionally.

Fostering the Development of a Sustainable Community

In 2011, Council adopted the following definition of sustainability for Regina:

Regina aims to be a sustainable four-season community that meets its current needs without compromising the needs and *quality of life* of future generations.

A new generation of decision-making based on this Plan will significantly influence the long-term sustainability of the City. Directed by the Vision and Community Priorities, this Plan will enhance sustainability of the city through integration of future decision-making, including:

- financial policies that foster long-term financial integrity for the City of Regina;
- cross-cutting policies and governance structures that ensure the implications of decision-making are considered between topic areas;
- policies that increase choice to enable residents to act in more sustainable ways by providing residents with additional programming, living and mobility options;
- implementation policies that direct the development of a monitoring program to track progress over time and to trigger where refinements are required to better meet the goals of this Plan; and
- a requirement that other city plans, guidelines and activities be consistent with this Plan, connecting sustainable aspirations to day-to-day operational activities.

How to Read this Plan

The Plan contains Financial Policies and a Growth Plan, which are the City’s primary reference tools for guiding growth, development, and change. It also contains corresponding Citywide Policy that provides an additional level of detail on culture, land use, infrastructure, and other key elements important to building a solid and sustainable future for the city. References in this Plan to “City” relate to the municipal government of the City of Regina and “city” means the urban area of Regina.

This Plan should be read in its entirety as matters in one section apply to others. The topic sections and policies within these sections are not listed in order of priority.

This Plan is comprised of policies, maps, definitions, figures and appendices:

- Key terminology is *italicized* and defined in the Definitions section of the Plan. The exception is provincial documents referenced in this Plan (i.e. *The Planning and Development Act, 2007, The Cities Act, Saskatchewan Plan for Growth, The Statements of Provincial Interest Regulations* and others), which are italicized but not defined.
- Map features which relate to policies are CAPITALIZED and are explained in the Definitions section.
- Other map features which do not relate to policy but convey information useful to the reader for contextual purposes are not defined (e.g. railways).
- Policies are contained within sections B through E and provide direction for development of the city;
- Maps will guide planning and development decisions and conceptually illustrate spatial application of policies contained in this Plan; and
- Appendices provide supplemental information except when referenced directly in the policy.

This Plan was developed in accordance with *The Planning and Development Act, 2007* (as amended), which provides a basis for orderly development in municipalities. *The Statements of Provincial Interest Regulations* of the Province of Saskatchewan provide additional policy direction to guide provincial and municipal planning decisions as well as the development of sustainable communities. This Plan should be read in conjunction with the *Act* and the applicable *Statements of Provincial Interest Regulations*.

Plan Coordination

City policies, standards, and bylaws will be updated over time to conform to this Plan.

This Plan will prevail where there is a conflict with other City planning documents, including policies, standards, and bylaws.

Other policies, standards and bylaws of immediate relevance to the effective implementation of this Plan include:

- Community Investment Program
- Comprehensive Housing Strategy
- Development Standards Manual

- Open Space Management Strategy
- Recreation Facility Plan 2010-2020
- Regina Urban Forest Management Strategy
- Regina Zoning Bylaw
- Servicing Agreement and Development Levy Standard Conditions
- Standard Construction Specifications Manual
- Subdivision Bylaw
- Transit Investment Plan
- Wascana Creek Source Water Protection Plan
- Water and Sewer Bylaw
- Winter Road Maintenance Policy

This list is not exhaustive and other bylaws, policies, strategies, guidelines and plans of the City will play an important role in implementation. In addition, this Plan will require that more detailed strategies be prepared. The City of Regina will consider the development of these and other strategies as part of its ongoing strategic planning.

Strategic Framework

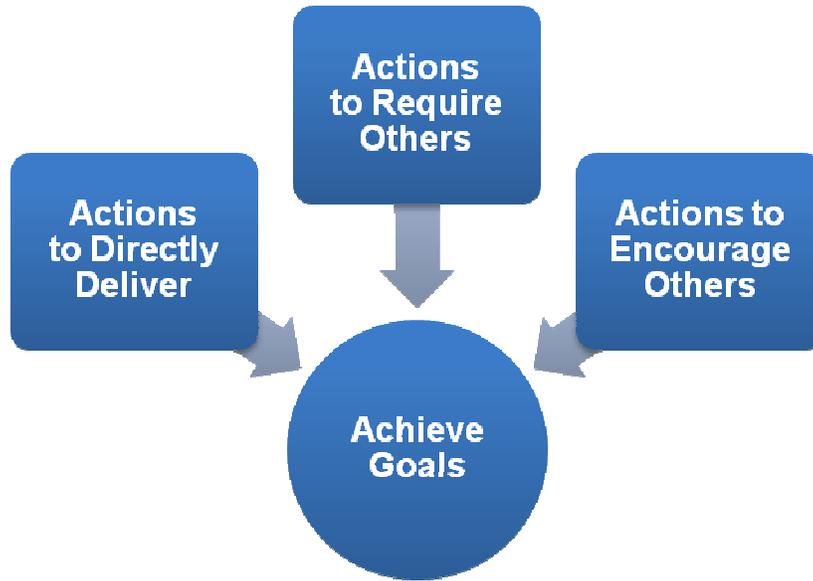
The OCP is a long-term plan for how Regina will grow and develop over time to achieve the Vision. The Community Priorities, goals and policies direct how we will move towards that Vision in the coming years. The Plan is transformational, and therefore requires careful consideration in terms of action planning and staging.

Role Clarity

This Plan recognizes that the City of Regina alone cannot achieve the goals and policies. It will require the commitment of many partners and stakeholders. However, as a bylaw and policy framework for the City, the Plan must delineate the City's obligations and its role in achieving the policies. At its simplest, the City can take one of three different types of action:

- Directly deliver programs and services;
- Require others to deliver through regulations and bylaws; or
- Encourage others to deliver through incentives, policies, and partnerships.

The policies have been structured so that their language will clarify the role of the City of Regina in achieving the goals of Design Regina.

Figure 1: Implementation Framework**Staging**

This Plan will include short-, medium- and long-term actions. As such, the Plan will be implemented in manageable pieces to enable its success, establishing what should happen first to set the stage for future actions as well as considering corporate capacity and financial viability.

The Plan is a living, dynamic document, one that enables the City to make adjustments in order to meet changing needs of the community. Some of these adjustments will occur as part of the regular reviewing and monitoring, but amendments may also be made as required throughout the Plan's implementation.

SECTION B: FINANCIAL POLICIES

Introduction

Reginans who participated in the engagement processes of Design Regina identified the desire to “achieve long-term financial viability” as a Community Priority. The City must spend money wisely to ensure that it can continue to manage its services and amenities both now and in the future. This includes considering the full cost to the City and taxpayers, over the total life of the asset before committing to new projects or services and to search out new ways to generate revenue to ensure that the City has the financial resources to meet residents’ needs now and in the future.

The financial principles and policies provide a framework within which all other policies in this Plan should be understood. They are the foundation of how Regina intends to move forward.

This section links to the following Community Priority:

- Achieving long-term financial viability.

Goal #1 – Financial Principles

Use a consistent approach to funding the operation of the City of Regina.

- 1.1 Allocate the cost of delivering programs and services based on the following principles, which shall be referred to as the benefits model:
 - 1.1.1 Where the benefits of a program or service are city-wide and shared collectively among numerous beneficiaries, the costs are to be paid for by the general revenues of the City of Regina;
 - 1.1.2 Where the benefits of a program or service are directly attributable to specific beneficiaries, the costs are to be paid through user fees or other similar charges; and
 - 1.1.3 Where some of the benefits of a program or service are city-wide and some of the benefits are directly attributable to specific beneficiaries,

the costs are to be paid for by a combination of general revenues of the City of Regina and user fees or other similar charges.

- 1.2 Consider, except where prohibited by *The Cities Act* or other regulations, and where appropriate, establishing user fees and other similar charges in excess of full cost recovery for the program or service to which the fees apply. Such resources shall be considered general revenues for the payment of costs associated with public benefits that are shared city-wide.

Goal #2 – Sustainable Services and Amenities

Ensure that City of Regina services and amenities are financially sustainable.

- 1.3 Optimize the use of existing services/amenities:
 - 1.3.1 Establish an asset management framework and program;
 - 1.3.2 Provide affordable and cost-effective services and amenities in accordance with available financial resources and capabilities; and
 - 1.3.3 Require that new development meets City standards for infrastructure servicing, and require the development proponent to provide any upgrades necessary as a result of the new development.
- 1.4 Develop infrastructure in accordance with a phasing and financing plan.
- 1.5 Provide infrastructure that meets expected growth and service levels, in accordance with financial resources and capabilities.

Goal #3 – Financial Planning

Ensure the sustainability of the City by understanding and planning for the full cost of capital investments, programs and services in advance of development approval and capital procurement.

Capital Budgeting

- 1.6 Make decisions on capital investment based on an understanding of the strategic priorities of the City and overall fiscal limitations.

- 1.7 Align capital development plans with the policies of this Plan:
- 1.7.1 Coordinate capital plans with phasing of growth and development;
 - 1.7.2 Update capital plans annually to account for changes in the timing and location of development;
 - 1.7.3 Identify and evaluate each capital project in terms of the following, including but not limited to:
 - Costs;
 - Timing & phasing;
 - Funding sources;
 - Growth-related components;
 - Required financing and debt servicing costs;
 - Long-term costs, including operations, maintenance, and asset rehabilitation costs;
 - Capacity to deliver; and
 - Alternative service delivery and procurement options.
 - 1.7.4 Identify a range of applicable funding sources over the lifecycle of an asset.
- 1.8 Consider the following prioritization in developing capital investment plans:
- 1.8.1 Supporting INTENSIFICATION AREAS;
 - 1.8.2 Completing BUILT OR APPROVED NEIGHBOURHOODS; and
 - 1.8.3 Developing NEW NEIGHBOURHOODS.

Development Approvals

- 1.9 Ensure decision-making on development applications considers the City's financial and infrastructure capacities.

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- 1.10 Consider requiring fiscal impact analyses for development proposals that have the potential to have an impact on the City’s ability to achieve the goals of this Plan.
- 1.11 Require the inclusion of the following in fiscal impact analyses:
- 1.11.1 Capital and operating cost impacts, including the cost of financing and repaying debt associated with the development, if required;
 - 1.11.2 Tax, Servicing Agreement Fees, Development Levy, and utility rate impacts; and
 - 1.11.3 Any identifiable qualitative impacts.
- 1.12 Ensure all agreements required to provide infrastructure, including financial and development agreements, are in place prior to proceeding with development.

Financial Incentives

- 1.13 Ensure the financial sustainability and return on investment of financial incentives designed to further the goals and objectives of this Plan.

Goal #4 – Revenue Sources

Ensure revenue growth and sustainability.

- 1.14 Work with other levels of government to:
- 1.14.1 Secure sustainable sources of municipal funding for both capital and operating needs of the City;
 - 1.14.2 Identify major growth-related capital works that require Provincial/Federal direct investment; and
 - 1.14.3 Revise funding formulas for grants and other contributions relating to growth.

-
- 1.15 Advocate for revisions to *The Cities Act, The Planning and Development Act, 2007* (as amended), and other relevant legislation and regulations to expand the authority of the City of Regina to collect revenues.
- 1.16 Ensure that growth pays for growth by:
- 1.16.1 Ensuring Service Agreement Fees charges are based on *full capital cost*;
 - 1.16.2 Regularly reviewing the rate and rate structure for Service Agreement Fees;
 - 1.16.3 Reviewing the areas to which Service Agreement Fees apply, including the possibility of fees varying with location, *density* and use as necessary, except where specific and deliberate subsidies are approved to support public benefits;
 - 1.16.4 Aligning the City’s development fees, property taxes and other charges with the policies and intent of this Plan; and
 - 1.16.5 Achieving a balance of employment and residential lands.
- 1.17 Consider options for allocating costs to non-residents for the use of City of Regina services which are not fully cost recovered through user fees.
- 1.18 Continue to consider and implement innovative financing tools to pay for growth, including but not limited to:
- 1.18.1 Tax increment financing;
 - 1.18.2 Public-Private Partnerships (P3s);
 - 1.18.3 Special levies; and
 - 1.18.4 Bonusing (e.g. to allow for additional *density* or height in developments).

- 1.19 Encourage surrounding municipal governments and government agencies to provide 10-year forecasts of capital expenditures to allow for improved joint planning.
- 1.20 Apply the benefits model to ensure that costs shared with other municipalities and external agencies are paid for on a proportionate basis.

SECTION C: GROWTH PLAN

Introduction

Regina has grown concentrically from the *Downtown*, resulting in a classic urban form. The *Downtown* is located at the centre of the city, with mature neighbourhoods immediately surrounding it and peripheral neighbourhoods distributed equidistant from it. Key *urban corridors* that contain most of the city's commercial development radiate from the centre following the grid pattern of land division, the system according to which the original city was planned, and that continue to link Regina to the rural municipalities located beyond its city limits. The city clearly contrasts its prairie surroundings, and has a well-defined edge and a prominent skyline.

One of the most significant form-makers in Regina's growth has been the Wascana Creek, which runs from southeast to northwest across the city, the Creek's tributaries and valleys, Wascana Park, and Wascana Lake. Other significant features of Regina include: the multiple railways, which tend to follow the natural topography; industrial lands located primarily in the northeast quadrant of the city; the Regina International Airport located in the southwest quadrant of the city; and a series of highway corridors that link Regina with other provincial cities beyond its region.

A series of notable City Plans and initiatives have influenced Regina's form and character. This Plan aims to ensure that these key characteristics are preserved and extended as the city continues to grow outwards and *intensify* or redevelop within. Therefore, the Plan seeks to ensure that urban growth is orderly and controlled; that existing neighbourhoods as well as the city's primary corridors and centres are strengthened; and that lands beyond the city boundary are maintained in a state that allows for their eventual conversion to urban uses. The *Downtown* will continue to serve as the primary employment, civic and cultural hub of the city; however, as the city expands, new centres will emerge, providing amenities and services to residents.

Goal #1 – Long-Term Growth

Ensure that sufficient developable land is protected for future city growth.

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- 2.1 Endeavor to ensure that lands contained within the LONG-TERM GROWTH AREA (500K) are protected over the long term to accommodate a city population of 500,000, as conceptually shown on Map 1 - Growth Plan.
 - 2.2 Direct future growth as either *intensification* on or *expansion* into lands designated to accommodate a population of approximately 300,000, in accordance with Map 1 - Growth Plan.
 - 2.3 Direct at least 30% of new population to existing urban areas as the City's *intensification* target:
 - 2.3.1 Review the *intensification* target every five years.

Goal #2 – Efficient Servicing

Maximize the efficient use of existing and new infrastructure.

- 2.4 Make use of residual capacity of infrastructure in existing urban areas.
- 2.5 Develop compact and contiguous neighbourhoods.
- 2.6 Phase and stage development in accordance with a phasing and financing plan.

Goal #3 – Intensification

Enhance the city's urban form through intensification and redevelopment of existing built-up areas.

- 2.7 Direct future higher *density intensification* to the CITY CENTRE, existing URBAN CENTRES and CORRIDORS and adjacent INTENSIFICATION AREAS where an adequate level of service and appropriate intensity and land use can be provided.
- 2.8 Require *intensification* in BUILT OR APPROVED NEIGHBOURHOODS to be compatible with the existing built form and servicing capacity.
- 2.9 Direct at least 10,000 new residents to the CITY CENTRE, which will accommodate the city's highest population and employment densities.

- 2.10 Prepare an *intensification* development strategy, which addresses the following:
- 2.10.1 Priority areas for *intensification* within areas identified in Policy 2.7 and 2.8;
 - 2.10.2 Potential obstacles to *intensification* and strategies to overcome them;
 - 2.10.3 Incentives for encouraging *intensification* development;
 - 2.10.4 Regulations and guidelines for undertaking the planning and design of *intensification* sites;
 - 2.10.5 Considerations for various types of *intensification* sites, including but not limited to former school sites, *brownfield* redevelopment sites, and CITY CENTRE sites;
 - 2.10.6 Guidelines for determining compatible *urban design*, appropriate built forms, densities, and design controls;
 - 2.10.7 Guidelines for future *intensification* of NEW NEIGHBOURHOODS and NEW MIXED-USE NEIGHBOURHOODS; and
 - 2.10.8 Other matters, as required by the City.

Goal #4 – New Neighbourhoods and Employment Areas

Ensure that new neighbourhoods and employment areas maximize infrastructure investments and quality of life through a compact and integrated built form.

- 2.11 Require NEW NEIGHBOURHOODS and NEW MIXED-USE NEIGHBOURHOODS, as identified on Map 1 - Growth Plan, to:
- 2.11.1 Be designed and planned as *complete neighbourhoods* in accordance with Policy 7. 1;

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- 2.11.2 Achieve a minimum gross population *density* of 50 persons per hectare (pph).
- 2.12 NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS and NEW EMPLOYMENT AREAS shall:
- 2.12.1 Be developed in accordance with a phasing and financing plan; and
- 2.12.2 Be subject to an approved concept plan.
- 2.13 Amend Map 1 – Growth Plan and related policies if necessary to correspond to the final alignment of the provincial highway bypass to comprehensively plan development in the southeast.
- 2.14 Permit the development of lands designated as SPECIAL STUDY AREAS, as shown on Map 1 - Growth Plan, in accordance with Policy 2.15, where it can be demonstrated, to the City’s satisfaction, that:
- 2.14.1 The extent to which development can proceed using capacity in existing infrastructure without significant upgrades being required;
- 2.14.2 Any proposed new infrastructure supports planned long-term growth and can be provided in the financial best interest of the City of Regina from a life cycle cost perspective;
- 2.14.3 Any interim servicing will be fully the responsibility of the developer until infrastructure supporting long-term growth is in place;
- 2.14.4 The area can be developed in such a way so as to permit ready integration with future planned development and, where applicable, existing neighbourhoods;
- 2.14.5 Impacts on the existing community, BUILT OR APPROVED NEIGHBOURHOODS, or other recommended development associated with the 300,000 population are minimal; and
- 2.14.6 The proposed development conforms to the policies of this Plan.

- 2.15 Ensure that the development of lands shown as SPECIAL STUDY AREA, as shown on Map 1 – Growth Plan, is subject to the following requirements:
- 2.15.1 Only 120 hectares of the lands designated as SPECIAL STUDY AREA which are located within the southwest part of the City, as shown on Map 1 – Growth Plan, may be considered for development; however, the City may consider allowing additional land to be developed following the substantial build-out of the initial 120 hectares, in accordance with Policy 2.14; and
 - 2.15.2 Provided the criteria listed in Policy 2.14 has been met to the City’s satisfaction, a concept plan shall be prepared and approved as a prerequisite for rezoning and development.

SECTION D: CITYWIDE POLICIES

This section provides policy direction by topic area:

D1: Regional Context

D2: Environment

D3: Transportation

D4: Infrastructure

D5: Land Use and Built Environment

D6: Housing

D7: Parks, Recreation and Open Space

D8: Culture

D9: Health and Safety

D10: Economic Development

D11: Social Development

Please note that there is cross over between topics and the previous sections so reading the Plan in its entirety is encouraged.

D1: REGIONAL CONTEXT

Introduction

The Regina region will continue to change as people, attracted by economic, environmental, social and cultural opportunities, move into the area. As the capital city of the province and a centre for commerce, trade and services, Regina acts as an anchor for growth and development in the region as a whole (see Map 2 – Regina Census Metropolitan Area for context).

The growth of Saskatchewan’s economy requires a fresh approach to planning, and the City is committed to working with neighbouring municipalities to support the provincial government’s *Saskatchewan Plan for Growth* and *The Statements of Provincial Interest Regulations*. Both provincial documents prioritize the need for inter-municipal cooperation facilitating strong partnerships, joint infrastructure where appropriate, and coordinated development.

As the region continues to grow, developers and other land users (residential, industrial, commercial, etc) will place additional demand on land and services. Sound regional planning in collaboration with the City’s neighbours and partners will ensure the orderly and sustainable development of the region. Some key challenges that might benefit from collaborative approaches include the management of regional transportation, provision of core utility services, development of the economy, and coordination of regional ecological assets.

This section links to the following Community Priorities:

- Create better, more active ways of getting around;
- Promote conservation, stewardship, and environmental sustainability;
- Achieve long-term financial viability;
- Foster economic prosperity; and
- Optimize regional cooperation.

Goal #1 – Support Regional Growth

Support a more sustainable and beneficial approach to growth within the region through collaborative regional planning and service delivery.

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- 3.1 Collaborate with regional partners to:
- 3.1.1 Identify regional growth nodes and corridors and compatible land uses for each;
 - 3.1.2 Establish development forms that support the sustainable use of infrastructure; and
 - 3.1.3 Promote lands for housing and employment that support regional industry and investment.
- 3.2 Work with regional partners to explore strategic planning initiatives, including but not limited to:
- 3.2.1 An integrated servicing strategy that may include cost-sharing models, corresponding service levels, and performance outcomes for long-term views;
 - 3.2.2 Regional economic strategies;
 - 3.2.3 Regional health, safety and *food security* strategies;
 - 3.2.4 Regional open space and recreational strategies; and
 - 3.2.5 Sharing of knowledge, staff resources, and other measures in support of the above strategies.

Goal #2 – Transportation

Support regional economic growth through an effective and efficient transportation system.

- 3.3 Work with surrounding municipalities, the Province and other regional partners as necessary to ensure the efficient movement of people and goods within the region.
- 3.4 Participate where necessary in defining the location and accommodation of key transportation infrastructure associated with the effective movement of goods

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- within the region in partnership with the Province, surrounding municipalities, and the Global Transportation Hub Authority.
- 3.5 Encourage the Province to upgrade *strategic goods routes* and commuter routes that serve the region.
- 3.6 Explore the opportunity and feasibility with regional partners of future regional transit connections.

Goal #3 – Joint Planning

Establish beneficial growth and development patterns within the Urban-Rural Fringe Area through effective joint planning with the Rural Municipality of Sherwood (RM).

- 3.7 Within the URBAN-RURAL FRINGE AREA depicted in Map 1 - Growth Plan, work with the RM to:
- 3.7.1 Establish a common set of development goals through the creation of a jointly approved District Plan or similar planning instrument;
 - 3.7.2 Minimize land-use conflicts and facilitate sound, comprehensively planned development;
 - 3.7.3 Coordinate land-use and development review and approvals through the establishment of a joint RM-City planning and development review committee(s); and
 - 3.7.4 Ensure that uses optimally located in an urban setting are not replicated outside the urban boundary.
- 3.8 Enhance the design and appearance of REGIONAL GATEWAYS and entrance points to Regina, conceptually shown on Map 3 – Regional Context, to reinforce Regina’s identification as the capital city of Saskatchewan, that includes:
- 3.8.1 Clearly defined entry points or REGIONAL GATEWAYS and compatible land use for each;
 - 3.8.2 Signage to identify Regina as Saskatchewan’s capital city;

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- 3.8.3 Landscaping at the REGIONAL GATEWAYS and along the routes leading into the city in order to reinforce the prestige image of the capital; and
 - 3.8.4 Engagement with stakeholders on the above policies.
 - 3.9 Within the URBAN-RURAL FRINGE AREA, uses should not impinge on the long-term growth objectives of the City.
 - 3.10 Work with the RM to ensure appropriate agricultural uses within the URBAN-RURAL FRINGE AREA that are compatible with existing and planned future land uses.
 - 3.11 Protect or reserve sufficient land for a LONG-TERM GROWTH AREA (500K) to accommodate a city population of 500,000 as identified on Map 1 - Growth Plan to support the long-term orderly and sustainable growth and development of the city.

Goal #4 – Connected Natural System

Partner with surrounding municipalities and other regional partners to connect the city to a regional linked system of continuous natural areas and corridors.

- 3.12 Partner with surrounding municipalities and other stakeholders in preparing a regional NATURAL SYSTEM management plan that will:
 - 3.12.1 Define, implement and monitor an *ecosystems-based approach* to regional environmental protection;
 - 3.12.2 Identify compatible land uses and design guidelines to guide development within or adjacent to the regional NATURAL SYSTEM;
 - 3.12.3 Identify environmental conservation measures to protect the regional NATURAL SYSTEM;
 - 3.12.4 Identify a regional trail and recreation system connected to the POTENTIAL OPEN SPACE CONNECTIONS; and

- 3.12.5 Identify and monitor source water protection areas consistent with provincial initiatives.
- 3.13 Provide natural and open space connections to the regional NATURAL SYSTEM with an emphasis on enhancing connections to primary entrances or REGIONAL GATEWAYS to the city, significant landscapes, and major institutions.

D2: ENVIRONMENT

Introduction

Regina is recognized for its beautiful trees, clean air, expansive prairie views, and the spectacular *Wascana Centre*, one of the largest urban parks in North America and home to a migratory bird sanctuary. Citizens of Regina place high value on the lake, *wetlands*, creeks, and trees within the urban area.

As the city continues to grow, it will face environmental challenges related to its expanding ecological and carbon footprint, and the corresponding impacts on human and environmental health. The City needs to plan for and adapt to environmental change by ensuring sustainable city-building. Regina’s environmental sustainability management includes the City’s stewardship and enhancement of the *natural system* that underpin Regina’s development.

The City plays a role in the protection of its *natural system*, which is essential to the ongoing health and vitality of the city; this includes the city’s critical *habitat areas*, surface and groundwater, landscapes, air quality and *urban forests*. Understanding and continually improving and enhancing the connections between the built and natural environment will move Regina towards a more sustainable and healthy future.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability; and
- Optimize regional cooperation.

Goal #1 – Natural System

Maintain, restore and enhance Regina’s natural system and biodiversity.

4.1 Maintain and enhance the NATURAL SYSTEM conceptually identified on Map 4 - Environment, including but not limited to the:

- 4.1.1 Protection and rehabilitation of NATURAL AREAS from a “no net loss” perspective, using, wherever possible, native plant species and naturalization methods;

- 4.1.2 Provision of sufficient *vegetated buffers* on the banks of STREAMS, WETLANDS and WATERBODIES;
 - 4.1.3 Preservation of FLOODPLAIN *and floodway fringe* based on the 500-year flood event (provincial standard); and
 - 4.1.4 Creation of high-quality, well-connected NATURAL CORRIDORS and NATURALIZED CORRIDORS to enhance biodiversity and facilitate species migration and movement.
- 4.2 Restore beds and shores of STREAMS throughout the city to a naturalized state, where appropriate.
- 4.3 Restore, protect, enhance and expand the diversity of species and ecosystem types within the NATURAL SYSTEM, including habitat protection for all rare species or species at risk.
- 4.4 Require an *ecological assessment* for all new development, where appropriate, that identifies the following:
- 4.4.1 The location of the NATURAL SYSTEM, species, ecologically sensitive areas, hazard lands, contaminated lands, features, buffers, and development limits; and
 - 4.4.2 Mitigation and protection strategies related to an *ecological assessment*, as appropriate.
- 4.5 Work with the Wascana Centre Authority to protect and enhance the WASCANA CENTRE and its public open space features, WATERBODIES and HABITAT AREAS.
- 4.6 Integrate environmental conservation efforts with the surrounding municipalities and the Province.

Goal #2 – Urban Forest

Protect, promote and expand Regina’s urban forest and street tree canopy.

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- 4.7 Maintain and continually expand a healthy and diverse urban *tree canopy* to improve air quality, increase carbon sequestration, reduce heat island effect and enhance the aesthetic character of the city by:
- 4.7.1 Increasing the *urban forest* to one tree per person in public spaces;
 - 4.7.2 Requiring appropriate street tree plantings and landscaping in all development and other infrastructure projects;
 - 4.7.3 Requiring drought- and/or flood-tolerant shrubs and trees with low water requirements in landscape design where appropriate;
 - 4.7.4 Requiring tree conservation strategies for construction of new development, redevelopment and *intensification* projects; and
 - 4.7.5 Encouraging and developing forest strategies in commercial and industrial areas.

Goal #3 – Water Protection

Maintain the integrity of Regina’s aquifers, surface and groundwater resources.

- 4.8 Develop strategies to protect the quality and quantity of surface and ground water resources from contamination and impacts.
- 4.9 Work with stakeholders to establish an AQUIFER management framework that protects AQUIFER water quality.
- 4.10 Minimize the impacts of current and future urban land development and land use on water quality and sedimentation rates in city STREAMS and WATERBODIES.
- 4.11 Work with the province and other stakeholders to develop and update an inventory and assessment of the status of surface water and watersheds.
- 4.12 Implement an integrated watershed planning approach to deal effectively with relationships between land use, water quality management, and water supplies.

Goal #4 – Resiliency**Build a resilient city and minimize Regina’s contributions to climate change.**

4.13 Work with stakeholders to:

- 4.13.1 Promote more energy-efficient new construction;
- 4.13.2 Improve Regina’s air quality, including reduction of corporate and community greenhouse gas (GHG) emissions;
- 4.13.3 Monitor changes in climate and its impact on the city, and develop mitigation strategies;
- 4.13.4 Encourage green building design; and
- 4.13.5 Encourage the reduction of greenhouse gas emissions through the use of alternative energy sources.

D3: TRANSPORTATION

Introduction

The way people move around Regina contributes greatly to *quality of life* and how the city grows. This in turn defines daily commutes and provides opportunities for living, working, and leisure. Mobility patterns will undoubtedly change as Regina residents adapt to growth, respond to congestion, and address sustainability challenges. City growth will require more use of alternate forms of mobility – such as transit, walking, cycling and carpooling – and development of *complete streets* and *complete neighbourhoods*. Ensuring inviting, connected, *accessible* mobility routes within the city depends upon efficient land use and careful city planning. Land use and transportation are integrally linked, and together they ensure that Regina residents have transportation options. The transportation policies of Design Regina work hand-in-hand with the underlying Transportation Master Plan.

The Transportation Master Plan Guiding Principles and Transportation Directions reflect the City’s collective Vision for Regina’s transportation system, and they will be updated to reflect the goals and policies of the Plan.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability;
- Foster economic prosperity; and
- Optimize regional cooperation.

Goal #1 – Sustainable Transportation Choices

Offer a range of year-round sustainable transportation choices for all, including a complete streets framework.

- 5.1 Use the Transportation Master Plan, which shall be consistent with the objectives and policies of this Plan, as the guiding document for transportation policy and planning within the city.

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- 5.2 Review, update and maintain the city’s road classification system to align future demands for all travel modes with the year-round functional requirements anticipated by this Plan.
 - 5.3 Develop achievable *mode share targets* for city-wide and area-specific travel, reflecting a more multi-modal city and emphasizing walking, cycling, car-pooling and transit on a year-round basis.
 - 5.4 Establish all-season design and maintenance priorities for roads, sidewalks and *pathways* to ensure the transportation network provides safe travel, *access* and mobility, including for the following:
 - 5.4.1 Key transit facilities;
 - 5.4.2 Key pedestrian and cycling routes; and
 - 5.4.3 Public buildings and institutions.
 - 5.5 Where necessary, require *Transportation Demand Management* Plans for new development that identify *access* to transportation choices other than private auto.
 - 5.6 Adopt a *complete streets* framework for new road construction as well as the renewal of existing streets, where feasible.
 - 5.7 Proactively and strategically promote walking, cycling, carpooling and transit choices by using City and community-led programs and organizations to provide education and promote awareness.
 - 5.8 Protect and acquire lands that are near or adjacent to transportation rights-of-way necessary to ensure overall connectivity within the transportation network.

Goal #2 – Public Transit

Elevate the role of public transit.

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- 5.9 Plan for and protect EXPRESS TRANSIT CORRIDORS identified on Map 5 - Transportation for future transit and *rapid transit*. These corridors will serve to provide higher levels of transit service and link corridors to TRANSIT NODES.
 - 5.10 Promote *intensification* and *mixed-use* development along EXPRESS TRANSIT CORRIDORS and at TRANSIT NODES and POTENTIAL TRANSIT NODES through increased service levels, more direct routes, express services, and competitive travel times.
 - 5.11 Enhance transit service in existing neighbourhoods to support continued residential and employment growth.
 - 5.12 Support ridership by better connecting *active transportation* choices to transit service and enhanced passenger amenities.
 - 5.13 Maximize the *accessibility* of the *conventional transit system* while ensuring the *paratransit system* meets the needs of those unable to use the conventional system.

Goal #3 – Integrated Transportation and Land-Use Planning

Integrate transportation and land-use planning in order to better facilitate walking, cycling, and transit trips.

- 5.14 Ensure street patterns in NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS and NEW EMPLOYMENT AREAS provide both internal and external connectivity, pedestrian-scaled block sizes, and transportation choices.
- 5.15 Require the analysis of transportation and multi-modal needs of the broader area surrounding new development, where appropriate.
- 5.16 Provide transit service in NEW NEIGHBOURHOODS as soon as feasible to encourage transit use and influence early adoption.
- 5.17 Adopt approaches to parking standards and management that encourage multi-modal transportation options.

- 5.18 Develop standards requiring the provision of bicycle parking for industrial, commercial, institutional, and multi-family residential land uses.
- 5.19 Ensure that street design is compatible with the intended land use and built form.

Goal #4 – Road Network Capacity

Optimize road network capacity.

- 5.20 Consider improvements to existing infrastructure before constructing new or expanded roadways.
- 5.21 Adopt *Transportation Demand Management* strategies to encourage alternative ways of getting around.
- 5.22 Analyze and implement the use of transit and *high-occupancy vehicle* lanes to encourage mode shift, where feasible.
- 5.23 Where feasible, identify and implement new technologies and best practices to enhance traffic management and safety and minimize environmental impacts.
- 5.24 Provide a truck route network for the transportation of heavy, over-sized, and dangerous goods.

Goal #5 – Active Transportation

Promote active transportation for healthier communities.

- 5.25 Develop an inviting and efficient citywide *bikeway* network to expand on-street and off-street cycling infrastructure to connect key trip generators and destinations.
- 5.26 Maintain, enhance, and where feasible expand the city's multi-use *pathway* network to new and existing neighbourhoods for all seasons.
- 5.27 Develop a citywide pedestrian strategy to provide a continuous high-quality, connected, safe, and universally *accessible* walking experience.

- 5.28 Develop processes and policy for neighbourhood *traffic calming*, including the use of *road diets*, to create safer, more walkable, and cycle-friendly streets.

D4: INFRASTRUCTURE

Introduction

The City of Regina continually uses water, materials and energy as it changes and adapts to new social, environmental and economic conditions. The term “infrastructure” refers to the assets the City uses to provide potable water, manage stormwater, collect and treat wastewater, collect and manage solid waste, provide a transportation network for persons and goods, and provide other City services.

The City is also responsible for ensuring that municipal infrastructure meets regulatory requirements and is delivered in an environmentally and financially sustainable manner, thereby ensuring a solid foundation for growth and development. Achieving sustainable urban growth requires the City to understand and improve the design and delivery of municipal services so that future generations will have choices for continued city development.

The City will adopt an Asset Management Strategy to support the way it plans, constructs, operates, maintains, and disposes of all of its many and complex assets. Asset management constitutes a comprehensive approach to service delivery that balances performance, risk, and cost to more effectively and efficiently meet regulatory obligations, and to deliver on the needs and expectations of residents. Ultimately, the Asset Management Strategy will assist in guiding city planning and operations by establishing levels of service and focusing appropriate resources on managing and investing in infrastructure.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability;
- Achieve long-term financial viability;
- Foster economic prosperity; and
- Optimize regional cooperation.

Goal #1 – Safe and Efficient Infrastructure

Meet regulatory requirements and industry best practices for design, construction and operation of infrastructure.

- 6.1 Design, construct and operate infrastructure to comply with relevant legislative and regulatory requirements.
- 6.2 Ensure new and reconstructed infrastructure follows industry best practices and overall City standards for design and construction.

Goal #2 – Asset Management and Service Levels

Ensure infrastructure decisions result in long-term sustainability.

- 6.3 Prepare and implement an asset management strategy for infrastructure to:
 - 6.3.1 Guide City planning and operations;
 - 6.3.2 Establish a service framework and levels of service for existing and new assets; and
 - 6.3.3 Focus resources for managing and investing in infrastructure.
- 6.4 Adopt a continuous improvement framework to address the current infrastructure gap and ensure that future requirements for infrastructure are aligned with the priorities, goals and policies of this Plan.
- 6.5 Determine requirements to upgrade and finance existing infrastructure to service new development at defined service levels.

Goal #3 – Planned Infrastructure for Growth

The infrastructure needed for growth will be planned from a long-term perspective.

- 6.6 Develop infrastructure plans that will:
 - 6.6.1 Address both short- and long-term growth requirements;
 - 6.6.2 Manage the impacts of new development on system-wide services;

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- 6.6.3 Optimize use of existing infrastructure to minimize financial and environmental impacts of growth; and
 - 6.6.4 Align the approval process for capital funding with requests for ongoing operating funding.
 - 6.7 Integrate stormwater management into municipal reserves and open space in a manner that is compatible with the intended function of the open space.
 - 6.8 Assess infrastructure requirements prior to reconstruction to ensure that the design accommodates future growth, where feasible.
 - 6.9 Consider operational aspects, such as providing solid waste management services, in the design of new developments.

Goal #4 – Conservation and Environment

Design infrastructure that conserves resources and minimizes impacts on the environment.

- 6.10 Monitor the demand for City water and develop environmental conservation strategies.
- 6.11 Support runoff infiltration and retention by:
 - 6.11.1 Separating stormwater and sanitary sewer systems and continuing to reduce the incidence of water runoff being directed to the sanitary system; and
 - 6.11.2 Adopting standards regulating the quality of stormwater.
- 6.12 Explore waste-to-energy processes whereby waste and waste byproducts of one activity are used as resources for another.

Goal #5 – Infrastructure Staging

Build infrastructure in a sequential and coordinated manner.

- 6.13 Sequence infrastructure based on a phasing and financing plan.
- 6.14 Plan and build infrastructure from a long-term perspective and permit servicing only when aligned with the servicing needs for long-term growth.
- 6.15 Align new infrastructure with planned upgrades to existing City assets.
- 6.16 Encourage collaboration with other utility providers to maintain and enhance public and private facilities and services such as electricity, gas and telecommunications.

D5: LAND USE and BUILT ENVIRONMENT

Introduction

Regina has a beneficial and relatively compact urban form, one that is characterized by a centrally located Downtown, which accommodates the majority of the city’s office development; one of the largest urban parks in North America; the Province’s legislative buildings; an extensive *tree canopy*; a variety of neighbourhoods, including some that are older and historic; and a well-defined edge separating rural and urban areas. As the city continues to grow, the qualities that make Regina unique will continue to be attractions, and new opportunities will make the city a more sustainable and better place to live.

Some of the greatest challenges facing the City as it plans to accommodate an additional 100,000 people relate to the cost and delivery of services. As the population expands, the City will need to provide infrastructure and community services in a more cost-effective and sustainable manner. Through a compact built environment that capitalizes on infill opportunities and more *complete neighbourhood* development along Regina’s periphery, the City can optimize its infrastructure and service delivery. At the same time, accommodating the next 100,000 people offers an exciting opportunity to create more *inclusive* and liveable communities defined by their interconnected pedestrian-friendly street systems, distinct character and focal points, housing diversity, and amenities. This section of the Plan provides policy direction for the core elements of the city’s built landscape, and it establishes a framework for directing future growth.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around; and
- Foster economic prosperity.

Goal #1 – Complete Neighbourhoods

Enable the development of complete neighbourhoods.

- 7.1 Require that NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS are planned and developed to include the following:

- 7.1.1 A collaborative planning process involving stakeholders;
 - 7.1.2 Integration and interconnectivity with all adjacent neighbourhoods, the city, and where appropriate, the region;
 - 7.1.3 A framework, where appropriate, of smaller neighbourhood districts and a centrally located neighbourhood hub;
 - 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 a wide range of economic levels, backgrounds and stages of life, including those with *specific needs*;
 - 7.1.6 Specialized open space, such as squares, civic centres, and parks, which are optimally located and designed;
 - 7.1.7 Streets, pedestrian paths and bike paths that contribute to a network of fully-connected, safe and *accessible* routes to all destinations;
 - 7.1.8 A distinctive character, identity and *sense of place*;
 - 7.1.9 Buildings which are designed and located to enhance the *public realm*, and contribute to a better neighbourhood experience; and
 - 7.1.10 Convenient *access* to areas of employment.
- 7.2 Encourage, through any applicable planning and development initiative or approval as determined by the City, that NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS conform to the guidelines outlined in Appendix A - Guidelines for Complete Neighbourhoods.
- 7.3 Collaborate with stakeholders to determine whether former institutional properties are required for a civic use or should be converted to an alternate land use.

- 7.4 Ensure redevelopment of surplus school sites considers Appendix B – School Site Re-Use Guidelines where it has been determined that a former school site is not required for civic use.
- 7.5 Encourage appropriate *mixed-use* development within neighbourhoods, as well as the retention of existing local and neighbourhood commercial spaces.
- 7.6 Permit *live/work* opportunities within URBAN CENTRES and URBAN CORRIDORS and within residential areas as identified within approved concept plans.

Goal #2 – City Centre

Maintain and enhance the City Centre as the primary civic and cultural hub.

- 7.7 Collaborate with stakeholders to enhance the CITY CENTRE, as depicted on Map 1 - Growth Plan, by:
 - 7.7.1 Investing in an attractive, safe *public realm*, including pedestrian-friendly and lively streets, and inviting, versatile multi-season public spaces;
 - 7.7.2 Ensuring the CITY CENTRE maintains a healthy *urban forest*;
 - 7.7.3 Requiring built form that complements, enhances and accentuates adjacent streets and public places;
 - 7.7.4 Supporting the development of a *mixed-use* environment, with design and *density* emphasis adjacent to major corridors and public spaces;
 - 7.7.5 Supporting HISTORIC PLACES, cultural and civic resources and events;
 - 7.7.6 Supporting a range of *density* while respecting the unique characteristics of the neighbourhoods within the area; and
 - 7.7.7 Implementing the Regina Downtown Neighbourhood Plan.

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- 7.8 Ensure that a future Neighbourhood Plan(s) for the CITY CENTRE addresses the following:
- 7.8.1 Enhancement of the Albert Street and Broad Street corridors, including the underpasses;
 - 7.8.2 Integration of the Regina Revitalization Initiative;
 - 7.8.3 A pedestrian connection between the DOWNTOWN and the Warehouse District;
 - 7.8.4 Better connections to and between the Warehouse District, the stadium site and exhibition grounds, the future Taylor Field Neighbourhood, the DOWNTOWN, and surrounding neighbourhoods;
 - 7.8.5 A strategy for supporting a *mixed-use* environment;
 - 7.8.6 Guidelines and regulations for *heritage conservation*, architecture and *urban design, place making*, and neighbourhood identity;
 - 7.8.7 Details on implementation, which may include revitalization incentives, future zoning and development standards, and capital improvements; and
 - 7.8.8 A strategy for providing adequate levels of utility and transportation services.
- 7.9 Explore actions necessary to convert vacant or under-utilized properties to market-ready development sites to realize *intensification* in the CITY CENTRE.

Goal #3 – Urban Centres and Corridors

Support urban centres and corridors as locations for pedestrian and transit-oriented mixed-use development and as hubs for community interaction and identity.

- 7.10 Support the development or redevelopment of lands within identified URBAN CENTRES and URBAN CORRIDORS to incorporate:

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- 7.10.1 An appropriate mix of higher *density* residential and commercial development;
 - 7.10.2 *Mixed-use, transit-oriented development*; and
 - 7.10.3 *Community amenities* and open space.
- 7.11 Ensure land use, scale and *density* of development within an URBAN CENTRE or URBAN CORRIDOR is compatible with servicing capacity and provides appropriate transition to surrounding areas.
 - 7.12 Cluster *high density* built form within URBAN CORRIDORS adjacent to TRANSIT NODES, POTENTIAL TRANSIT NODES, or prominent intersections.
 - 7.13 Support the redevelopment of existing retail areas to higher *density, mixed-use, and transit-oriented development* with densities appropriate to servicing capacity.
 - 7.14 Identify segments and/or sites along identified URBAN CORRIDORS that should be subject to priority investment and redevelopment, through the *intensification* development strategy.

Goal #4 – Employment Areas

Provide appropriate locations and development opportunities for a full range of industrial, commercial and institutional activities.

- 7.15 Plan and develop NEW EMPLOYMENT AREAS, as shown on Map 1 - Growth Plan to include the following land-use and design elements:
 - 7.15.1 Clustering of complementary development;
 - 7.15.2 *Safe and convenient transit, cycling, pedestrian and vehicular accessibility and wayfinding*, including parking for all modes;
 - 7.15.3 Compatibility with adjacent residential land use through the minimization of off-site impacts; and

- 7.15.4 Site, building and stormwater design that support the sustainability of the NATURAL SYSTEM, and the establishment of a quality and aesthetically pleasing environment.

Commercial

- 7.16 Encourage local commercial within residential areas.
- 7.17 Require new *large-format retail* to be located on URBAN CORRIDORS or within identified URBAN CENTRES and designed:
 - 7.17.1 To reinforce the streetscape, a high-quality *public realm*, and *access* to transit through the orientation of buildings and site design;
 - 7.17.2 To allow for change and *intensification* over time;
 - 7.17.3 To mitigate potential adverse impacts on adjacent residential uses; and
 - 7.17.4 To be *accessible* and integrated with surrounding neighbourhoods.

Major Institutional Areas

- 7.18 Require *major institutional areas* to be *accessible* and well served by transit and provide a high-quality *public realm*.
- 7.19 Encourage related housing, services and amenities, including hotels or short-term accommodations, to locate near or adjacent to *major institutional areas*.

Industrial

- 7.20 Permit industrial development in NEW EMPLOYMENT AREAS where supported by a concept plan and within EXISTING APPROVED EMPLOYMENT AREAS.
- 7.21 Ensure an adequate supply of serviced industrial land to maintain a diverse range of development opportunities.

- 7.22 Consider establishing additional industrial or commercial land-use designations, such as *flexzones*, *industrial plus*, and *start-up districts* to accommodate a wide range of economic activity.
- 7.23 Protect industrial lands by avoiding re-designations of industrial areas, except where the City determines that a different land use is more beneficial.
- 7.24 Within industrial areas, permit supporting services or amenities that complement industrial uses or cater to industrial employees or customers.
- 7.25 Consider heavy industrial development only within NEW EMPLOYMENT AREAS or EXISTING APPROVED EMPLOYMENT AREAS where it can be demonstrated to the satisfaction of the City that the proposed development:
- 7.25.1 Is in accordance with an approved concept plan;
 - 7.25.2 Is compatible with adjacent land uses and the NATURAL SYSTEM;
 - 7.25.3 Meets all regulatory requirements; and
 - 7.25.4 Has adequate *access* to regional transportation infrastructure.
- 7.26 Consider light industrial development as part of *mixed-use* areas, providing that:
- 7.26.1 The proposed development is compatible with the natural environment and adjacent uses; and
 - 7.26.2 Adequate measures are undertaken to ensure appropriate design and transition between land uses.
- 7.27 To ensure optimal use of industrial lands, monitor market conditions and undertake the following:
- 7.27.1 An inventory of the existing land use composition and vacancy;
 - 7.27.2 An analysis of land use and servicing issues and options; and

- 7.27.3 Preparation of a concept plan for guiding redevelopment where required.

Goal #5 – Office Development

Support the Downtown as the city's primary business centre.

- 7.28 Endeavour to ensure, over the life of the Plan, that at least 80% of the total office floor area in the city, pertaining to *medium office* and *major office* development, is located in the DOWNTOWN/CENTRAL CITY OFFICE AREA, as identified on Map 6 – Office Areas.
- 7.29 Require *medium office* and *major office* to locate inside the DOWNTOWN, except for in the following contexts:
- 7.29.1 The conversion of designated heritage buildings or the development of new *medium office* buildings in the Warehouse District, located within the DOWNTOWN/CENTRAL CITY OFFICE AREA, as identified on Map 6 – Office Areas;
 - 7.29.2 The development of *medium office* and *major office* buildings in the Centre Square Neighbourhood, in accordance with a Neighbourhood Plan;
 - 7.29.3 The development of *medium office* buildings associated with the operations of and located within Regina AIRPORT LAND;
 - 7.29.4 The development of *medium office* and *major office* buildings associated with and located adjacent to a *major institutional area* (e.g. university, hospital) or civic use;
 - 7.29.5 The development of *medium office* buildings within identified OFFICE AREAS and URBAN CENTRES that are conceptually located on Map 6 – Office Areas; and
 - 7.29.6 The development of *medium office* and *major office* buildings along Albert Street and Broad Street, in accordance with the Map 6 – Office Areas location and size limitations.

- 7.30 Ensure the development of *medium office* buildings within identified OFFICE AREAS and URBAN CENTRES is in accordance with the "Office Area" zone of the City's zoning bylaw, which shall include the following stipulations:
- 7.30.1 Office use shall be limited to businesses that can benefit from close *access* to major corridors and regional customers;
 - 7.30.2 Proposed new *medium office* buildings shall be considered as a discretionary use; and
 - 7.30.3 Surface parking area shall be restricted; however, additional parking may be allowed where structured parking is used, or where contributions are made towards *community amenities* or services.
- 7.31 Ensure the development of *medium office* buildings within identified OFFICE AREAS and URBAN CENTRES is in accordance with an approved concept plan, which illustrates, in addition to other considerations:
- 7.31.1 The area of land comprising the OFFICE AREA or URBAN CENTRE;
 - 7.31.2 The location, amount and type of office development proposed; and
 - 7.31.3 How land identified for *medium office* development can transition to other land uses, should offices not be approved or not otherwise occur.
- 7.32 Ensure that no OFFICE AREAS or URBAN CENTRE includes more than 16,000 square metres of total *gross medium office* floor area.
- 7.33 Prohibit development or rezoning to accommodate a *medium office* building(s) within an identified OFFICE AREA or URBAN CENTRE unless a market analysis, which has been prepared by a qualified expert based on the most recent available data, demonstrates, to the City's satisfaction, the following:
- 7.33.1 That there is a clear need for the office development;

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- 7.33.2 That the proposed amount of office floor area will not result in, or contribute to, the DOWNTOWN/CENTRAL CITY OFFICE AREA retaining less than 80% of the city's total office floor area pertaining to *medium office* and *major office*; and
 - 7.33.3 That the vacancy rate, as interpreted by the City, pertaining to *medium office* and *major office* development in the DOWNTOWN, does not exceed 6.5%.

Goal #6 – Built Form and Urban Design

Build a beautiful Regina through quality design of its neighbourhoods, public spaces and buildings.

- 7.34 Support design excellence by ensuring that public and private spaces and buildings contribute to a *sense of place* and an enhanced *public realm* through high-quality design and strategic location.
- 7.35 Ensure quality design through preparation of guidelines or regulations for development that has a significant influence on the *public realm* (e.g. *large-format retail*, multi-unit residential, and major corridors).
- 7.36 Consider the inclusion of the following elements where a concept plan is required in support of a proposed development:
 - 7.36.1 Design principles or guidelines for landscaping, building treatment, PUBLIC ART, site design and other elements;
 - 7.36.2 Strategies for providing a high-quality built environment and *public realm*, including but not limited to consistent built-form edge, appropriate transitioning of *density*, and active street frontages; and
 - 7.36.3 Strategies for including PUBLIC ART in the design and development of City parks and plazas, where required by the City.
- 7.37 Explore the establishment of an *urban design* review process.

- 7.38 Consider impacts of alterations, development, and/or *public realm* improvements on or adjacent to a HISTORIC PLACE to preserve *heritage value*.
- 7.39 Support safe and *accessible* open space within the city, through the planning and subdivision process by:
- 7.39.1 Discouraging the rear or side portions of residential lots from abutting parks that cater to active recreation use;
 - 7.39.2 Encouraging the design of parks that have streets abutting them; and
 - 7.39.3 Ensuring that street design and configuration, especially in primarily residential and *mixed-use* areas, provides a safe environment for pedestrians through traffic management, pedestrian infrastructure, and through an integrated network that allows for multiple route options.
- 7.40 Consider the built form and *urban design* policies in all aspects of development and approvals.

D6: HOUSING

Introduction

As Regina grows to accommodate 300,000 residents, significant changes will be required in the city’s housing stock to ensure every person in Regina has the opportunity to live in a home that is attainable, well-maintained, suitable, and located in an *inclusive* community that allows its residents to meet their daily and lifetime needs. Population and economic growth can present considerable challenges to the housing sector. While growth increases competition for existing units and drives up the cost of housing, it also transforms the profile of households living in Regina. Growth may also foster investment and innovation in new housing forms and the renewal of existing housing.

Regina’s housing sector must evolve alongside the growing population, not only through the development of new homes, but also through the adequate provision of a full range of choices appropriate to residents of various incomes, household types, abilities, and stages of life, while supporting the city’s goals. To succeed together, the City, housing providers, other levels of government, the development industry and community groups must work to implement a coordinated vision for housing in Regina, one that equally and equitably advocates investment, opportunity, variety, renewal and *inclusion*.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Support the availability of diverse housing options; and
- Foster economic prosperity.

Goal #1 – Housing Supply and Affordability

Increase the housing supply and improve housing affordability.

- 8.1 Support *attainable housing* in all neighbourhoods through ownership, rental housing and *specific needs housing*.
- 8.2 Leverage the City’s land assets to increase the supply and diversity of housing.
- 8.3 Decrease the number of vacant, non-taxable and underutilized lots within the city that are appropriate for residential development.

- 8.4 Establish *accessory suite* regulations within appropriate residential areas.
- 8.5 Support the redevelopment of *brownfield* and former institutional and commercial properties that are appropriate for housing.
- 8.6 Support the conversion of non-residential and heritage buildings to new residential uses where appropriate.
- 8.7 Use incentives and alternative approaches to increase the supply of *attainable housing*, *adequate specific needs housing*, and innovative housing developments.
- 8.8 Support residential *intensification* in existing and NEW NEIGHBOURHOODS to create *complete neighbourhoods*.

Goal #2 – Existing Housing Stock

Maintain and regenerate the existing housing stock.

- 8.9 Adopt measures to retain existing housing stock and improve its condition.
- 8.10 Ensure the Condominium Conversion Policy Bylaw is consistent with the policies of this Plan and any strategies related to this Plan.

Goal #3 – Diversity of Housing Forms

Increase the diversity and innovation of housing forms and types to support the creation of complete neighbourhoods across Regina.

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

- 8.14 Consider alternatives for parking, height, or other development standards in support of *specific needs housing* and innovative housing within new development.

Goal #4 – Housing for Persons with Specific Needs

Facilitate choice and integration of housing for persons with specific needs.

- 8.15 Work with stakeholders to create and preserve *barrier-free* housing and housing for persons with *specific needs*.
- 8.16 Permit *group care facilities* in residential and *mixed-use* neighbourhoods.

Goal #5 – Collaboration with Partners

Collaborate with all levels of government and community partners to advance housing initiatives.

- 8.17 Support non-profit housing organizations through incentives, partnership arrangements, and other forms of assistance.
- 8.18 Work with industry partners and investors on alternative housing and financing options to support appropriate *worker housing* in the city.
- 8.19 Work with federal and provincial governments and other partners to meet the diverse housing needs of the city through:
- 8.19.1 Policy and regulatory changes to increase *access to attainable housing* and *specific needs housing*;
 - 8.19.2 Increased *access to specific needs housing* for the most vulnerable populations;
 - 8.19.3 Retention and regeneration of existing housing stock;
 - 8.19.4 Prototypes and pilot initiatives of innovative housing forms;

- 8.19.5 Coordination of assembly, use, and disposal of City-owned lands to maximize program subsidies and increase housing options; and
- 8.19.6 Alignment of City initiatives with provincial and federal funding sources.

D7: PARKS, RECREATION and OPEN SPACE

Introduction

The City of Regina is designed, planned and built on a lasting legacy of parks and integration of built and natural open spaces, which encourages residents to connect with nature and live healthy, active lifestyles. Historically, the open space associated with Wascana Park in combination with the city’s outdoor recreational facilities has defined the spatial landscape of the city. As the city has grown, new areas have continued this tradition, and today Regina’s open spaces, natural areas, parks, recreation opportunities and institutional facilities are some of the most cherished in the city. Regina now has one of the highest proportions of green space per capita in Canada.

Going forward, the City will need to ensure it maintains this legacy for future generations and, in addition, provide the next generation of Regina residents with the ability to connect to the city’s network of parks, plazas, natural areas, recreational facilities and important institutions in both new and established areas of the city. The City will also need to build upon existing partnerships and pursue new ones to provide contemporary indoor recreation opportunities that meet evolving community needs.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Embrace built heritage and invest in arts, culture, sport and recreation;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability; and
- Achieve long-term financial viability.

Goal #1 – Open Space and Recreation Principles

Maintain, enhance and extend an interconnected and accessible open space system.

9.1 Develop the OPEN SPACE SYSTEM generally in accordance with Map 7 – Parks, Recreation and Open Space and adhere to the following principles:

- 9.1.1 The OPEN SPACE SYSTEM will be managed in a comprehensive and environmentally sensitive manner;

- 9.1.2 The OPEN SPACE SYSTEM will be effectively and equitably distributed;
 - 9.1.3 Minimum standards for quantity and quality will guide the management of the OPEN SPACE SYSTEM, including where population densities are increasing in existing neighbourhoods;
 - 9.1.4 Responsive planning, design, development and maintenance practices of parks and open space; and
 - 9.1.5 Appropriate requirements for structured and unstructured recreational needs.
- 9.2 Ensure that new and existing neighbourhoods integrate *access* to ACTIVITY CENTRES as conceptually depicted in Map 7 – Parks, Recreation and Open Space.
 - 9.3 Co-locate or cluster parks and open space, where possible, with ACTIVITY CENTRES or other *community resources*.
 - 9.4 Connect neighbourhoods, where possible, via *active transportation* routes to multi-use *pathways*, regional trails, and the NATURAL SYSTEM.
 - 9.5 Integrate public safety considerations into the planning and design of parks and recreation facilities.

Goal #2 – Access to Recreation Programs and Services

Ensure access to a variety of recreation programs and services in all neighborhoods.

- 9.6 Develop and manage recreation facilities, programs and services such that they adhere to the following:
 - 9.6.1 Multifunctional parks and open space will be strategically located to provide convenient *access* and designed to accommodate diverse and changing needs and interests;

- 9.6.2 A variety of recreation programs and services will be provided either directly by the City or indirectly through partnership with other organizations;
 - 9.6.3 Minimized barriers to the use of municipal facilities, programs or services;
 - 9.6.4 Recreation programs will consider the needs of the most vulnerable populations; and
 - 9.6.5 Parks and open space will be designed for year-round use, whenever possible.
- 9.7 Study the application of new financing strategies and development incentives to provide, maintain and operate recreation facilities.
- 9.8 Encourage and facilitate partnerships to enable Policies 9.6 and 9.7.

D8: CULTURE

Introduction

The *culture* of a place is marked by its art, architecture, language, customs and other creative expressions and tangible features. Regina is a culturally dynamic city, boasting an impressive number of artists, community cultural organizations, libraries, museums, galleries, cultural spaces, natural heritage sites and other *cultural resources*. This diverse collection of talent and assets enriches the city's vitality and intellectual life, bringing tremendous opportunity to attract newcomers and investment.

Regina's *cultural resources* show great breadth and diversity. Festivals range from smaller neighbourhood-level events and street fairs to major city-wide events attracting large audiences from both inside and outside the community. Many neighbourhoods have long histories and are home to important *cultural heritage* resources (i.e. traditions and related stories), rich architecture and *historic places* (i.e. landscapes). Cultural diversity, expressed through language, food, clothing, art, celebrations and other traditions are undeniable markers of a strongly rooted but evolving city character.

Regina will continue to conserve, protect and support its *cultural resources*, *historic places*, civic identity and intercultural dialogue as important civic elements with broad and meaningful social, economic and cultural outcomes.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Embrace built heritage and invest in arts, culture, sport and recreation; and
- Foster economic prosperity.

Goal #1 – Support Cultural Development and Cultural Heritage

Enhance quality of life and strengthen community identity and cohesion through supporting cultural development and cultural heritage.

- 10.1 Build partnerships and work collaboratively with community groups, other levels of government, and the private and voluntary sectors to encourage *cultural development* opportunities and conserve HISTORIC PLACES.

- 10.2 Consider *cultural development, cultural resources* and the impact on HISTORIC PLACES in all areas of municipal planning and decision-making.
- 10.3 Identify, evaluate, conserve and protect *cultural heritage, HISTORIC PLACES, and cultural resources*, including but not limited to PUBLIC ART identified on Map 8 – Cultural Resources, to reinforce a *sense of place*.
- 10.4 Protect, conserve and maintain HISTORIC PLACES in accordance with the “Standards and Guidelines for Historic Places in Canada” and any other guidelines adopted by Council.
- 10.5 Encourage owners to protect HISTORIC PLACES through good stewardship and voluntarily designating their property for listing on the *Heritage Property Register*.
- 10.6 Develop a set of *cultural heritage* themes that reflect Regina’s identity and the diverse values of residents, and ensure that the list of HISTORIC PLACES recognized within the *Heritage Property Register* and *Heritage Holding Bylaw* adequately represent these themes.
- 10.7 Identify, prioritize and develop (via monuments, plaques, PUBLIC ART and other applied *cultural resources*) locations that provide a sense of arrival and departure into significant *cultural landscapes*.
- 10.8 Evaluate POTENTIAL HERITAGE CONSERVATION DISTRICTS conceptually identified in Map 8 – Cultural Resources and consider them for designation.
- 10.9 Consider the *cultural heritage value* in the acquisition, disposal, upgrading and development of City-owned property and open space.
- 10.10 Develop and enforce vacant building, property maintenance, and property standards by-laws to protect *heritage properties* against deterioration.
- 10.11 Leverage and expand funding, financial incentive programs and other means of support to advance *cultural development, cultural resources* and conservation of HISTORIC PLACES.

Goal #2 – Inclusion

Ensure learning opportunities, resources and activities provided by the City are culturally inclusive.

- 10.12 Respond to the cultural needs and aspirations of Regina’s increasingly diverse population through culturally relevant programs, services and facilities.
- 10.13 Engage with Regina’s First Nations, Métis and Inuit communities to determine collaborative strategies and approaches to addressing cultural needs and aspirations.
- 10.14 Encourage the strengthening and expansion of festivals and events that reflect diverse community interests and needs.

Goal #3 – Accessibility

Ensure access to cultural resources, learning opportunities, and activities.

- 10.15 Partner with stakeholders to improve promotion of, awareness of, and *access to cultural resources*, learning opportunities, and activities.
- 10.16 Support equitable *access to cultural resources*, practices and activities.

D9: HEALTH AND SAFETY

Introduction

Health and safety are key elements in ensuring that Regina remains a city of choice in which to live, work, and raise a family. Designing and building safe and healthy neighbourhoods, and supporting infrastructure, contributes significantly to a resilient city – one where health and safety are fully integrated into the city-building process. Health and safety are about building partnerships with the community, other levels of government, and industry in the pursuit of city practices that substantially improve the urban environment, often without the public awareness of, and regard for, the positive impacts.

The overall health and safety of the city are managed by dedicated professionals in health services, crime and fire prevention, emergency response, and other disciplines that ensure residents and workers can safely live in their homes, work at their places of employment, use the infrastructure that gets them around the city, and use the broad range of services that the city has to offer. The following goals support efforts to ensure our city is safe and healthy through urban planning and design, management of development impacts, and provision of greater oversight to areas that have a complex range of compatibility challenges with existing or potential neighbours.

This section links to the following Community Priorities:

- Develop complete neighbourhoods; and
- Achieve long-term financial viability.

Goal #1 – Safety and Urban Planning

Improve overall health of the public through urban planning.

11.1 Ensure the compatibility of new development within LAND USE COMPATIBILITY TRANSITION AREAS identified on Map 9 – Health and Safety.

11.2 Collaborate with stakeholders to ensure the long-term health and safety of Regina’s residents by:

11.2.1 Ensuring complementary land use adjacent to MAJOR HEALTH FACILITIES;

- 11.2.2 Providing appropriate public *access* to MAJOR HEALTH FACILITIES and service centres;
 - 11.2.3 Providing municipal services and supporting amenities that meet the long-term growth needs of existing healthcare institutions;
 - 11.2.4 Evaluating the potential health effects of a planned development or project in partnership with the health region, where appropriate; and
 - 11.2.5 Ensuring compatible land use adjacent to MAJOR EMERGENCY RESPONSE FACILITIES.
- 11.3 Encourage utility providers to bury high voltage transmission lines when adjacent to residential neighbourhoods.
- 11.4 Encourage school boards and developers to locate schools such that the safety and level of activity of children is optimized.

Goal #2 – Health and Environmental Impacts

Minimize social and environmental impacts and improve the health and safety of the city and region.

- 11.5 Employ appropriate setback standards to ensure compatible development adjacent to the following: railway, pipeline, and other utility corridors, energy-generation facilities and other features, where required.
- 11.6 Identify and employ a framework for the completion and evaluation of impact assessments.
- 11.7 Ensure city roadways are able to provide all-season emergency response access, maximize connectivity, and minimize response times.
- 11.8 Consider the impact of new development on *emergency response infrastructure*.
- 11.9 Require environmental impact assessments and remediation of *brownfield* sites prior to development.

- 11.10 Provide appropriate crime and fire education and prevention programs in collaboration with community associations and other stakeholders.

Goal #3 – Special Policy Areas

Coordinate the development of unique or special areas to ensure orderly and compatible development.

Airport

- 11.11 Adhere to the regulations respecting the location and height of buildings within identified areas on Map 10 - Airport Vicinity around the Regina International Airport.
- 11.12 Promote public safety and avoid issues of nuisance and incompatibility within the vicinity of the Regina International Airport by applying the following policies:
- 11.12.1 Apply noise attenuation standards to new residential development in the area between 25 and 30 NOISE EXPOSURE FORECAST in accordance with the Zoning Bylaw;
 - 11.12.2 Prohibit residential land use within the 30 NOISE EXPOSURE FORECAST contour;
 - 11.12.3 Minimize the potential to attract migratory birds by discouraging stormwater retention and reducing the amount of natural ponding;
 - 11.12.4 Protect navigation aids by applying the development standards set out by federal regulations. This will apply to development in the area shown on Map 10 - Airport Vicinity; and
 - 11.12.5 Prohibit uses with emissions that may affect airport visibility on lands adjacent to the airport.

Steel Mill and Refinery

- 11.13 Ensure that landowners register an interest on all residential and potentially affected non-residential property titles, at a time before or during the subdivision stage, in accordance with the following contexts and requirements:

- 11.13.1 That within concept plan areas affected by the 1000m IPSCO buffer (excluding the Lakeridge neighbourhood, which has had an approved concept plan in place since 1988), as shown on Map 9 – Health and Safety, future lot owners shall be made aware of potential noise and emissions associated with this operation; and
- 11.13.2 That within the concept plan area located north of Uplands and bound by Winnipeg Street to the east, city limits to the north and the CP rail line to the southwest, future lot owners shall be informed of potential noise and emissions associated with the petroleum refinery.

D10: ECONOMIC DEVELOPMENT

Introduction

A thriving economy is fundamental to the well-being of the city's residents. It assures the *quality of life* that is sought by residents of the city, the region, and, increasingly, people from around the world. It is, therefore, in the interest of residents that the City establishes policies and practices that support economic growth, diversity and competitiveness.

In recent years, Regina's economy has grown in key export sectors such as potash, oil and gas, and agricultural products. Accompanying this expansion is the city's growing importance as the financial, cultural, and government hub of Saskatchewan. The city is the source of goods and services, workers, capital, and innovation that directly support the competitiveness and productivity of other industries, underpinning the prosperity of the province as a whole. As such, Regina will continue to play a central role in contributing to the province's growth trajectory and realizing *The Saskatchewan Plan for Growth*.

Regina's renewed prosperity is not without its challenges. The growth in economic activity in and around Regina has put significant strain on the City's infrastructure assets, the availability and affordability of housing and capacity of the local labour market. The City's ability to support a thriving economy and ensure the continued success of the broader provincial economy requires these and other challenges to be addressed.

Shared prosperity depends upon municipal governance that considers the economic implications of its policies, and upon collaboration with other governments and economic actors. By cultivating strong partnerships, the economies of Regina and the region can grow sustainably, and in a way that enhances *quality of life* for residents.

Additional policies related to economic development are woven into other sections of this Plan.

This section links to the following Community Priorities:

- Embrace built heritage and invest in arts, culture, sport and recreation;
- Foster economic prosperity;
- Achieve long-term financial viability; and

- Optimize regional cooperation

Goal #1 – Economic Vitality and Competitiveness

Foster an environment conducive to economic vitality and competitiveness which supports the standard of living of residents in Regina and the surrounding region.

- 12.1 Ensure an orderly regulatory environment within which business and industry can operate assured of transparency, predictability, and fairness in their dealings with the City.
- 12.2 Minimize regulatory barriers to economic growth to the greatest possible extent while balancing the needs and aspirations of all Regina residents, fee-and tax-payers, and the sustainability of the city.
- 12.3 Establish taxation rates and other residential and business fees and charges that consider the sustainability of services.
- 12.4 Provide easy *access* to information about investing in, conducting business in, and visiting Regina.

Goal #2 – Economic Growth

Optimize the economic development potential of Regina, the region, and the Province of Saskatchewan.

- 12.5 Establish and implement mechanisms to expand and diversify the economy, promote the attractiveness of Regina and the region as a place to live, invest, do business, and visit, by:
 - 12.5.1 Identifying and leveraging opportunities to expand existing industries;
 - 12.5.2 Identifying and encouraging the development of new economic opportunities; and
 - 12.5.3 Promoting and enhancing tourism.

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- 12.6 Collaborate with community economic development stakeholders across the region to leverage shared economic advantages and tourism opportunities, including but not limited to:
- 12.6.1 Working with the Province to build upon Regina’s role as the provincial capital;
 - 12.6.2 Working with the Wascana Centre Authority to promote physical connections between provincial facilities and adjacent areas;
 - 12.6.3 Collaborating with surrounding First Nations, Métis and Inuit communities to promote shared prosperity; and
 - 12.6.4 Maximizing potential linkages and leveraging special economic assets such as Innovation Place, the Global Transportation Hub, Regina International Airport, the University of Regina and other specific lands and land uses with high linkage/spinoff potential.

Goal #3 – Economic Generators

Cultivate entrepreneurship and support economic generators.

- 12.7 Encourage innovative options to support and incubate new entrepreneurs and commercial ventures:
- 12.7.1 Encourage the development and commercialization of new ideas that have the potential to diversify the economy;
 - 12.7.2 Consider leasing or selling City-owned properties for use as *live/work* spaces, studio spaces and offices for arts organizations;
 - 12.7.3 Consider the inclusion of *live/work* spaces, studio space and cultural facilities in new and renovated developments as a *community amenity*;
 - 12.7.4 Collaborate with stakeholders to create opportunities for all residents to participate in the labour force, including, but not limited to, on-

the-job training, mentorship, and skill development in wide-ranging occupations; and

- 12.7.5 Encourage new and existing industry clusters, including cultural and creative industries, to increase collaboration, innovation and shared industry infrastructure.
- 12.8 Compete in the marketplace where it is appropriate and within the legislative authority of the City when:
- 12.8.1 Policies and practices are in place to ensure transparency and fair dealing by the City of Regina;
 - 12.8.2 The financial benefit to Regina residents of competing in the marketplace can be quantified; and
 - 12.8.3 Participation in the marketplace ensures the sustainability of critical services or infrastructure.

D11: SOCIAL DEVELOPMENT

Introduction

Residents of Regina have historically enjoyed a vibrant economy and relatively low cost of living. Like many urban centres, however, the city faces some social challenges, including homelessness, poverty, and other issues resulting from social and economic inequality. Moreover, the social and economic gap between residents and between neighbourhoods has widened over the years. All Regina residents, including First Nations, Métis and Inuit peoples, immigrants, persons with *specific needs*, seniors and youth, play an essential role in the growth of Regina, sustaining communities and building the workforce that is so essential to Regina's future.

In Canada, federal and provincial governments have primary responsibility to fund and support social infrastructure; however, the community frequently turns to the City, the government that is closest to the people, for help and answers to local problems. Social development includes support to individuals, families and neighborhoods in disadvantaged positions, allowing them to share in the benefit of the community's assets, its resources, and the opportunities it presents to enhance *quality of life*. The challenge for Regina as a whole is to provide an environment that considers the needs of all residents and neighborhoods. City departments, other levels of government, and the community must work together on social development and *inclusion* strategies. This approach calls for a sharing of resources as well as collaboration and consultation. By building strong and *inclusive* neighborhoods and communities with opportunities for all, the city can find long-term solutions to social challenges.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Support the availability of diverse housing options; and
- Foster economic prosperity.

Goal #1 – Social Sustainability

Promote and enhance social sustainability by recognizing that quality of life in a community depends on both its physical and community resources.

- 13.1 Develop *community resources* to provide opportunities for social activities, events and programming for Regina residents.

- 13.2 Require new development plans to demonstrate *access* and connections to ACTIVITY CENTRES and the OPEN SPACE SYSTEM.
- 13.3 Encourage the use of ACTIVITY CENTRES, open space, *community resources*, and other areas within the *public realm* for neighbourhood gatherings, accommodation of service providers, and delivery of community programs.
- 13.4 Collaborate with partners and the community to identify required social programs and services to address the diverse needs of residents, including the most vulnerable populations.
- 13.5 Encourage the provincial government and the community to establish locally based attainable childcare facilities, which are essential to enabling parents to secure *access* to employment.
- 13.6 Encourage *intensification* as a means to revitalize and renew neighbourhoods and existing *community resources*.
- 13.7 Provide neighbourhood organizations with information on available programs to be used for the maintenance and renovation of properties.
- 13.8 Collaborate with stakeholders on education and outreach for physical and social health programs.

Goal #2 – Food

Increase access to healthy and affordable food.

- 13.9 Support *community gardens* on public and private land.
- 13.10 Collaborate and seek partnerships to increase *access* to healthy, diverse and affordable food within neighbourhoods through Policy 3.2.3 and the following:
 - 13.10.1 Building capacity in the food sector;
 - 13.10.2 Supporting local-food and food-related business; and

- 13.10.3 Promoting *community gardens* and year-round space for farmers markets within the city.

Goal #3 – Community Security

Ensure that Regina is a safe community where everyone feels secure in their homes and neighbourhoods.

- 13.11 Recognize that prevention is a crucial component to health and safety.
- 13.12 Promote health and safety by embracing the principles of *Crime Prevention through Environmental Design (CPTED)*.
- 13.13 Collaborate and partner with other levels of government, stakeholders, and the broader community to:
- 13.13.1 Deliver, where feasible, community education, outreach, and programs on crime and fire prevention and disaster survival;
 - 13.13.2 Improve the management of litter;
 - 13.13.3 Implement the Graffiti Management Program; and
 - 13.13.4 Develop and implement strategies to address community-identified social issues.

Goal #4 – Vulnerable and Marginalized Populations

Foster Regina as a caring community for residents who are vulnerable and marginalized.

- 13.14 Work with others to ensure that all residents have secure *access* to basic needs, such as food, housing and other services.
- 13.15 Participate in the development of a comprehensive plan to address homelessness in partnership with other levels of government.

- 13.16 Work with the community to coordinate the delivery of and provide information about social programs and services to those in need.

Goal #5 – Social Inclusion

Ensure that Regina is socially inclusive and strives for social equality regardless of age, ethnicity, religion, income, sexual orientation, ability or family structure.

- 13.17 Partner with stakeholders and the broader community to promote education and awareness programs and social marketing strategies as a way to advance cultural awareness, as well as to prevent and reduce bullying, racial tensions, and misunderstanding among diverse populations.
- 13.18 Provide opportunities for residents to be engaged in civic life, including, but not limited to, sitting on boards and committees that advise City Council and Administration.
- 13.19 Establish programs and a fee structure to ensure that City programs, services and facilities are affordable, *accessible*, and welcoming to all residents of Regina.
- 13.20 Support the city’s population of seniors and persons with *specific needs* by:
- 13.20.1 Promoting “aging in place” within the design of new and existing neighbourhoods;
 - 13.20.2 Using principles of *barrier-free* and *universal design* in creating public space to ensure *accessibility* for all; and
 - 13.20.3 Coordinating *accessibility* actions and initiatives across City departments.
- 13.21 Collaborate with First Nations, Métis and Inuit communities and other levels of government to identify opportunities to support Aboriginal initiatives within the city.
- 13.22 Identify opportunities to collaborate with the community and support the improved settlement and integration of international immigrants.

- 13.23 Develop an integrated multi-modal transportation system that offers choices to all of Regina's residents regardless of location, income level or ability.

SECTION E: REALIZING THE PLAN

Introduction

Design Regina has been an ambitious plan-making exercise, with a high level of community, stakeholder, City staff, and Council participation. One of the messages consistently emphasized through the process was that a plan is only as valuable as its implementation and the City's ability to see the Plan realized in the face of pressures and challenges. In that vein, this section outlines the policies to guide the Plan's implementation.

As the City moves forward to implement the Plan, the development of strategies will be one mechanism to achieve the Plan's goals and policies. The timing, scope and focus of the development of such strategies and other actions resulting from the Plan are matters that must be determined in consideration of the capacity of the City as it manages the many priorities emerging from this Plan through its strategic planning process.

An important implementation mechanism for OCPs is the Zoning Bylaw to manage land use and development within the city. The Zoning Bylaw is instrumental in setting out detailed requirements for: the use of land; the form, size and location of buildings on a lot; lot size and site design; on-site parking, and other matters. Direction to the Zoning Bylaw is provided in this section.

The City will also monitor indicators of success and undertake regular reviews to ensure that the plan responds to evolving conditions appropriately. Where change has occurred, or where residents' expectations are not being met, the City will amend the Plan accordingly.

While the City will continue to play a central role in implementing the Plan, the public will have the opportunity to be involved as well. The City will continue to engage the public while seeking to establish partnerships with community groups and other stakeholders. The City's fundamental challenge is to understand the services that residents need and value, find efficiencies in service delivery, and ensure that service offerings are at a level that is both satisfactory and affordable.

Goal #1 – Plan Ownership**Foster Plan ownership and execution by City staff and Council.**

- 14.1 Ensure that corporate decisions, policies and practices are consistent with this Plan.
- 14.2 Assess all proposed City policy, initiatives, practices, guidelines, standards, applications and other decision-making opportunities against the goals and policies of this Plan to ensure that proposals that inhibit or deviate from the successful achievement of this Plan are not supported or approved.
- 14.3 Review existing City policies, practices, standards, and other guiding documents predating approval of this Plan, and representing barriers to the its successful achievement of this Plan in accordance with the following considerations:
 - 14.3.1 Where such existing approaches provide flexibility, discretion, interpretation or the weighing of choices, or where there is no governing or guiding direction, the City shall be flexible in a manner that supports this Plan’s Community Priorities and goals; and
 - 14.3.2 The City will seek to overcome all barriers and obstacles to Plan implementation, and previous Council directions will be brought into alignment with this Plan over time.
- 14.4 Plan collaboratively in a multi-disciplinary manner across the City as well as with the community.
- 14.5 Develop an implementation plan that prioritizes short-, medium- and long-term strategies, actions and other initiatives in consideration of the City’s capacity.
- 14.6 Develop a Corporate Strategic Plan and Departmental Business Plans to steer decision-making and improve understanding of the implications across the City for the implementation of this Plan, which:
 - 14.6.1 Describe the Plan’s implications across disciplines and departments;
 - 14.6.2 Describe the Plan’s implications for the City’s capacity and appropriate resourcing of the work;

- 14.6.3 Foster cross-departmental decision-making;
 - 14.6.4 Connect budget and prioritization of budget with Plan actions and initiatives;
 - 14.6.5 Report the results publicly; and
 - 14.6.6 Include other matters, as necessary.
- 14.7 Support creative solutions that may challenge conventional practices to achieve the goals and policies of this Plan.
- 14.8 Think beyond the city to regional, national and global issues, needs, and opportunities in partnership with other levels of government to support the achievement of the goals and policies of this Plan.

Goal #2 – Community Engagement

Support community engagement to build ownership of the Plan.

- 14.9 Ensure that community engagement is a component of the community building process and is a fundamental tool in achieving this Plan.
- 14.10 Continue the engagement process with those who contributed to the development of the Plan.
- 14.11 Seek new and innovative ways to raise awareness and engage the broader community.
- 14.12 Encourage and enable individuals and civic organizations to use the Plan to take initiative in their city.
- 14.13 Ensure that public engagement is completed and integrated as part of the five-year review process as per Policy 14.15.

- 14.14 Engage the public in planning and other City matters, in accordance with established procedures.

Goal #3 – A Living Plan

Ensure the Plan remains current and relevant over its life.

- 14.15 Review the Plan every five years, using the eight Community Priorities and Plan goals as guidance, and include:
- 14.15.1 Public and stakeholder engagement and City cross-departmental involvement;
 - 14.15.2 Consideration of Plan implementation progress, barriers, successes, failures, challenges and opportunities; and
 - 14.15.3 Identification of amendments, mechanisms, or approaches to continuously improve the Plan.
- 14.16 Amend the Plan in response to changing circumstances to renew and update it between reviews, using the Community Priorities and Plan goals as guidance.

Goal #4 – Monitoring and Tracking Success

Ensure the goals and policies of this Plan are realized.

- 14.17 Measure, monitor, assess, and report progress on this Plan through a monitoring and evaluation framework:
- 14.17.1 Monitor and learn from local, national, and international best practices and adapt approaches in order to achieve the goals and policies of this Plan; and
 - 14.17.2 Identify and monitor performance targets as directed by this Plan.
- 14.18 Regularly report on progress towards the realization and successful implementation of this Plan in a public and transparent way that fosters public dialogue.

Goal #5 – Phasing and Financing of Growth**Support orderly and sustainable long-term growth.**

14.19 Develop a detailed phasing and financing plan that will establish sequencing of new growth and development identified on Map 1 - Growth Plan and associated municipal servicing that supports:

- 14.19.1 Optimization of existing services/amenities;
- 14.19.2 Meeting *intensification* targets established in Policies 2.3 and 2.9;
- 14.19.3 Projected population and employment growth and anticipated market demand for housing and/or commercial/industrial development;
- 14.19.4 Provision of new services, features and amenities within a *complete neighbourhood* as required by Policy 7.1;
- 14.19.5 Contiguous development;
- 14.19.6 Balanced residential and employment growth;
- 14.19.7 Financial capacity of the City;
- 14.19.8 Affordable land development, land availability and market readiness;
and
- 14.19.9 Any other considerations deemed important by the City.

14.20 Council shall approve the phasing and financing plan.

Goal #6 – Relationship Between Plans**Ensure alignment between the OCP and its cascading and related plans, practices, standards, and other guiding documents.**

14.21 Develop or renew City plans, strategies and approaches to ensure the goals and policies of this Plan are actionable and realized over time. Such strategies may be

cross-departmental (e.g. strategic plans and business plans) or within a particular subject area or discipline (e.g. master plans).

Concept Plans

- 14.22 Require the preparation of concept plans to direct land-use, servicing, design and other planning considerations, for neighbourhoods, employment areas, URBAN CORRIDORS, URBAN CENTRES or other areas defined by the City.
- 14.23 Regard the following planning instruments as types of concept plans:
- 14.23.1 “Neighbourhood Plans” which apply to existing, new or *mixed-use* neighbourhoods;
 - 14.23.2 “Industrial Area Plans” or “Commercial Area Plans” which apply to existing or new industrial areas or commercial areas;
 - 14.23.3 “Corridor Plans” which apply to corridor redevelopment areas; and
 - 14.23.4 “Structure Plans” which apply to specific phases of development or districts within a specific area subject to an approved Neighbourhood Plan, Industrial or Commercial Area Plan or Corridor Plan; infill sites; or smaller planning areas.
- 14.24 Ensure that concept plans include a combination of descriptive text, policy statements, maps and graphics, and, where required by the City, demonstrate or identify the following:
- 14.24.1 Overall conformity with this Plan;
 - 14.24.2 How the City’s *density* targets, guidelines and policies for *complete neighbourhoods* and housing objectives will be achieved;
 - 14.24.3 Significant features of the OPEN SPACE SYSTEM; general land-use categories; and neighbourhood hubs;
 - 14.24.4 The general location of arterial and *collector* streets and major utility infrastructure (e.g. trunks, force mains, pump stations, main drainage channels);

- 14.24.5 The function, performance, and design of different street types proposed;
 - 14.24.6 Potential *active transportation* routes and linkages (e.g. cycling and pedestrian);
 - 14.24.7 A plan for staging the development over time, including road and utility infrastructure;
 - 14.24.8 Identification of potential school sites, ACTIVITY CENTRES, and transit routes;
 - 14.24.9 A strategy for preparing and adopting Structure Plans;
 - 14.24.10 A strategy, including servicing templates, for accommodating the water, wastewater and drainage requirements for the proposed development;
 - 14.24.11 Off-site or system-wide improvements, which are required to facilitate the proposed development and each phase of the proposed development;
 - 14.24.12 How the proposed development will integrate with adjacent development, neighbourhoods, and the rest of the city;
 - 14.24.13 Environmental and geotechnical assessments and strategies for incorporating or protecting important features of the natural environment;
 - 14.24.14 Fiscal impact analyses as per Policy 1.11; and
 - 14.24.15 Any other matter the City deems necessary, in accordance with *The Planning Development Act, 2007* (as amended), and this Plan.
- 14.25 Require the preparation and adoption of structure plans, where necessary. Where a structure plan is required by the City, include the following:

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- 14.25.5 Overall conformity with this Plan and any applicable concept plan;
 - 14.25.6 Detailed configuration of land use, open space and *density*;
 - 14.25.7 Detailed location of transportation and utility servicing networks, features and street design;
 - 14.25.8 Site design and building envelope standards, setbacks and massing;
 - 14.25.9 *Public realm* features and improvements; and
 - 14.25.10 Any other requirement from Policy 14.24, at the City’s discretion.
- 14.26 Require Structure Plans to:
- 14.26.1 Implement phases of development addressed through approved Neighbourhood Plans, Industrial or Commercial Area Plans, and Corridor Plans, where required by the City;
 - 14.26.2 Be adopted in whole or in part by Council; and
 - 14.26.3 Be appended to an approved Neighbourhood Plan, Industrial or Commercial Area Plan, or Corridor Plan, or where applicable.
- 14.27 Append concept plans to this Plan, in accordance with *The Planning and Development Act, 2007* (as amended).
- 14.28 Undertake the following through a meeting with the City, prior to submission of a concept plan application, excepting structure plans:
- 14.28.1 Identification of a public and stakeholder engagement strategy;
 - 14.28.2 At least one design charrette exercise between the proponent and City administration in order to develop the preliminary vision, design and servicing options; and
 - 14.28.3 Identification of a general work program and schedule for carrying out the planning exercise.

- 14.29 All “secondary plans”, “neighbourhood plans”, or other area-specific policy plans, which formed part of the former official community plan (Regina Development Plan—Bylaw 7877), shall form part of this Plan - as concept plans - in accordance with this section of the Plan and *The Planning and Development Act, 2007* (as amended) and any policies referencing the former plan shall be deemed to refer to the most applicable policies within this Plan.
- 14.30 Any concept plans in BUILT OR APPROVED NEIGHBOURHOODS that were adopted by resolution pursuant to any former official community plan are continued under this Plan. However, the City will support appropriate amendments to any existing approved concept plan in order to enhance conformity with this Plan.

Goal #7 – Zoning Bylaw Compliance

Ensure that the Zoning Bylaw facilitates development in accordance with the goals and policies of this Plan.

- 14.31 Ensure that the Zoning Bylaw establishes the necessary standards and regulations to facilitate the goals and policies of this Plan, and that the bylaw conforms to this Plan and *The Planning and Development Act, 2007* (as amended).
- 14.32 Provide for land-use districts (zones), permitted and discretionary uses, site regulations, general and specific development standards, special land use and development control mechanisms (e.g. contract zoning), administrative procedures and any other matter that City Council determines to be appropriate or necessary to achieve the intent of this Plan through the Zoning Bylaw.
- 14.33 Ensure that applications to amend the zoning regulations, or requests for the rezoning of land consider the following:
- 14.33.1 The nature of the proposal and its conformity with all relevant sections of this Plan, as well as any approved concept plans;
 - 14.33.2 The need to protect all forms of land use from harmful encroachments by incompatible uses;

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- 14.33.3 The capability of the existing roadway and public transit systems to service the proposed use, and the adequacy of the proposed supply of off-street parking;
 - 14.33.4 The capability of existing community infrastructure to service the proposal, including water and sewer services, parks, schools, and other utilities and community services;
 - 14.33.5 The impact of the proposal on the continued viability of the local community and local community services;
 - 14.33.6 The on-going need to promote a compact and efficient city form; and
 - 14.33.7 Any other matter authorized by this Plan or *The Planning and Development Act, 2007* (as amended).
- 14.34 Encourage the Province to accommodate the use of additional innovative zoning techniques (e.g. inclusionary zoning, more expansive design controls and incentive mechanisms) in any future amendment to *The Planning and Development Act, 2007* (as amended).

Goal #8 – Contract Zones

Support beneficial development proposals that meet the intent of this Plan, but require special regulatory treatment to address unique characteristics.

- 14.35 Apply a Contract Zone designation, at Council’s discretion, to development proposals that do not conform with existing zoning requirements (e.g. use of land, site, development or servicing standards, etc.), or that require special regulatory control to ensure compatibility with adjacent development, with the provision that the proposed development:
- 14.35.1 Conforms with the general intent of this Plan or any applicable concept plan;
 - 14.35.2 Represents a unique and/or positive development opportunity; and

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- 14.35.3 Is compatible with existing adjacent development and, where applicable, contributes beneficially to the adjacent *public realm*.
- 14.36 Enter into a Contract Zone agreement with the affected landowner to address those matters set forth and authorized by *The Planning and Development Act, 2007* (as amended) prior to applying the Contract Zone.
- 14.37 Ensure conformity with Policy 14.35 by including the following types of conditions, at Council’s discretion as part of the Contract Zone agreement:
- 14.37.1 Restrictions on the use of land; the form, height and location of buildings; or the hours or periods of operation;
- 14.37.2 Requirements respecting specified or unique landscaping, lighting, noise control, signage, site layout/design, on-site parking, and pedestrian infrastructure standards; and
- 14.37.3 Limitations on the duration of the agreement or proposed development.
- 14.38 Require a performance bond to ensure completion of the agreement, at Council’s discretion.

Goal #9 – Direct Control Districts

Support the development of a unique or special area or district through the application of specific standards and regulations.

- 14.39 Apply the Direct Control District (DCD) designation at Council’s discretion to development proposals that require, or would benefit from, regulations and standards specific to that development proposal in the following contexts:
- 14.39.1 Areas that are significantly constrained by topographical conditions, natural constraints or hazards, and incompatible or potentially hazardous land uses;
- 14.39.2 Areas that are considered important because they include, or are surrounded by, significant heritage resources, environmentally

sensitive or unique or important natural landscapes; and

- 14.39.3 Unique or *mixed-use* development proposals.
- 14.40 Where applicable, require through the Zoning Bylaw and/or a development agreement, that the proposed development(s):
 - 14.40.1 Provides for a compatible interface with adjacent land use and development;
 - 14.40.2 Provides for safe and efficient vehicular and pedestrian *access*, giving consideration to surrounding traffic circulation patterns;
 - 14.40.3 Provides an adequate level of transportation and utility services;
 - 14.40.4 Includes a private outdoor amenity area(s) or public open space(s);
 - 14.40.5 Includes measures for protecting important natural or heritage resources;
 - 14.40.6 Adheres to specified building architecture and design standards;
 - 14.40.7 Adheres to specified provisions relating to the use of land, performance and operations of land use or businesses;
 - 14.40.8 Adheres to specified site and *urban design* standards, including but not limited to lighting, signage, landscaping, parking and loading areas, setbacks, and buffers; and
 - 14.40.9 Considers Appendix A - Guidelines for Complete Neighbourhoods.
- 14.41 Require, where applicable, that the affected landowner enter into a development agreement with the City to:
 - 14.41.1 Address any of the matters set forth and authorized by *The Planning and Development Act, 2007* (as amended) or this Plan;
 - 14.41.2 Ensure that the development proponent constructs and/ or

maintains, or pays the City to construct and maintain, all transportation and utility infrastructure required to facilitate the proposed development(s); and

- 14.41.3 Ensure that the proposed development is constructed within a certain timeframe and in accordance with specified construction and maintenance requirements.

Goal #10 – Exceptions to Development Standards

Support improvements to the public realm, or other public benefits, through the relaxation of specified Zoning Bylaw requirements, bonusing and other mechanisms.

- 14.42 Support the relaxation of specified Zoning Bylaw requirements to support or achieve improvements to the *public realm* or other public benefits in cases where:

14.42.1 The relaxation will not be contrary to the general purpose of the zone; and

14.42.2 The Zoning Bylaw establishes the facilities, services or other matters which will be provided where the general standards have been relaxed.

- 14.43 Set out the following information within the Zoning Bylaw regarding the authorization of relaxations to specified Zoning Bylaw requirements:

14.43.1 The circumstances and/or general locations (e.g. DOWNTOWN) where relaxation of specified Zoning Bylaw requirements may be authorized;

14.43.2 The nature and extent of exceptions that may be allowed, including limits to their application; and

14.43.3 The type, number or amount of *community amenities* or improvements to the built environment that may be accepted in exchange for a given exception in a particular location.

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- 14.44 Enter into an agreement with the development proponent with respect to the facilities, services or improvements to be provided where the City agrees to relax specified requirements of the Zoning Bylaw in exchange for improvements to the *public realm*, or other *community amenities*.
- 14.45 Consider expanding the Zoning Bylaw to secure contributions from development to improve the *public realm*.

Goal #11 – Small Lot Zoning

Support the small lot character of inner city neighborhoods and encourage smaller lot size in new neighborhoods.

- 14.46 Apply the R1A (Residential Older Neighbourhood Detached), R3 (Residential Older Neighbourhood), R4 (Residential Older Neighbourhood), R4A (Residential Infill Housing), IIT (Innismore Industrial Transitional Overlay), and TAR (Transitional Area Residential) zones only in older residential neighbourhoods (determined by the City) with special site and parking regulations.
- 14.47 Consider allowing small residential lots comparable to those found in typical inner city neighbourhoods to accommodate single detached, row house and town house dwellings in all residential zones where there is a back lane and where appropriate.

Goal #12 – Mixed Residential Business Zone

Provide a compatible land-use transition between commercial development and residential neighbourhoods.

- 14.48 Use the MX – Mixed Residential Business Zone as a transition or buffer between high-traffic-generating commercial zones and residential neighbourhoods.
- 14.49 Limit the MX – Mixed Residential Business zone to *low density*, low-traffic-generating commercial and multiple unit residential development.
- 14.50 Apply the MX – Mixed Residential Business Zone in a manner which supports the stability and viability of adjacent residential areas.

-
- 14.51 Restrict the MX – Mixed Residential Business Zone to locations on *minor arterials* and *collector* streets adjacent to residential areas and to locations between existing MAC Zones and residential areas.

Goal #13 – Architectural Control Districts

Protect or support architectural character or building design, where appropriate.

- 14.52 Designate an area, at Council’s discretion, as an *Architectural Control District* (or *Overlay District*), as per *The Planning and Development Act, 2007* (as amended), to implement and enforce specified architectural design standards where this Plan or an approved concept plan sets forth guidelines for the architectural detail and design of buildings for a particular area.
- 14.53 Consider supporting the use of the *Architectural Control District* in the following contexts:
- 14.53.1 Where it is considered desirable to preserve the architectural character of an area, deemed to be important for historical or cultural purposes;
 - 14.53.2 Where it is considered desirable to promote particular design characteristics for an area, in order to support a more aesthetically pleasing environment and/ or enhanced *public realm*;
 - 14.53.3 To prevent specific undesirable architectural or design features;
 - 14.53.4 To support “green building” design (e.g. passive solar design, energy efficient materials, “green roofs”, etc.); and
 - 14.53.5 Where the intent is to implement the applicable building design guidelines outlined in the Appendix A - Guidelines for Complete Neighbourhoods.
- 14.54 Include architectural design standards and any appropriate instructions for applying and regulating the standards, in accordance with guidelines set forth in this Plan or an approved concept plan, for designated ARCHITECTURAL CONTROL DISTRICTS within the Zoning Bylaw (see Map 8 – Cultural Resources).

- 14.55 Identify appropriate architectural design standards with requests to designate new ARCHITECTURAL CONTROL DISTRICTS.
- 14.56 Delegate to the Development Officer the responsibility for reviewing and issuing development permits in ARCHITECTURAL CONTROL DISTRICTS through the Zoning Bylaw.
- 14.57 Set out the application process, and review mechanisms and any applicable fees related to development permits in ARCHITECTURAL CONTROL DISTRICTS through the Zoning Bylaw.

SECTION F: MAPS

Map 1	Growth Plan
Map 2	Regina Census Metropolitan Area
Map 3	Regional Policy Context
Map 4	Environment
Map 5	Transportation
Map 6	Office Areas
Map 7	Parks, Recreation and Open Space
Map 8	Cultural Resources
Map 9	Health and Safety
Map 10	Airport Vicinity

Map 1
GROWTH PLAN

WITHIN BUILT OR APPROVED NEIGHBOURHOODS: TO REACH 300,000:

Greenfield:	235,000 persons
Intensification:	65,000 persons
City Centre - Downtown:	45,000 persons
City Centre - RRI:	20,000 persons
City Centre - Elsewhere:	5,000 persons
Other Parts of the City:	2,500 persons
	10,000 persons

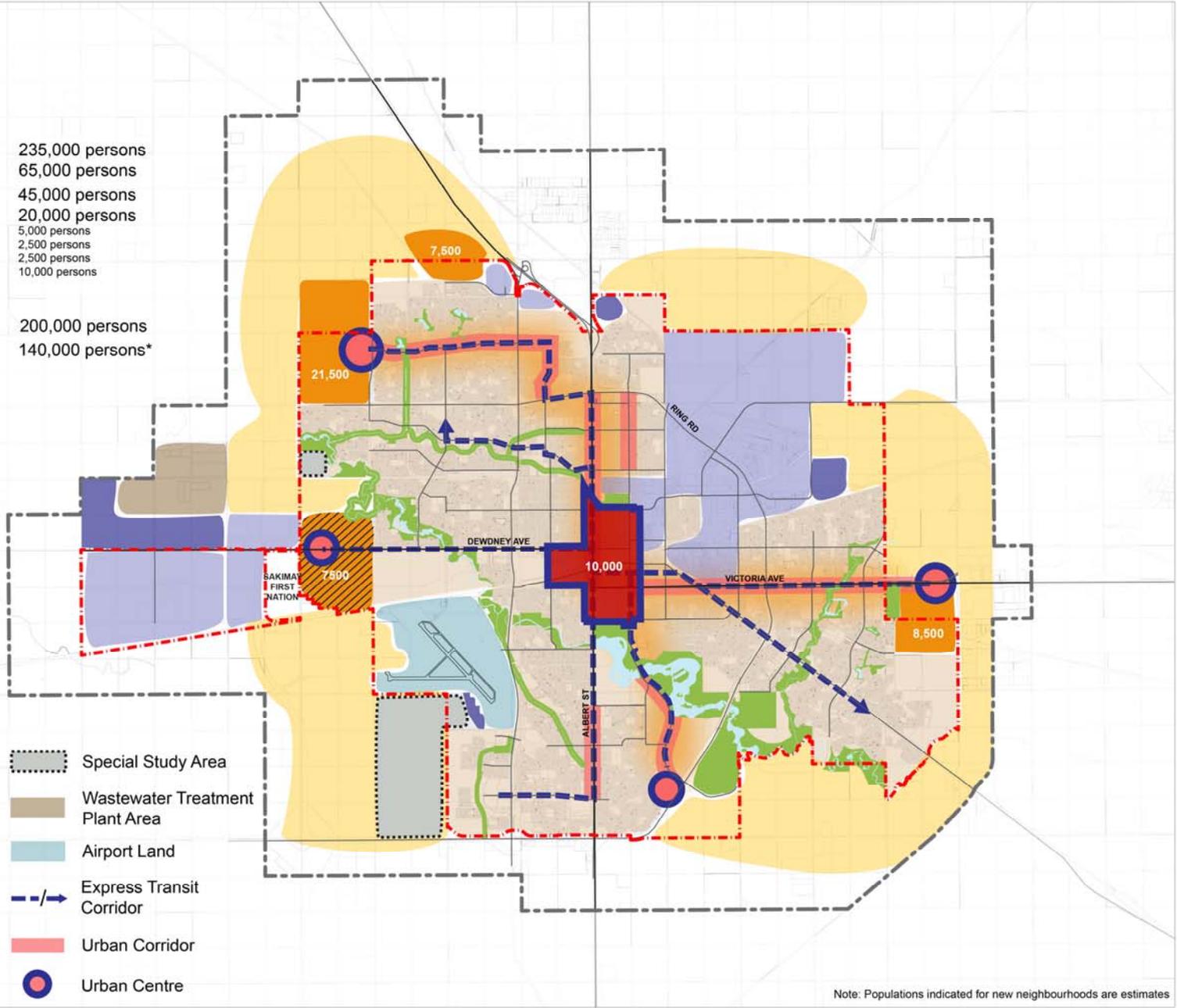
TO REACH 500,000:

Greenfield:	200,000 persons
	140,000 persons*

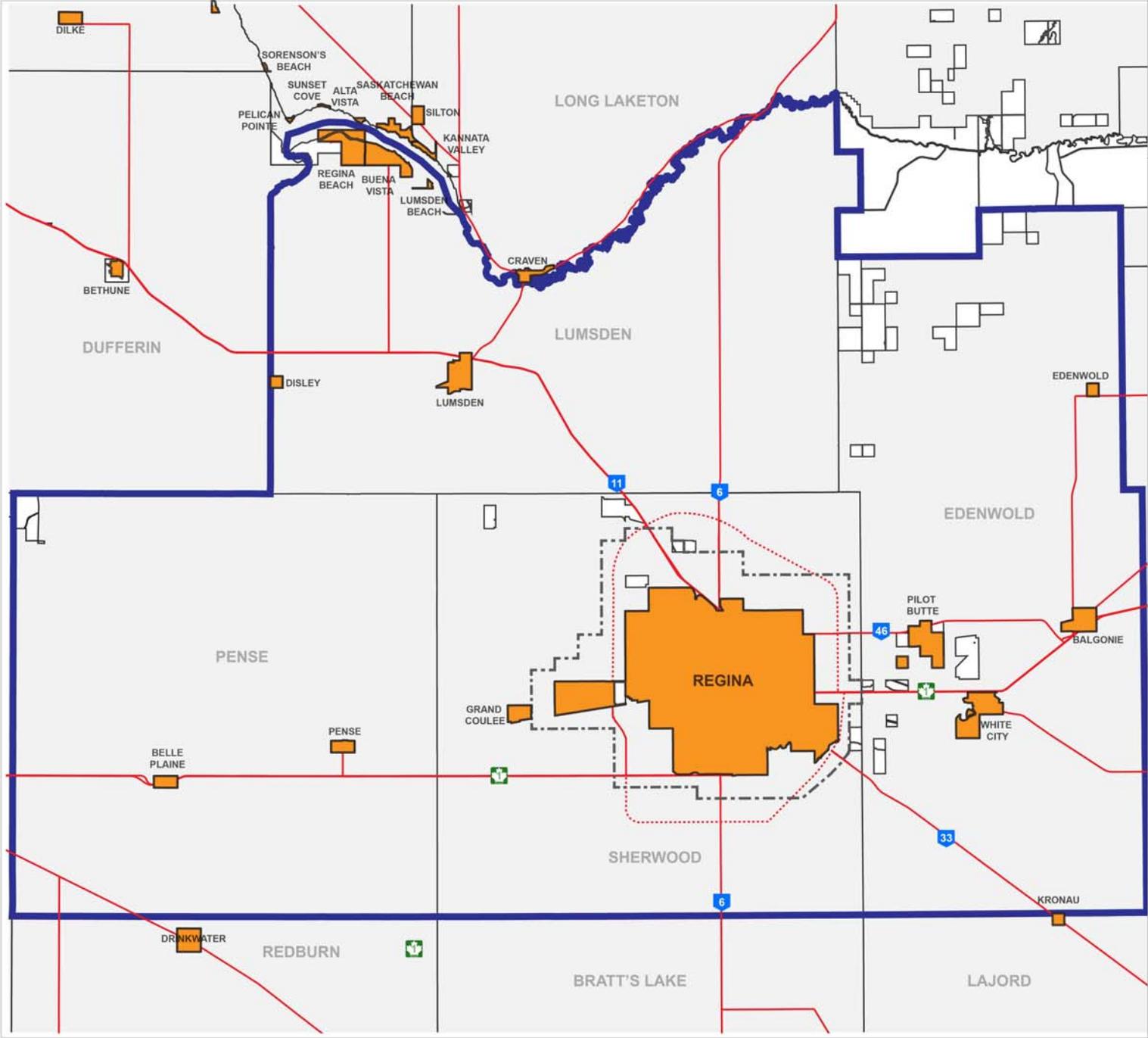
*Based on a 70/30 split assumption

LEGEND

- Urban-Rural Fringe Area
- City Boundary
- Major Road
- Built or Approved Neighbourhoods
- New Neighbourhood (300k)
- Intensification Area (300k)
- Long-Term Growth Area (500k)
- City Centre
- New Mixed-Use Neighbourhood (300k)
- Existing Approved Employment Area
- New Employment Area
- Special Study Area
- Wastewater Treatment Plant Area
- Airport Land
- Express Transit Corridor
- Urban Corridor
- Urban Centre



Note: Populations indicated for new neighbourhoods are estimates



MAP 2
**Regina Census
 Metropolitan Area**

Scale: Not To Scale

Legend

-  Urban-Rural Fringe Area
-  Urban Municipality
-  Regina Census Metropolitan Area
-  Rural Municipality
-  Highway
-  Potential Highway

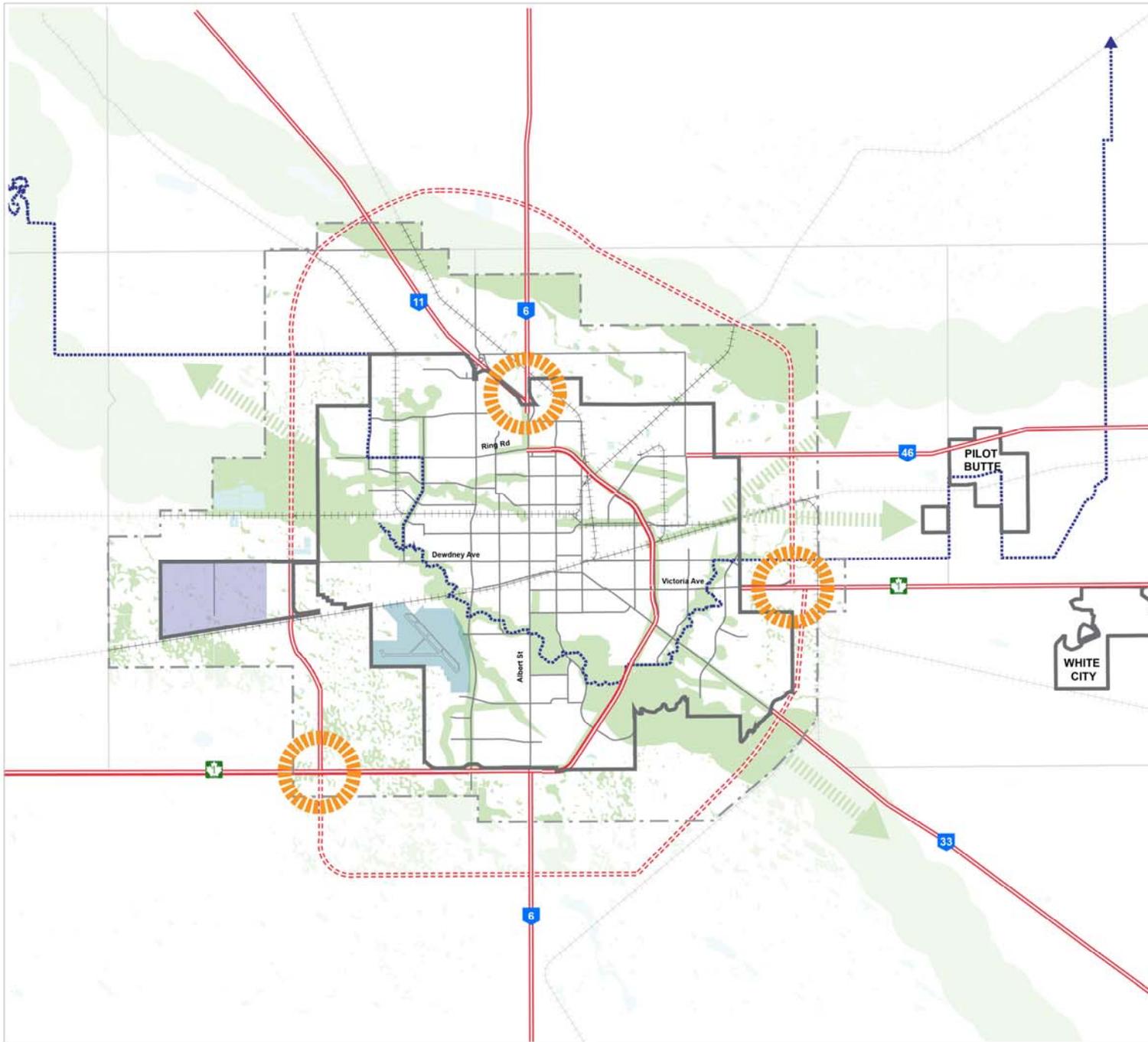


MAP 3
**Regional Policy
 Context**

Scale: Not to Scale

Legend

-  Urban Municipality
-  Urban-Rural Fringe Area
-  Natural System
-  Potential Open Space Connection
-  Airport Land
-  Global Transportation Hub
-  Major Road
-  Highway
-  Potential Highway
-  Trans Canada Trail
-  Railway
-  Regional Gateway



MAP 4
Environment

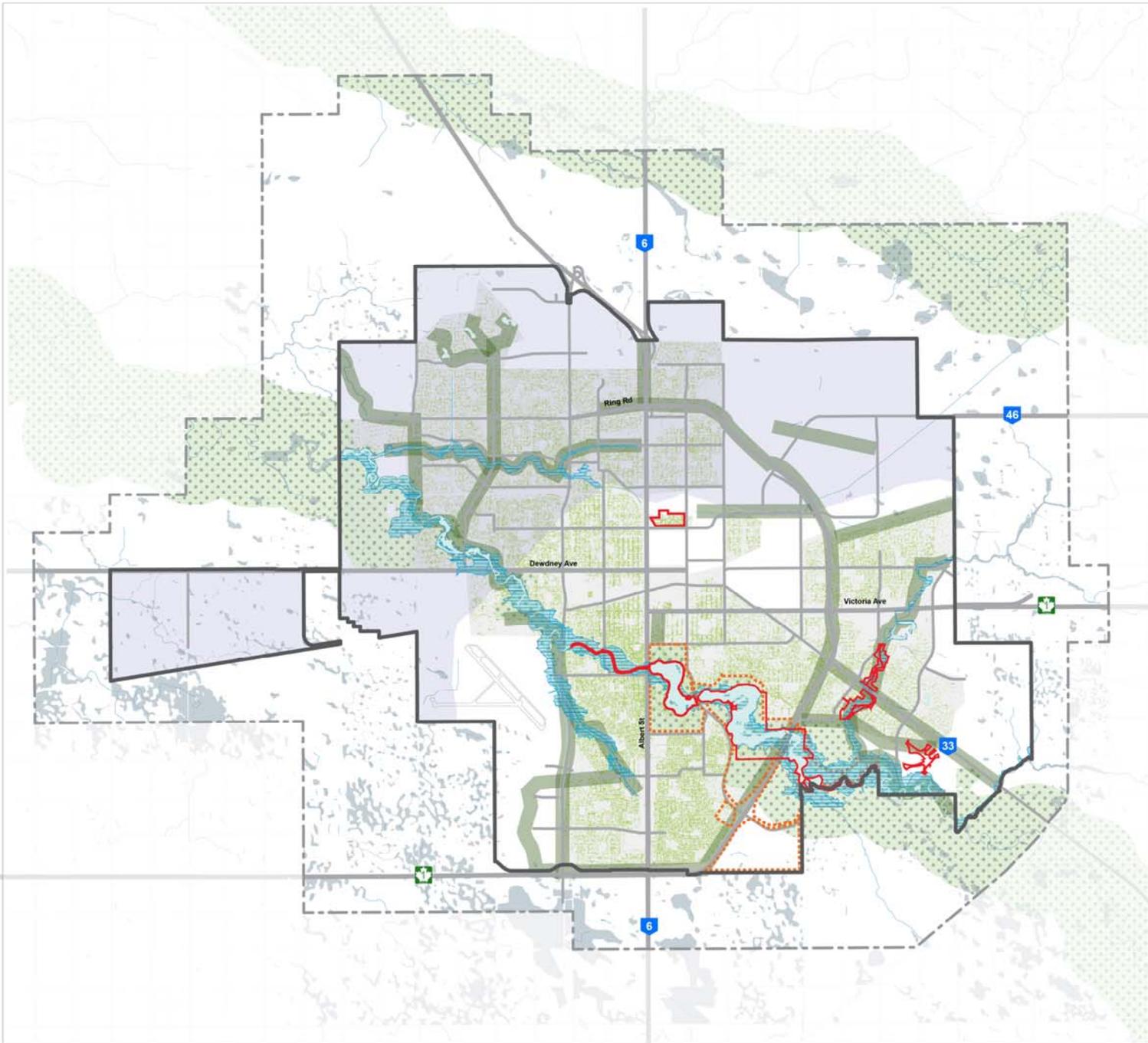
Scale: Not to Scale

Legend

Natural System:

- Natural Area*
 -  Waterbody
 -  Floodplain
 -  Wetland
 -  Habitat Area
 -  Streams
- Natural Corridor*
 -  Natural Corridor
- Naturalized Corridor*
 -  Naturalized Corridor

-  Tree Canopy
-  Wascana Centre
-  Aquifer
-  City Boundary
-  Urban-Rural Fringe Area
-  Highway or Major Road

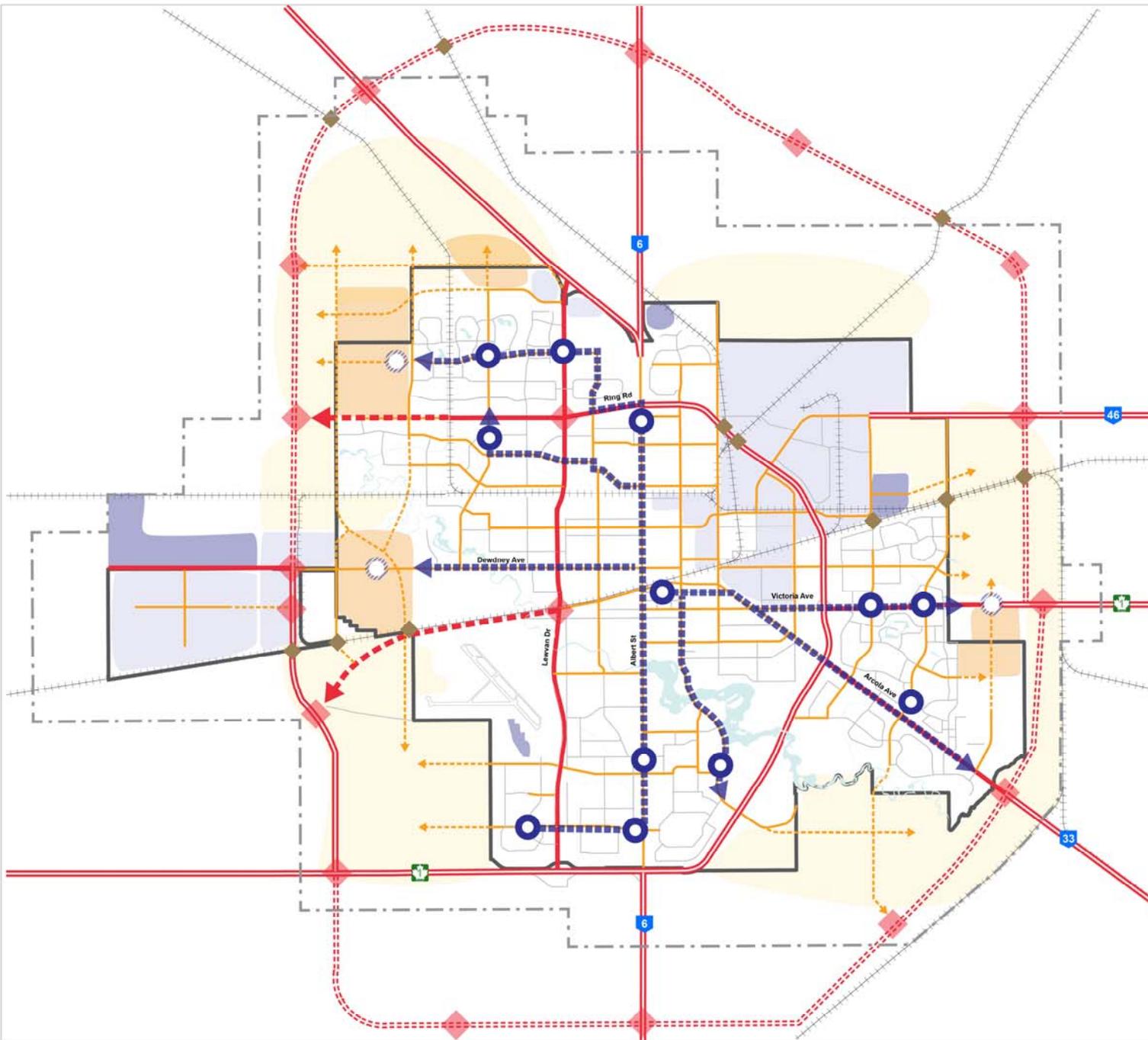


MAP 5
Transportation

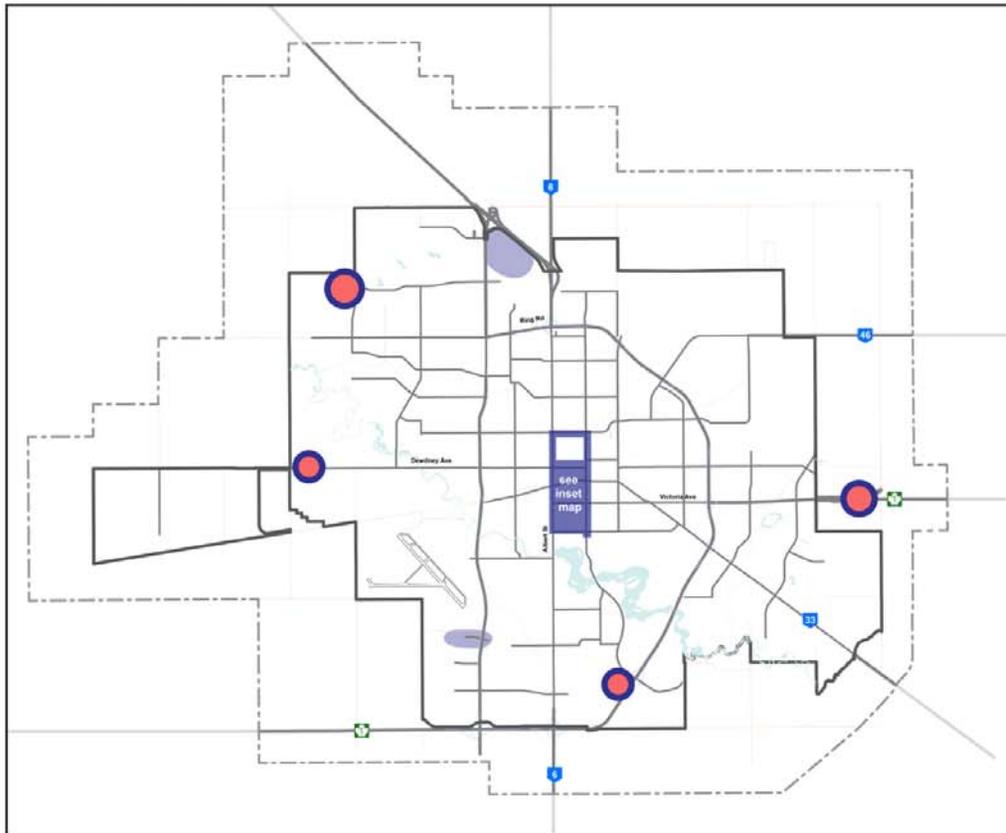
Scale: Not to Scale

Legend

-  Highway
-  Potential Highway
-  Urban Expressway
-  Potential Urban Expressway
-  Arterial Road
-  Potential Arterial Road
-  Collector
-  Railway
-  Express Transit Corridor
-  Transit Node
-  Potential Transit Node
-  Potential Interchange
-  Potential Railway Grade Separation
-  New Neighbourhoods (300k)
-  Long-Term Growth Area (500k)
-  Existing Approved Employment Area
-  New Employment Area
-  Waterbody
-  City Boundary
-  Urban-Rural Fringe Area

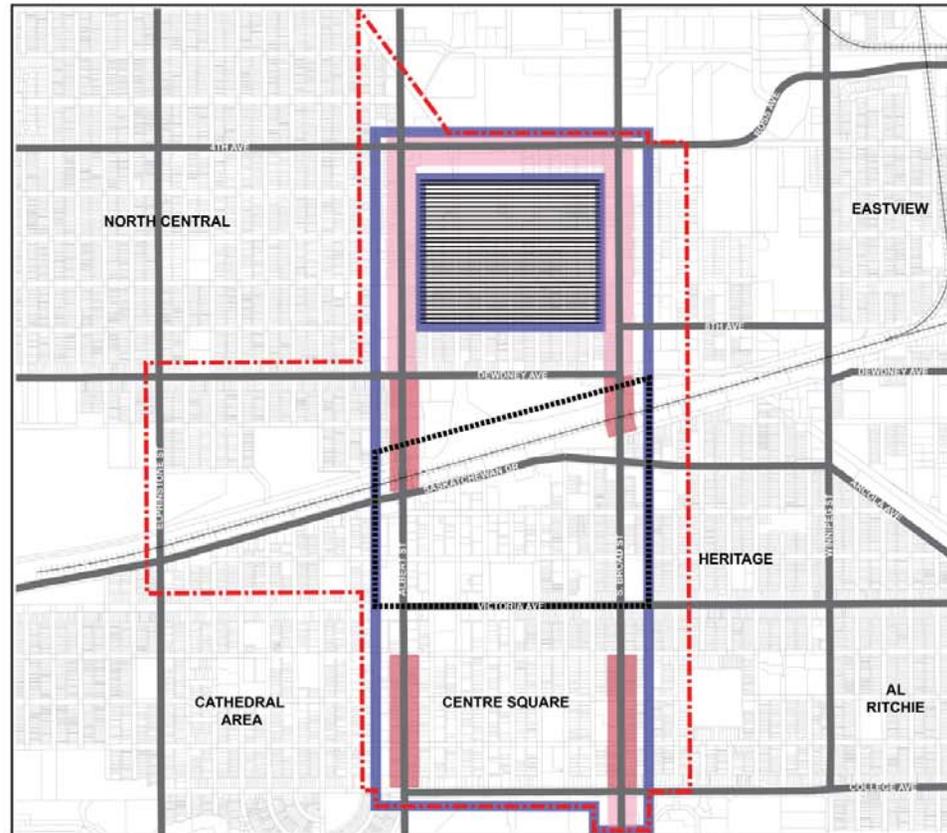


Office Areas



- Downtown/Central City Office Area
- Office Area
- Urban Centre
- City Boundary
- Urban-Rural Fringe Area
- Highway or Major Road

Scale: Not to Scale



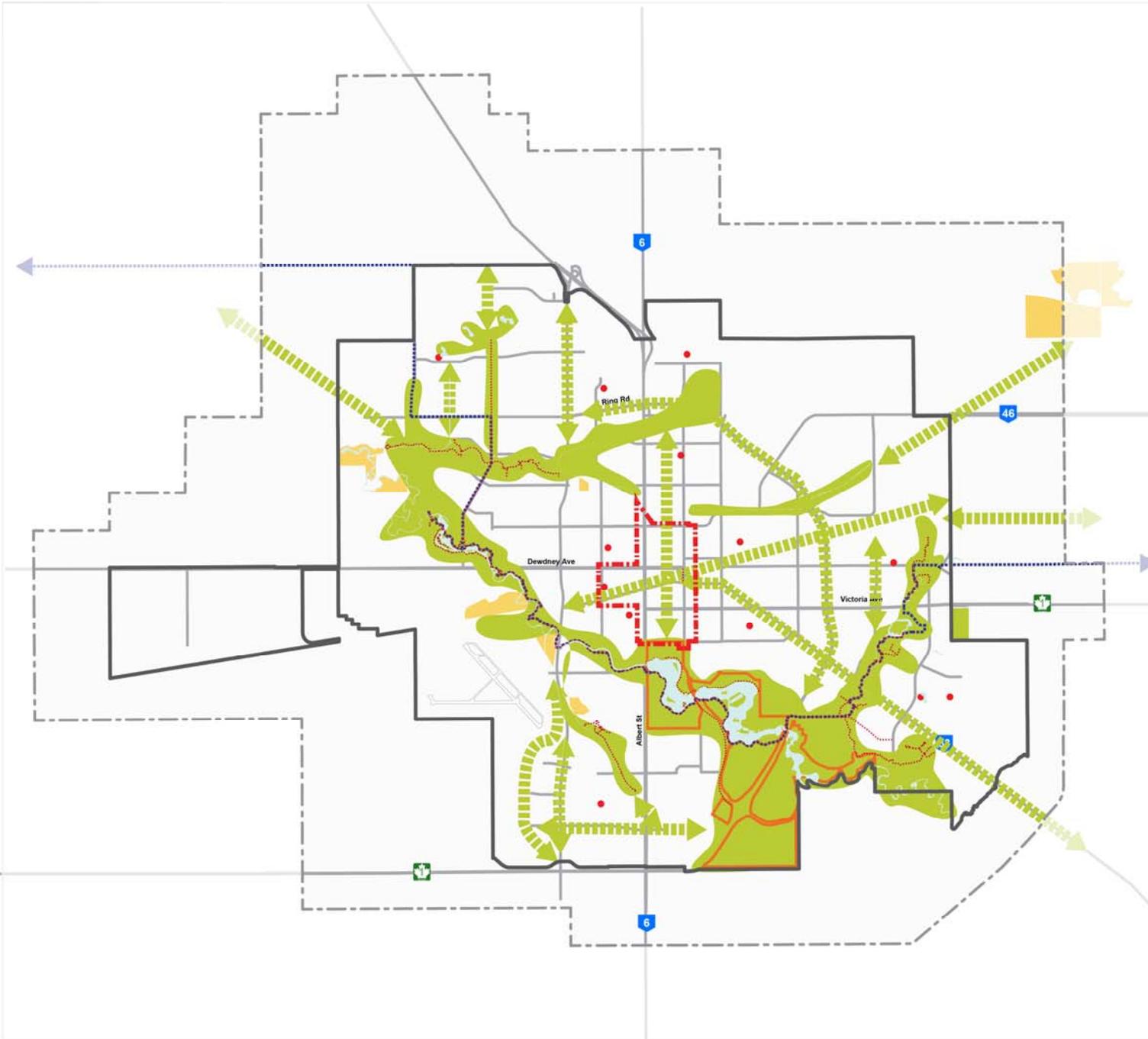
- City Centre
- Downtown
- Downtown/Central City Office Area
- Downtown/Central City Office Area Policy N/A
- Mid-Rise Office
Max. Height: 30m
- Low-Rise Office
Max. Height: 15m
Max. F.A: 7500 sqm
- Major Road
- Railway

MAP 7
**Parks, Recreation and
 Open Space**

Scale: Not to Scale

Legend

-  Open Space System
-  Potential Open Space Connection
-  Private Open Space (Golf Course)
-  Wascana Centre
-  City Centre
-  Trans Canada Trail
-  City Wide Trail
-  Activity Centre
-  City Boundary
-  Urban-Rural Fringe Area
-  Highway or Major Road

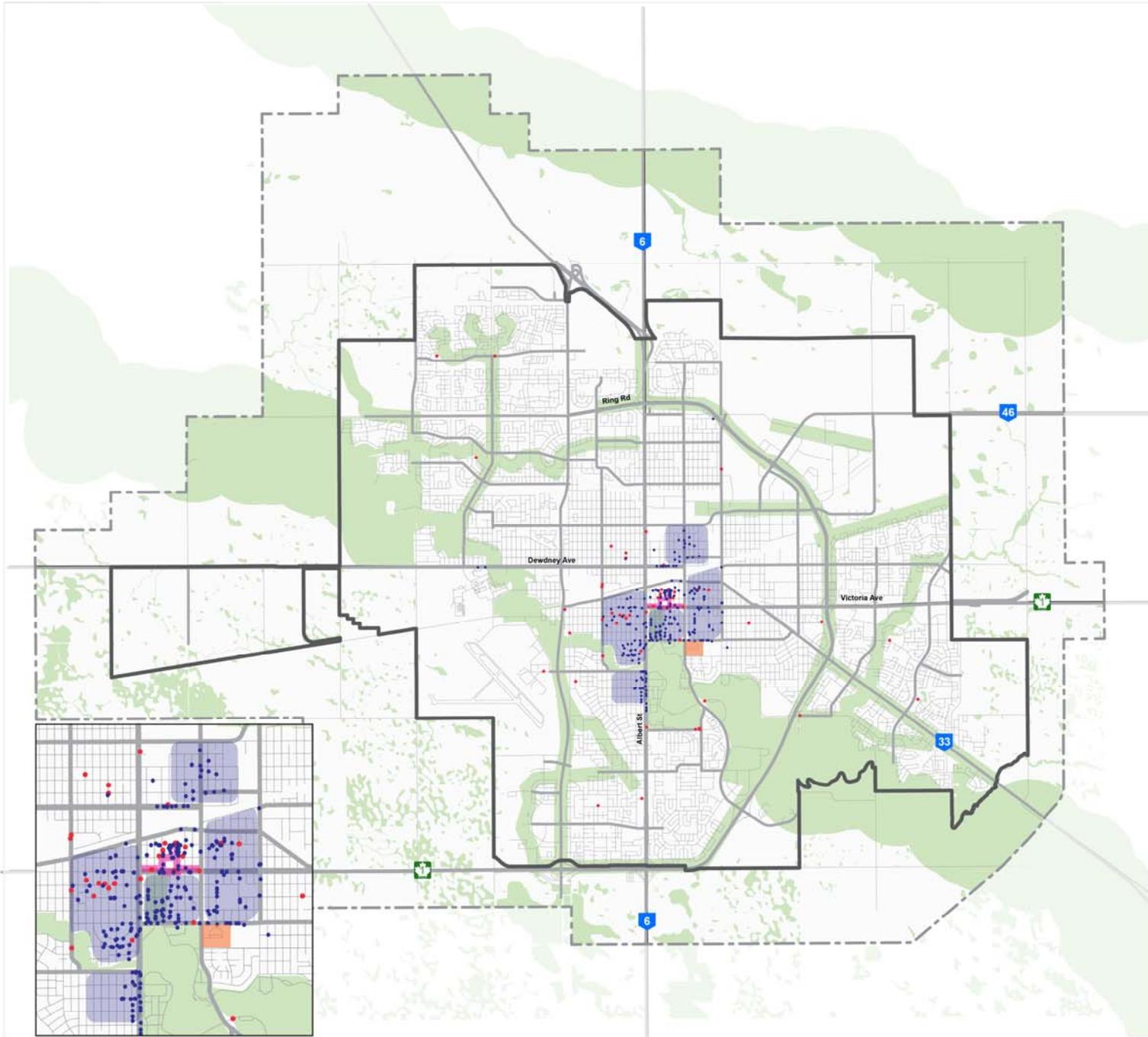


MAP 8
Cultural Resources

Scale: Not to Scale

Legend

-  City Boundary
-  Urban-Rural Fringe Area
-  Heritage Conservation District
-  Architectural Control District
-  Potential Heritage Conservation Districts (subject to further study)
-  Natural System
-  Historic Places
-  Public Art
-  Highway or Major Road

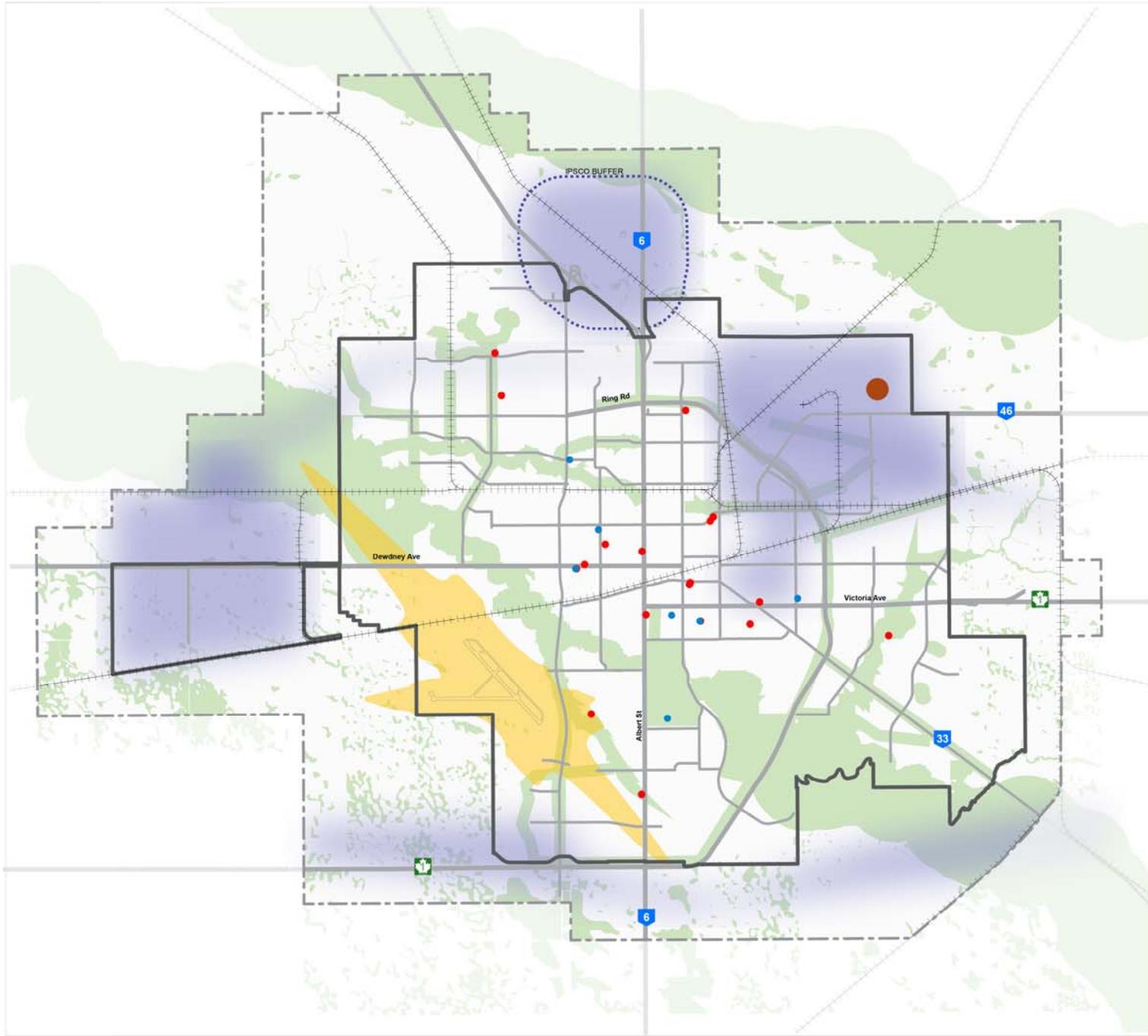


MAP 9
Health and Safety

Scale: Not to Scale

Legend

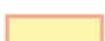
-  Airport Noise Exposure Contour
-  Land Use Compatibility Transition Area
-  Natural System
-  Major Health Facility
-  Major Emergency Response Facility
-  Landfill
-  City Boundary
-  Urban-Rural Fringe Area
-  Highway or Major Road
-  Railway

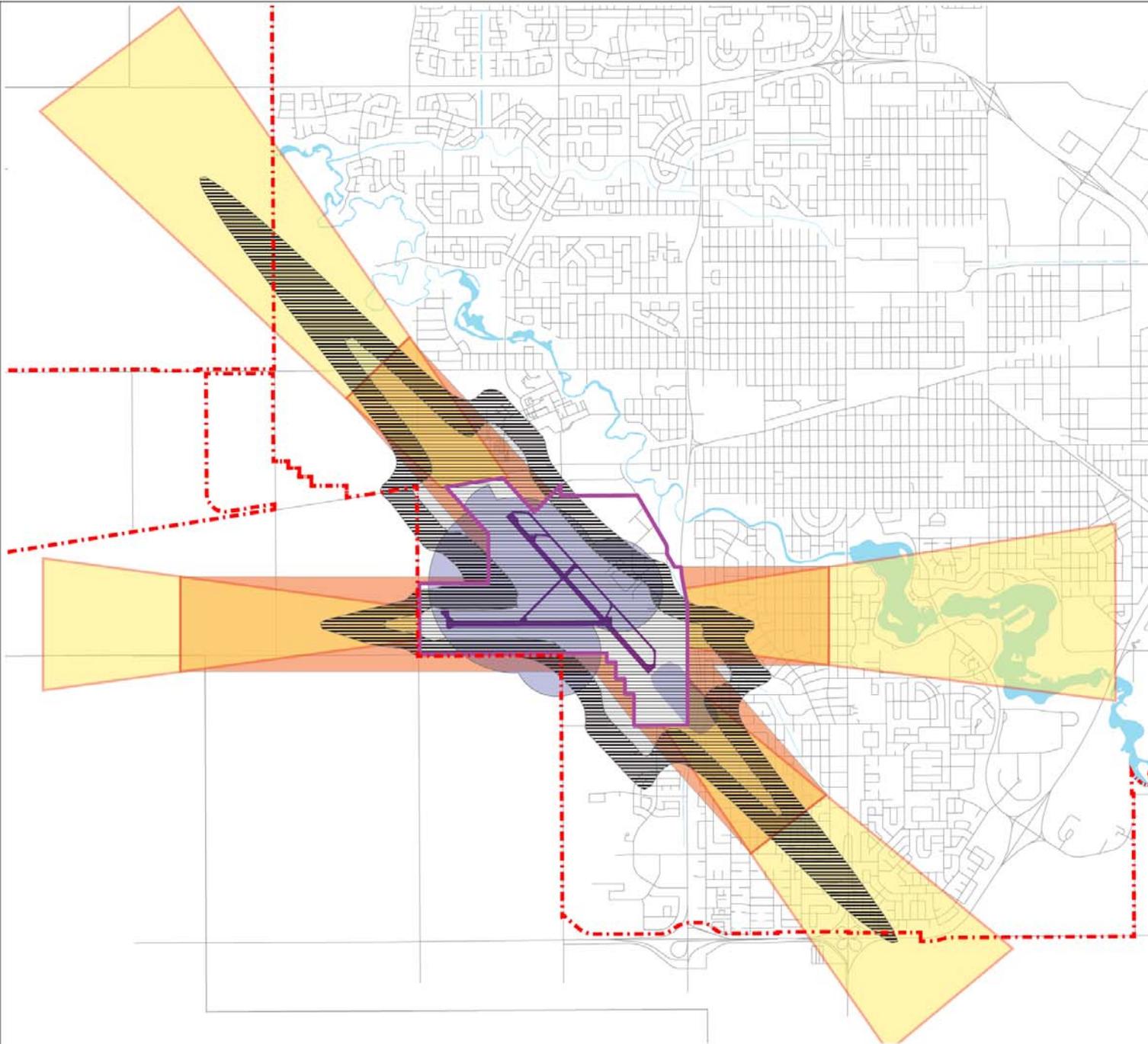


MAP 10
Airport Vicinity

Scale: Not to Scale

Legend

-  Existing City Boundary
-  Airport Runway
-  Airport Lands
-  30 NEF
-  25 NEF
-  Clear Zone (1:50 Height Restrictions Approach Surface)
-  1:7 Height Restrictions Transition Surface
-  Airport Electronic Navigation Aids Protection Area
-  Roads



APPENDICES

APPENDIX A: GUIDELINES FOR COMPLETE NEIGHBOURHOODS

Definition

The City of Regina is committed to building complete neighbourhoods that are living, dynamic and unique entities that evolve over time. The concept of complete neighbourhoods is applicable to every area of the city, but it recognizes the unique aspects that differentiate one neighbourhood from another.

Complete neighbourhoods are places where residents enjoy their choices of lifestyles, food, housing options, employment, services, retail and amenities, multi-modal transportation, and educational and recreational facilities and programs. Most importantly, complete neighbourhoods provide easy *access* to the daily life necessities for people of all ages, abilities and backgrounds in an engaging and adaptable urban environment.

Each neighbourhood within the city will face various infrastructure and land-use decisions required to create a complete neighbourhood. To identify each neighbourhood's needs, the city will require active and a wide-ranging public participation process that includes identifying specific needs.

Complete neighbourhoods provide:

- Safe, *accessible* and connected modes of transportation including roads, transit and cycling and pedestrian routes;
- A diversity of rental and owned housing forms that are attainable to a range of incomes for a variety of household types and sizes and for individuals of all stages of life;
- Convenient *access* to employment;
- *Community resources*, services and amenities to allow residents to meet most of their daily needs;
- Civic gathering areas, *cultural resources* and heritage features that contribute to a distinctive character and support a *sense of place* and community; and
- *Access* to parks, open space and the city's NATURAL SYSTEM.

Guidelines

The City supports the concept of *complete neighbourhoods* for development in new and existing areas. Figure 2 - Complete Neighbourhood Model depicts what a complete neighbourhood may look like and include. The preparation of concept plans should incorporate and reflect these guidelines that support the policies as per Goal 1, of Section D5 (Land Use and Built Environment) of this Plan. This goal requires that NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS are planned and developed to include the following:

Policy 7.1.1: A collaborative planning process involving stakeholders.

Guidelines:

- Participants should include landowners, City staff and other stakeholders, such as school boards, adjacent community associations, utility providers, and applicable provincial agencies.
- Consultation could include public meetings, design charrettes, technical workshops, and other activities as required.
- Consultation with the City should occur early on in the process to identify: policy and servicing parameters; an engagement strategy; and the preliminary design concept.

Policy 7.1.2: Integration and interconnectivity with all adjacent neighbourhoods, the city and, where appropriate, the region.

Guidelines:

- Integrate neighbourhoods with the city's NEW NEIGHBOURHOODS, URBAN CORRIDORS, the NATURAL SYSTEM, transportation networks, parks, open space and multi-use *pathways*.
- Consider and plan each neighbourhood within the greater context of surrounding areas to ensure synergies.
- Ensure that NEW NEIGHBOURHOOD development is appropriately integrated with existing neighbourhoods.
- Endeavour to ensure the design and function of arterial and major *collector* streets allows for safe, convenient and multi-modal *access* between neighbourhoods.

Policy 7.1.3: **A framework, where appropriate, of smaller neighbourhood districts and a centrally located neighbourhood hub.**

Guidelines:

- Support a block pattern for each district based on a grid or modified grid layout, to allow for easy *wayfinding* and *accessibility*, multiple travel options and *traffic calming*.
- All NEW NEIGHBOURHOODS should have a centrally located neighbourhood hub(s), which serves as the primary focal area of the community and location for ACTIVITY CENTRES, TRANSIT NODES, higher *density* residential, *mixed-use*, retail and services and recreational and *cultural resources*.
- Design and locate neighbourhood hubs so they are pedestrian oriented and within walking distance of residential areas.
- Sufficient land should be reserved for the neighbourhood hub; however, planning, design and zoning, should allow for land-use flexibility.
- New schools and other institutional uses should be encouraged to locate within, or in close proximity to, neighbourhood hubs.
- Ensure that the design of the neighbourhood hub allows for changing conditions over time, to accommodate variations in land use.

Policy 7.1.4: **Opportunities for daily lifestyle needs, such as services, convenience shopping, and recreation.**

Guidelines:

- Cluster complementary uses together in the neighbourhood hub(s), ensuring that sufficient land is reserved and appropriately phased in.
- Ensure that sufficient population and densities exist to support amenities and services within walking distance of most homes.
- Ensure that the location of higher *density* housing works with the location of transit, amenities and services.
- Prepare market analyses to determine the amount and type of services and amenities that are viable.
- Consult with the school boards during the initial stages of developing a concept plan to determine school requirements and location.

Policy 7.1.5: **A diversity of housing types to support residents from a wide range of economic levels, backgrounds and stages of life, including those with *specific needs*.**

Guidelines:

- Ensure a good mixture of residential types, tenures and densities to promote *inclusive* and vibrant neighbourhoods.
- Consider alternative housing types, such as garden suites, *live/work* units, small-lot detached dwellings, and *mixed-use* buildings.
- Ensure that neighbourhoods include densities sufficient to support transit and commercial and recreational amenities.

Policy 7.1.6: **Specialized open space, such as squares, civic centres, and parks, which are optimally located and designed.**

Guidelines:

- Situate parks so they act as important focal points for the neighbourhood.
- Ensure parks are compatible with other amenities and are readily *accessible* by walking, cycling, and transit.
- Avoid backyards abutting parks, as this creates a barrier to the broader community and does not support *access* or visibility.
- Consider a multi-purpose open space component, designed to accommodate change over time to accommodate school and recreational opportunities, civic uses and other public amenities.
- Include formal urban park space, such as plazas and squares, which can act as locations for important civic events and gatherings.
- Where possible, design storm-water ponds and channels to function as NATURAL SYSTEM and areas for recreation, incorporating native vegetation.

Policy 7.1.7: **Streets, pedestrian paths and bike paths that contribute to a network of fully-connected, safe and *accessible* routes to all destinations.**

Guidelines:

- Sidewalks should be separated from streets by landscaped strips, street trees and curbs, especially in primarily residential areas.

- Encourage rear-lane access to homes to provide a more enjoyable and safe street space.
- Avoid long blocks and street walls that limit interconnectivity, and incorporate mid-block walkways into blocks greater than 250m in length.
- Avoid curvilinear, loop and cul-du-sac street design, as this pattern limits transportation and servicing interconnectivity.
- Ensure safe, walkable and aesthetically pleasing *active transportation* connections between districts and neighbourhood hubs, parks amenities and institutionals.
- Ensure that neighbourhoods are well connected to URBAN CENTRES and URBAN CORRIDORS for *access* to citywide amenities and employment areas.

Policy 7.1.8:**A distinctive character, identity and *sense of place*.****Guidelines:**

- Incorporate place-making features through planning and design, such as view corridors, terminating vistas, focal points and landmarks.
- Ensure that neighbourhood hubs are optimally planned and designed to serve as distinctive common areas that define their neighbourhoods.
- Incorporate, where applicable, existing heritage or significant natural features into the neighbourhood.
- Work with the City to identify ways to support the identity of a neighbourhood.
- Avoid walls that segregate and visually block neighbourhoods from adjacent streets and neighbourhoods.
- Allow for a variety of building designs.

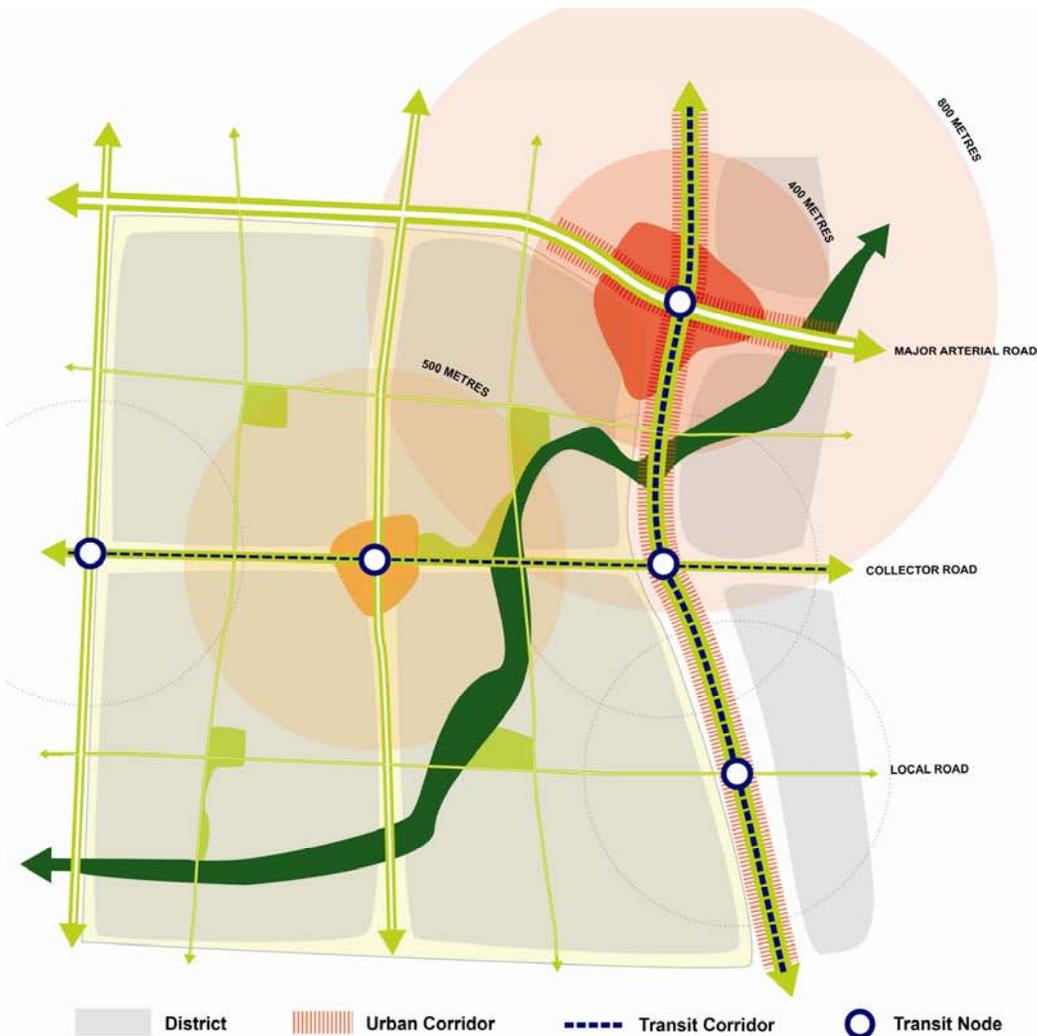
Policy 7.1.9:**Buildings which are designed and located to enhance the *public realm*, and which contribute to a better neighbourhood experience.****Guidelines:**

- Provide appropriate setbacks between homes and streets to support an enhanced street environment.

- Where garages front streets, set garages back, relative to the front wall, so they do not dominate the front yard.
- Frame strategic intersections, neighbourhood hubs and significant public spaces with larger buildings, such as multi-unit residential and *mixed-use* development, in order to accentuate these focal points and support their use.
- Avoid direct frontage onto arterial streets, except where they function as well-designed, landscaped, multi-modal streets.
- Create active streetscapes through ground floor uses and by limiting at-grade parking and blank facades to provide a sense of activity, safety and surveillance, and “eyes on the street.”

Policy 7.1.10:**Convenient access to areas of employment.****Guidelines:**

- Integrate *live/work* opportunities, where appropriate, into development.
- Allow for appropriately scaled employment opportunities within or adjacent to neighbourhood hubs and NEW NEIGHBOURHOODS.
- Support transit service to places of employment by connecting neighbourhood hubs with NEW NEIGHBOURHOODS, URBAN CORRIDORS and the DOWNTOWN.
- Ensure that street and block patterns allow for a changing and adaptable urban environment.



**Figure 2:
COMPLETE NEIGHBOURHOOD MODEL**

- | | |
|--|--|
| <p>COMPLETE NEIGHBOURHOOD</p> <ul style="list-style-type: none"> Diverse Housing Options Commercial / Office / Services Employment Areas Institutional Areas (Schools) Recreational Uses (Activity Centres) Transportation Network Parks and Open Space Network Natural System Distinctive Neighbourhood Characteristic (Cultural Resources) | <p>PARKS AND OPEN SPACE NETWORK</p> <ul style="list-style-type: none"> Street Trees Parks Plazas Squares Pathways |
| <p>URBAN CENTRE</p> <ul style="list-style-type: none"> Commercial/Office Areas Employment Areas Higher Density Residential Mixed-Use Areas Transit Node | <p>NATURAL SYSTEM</p> <ul style="list-style-type: none"> Habitat Areas Stormwater Ponds/Channels Waterbody Floodplain Naturalized Corridors |
| <p>NEIGHBOURHOOD HUB</p> <ul style="list-style-type: none"> Activity Centres Transit Nodes Higher Density Residential Mixed-Use Areas Neighbourhood Retail / Services Community Resources | <p>TRANSPORTATION</p> <ul style="list-style-type: none"> Various Road Types Transit Corridors Express Transit Corridors Transit Node Bike Paths Sidewalks |

APPENDIX B: SCHOOL SITE RE-USE GUIDELINES

The re-use and redevelopment of closed school sites can have a major impact on the surrounding residential neighbourhood. To address this issue, the “Determining Re-use Options for Closed School Sites” study established a process for determining a range of appropriate uses and specific site design criteria before an actual development proposal is submitted for a school site.

In the review of closed school sites, the following guidelines should apply:

1) Development Criteria For Determining Re-use Options

- a) A hierarchy of steps is to be employed in determining appropriate re-use options, as follows:
 - i) The City determines if it requires the site and/or building for a civic use. Civic uses (e.g. community centres) are determined based on their need and the appropriateness of the site for the use. Open space needs are identified using the criteria in the City’s applicable open space policies or strategies.
 - ii) If no civic use is identified, the general locational criteria in this section shall be used to determine other appropriate uses.
 - iii) The specific development criteria in Section 2 of these guidelines shall be used to refine the site design characteristics taking into account the land-use patterns in the surrounding neighbourhood.
- b) The following criteria should be used to formulate recommendations for the use, type and intensity of use for any specific school site that is available for redevelopment. In particular, prospective developers of a site will find guidance from these criteria as to the suitability of sites for particular land uses as well as guidelines regarding the form and appropriate site design for development. The criteria will apply whether the City, another public agency, or the private sector develops the site.

The following sections identify, for each potential use, the site characteristics which are recommended in order for the site to be acceptable. Using these criteria, a range of potential re-use options can be developed for any given site. For all uses, particularly where all or a portion of the school building is or can be retained, every effort should be made to accommodate existing community programs which may be using the school facilities.

- i) Institutional Uses - Institutional uses are often appropriate re-use options for closed schools, and can frequently adapt the existing school building to their use. However, certain institutional uses which generate heavy traffic or which may otherwise adversely impact upon the adjoining neighbourhood should be carefully examined to ensure that problems do not occur. Churches, day care centres and educational facilities are widely acceptable, but consideration should be given to the level of traffic generation if located on local streets, the interface of day cares with arterial streets, and the need for bus service.

Other institutional uses may include libraries, art galleries and other community facilities. These uses should be located along major *collector* or arterial roadways and where transit service is provided on the roadway.

- ii) Residential Uses - School sites, which are located in residential areas, are generally appropriate for residential redevelopment. Exceptions can occur when redevelopment would create a present or future shortage of open space as identified in the Open Space Management Strategy and the land should be reserved for open space use.

There are several different types of residential development, each of which will be more or less appropriate to the specific context of a given site. The general policy is to establish residential infill development at densities which are slightly higher than the surrounding neighbourhood; further elaboration of applicable densities is in Section 2(a)iii of these guidelines.

Detached and semi-detached dwellings are appropriate for sites located on local or collector roadways abutting other detached dwellings.

Multi-unit housing consisting of townhouse and low rise apartment dwellings is appropriate on collector or arterial roadways and on local streets other

than short crescents or cul-de-sacs where located within 40m of the intersection with a major collector or arterial roadway.

High rise apartments should be located on collector or arterial roadways where there are abutting multi-unit or commercial developments. Transit should be available within 200m.

Note that the density of development and type of housing unit that can be placed on a site is subject to not only planning and environmental considerations, but economic factors as well. A developer is faced with several items of expense in any development including servicing costs, interest payments, administration costs, and of course the cost of land. On the revenue side, the developer must determine expected sale prices for lots and/or dwelling units.

Examination of individual closed school sites reveals important variations in both cost and revenue factors. In some cases, use of the site for traditional detached dwellings on individual lots may not be economically feasible. In all cases, the expected densities and housing types that can be achieved determine the value of the land. Thus, the criteria for determining appropriate residential uses should include an economic feasibility examination.

Senior citizen's apartments and low income housing are special cases which should be located near a bus route and within 400m of local or neighbourhood shopping. In addition, the proximity of schools and day care centres should be a significant factor in determining the appropriateness of a site for any type of family housing.

- iii) Commercial Uses - Neighbourhood commercial uses may be considered for sites located on collector or higher level roadways at the periphery of neighbourhoods, especially where higher density residential or commercial uses are located nearby. Bus service should be provided, with a bus stop within 200m of the site.

Other commercial uses may be considered on sites located on major collector or arterial streets which meet the above criteria, where it can be

demonstrated that no adverse impact on the neighbourhood or other commercial areas will result.

- iv) Other Uses - Although residential, institutional or commercial uses are the most likely re-use options for school site redevelopment which do not have an educational or civic use, other uses may be appropriate for a given site, and can be examined giving consideration to:
- the impact on traffic patterns;
 - noise or other impacts generated by the use;
 - compatibility with surrounding land uses; and
 - policies expressed in neighbourhood plans.
- v) Joint Uses - Developments which incorporate two or more uses, such as residential with a commercial component, should meet all the criteria applicable to each of the uses.
- vi) Summary - Table 1 summarizes the relationship between potential land uses and the specific characteristics of the site. The site characteristics appropriate for specific land uses are indicated by a circle on the table. A triangle indicates that the site may be appropriate for the use under certain circumstances as described in the text. A blank indicates that, for sites which have the applicable characteristic, the corresponding potential use should not be considered. Only uses which have black circles or triangles for all of the characteristics applicable to a given site are appropriate for that site.

TABLE 1: DEVELOPMENT CRITERIA SUMMARY

Site Characteristics		Potential Uses		Detached and Semi-Detached Houses	Low-Rise Apts. and Townhouses	High Rise Apts	Senior Citizen's Apts.	Churches, Daycare, Schools	Other Institutional *	Neighbourhood Commercial	Other Commercial Uses*
		Potential Uses									
Surrounding Residential Type	Low Rise Residential (under 13m)	●	●		●	●		●			
	High Rise Residential		●	●	●	●	●	●	●	●	
Street Classification	Local Street	●	▲		▲	▲					
	Minor Collector	●	●		●	●		●			
	Major Collector		●	●	●	●	●	●	●	●	
	Arterial		●	●	●	●	●	●	●	●	
Bus Service	More than 200 m	●	●								
	More than 400 m	●									
Site Context	Neighbourhood Interior	●	●		●	●					
Services	Commercial Abutting		●	●	●	●	●	●	●	●	
	No Commercial Nearby	●				●	●	●	●	●	
<ul style="list-style-type: none"> ● Note: The range of other institutional and commercial uses can, depending upon the specific use proposed, affect adjacent areas in different ways; each should be carefully examined to ensure compatibility with the neighbourhood. ● Site characteristic is appropriate for the use. ▲ Uses may be permitted under appropriate circumstances. Consult text for details. □ Use should not be considered for site which has the indicated characteristics. 											

2) Site Specific Development Criteria

a) The following are performance standards, intended to determine the appropriate scale and site design appropriate given the characteristics of the site and its context.

- i) Servicing - 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.

Underground services should be able to accommodate the redevelopment. If the existing services are inadequate, the developer shall be responsible for the cost of upgrading them to the required level.

- ii) Heritage Conservation - Every effort should be made to retain buildings identified as having heritage significance. Where retention has been examined and found to be not viable, the building elements of greatest heritage value, such as the façade, should be preserved and incorporated into the new development.

- iii) Net Density - Densities are proposed to be higher than the surrounding area to reflect increased land and servicing costs that have occurred since the neighbourhood was originally developed. Densities referenced in this section are intended to be used as a guideline for appropriate site development, rather than as a rigid development standard.

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, depending on other factors of evaluation of a development proposal.

All other criteria such as height, coverage, setbacks and parking will still apply in order to ensure compatibility with the surrounding area. In many cases, density will be constrained by these other site design criteria. Regardless, proposed developments will be evaluated on their own merits taking into consideration all associated impacts.

There are some situations where more density might be more appropriate on a site. For example, additional density may be acceptable for senior citizens apartments, which have a lower traffic generation than typical residential development. Or school sites with access to arterial or collector streets or at the edge of a neighbourhood might allow for more density as local roads would not be impacted.

- iv) Access - Where a corner site borders on two streets of different classifications, the main access should normally be to the higher street classification.

Redevelopment should consider the impact on traffic volumes and minimize increases in traffic on the adjacent streets. The potential need for additional traffic controls or improvements should also be considered and the developer will be responsible for the costs associated with such improvements.

- v) Parking - The off-street parking requirements of the Zoning Bylaw must be provided. In the case of multi-unit developments, parking lots shall be located internally on the site and be screened to minimize the impact on the surrounding residential area. Multiple residential re-use options should also make provision for on site guest parking.
- vi) Design and Streetscape - Buildings which have a direct interface with the adjacent residential area should be sensitive to general design characteristics (e.g., bungalows, two-storeys) of the existing dwellings in the neighbourhood. Orientation, landscaped area and setback should also reflect the surrounding neighbourhood.

Where possible, existing playground space on the school site should be retained and enhanced for use by neighbourhood residents. Where circumstances permit, consideration should be similarly given to possible retention of the school gymnasium for community use. The retention of playground and gymnasium facilities would be subject to City consideration regarding the need for the facilities, alternate sites, the financial feasibility and operational costs, and other factors.

- vii) Height of Re-use Options - Internal buildings not having an interface with the surrounding residential area may be developed to the permitted height in the zone if the windows/balconies of the building are oriented to respect the privacy of existing dwelling units.

Buildings on the edge of the site – interfacing with existing development – should have a height consistent with that of adjacent development. The configuration of the site is also a factor as a long narrow site would be less suitable for higher buildings than one which has sufficient depth to screen those buildings from adjacent residential areas.

APPENDIX C: DEFINITIONS

access/accessible/accessibility:	A general term used to describe the degree to which an activity, service, or physical environment is available to as many people as possible, regardless of their physical abilities or socio-economic background. Improving accessibility involves removing economic, physical, cultural, and transportation barriers to participation in programs, projects and facilities.
accessory suite:	A residential suite that is detached from the main house but within the same property boundaries; the suite can be over a garage or a freestanding laneway unit.
active transportation:	Modes of travel which rely on self-propulsion and include walking, cycling, rollerblading, skateboarding.
ACTIVITY CENTRES:	Areas for active and passive recreation use that accommodate institutions and social facilities, indoor and outdoor recreation facilities and other active uses connected, where feasible, by active transportation links.
AIRPORT LAND:	Land owned and operated by the Regina International Airport Authority.
ARCHITECTURAL CONTROL DISTRICT:	An overlay zone that is intended to preserve the physical character of an area or promote an established theme for an area. It may be used to control building sites and the architectural detail of the buildings within that area.

attainable housing:	A situation where households at various income levels can find and secure (attain) suitable, adequate, and affordable housing and can move on to other options. The definition recognizes the housing needs of the full range of income groups and households. Implicit in this usage of attainability is the idea that a range of housing options (type, accessibility levels, size, tenure, cost) exists in the local market.
AQUIFER:	An underground bed or layer of permeable rock, sediment or soil that yields water and is recharged by infiltration.
barrier-free:	To eliminate physical barriers to use or visitation, so that it is accessible to anyone regardless of age or physical ability, and without a need for adaptation.
bikeway:	A facility designed for the movement of bicycles and can be either on- or off-street.
brownfield:	Undeveloped or previously developed properties that may be contaminated. These are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.
BUILT OR APPROVED NEIGHBOURHOODS:	Comprise lands that are predominately built or approved residential areas that will be subject to additional change through limited intensification in accordance with this Plan.
CITY CENTRE:	The area of Regina that includes the Downtown and surrounding neighbourhoods, or portions of these neighbourhoods, which is planned for 10,000 new residents through intensification. The City Centre area and boundary is depicted on the Growth Plan.

collector:	A road designed to provide circulation within communities and connectivity between local and arterial roadways. Direct access to and from abutting properties is permitted.
community amenity:	A built form or public realm feature, element, or structure that provides a desirable or favourable service or benefit to the local community, and at no cost to the community.
community garden:	A single piece of land gardened collectively by a group of people for fruits, vegetables, or flowers.
community resources:	The broad support system provided by the public, private, and community sectors to enhance the quality of life in a community. It includes programs, services, amenities and physical structures such as schools, churches, libraries and parks.
complete neighbourhoods:	See Appendix A.
complete streets:	A policy and design approach for streets to ensure the provision of safe and comfortable movement by all modes of travel.
conventional transit system:	A fixed network of bus routes that provide passenger transportation within the city (i.e. Regina Transit).
Crime Prevention Through Environmental Design (CPTED):	A set of design principles that reduce opportunities for crime and nuisance activity.
culture:	The whole complex of distinctive spiritual, material, intellectual and emotional features that characterizes a society or social group. It includes creative expression (e.g. oral history, language,

artistic disciplines and crafts), community practices (e.g. traditional healing methods, traditional natural resource management, celebrations and patterns of social interaction that contribute to group and individual welfare and identity), and material or built forms such as sites, buildings, historic city centres, landscapes, art, and objects.

cultural development:

The policy, planning and capacity-building support for conserving and developing cultural resources to the benefit of community (social, cultural, environmental, and economic).

cultural heritage:

The intangible practices, expressions, knowledge, and skills of a community or an individual in addition to associated material instruments, public art, artifacts, objects, historic places and cultural spaces. The full list of cultural heritage resources is found in the City of Regina Cultural Plan.

cultural landscape:

A geographical area that has been modified, influenced or given special cultural meaning. A cultural landscape is often dynamic, a living entity that continually changes because of natural and human-influenced social, economic, and cultural processes.

cultural resource(s):

Any cultural activity or asset that contributes to culture, which includes cultural occupations (e.g. artist, graphic designers, cultural managers), cultural enterprises (e.g. museums, libraries, galleries), festivals and events (e.g. fairs, street festivals, music festivals), natural heritage (e.g. community gardens, significant parks), intangible cultural heritage (e.g. customs, traditions, ceremonies), cultural heritage (e.g. public art, plaques and monuments, built heritage properties), cultural spaces and facilities (e.g. cinemas, religious

institutions, urban spaces) and community cultural organizations (e.g. arts groups, heritage groups). The full list of cultural resources is found in the City of Regina Cultural Plan.

density:

The number of people inhabiting a given urbanized area, expressed by dividing the number of people by the given land area. Density can also refer to the total population, number of rooms or dwelling units, or available dwelling space (floor area). The land area can be expressed as a “gross” figure, or pared-down to a “net” usable land area.

New neighbourhoods are to achieve a minimum overall gross population density of 50 persons per hectare (pph). This excludes any environmentally sensitive or other natural areas that will remain undeveloped (e.g. environmental reserve open space).

For the purposes of reviewing concept plans:

- Low density means the net density is less than 25 units/hectare;
- Medium density means the net density is 25-50 units/hectare; and
- High density means the net density is greater than 50 units/hectare.

DOWNTOWN:

A neighbourhood within the City Centre that is the primary hub for civic, cultural and major office uses. It is bound by 13th Avenue to the south, Osler St. to the east, the CP Rail line to the north, and Angus St. to the west. The Downtown consists of roughly 40 city blocks, and is situated adjacent to the other inner city neighbourhoods, connecting the Cathedral Neighbourhood, Heritage Neighbourhood, Centre Square Neighbourhood,

North Central Neighbourhood, and the Warehouse District by its shared streets.

DOWNTOWN/CENTRAL CITY**OFFICE AREA:**

The central area of the City of Regina made up of the Downtown core and part of City Centre, as depicted on Map 6 – Office Areas.

ecological assessment:

A detailed and comprehensive evaluation that determines the short- and long-term impacts a development will have on identified natural features and functions. The assessment will also recommend and identify ways to minimize, mitigate, or eliminate these effects and/or compensate for their impacts. Ecological Assessment, if required, must be completed, reviewed and approved prior to a developments/project's implementation.

ecosystems-based approach:

A strategy for the integrated management of land, water and living resources that promotes conservation and suitable uses in an equitable way towards maintaining and enhancing underlying natural systems.

emergency response**infrastructure:**

Includes emergency response communications, facilities, features and access and response times.

EXISTING APPROVED**EMPLOYMENT AREAS:**

Comprise commercial or industrial lands that are either built or approved to accommodate a full range of employment-related uses.

expansion:

Refers to contiguous, outward development of lands peripheral to existing, developed lands in the city.

EXPRESS TRANSIT CORRIDOR:	A route designated to be served by a higher level of transit, including express buses with limited stops and/or local buses operating at high frequencies.
flexzone:	A mixed-use area permitting residential, offices, retail and compatible light industrial uses, in combination or single uses. It is intended to create coherent yet diversified, vital and responsive areas, by maximizing use flexibility but maintaining cohesiveness through a clear and enforceable built form framework, such as a form-based code, as well as strong urban design.
FLOODPLAIN:	A low-lying area adjacent to streams and rivers that are inundated during major floods and have the following two main components: the floodway and the floodway fringe. The Province of Saskatchewan has adopted a 1-in-500 (1:500) year flood event as the standard to define floodplains.
floodway fringe:	The outer zone of a floodplain that is often inundated during floods, but generally does not experience flood currents.
food security:	All residents have access to safe, culturally appropriate and nutritious food through an economically and environmentally sustainable food system that promotes self-reliance and social justice.
group care facilities:	A supervised residential dwelling unit, licensed or approved under provincial statute, for the accommodation of person, excluding staff, referred by hospitals, courts, government agencies or recognized social service agencies or health professionals.

HABITAT AREAS:	The area or environment where an organism or ecological community naturally occurs or lives.
heritage conservation:	The actions or processes that are aimed at protecting the physical elements of a historic place so as to retain its heritage value and extend its physical life.
HERITAGE CONSERVATION DISTRICT:	An area in the municipality that Council may, by bylaw, designate as a Municipal Heritage Conservation District because it contains or may reasonably be expected to contain heritage property that is not subject to any other designation pursuant to <i>The Heritage Property Act</i> . A Heritage Conservation District can be used to control the alteration and demolition of designated property. Council may, by bylaw, establish guidelines and controls necessary to preserve and develop the heritage characteristics of designated property.
Heritage Holding Bylaw:	The bylaw which identifies properties that have been formally recognized as having heritage value, but that are not designated under <i>The Heritage Property Act</i> .
heritage properties – designated:	Properties protected under a Municipal Heritage Property Designation Bylaw or a Municipal Heritage Conservation District Bylaw that are formally recognized by City Council to have heritage value. These properties are protected from exterior alterations, removal or demolition without the approval of City Council.
heritage properties – listed:	Properties listed on the Heritage Holding Bylaw that are formally recognized by City Council to have heritage value.

Heritage Property Register:	A list of properties designated (protected) under the authority of <i>The Heritage Property Act</i> .
heritage value:	The aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present or future generations. The heritage value of a historic place is embodied by its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meanings.
high-occupancy vehicle:	A vehicle travelling with two or more people, including the driver.
HISTORIC PLACE:	A structure, building, group of buildings, district, landscape, and/or an archaeological site that has been recognized by the appropriate jurisdiction (e.g. City Council, the Provincial Minister responsible for heritage, or the appropriate Federal jurisdiction) for its heritage value.
inclusion/inclusive:	A description of the community where all people have access to high-quality community necessities and amenities; the same opportunities, regardless of any difference to take part in all aspects of community life; and have a sense of belonging and respect in the community.
industrial plus:	Areas intended to increase flexibility for industrial enterprises when needed while protecting the industrial areas from destabilizing uses. Located at the edge of or central to industrial areas, industrial plus areas include industrial uses, plus others. Relatively small in land area, they are intended to support clustering and linkages between industrial and related non-industrial enterprises, and provide services to workers in industrial areas.

Intensify/intensification:	Construction of new buildings or addition to existing buildings on serviced land within existing built areas through practices of building conversion, infill or redevelopment.
INTENSIFICATION AREA:	A specific area where the creation of new development is accommodated within existing buildings or on previously developed land through common practices of building conversions, infill within vacant or underutilized lots and redevelopment of existing built areas.
LAND USE COMPATIBILITY TRANSITION AREA:	Includes transitional areas where consideration must be given to compatibility between uses or facilities due to noise, smell, sight or other nuisances and possible risks primarily associated with in no particular order: transport operations, oil and gas pipelines and storage facilities, heavy industry, high voltage lines, underground storage areas, and the landfill.
large-format retail:	Serves a regional or urban market typically within single or mixed-use developments with large building footprints.
live/work:	A unit designed and/ or zoned to allow for both residential and employment (business) uses of the proprietor are permitted, though these uses do not include home-based businesses.
LONG-TERM GROWTH AREA (500k):	Comprises lands conceptually identified, of sufficient quantity, to accommodate a total city population of 500,000 required to protect for and support the orderly and sustainable long-term growth of the city.

MAJOR EMERGENCY RESPONSE**FACILITIES:**

Include fire, ambulance and police services that serve to maintain public health and safety within the City of Regina.

MAJOR HEALTH FACILITIES:

Comprise buildings or set of buildings for medical services and associated support services such as private or public hospitals or other institutions and supportive services including medical services, pharmacies, hotels, supportive housing, short-term care facilities, and other services critical to the health of the public that generate significant traffic, have a large footprint and serve as employment hubs.

major institutional areas:

An area used for public, quasi-public and private institutional establishments of a citywide or regional significance, such universities, colleges, hospitals, large religious institutions and accessory uses that generate significant traffic, have a large footprint, and serve as employment hubs.

major office:

A purpose-built office building that is over 4,000 m² in size (gross floor area, including secondary uses, but excluding indoor parking areas).

medium office:

A purpose-built office building that is between 1,000m² and 4,000 m² in size (gross floor area, including secondary uses, but excluding indoor parking areas).

minor arterial:

A road designed to supplement major arterial roadways to provide connectivity between highways and expressways and local and collector road networks. Direct access to abutting properties is generally permitted with some access controls.

mixed-use:

Any urban, suburban or development, or a single building, that combines residential with various

uses such as commercial, employment, cultural, institutional or industrial where those functions are physically and functionally integrated and provide pedestrian connections, as well as access to multi-modal transportation options .

mode share:

The proportion of trips taken by a particular mode (or type) of travel (e.g. auto, transit, and active transportation); also known as mode split.

mode share targets:

Targets established by a planning or policy document for various modes of travel.

NATURAL AREAS:

Lands containing environmentally sensitive or ecologically significant natural prairie or naturalized areas, features and elements including wetlands, waterbodies, floodplains, habitat areas, riparian areas, streams, and other core areas within the City of Regina and region.

NATURAL CORRIDORS:

Lands comprising a linear network of private and public open space along Wascana Creek and Boggy Creek within one kilometer of the creek boundary inclusive of riverbank, floodplain, hillslope, upland interior, upland edge habitat as well as top-of-bank agricultural lands that provide habitat requirements to facilitate movement for a wide range of species.

NATURALIZED CORRIDORS:

Critical natural and open space linkages between environmentally sensitive areas and habitat or along watercourses that join to natural corridors and create a connected natural system.

NATURAL SYSTEM:

Lands containing core natural areas, natural corridors and linkages between them comprised of naturalized corridors, which together form an integrated system of protected areas.

NEW EMPLOYMENT AREAS:	Lands that will accommodate a full range of employment-generating uses primarily industrial or industrial-commercial in nature.
NEW NEIGHBOURHOODS:	Lands that are primarily undeveloped or vacant that will accommodate new residential development with supporting services and amenities. New Neighbourhoods are located on the periphery of, or adjacent to, existing areas of the city.
NEW MIXED-USE NEIGHBOURHOOD:	A new neighbourhood that is to be developed to accommodate multiple residential, commercial, and industrial uses, in stand-alone and mixed development, offering a range of services and amenities to residents and workers.
NOISE EXPOSURE FORECAST (NEF):	A single number rating of overall aircraft noise used in Canada. It combines the noise levels of individual aircraft and the numbers of aircraft to give a single number rating of the average negative impact of the aircraft noise. The Canadian Noise Exposure Forecast (NEF) was developed to encourage compatible land use planning in the vicinity of Airports. The City applies the 25 and 30 NEF contours to ensure land use compatibility.
OPEN SPACE SYSTEM:	<p>The outdoor environment which incorporates or includes natural physical or man-made elements to provide for passive and active recreation activities or serve a utilitarian function. It includes, but is not limited to:</p> <ul style="list-style-type: none">• Neighbourhood, zone or municipal parks;• Open space associated with recreation facilities;• Outdoor sports complexes;

- Municipal outdoor facilities such as golf course and cemeteries;
- Natural areas;
- Greenways such as bikeways and pedestrian links and corridors that connect open space elements into a cohesive system;
- Special use areas such as buffer strips, registered walkways, traffic islands, roadway medians and boulevards, utility parcels, floodplains, stormwater lakes and dry pond and storm channels;
- The Wascana Centre; and
- Plaza.

paratransit system:

A transit system designed to provide curb-to-curb passenger transportation for persons who are unable to use the conventional transit system due to specific physical, cognitive, or other needs

pathway:

An off-street facility that is typically shared by active transportation modes (e.g. a type of bikeway).

place making:

A holistic and community-based planning approach that capitalizes on unique assets and potential to promote personal well-being, community character and development, and places of lasting value.

POTENTIAL OPEN SPACE CONNECTIONS:

Potential future natural or man-made natural system connections through the implementation of purposely planned public open space

PRIVATE OPEN SPACE:

Lands which are privately owned containing areas of natural, semi-natural or landscaped spaces for active or passive recreation use that contribute to the network of open space within the city (e.g. golf courses).

PUBLIC ART:	Works of art in any media that have been planned and executed with the specific intention of being sited or staged in the public realm.
public realm:	Places and spaces that are shared by the public. This includes all public places, open spaces, and streetscapes.
quality of life:	An individual’s perception of his/her life in the context of the culture and value systems in which he/she lives and in relation to his/her goals, expectations, standards and concerns. Quality of life may be enhanced by a vibrant local economy, protecting and enhancing natural and built environments, opportunities for the attainment of personal goals, promotion of fair and equitable sharing of common resources, thereby enabling residents to meet basic needs and supporting rich social interactions.
rapid transit:	Higher-order transit that provides higher capacity and operating speed, typically in a dedicated or exclusive right-of-way.
REGIONAL GATEWAY:	Lands which are strategically located as a result of alignment or intersection of transportation, land use, access or other defining feature with shared importance to the City of Regina and surrounding municipalities where development will be considered that is appropriate to and supports regional integration, including economic and transportation-related activities. Gateways should be clearly defined through site design, signage and higher quality landscaping to reinforce Regina as the capital city.
road diet:	Sometimes used as a traffic-calming measure, a road diet is typically a reduction in vehicular lanes

of a roadway to improve safety and to accommodate other modes of travel, through inclusion of bike lanes, expanded sidewalks, or other means. The most common type of road diet is the reduction of a four-lane street to a two-lane street with a shared centre left-turn lane and the addition of bike lanes.

sense of place:

A strong identity and character felt by people in a location, often comprised of a mix of natural and cultural features that generally include, and are dependent on, the people who occupy and engage the place.

specific needs housing:

Housing (either whole or in part) for persons who require accessibility modifications or some form of social or financial assistance in order to live independently.

specific needs (groups):

Individuals, organizations and agencies representing the needs of those who require accessible modifications or some form of social or financial support in order to live independently.

SPECIAL STUDY AREA:

An area, determined by the City, which requires further, more detailed study to determine future land use and phasing or timing of development based on impact to the City.

start-up district:

Well-defined and relatively small areas intended to provide opportunities for start-up businesses, community organizations, arts groups and others that require a low-cost environment, flexible use of space, and would benefit from linkages with each other and beyond the district. They will likely be located in older areas of the city, and will require a clear and enforceable regulatory framework to ensure affordability.

Strategic Goods Route:	Includes routes designated for the movement of dangerous goods, as defined by the City of Regina Traffic Bylaw 9900, Pickup and Delivery Vehicle Routes and Heavy or Long Combination Vehicle Routes.
STREAM:	Surface water flowing year round or seasonally in a defined channel or watercourse, which are to remain in or returned to a natural state.
traffic calming:	Physical measures implemented on streets to reduce traffic infiltration an/or speed, usually in residential areas, but also in heavy pedestrian areas.
Trans Canada Trail:	The world’s longest network of recreational trails, which will stretch 23,000 kilometres from the Atlantic to the Pacific to the Arctic Oceans once connected.
(potential) transit nodes:	<p>Points identified in the transit network that meet one or more of the following:</p> <ul style="list-style-type: none">- serve as a major, city-wide destination, such as Downtown or the University of Regina;- is a major transfer location between multiple transit routes; and/or- is adjacent to mixed-use or denser areas. <p>A transit node should also provide for multi-modal connections and have potential for transit-oriented development to serve as anchors for transit in local communities.</p>
transit-oriented development:	Higher density development in proximity to transit with design qualities that encourage the use of

transit, such as high quality pedestrian environment and a mix of uses.

Transportation Demand Management (TDM):

Strategies and measures to encourage specific travel behaviours that reduce demand on the transportation network. Some of these measures could include carpooling, providing travel alternatives, encouraging shift to other modes of travel, providing incentives and disincentives. TDM is sometimes referred to as sustainable transportation choices.

tree canopy:

The aboveground portion (upper layer) of a plant/tree community formed by mature tree crowns.

universal design:

Design standards meant to create buildings and environments that are inherently accessible to people throughout the spectrum of age and physical ability.

URBAN CORRIDOR:

The lands along an established or new major road, urban arterial or transit corridor that have the potential to provide a focus for higher density or mid-rise, mixed-use development that facilitate active transportation modes. Urban corridors link NEW NEIGHBOURHOODS with the city centre and with each other.

urban design:

Urban design is the process of planning, designing and constructing buildings, public spaces, sites, neighbourhoods and cities to give them form, shape, and character. Urban design combines key aspects of urban planning, architecture and landscape architecture to create beautiful and functional places. It involves understanding the inter-relationships between the natural system, the

physical built environment, economic forces, and social context of a particular site or area.

urban forest:

The collection of all trees found within the city.

URBAN-RURAL FRINGE AREA:

The interface between urban and rural uses. This area lies on the periphery of Regina and is intended to act as an area of joint planning between the City and RM.

vegetated buffers:

An undeveloped area directly adjacent to a creek or water body that is comprised of either existing or planted aquatic plants in shallow water, moisture plants along the shore and upland plants in dry soils. The optimal size for a vegetated buffer is 15 metres for warm-water streams and 30 metres for cold-water streams on either side of the creek or waterbody.

Wascana Centre:

An area governed by Wascana Centre Authority that includes one of the largest urban parks in North America, the Legislative Building, various government buildings, cultural facilities and educational and other institutions.

WATERBODIES:

Any significant accumulation of water which is to be retained within the natural system.

wayfinding:

A system that assists travelers in orienting, navigating and moving through an environment through the use of visual or other measures, including signage.

WETLAND:

A fixed area with adjacent upland area with characteristic wetland soils and hydrophytic (“water-loving”) vegetation where the open water areas can vary considerably between seasons and years.

worker housing:

Housing that is targeted to essential workers whose housing needs might not otherwise be met by existing market housing options.

PART B

CONCEPT PLANS

DESIGN REGINA PART B

CONCEPT PLANS

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OFFICIAL COMMUNITY PLAN

SUB-PART B.1.1 Northeast Area Neighbourhood Plan



Regina OCP – Part B

Sub-Part B.1.1 – Northeast Area Neighbourhood Plan

1) Context

The *Design Regina Plan*, under the authority of *The Planning and Development Act, 2007* (as amended), provides for the adoption of concept plans (e.g. neighbourhood plans) to address specific issues affecting individual neighbourhoods. This neighbourhood plan is prepared to address issues affecting the Northeast Neighbourhood.

2) Background

The Northeast Neighbourhood began as a settlement for railway and industrial workers. The area, once known as North Regina, remained a village until 1951 when it became part of the City of Regina.

Currently, the Northeast Neighbourhood is a mature area in transition. In addition to a growing segment of senior citizens living in the area, some new and younger households are taking residence as first time home buyers and as tenants in more recently constructed rental accommodations. Between 1971 and 1991, the area's population has declined from 9,160 to 7,615. The decrease averaged approximately 0.8 percent annually. This population change is often typical of mature neighbourhoods.

Housing varies in age and quality in the neighbourhood. Generally, older housing is found in its southern part while newer development tends to be located in the north. Since 1976, the Residential Rehabilitation Assistance Program (RRAP) has helped to upgrade older housing stock with over \$1.3 million being spent on improving nearly 300 residences of the area. More rigorous enforcement of property standards bylaws in recent years has also helped to improve neighbourhood quality.

Strips of commercial development along Albert, Broad and Winnipeg Streets generate both local and City-wide automobile traffic. Industrial development is located on the southern and eastern edges of the neighbourhood. Map 1 illustrates general land use in the area.

3) Issues, Goal And Objectives

a) Issues

Issues that have been identified in consultation with the Northeast Community Association are:

- vacant residential lots in the southern part of the neighbourhood;
- potential for land use conflicts between residential and industrial uses; and
- the present and future need for the reuse and/or redevelopment of the Dover School and North Highland Community Centre sites.

b) Goal

The goal of this Plan is to stabilize and enhance the residential character of the Northeast Neighbourhood.

Objectives

The objectives of this Plan are:

- to promote residential infill development on vacant lots zoned for residential use;
- to minimize the negative impacts of industrial development and restrict its encroachment on residential areas; and
- to ensure that the future uses of the Dover School and North Highland Community Centre sites are compatible with the surrounding neighbourhood.

4) Policies

Infill Housing

The area of the Northeast Neighbourhood bounded by Albert Street, 2nd Avenue North, Broad Street, 5th Avenue North, Winnipeg Street and the Canadian National Railway right-of-way includes approximately 27 residentially zoned vacant sites. Historically, this area has also shown an incidence of placarded homes. Stimulation of residential infill development through the application of the Inner City Housing Stimulation Strategy will enhance the neighbourhood's physical environment and also assist in stabilizing its population. Other initiatives which foster general neighbourhood improvement may encourage investment in housing construction, renovation and maintenance.

- a) That opportunities to facilitate development of infill housing and general residential improvement be identified and encouraged through promotion, voluntarism and the coordination of mutually supportive initiatives of individuals, service and government organizations, private industry and other interest groups.

Industrial/Residential Interface

Potential for land use conflicts between industrial and residential zones had been identified as follows:

- the light industrial zone on the west side of the 100 and 200 blocks of Winnipeg Street North;
- the medium industrial zone south of First Avenue North, east of Albert Street; and
- the medium industrial zone south of First Avenue North fronting on Winnipeg Street.

Rezoning of the industrial land on the west side of Winnipeg Street North has occurred to ensure greater compatibility between existing and future uses in relation to existing residential development located immediately adjacent across the lane. While the latter two locations are not currently viewed as problems, the need to safeguard against potential conflicts remains.

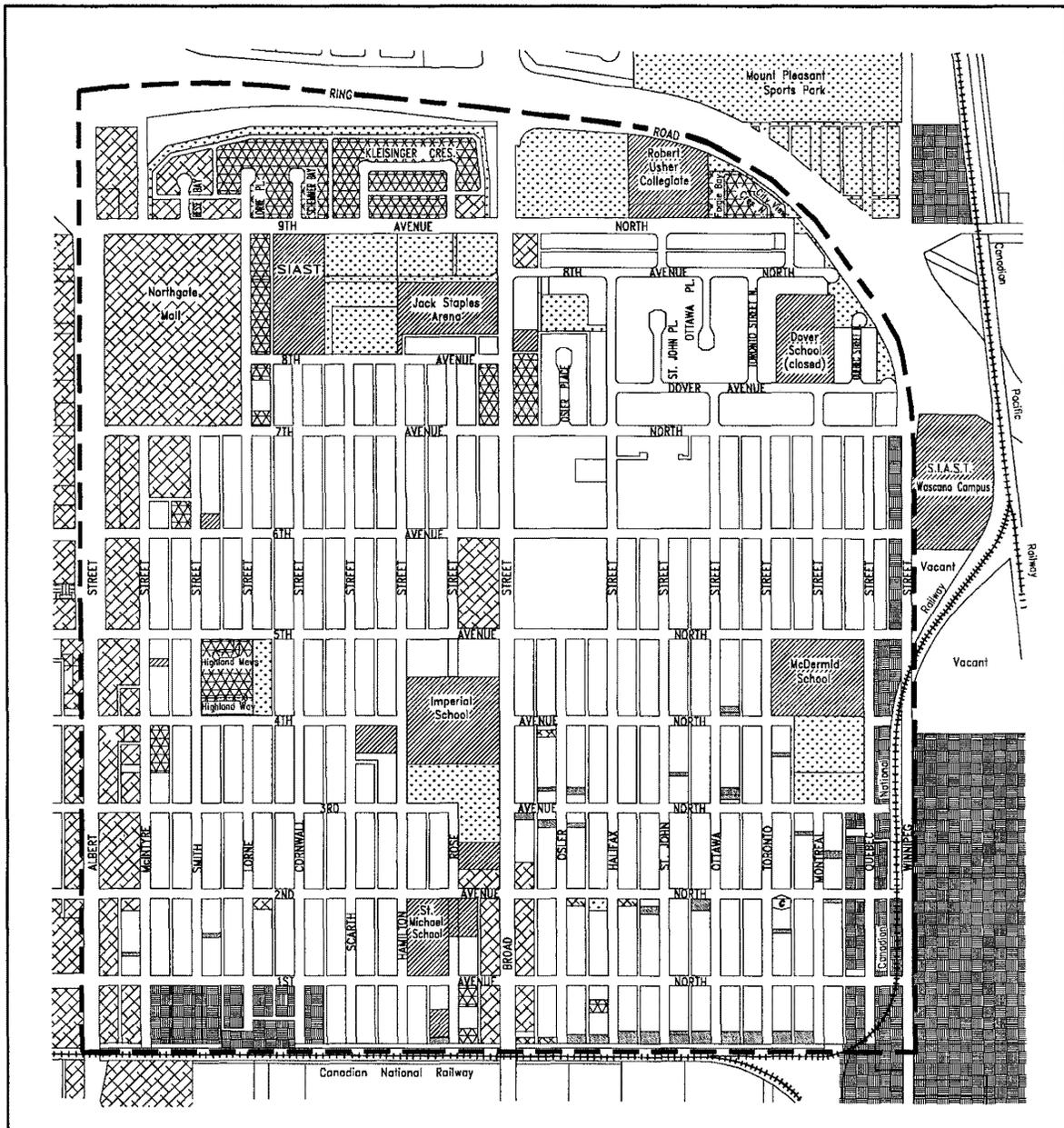
- b)** That any amendment to the Zoning Bylaw which would allow further expansion of industrial development in the established residential areas of the Northeast Neighbourhood shall be prohibited.
- c)** That industrial development located adjacent to residentially zoned land shall be subject to screening and buffering requirements as specified in the Zoning Bylaw.

Future Use Of The Dover School And North Highland Community Centre Sites

In 1993, City Council identified Imperial School as the location for a new community centre to replace the existing North Highland Community Centre. In addition to the future reuse of the North Highland site, Dover School remains available for reuse.

- d)** That the City of Regina facilitate redevelopment of the Dover School and North Highland Community Centre sites in a manner which is compatible with the surrounding residential neighbourhood. In assessing compatibility, specific consideration shall be given to mass, height, density, development setbacks, and open space.

MAP 1: NORTHEAST NEIGHBOURHOOD - GENERALIZED LAND US



Northeast Neighbourhood - Generalized Land Use

LEGEND

- | | | | |
|---|---------------------------------|---|-----------------------------|
|  | BOUNDARY OF NEIGHBOURHOOD |  | SINGLE DETACHED RESIDENTIAL |
|  | OPEN SPACE |  | MULTI-UNIT RESIDENTIAL |
|  | INSTITUTIONAL |  | COMMERCIAL - RETAIL/OFFICE |
|  | VACANT LOTS |  | MIXED INDUSTRIAL/COMMERCIAL |
|  | NORTH HIGHLAND COMMUNITY CENTRE | | |





OFFICIAL COMMUNITY PLAN

SUB-PART B.1.2 Inner City Neighbourhood Plan



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Regina OCP – Part B

Sub-Part B.1.2 – Inner City Neighbourhood Plan

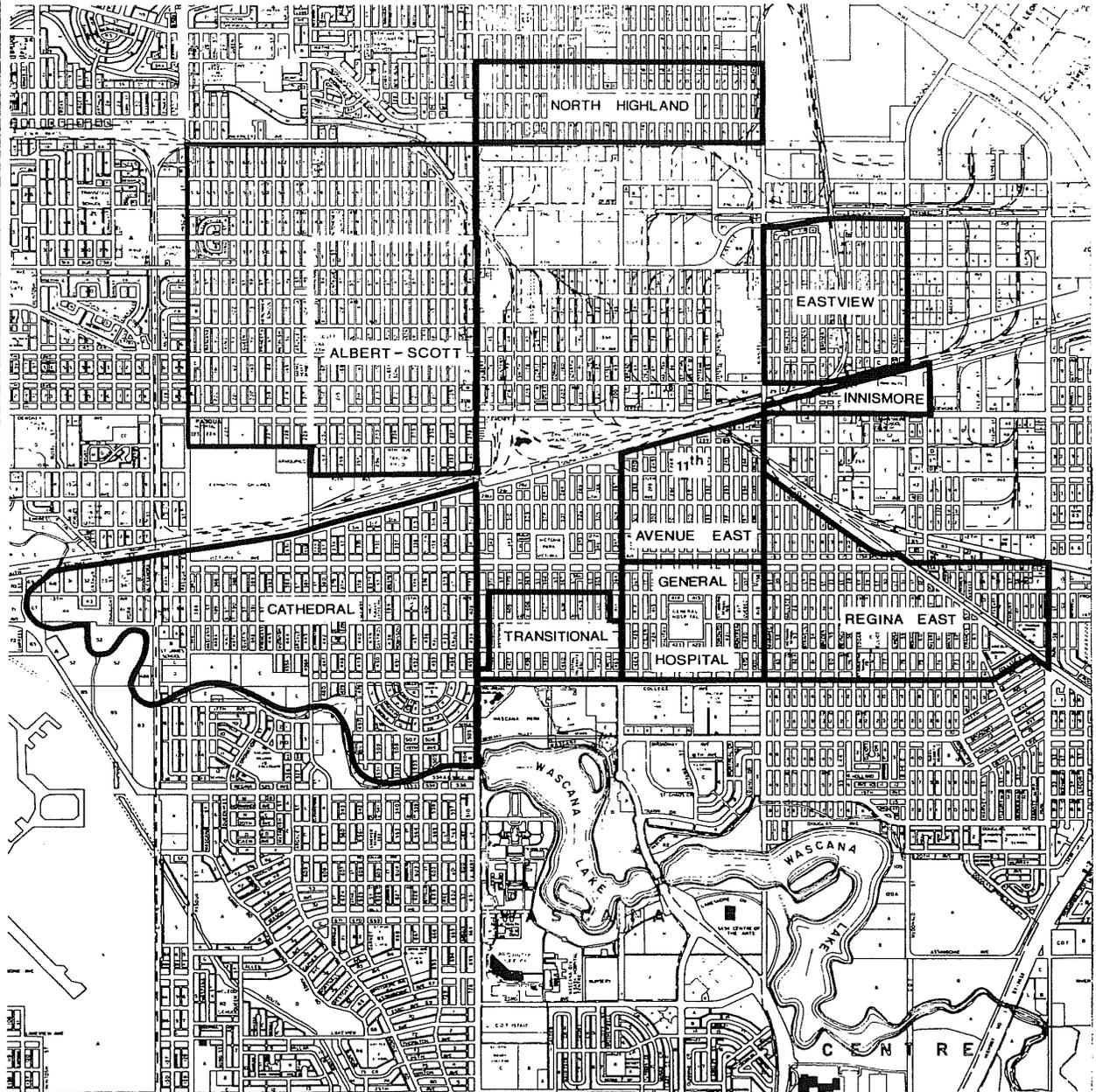
This Plan is intended to outline general objectives and more specific implementation recommendations for potential development in eight older neighbourhoods of Regina. It will also provide the basis for the zoning in older neighbourhoods contained in the Zoning Bylaw.

The older neighbourhoods, especially those that have been defined as the Inner City, are experiencing tremendous pressures for redevelopment as commercial or office uses. However, these areas also have many advantages for people who want a residential alternative to the suburbs such as proximity to the downtown with its services and employment opportunities, large trees on residential streets and older homes of varying and distinctive architecture.

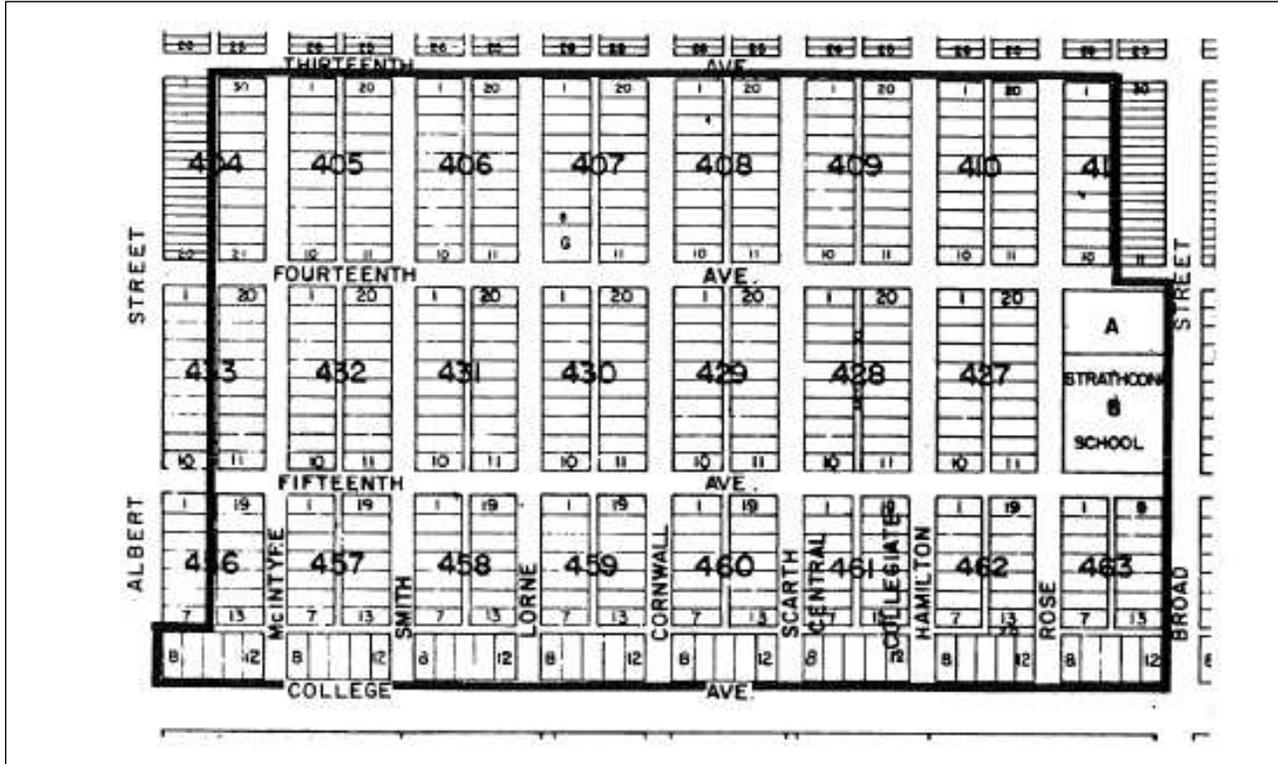
The objectives of the Inner City Neighbourhood Plan, in general, are to improve the residential viability of the neighbourhood and to control encroachment of non-residential uses into the neighbourhood. Problems relating to land uses that are particular to a neighbourhood have also been discussed.

Map 1

Older Neighbourhoods Included in the Inner City Development Plan



TRANSITIONAL NEIGHBOURHOOD



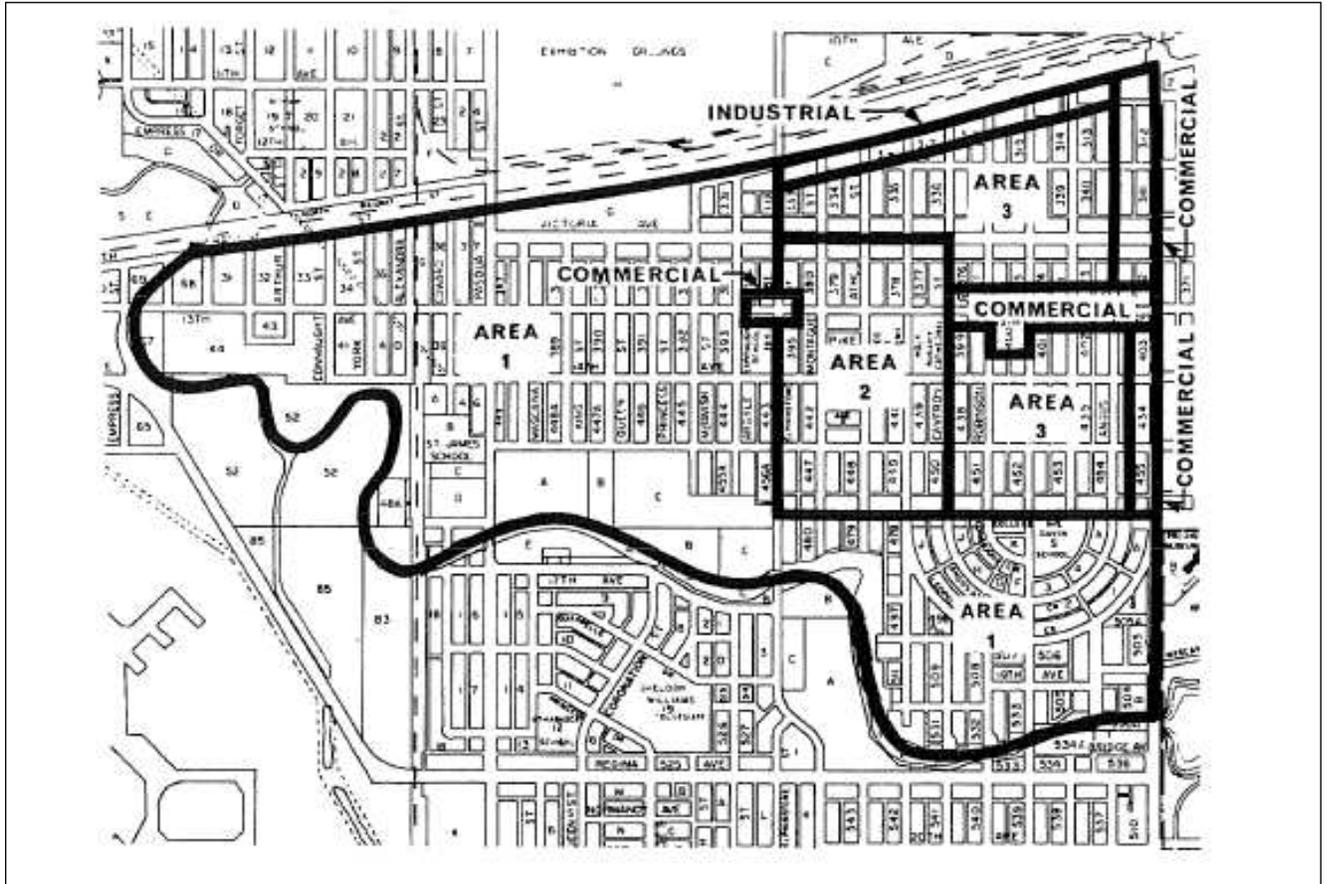
* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

1) Boundaries: See Map

a) Policy Objectives:

Policy objectives with respect to land use and planning issues in the Transitional Neighbourhood can be found in the Design Regina Plan Part B, Transitional Area Neighbourhood Plan.

CATHEDRAL NEIGHBOURHOOD



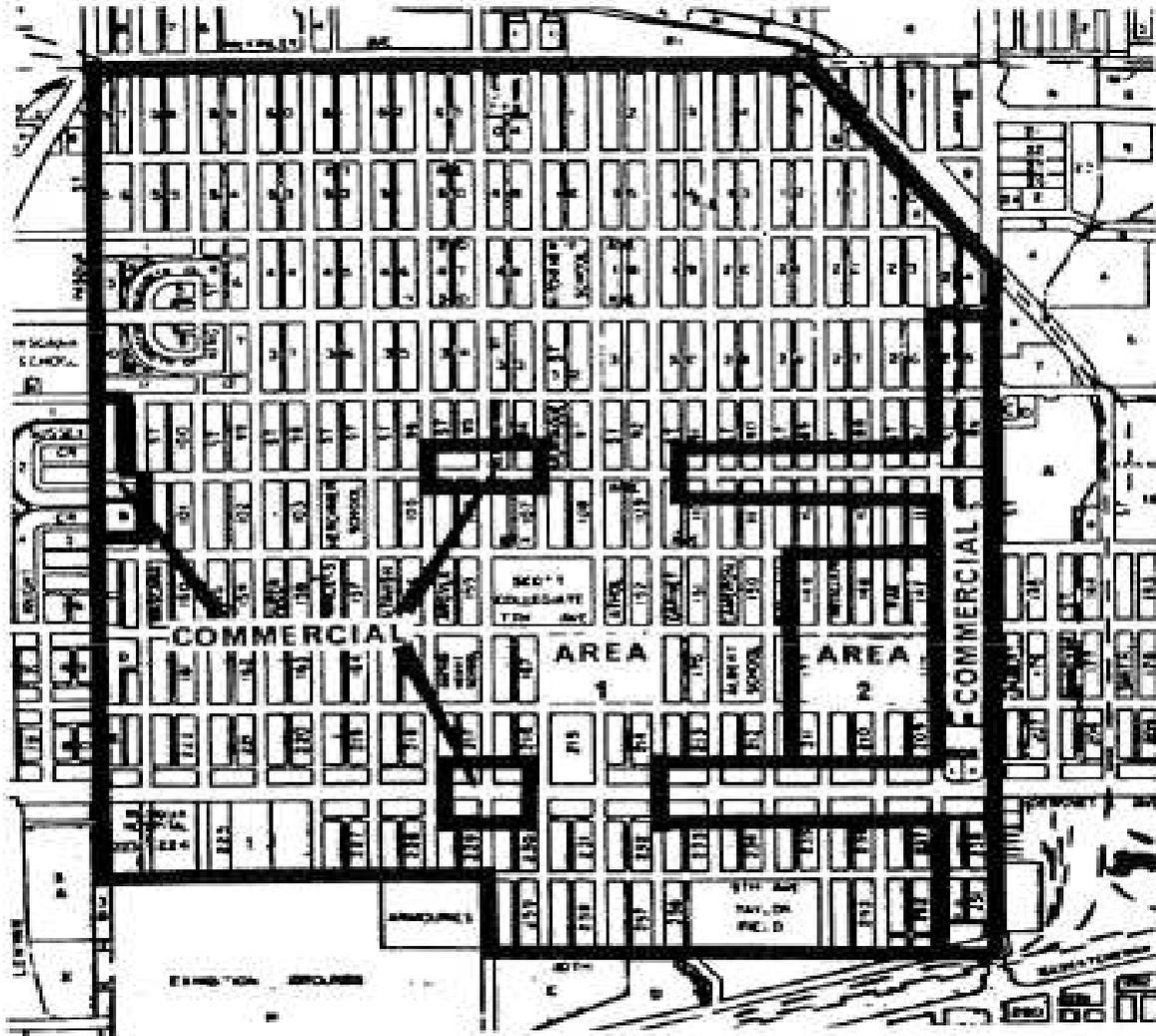
* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

2) Boundaries: CPR tracks, Albert Street and Wascana Creek.

a) Policy Objectives:

Policy objectives, recommendations and implementation with respect to land use and planning issues in the Cathedral Neighbourhood can be found in the Design Regina Plan Part B, Cathedral Area Neighbourhood Plan.

ALBERT-SCOTT NEIGHBOURHOOD



* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

3) Boundaries: Albert Street, Tenth Avenue, Pasqua Street and CNR Rail line

a) Policy Objectives:

Policy objectives, recommendations and implementation with respect to land use and planning issues in the "Albert Scott" Neighbourhood can be found in the Design Regina Plan Part B, North Central Neighbourhood Plan.

EASTVIEW NEIGHBOURHOOD



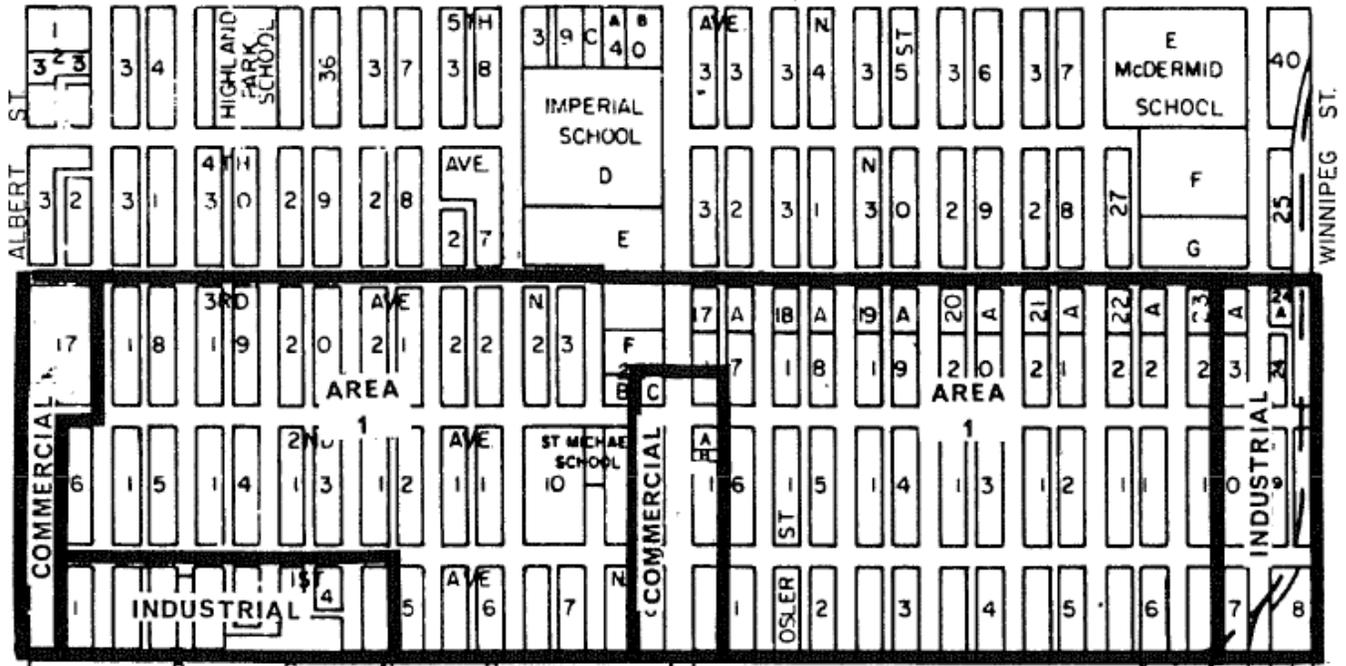
- The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

4) Boundaries: Winnipeg Street, CPR Tracks, McDonald Street and Ross Avenue

a) Policy Objectives:

Policy objectives, recommendations and implementation with respect to land use and planning issues in the Eastview Neighbourhood can be found in the Design Regina Plan Part B, Eastview Neighbourhood Plan.

NORTH HIGHLAND NEIGHBOURHOOD



* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

5) Boundaries: Albert Street, Third Avenue North, Winnipeg Street and CNR tracks

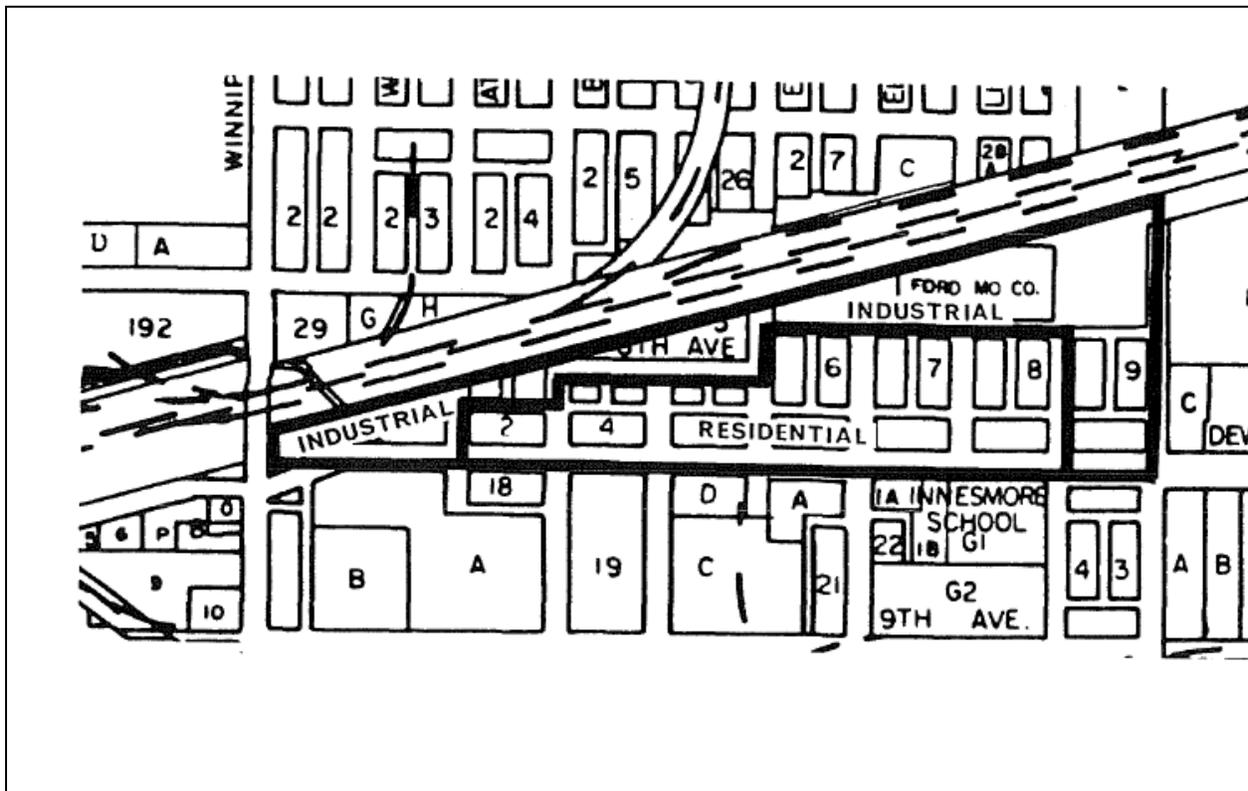
a) Policy Objectives:

- i) To maintain the residential stability of the neighbourhood.
- ii) To protect the neighbourhood from commercial encroachment along Albert Street and Broad Street.
- iii) To prevent further encroachment of industrial uses into the neighbourhood.

6) Policy Recommendations and Implementation:

- a) That the single family and two family nature of Area 1 should be predominantly maintained.
- b) That the Commercial Use areas along the major arterials - Albert Street and Broad Street between the CNR tracks and Third Avenue North be recognized. There shall be no further commercial rezonings in Area I.
- c) That the existing industrial uses north of the CNR tracks and west of Winnipeg Street to the lane west of Quebec Street and the existing industrial uses from the CNR tracks north to First Avenue North between the lane east of Albert Street to the lane east of Cornwall Street be recognized with an improved enforcement of maintenance standards. There shall be no further industrial rezonings in the neighbourhood.

INNISMORE



* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

- 7) Boundaries: CPR Tracks, McDonald Street, Dewdney Avenue and Winnipeg Street
 - a) Policy Objectives:
 - i) To allow the residential component of the neighbourhood to continue without further improvement of services as approved by Council in May of 1977.
 - ii) To provide for an orderly transition to industrial development in the neighbourhood.
- 8) Policy Recommendations and Implementation:
 - a) That the residential area be recognized.
 - b) That the industrial area be maintained with improved enforcement of maintenance standards.
 - c) That no new residential development be permitted in the Innismore neighbourhood.
 - i) The City of Regina become a facilitator and budget monies (approximately \$200,000.00) each year for the acquisition of Innismore property at fair market value of light industrial land if the property is offered for sale by the owner. This land would then be banked for future development.
 - ii) The banked land be developed by the City in contiguous parcels so that the money from the sales could be returned to the fund to purchase more lots in the neighbourhood.
 - iii) When the land is to be developed or sold by the City, the residents will be consulted for their input.
 - d) That new industrial development shall be examined in light of its impact on the surrounding neighbourhood.
 - e) That the industrial area be maintained with improved enforcement of maintenance standards.



OFFICIAL COMMUNITY PLAN

SUB-PART B.1.3 Transition Area Neighbourhood Plan



ADDENDUM

TRANSITIONAL AREA NEIGHBOURHOOD PLAN AMENDMENTS

Transitional Area Neighbourhood Plan was adopted by City Council at the meeting held on October 24, 1983 with the following amendment.

"All portions of the draft report dealing with Central Collegiate, Strathcona School and Central Park sites be deferred until such time as negotiations between the Regina Public School Board and the City have been finalized".

In accordance with the amendment, the following references in the report are considered to be inoperative pending completion of negotiations between the City of Regina and the Regina Public School Board.

1. Page 27, Paragraph 2

"It is recommended that the Strathcona School site be designated as Transitional Area Residential - High-Rise. As the use of the school building has now been terminated, this site is an appropriate location for high-rise residential development, presenting a unique opportunity to provide for an increased population within the Transitional Area".

2. Page 28, Implementation Recommendation #8

"That the Strathcona School site be zoned Transitional Area-Residential High-Rise".

3. Page 36, Implementation Recommendation #3

"That provision be made for the possible future rezoning of the portion of the Strathcona School site fronting Broad Street, in order to recognize the potential for redevelopment of that area, for uses appropriate to a major arterial location".

4. Page 40, Paragraphs 3 and 4

"The appropriate future use of the Strathcona School site, as described in Section 3.2.2 of this Neighbourhood Plan, is for high-rise residential purposes. Another consideration is the importance of an elementary school facility (not necessarily within Strathcona School) in or near the Transitional Area. If such a facility is not made available, families with small children will be deterred from moving to the Area".

5. Page 40, Paragraph 5

"If and when Central Collegiate is no longer required for educational purposes, reuse of the buildings on the site should be explored prior to any decision to demolish all or any portion of the buildings. Any alternative future uses should take into consideration that the school, particularly the oldest portion, is a structure of heritage merit. The first priority for reuse of these facilities should be to serve the social and recreational needs of the Transitional Area residents. Such uses could include, for example, a community centre, day care, or offices for non-profit community service organizations. The second priority should be for rental housing".

6. Page 40, Paragraph 6

"If the decision is made that the institutional use of the Central Collegiate buildings is not required to meet the social, recreational, and educational needs of Transitional Area residents, then alternate land uses would be appropriate. Appropriate rezonings to provide for these land uses would be: a) College Avenue Residential/Commercial for the south portion of the site; and b) Transitional Area Residential - Medium-Rise for the middle and northern portions of the site".

7. Page 41, Paragraph 1

These zones would reflect the proposed zoning of adjacent property and, in the case of the north, approximately two-thirds of the Central Collegiate site, would serve as a necessary intermediate height interface between adjacent land uses.

8. Page 41, Policy Objective #2

"That, if and when Central Collegiate is no longer required for educational purposes, reuse of the buildings on the site for the general benefit of the Transitional Area residents, be explored and encouraged by the City of Regina, prior to any decision to demolish all or any portion of the buildings on the site".

9. Page 42, Implementation Recommendation #2

"That a proposal call be undertaken by the City of Regina to explore adaptive reuse of Central Collegiate, if it is no longer required for educational purposes".

10. Page 59, Recommendation #4

"That a proposal call be considered to promote the adaptive reuse of Central Collegiate, if and when the facility is no longer required by the School Board.

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Regina OCP – Part B
Sub-Part B.1.3 – Transition Area Neighbourhood Plan

PREFACE

The Transitional Area, bounded by Victoria and College Avenues and Broad and Albert Streets, comprises 32 square blocks immediately south of downtown. The area, home to 3,300 Regina residents, is primarily high and low-density residential with a variety of commercial uses concentrated on Victoria and 13th Avenues. An elementary school and a high school are located in the Area.

In order to maintain the residential viability of the Area, it was recognized that a plan for future development was required. However, the direction new development should take became a subject of considerable study and debate. An initial study of the Area was undertaken by the Planning Department in 1976 as part of the groundwork for the Municipal Development Plan which is now in place. The ongoing investigation was initiated by a motion adopted by Council on November 13, 1979 and since that time several documents have been prepared. One such study, the Transitional Area Development Strategy, was released by the Planning Department in May, 1981. As was its intent, the document sparked public response in the form of numerous letters and submissions from individuals and groups with diverse interests in the Area.

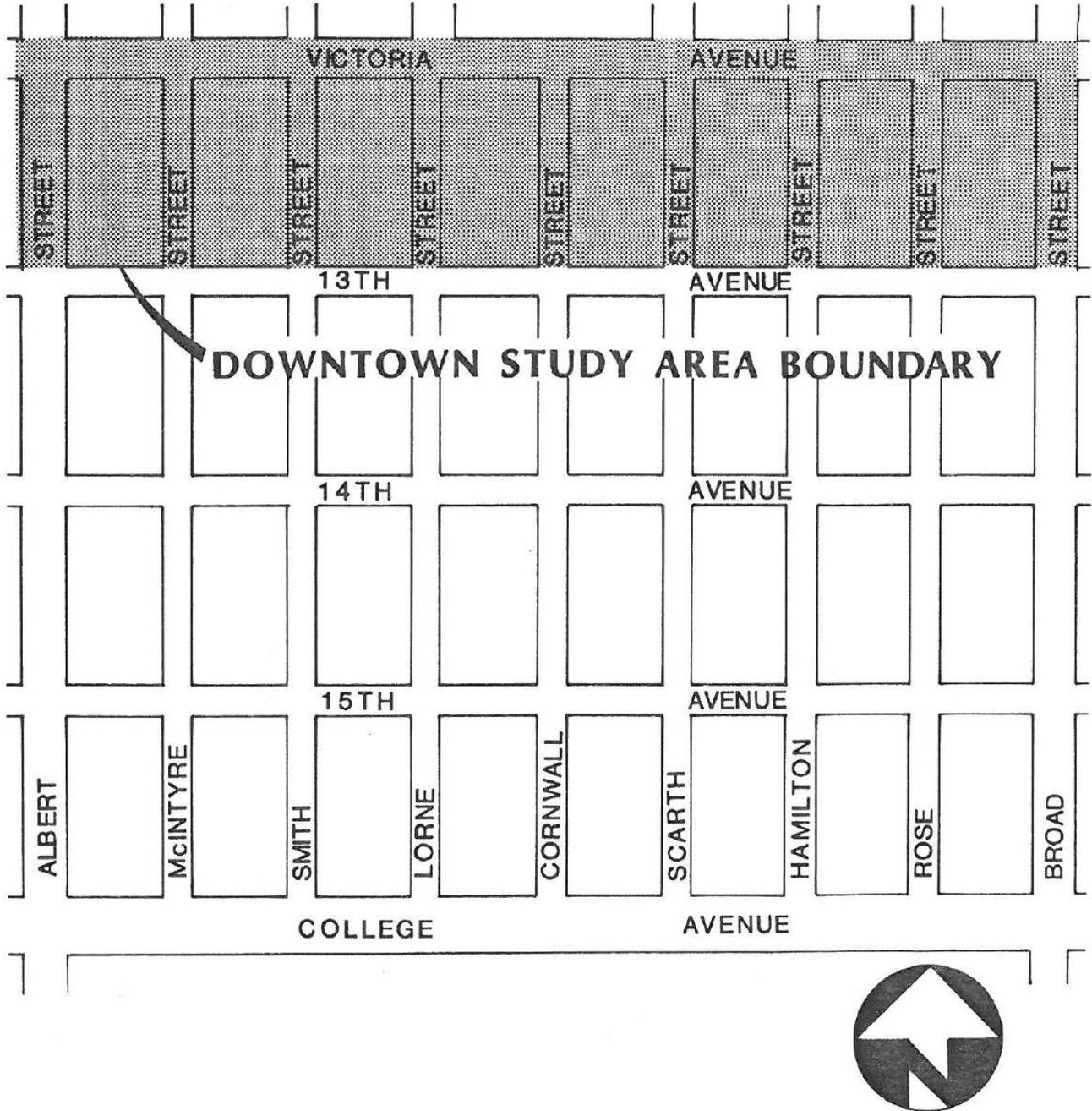
The most comprehensive response to date has come from the Transitional Area Community Society, a group organized in the Summer of 1981. The Society hired the consulting firm of Arnott, MacPhail Associates Limited to prepare a report on the Area. The resultant Concept Study for the Transitional Area sets out a conceptual plan and design guidelines for revitalization and future development initiatives in the Area. This study, submitted to the City in May, 1982, was reviewed and compared with the City-prepared Development Strategy. The Administration then submitted a status report to City Council which resulted in Council's approval of a work program for further study. Subsequently, a number of issues were identified by the City Administration in An Issue Paper for the Transitional Area. The Issue Paper was presented to the Regina Planning Commission and City Council for their consideration and was adopted by Council on December 20, 1982.

In formulating the following Neighbourhood Plan, the City has attempted to recognize the various groups with an interest in the Transitional Area and take their views into consideration. The recommendations contained in this report attempt to present the most appropriate and effective strategy for the revitalization and redevelopment of the Transitional Area.

For the last ten years, Interim Development Control (IDC) has enabled Council to review development proposals on a case-by-case basis. The adoption of this Neighbourhood Plan and supporting Zoning Controls by City Council will allow Interim Control to be terminated and the redevelopment and renewal of the Transitional Area to commence on the basis of clearly defined, but flexible, guidelines.

FIGURE 1

THE TRANSITIONAL AREA



1.0 NEIGHBOURHOOD PLAN CONTEXT

1.1 EVOLUTION OF THE AREA

The residential development of the Transitional Area began around the turn of the Century. Many of the existing house-form buildings and apartment blocks were built between 1900 and 1929. Little development occurred after that time until the 1960's when some house-form buildings were demolished and replaced by low-rise apartment and commercial buildings. From the 1970's until now, the traditional single-family inhabitation of house-form buildings has changed. The Area has developed into a patchwork of land uses and building forms. Many house-form buildings have been subdivided to house several households. Others are occupied by commercial uses only or in combination with a residential use. Both medium and high-rise apartment buildings and office buildings have continued to be built. In addition, several house-form buildings in the Area have been restored recently and occupied for office use. Finally, a substantial number of lots have been left vacant or are being used for off-street parking.

In general, the Transitional Area has been subjected to outside pressures such as overflow parking from the Downtown, through traffic, and redevelopment requests.

1.2 SOCIAL PROFILE

Based on the 1981 Census, 3,300 individuals live in 2,455 households in the Transitional Area.

The average household size for the Transitional Area is 1.3 persons per household--less than half of the overall Regina (specifically the Regina Census Metropolitan Area or C.M.A.) average of 2.7 persons per household. The only Regina area with a smaller average household size is the Downtown, with an average of 1.2 persons per household.

The tables below profile the age and sex distribution of the Transitional Area population of 1981.

Table 1
Transitional Area Population Profile by Age - 1981

Age	Number of Persons	Percentage of Total Transitional Area Population	Corresponding Percentage for Regina
0-4 years	70	2.1 %	8.3 %
5-9	40	1.2 %	7.6 %
10-14	40	1.2 %	7.7 %
15-19	180	5.5 %	9.7 %
20-24	415	12.5 %	11.2 %
25-34	530	16.0 %	17.9 %
35-44	200	6.1 %	10.8 %
45-54	245	7.4 %	9.4 %
55-64	400	12.1 %	8.2 %
65-69	305	9.2 %	3.2 %
70 years & over	885	26.7 %	6.0 %

TABLE 2
Transitional Area Population Profile by Sex - 1981

Age	Transitional Area		Regina	
	% Male	% Female	% Male	% Female
0-4 years	47.1	52.9	51.3	48.7
5-9	50.0	50.0	51.2	48.8
10-14	50.0	50.0	51.6	48.4
15-19	36.1	63.9	48.9	51.1
20-24	47.0	53.0	48.5	51.5
25-34	51.9	48.1	49.5	50.5
35-44	50.0	50.0	49.5	50.5
45-54	44.9	55.1	49.8	50.2

55-64	35.0	65.0	46.4	53.6
65-69	27.8	72.2	43.4	56.6
70 years and over	23.2	76.8	49.3	50.7

As can be seen from the above tables, the age profile of residents of the Transitional Area is not typical of that of Regina as a whole. On one hand, persons in the 0 - 19 year and 25 - 54 year age groups are under-represented in the Area, while on the other hand, persons in the 20 - 24 and the 25 and over age groups are over-represented. This age profile, which reflects the relatively large number of single-person households in the Area, is also typical of other inner city locations in Regina.

Compared with the Regina population as a whole, Transitional Area females are over-represented in the 5 - 24 and the 45 and over age ranges, with the differential particularly pronounced in the 15 - 19 age range and the 55 years and above group. This over-representation is consistent with the fact that many downtown workers in the clerical, sales, and service occupational categories (predominantly filled by women) live in the Area. The differential in the older population group reflects the longer life expectancy of women.

The mobility status of residents in the Transitional Area reflects the social heterogeneity of that area. Some residents are highly transient, while others are relatively immobile. In 1980, a Planning Department survey found that 22% of households had lived in one or more dwellings within the Area for no longer than the previous six months, while 30% had lived in one or more dwellings within the Area for five or more years.

The survey found that 31% of area households had lived in their present dwelling for no longer than six months. Sixteen per cent had lived in their dwelling for five or more years. The differential between the latter figure and the 30% area residency statistic described above may be partially attributed to the desire of a portion of the population to remain in the Area despite the loss of individual dwelling units through demolition or conversion.

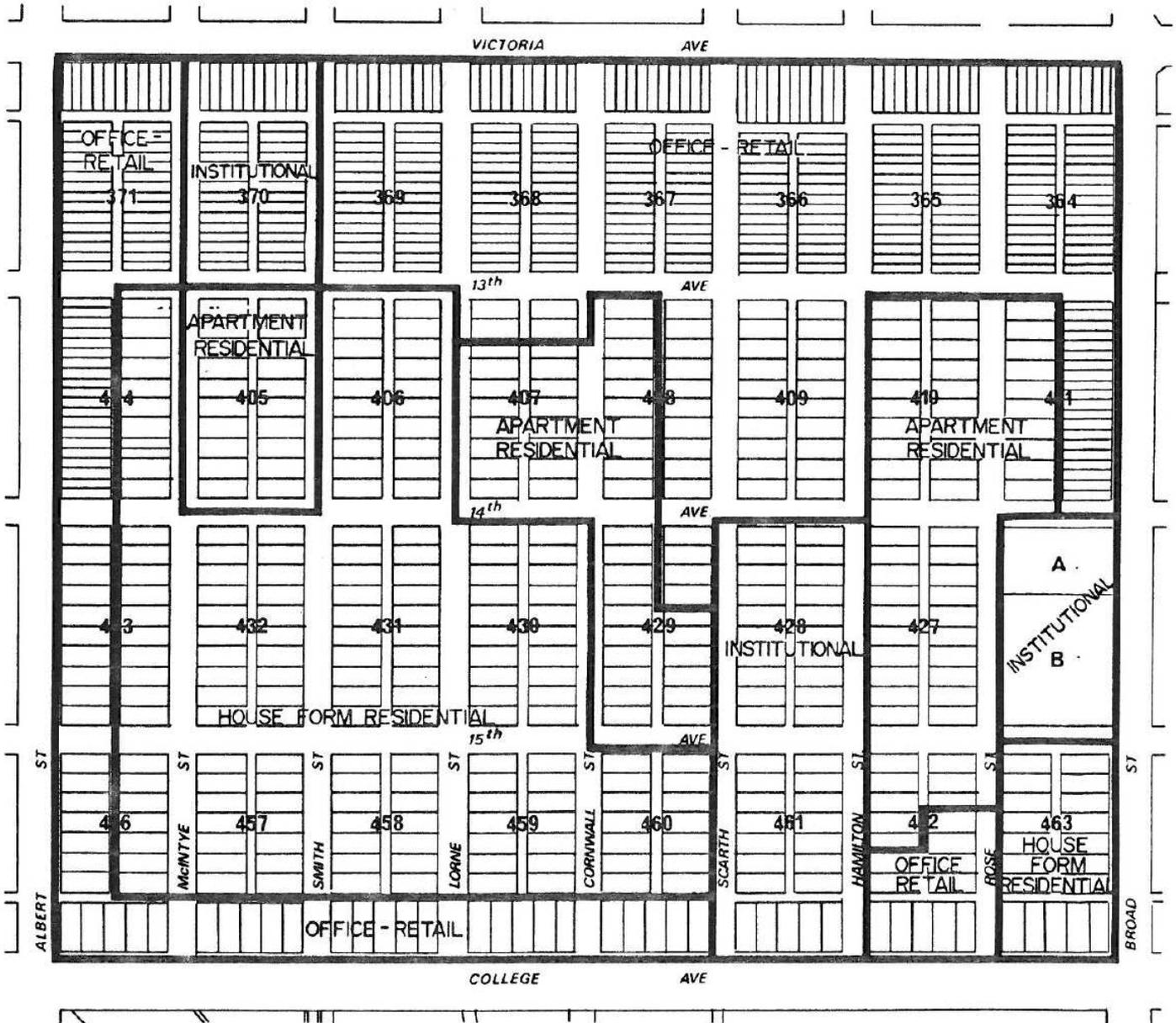
The 1980 survey found that 73% of households in the Transitional Area were single-person households, which corresponds closely with the 1981 Census finding of 77.5% single-person households. In comparison, the corresponding figure for the Regina C.M.A. was 23.9%. In 1981, 13.65% of all Regina single--person households lived in the Area.

There were 130 families with children living in the Transitional Area in 1981. Single parent families accounted for 65 of these, or 50% of the total number of families with children. The comparable statistic for the Regina C.M.A. was 17.9 %.

Based on the 1980 Planning Department survey, in an estimated 12% of the Transitional Area households at least one person is handicapped, that is, a person who as a result of some mental or physical limitation is unable to fully carry out normal day-to-day activities.

FIGURE 2

PRESENT GENERALIZED LAND USE



1.3 TRANSITIONAL AREA CHARACTERISTICS AND ISSUES

1.3.1 LAND USE

Background

Three land uses dominate the Transitional Area--house-form residential, apartment residential and office/retail with some institutional land use (see Figure 2). The southwest part of the Transitional Area is primarily single-family and converted single-family residential use composed mainly of house-form buildings with some low-rise and high-rise apartments. Approximately half of the house-form buildings have been converted to multiple dwelling units and half remain in the single-family category. As well, a number of houses have been converted to mixed residential and commercial use (shown on Figure 3).

Medium to high-rise residential land use predominates in three main sectors in the Transitional Area. Older apartment buildings dominate the east side of the Area. The two other apartment residential districts are smaller in size and occupy the middle part of the Transitional Area, tending to separate the house-form residential district to the south from the office commercial development to the north.

Office/retail land use in the Transitional Area is located in several districts. One is the northeast sector which contains the highest density and, specifically, buildings such as the Hotel Saskatchewan, Saskatchewan Power Corporation building, and Humford House. The second district flanks the Transitional Area on the west and south sides. The area along Albert Street serves primarily as a mixed retail and office district, while the north side of College Avenue functions mainly as an office area with a mixture of older houses converted into office use. In addition, large office structures such as the Co-operative Insurance building and Parkview Place are located on College Avenue.

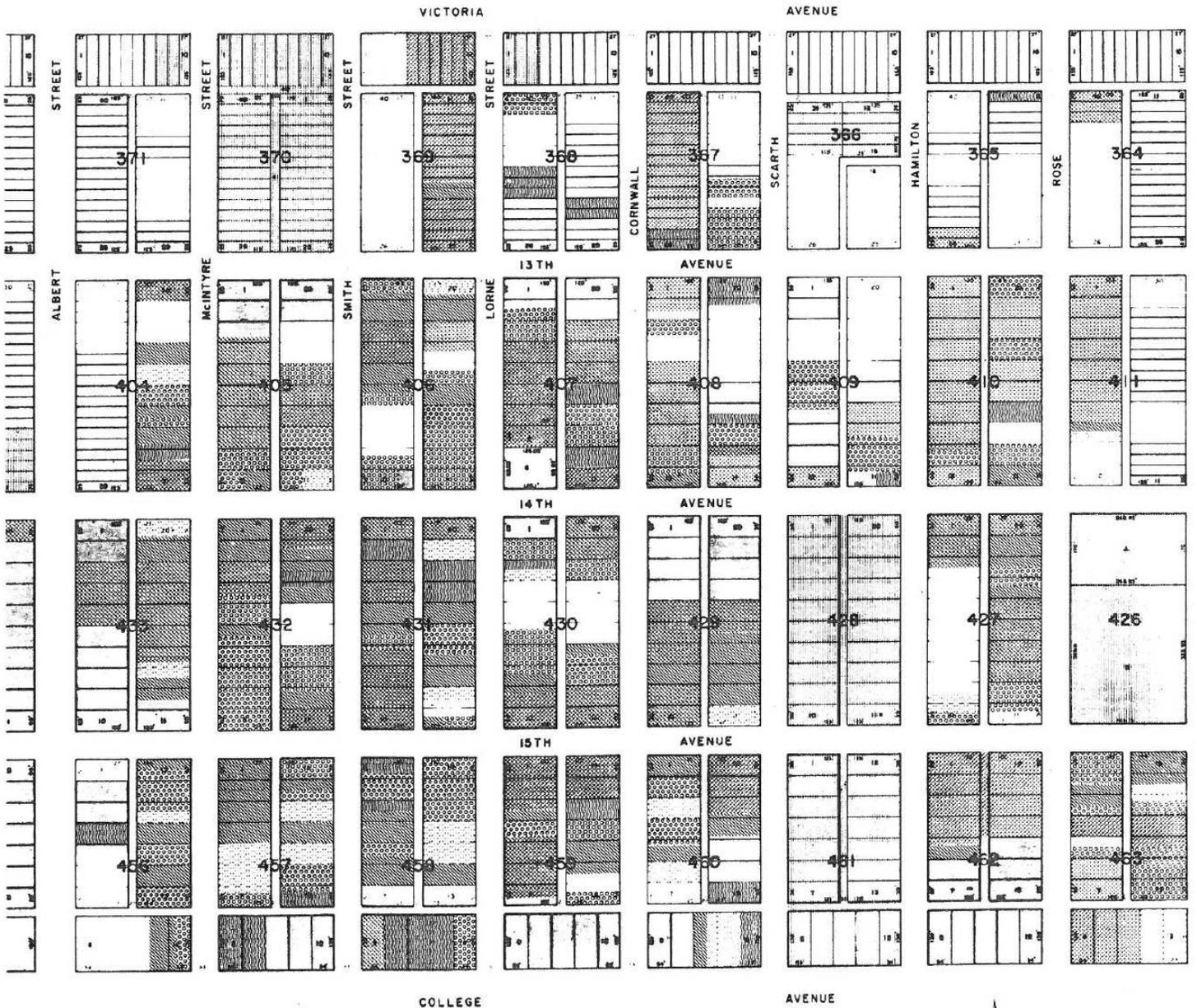
Institutional land use occupies three districts in the Transitional Area. The block in the northwest portion of the Area is utilized by the Court House and the YMCA. Central Collegiate occupies the two block area on the south side and Strathcona School occupies the one block on the east.

Issues

During the period from 1976 to 1981 a net loss of 280 housing units occurred in the Transitional Area. New residential units have been constructed, but have not matched the number of demolished units.

Maintenance of existing housing, particularly house-form buildings, has been inadequate, contributing to the demolition of many of these house-form buildings.

FIGURE 3



LEGEND

- HOUSE - FORM RESIDENTIAL - OWNER OCCUPIED
- HOUSE - FORM RESIDENTIAL - NON-OWNER OCCUPIED
- HOUSE - FORM COMMERCIAL/RESIDENTIAL
- APARTMENT BLDG
- INSTITUTIONAL USE
- HOUSE - FORM COMMERCIAL
- NON HOUSE - FORM COMMERCIAL
- VACANT/PAVING

**TRANSITIONAL AREA
EXISTING LAND USE/BUILDING FORM**



PREPARED BY
CITY OF REGINA PLANNING DEPT
REVISED JUNE 9/83

Land use on the sites of demolished house-form buildings has too frequently changed, subsequent to demolition, from residential to other uses such as office buildings, vacant lots or parking lots. The office buildings represent an encroachment of commercial land use into residential areas. In addition, traffic resulting from such commercial intrusion has resulted in a negative impact on the residential environment of the Transitional Area as a whole. The vacant lots, or non-accessory parking lots, are a significant under-utilization of land, as well as an eyesore.

Significant Concerns and Opportunities

- 1) Loss of housing units.
- 2) Lack of maintenance and the resultant deterioration of existing housing.
- 3) Under-utilized land appropriate for residential infill development.
- 4) Encroachment of commercial land use into residential areas.
- 5) Encroachment of high-rise buildings into low-rise areas.
- 6) Encroachment of high noise/high traffic generating businesses into the Transitional Area.
- 7) Under-utilized land appropriate for the provision of residential neighbourhood-oriented stores and services, open space and community facilities.

Conclusions

The above land use concerns and opportunities in the Transitional Area can be addressed:

- 1) Through the retention, maintenance, renovation and construction of housing in the Transitional Area.
- 2) Through the recognition of existing districts of commercial office buildings.
- 3) Through ensuring that applications for any commercial land use outside of such districts be granted only insofar as they will positively contribute to the residential use and/or character of the Area.

1.3.2 BUILDING AND STREETSCAPES

Background and Issues

The Transitional Area is currently a patchwork of building forms and land uses, including lots which are vacant or used for off-street parking.

Demolition and incompatible redevelopment, as well as a lack of maintenance of many of the remaining buildings, has served to detract from the original character of the Area. This character has suffered not only through the demolition of specific buildings, but also through the resultant interruption of streetscapes. Streetscapes are characterized by rows of house-form buildings of traditional form and materials, tree-lined streets, and the vistas typically framed by these trees. As mentioned, another concern is the redevelopment of vacant sites with infill structures which are incompatible with the surrounding buildings in height, bulk and/or form. As a result, the opportunity to restore the streetscape to a character which is at least similar to the original is often lost. In addition, a lack of maintenance of existing structures has reduced the attractiveness of the Area for potential residents.

In spite of general deterioration over time, the streetscapes in the southwest portion of the Area are the most intact.

Significant Concerns and Opportunities

- 1) Lack of maintenance of buildings.
- 2) Demolition of house-form buildings and older apartment blocks.
- 3) Deterioration of streetscapes through building demolition.
- 4) Deterioration of streetscapes through redevelopment which is incompatible on the basis of height, bulk, and/or form.
- 5) The potential contribution of the remaining house-form buildings to the special character and heritage of the Transitional Area.
- 6) Vacant sites appropriate for the construction of infill buildings compatible with the adjacent streetscape.

Conclusions

The above building and streetscape concerns and opportunities in the Transitional Area can be addressed:

- 1) Through the retention, maintenance and restoration of buildings in the Transitional Area which, by virtue of their architecture or contribution to the surrounding streetscape, reinforce the residential character typified by the original buildings of the Area.
- 2) Through redevelopment in the Transitional Area which is compatible with the existing streetscapes of house-form buildings.

1.3.3 LANDSCAPING AND OPEN SPACE

Background and Issues

The abundance of mature trees is one of the most outstanding characteristics of the Transitional Area. Tree-lined streets of house-form buildings typify the Area. As well, additional trees have been planted in private yards since the initial development of the Area. Unfortunately, this resource of trees has been eroded over the years through redevelopment and decay of the trees themselves. Since the trees make a strong contribution to the residential character of the Area, there is a need to address the problem.

The Transitional Area lacks public open space in relation to its current population of approximately 3,300 people. Based on a generally recognized standard of 10 acres of urban open space per 1,000 people, a total of 33 acres would be required to serve the needs of the Area. However, the only major areas of open space within the Area are the basically-undeveloped playgrounds of Strathcona School and Central Collegiate (i.e. Central Park), which are approximately three acres in size.

In addition, there is little open space provision for activities with a neighbourhood focus which could, for example, range from outdoor skating to a more passive type of recreation such as "people-watching". The standard for specifically neighbourhood-oriented open space is approximately 7 acres per 1,000 people. (On this basis, 33 acres would be required for the Transitional Area).

The lack of developed open space will become a greater problem over time with the growth of the residential population of the Transitional Area, as provided for in this Neighbourhood Plan. Although the nearby Wascana Centre and Victoria Park can serve some of the open space needs of the Area, specialized local open space will still be required for neighbourhood-oriented activities. A number of commercial buildings and multi-unit residential buildings have been constructed in the Area, the landscaping of which has positively contributed to the environment. The yards of many other properties, however, are poorly landscaped and ill-maintained, detracting from the character and appearance of the Transitional Area.

Off-street parking lots in the Area represent a problem beyond an inappropriate under-utilization of land. The use of front yards for access to parking lots, in spite of the fact that access to buildings and parking lots can usually be made via the rear lane, is one component of this problem. As well, the lack of screening of these vacant lots from the street and adjacent properties creates an eyesore .

There is a need to provide for a wider range of landscaping than is currently prevalent in the Area. This increased flexibility is desirable given: a) the density and mixture of uses in the Transitional Area; and b) the diversity of residents in the Area. The former characteristic suggests that a side yard normally required to be grassed may provide less amenity than an alternate form of indoor or outdoor space which could be provided under more flexible regulations. The latter characteristic suggests that it may be appropriate to provide a different type of amenity for singles and childless couples than, for example, families or seniors.

Significant Concerns and Opportunities

- 1) General degeneration of the residential appearance and environment of the Transitional Area.
- 2) Street trees which, in spite of some deterioration, are an outstanding resource of the area.
- 3) Intrusion of off-street parking into front yards.
- 4) Lack of yard maintenance.
- 5) Lack of public amenity and open space appropriate to a residential area.
- 6) Undeveloped open space in the area.

Conclusions

That the above landscaping and open space concerns and opportunities in the Transitional Area can be addressed:

- 1) Through stricter regulation of off-street parking lots.
- 2) Through providing for increased maintenance of private yards.
- 3) Through providing for public open space and amenity which is both sufficient in magnitude and varied in type to meet the present and future needs of Transitional Area residents.
- 4) Through regeneration of the residential appearance and environment of the Area, including street trees.

1.3.4 CIRCULATION AND PARKING

Background and Issues

The Transitional Area faces a number of competing demands for transportation infrastructure and parking facilities. The variety of demands arises from the close juxtaposition of frequently incompatible land uses. The competition among these demands is related to the relatively high density of development in both the Transitional Area itself and the Downtown, as well as to the resultant generation of relatively high volumes of pedestrian and vehicular traffic.

The growth in downtown office and retail space over the years has created a significant demand for parking spaces in the adjacent Transitional Area. This demand has been amplified by office construction and conversion within the Transitional Area itself. Offices in the Area typically provide sufficient on-site parking for employees, but clients of these businesses often are forced to find short term parking on nearby streets. In general terms, the high demand for parking in the Area

has encouraged an increase in surface parking lots.

There is also a shortage of 24-hour low-cost parking spaces for residents. Much of the housing in the area was constructed in an era when the level of per capita automobile ownership was lower than that of today. In addition, most of the house-form buildings originally housed a single household, while today many of these structures have been subdivided into a number of households, thus increasing the potential number of automobile owners.

One of the major concerns of the Transitional Area residents is the high volume of vehicular traffic which passes through the Area. Volumes of 2000 - 4000 vehicles per day are typical for streets in the Area. Not only does the traffic create unpleasant noise and congestion problems, it presents an increased threat to pedestrian safety. For example, the danger to a senior citizen with a decreased level of mobility is much greater in the Transitional Area than in a suburban residential area.

Given the amount of pedestrian circulation in the Transitional Area, the quality of the pedestrian environment in terms of sidewalk maintenance and pedestrian amenities is also of importance.

The location of the Transitional Area between the Downtown and Wascana Centre affords a unique opportunity for enhancing the pedestrian circulation system of the Area. Based on the fact that: a) both the Downtown and Wascana Centre are focal points of a variety of activities in Regina; and b) many of these activities are pedestrian-oriented, the creation of a special pedestrian linkage between these two areas would be appropriate. Within the Transitional Area itself, such a linkage would complement and enhance the unique character of the Area, including its streetscapes, heritage, and open space.

Significant Concerns and Opportunities

- 1) Incompatibility of existing distribution and volume of traffic with residential land use.
- 2) Traffic noise and congestion.
- 3) Inappropriately high levels of on-street and surface lot parking.
- 4) Inadequate parking for area residents.
- 5) Lack of high quality well-maintained pedestrian walkways and amenities.
- 6) Threat to pedestrian safety from vehicular traffic.
- 7) Tree-lined streets of house-form buildings conducive to a pleasant pedestrian environment.
- 8) Creation of a distinctive pedestrian linkage between the Downtown and Wascana Centre which would complement and enhance the Transitional Area.

Conclusions

The above circulation and parking concerns and opportunities in the Transitional Area can be addressed.

- 1) Through reorganization of traffic distribution and volume in the Transitional Area to provide for a greater degree of compatibility with residential land use.
- 2) Through appropriate regulation of parking in the Area to support residential land use.
- 3) Through providing and maintaining the infrastructure necessary to support pedestrian circulation in the Transitional Area, including a pedestrian linkage between the Downtown and Wascana Centre.

1.3.5 SOCIAL AND COMMUNITY FACILITIES AND SERVICES

Background and Issues

The Inner City location of the Transitional Area results in both strengths and weaknesses regarding social and recreational services and facilities for neighbourhood residents. The central location of the Area provides high accessibility, at least in physical terms, to many services and citizens' organizations. Examples of services located in or adjacent to the Transitional Area include the YMCA and YWCA and a vast array of citizens' organizations, including, of course, the Transitional Area Community Society (TACS). At the same time, however, there is a relative lack of neighbourhood-oriented services. In particular, the Area is deficient in services for specific subsections of the population represented in significant numbers in the Area, i.e. students, office workers, senior citizens, renters, natives, low-income earners, single parents, and handicapped people.

The particular demographic and social characteristics of the Transitional Area outlined previously, accentuates the need for social support services, including the recreational facilities and citizens' organizations which have been mentioned.

Of major concern is the recent closure of the only elementary school in the Area, Strathcona School. Enrollment declined from 154 students in 1977 to 53 students in 1982.

The loss of an educational facility for elementary school age children may present a hardship to any family with young children locating in the Area. One of the goals of this Neighbourhood Plan is to provide for households in a wide range of age, income and family status, however, the range of households which would locate in the Transitional Area may be limited if there is no facility for elementary school age children.

The Regina Public School Board has also stated its intention to close Central Collegiate in 1986.

A final matter of fairly widespread concern in the Transitional Area is that of crime. Although crimes against persons and property unquestionably take place, in reality, crime is not nearly as common in the Area as the general public perceives it to be. Nevertheless, the perception and fear of criminal activity is a significant problem.

Significant Concerns and Opportunities

- 1) Lack of neighbourhood-oriented social and recreational facilities and services.
- 2) Lack of an educational facility for elementary school age children within the Transitional Area.
- 3) Existing buildings of special character potentially available for reuse as community facilities.
- 4) Central location of the Area affording ready access to many City-wide facilities and services.
- 5) Perception and fear of criminal activity.
- 6) Land and facilities with potential for social and community facilities and service uses.

Conclusions

The above community and social concerns and opportunities in the Transitional Area can be addressed:

- 1) Through provision of a range of social and recreational facilities and services in the Transitional Area.
- 2) Through the ensurance of an educational facility for elementary school age children within the Transitional Area.
- 3) Through measures designed to address the concern and perception of crime in the Transitional Area.

1.3.6 HOUSING

Background and Issues

Based on the 1981 Census, the Transitional Area had a population of 2,455 households on June 1 of that year. Based upon the survey carried out by the Planning Department in 1980, 54% of the households had a gross income of less than \$10,000 that year. One way of illustrating the potential for financial hardship this represents is by examining the amount of income expended on housing. Using the guideline of 25% of household income as the maximum comfortable allocation to housing costs, 1,344 households in the area could afford to pay no more than \$208 per month in rent. If the existing 652 units of co-operative or public senior citizen housing are subtracted from the amount, then 682 households, approximately half, have been faced with the prospect of attempting to obtain private market accommodation at that price level.

The Planning Department survey indicated that there was a sufficient amount of affordable rental housing stock in the Transitional Area. Specifically, the survey indicated that 52% of Area residents paid \$200 or less per month in rent. In summary then, the Transitional Area serves the important function of providing a portion of Regina's inexpensive housing.

There has been an ongoing net loss of housing units (1976-81: 280 units) despite the construction of new apartment buildings in the Area. The absolute number of units lost through demolition or conversion in the Area during this same period is approximately 750 units. If the depletion of low-cost housing stock in the Transitional Area continues, residents will be forced into either adjacent residential areas, with a resultant disruption of these areas, or into those suburban areas with relatively inexpensive housing. In addition to economic hardships, a whole range of social ills are potentially fostered by such dislocation, i.e. alcoholism, delinquency, school absenteeism, and family and marital problems. Such consequences not only pose a hardship for the displaced households, but also for the surrounding community and City as a whole, in the form of increased social service, community health, and policing costs.

Based on the primary importance of maintaining the residential viability of the Transitional Area, the chief housing concern, then, is the ongoing loss of residential units in the Area. In order to address the issue of housing loss and the more general concern of residential viability, land use and other supportive policies need to be implemented.

Significant Concerns and Opportunities

- 1) An existing variety of housing forms and tenure affordable to residents with a wide range of incomes.
- 2) The loss of low-cost housing in the Area and resultant displacement of low-income residents through demolition and/or conversion of housing.
- 3) Considerable potential for development and redevelopment of housing.

Conclusions

The above housing concerns and opportunities in the Transitional Area can be addressed:

- 1) Through the construction of housing units in the Transitional Area.
- 2) Through the construction and retention of housing in the Transitional Area which is affordable to low-income households.

1.3.7 HERITAGE

Background and Issues

The built environment of the Transitional Area was originally Regina's first upper class residential neighbourhood. Many of the house-form and apartment structures which remain from the early era of construction exhibit significant heritage merit. Such merit is based on a range of criteria which includes the architecture of the structure, the history of the building and the persons associated with the building, as well as the contribution to the local environment that the building may make as one element of a streetscape.

The accompanying map of potential heritage property (see Figure 4) illustrates the variety and extent of potential heritage structures in the Transitional Area. Three general categories of buildings may be discerned according to structural/locational characteristics. First, there are a variety of larger buildings located in the northern portion of the Transitional Area which are primarily occupied by institutional or apartment uses. Second, there is a collection of older apartment blocks along 14th Avenue in the Area. Third, there is a concentration of house-form buildings of potential heritage merit in the southwest portion of the Area.

The character of the Transitional Area and, in particular, specific streetscapes, have suffered as a result of the demolition of heritage buildings. Inappropriate renovation of buildings with heritage merit has also detracted from the character of the Area.

Specific heritage concerns are the possible demolition of Strathcona School and the older portion of Central Collegiate. Not only do these facilities provide a needed educational service for the Area, but the buildings themselves possess heritage merit.

Significant Concerns and Opportunities

- 1) A wide variety of heritage buildings which, if retained, and especially if restored, will make a substantial contribution to the unique character of the Transitional Area.
- 2) Demolition of heritage buildings in the Area.
- 3) Inappropriate renovation of heritage buildings.
- 4) Possible demolition of Central Collegiate.

Conclusions

That the above heritage concerns and opportunities in the Transitional Area can be addressed:

- 1) Through retention and restoration of heritage buildings in the Transitional Area.
- 2) Through renovations to heritage buildings which are appropriate to the character of these buildings.

FIGURE 4

POTENTIAL HERITAGE PROPERTY - TRANSITIONAL AREA

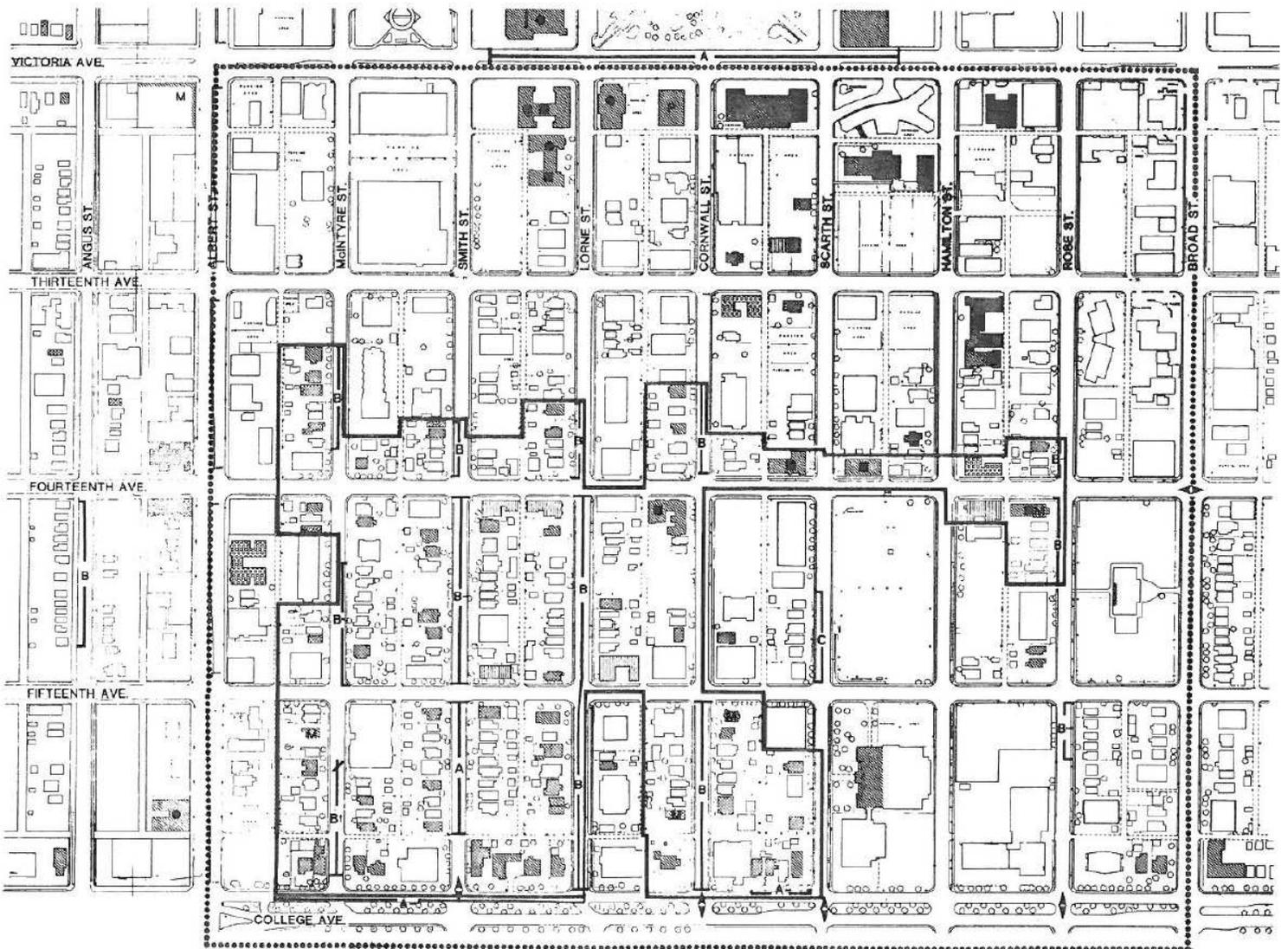
Revised : AUGUST, 1983

CITY OF REGINA
PLANNING DEPARTMENT



LEGEND

- ▲ visia
- A— streetscapes are rated as: A B C
- ▤ properties have a rating of three and above on a scale of (1-10)
- ▥ higher than three
- ▦ three
- ▧ provincial historic site
- ▨ municipal historic site
- ▩ placed/endangered
- ?
- apartments have significance of:
- ▬ very significant
- ▭ less significant
- ▮ poor significance
- potential municipal heritage sites outside of conservation district
- potential conservation district or zone
- transitional area boundary



2.0 TRANSITIONAL AREA POLICIES

2.1 EXISTING MUNICIPAL DEVELOPMENT PLAN POLICIES

The Municipal Development Plan currently in place for the City of Regina was approved by the Minister of Urban Affairs on December 14, 1979. Two component documents of the Plan contain policy objectives which are relevant to the Transitional Area. They are outlined below:

Regina RSVP, A Planning Strategy for Regina: Policy and Implementation

Policy Objectives

- 1) To maintain the Inner City neighbourhood as residential areas.
- 2) To provide for more citizen involvement in planning decisions made in the Inner City.
- 3) To improve the general quality of life in the Inner City.

Regina RSVP, Inner City Neighbourhood Plan

Policy Objectives (for the Transitional Area)

- 1) To improve the residential viability of the neighbourhood.
- 2) To control and maintain low density commercial development in the area.
- 3) To provide a humane and pleasant interface between the Downtown and Wascana Centre.

2.2 AN ISSUE PAPER FOR THE TRANSITIONAL AREA - GENERAL CONCLUSIONS

Both land use and human activity in the Transitional Area are affected by and have an effect upon the larger environment of the City of Regina as a whole. On this basis, An Issue Paper for the Transitional Area sets out general City-wide issues as a context for the specific land use planning of this Neighbourhood Plan. These issues are summarized below:

Cost of the Journey to Work

The cost of the journey to work in the City of Regina is borne by Government, by business, and by residents. The most effective approach to this issue is to adopt policies which will encourage the location of a residential population adjacent to the Downtown, particularly in the Transitional Area.

The Diffusion of Commercial Space from the Downtown

The concentration of businesses in the Downtown facilitates both the efficient provision of City services to such businesses and the exchange of goods and services among businesses. Furthermore, the diffusion of substantial office space from the Downtown to the Transitional Area

would displace potential residential land use which would be supportive of the Downtown.
Provision for a Middle to Upper-Income Population

The lack of neighbourhood amenities in the Transitional Area, and of specialized commercial establishments nearby, contributes greatly to the unattractiveness of the Area to middle and upper-income households. Furthermore, a more affluent residential population in the Transitional Area would itself support a range of specialty shops and services in the Downtown to the benefit of the City as a whole.

Finally, an adequate number of neighbourhood commercial outlets for day--to-day shopping is necessary to support the growth of the residential population.

The Displacement of Low-Income Residents

The Transitional Area provides a substantial amount of low-income housing stock and, because of its location, a high degree of environmental and social support to many of its residents. This function is not only important to the residents themselves, but is of significance to the operation of the City of Regina as a whole.

Conclusion

That a positive resolution of the above City-wide issues will be fostered through the support and encouragement of an ongoing primacy of residential land use in the Transitional Area.

3.0 LAND USE POLICY AND IMPLEMENTATION RECOMMENDATIONS

The purpose of this section of the Neighbourhood Plan is to set out a series of policy objectives and implementation statements. The policy objectives address:

- a) a variety of concerns that have been expressed by interest groups and the general public;
- b) the City-wide issues described in An Issue Paper for the Transitional Area and briefly outlined in Section 2.2 of this Neighbourhood Plan; and
- c) future development within the Transitional Area itself.

The last point is dealt with primarily through the objectives of land use policies which support the ongoing viability of the residential community. These policies, in turn, provide the basis for the accompanying implementation statements.

3.1 POLICY OBJECTIVES

At the time of the 1981 Census, the Transitional Area was the home of approximately 3,300 people in 2,500 households. It is an important area for low--cost housing in the City which provides a variety of environmental and social supports to its residents, largely based on its close proximity to Downtown. In addition, the central location of the Transitional Area provides a high level of

general convenience to its residents, including close access to Downtown workplaces. An increased Transitional Area residential population would provide support for the downtown and, in particular, its retail function.

The Transitional Area is the location of a unique low-rise district of house-form buildings, the character of which is of value to the City as a whole. However, there is also a district conducive to high-rise residential development where under-utilized sites are available. Thus, the Transitional Area has the potential to accommodate population growth. This potential must be acted upon, however, in order to ensure the future viability of the Area itself, its present and future residents, and the Downtown.

Primary Policy Objective

- 1) To provide for residential land use and a viable residential neighbourhood within the Transitional Area through the following General Policy Objectives.

General Policy Objectives

- 1) To provide housing of a variety of forms and tenure which is affordable to residents of a wide range of incomes and family types.
- 2) To provide for stores and services required by Transitional Area residents for convenience goods and services on a daily basis.
- 3) To provide for the retention, maintenance, and restoration of buildings in the Transitional Area which, by virtue of their individual architectural and/or heritage merit or by their contribution to the surrounding streetscape, reinforce the residential character typified by the original buildings of the Area.
- 4) To provide for vehicular circulation, vehicular parking and pedestrian circulation which is supportive of the residential nature of the Area.
- 5) To provide for a range of neighbourhood-oriented social and recreational facilities and services for residents of the Transitional Area.
- 6) To encourage, within or near the Transitional Area, an educational facility for elementary school age children.

Providing for a viable residential neighbourhood in the Transitional Area requires more than having sites available for residential land use. It also requires the development of supportive land uses in the Area, such as neighbourhood convenience stores and services, parks, and other community facilities (refer to Sections 3.3 and 3.4).

As well, a number of non-land use concerns must be addressed if the ongoing residential viability of the Transitional Area is to be achieved. These concerns are in the areas of: 1) housing, 2) circulation and parking, 3) streetscapes, 4) heritage, 5) landscaping and open space, 6) social and

community facilities and services; and are dealt with in separate sections of this Neighbourhood Plan (refer to Section 4.0).

3.2 RESIDENTIAL LAND USE

The appropriateness of providing for a viable residential neighbourhood in the Transitional Area has been well documented both in An Issue Paper for the Transitional Area and in this Neighbourhood Plan. However, the appropriateness of a mixture of future residential and commercial development for some sites is indicated by existing commercial land uses, commercial building forms, and locations adjacent to major arterials.

Policy Objectives

- 1) That those portions of the Transitional Area which are primarily residential in use and/or physical form be a principal location of future residential development in the Transitional Area. Commercial use of any given site within the residential portions of the Transitional Area shall occur only in accordance with this Neighbourhood Plan.
- 2) That those portions of the Transitional Area which are the locale of existing commercial office building developments and/or are adjacent to a major arterial be secondary locations of residential development within the Transitional Area. Within those portions of the Transitional Area, both residential and commercial development will be appropriate, provided that such development is in accordance with this Neighbourhood Plan.

Implementation Recommendations

- 1) That the Transitional Area Residential Zone be established for the primary purpose of providing for residential land use in the Transitional Area.
- 2) That the College Avenue Residential/Commercial, and Transitional Area Service Zones be established as secondary locations for residential land use within the Transitional Area in accordance with the purposes of each zone.
- 3) New developments shall be encouraged to reflect or respond to the typical building setbacks found in the vicinity of the project site in order to reinforce the streetscape and its qualities.
- 4) New developments shall, in the design, scale, form, articulation, and reflect or respond to streetscape qualities found in proximity to the project site.
- 5) Rear yard infill is encouraged in the low-rise residential district in a manner such that it does not impose itself on the streetscape.

3.2.1 RESIDENTIAL LAND USE DISTRICTS

Provision for residential land use is the primary purpose of the Transitional Area Residential Zone. A variety of housing types within the zone will serve to strengthen the residential viability of the

Transitional Area by providing a choice of housing for potential residents. Households of a wide range of age, income, family status, and lifestyle will be able to be accommodated.

Commercial land use in the Transitional Area Residential Zone, specifically within house-form buildings, is provided for in the policies of this Neighbourhood Plan in order to encourage the maintenance, renovation and restoration of these house-form buildings. This is one method of supporting the residential character of the Area typified by the existing streetscapes of house-form buildings, while still providing for alternate uses. This reinforcement of the residential character of the Transitional Area is intended to make a major contribution to the ongoing residential viability of the Area.

Accordingly, commercial land use within the Transitional Area Residential Zone shall occur only on the basis that the proposed commercial use will be a benefit to the area and be complementary to land uses in the area. It is imperative that this commercial use be small-scale, low traffic-generating, and otherwise compatible with residential land use and building forms. On this basis, the approval of commercial land use in the Transitional Area Residential Zone should not allow for the demolition of a house-form building and its subsequent replacement by another building with a commercial use.

The regulations for new development within the Transitional Area Residential Zone are to reflect existing buildings with similar uses, thereby providing for development which is compatible with the existing character of that portion of the Transitional Area.

For low-density residential and house-form commercial uses specifically, minimum lot areas and maximum lot coverage are to be in keeping with the historical standard in the Area. Lot coverage is to be relatively low, consistent with the amount of open space customarily associated with low-density residential use. The size of front, side and rear yards are to reflect the norm for these yards in the Area. Maintenance of the typical size of front yards is particularly important in order to preserve the existing streetscapes of the Transitional Area. Maximum floor area may vary according to the type of use in order to provide for residential dwellings at various relatively low densities.

For medium-density residential development, front yard setbacks will comply with the setbacks of similar existing buildings in the Area. The rear walls of new medium-rise residential development may, however, extend to the rear property line of the site, on the basis of other provisions of this Neighbourhood Plan and accompanying regulations. "Rear yard infill" residential development will thus be possible. This will help to provide for an increased residential population while maintaining and contributing to the streetscapes of the Area. The maximum floor area of development is to reflect the limitations of yard requirements and the height limits subsequently described on a district-by-district basis. The floor area ratios provide for a variety of medium-density residential development.

Within the Transitional Area Residential Zone it is important to have groupings of buildings which are compatible in various aspects of their physical form. In particular, districts of residential buildings which are compatible in height not only minimize potential negative impact from

surrounding properties, but can also result in streetscapes in which the component buildings enhance one another and the character of the district as a whole. On this basis, it is appropriate to have height districts within the Transitional Zone which reflect the following characteristics of portions of the Transitional Area and which are to provide for new development which is compatible in use and physical form.

Low-Rise District

Existing Characteristics:

- a predominance of house-form buildings,
- an environment characterized by relatively intact streetscapes, including house-form buildings and street trees.

Medium-Rise District

Existing Characteristics:

- the existence of low to medium-rise apartment buildings,
- an area of intermediate height interface between the buildings of surrounding zones and/or height districts of zones.

High-Rise District

Existing Characteristics:

- a higher proportion of apartments, including high-rise apartments, than in the Low-Rise District,
- a mixture of building forms.

The maximum height range of new development on each lot in the Low-Rise District is to be from 8.25 to 15 metres under an inclined plane. The former limit will apply to development at the limit of the front yard setback. The maximum height limit is to progressively increase towards the rear of the lot, according to a formula set out in the regulations accompanying this Neighbourhood Plan, to a maximum of 15 metres. This height limit will be the maximum for new development on each site, with the only exceptions being provided for in the Special Height Provision (Section 3.5.4) of this Plan.

The lower height limit reflects the height (approximately three stories) of the street front facades of existing house-form buildings, thereby ensuring that new development will be compatible in height with the existing streetscapes of house-form buildings, as viewed from the street. The greater height limit, in conjunction with other regulations, provides for "rear yard development" to accommodate an amount of floor space in a development consistent with a medium level of residential density.

The maximum height of new development in the Medium-Rise District is 15 metres, which will allow for four to five-storey development, and will apply to the entirety of the developable portion

of each lot in the District. This height allows for an increased residential density, while also being an appropriate transition height between the house-form buildings of the Transitional Area and existing and future high-rise apartments.

The maximum height of development in the High-Rise District is to be 30 metres which will allow for ten-storey development. This limit approximates the height of existing high-rise apartments in the District. As well, it will enable an increased residential population in the Transitional Area, and for the gradual redevelopment of this District, by providing for high-rise accommodation in a variety of developments.

It is recommended that the Strathcona School site be designated as Transitional Area Residential - High-Rise. As the use of the school building has now been terminated, this site is an appropriate location for high-rise residential development, presenting a unique opportunity to provide for an increased population within the Transitional Area.

College Avenue District [Bylaw No. 8850-ZO-B89]

On College Avenue, the sight lines to properties on the north side of the street are longer than in other portions of the Transitional Area, due to the wider street width and the ability to gain views from Wascana Centre. This is reflected in a height formula for buildings which ranges from 8.25 to 15m under an inclined plane, similar to that provided for in the low-rise residential district, but at an angle calculated to account for the longer sight lines. The height limits provided for on College Avenue are consistent with the height of the mature tree canopy and the existing house-form buildings which contribute to the unique prestige character of this streetscape. The height limits also provide an appropriate interface with Wascana Park. For properties east of Scarth Street, there are fewer house-form buildings, and areas to the north include the high-rise portion of the Transitional Area. For these reasons, it is less critical to maintain a height limit on this portion of College Avenue and is therefore included in the high-rise portion of the Transitional Area.

Policy Objectives

- 1) That the primary land use in the Transitional Area Residential Zone, as provided for in this Neighbourhood Plan, be residential. Commercial uses are a secondary use in the Zone, located only in house-form buildings.
- 2) That the retention and construction of a variety of housing and tenure types in the Transitional Area Residential Zone be encouraged.
- 3) That provision be made for the retention and development of contiguous residential land use districts of buildings compatible in height, bulk, siting and massing.
- 4) That retention of house-form buildings be encouraged by providing for rear yard infill development.

- 5) Redevelopment of property to commercial use in the Transitional Area Residential Zone will only be considered when residential use is proven to be uneconomical and in accordance with the provisions of this plan.

Implementation Recommendations

- 1) That a Low-Rise District be established within the southwestern portion of the Transitional Area Residential Zone, to provide primarily for low-rise residential land use and, secondarily, at the discretion of Council, for commercial use in existing house-form buildings.
- 2) That in this Low-Rise District the height of new development be subject to limits which will range from 8.25 metres nearest the street to 15 metres at the rear limit of development on a site.
- 3) In the Low-Rise District, building envelope penetrations will be allowed for architectural features including, but not limited to, gables, dormers, and other architectural features consistent with the area.
- 4) That a Medium-Rise District be established within the Transitional Area Residential Zone, comprising portions of the north side of 14th Avenue and an area to the west of Central Park, to provide primarily for medium-rise residential land use and, secondarily, at the discretion of Council, for commercial use in existing house-form buildings.
- 5) That in the Medium-Rise District, the height of new development be limited to 15 metres.
- 6) That a High-Rise District be established within the north and eastern portions of the Transitional Area Residential Zone south of 13th Avenue to provide primarily for high-rise residential land use and, secondarily, the use of existing house-form buildings for office/commercial use.
- 7) That in this High-Rise District the height of new development be limited to 30 metres.
- 7a) That a College Avenue District be established, and the height of new development be limited in the District by the following building envelope description:

The maximum permitted principal building height in metres (h) at a particular point on a specific lot is calculated using the formula $h = 0.3 (d) + 6.75$ where "d" is the minimum perpendicular distance in metres between the particular point on the site and the front lot line of the specific lot, and "h" shall not exceed 15 metres.

This height regulation provides for a maximum height of 15 metres across the rear portion of a lot, while ensuring that the form of development will not intrude upon the existing

streetscape by delimiting the maximum height across the front portion of a lot with a building envelope defined by an inclined plane. An example of the application of this building envelope is provided in the diagram below, for information purposes only.

SKETCH 1

[Bylaw No. 8850-ZO-B89]

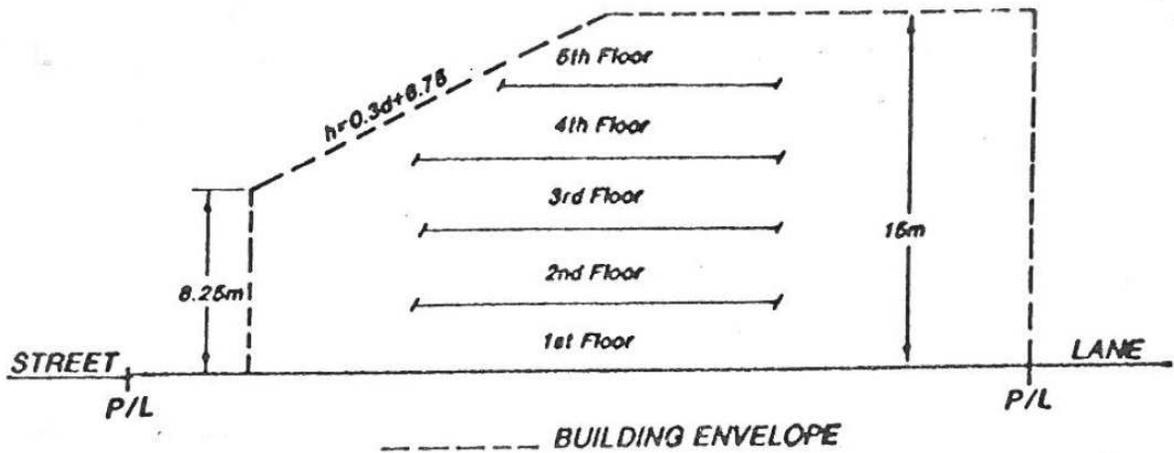
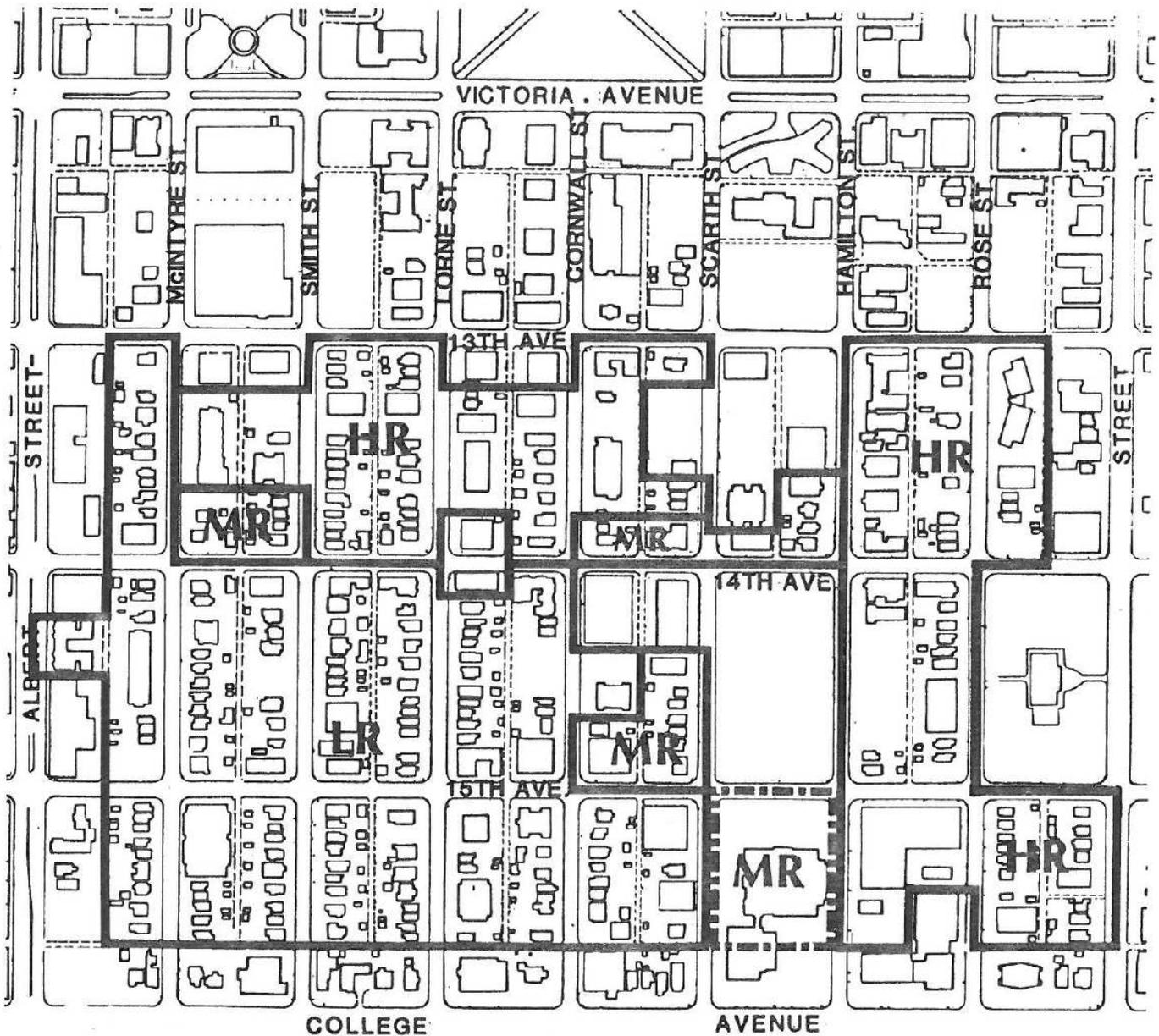


FIGURE 5*



* For current zoning, refer to Bylaw No. 9250

TRANSITIONAL AREA RESIDENTIAL
(TAR) ZONE

Legend:

- LR - Low-Rise Residential/
Commercial District
- MR - Medium-Rise Residential/
Commercial District
- HR - High-Rise Residential District
- - District/Zone Boundaries
- - - - Areas for Possible Future
Expansion of Zone



- 8) That the Strathcona School site be zoned Transitional Area Residential - High-Rise.
- 9) That office/commercial land use within house-form buildings in the Transitional Area Residential Zone shall occur on the basis of development applications being approved by City Council.
- 10) That every commercial use in a house-form building should reinforce the basic residential character of both the house-form containing the use and the surrounding neighbourhood, as well as provide for the conservation of the building.
- 11) That the approval of any 100% commercial or commercial/residential mixed use in a house-form building in the Transitional Area Residential Zone terminate with the demolition of that house-form building for which the approval was given.
- 12) That approval be given to any 100% commercial or commercial/residential mixed use in a house-form building in the Transitional Area Residential Zone, where the building has been partially or totally destroyed by fire, provided the building is restored to its original architectural form.

3.2.2 RESIDENTIAL AMENITY SPACE AND LANDSCAPING

In addition to providing for residential land use, other aspects of land use and the environment must be developed in order to support the residential nature of the Transitional Area. Two such important considerations are amenity space and landscaping.

Because of the relatively high density of development and lack of neighbourhood-oriented social and recreational facilities and services, the provision of amenity space on a project-by-project basis is of particular significance in the Transitional Area. The variety of households in the Area necessitates a wide range of facilities in the form of amenity space. The provision of such space for apartment dwellers should be on a per household basis to ensure that the amount of amenity space is adequate for the number of residents in a building.

Due to the small amount of open space in the Transitional Area, quality landscaping is important. The close proximity of a variety of land uses and building forms may preclude the practical provision of typical grassed yard space. Furthermore, this type of landscaping may not meet the requirements for open space of various types of households in the Area.

Policy Objectives

- 1) That provision of common amenity space within multi-unit residential developments, in an amount which reflects the number of households in the development, be encouraged in order to compensate for inadequacies in public amenities and to facilitate a broad range of activities.
- 2) That new developments provide landscaping for private and public enjoyment which contributes to the overall streetscape and visual amenity of the Transitional Area.

Implementation Recommendations

- 1) That the development of private amenity space shall be encouraged for low-rise apartment buildings, apartment buildings, senior citizens' homes, and commercial buildings containing four or more dwelling units at the rate of 4.6 square metres per dwelling unit.¹ This space shall be for the private and/or common use of building residents.
- 2) That a variety of landscaping forms including vegetation, non-vegetative materials, street furniture, and architectural features be encouraged to accompany developments in the Transitional Area in order to enhance individual buildings, complement the pedestrian circulation system, and generally support the residential character of the Area. Section 4.0 of this Plan identifies support policies to complement the implementation recommendations.
- 3) That for all land uses the total yard area, excluding parking stalls, loading stalls and driveways, shall be landscaped.

3.3 COMMERCIAL

Commercial land use within the Transitional Area should be accommodated in building forms and locations which are compatible with the residential land use and character of the Area. Commercial land use should also be secondary to residential land use within the Transitional Area Residential Zone.

The location of only low-noise, low traffic-generating commercial uses should be considered for house-form buildings within residential districts.

The area should be self-sufficient in both commercial and non-commercial establishments necessary to provide local residents with neighbourhood-based goods and services.

Large scale commercial buildings are to be provided for in locations where groupings of such buildings now exist and in areas which are clearly peripheral to residential districts.

3.3.1 TRANSITIONAL AREA SERVICES

Stores and services which provide residents with convenience goods and services on a daily basis are a necessity in residential areas. However, these facilities should be of a number, type and scale appropriate to the Transitional Area market area as it grows over time. In addition to being close to the neighbourhood which they are to serve, such land uses should be clustered together to provide shopping convenience and a focal point for the neighbourhood.

¹ Definitions and regulations are specified in Appendix 1 of this Neighbourhood Plan.

Fourteenth Avenue and Lorne Street is a node of existing neighbourhood commercial uses in the Transitional Area. This location is ideal for neighbourhood service uses based on the following:

- a) House-form residential land use which typically fronts upon streets in the Area is less likely to be disturbed by retail-generated traffic along avenues;
- b) Fourteenth Avenue is peripheral to the Low-Rise Residential District, which is particularly vulnerable to high levels of street traffic, and;
- c) Fourteenth Avenue is the location of existing neighbourhood service uses.

While the regulations for development in the Transitional Area Service (TAS) Zone are to reflect the Transitional Area residents' need for local commercial establishments, it should be taken into consideration that this demand will be limited. Therefore, the provision of these uses must be held secondary to the overall goal of providing for an increased Transitional Area population in a primarily residential setting.

On this basis, the regulations will be similar to those applied to medium--density residential uses in adjacent residential areas. In addition, however, it is appropriate to require a minimum size rear yard in order to provide a buffer between Transitional Area Service uses on avenues and the side yards of adjacent street-facing residential uses.

The height limit and amount of floor space in new Transitional Area Service developments will vary according to: a) the number of storeys of residential units that are included; and b) the height limits of the adjacent residential district.

The height of buildings in the TAS Zone not containing dwelling units will be limited to 6 metres in order to provide for a maximum of two storeys. The maximum floor area ratio (f.a.r.) of such buildings will be 1.30.

Buildings containing residential uses may be developed to a height and floor area ratio equal to the maximum permitted height and floor area ratio of firstly; the residential zone abutting the site on which the building is located, and secondly; the nearest residential zone to the site. Commercial uses shall be restricted to the first and second floors of such buildings.

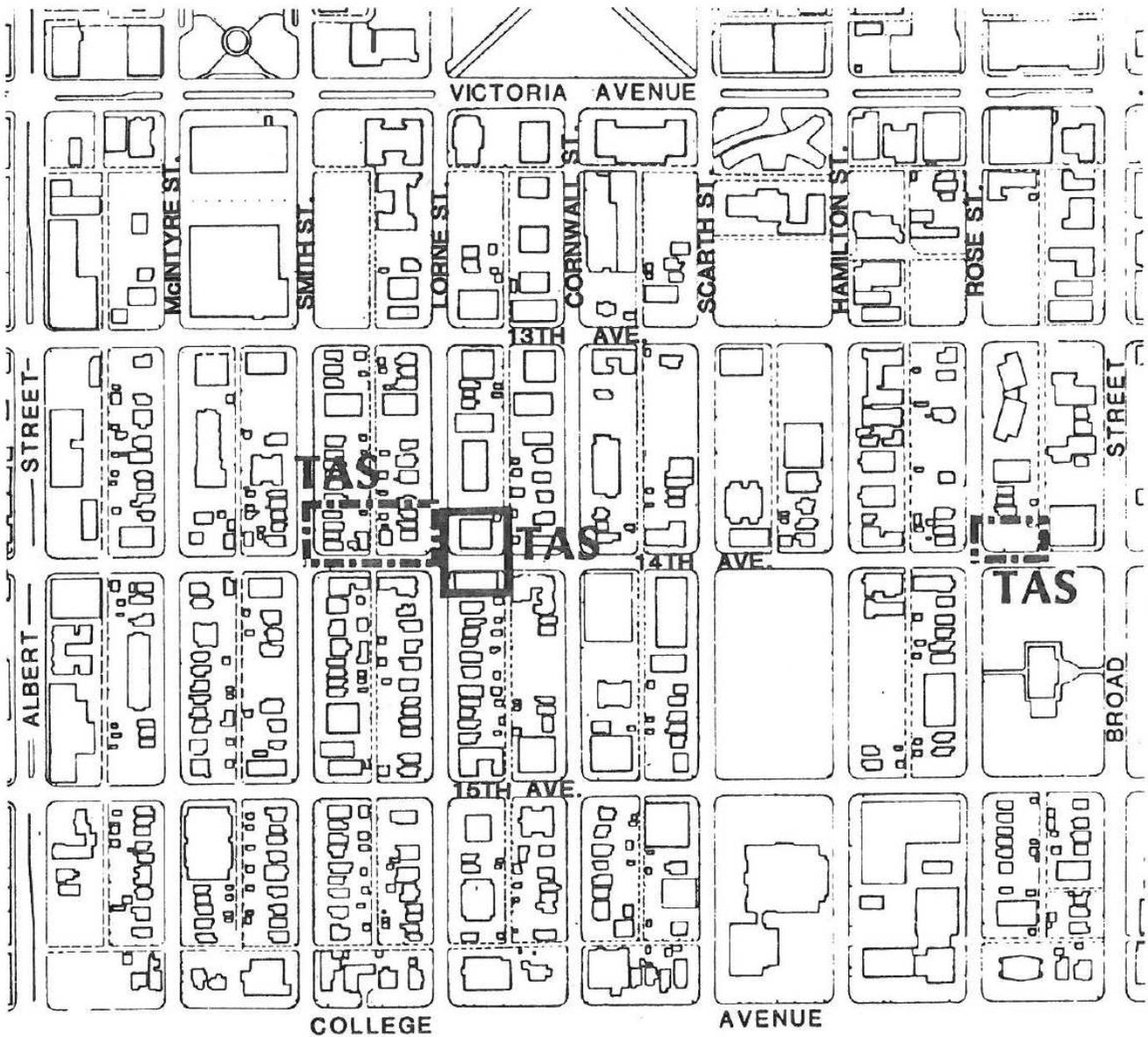
Thus, in the designated areas of Transitional Area Service zoned land proposed in this Neighbourhood Plan (refer to Figure 6), buildings with residential units could be developed to 30 metres (with a maximum F.A.R. of up to 7.5) north of 14th Avenue, and to 15 metres (with a maximum F.A.R. of 3.10) south of 14th Avenue.

Policy Objectives

- 1) That an appropriate neighbourhood convenience commercial use area be established in order to accommodate daily convenience stores and services of a number, type and scale

appropriate to the Transitional Area market area.

FIGURE 6



Note: The TAS zone is equivalent to NC - Neighbourhood Convenience zone (Bylaw No. 9250)

TRANSITIONAL AREA SERVICE (TAS) ZONE

Legend:

-  - Zone Boundaries
-  - Areas for Possible Future Expansion of Zone



- 2) That neighbourhood service used be clustered together in nodes which will serve as social focal points, with the potential for expansion to better serve current residents and accommodate a future increased Transitional Area population.
- 3) That provision be made for the construction of residential units in conjunction with the development of neighbourhood service uses in the Transitional Area.

Implementation Recommendations

- 1) That the existing neighbourhood service node at 14th Avenue and Lorne Street be designated as a Transitional Area Service Zone.²
- 2) That additional potential neighbourhood convenience land use along 14th Avenue be designated as illustrated in Figure 6 in order to provide increased service to current residents and accommodate a future increased Transitional Area population, particularly as the high-rise residential area develops.
- 3) That in the Transitional Area, the height of buildings in the Transitional Area Service Zone not containing dwelling units be limited to 6 metres, in order to provide for a maximum of two storeys.
- 4) That In the Transitional Area, buildings containing residential units in the Transitional Area Service Zone may be developed to a height equal to the maximum permitted height of the zone abutting the site on which the building is located. Commercial uses shall be restricted to the first and second floors of such buildings.
- 5) That examples of uses which are consistent with the purpose of the zone include confectionery stores, personal service establishments, service or repair shops, restaurants, and non-commercial services such as day cares and community centres.

3.3.2 COLLEGE AVENUE

[Bylaw No.8850-ZO-B89]

College Avenue from Albert Street to Broad Street is a broad tree-lined boulevard which serves as an entry to Wascana Centre as well as the Transitional Area. It is one of the most important and attractive streetscapes in Regina.

Existing land uses on the north side of College Avenue include commercial uses in commercial buildings (30%) and commercial uses in house-form buildings (30%). By allowing house-form commercial uses, the older houses which contribute to the streetscape have been effectively retained. The inclusion of freestanding commercial uses has generated the development of office buildings which are intrusive on the landscape. In keeping with the objectives for the area, new buildings should be residential. On the north side of the street there are contrasts in building styles,

² The Transitional Area Service zone is equivalent to the NC - Neighbourhood Convenience zone of Bylaw No. 9250.

materials and height which are related to the time of construction. The older house-form buildings predominate and contribute to the prestigious character of the street. The newer, taller office and apartment buildings are less sympathetic to human scale and limit the view of the park from buildings in the Transitional Area and downtown. Generally, additional new buildings should strive to maintain the style, materials and height of the existing older homes.

The prestigious character of College Avenue, derived from the quality of the trees, stately buildings, and Wascana Park, is an asset which enhances the Transitional Area. The older homes should be retained and redevelopment should occur on properties which do not contribute to the street character. Many prominent heritage buildings on College Avenue could be individually designated in addition to establishing a Heritage Conservation District. This District would act as an overlay to the zoning bylaw and guide the design of new infill housing, improvements to existing buildings and the boulevard landscaping.

Redevelopment is encouraged on the vacant site at College Avenue and Albert Street, and the Central Collegiate site. Existing house-form buildings make an important contribution to the streetscape and should not be replaced with higher, more dense or less complementary developments. Redevelopment of Central Collegiate should be undertaken in conjunction with the overall adaptive reuse study for the site in order that options are not precluded by premature development.

Policy Objective

- 1) College Avenue has a unique and desirable prestigious character resulting from the wide tree-lined street, stately house-form buildings and the amenity of Wascana Centre. In view of its importance as the gateway to the Transitional Area, the use and form of new development should contribute positively and perpetuate this desired character of College Avenue.

Implementation Recommendations

- 1) That a policy of "no new freestanding commercial development" be affirmed and applied to College Avenue, and new commercial uses be only in house-form buildings.
- 2) That residential use be encouraged for the north side of College Avenue in order to capitalize on the amenity of Wascana Park and in conformity with the overall objectives of this Plan.
- 3) That to the greatest extent possible, the older stately homes along College Avenue be retained and the architectural heritage resources as well as the Landscaping and Boulevard Plan of the College Avenue streetscape be included in a Heritage Conservation District.
- 4) That new development and redevelopment be encouraged on properties that do not presently contribute to the overall prestige of the street. New buildings should maintain, to the greatest extent possible the style, materials and height of the existing older homes. Except for properties east of Scarth Street where some flexibility is desired, building height should

reflect the height of existing houses and trees at their street elevation as provided for in the TAR College Avenue District. The vacant property at Albert Street and College Avenue should be treated as a special situation due to its relationship to Albert Street, the City's major traffic arterial. Similarly, the property located at 1810 College Avenue could also be considered for C-Contract Zone, as it is in the unique position of being surrounded by a 30m building on the west and a significant heritage building on the east and is near the corner of College Avenue and Broad Street which is one of the major entrances to the downtown area. A C-Contract zone can also be considered for the office buildings made legally non-conforming by the zoning amendments which will follow from the above policies, and allow for sensitive redevelopment of these properties in the event of their loss.

- 5) Landscaping should reflect the quality prevalent along College Avenue, and all mature trees should be retained. Opportunities for providing a landscaped pedestrian link through the site from Wascana Centre to Central Park which lies north of the Central Collegiate site should be examined.

3.3.3 MAJOR ARTERIAL COMMERCIAL

Two principal streets bordering the Transitional Area, Albert Street and Broad Street, are major arterials connecting the downtown with the south portion of Regina. As such, they are the appropriate location for commercial uses which require convenient access to a major roadway.

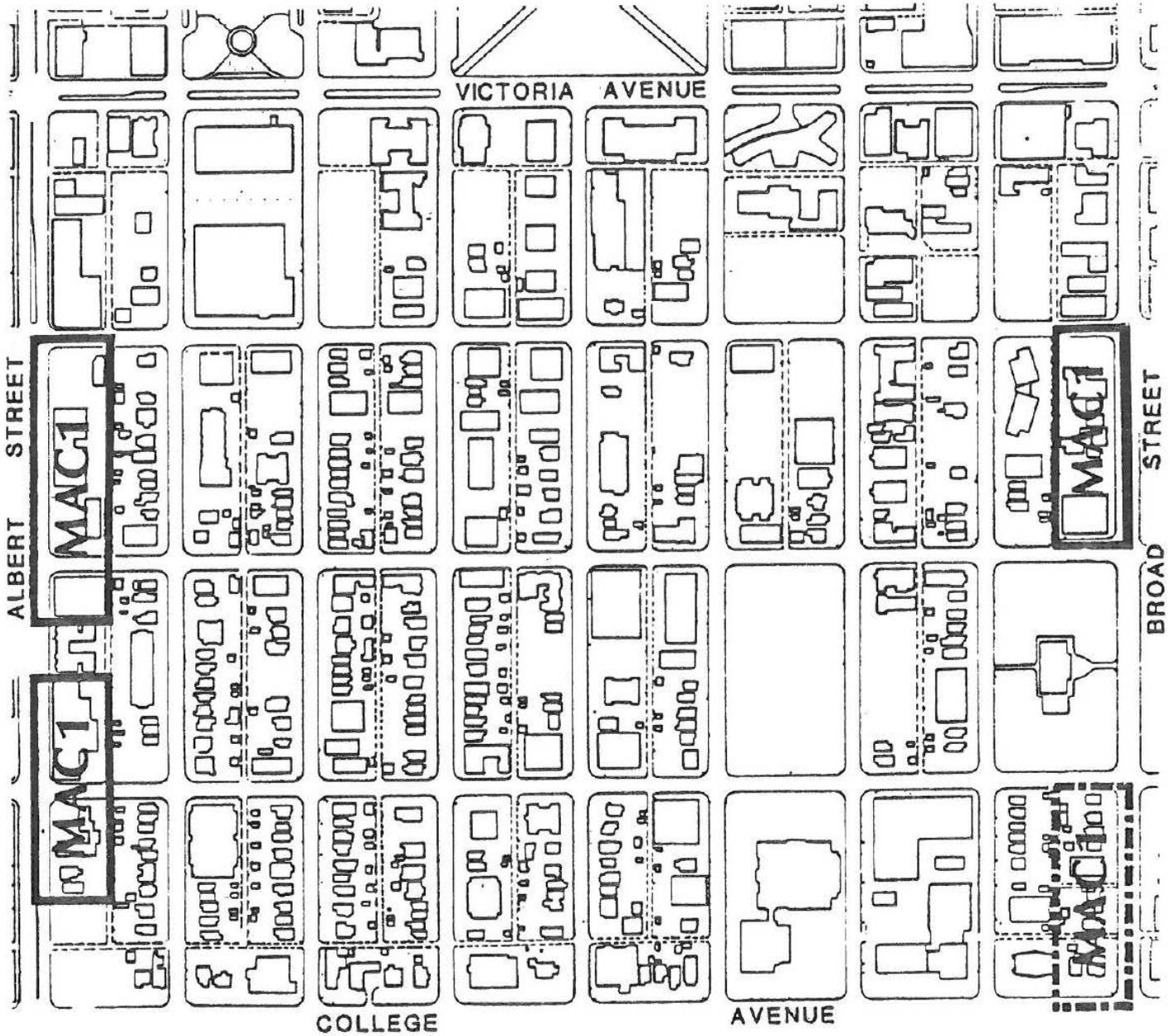
Within the Transitional Area, south of 13th Avenue, much of the land fronting either Albert or Broad Street is occupied by typical major arterial commercial uses and is designated by a Major Arterial Commercial (MAC) Zone.

The nature of these uses within the Transitional Area is essentially similar to those commercial uses within areas of Major Arterial Commercial zoned land across the City. Also, MAC uses, both within the Transitional Area and in other areas of the City, act as a buffer between the arterial roadway and the areas flanking the roadway, which are frequently residential.

The regulations for MAC-zoned land within the Transitional Area will, then, reflect this purpose and will be consistent with existing Major Arterial Commercial uses across the City.

Non-commercial land uses on the arterials include residential and institutional, specifically the portion of the Strathcona School site fronting Broad Street. It is recommended that the 2300 block of Broad Street within the Transitional Area be designated Transitional Area Residential - High-Rise at this time, based upon its present use and the primary intent of this Neighbourhood Plan, that is, to support and enhance the residential use and character of the Transitional Area. However, because of the location adjacent to a major arterial, the future rezoning of residential property to Major Arterial Commercial may be considered.

FIGURE 8



MAJOR ARTERIAL COMMERCIAL 1 (MAC1) ZONE

Legend:

- - Zone Boundaries
- - - - Areas for Possible Future Expansion of Zone



Policy Objectives

- 1) That commercial land use requiring a high level of vehicular access be accommodated in the Transitional Area along Broad and Albert Streets south of 13th Avenue.
- 2) That the commercial uses serve as a buffer between the residential areas and the high volume traffic of the arterial streets
- 3) That residential land uses along Broad and Albert Streets south of 13th Avenue, in the Transitional Area, be recognized as non-commercial at this time.

Implementation Recommendations

- 1) That commercial land use in the 2100 block of Broad Street and the 2100, 2200, and 2300 blocks of Albert Street, within the Transitional Area, be provided for by a Major Arterial Commercial Zone.
- 2) That the 2300 block of Broad Street within the Transitional Area be designated at this time as a High-Rise District of the Transitional Area Residential Zone, consistent with the residential policy objectives and implementation recommendations of this Neighbourhood Plan (refer to Section 3.2.1).
- 3) That provision be made for the possible future rezoning of the portion of the Strathcona School site fronting Broad Street, in order to recognize the potential for redevelopment of that area, for uses appropriate to a major arterial location.

3.3.4 DOWNTOWN COMMERCIAL

An eight block section of the Transitional Area immediately adjacent to the downtown core, specifically between Victoria and 13th Avenues and Albert and Broad Streets, provides a transition between the high-rise commercial land use of the downtown core and the residential land use further south within the Transitional Area. On this basis, this section of the Area is an appropriate location for residential and commercial use.

A number of issues have been identified in this report with respect to the area between 13th Avenue and Victoria Avenue. No detailed recommendations for zoning change are made for this area at this time. The identified issues will be taken into account in the preparation of zoning for the Downtown Plan, which will be brought forward in the near future.

High-rise residential use in those portions of the Transitional Area included in the Downtown Study is to be encouraged in order to provide for an increase in the population. In regard to commercial use, the location of this part of the Transitional Area makes it appropriate for a range of uses which are intermediary between those provided for in the Downtown Core and those of the Inner City Commercial Zone. The intent is to encourage residential land use by allowing, a relatively great amount of residential floor space in comparison with commercial.

Policy Objective

- 1) That high-rise apartment and low to medium-rise commercial uses be accommodated in the Transitional Area north of 13th Avenue.

3.3.5 INNER CITY COMMERCIAL³

Scattered within the central portion of the Transitional Area are several groupings of office buildings which generally range in height from two to five stories. These commercial office buildings are an intrusion into the Area and are clearly inappropriate to the residential character and the ongoing residential viability of the Transitional Area. For these reasons, there should be no expansion of land use occupied by commercial buildings in those portions of the Transitional Area which are primarily residential in use and/or physical form (the Transitional Area Residential Zone). The existing uses will, however, be recognized by the Inner City Commercial (ICC) Zone.

The regulations for redevelopment in the Inner City Commercial Zone are to accommodate the continued conformity of the land and buildings within the Zone which were previously zoned Transitional Area Commercial (TAC). The compatibility of new development with the form of existing and future residential buildings in nearby areas is to be provided for by regulations which are similar to those applied to these residential districts. The maximum height of the Inner City Commercial Zone is to be 15 metres--which is also to be the height limit of the Medium, Rise District of the Transitional Area Residential Zone. The site coverage of the ICC Zone will be somewhat greater than that of the Transitional Area Residential Zone, out of recognition of buildings that are already in place. Finally, the ICC Zone will act as a transition (in regard to building height) between house-form buildings and areas of high-rise development.

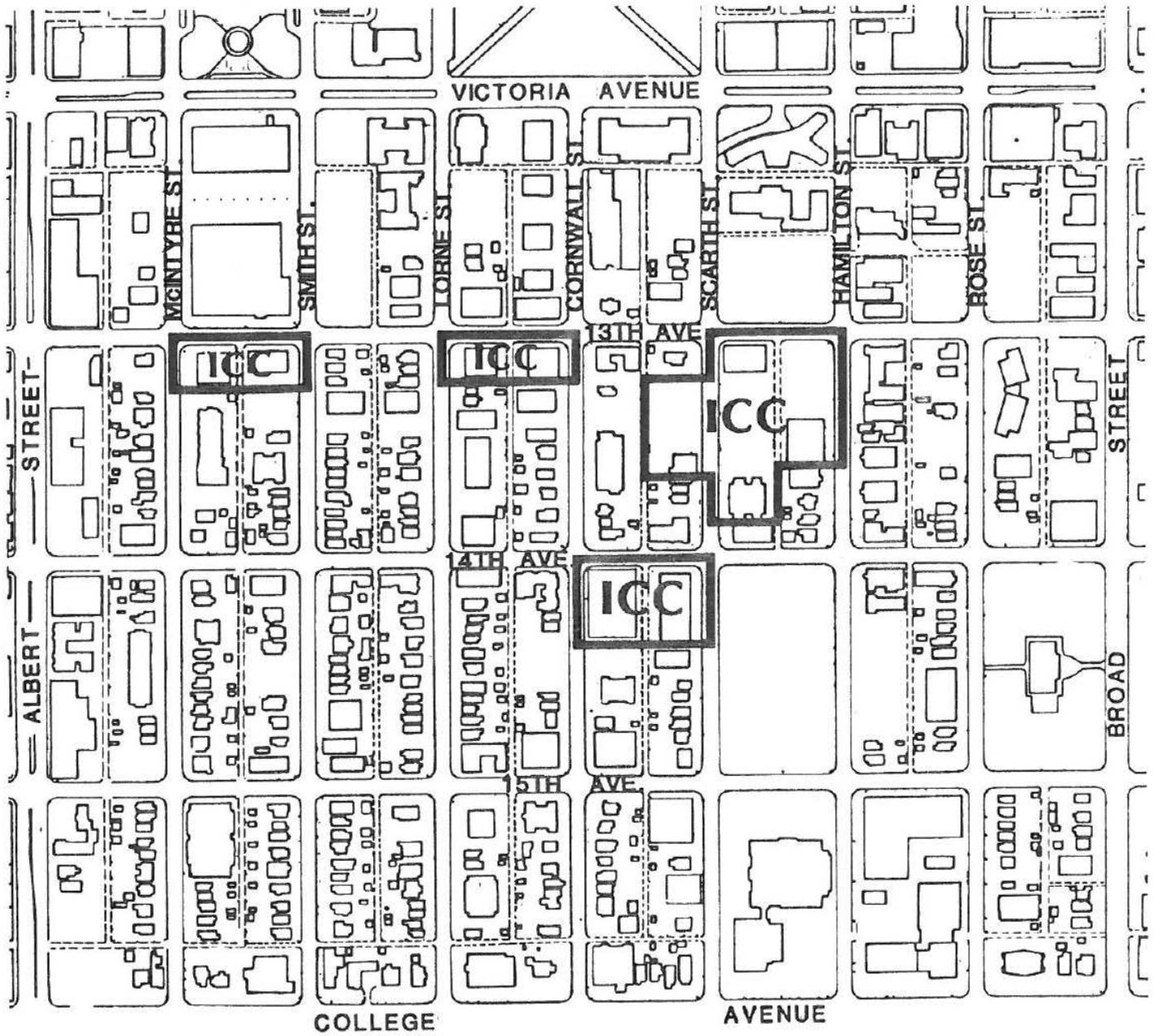
The uses to be provided for in the Inner City Commercial Zone are to be limited to those which are low traffic-generating and otherwise compatible with adjacent residential land use.

Policy Objectives

- 1) That existing groupings of office buildings within the Transitional Area be recognized.
- 2) That the recognized commercial office building groupings will not be extended into the adjacent residential areas.
- 3) That redevelopment of existing commercial sites occur so as to be compatible with the adjacent residential areas.

³ The Inner City Commercial zone is equivalent to the MX - Mixed Residential Business zone of Bylaw No. 9250.

FIGURE 9



Note: The ICC Zone is equivalent to the MX-Mixed Residential Business zone of Bylaw No. 9250

INNER CITY COMMERCIAL (ICC) ZONE

Legend:

█ - Zone Boundaries



Implementation Recommendation

- 1) That only existing groupings of commercial office buildings in the Transitional Area, south of 13th Avenue, and not fronting on Albert or Broad Streets or College Avenue, which are not located within districts of residential land use (and thereby recognized by a Specific Use Designation), be accommodated by the Inner City Commercial Zone.
- 2) That the Inner City Commercial Zone recognize that there are sites presently used for non-commercial purposes which may be suitable for infill commercial development.
- 3) That future commercial development, which is compatible with adjacent residential areas in terms of land use and physical form, be provided for within the proposed Inner City Commercial Zone.

3.3.6 SPECIFIC USE DESIGNATION

In addition to the groupings of Inner City Commercial office buildings south of 13th Avenue, various office buildings are scattered across the residential portion of the Transitional Area.

Within the Transitional Area Residential Zone specifically, there are several commercial uses located in commercial office buildings rather than in house-form buildings. As a result, they would be non-conforming uses under the provisions of the Zone. In addition, there are several non-residential uses located in the Zone which, on the basis of the use itself, would be non-conforming without special provisions.

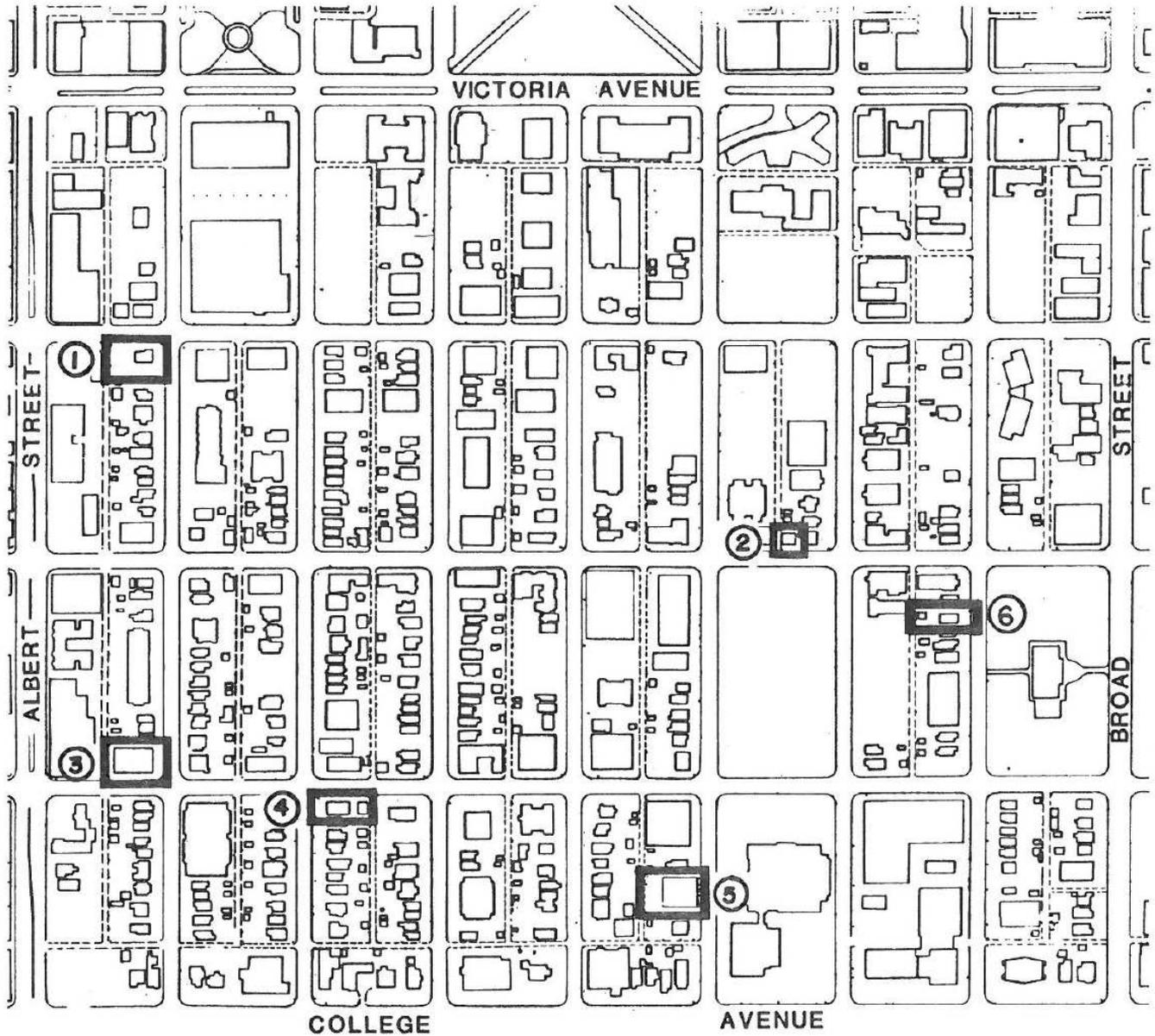
Policy Objective

- 1) That all existing commercial office buildings designed for commercial office purposes and all land uses within residential portions of the Transitional Area be provided with a legally-conforming status.

Implementation Recommendation

- 1) That a Specific Use Designation under Section 10.11 of the Zoning Controls, be assigned to the potentially non-conforming commercial office buildings and land uses located within the Transitional Area Residential Zone, listed in Table 3 and shown in Figure 10.

FIGURE 10



SPECIFIC USES -

To be provided for through
Section 10.11 of the Zoning Controls

Legend:

- ① 2104 McIntyre Street
- ② 2014 - 14th Avenue
- ③ 2270 McIntyre Street
- ④ 2305 Smith Street
- ⑤ 2332 Scarth Street
- ⑥ 2218 Rose Street



TABLE 3		
SPECIFIC USES		
Address	Building	Reason for Designation (Potential Non-Conformity)
2104 McIntyre St.	McIntyre House Apts	real estate office use in apartment block
2014 - 14th Avenue	office building	non house-form building
2270 McIntyre St.	office building	non house-form building
2305 Smith Street	Upstairs Downstairs	restaurant use
2332 Scarth St.	Teachers Credit Union	non house-form building
2218 Rose Street	Loa Sun Restaurant	restaurant use

3.4 INSTITUTIONAL AND PUBLIC SERVICE

The role of institutional land in a community is to accommodate public or private institutions providing a community service, such as schools, churches, community centres, day care centres, and museums. Such facilities, as permitted uses, exemplify the purpose of the Institutional Zone.

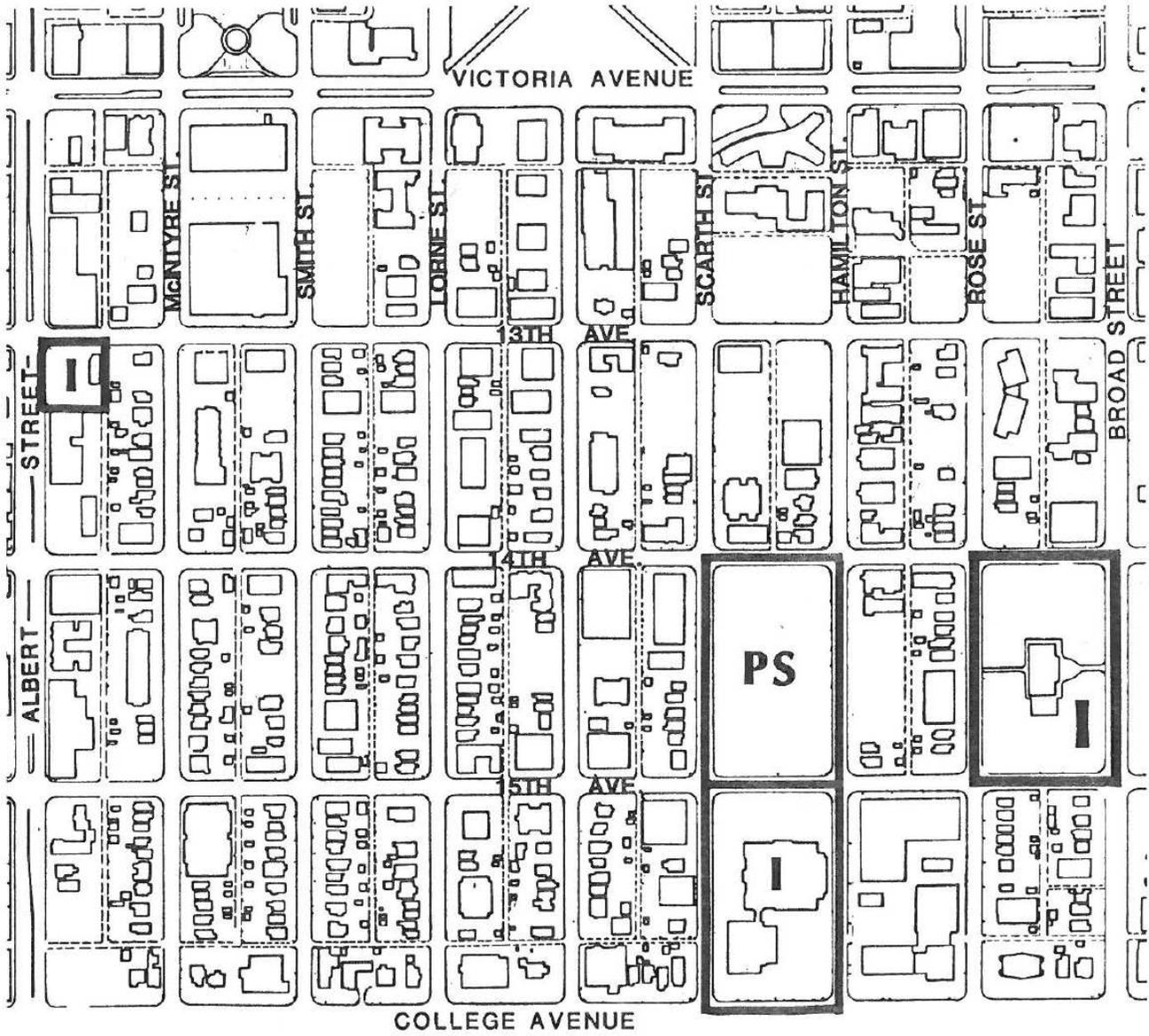
Two school buildings in the Transitional Area are Strathcona School, which is now closed, and Central Collegiate, due to be closed in 1986. The City of Regina is currently involved in discussions with the Regina Public School Board, interest groups and the general public concerning the future of Central Collegiate and the two school sites (including Central Park). However, no decisions have been made.

The appropriate future use of the Strathcona School site, as described in Section 3.2.1 of this Neighbourhood Plan, is for high-rise residential purposes.

Another consideration is the importance of an elementary school facility (not necessarily within Strathcona School) in or near the Transitional Area. If such a facility is not made available, families with small children will be deterred from moving to the Area.

If and when Central Collegiate is no longer required for educational purposes, reuse of the buildings on the site should be explored prior to any decision to demolish all or any portion of the buildings. Any alternative future uses should take into consideration that the school, particularly the oldest portion, is a structure of heritage merit. The first priority for reuse of these facilities should be to serve the social and recreational needs of the Transitional Area residents. Such uses could include, for example, a community centre, day care, or offices for non-profit community service organizations. The second priority should be for rental housing.

FIGURE 11



INSTITUTIONAL (I) AND
PUBLIC SERVICE (PS) ZONES

Legend:

— - Zone Boundaries



If the decision is made that the institutional use of the Central Collegiate buildings is not required to meet the social, recreational, and educational needs of Transitional Area residents, then alternate land uses would be appropriate. Appropriate rezonings to provide for these land uses would be: a) College Avenue Residential/Commercial for the south portion of the site; and b) Transitional Area Residential - Medium-Rise for the middle and northern portions of the site.

These zones would reflect the proposed zoning of adjacent property and, in the case of the north approximately two-thirds of the Central Collegiate site, would serve as a necessary intermediate height interface between adjacent land uses.

The purpose of public service land is to provide areas for active or passive recreational use by the public. Parks, playgrounds, tennis courts, skating rinks and other open space facilities are examples of appropriate land use.

The most significant public service use in the Transitional Area is Central Park. This area is an invaluable open space resource used by the general public, Transitional Area residents, and students of Central Collegiate for a variety of field sports.

In summary, there is a need within the Transitional Area for: a) recreational open space; b) facilities for indoor neighbourhood-based social, cultural, and recreational activities; and c) an educational facility for elementary school age children. Discussions regarding the future of Central Collegiate and Central Park should be undertaken with these basic needs in mind.

As set out in Section 4.4 (Community and Social Issues) of this Neighbourhood Plan, a Transitional Area Community and Social Needs Study should be undertaken. The aim of the study would be to identify and prioritize the social, recreational, and educational needs of Transitional Area residents and to devise an implementation program.

Policy Objectives

- 1) That the current institutional use of the Central Collegiate site be recognized.
- 2) That, if and when Central Collegiate is no longer required for educational purposes, reuse of the buildings on the site for the general benefit of Transitional Area residents be explored and encouraged by the City of Regina prior to any decision to demolish all or any portion of the buildings on the site.
- 3) That other existing institutional uses in the Transitional Area be recognized and provided for into the future.
- 4) That Central Park be recognized as the major open space component in the Transitional Area.
- 5) That an educational facility for elementary school age children be maintained within the Transitional Area.

- 6) That a facility to allow for an adequate level of indoor neighbourhood-oriented recreational and social activities be provided for within the Transitional Area.

Implementation Recommendations

- 1) That Central Collegiate be zoned Institutional.
- 2) That a proposal call be undertaken by the City of Regina to explore adaptive reuse of Central Collegiate if it is no longer required for educational purposes.
- 3) That Central Park be designated a Public Service Zone.
- 4) That the City of Regina continue to participate in discussions with the Regina Public School Board, interest groups, and the general public regarding the future of Strathcona School, Central Collegiate, and Central Park.

3.5 SPECIFIC PROVISIONS FOR RESIDENTIAL VIABILITY

The following recommendations set out a number of specific measures designed to support residential land use in the Transitional Area.

3.5.1 PUBLIC AMENITY SPACE

The first measure proposed is a regulation designed to encourage the development of various recreational, cultural, and social facilities for the use of residents of the Area. Such facilities can foster the communal enjoyment of the neighbourhood, as well as provide an opportunity for socializing among residents.

One manner in which indoor public space can be introduced into the Transitional Area is through its incorporation into private developments. In this way, facilities can be distributed throughout the Area in a variety of forms, depending on local needs, and at the same time contribute to the unique identity of a development. There should, however, be some benefit to the developer in recognition of the provision of this public space, such as the allowance of an increased amount of floor space for private use and benefit.

Policy Objective

- 1) That within the Transitional Area incentives be created to encourage the provision of space enclosed within buildings (Public Amenity Space) to accommodate facilities, services, and/or general amenities for the use by the public.

Implementation Recommendation

- 1) That Public Amenity Space may be developed in the Transitional Area. The provision of this space is to be recognized through the allowance of an extraordinary amount of floor area in

the same development for private use and benefit. The resultant increase in floor area for such use will not be included in the calculation of either gross floor area or site coverage.

3.5.2 HOUSE-FORM RESIDENTIAL/COMMERCIAL FLOOR AREA PROVISION

As has been documented in this Neighbourhood Plan, the retention of house-form buildings in the Transitional Area will contribute to the character and residential viability of the Area. Such retention however, would ordinarily involve a loss of floor area from a new development because a percentage of the total allowable floor area for the site would be taken up by any remaining house-form buildings.

In recognition of the benefit to the Transitional Area of the retention of house-form buildings, it is appropriate that compensation be made for the loss of potential floor area through the retention of a house-form. Accordingly, the floor area of a house-form building should not be included in the calculation of the total allowable gross floor area of a site. This would, in effect, allow for an extra amount of floor space in a development equal to the floor space of any house-form building on the site.

Policy Objective

- 1) That incentives be provided to encourage the retention of house-form buildings on sites to be redeveloped within the Transitional Area.

Implementation Recommendation

- 1) That the retention of a house-form residential/commercial building is to be recognized through the provision of a private benefit in the form of floor space on a development site. The floor area of a house-form residential/commercial building in the Transitional Area Residential, College Avenue Residential/Commercial, and Transitional Area Service Zones is not to be included in the calculation of gross floor area.

3.5.3 PARKING PROVISIONS

A major concern in the Transitional Area is the predominance of parking as a land use. High levels of on-street parking detract from the residential character of the Area. Off-street surface parking is particularly disruptive to existing streetscapes and, in general, works against the residential viability of the Transitional Area.

There are three main Transitional Area parking issues which require addressing:

- a) the proliferation of surface parking lots
- b) high levels of on-street parking
- c) on-site parking requirements for commercial land use in house-form buildings

These issues are examined below.

Surface Parking Lots

Some surface parking within the Transitional Area serves commercial developments located within the Area. This parking consists of stalls that were required under the zoning regulations at the time of building permit issuance, including parking for the accompanying use and any caveated parking. Other parking lots, which are not required under the zoning regulations, serve as "overflow" parking for land use in the downtown or elsewhere. These lots occupy land which would be used more appropriately for residential development and seriously detract from the residential character of the Area.

Surface parking in the front yards of existing buildings in the Area is also a concern. Although such parking is typically related to the principal on-site land use, it is, nevertheless, inappropriate.

Policy Objective

- 1) That, based on the inappropriateness of off-street parking lots as a land use and the visual and aesthetic impact of such lots, within the context of this Neighbourhood Plan, the future development of non-required parking lots shall be prohibited. Such existing lots are incompatible with the intent of this Neighbourhood Plan to provide for a viable neighbourhood in the Transitional Area which is residential in land use and character.

Implementation Recommendations

- 1) That no new principal use parking lot development be allowed in the Transitional Area.
- 2) That parking shall not be allowed in the front yard for any use in the Transitional Area, except where a driveway across a front yard provides side yard access, or where access or site limitations provide no alternative to front yard parking. Specifically, parking in the front yard shall not be permitted for any use in the Transitional Area, except where allowed in Sections 8.3.4. e), f), g) and h) of the Zoning Controls Text.
- 3) That principal or accessory parking lots in the Transitional Area shall be screened and such lots shall be integrated with adjacent landscaping and any adjacent pedestrian circulation routes.

On-Street Parking

The high level of on-street parking in the Transitional Area is a concern, as such parking detracts from the residential character of the Area. As well, commercially-related on-street parking aggravates the existing situation for those residents of the Area who must depend on on-street parking. On this basis, it is appropriate to apply more stringent parking regulations to commercial

land use.

Policy Objective

- 1) That on-street parking in the Transitional Area be restricted in a manner compatible with the viability of the residential use and character of the Area.

Implementation Recommendations

- 1) That parking requirements for offices in the Transitional Area Residential, College Avenue Residential/Commercial and Inner City Commercial Zones be comparable to the requirements for offices elsewhere in the City (excluding the less stringent requirements for Downtown Commercial zones and for specific Major Arterial Commercial-zoned property). These parking requirements are to be one space per sixty square metres (1:60) of gross floor area.
- 2) That parking requirements for restaurants in the College Avenue Residential/Commercial and Inner City Commercial Zones be identical to the requirement for restaurants in other zones in the City. These parking requirements are to be one space per five seats (1:5).

On-site Parking for Commercial Uses

A major objective of this Neighbourhood Plan is to provide for commercial use in house-form buildings. However, the size and configuration of many such sites may prevent a development proposal from meeting standard parking requirements. As a result, employees or patrons of the establishments in such buildings may be required to park on-street, potentially aggravating the on-street parking situation in the Area.

However, the position taken in this Neighbourhood Plan is that, as the shortfall in parking spaces in each instance will be minimal, the undesirable effects of such a shortfall are outweighed by the contribution the retention of a well-maintained house-form building can make to the residential character of the Area. Consequently, flexibility in parking regulations to allow for commercial uses in house-form buildings is appropriate, provided these uses are limited to those which are low traffic-generating (refer to Section 3.2.1).

Policy Objective

- 1) That parking requirements for commercial uses in the Transitional Area be flexible in order to allow for the establishment of such uses in house-form buildings (as provided for in this Neighbourhood Plan and the Zoning Controls).

Implementation Recommendations

- 1) That, notwithstanding Section 8.3A.1 of the Zoning Controls, when an existing

house-form building is reconstructed in the Transitional Area Residential or College Avenue Commercial/Residential Zones, no parking shall be required above and beyond that which was required for the building and use prior to the reconstruction. However, the number of parking stalls in existence prior to the reconstruction which would contribute to meeting the parking requirements of the subsequent use must be maintained.

- 2) That the option of payment in lieu of parking space provision shall no longer be applicable to the Transitional Area.

Other Concerns

A final concern related to parking is the possible impact of floors of parking when included in developments within the Transitional Area. A significant objective of this Neighbourhood Plan is to provide for zones of land use of compatible height (refer to Section 3.2.1). On this basis, the following recommendation is made.

Implementation Recommendation

- 1) That parking floors be included in the calculation of the height of developments in all zones in the Transitional Area.

3.5.4 SPECIAL IMPLEMENTATION AREAS

In this Neighbourhood Plan, a series of zones have been prepared in order to accommodate various types of future development within the Transitional Area. Regulations governing the height, bulk, massing and siting of the type of developments allowed in each zone are consistent with the purpose of the zone and the policies of the Neighbourhood Plan. However, several isolated existing developments do not conform to the use of the land and the proposed form of development for the site.

In the Transitional Area, the majority of such potential problems relate to building height. The solution to this situation is to provide a specific site and building height designation for each of these locations. In some cases, the existing buildings to be provided for by Special Implementation Areas are higher than the proposed maximum height of a zone or a height district of a zone. In other cases, they are lower than the maximum height limit on the zone, or district of a zone, in which they are located.

Usually, a zone provides for buildings of any height up to the maximum specified height limit of that zone. However, there are several buildings in the Transitional Area for which such a provision would be inappropriate due to the substantial contribution of these buildings to the heritage and residential character of the Area. For this reason, the contribution to the general public good of the maintenance of these structures at their existing height surpasses the public benefit that would result from the development of the sites to the maximum height. It would, therefore, be desirable for these sites to be given a height designation which would ensure the retention of the existing buildings.

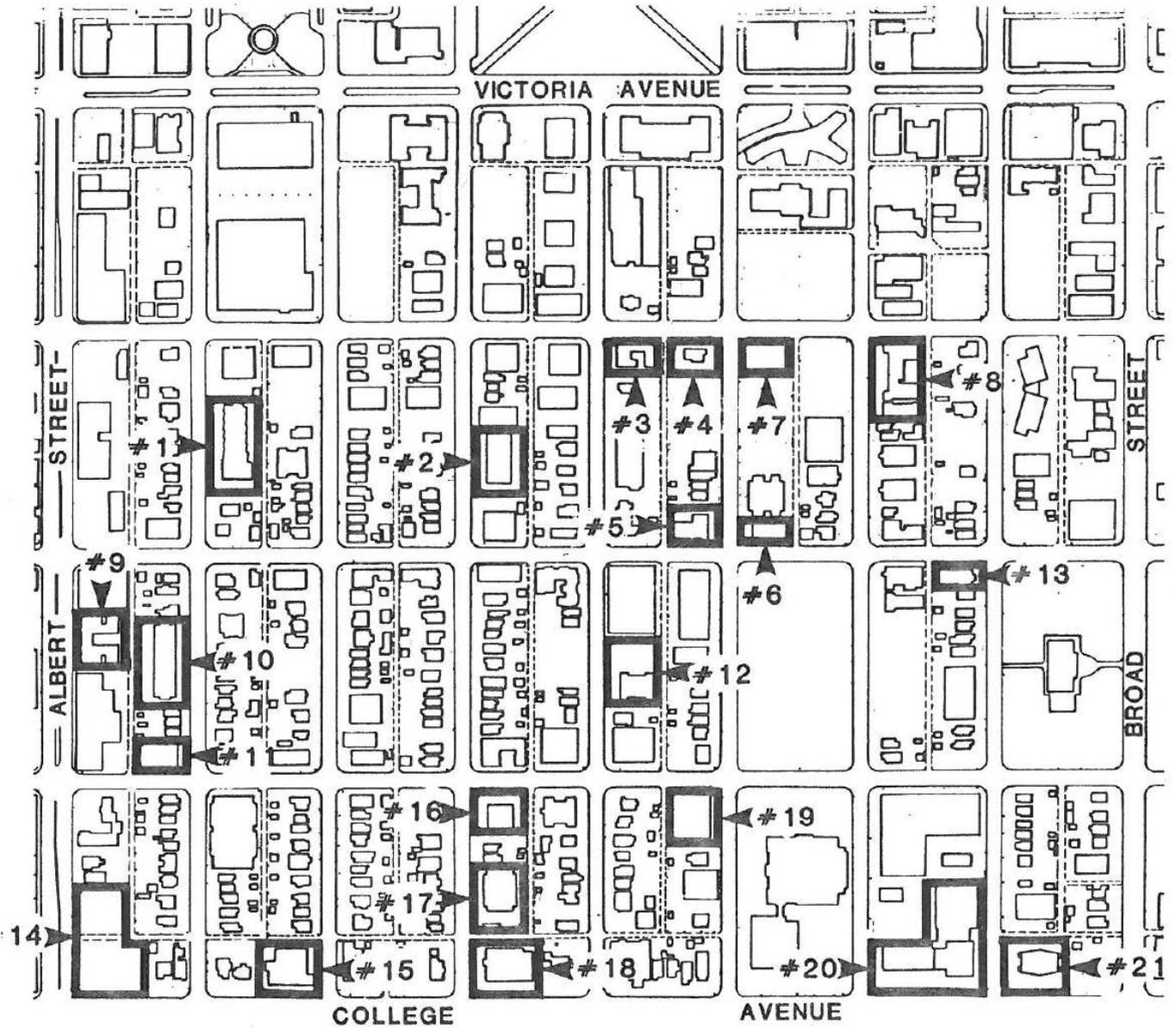
Policy Objective

- 1) That in the Zoning Controls of this Neighbourhood Plan, the following types of building height circumstances be provided for by Special Implementation Areas:
 - a) buildings of a height more than the maximum height of the zone or the height district of a zone in which they are located.
 - b) buildings of heritage and exceptional character of a height less than the maximum height of the zone or the height district of a zone in which they are located.

Implementation Recommendation

- 1) That the Special Implementation Areas within the Transitional Area indicated on the accompanying list and on Figure 14, be implemented with the approximate height of each such Area to be as indicated.

FIGURE 12



SPECIAL IMPLEMENTATION AREAS

Legend:

 Special Implementation Areas

#1,2,3... Area Reference Number
Please refer to Table 4



**TABLE 4
SPECIAL IMPLEMENTATION AREAS**

	Address	Building	Approximate Height	Zone and Bldg. Height Limit
1)	2141 McIntyre St.	The Horizon Apts.	35 m.	TAR-High-Rise District; 30 m.
2)	2153 Lorne St.	Heritage Apts.	32 m.	TAR-High-Rise District; 30 m.
3)	2105 Cornwall St.	Cornwall Court Apts.	12 m.	TAR-High-Rise District; 30 m.
4)	2102 Scarth St.	Haldane House	10 m.	TAR-High-Rise District; 30 m
5)	2104 - 14th Ave.	Chateau Apartments	13 m.	TAR-Medium-Rise District; 15 m.
6)	2024 - 14th Ave.	Linden Manor Apts.	12 m.	TAR-Medium-Rise District; 15 m.
7)	2101 Scarth St.	Financial Building (offices)	33 m.	ICC; 15 m.
8)	2105 Hamilton St.	Qu'Appelle Apts.	13 m.	TAR-High-Rise District; 30 m.
9)	2231 Albert St.	Braemar Apartments	12 m.	TAR-Low-Rise District; 10-15 m.
10)	2242 McIntyre St.	Prairie Place Apts.	29 m.	TAR-Low-Rise District; 10-15 m.
11)	2270 McIntyre St.	Office Building	15 m.	TAR-Low-Rise District 10-15 m.
12)	2249 Cornwall St.	Beacon Tower Apts.	22 m.	TAR-Low-Rise District; 10-15 m.
13)	1901-14th Avenue	Hampton House Apts.	12 m.	TAR-High-Rise District; 30 m.
14)	2315 Lorne Street	Windsor Tower Apts.	23m	TAR-Low-Rise District; 10-15m.
15)	2339 Lorne Street	The Champlain Apts.	23m	TAR-Low-Rise District; 10-15m.

**TABLE 4
SPECIAL IMPLEMENTATION AREAS**

	Address	Building	Approximate Height	Zone and Bldg. Height Limit
1)	2141 McIntyre St.	The Horizon Apts.	35 m.	TAR-High-Rise District; 30 m.
16)	2121 - 15th Avenue	The Prince Charles Apartments	36m	TAR-Low-Rise District; 10-15m
17)	1830 College Avenue	Waverley Manor	36m	TAR-High-Rise District; 30m
18)	1800 & 1810 College Avenue		8.25m	TAR-High-Rise to 15m District; 30m

[Bylaw No.8850-ZO-B89]

3.5.5 DESIGN REVIEW

The physical and social environment of the Transitional Area, as it has evolved over recent years, presents a challenging planning task. The significant aspects of this environment are as follows:

- a) a continuing need for redevelopment;
- b) a well-articulated public concern with the physical appearance and impact of redevelopment on its surroundings; and
- c) an existing patchwork of land uses and building forms in the Area.

Development regulations which are explicit, but also flexible, are required to deal with these circumstances--explicit, to ensure that developers are aware of the regulations governing potential development before the start of the review process, and flexible, to allow for the detailed compromises necessary to expedite decisions which are in the general public interest.

Consequently, the introduction of a design review function in the development process is of paramount importance. The function should, however, be an advisory part of development approval, based on the subjective nature of design evaluation.

Objective

- 1) To ensure that new developments in the Transitional Area complement and harmonize with existing developments and streetscape near the development site.

Recommendation

- 1) That a Design Review Advisory Body be established to review development proposals in the Transitional Area and advise Council of the merits of such proposals from a design perspective.

4.0 LAND USE SUPPORT POLICY OBJECTIVES AND RECOMMENDATIONS

The following section deals with a number of considerations which are vital to the support of the Land Use Policy and Implementation Recommendations of this Neighbourhood Plan. These topics are: 1) Buildings and Streetscapes, 2) Landscaping and Open Space, 3) Circulation and Parking, 4) Community and Social Issues, 5) Housing, and 6) Heritage.

Many of the concerns relating to these subjects are discussed in Section 1.3 (Characteristics and Issues) and addressed in Section 3.0 (Land Use) of this Neighbourhood Plan. However, there are additional aspects of each of these topics which cannot be directly addressed through the land use zones of this Plan. These additional concerns are, nevertheless, an important part of this Plan because of the prominent role they play in the support of residential land use and the general residential viability of the Transitional Area. On this basis, the following supportive Policy Objectives and Recommendations are presented.

Furthermore, there is a need to undertake specific studies of several of these supportive issues. Such studies would examine, analyze and make recommendations in order to support the land use provisions of this Neighbourhood Plan.

4.1 BUILDINGS AND STREETSCAPES

Where the original buildings of the Transitional Area have been demolished or have deteriorated to the point where rehabilitation is not feasible, an appropriate approach would be infill construction compatible with the adjacent house-form buildings in height, bulk, massing, and siting.

In order to establish design criteria for compatible infill, an inventory of existing streetscapes must be prepared. This inventory could provide a basis for both general and site-specific building envelope and design guidelines that may be referred to by prospective developers. Such guidelines could also assist the review of proposed developments by a Design Review Panel, the establishment of which is discussed in Section 3.5.6 of this Neighbourhood Plan.

Inappropriate signage can also disrupt the continuity of a streetscape. For this reason, a review of signage guidelines for the Transitional Area is required to ensure compatibility with the character of the Area.

Finally, subsequent to passage of the necessary Provincial legislation, the adoption of a revised maintenance and occupancy bylaw is required by the City. A revised bylaw would provide for the higher level of private property maintenance required to support the residential viability of the Transitional Area. However, two potential consequences of this provision--the upgrading or demolition of existing low-cost housing in the Area--could cause the displacement of a substantial number of low-income residents from the Area. This represents a financial and social hardship which should be avoided.

Objectives

- 1) To provide for the retention, maintenance and restoration of buildings in the Transitional Area which, by virtue of their individual architectural merit or contribution to the surrounding streetscape, reinforce the residential building form typified by the original buildings of the Area.
- 2) To provide for redevelopment in the Transitional Area Residential and College Avenue Commercial/Residential Zones which is compatible with the existing streetscapes of house-form buildings in the Area.
- 3) To accommodate new development, particularly in higher density areas, by allowing demolition except in cases of designated heritage buildings.
- 4) To monitor demolition applications, on a case by case review, in areas proposed for low-rise development.

Recommendations

- 1) That the City prepare an inventory of street elevations showing existing building facades in the Transitional Area.
- 2) That design guidelines based upon existing streetscapes of house-form buildings in the Transitional Area be prepared for the purpose of illustrating building renovation, infill, and redevelopment options compatible with these streetscapes.
- 3) That signage guidelines for the Transitional Area be reviewed with a view to enacting bylaw amendments appropriate to the residential use and character of the Area.

4.2 LANDSCAPING AND OPEN SPACE

As previously indicated in this Neighbourhood Plan, land is needed within the Transitional Area for outdoor neighbourhood-oriented social and recreational activities (refer to Section 1.3.5). It is also appropriate to provide for a general enhancement of the environmental qualities of the Area through measures directed towards the landscaping of individual properties (refer to Section 3.2.2).

Beyond these measures there are a variety of actions which may be undertaken to support the general amenity of the Transitional Area relating to landscaping spaces open to public view. One such significant opportunity is that associated with pedestrian circulation routes through the Area. Improved sidewalks and other possible pedestrian paths, integrated with landscaping undertaken on private property, would enhance the unique character of the Area.

In order to devise an implementation strategy for this concept, a proposal for pedestrian precinct enhancement should be developed in conjunction with the Transitional Area Circulation and Parking Study.

Objectives

- 1) To provide open space within the Transitional Area necessary to allow for a full range of neighbourhood-oriented recreational and social activities.
- 2) To encourage the provision of private yards, the character of which will support and enhance the residential land use and nature of the Transitional Area.
- 3) To enhance the unique character of the Transitional Area, including its open space, landscaping, and street trees, through the development of landscaping complementary to an improved pedestrian walkway system through the Area.

Recommendation

- 1) That a Transitional Area Pedestrian Precinct Enhancement Study be undertaken in conjunction with a Transitional Area Circulation and Parking Study.

4.3 CIRCULATION AND PARKING

Three specific aspects of circulation and parking in the Transitional Area need to be addressed:

- a) parking demand - the sources and locations,
- b) the levels and distribution of vehicular traffic, and
- c) pedestrian requirements for sidewalk improvement, as well as protection from hazardous conditions, e.g. icy sidewalks, vehicular traffic, etc.

The first matter, parking provisions, has been partially dealt with in Section 3.5.4. The need remains to examine the parking problem in the Area from a broader perspective than that of individual parking requirements for specific land uses. Before this can be done, current data on the level and distribution of street parking and its effect on adjacent land use must be obtained. Similarly, vehicular and pedestrian traffic require investigation before a set of specific proposals can be established.

One general objective which is appropriate to establish at this time is the provision for a special pedestrian linkage between the Downtown and Wascana Centre. This linkage would integrate the pedestrian circulation of these areas and complement and enhance the unique character of the Transitional Area.

Objectives

- 1) To provide for vehicular traffic in the Transitional Area which in distribution and volume is compatible with residential land use as it evolves over time.
- 2) To more stringently regulate parking in the Transitional Area, especially parking related to non-residential uses.
- 3) To provide an environment in the Transitional Area conducive to safe and pleasant pedestrian circulation.
- 4) To integrate within the pedestrian walkway system of the Transitional Area a pedestrian linkage between the Downtown and Wascana Centre which will complement and enhance the unique character of the Area, including its streetscapes, heritage and open space.

Recommendation

- 1) That a Transitional Area Circulation and Parking Study be undertaken to study, analyze, and make recommendations concerning vehicular circulation, vehicular parking, and pedestrian circulation. The study should examine the inter-relationships of these matters as they relate to land use and development.

4.4 COMMUNITY AND SOCIAL ISSUES

If the Transitional Area is to remain a viable residential community, a range of social and recreational facilities must be available to its residents. In particular, for the Area to be an attractive neighbourhood to households with children, an educational facility for elementary school age children should be easily accessible.

The land use provisions of this Neighbourhood Plan acknowledge the current existence of Central Collegiate and the Strathcona School site. In addition, provision has been made for the continued existence of Central Park and the Y.M.C.A., as well as other institutional land uses.

Further study, however, is necessary in order to identify the best methods for meeting the needs of Transitional Area residents for neighbourhood-oriented social, recreational and educational services.

Investigation of measures which will address the concern with crime in the Area is also necessary. Such measures could include: a) increased police surveillance; b) police counselling of senior citizens in the Area; and c) increased street lighting.

Objectives

- 1) To provide for a range of neighbourhood-oriented social and recreational facilities and services in the Transitional Area.
- 2) To encourage the School Board to provide an educational facility for elementary school age children within the Transitional Area.
- 3) To address the concern with, and perception of, crime in the Transitional Area.

Recommendations

- 1) That a Transitional Area Community and Social Needs study be undertaken to ascertain the need for social, recreational and educational services and activities in the Area and to provide recommendations for suitable facilities and programs.
- 2) That the City enter into discussions with the Regina Board of Education regarding elementary school services in the Transitional Area.
- 3) That the City review measures currently being undertaken to address the concern with, and perception of, crime in the Transitional Area.

4.5 HOUSING

Provision of housing is of prime importance to the residential viability of the Transitional Area. The residential land use recommendations of this Plan provide for the retention and construction of housing over the major portion of the Area.

Beyond this general provision for housing units, there is a specific need to provide affordable homes to low and middle-income households. The retention, conversion and construction of housing should be aimed at meeting this need.

Furthermore, on the basis of rationale outlined in Section 1.3.6 of this Neighbourhood Plan, any displacement of residents from the Area should be minimized through efforts to secure replacement housing.

There are several means by which affordable housing can be provided in the Transitional Area. The most basic approach is to simply retain the existing housing. An important characteristic of the older existing housing in the Area is its relatively low rental rates. Lower rent for older housing stock is practicable because costs associated with construction have already been paid through rental income.

Another significant quality of older housing, in the context of this Neighbourhood Plan, is the contribution that it makes to the residential character of the Area.

As well, the retention of existing housing in apartment blocks is appropriate in the Transitional Area. Apartments represent an efficient use of residential land, as more people can be housed, on less land, in apartments than in individual houses. Also, given land values in the Area, affordable rents would more likely result from the retention of apartment blocks than from the retention of detached houses.

For these reasons, it is appropriate for housing rehabilitation funds to be made available to repair apartment blocks in the Transitional Area. The implementation of a Residential Rehabilitation Assistance Program (RRAP) would promote the rehabilitation of apartments in the Area.

Another means of providing housing in the Transitional Area is through new construction. Housing may be developed in the majority of zones in the Area, but the Transitional Area Residential Zone, in particular, provides for a variety of housing types in its Low, Medium, and High-Rise Districts. Any of these districts would be suitable for compatible private or government-sponsored housing.

Another type of "new" housing which should be encouraged is newly-created units within existing houses. Rooms or suites in an owner-occupied house have the advantage of providing affordable housing in a home-like atmosphere. This type of housing would incur little or no public expense compared with traditional forms of government-subsidized housing. Such enterprises also provide a business opportunity to small-scale, individual entrepreneurs. Another advantage of the subdivision of owner-occupied houses would be the increased level of maintenance of such rental properties, based on the concern of the owners for their own homes.

The creation of rental units in owner-occupied houses, then, should be supported through City-initiated measures, such as provision of small loans, information on remodelling and subdividing houses, and the establishment of a City-operated tenant locator/placement service.

Finally, the City is currently undertaking a Housing Study in order to obtain the data necessary to develop a housing strategy for Regina, including the Transitional Area. The completed study will attempt to identify the possible roles of the City regarding the supply of a variety of accommodations for the full range of Regina residents.

Objectives

- 1) To promote the construction of housing units in the Transitional Area for households of a full range of age, income and lifestyle.
- 2) To promote the construction and retention of housing in the Transitional Area which is affordable to low-income households.
- 3) To minimize the displacement of existing residents from the Area as a result of the redevelopment, renovation or reuse of existing buildings.

Recommendations

- 1) That consideration be given to the establishment of a City-sponsored program which would provide financial and advisory support to small-scale entrepreneurs interested in owning and managing a residentially-occupied subdivided house-form building
- 2) That consideration be given to the establishment of a City-sponsored "tenant locator/placement" service, the purpose of which would be to "match up" potential renters and tenants to promote a more efficient use of existing rental housing.
- 3) That the City shall request Canada Mortgage and Housing Corporation to designate the Transitional Area a Residential Rehabilitation Assistance Program (RRAP) Area.
- 4) That the City shall request the Provincial Department of Co-operation and Co-operative Development to promote and assist in the development of co-op housing in the Transitional Area.
- 5) That the City work with Canada Mortgage and Housing Corporation, Saskatchewan Housing Corporation, and any other sponsoring organization, to promote and assist in the development of public and non-profit housing in the Transitional Area.

4.6 HERITAGE

The preservation of the heritage of the Transitional Area is of importance to this neighbourhood and to the City as a whole. There are cultural benefits in preserving the character and history of one of Regina's oldest neighbourhoods, as well as social and economic benefits from the adaptive reuse of older buildings as offices, hostels, etc.

The heritage resources of the Transitional Area have been identified through an inventory of potential heritage property. This inventory can serve as a basis for the evaluation of future municipal heritage designations, as well as for the evaluation of the impact on the community of demolitions and alterations to potential heritage property

The preservation of the character of a neighbourhood cannot be achieved solely through the retention of individual buildings of heritage significance. A cohesive neighbourhood and streetscape is required with infill development of a scale, form, color and/or material compatible with the existing adjacent buildings. The retention and enhancement of important streetscapes within the Transitional Area is addressed in greater detail in Section 4.1.

The development of public incentives such as Federal, Provincial and Municipal tax relief and grants can greatly encourage private rehabilitation efforts.

As well, Government lending policies can assist in the preservation of the character of the Transitional Area. The rehabilitation of "Meyer House" at the corner of Scarth Street and 13th Avenue is an example of successful adaptive reuse by the Province.

The City itself can take a leading role in demonstrating the potentials of adaptive reuse by recycling its own property. The use of a proposal call which invites design concepts has the advantage of promoting the adaptive reuse project, and involves that component of the design community which chooses to participate

Finally, the heritage of the Transitional Area must be promoted if it is to be appreciated and protected. Tours and publications can inform the community at large, as well as visitors, of the heritage resources of this Area. Promotion of successful rehabilitation efforts can also have spin-off effects within the Transitional Area and surrounding Inner City neighbourhoods

Objectives

- 1) To encourage the retention, preservation and appropriate rehabilitation of heritage buildings in the Transitional Area.
- 2) To encourage new development adjacent to heritage buildings which is compatible in form, scale, color and material.

Recommendations

- 1) That the inventory of potential heritage property, as identified in the Appendix to this Neighbourhood Plan, be adopted as a basis for the consideration of future heritage designations by the City of Regina.
- 2) That any proposed demolitions or alterations to properties on the inventory of potential heritage property be forwarded to the City of Regina Municipal Heritage Advisory Committee for review.
- 3) That any City-owned properties of heritage significance in the Transitional Area be maintained and preserved.
- 4) That a proposal call be considered to promote the adaptive reuse of Central Collegiate if and when the facility is no longer required by the School Board.
- 5) That other levels of government be encouraged to take appropriate action to promote the preservation, improvement and utilization of heritage buildings within the Transitional Area.
- 6) That the development of private and public financial resources and incentives in the preservation, improvement, and utilization of heritage buildings in the Transitional Area be encouraged by the City of Regina.
- 7) That the Federal and Provincial governments be requested to support the objectives of this Neighbourhood Plan by leasing space in rehabilitated structures rather than in new buildings.
- 8) That the City promote the heritage of the Transitional Area and successful rehabilitation

protects through the preparation of walking tours, slide presentations and an interpretive plaque program.

5.0 EXCEPTIONS

The following exceptions to the policies contained herein shall be allowed. These exceptions shall be limited to the specified locations and shall be subject to the described terms:

	Building	Address	Legal Description	Development/Use to be allowed
a)	Clifton Apartments	2330 15th Ave	Lot 10, Block 431, Plan Old 33	All uses permitted in house-form commercial/residential buildings except restaurants, licensed restaurants, licensed dining rooms and licensed cocktail rooms. [1994/9581]
b)		2236-2262 Smith	W. 1.29m of Lot 12, all Lots 13-16, both inclusive, Block 432, Plan Old 33	6 1/2 storey apartment building, to be accommodated through a Contract zone. [Bylaw No. 8601-ZO-B88]
c)		2164 - 2170 Hamilton Street	N. 12 1/2 feet of Lot 11, all of Lot 12, and the S. 25 feet of Lot 13, Block 409, Plan Old 33	Parking lot to be accommodated through a contract zone, to be used in conjunction with the buildings at 2208 Scarth Street and 2151 Scarth Street. [Bylaw No. 9669]
d)		2158 and 2160 Scarth Street	Lot 13, Block 408, Plan Old No. 33 Extension 35 and Lot 22, Block 408, Plan No. 101187648 Extension 36	Paved parking lot accommodated by means of a contract zone agreement, to be used by occupants of the office building at 2161 Scarth Street. [2003-73]

APPENDIX

Inventory of Potential Heritage Property in the City of Regina Transitional Area Highly Rated Sites					
No.	Address	Name of Important or Original Resident (Current Resident)	Date	Design	Architect or Contractor
College Avenue					
1.	1800	J. L. McKillop / G. H. Sneath Residence	1912	Arts & Craft	S.V.E.
2.	2210	F. W. Darke Residence (Helmsing-Forsberg)	1926	Jacobean	F. Portnall
3.	2310	H. Black	1921		H. Black
4.	2326	L. V. Kerr (Frances Olson)	1912		Clemesha & Portnall
5.	2424	Percy Gordon (IKOY)	1925		
6.	2520	M. McCausland (M. Shumiatcher)	1919		
Cornwall Street					
7.	2144	M. G. Howe (MacKay/MacLean)	1907- 10		
8.	2160	A. Duncan	1908	Cube	
9.	2167				
10.	2171				
11.	2177				
12.	2212 (2201 - 14th Ave.)	Bartleman Apartments	1914		S.V.E.
13.	2259	D. Woodward	1912		
14.	* 2305	Gollnick Residence	1907	Classical Revival	Hilton
15.	2313		1906		
Hamilton Street					
16.	2030-26	St. Mary's Club	1911		
17.	2105	Qu'Appelle Apartments	1928		
18.	2129	Bellevue Court	1928		
19.	2164	M. A. McPherson	1910	Craftsman	Clemesha

Lorne Street					
20.	2022-24	The Frontenac Apts.	1929	Spanish Mission	
21.	2150	E. A. McCallum	1911		
22.	2164	Walter Martin	1907-10		Walter Martin
23.	2216		1910	Queen Ann	
24.	2334	G. Palmer	1907-13	Arts & Craft	
25.	2370	McLeod - Black Res.	1927	Classical Revival	S.V.E.
McIntyre Street					
26.	2128	Harding Residence	1908-10	Arts & Craft	
27.	2138	J. S. Bartleman	1911		
28.	2204	C. Harding	1909		
29.	2310	Logan/Turgeon (Turgeon Int'l. Hostel)	1907		
30.	2363	Dr. Thomson (Laville Investments)	1926		Charles Coxall
15th Avenue					
31.	2301	Parsons (Grace Haven)	1912	Arts & Craft	
14th Avenue					
32.	2104	Chateau Apartments	1927	Chateausque	S.V.E.
33.	2024	Linden Manor	1928		S.V.E.
34.	1901	Eddy Apartments (Hampton House)	1914		S.V.E.
Victoria Avenue					
35.	1925	The Assiniboia Club	1912		S.V.E.
36.	2305	The Balfour	1929		S.V.E.
37.	2241	First Baptist Church	1912	Greek Revival	Hilton
38.	2125	Hotel Saskatchewan	1927		McDonald & Ross
Smith Street					

39.	2216	Newland/Weir	1909		
40.	2244	L. A. Thornton	1907		W. P. Gillespie
41.	2300	(Kraus Lawyers)	1910		Thomas Little
42.	2305	J. P. Brown (Upstairs/Downstairs)	1913	Cube	Mackenzie
43.	2338		1909-1 2		

44.	2352	C. Wilson (Farm Light & Power)	1912		J. Walsh
45.	2353	J. A. Allan	1912		
Scarth Street					
46.	2049	St. Mary's (Blessed Sacrament)	1905	Gothic Revival	
47.	2076	James Duncan (Rosary Hall)	1905		
48.	2102	G. Barr Residence	1909		
49.	2331	Regina Coll. Institute (Central Collegiate)	1908		
50.	2398	T. B. Patton (Nicol Court)	1912	Classical Revival	Clemesha & Portnall
Rose Street					
51.	2266	John Weir	1911		
52.	2270		1912		
53.	2200 (2243)	Strathcona School	1910	Collegiate	
Albert Street					
54.	2231	Braemar Apartments	1928		
55.	2340	Saskatchewan Government Telephone Building	1924		S.V.E.

Date: August 20, 1982

Abbreviations:

S.V.E. - Edgar or Stan Storey and W.G. Van Egmond Architects

* Designated Municipal Heritage Property

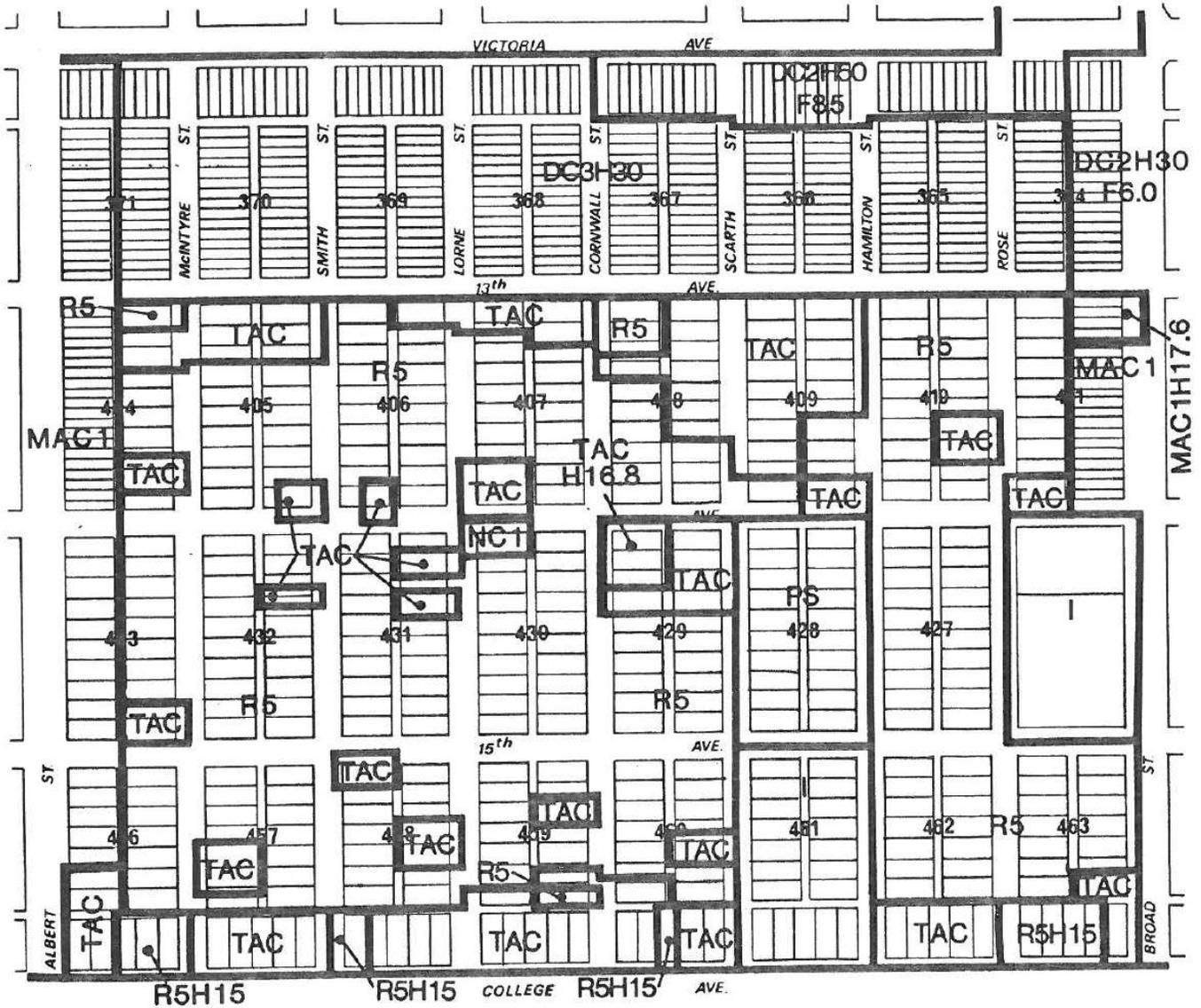
For more detailed information, please consult the inventory forms in the Urban Planning Department.

Figures 13 and 14 on the following pages summarize the present and proposed zoning for the Transitional Area.

Current zoning (1993) is found in Bylaw No. 9250.

FIGURE 13

PRESENT ZONING



LEGEND

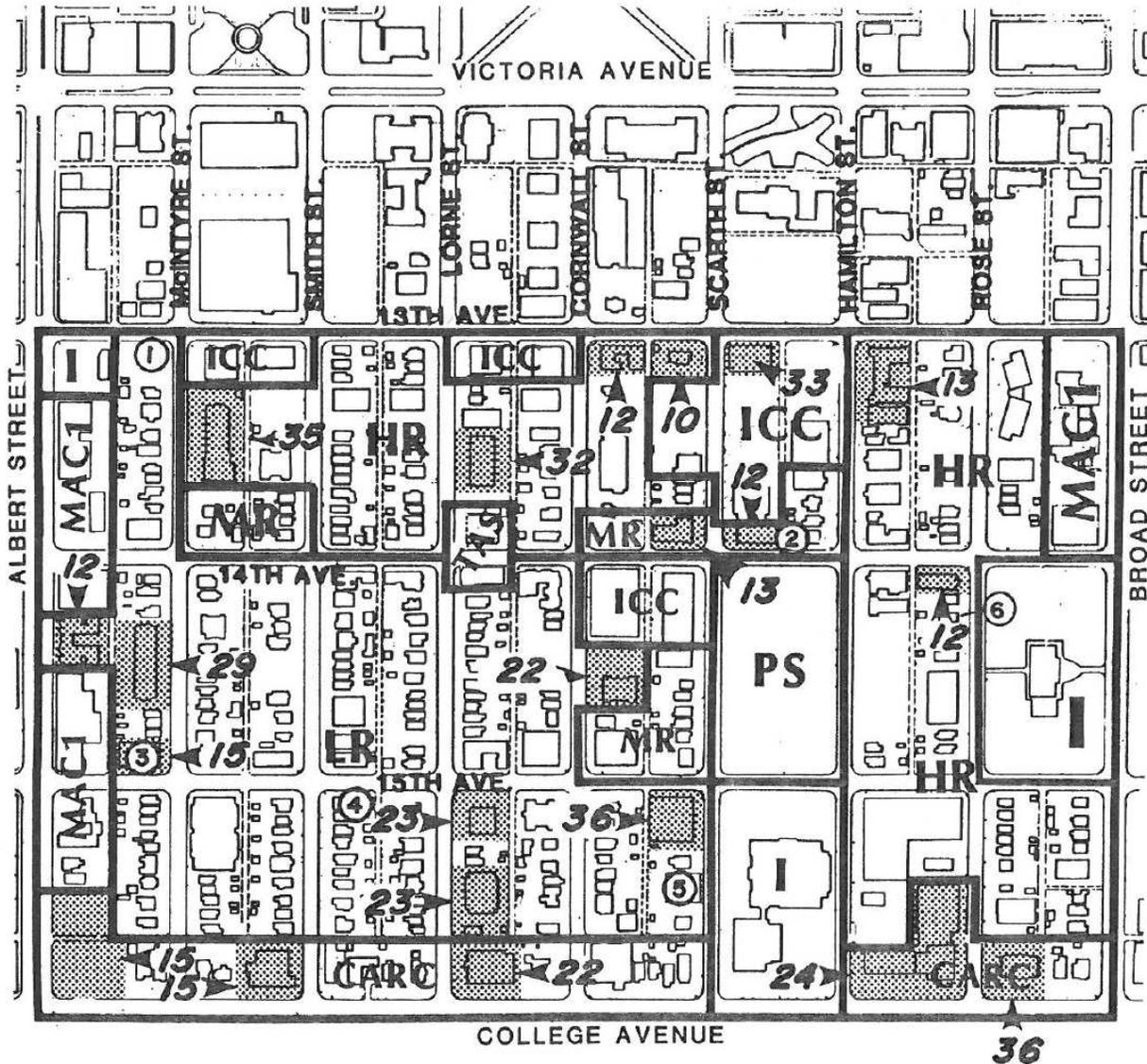
- DC - DOWNTOWN COMMERCIAL
- MAC - MAJOR ARTERIAL COMMERCIAL
- TAC - TRANSITIONAL AREA COMMERCIAL
- I - INSTITUTIONAL
- R5 - RESIDENTIAL
- PS - PUBLIC SERVICE
- H50 - 50 METER HEIGHT
- F6.0 - FLOOR AREA RATIO 6.0



SOURCE: TRANSITIONAL AREA DEVELOPMENT STRATEGY

REVISED: JUNE, 1983

FIGURE 14*



LAND USE ZONES (Proposed Zoning)

* For actual zoning (1993) see Bylaw No. 9250

Legend

Transitional Area Residential

LR - Low-Rise Residential/Commercial District
(Height = 8.25 to 15m; FAR = New infill 3.10,
House-Form Lot infill 3.30)

MR - Medium-Rise Residential District
(Height = 15m; FAR = 3.5)

HR - High-Rise Residential District
(Height = 30m; FAR = 7.5)

MAC1 - Major Arterial Commercial I (15m)

ICC - Inner City Commercial (15m)

TAS - Transitional Area Service

CARC - College Avenue Residential/Commercial
(Height = 8.25 to 15m; FAR = New infill 3.10,
House-Form Lot infill 3.30)

I - Institutional

PS - Public Service

SPECIFIC USES:

- ① 2104 McIntyre Street
- ② 2014 - 14th Avenue
- ③ 2270 McIntyre Street
- ④ 2305 Smith Street
- ⑤ 2332 Scarth Street
- ⑥ 2218 Rose Street

▲ 22 Special Implementation Areas -
height limit in metres





OFFICIAL COMMUNITY PLAN

SUB-PART B.1.4 Regina Downtown Neighbourhood Plan



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PART 1 INTRODUCTION

1.0 Plan Approval Process

In the fall of 2007, Office for Urbanism, in association with UMA, Goldsmith Borgal & Company Architects, and urbanMetrics, was retained by the City of Regina to create a new downtown plan. Plan preparation included extensive community consultation, current policy context assessment, and best practices research and analysis.

On September 21, 2009 City Council considered the "Regina Downtown Neighbourhood Plan: Walk to Work" (August 31, 2009 draft) and directed the Administration to prepare a by-law amending Part G of the Regina Development Plan By-law No. 7877 (Official Community Plan). The Administration has put Council's instructions into effect through the preparation of the Regina Downtown Neighbourhood Plan By-law.

1.1 Purpose and Objectives

The purpose of the new Regina Downtown Neighbourhood Plan (the Plan) is to effectively guide future growth and strategic investment into infrastructure, development, and urban design for the next 20 years. Downtown Regina includes the area within the following boundaries: CPR railway line to the north; Osler Street to the east; 13th Avenue to the south; and Angus Street to the west, (see Figure 1.1). The Plan sets the stage for great urban living by creating a complete Downtown community; enhancing the role of the Downtown as the heart of Regina, the Capital City of Saskatchewan; and creating a clearer sense of place through strong urban design. To do so, the continued strength of the existing employment base is identified as a key asset upon which the future of Downtown Regina needs to be built.

The Plan identifies a number of strategies to direct decision-making related to infrastructure, development, programming, policy, and urban design investments that reflect the new Vision for Downtown Regina that was developed through an extensive public consultation process.

Specific objectives of the Plan are as follows:

- a) To fulfil the mandate of the Regina Development Plan's (By-law No. 7877) Downtown policies, including Downtown's function as a unique place with a one-of-a-kind retail area, as a residential community, as an economic centre, as an accessible place, and as a key element of city life.
- b) To determine current and future potential for development within the Downtown.
- c) To update and re-articulate the community Vision for Downtown Regina.
- d) To create a framework for development and land use with associated actions and policies for implementation, including recommendations for infrastructure and urban design enhancements.
- e) To identify a residential strategy and associated actions that consider Downtown's relationship with existing communities.
- f) To create a 10-year public realm and open space strategy that adds to and enhances the existing public realm and open space systems.

- g) To celebrate the historical and heritage aspects of Downtown Regina through the articulation of heritage protection policies.
- h) To recommend alternative parking management approaches and transit realignments for better Downtown movement and accessibility.
- i) To create a cultural activity hub that will inspire creativity and innovation.

These objectives will be met through the Plan's urban design guidelines and standards for physical change articulated within the Public Realm and Built Form frameworks. The Plan will be implemented through an Action Plan, which expresses the main objectives of the plan.



Figure 1.1: Boundaries of Downtown Regina

PART 2 The Downtown Neighbourhood Plan

2.1 The Importance of a Great Downtown

"We shape our buildings, and afterwards our buildings shape us".

– Winston Churchill

Great cities have great downtowns. A great downtown is memorable and dramatic; life is played out on its streets. A great downtown is the drum that sets the rhythm of the city; there is a unique tune to every place. A great downtown draws people in; it inspires, energizes, and tells the story of the people who inhabit it - their dreams, aspirations, where they have been, and who they are becoming.

Downtown, in a multitude of ways, is the heart of the city. It is the preeminent civic, cultural, and commercial district. Urbanists, architects, sociologists, environmentalists, philosophers, and countless public intellectuals have observed that an intelligently designed downtown fosters the development of the most resilient and creative community in the city; one characterized by elements acting individually and in combination, that engender and sustain a high quality of life.

Thriving downtown areas facilitate vibrant cultural activities and commerce, attract tourists, incubate local independent businesses, accommodate a variety of lifestyle choices, make efficient use of existing municipal services and infrastructure, and offer a place for all to be. These attributes are unique to well designed downtown areas because downtowns have the necessary population density, mix of uses, variety of activities, pedestrian charm, built quality, and sense of place that enables this vitality.

In an era when we are becoming increasingly aware of the unsustainable nature of suburban, sprawling, automobile dependent environments, great downtowns offer both an ancient and a new hope: a place where we can live in safe communities that allow us to undertake all of the activities of daily life - work, school, leisure - on a smaller geographical footprint and on foot.

Downtown Regina's opportunity is to become the great destination of Regina. By developing a truly pedestrian-oriented environment that is also unique from the rest of the city, living life on foot becomes a luxurious opportunity for all. The Regina Downtown Neighbourhood Plan offers a vision for a lifestyle that is more active and interactive; more entertaining and stimulating; more diverse and yet more identifiable as the national and international icon of the City.

2.2 Elements of a Successful Downtown Regina

2.2.1 Embracing the Winter City

It is possible to have active streets year-round in a Winter City. To do so it is necessary to embrace winter weather. In Winter Cities where winter is respected and celebrated, people prepare for winter by wearing proper weather protection, and by designing uses, open space systems, and forms of movement that acknowledge the need for frequent moments of reprieve from the weather.

The urban environment must comfortably accommodate people on the streets in all seasons. This can be achieved through the effective and efficient maintenance of the streets such as removing snow from all sidewalks and roads. It can also be addressed through urban design measures that mitigate wind, snow, and cold, as well as through building designs and land use planning decisions that explicitly seek to shelter people from winter conditions.

For example, providing a continuous building frontage at the edge of a street, with awnings that shelter a sidewalk, as well as multiple entrances, presents a significantly different winter condition, with fewer negative impacts, than walking through surface parking lots, which provide no shelter and provide no opportunity for reprieve. It is possible to plan to minimize these negative experiences, thereby making the Winter City less harsh.

Providing spaces that can be used for winter celebration is essential to creating a culture that uses winter to define its distinction. Flexible civic spaces that can be programmed for festivals year-round exist elsewhere. These festivals are celebrations, important tourist attractions, and cultural rituals - and they usually take place within these cities' downtowns.

2.2.2 A Resilient and Diverse Residential Population

Many North American cities recognize the tremendous demand for downtown living, particularly from among the increasing numbers of young professionals, empty nesters, and students who want to live in proximity to employment, unique shops, theatres, museums, bars, and restaurants. Most thriving downtowns are comprised of such a demographic.

A downtown neighbourhood provides a stable critical mass of people who in turn provide a market for retail districts, commercial office space, entertainment venues, and recreational destinations. This critical mass should be comprised of a diverse population characterized by a range of ages and socio-economic groups, making it feasible to establish a high diversity of downtown activities, niche-markets, and service options.

To support a diverse residential neighbourhood, a variety of housing types and employment opportunities are also necessary, as are neighbourhood amenities such as public schools. The housing stock should accommodate residents from all income levels who want to live downtown at any point in their life cycle. Diverse residential neighbourhoods in proximity to the downtown will benefit from nearby shopping, entertainment, and dining options. Correspondingly, downtown areas will benefit from the supplementary influx of pedestrian traffic supplied by adjacent neighbourhood inhabitants and by transit users who are attracted to the downtown's activities, shops, and other amenities.

2.2.3 Inviting Public Spaces

Designed correctly, public spaces provide opportunities for improving the quality of life for those who work, live, and visit the downtown. Public spaces inspire people to walk and to linger in the downtown. They offer opportunities for reinvestment; serve as the primary locations for civic

assembly to celebrate, protest, or mourn; accommodate a variety of seasonal events including concerts, festivals and artisan displays; provide a safe and inviting locale; and offer street level storefront activity opportunities in adjacent surrounding buildings.

2.2.4 A Clear Identity

A downtown becomes memorable when it possesses a clear visual identity; an identity that functions as a symbol of place and of city. Identity is a part of the distinction of a place, distinction that attracts people to live, work, and play. A cornerstone of placemaking is the protection and enhancement of the authentic, unique, and memorable qualities that distinguish an area and define its identity, such as heritage, natural features, and architecture.

Architectural landmarks not only contribute to creating a sense of place and history through distinctive details, materials, and spaces, they also offer opportunities for adaptive reuse and integration into the downtown's fabric. They increase economic value for residential tenants and business owners alike, and they become tourist attractions. The city's built form, expressed through the skyline, is a key part of its visual identity. The unique mix of heritage buildings in a downtown setting tell the story of a place over time, a story that is as specific and unique as the visible historic fabric.

Identity can be heightened through a distinctive wayfinding and signage strategy that connects downtown destinations and provides convenient navigation between places.

2.2.5 Pedestrian-Oriented

Walking is the most affordable, equitable, and sustainable of all forms of transportation and is essential both as a means of movement and as a form of recreation. It should be supported by the built form of the urban environment, as well as with safe and comfortable connections between downtown destinations. This will inspire people to walk.

Quality of life and community development are associated with, and directly affected by, pedestrian activity. Pedestrian-oriented urban places are critical, since they generate a lively streetscape and reason for people to interact with each other and contribute to the landscape of civic life. Local businesses and restaurants located in an urban setting rely on walk-by customers. By locating commercial amenities within walking distances, it becomes possible to shape the built environment and social infrastructure in a way that enhances pedestrian movement and in a form that ultimately reduces dependence on the automobile for short journeys.

2.2.6 Appropriate Density

In order for a range of commercial, institutional, and cultural amenities, as well as public transit, to be viable in the downtown, a critical mass of people is required. If densities are too low, businesses will not survive. If densities are too high, or inappropriately configured throughout an urban landscape, infrastructure will be insufficient and new development will detract from, rather than contribute to, the urban fabric. More specifically, if too much density is accommodated on limited sites in the short-term, many other sites that are currently "gaps" in the urban fabric will not be developed in the near term. As such, density needs to be accommodated in an appropriate form in order to create vibrant streetscapes and interesting public places.

When gaps in the urban fabric are filled, walking becomes more desirable. There is interest, amenity, and activity for the pedestrian. Distances seem shorter, weather is easier to mitigate, and the likelihood of interacting with others increases. Determining the appropriate density for any urban environment is linked to an assessment of the critical mass of people required, anticipated growth rates, and the amount of infill necessary to begin to create a continuous public realm.

2.2.7 A Creative Sector Anchor

Creative sectors include industries related to the visual arts, performing arts, knowledge-based sectors (such as academia and technical professions), hospitality and tourism, and of course the commercial sector. These symbiotic industries are recognized as a key driving force for economic development in urban environments. Further, the clustering - in which people, industries, and employment opportunities and interests locate in proximity to one another - of these professions is recognized to be essential to the economic health of cities and their regions.

Creative clustering allows individuals to interact as a community and to succeed both as individuals and as a cluster. Private businesses, small entrepreneurial initiatives, cultural organizations, non-profit organizations, and individuals involved in all stages of the creative process, ranging from full time workers to freelancers, all benefit from clustering in the downtown, due to shared interests and synergies. The existence and close proximity of different kinds of creative sector contributors produce a wide range of creative and cultural goods and services, lead to innovation, and contribute to the downtown's identity.

Downtowns should strive to become anchors for the creative community, recognized by many to be the core force of growth in our future economy. The synergies and benefits of becoming a creative sector anchor are many. These include: added value for commerce and housing; job creation, retention, and expansion in desirable sectors which in turn propagate a desirable built form and sense of place; and establishing the downtown as a hub for talent and tremendous economic development potential.

2.2.8 Accessible Movement Options

An important consideration for developing a complete, walkable, dense, and vibrant downtown is the improvement of transit service to truly become supportive of a more active downtown. Regular, reliable, and convenient transit service will encourage new residents to live a car-free downtown lifestyle and will enable visitors to travel downtown without automobiles, to enjoy the downtown's character, amenities, and activities on foot, and to frequent local businesses.

A key impact of improved transit will be to reduce the need for surface parking in the downtown, freeing-up existing lots to be redeveloped. The reduction of downtown surface parking lots will fill gaps in the public realm. New development will contribute to further improvement of downtown's character and physical coherence, attract new residents who in turn will support enhanced amenity, and create an increasingly vibrant environment.

2.3 Vision and Principles

The Vision Statement expresses the rationale for the Regina Downtown Neighbourhood Plan, on which all directions, recommendations, and actions have been based. This is a statement espoused by the public and reflects the desired outcome of this Plan. Future Downtown developments will be reviewed for consistency with the Vision and Principles that follow.

2.3.1 Vision Statement

In 20 years, Downtown Regina will be a new complete neighbourhood with a community of people from all walks of life who thrive in an active, accessible, green and historic urban setting, and who, if they choose, are able to walk to work.

This neighbourhood will include families, students, older and young adults, empty nesters and professionals, and will be sustained by a strong employment, retail, and commercial base.

Downtown Regina will also be a cultural hub, a place where residents from across the city and tourists alike come to meet one another, to experience beauty in an urban setting, to visit galleries, to attend events, to access services, to shop at one-of-a-kind specialty retail stores and to dine at one-of-a-kind restaurants. It will be a place where entrepreneurship flourishes.

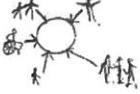
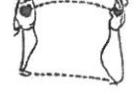
As a result of building standards that promote environmental sustainability and a high-quality living environment, as well as urban design investments that seek to create an exceptional public realm, the Downtown, as the central place for all Reginans, will be a place of distinction and beauty.



Figure 2.1: Conceptual Image of the Future of Downtown Regina

2.3.2 Principles

Twelve Principles stem from the Vision for Downtown Regina. These Principles are in keeping with the necessary elements of a great downtown and have been fundamentally informed by the public consultation process. The Principles function as a guiding framework to ensure that the Vision is clearly translated into the Regina Downtown Neighbourhood Plan's policies and actions, and are also rooted in every one of the Big Moves. More importantly, these Principles must be taken as a whole. All of these Principles, in equal measure, must be respected to fulfil the Vision. The Principles are the most static part of the Plan and should be used to guide decision-making over the long term.

	<p>Principle 1: For all Regina Downtown should be integral and integrated with the city and region, a welcome social gathering place for all of Regina.</p>
	<p>Principle 2: A Complete, Livable Community Downtown should be a neighbourhood where people live, work, meet, stroll, shop, congregate, observe, play, and worship.</p>
	<p>Principle 3: Gorgeous Downtown should be a source of civic pride, with a strong identity.</p>
	<p>Principle 4: Connected Downtown should connect to surrounding neighbourhoods and to the activities within.</p>
	<p>Principle 5: Dynamic Downtown should be animated and vibrant 24 - 7 - 12. Built form should encourage small enterprises, different-scaled spaces, and a mix of uses.</p>
	<p>Principle 6: A Hub Downtown should be a centre of arts, culture, creativity, innovation, and knowledge and an incubator for artists and entrepreneurs.</p>
	<p>Principle 7: Walkable + Multi-modal Downtown should offer a built form and open space system that encourages people to walk and enables transportation options.</p>

	<p>Principle 8: Safe</p> <p>Downtown should be an environment where people feel safe and welcome, providing “eyes on the street”, animation, and clear pedestrian environments.</p>
	<p>Principle 9: Healthy</p> <p>Downtown should foster healthy lifestyles and sustainable environments.</p>
	<p>Principle 10: Accessible, Inclusive, and Diverse</p> <p>Downtown should be open to all and should foster a diversity of uses, people, activities, and living choices.</p>
	<p>Principle 11: Adaptive Re-use</p> <p>Downtown should build upon its unique identity and heritage: buildings, streets, and landscapes.</p>
	<p>Principle 12: The Best Place to Invest</p> <p>Downtown Regina is, and should continue to be, the best place to invest both private and public sector dollars. New commercial developments – office, retail, and services – are welcome and will be supported.</p>

2.4 Conceptual Neighbourhood Plan

This Conceptual Downtown Neighbourhood Plan demonstrates one possible outcome of the Vision. It illustrates the inter-relationship between streetscape improvements, a new public open space strategy, defined new gateways, and the full build-out of currently vacant or under-built sites. (Map 1)

Conceptual Plan Key Design Moves:

- 1) Victoria Park is the focal point of the Downtown and is surrounded by active uses.
- 2) Plaza treatment extends the City Square and roads can be closed to host additional festivals and events.
- 3) Unique streetscape in heritage core (Victoria Park area) and in front of other historic buildings.
- 4) Pedestrian linkage from Queen Elizabeth II Court to Victoria Park.
- 5) Queen Elizabeth II Court animated with active edges including café spill-out, engaging summer and winter water features, and a variety of amenities.
- 6) Friendly façade treatments throughout the Downtown, particularly on all public buildings.
- 7) Gateways into the Downtown can include public art.
- 8) Pedestrian linkage to Mosaic Stadium/Evraz Place (Dewdney Avenue Corridor).
- 9) Possible small pocket parks or building features at the termini of north-south streets.
- 10) Broad sidewalks and double row of trees for Saskatchewan Drive, Broad Street, and Albert Street.
- 11) Possible new high quality transit shelters along a transit hub waiting area.
- 12) Create a train station park at the location of the historic park.
- 13) Immediate conversion to two-way east-west streets.
- 14) Pedestrian crosswalks at all Downtown intersections.
- 15) Bike lanes on key Downtown streets.
- 16) Special crosswalks at intersections along Victoria Avenue.
- 17) Reinstate grand landscaping treatment for Victoria Avenue.
- 18) New or revitalized pocket parks (shown as conceptual; locations to be determined).

2.5 Plan Policy Interpretation

The Regina Downtown Neighbourhood Plan uses language that is both general and very specific. Where specific language is used, it is meant to give clear and unambiguous direction to both the Development Officer and the development industry.

All maps included in this plan are considered to form part of the Regina Downtown Neighbourhood Plan by-law. All figures in this plan are considered to form part of the Regina Downtown Neighbourhood Plan by-law. Should an inconsistency arise between a policy and a map or figure, the policy will take precedence. All Appendices attached to this plan are considered to be supporting information and do not form part of the Regina Downtown Neighbourhood Plan by-law. Appendices are included to provide context for the Plan's policies and to assist with policy interpretation.

All development applications within the Downtown are subject to the provisions of the Plan. Amendments will be prepared for the Downtown area in Regina Zoning By-law No. 9250 guided by the Regina Downtown Neighbourhood Plan's Public Realm and Built Form frameworks.

In order to ensure the Plan continues to meet its objectives, the Administration will provide regular reporting. Reports will consider and summarize the following Plan components:

- an overview of the Action Plan status, an update on the implementation of individual Actions, and recommendations related to emerging issues and proposed new Actions to address them; and
- implementation of the urban design review process, including proposed amendments to the process and proposed refinements to the bonusing framework and community amenities requirement.

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and must be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable features of fixed boundaries such as property lines, roads, or utility rights-of-way.

Where a purpose or rationale statement accompanies a policy, it is provided for information purposes only in order to enhance understanding of the policy. Should an inconsistency arise between the purpose or rationale statement and a policy, the policy will take precedence.

Where "must" or "shall" are used in a policy, the policy is considered mandatory. In most cases, policy standards apply to whole street blocks or entire districts. Individual development sites must comply with the standards in order to ensure the full extent of the policy direction is attained and that maximum benefit accrues to the broader area. Often, a variety of options are available in order for a development to comply with the policy standard. In other circumstances, additional development rights are available to proponents in exchange for specified community amenity contributions. It should be noted, too, that all other applicable codes and by-laws remain in force and effect.

Where "should" is used in a policy, the intent is that the policy is to be complied with to the extent possible in the specific development circumstance. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy. In such circumstances and where the proponent has demonstrated achievement of the policy intent, development can proceed without

need for Plan by-law amendment. It should be noted, too, that all other applicable codes and by-laws remain in force and effect.

Where “may” or “encourage” are used in a policy, they are provided as a guideline or suggested means of implementing the intent of the policy.

2.6 Action Plan and Implementation Strategy Interpretation

In order to realize the potential of the Downtown as envisioned in the Regina Downtown Neighbourhood Plan, the key will be the successful implementation of its Public Realm and Built Form Frameworks and its Action Plan. The Action Plan's list of projects, studies, and programs should not be interpreted as final or comprehensive. At the same time, it should be understood that the actions identified have been carefully selected in order to improve the Public Realm and set the stage for private sector investments. Additional projects and studies should also be based on these factors. Time frames for these projects will depend on City of Regina work programs and priorities as well as on the priorities of other Downtown stakeholders. Specific timing of projects and studies identified in Part 5 will in some cases be set by Council, either through reporting on specific projects or studies or through approving corporate work programs. The Action Plan list of actions serves to guide the development of future work programs.

Being a visionary, strategic, and policy document, the Plan does not include specific financial cost estimates for individual projects or initiatives. Costing will be done at the time of further reporting to Council on specific actions or initiatives or through the budget process. Funding may come from Bonus Framework contributions, partnerships, local improvement by-laws, community revitalization levies, the operating budget, the capital budget, combinations of sources, or new yet to be determined sources.

The Action Plan details will be worked out as part of the plan implementation process.

PART 3 PUBLIC REALM FRAMEWORK

3.1 Purpose and Objectives

The Public Realm Framework is the general plan that defines and guides the implementation of the Regina Downtown Neighbourhood Plan with respect to the existing and potential Downtown elements that are primarily in public ownership. This includes public uses, all public open spaces, and streetscapes. The Public Realm Framework shapes the most prominent and visible aspects of the urban environment and, therefore, determines the character and the quality of the Downtown experience.

Consistent with the Vision for Downtown Regina, the purpose of the Public Realm Framework is to ensure that the quality and character of the public realm will enhance Downtown's livability, economic vitality, aesthetic quality, and pedestrian environment. The key objective of the Public Realm Framework is to develop a legible, coherent, and appealing physical environment. This is accomplished by identifying and coordinating improvements to the public realm in keeping with the Vision.

By articulating the objectives for the public realm that are necessary for bringing the long-term Vision to fruition, this framework serves as the primary guide for informing and making decisions with respect to capital improvements and strategies. The City of Regina must lead by example, creating a splendid public realm that exhibits the highest quality in design and materials. Regina's leadership must extend beyond the physical infrastructure to include regular maintenance and upkeep, programming of public spaces, and monitoring and enforcement. Together, these actions will set a high standard for Downtown public spaces, providing public benefit and inspiring private investment to follow suit.

The components that comprise the Public Realm Framework are:

- Creating a Successful Public Realm (section 3.2)
- Streetscapes and Rights-of-way (section 3.3)
- Open Spaces (section 3.4)
- Visual Prominence (section 3.5)

Each component is a strategy on its own and contains detailed guidelines and/or standards that make reference to specific locations, streets, and typologies.

3.2 Creating a Successful Public Realm

Introduction

A successful public realm is and is perceived as safe, is easy to navigate, and is barrier-free. Safety, wayfinding, and accessibility improvements will enhance the Downtown for all users and will encourage still more users attracted by a successful public realm.

3.2.1 Safety

Intent

How the public realm is designed, programmed, and interfaces with surrounding streets and land uses are crucial to its capacity to attract and delight a broad spectrum of users and to ensure the Downtown is a place where people feel safe and comfortable. Accordingly, principles that build on Crime Prevention Through Environmental Design (CPTED) are to be applied to all Downtown public open spaces.

CPTED is a proactive crime prevention strategy utilized by planners, architects, police services, security professionals, and everyday users of space. It is a world-wide strategy based on common sense. CPTED advocates the proper design and effective use of the built environment to lead to reductions in the incidence and fear of crime and to overall improvements in quality of life.

Objectives

Building upon CPTED, design objectives for the public realm include:

- a) Provide active building frontages facing public spaces, including entrances and windows, to ensure people's "eyes" are on the space, thus enhancing the sense of safety and discouraging inappropriate behaviour.
- b) Facilitate active uses within public spaces including sidewalk patios, outdoor displays, buskers, festivals, and the like.
- c) Design the public realm to enable ease of access and egress and avoid the creation of entrapment spots that are not highly visible or well-used.
- d) Include a variety of activities and a mix of surrounding uses to facilitate constant public use and/or surveillance of the space in all hours and seasons.
- e) Ensure clear views of surrounding areas of streets and open spaces.
- f) Incorporate adequate lighting to ensure all areas of circulation, entrance, and connection are lit.
- g) Use legible signs and orienting devices such as landmarks and pathways.

Policy 1:

THAT the City of Regina shall use CPTED principles to enhance safety in the design of public spaces in the Downtown.

3.2.2 Wayfinding

Intent

Wayfinding orients all Downtown users to ensure they are able to move with ease and confidence. All elements of the public realm and built form have the potential to contribute to this orientation. Wayfinding tools include signs, graphic communications, spatial markers, streetscape elements, building design, the street network and space planning. All elements should work together to ensure that routes are easily understood and navigated and that destinations are clear. The Public Realm Framework is designed to contribute to clear wayfinding, such as designing for visual prominence and providing unique streetscape treatments. These approaches are useful for both residents and visitors.

Of particular assistance to visitors are graphic communications, including street signs, directional signage, and maps. Downtown Regina should establish a continuity of signs throughout, with all key cultural destinations identified by signage and maps. This may require the co-ordination or redesign of signage for transit routes.

Objectives

Design objectives for wayfinding are:

- a) Ensure the built form reinforces a clearly navigable environment.
- b) Ensure street signs are easily legible for pedestrians and vehicles.
- c) Ensure building addressing is clearly seen from the street for all buildings.
- d) Design public spaces and landscapes to maintain and reinforce views of landmark buildings, public art, and open spaces.

Policy 2:

THAT the City of Regina shall collaborate with downtown stakeholders to implement a signage and wayfinding system for Downtown Regina.

3.2.3 Accessibility

Intent

Downtown Regina should promote barrier-free accessibility for all users throughout, particularly to improve opportunities for employment and education. This includes careful attention to navigation: through smooth grading of surfaces, clear routes, and obvious wayfinding cues.

Objectives

Design objectives for accessibility are:

- a) Ground surfaces should be stable, firm, and slip-resistant and have smooth transitions in level.
- b) Circulation routes and building entrances should be barrier-free and utilize contrasting materials, textures, and/or colours for visual guidance. Locate trees, poles, benches, utilities, and other streetscape elements outside of main circulation routes.
- c) Provide flat areas at building entrances, crosswalks, transit stops, and other waiting areas.
- d) Ensure all pedestrian spaces including sidewalks, walkways, crosswalks, and open spaces are linked in a continuous network and provide connections to buildings, parking, and transit, that are also wheelchair accessible.
- e) Public spaces and wayfinding signage should be well lit at night.
- f) Encourage universal design principles for new developments and redevelopment projects.
- g) Provide extensive snow clearing to maintain surfaces for pedestrians, cyclists, strollers, and wheelchairs throughout the winter.

Policy 3:

THAT the City of Regina shall consider barrier-free accessibility in the design of public spaces in Downtown Regina to promote accessibility for all users.

3.3 Streetscapes and Rights-of-Way

Introduction

The design of streetscapes is intended to enhance the Downtown experience and nurture a culture of walking. Streets are the primary component of the public realm and supplement the open space network by providing pedestrian and green amenities. Downtown streets also function as access routes to key services for rural Saskatchewan. Maintaining Downtown permeability through the conservation of street functions is important in this regard. Streetscapes strengthen precinct and heritage area identities and reinforce visual and physical connections across the Downtown and to adjacent neighbourhoods. Buildings play an important role in shaping the character of the street and the Public Realm Framework has been designed to reinforce this relationship.

Intent

The use of space within the public right-of-way should reflect the importance placed on its various users and modes of movement. The Regina Downtown Neighbourhood Plan seeks to shift the culture of vehicle use in the Downtown to one focused on active transportation – walking, cycling, and transit. As a consequence, space given to sidewalks and bike lanes must be generous and consistent throughout the Downtown, such that it creates a safe environment for active transportation, validates these users, and signals the importance of these forms of movement to drivers. To achieve this, space in the public right-of-way should be reallocated.

The Public Realm Framework, as it relates to streetscapes, seeks to rebalance the configuration of streets to provide for and emphasize the primacy of the pedestrian. To realize the desired character and function of Downtown streetscapes, it will be imperative to ensure that pedestrian movement and the importance of cycling inform decisions about lane widths. Inevitably, more urban lane width standards will be required. Also, particular consideration will need to be given to transit needs, such as the integration of bus stops on streets with bulb-outs or with on-street parking.

Policy 4:

THAT the City of Regina shall, over time, amend policies and standards to prioritize active transportation over vehicle use in the Downtown.

3.3.1 Heritage Streetscapes

Intent

Public realm elements should bring attention to and complement the Downtown's historic buildings and landscapes. This includes a distinct public realm treatment for the Heritage Heart, the area focused around Victoria Park and Victoria Avenue (from Albert Street to Broad Street), and its heritage streetscape shown in Map 2 where there is a significant number of contiguous heritage buildings and landscapes.

A special streetscape treatment should be designed for both the Heritage Heart as a distinct district and for stand-alone heritage buildings elsewhere in the Downtown, where it can be applied to the sidewalk immediately in front of these buildings (also see section 3.3.2).

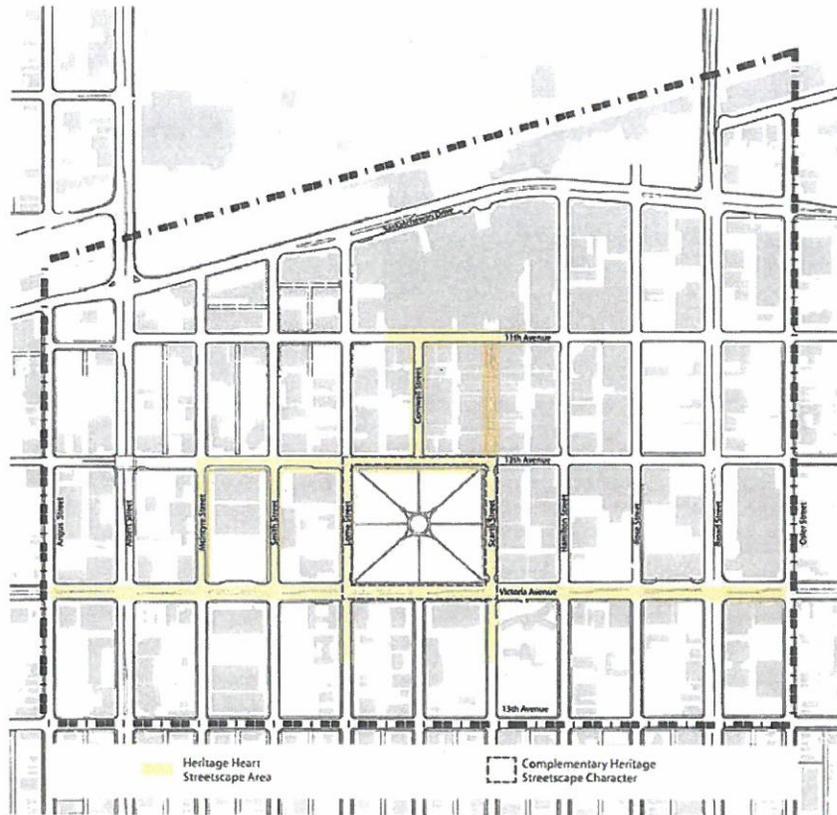
Objectives

Design objectives for heritage resources located along Heritage Streetscapes include:

- a) Contribute to the conservation of significant historic places and to the heritage character of the district.
- b) Create a high quality and consistent image for the Heritage Heart. This area corresponds to the core of the Downtown and the primary tourist area.
- c) Emphasize the visual prominence of heritage buildings, for example by spacing street trees further apart or locating them to emphasize special features such as entrances or architectural elements.
- d) Provide an enriched cultural environment by communicating historical information through interpretive signs and elements.
- e) Use hard vertical landscape elements such as bollards, lighting, and/or signage to define spaces such as the edge of the sidewalk in place of street trees where desirable.
- f) Emphasis should be placed on design measures that are winter friendly because vertical elements are visible and can be experienced in all seasons.
- g) Incorporate historical references into the design of hard landscape elements, for example the name of the building and its date of construction in the paving.
- h) Incorporate subtle variation in the streetscape treatment, for example by varying paving, materials, hard landscape elements, tree species, colour palette, and/or texture.

Policy 5:

THAT the City of Regina should ensure the visual prominence of heritage streetscapes and heritage buildings in Downtown Regina through the implementation of complementary public realm improvements and the application of design standards and controls in the zoning bylaw.



Map 2: Heritage Heart

3.3.2 General Streetscape Elements

Intent

A variety of elements – street trees, paving materials, street furnishings, signage, and others – combine with the buildings and uses that line the public realm to create a streetscape. The streetscape typologies direct how the right-of-way elements should be organized, depending on the function of the street and its role within the overall Downtown system. Direction is also provided for other right-of-way elements including: crosswalks, transit facilities, cycling facilities, and the relationship between buildings that line the street edge (particularly at street level) and the right-of-way itself.

Objectives

- a) As part of creating a great pedestrian realm and creating a green Downtown, trees should line all streets.
- b) As streets are renewed, sufficient space must be allocated within rights-of-way to accommodate tree growing conditions, including rooting medium, irrigation, aeration, space to grow, and access to light.
- c) Urban trees undergo high stress and tend to have shorter life spans, no matter how extensive their supporting conditions. The City of Regina should provide a high level of care and maintenance and, when necessary, replacement.
- d) Streetscape elements and materials should be of high quality, inclusive of paving, lighting, bollards, benches, waste receptacles, utility boxes, paving materials, tree grates, vending boxes, signage, wayfinding, and transit shelters, among others.
- e) These elements should be coordinated along streets to create a well-designed, cohesive, and legible public realm consistent throughout the Downtown.
- f) Streetscape elements should be used sparingly and consolidated where possible, in order to reduce clutter and create a clean, legible streetscape environment.
- g) Subtle variation in streetscape character should occur for special circumstances, such as for the Heritage Heart Streetscape Area (see Map 2).

Policy 6:

THAT the City of Regina shall standardize streetscape elements and typologies to ensure the Downtown maintains a healthy urban forest and consists of a well-designed, legible and consistent streetscape.

3.3.3 Streetscape Typologies

Intent

A hierarchy of streetscapes is proposed that distinguishes streets by unique characteristics. The hierarchy is intended to reinforce the original urban design functions with respect to land uses; level of pedestrian, cycling, and vehicular use; and their visual and physical connectivity to features, landmarks, and destinations.

The components that together comprise the Streetscape Typologies are:

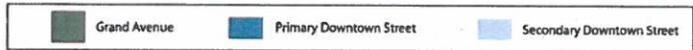
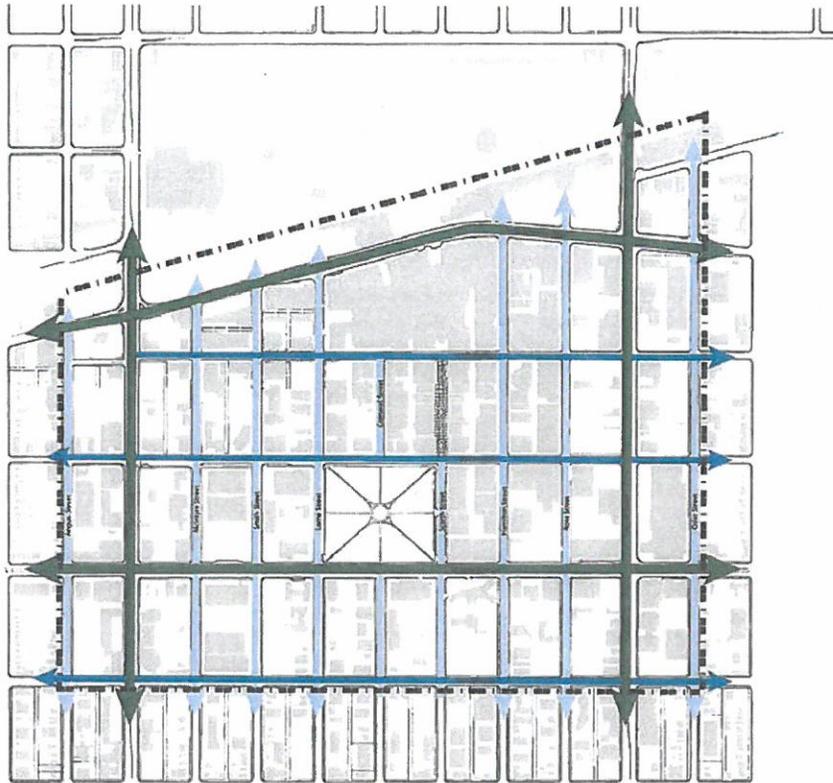
- Grand Avenues
- Primary Streets
- Secondary Streets
- Alternative Street Configurations

The Streetscape Typologies, as illustrated on Map 3, organize streets by type based on their current or planned character and function. The diagrams and descriptions in Appendix 2 represent prototypical conceptual design qualities for each streetscape type. They are not meant to illustrate particular Downtown locations; instead, they provide recommendations for the allocation of space and the look and feel of each typology.

As examples, the streetscape typologies demonstrate how the right-of-way could be allocated for various street types to be in keeping with the Vision. It is expected that these street sections will be refined, in the context of the development of alternative Downtown street standards. These streetscapes will require revised approaches to road maintenance and operational services.

Policy 7:

THAT the City of Regina shall recognize the following streetscape typologies for Downtown streets and develop new Downtown street standards based on them: Grand Avenues, Primary Streets, Secondary Streets, and Alternative Street Configurations.



Map 3: Streetscape Typologies

3.3.4 Crosswalks

Intent

Crosswalks serve two functions: the clear demarcation of a safe route for a pedestrian to cross and a traffic calming measure. Frequent crosswalks will help promote slower traffic speeds and cautious driving in the Downtown.

Objectives

All Downtown intersections should have crosswalks, with the following design objectives.

- a) When streets are renewed, surfaces such as stamped coloured asphalt may be incorporated as the new minimum crosswalk standard. Crosswalks should be as wide as the adjacent sidewalks or a minimum of 3 metres.
- b) Materials will need to be explored that are tolerant of snow plow equipment and extreme cold. Some testing may be required to find the most durable treatment.
- c) Crosswalks at special locations should incorporate higher quality treatments. These locations include:
 - i. The four primary Gateways (see section 3.5 and Map 6), which should have a unique treatment and wider crosswalk zone of a 6 metre minimum.
 - ii. Along Victoria Avenue, between Albert and Broad Streets, to enhance Victoria Avenue's civic presence.
 - iii. Around the City Square Project (see section 3.4.3.1) including at mid-block locations along the east and west sides.
 - iv. At all intersections near the Downtown transit mall (see section 3.3.5.1).
- d) The Grand Avenues should have sidewalk "bump-outs": widened sidewalk areas at intersections in place of on-street parking. This creates a more generous pedestrian zone and shortens the road crossing distance for pedestrians.
- e) Bollards should be incorporated into the design of bump-outs to delineate where the curb ends.
- f) Crosswalks should provide smoothly graded transitions including depressed curbs.
- g) Every intersection should have two ramps; one for each corresponding direction, rather than one ramp directed towards the centre of the intersection.

Policy 8:

THAT the City of Regina shall, over time, upgrade crosswalks to ensure barrier-free accessibility, pedestrian safety, clarity in the design of special areas, and to encourage walking as a form of active transportation in the downtown.

3.3.5 Transit Facilities

Intent

Reduced transit time and more reliable service will encourage more people to choose transit to visit, shop, and work in the Downtown. This section provides direction on encouraging transit use through increased customer convenience, comfort, safety, and operational efficiency. The system will become more legible by being more firmly ingrained into the overall Regina transportation system, through establishing a focused Downtown transit mall and improved transit shelters at all transit stops.

3.3.5.1 Transit Mall

Intent

The conversion of the east-west Primary Streets (Map 3) to two-way traffic enables consolidation of both directions of transit along one street, which facilitates a more intuitive system, including access and transfers. Eleventh Avenue could become the primary transit mall and exchange location, although further analysis is required to ascertain the ideal location for this activity (Map 4).

Transit infrastructure provides the opportunity to emphasize the primacy of the pedestrian realm, since all transit users are pedestrians at the beginning and end of their trips. Access to and the quality of transit infrastructure should take precedence over the private automobile.

Objectives

Design objectives for the transit mall include:

- a) High quality transit shelters, of generous proportion (continuous canopy or multiple individual shelters).
- b) Locate shelters to maximize circulation space for sidewalk users, while providing sufficient space for embarking and disembarking transit users. On 11th Avenue, for example, since space is constrained, this may mean innovative shelter design (cantilevered from buildings, single pole, etc.).
- c) Partner with adjacent buildings to create highly visible, glass enclosed, heated indoor transit waiting areas. They should be large enough for seating, standing, circulation, information display, and ticket vending (minimum 2.5 metres from glass to back wall).
- d) Decorative crosswalks at all intersections to facilitate pedestrian movement.
- e) Highly visible bus lanes. Distinct paving, painting, and/or labelling for several years will help establish the priority of transit and a distinct identity.
- f) A signage and wayfinding system that identifies schedule and routing information for each transit stop or platform. Signs should be large enough to be visible within the proposed transit mall.

3.3.5.2 Transit Shelters

Intent

Transit shelters are significant elements in the public realm and an opportunity to help support Downtown's unique identity. Enhanced transit shelters will be strategically introduced into the Downtown, beginning with key locations such as the new transit mall.

Objectives

Design objectives for transit shelter areas include:

- a) Create paved, barrier-free access to the shelter and transit vehicle.
- b) Provide well-designed, durable transit shelters of high-quality materials that include:
 - i. An overhead canopy that provides shelter from precipitation and sunlight.
 - ii. Highly transparent sides. Advertising should be permitted only on the side facing away from the direction of traffic.
 - iii. Seating.
 - iv. Standing room for additional persons.
 - v. The name of the transit stop or adjacent street.
 - vi. A route map and information on frequency and other service information.
 - vii. Heating.
 - viii. Night lighting.
 - ix. Adaptability to changing technologies such as display of real-time service, plug in or wireless network connections, and other media.
 - x. Maximize pedestrian circulation and waiting space, particularly where sidewalks are narrow.
- c) Provide a nearby cluster of newspaper boxes, vending machines, and waste receptacles.

Policy 9:

THAT the City of Regina should consider developing a permanent, legible, and convenient transit mall in Downtown Regina and invest in innovative and well-designed transit shelters throughout the Downtown.



Map 4: Potential Public Transit Map

3.3.6 Bicycle Infrastructure

Intent

Places that thrive because people choose to move around on bikes do so as a result of a concerted strategy designed to create a cycling culture over time.

Facilitating safe and convenient cycling as a form of Downtown transportation is a key objective of the Public Realm Framework. New cycling infrastructure will need to be developed to clearly articulate the importance cycling will play to the future of the city.

3.3.6.1 Bike Lanes

Intent

Bike lanes are recommended for almost all Downtown street typologies with the exception of roadways recommended for transit lanes and Victoria Avenue because of its intended ceremonial function.

Objectives

Design objectives for bike lanes are:

- a) Bike lanes should be highly visible including bright paint on the road surface with clear lane markings, and overhead or street-side signs.
- b) Lane widths should be generous, particularly along the arterial roads, in order to create a sense of security for cyclists.
- c) Bike Boxes are recommended at intersections. These are areas where cyclists, at a red light, can advance ahead of stopped vehicles while waiting for the light to turn green. Cyclists are therefore more visible to vehicles and are prioritized as a road user. In the fullness of time, when streets are renewed, Bike Boxes should become coloured asphalt.

3.3.6.2 Bike Parking

Intent

Additional bike parking facilities should be provided throughout the Downtown, in a variety of configurations.

Objectives

Design objectives for bike parking are:

- a) Bike parking quantity should be based on the importance of the destination. Cornwall Centre and Victoria Park should have significant bike parking available in close proximity. Major office buildings should also have lots of bike parking in proximity.
- b) Bike parking should not be located in pedestrian travel zones or gathering areas. Along streets, bike racks should be located at regular intervals in line with other street furniture and street trees. Bike racks should not be located in immediate proximity to street corners and transit stops.

- c) Individual bike racks are appropriate along all streets and should be provided along retail frontages at a frequency similar to vehicle parking.
- d) Enclosed bike lockers should only be located where there is sufficient space, generally in plazas, forecourts, and parking garages. They should generally not be located along streets. Ensure they are sited where they do not obstruct sight lines, but where they can be clearly observed from surrounding streets and spaces.

3.3.6.3 Cyclist Facilities for New Development

Intent

Major new Downtown developments should provide facilities for cyclists. All new parking garages should provide dedicated bicycle parking at or near the main entrance. Existing garages should be encouraged to add bike parking.

Objectives

Design objectives for cyclist facilities for new development are:

- a) For residential buildings, secure bike parking should be provided at a rate of one bike parking space for every unit.
- b) For employment uses, secure bike parking should be provided at a rate of one bike parking space to every 500 square metres of floor space. Additionally, they should provide showers and change facilities.

Policy 10:

THAT the City of Regina should incorporate cycling lanes, bike boxes, and bike parking facilities in all infrastructure upgrades and require bicycle parking and amenities in new downtown developments through the development review process.

3.3.7 Public Street/Building Interface

Intent

There are a variety of typologies for the interface of public streets with buildings that should occur in the Downtown. They are distinguished by the desired character of the right-of-way as well as by the adjacent use. It is important to appreciate the link between the public right-of-way and adjacent buildings. A strong public realm cannot be achieved without correspondingly quality private development. Conversely, without a legible and carefully designed public realm, the benefits of well-designed buildings may be squandered. This section provides direction for a variety of common building-to-public right-of-way interfaces.

3.3.7.1 Typical Interface

Objectives

Design objectives for typical street/building interfaces are:

- a) A continuous sidewalk treatment generally should extend from the curb to the building edge and building access should be provided at street level (Figure 3.1).
- b) Buildings should be located to define a consistent edge to the public realm.
- c) In most cases the building will be located at the front property line, while in the case of the Grand Avenues, buildings will be set back to a build-to line to create a wider pedestrian environment (Figure 3.2 and see Map 3).



Figure 3.1

Typical interface along Primary and Secondary Streets with continuous sidewalk to building edge at property line.

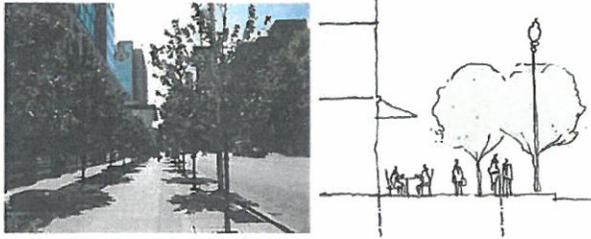


Figure 3.2
 Typical interface along Grand Avenues. Building is set back from edge of right of way creating a more spacious sidewalk and public realm zone. In this example, the second row of street trees is privately owned and maintained, but publicly accessible.

3.3.7.2 Individual Residential Units Interface Objectives

Design objectives for residential unit interfaces are:

- a) Individually accessed units are appropriate on most Downtown streets.
- b) Residential buildings should have a modest setback to accommodate a semi-private zone for steps, front landscaping, and a stoop/entrance (Figure 3.3).
- c) These elements should be designed to have an urban character with durable materials.



Figure 3.3
 Interface along individual residential units. Individually accessed units face the street. Modest setback includes a small grade change (steps up), portico treatment, and landscape treatment.

3.3.7.3 Institutional Interface

Objectives

Design objectives for institutional interfaces are:

- a) Where there are existing institutional buildings set back from the street (for example, churches), or where significant new buildings are proposed (for example, a major public art gallery), a forecourt treatment should frame the building while providing a public amenity (Figure 3.4).
- b) The forecourt design should reinforce the street edge:
 - i. Provide landscaping that reinforces architectural features including bays in the façade. Landscaping should emphasize entrances and allow clear views of all accessible areas.
 - ii. Provide public amenities such as seating, a gathering area, art, and/or street furniture.

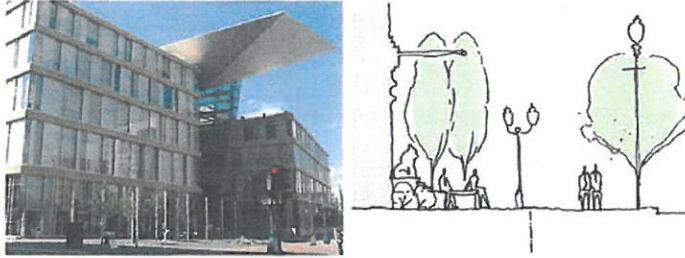


Figure 3.4

Interface along Institutional buildings. This library sets back a part of the building mass to create a seating/amenity area and a forecourt entrance.

Policy 11:

THAT the City of Regina shall, through Zoning Bylaw No. 9250, establish development standards for frontage conditions, build-to lines and ranges, and street wall heights to ensure appropriate street and building interfaces in Downtown Regina.

3.4 Open Spaces

Introduction

Downtown Regina is organized around its key open space: Victoria Park. This is the focal point of the Downtown and the anchor of the public space network. It is complemented by the City Square, the F. W. Hill Mall, which provides a direct linkage between the Cornwall Centre and Victoria Park. Both pedestrian-oriented spaces are destinations in their own right. Another key open space is Queen Elizabeth II Court, City Hall's forecourt. These four spaces provide for a wide range of open space needs and amenities for current and future users.

It is imperative to note the proximity of Downtown Regina to Wascana Centre, a key Regina green space amenity that provides a diversity of parks ranging from wetlands to active areas for sports, picnicking, and entertainment. Only several blocks from the Downtown and already serving as a key area for lunchtime recreation, Wascana Centre will play an important role in the future as a public "backyard" for residents living in new urban residential neighbourhoods.

3.4.1 Open Space Types

Intent

Downtown will benefit from the introduction of a variety of new open space types to create a complete open space network. High-quality pocket parks are proposed to complement adjacent land uses, provide foci for precincts, add amenities for an increasing Downtown population living at higher densities, and serve as catalysts for Downtown revitalization. They are supplemented by a variety of other public amenities such as mid-block linkages and a public transit mall.

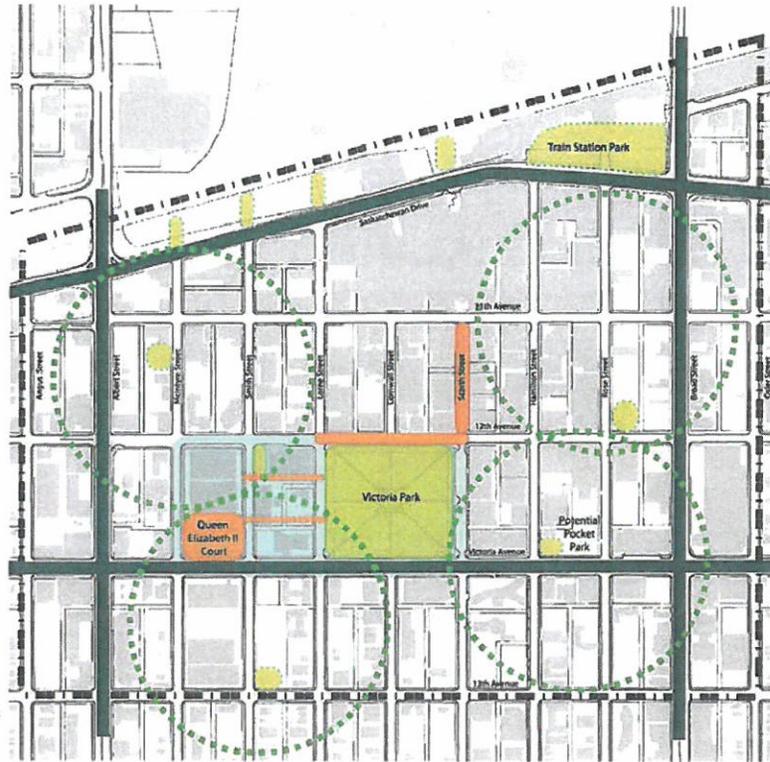
Objectives

Design objectives for open spaces are:

- a) These new open spaces should be implemented strategically.
- b) They may be constructed up front as catalysts or incentives to development or in conjunction with major new redevelopment projects.
- c) Public parks may be complemented by privately owned but publicly accessible open spaces, such as building courtyards or forecourts.

Policy 12:

THAT the City of Regina shall recognize the following open space types for Downtown Regina: Civic Heart Type, Plaza Type, Pocket Park Type, and Mid-block Connections and Linkages Type.



Map 4: Open Spaces

Open Space Types, illustrated on Map 5, are:

- Civic Heart Type (section 3.4.2)
- Plaza Type (section 3.4.3)
- Pocket Park Type (section 3.4.4)
- Mid-block Connections and Linkages Type (section 3.4.5)

The diagrams and descriptions on the following pages represent prototypical conceptual design qualities for each open space type. Some are site specific while others are conceptual in nature.

3.4.2 Civic Heart Type

Intent

The Civic Heart has a concentration of civic uses and destinations. The public realm treatments of streetscapes and open spaces in this area should be of high quality and create a seamless pedestrian environment.

Demonstration sites provide an opportunity to consider, in a specific geographic area of the city, what change might look like in the future if it is in keeping with the Vision and Principles. Both City Hall and the Central Library are key anchors in the Civic Heart. They are public destinations that need improvement in order to fit with the Downtown Vision. As such, this area was chosen for a key demonstration site. The following comprehensive planning approach takes advantage of their proximity to one another and to Victoria Park to create a clear and distinct public and civic focal point in the city.

Together, the City Hall Block and Library Block should become a civic cluster with a unique local identity. Generally, the revitalization of these sites will create:

- a) New programmable spaces for festivals, performances, and artistic displays;
- b) increased street animation and vibrancy; and,
- c) a tremendous opportunity to develop examples of sustainable building technology and to practice good urban design.

3.4.2.1 City Hall Block

Objectives

Design objectives for the City Hall Block (bounded by 12th Avenue, Smith Street, Victoria Avenue, and McIntyre Street) are:

- a) City Hall block should include a refreshed Queen Elizabeth II Court which becomes a primary gathering space for all Reginaans, hosting official ceremonies, concerts, and new cultural events.
- b) The mature trees should be maintained and pruned to ensure visual and physical access to the Plaza, while providing visual interest and shade for users.
- c) The City Hall cafeteria should be moved to the front of the building, such that it could be enhanced by an adjacent outdoor terrace on the Plaza and outdoor vending services that spill pedestrian activity back onto the streets.
- d) The plaza could also include a splash pad for children, an all-season water feature, comfortable outdoor seating and shelter areas, and permanent public art. These local neighbourhood scale amenities would ensure the plaza is animated at all times, becoming a true civic focal point in the heart of the Downtown.
- e) On the north half of the block, storefront street level uses should face the street. To achieve this, a 3- to 4-storey podium could be built to the street edge which would add significant new space for a possible City Hall expansion, new community services, office space, or residential uses.
- f) The podium should have a highly transparent façade appropriate to a public building, with elements showcasing sustainable building technology such as moving sun shades and green roofs.

- g) The east side of the podium could also include an entrance that is designed and aligned specifically to connect with the mid-block connection through the Library Block (see section 3.4.5 and Figure 3.5).

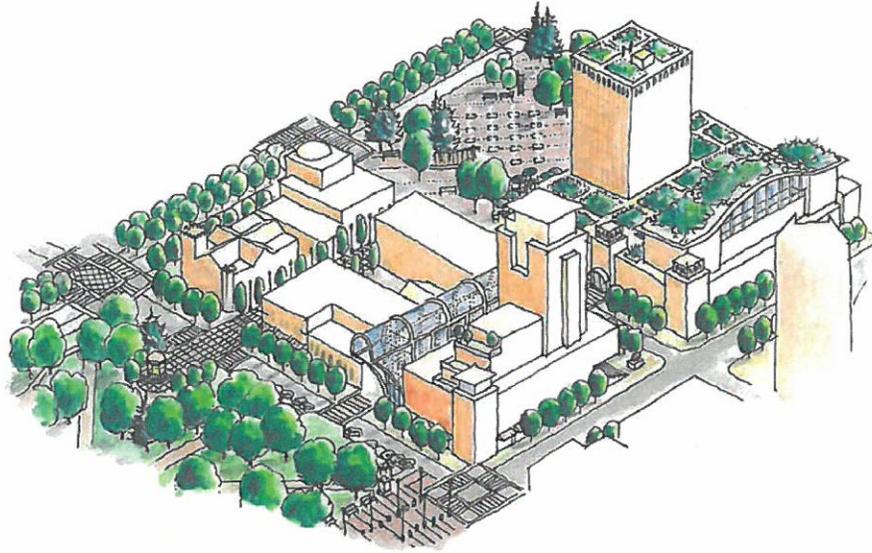


Figure 3.5
Potential City Hall Block

3.4.2.2 Library Block

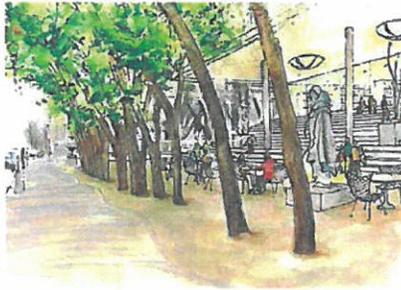
Objectives

Design objectives for the Library Block (bounded by 12th Avenue, Lorne Street, Victoria Avenue, and Smith Street) are:

- a) The Library Block could respond to the popularity of the mid-block connection from Smith Street to Lorne Street with a transparent and enclosed galleria that could also become the primary entrance to the Central Library and Dunlop Art Gallery (see section 3.4.5).
- b) In addition to being a redesigned entry point, the galleria could include other activities that keep the space animated during most hours of the day with services such as small variety shops or other vendors that might cater specifically to on-site residents.
- c) The option to simply improve the landscaping treatment of this mid-block connection, which emphasizes a pedestrian priority area, is also desirable. A covered, mid-block connection, however, would be a welcome reprieve from cold weather for pedestrians crossing the Downtown during winter months.
- d) The Library Park should be maintained and enhanced with a building facade treatment that becomes a new and animated entrance and seating/reading space.
- e) This space should rotate from an indoor space in the winter to a shaded outdoor space in the warmer months. This space could also be a programmable space exclusive to the Dunlop Art Gallery, adding interest and cultural vibrancy to this side of the block. (Figures 3.6 and 3.7).



Existing Condition



Summer Condition



Winter Condition

Figure 3.6
Library Park

In the warmer months, Library Park becomes a welcoming reading nook where library patrons will be well-sheltered by the shade of the existing trees and accompanied by permanent and dynamic art pieces of the Dunlop Art Gallery.

3.4.2.3 Programming the Civic Heart

Intent

Currently, given its relatively small residential population, Downtown Regina is most successful when its public realm spaces are programmed. Regular events in the F.W. Hill Mall and City Square take advantage of the Downtown's huge daytime office population, packing these spaces with people for a variety of performances and celebrations. The Regina Farmers' Market and events such as the Folk Festival are city-wide magnets that draw residents Downtown to Victoria Park.

Objectives

Objectives for programming the Civic Heart are:

- a) Regular programming will continue to be an important approach to animating public realm spaces in the short term. City staff and budget resources allocations should be focused in order to ensure Civic Heart open spaces are well programmed. In fact, it has been demonstrated that regular programming is a bigger priority than the final fit and finish of an open space. Programming will be particularly important during the Plan's first five to ten years. It will establish these spaces as the cultural heart of the Downtown and will ensure they are animated, until a significant residential population begins to do this naturally.
- b) Partnering with volunteer groups, businesses, and arts organizations is an effective way to extend resources and offer more and a greater variety of programming. It will continue to be imperative to draw upon existing resources that already play an essential role in Downtown programming, such as Knox Metropolitan United Church and the Central Library.
- c) As the Downtown residential population increases, the role of programming will become less important as a strategy for public realm space animation (see Figure 3.7).

Policy 13:

THAT the City of Regina should consider and encourage investments in the public realm of the Civic Heart, including the City Hall Block and Library Block, and events programming of these spaces as well as City Square, F.W. Hill Mall and Victoria Park.

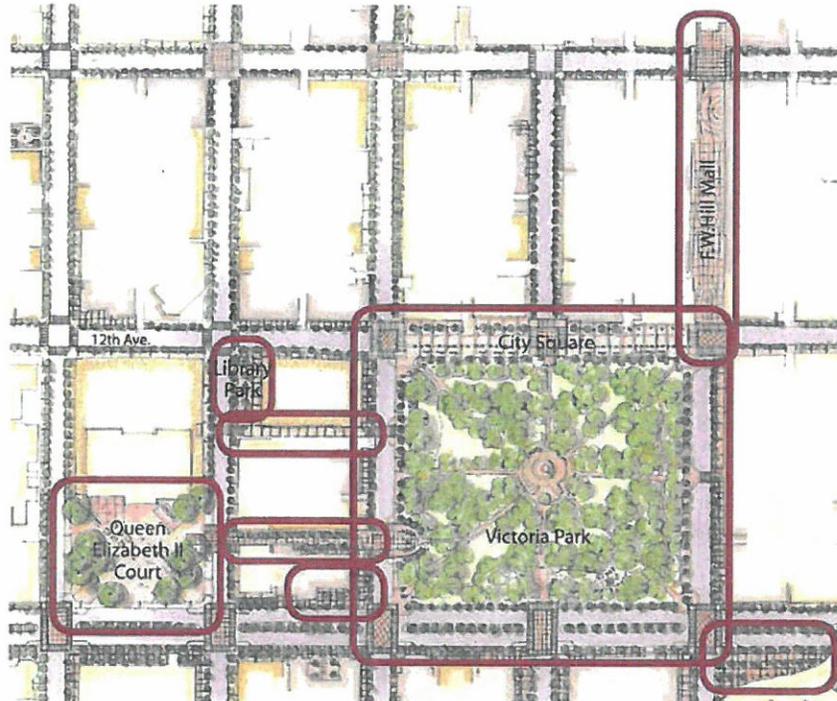


Figure 3.7

Locations for Civic Heart programming. A variety of public realm spaces, and combinations of spaces, around the Civic Heart can accommodate a wide range of programming.

3.4.3 Plaza Type

Intent

Plazas are hard surface spaces often associated with civic or commercial functions. They vary in size and shape based on their location, adjacent uses, and purpose. An important component of plazas is often an open, flexible, hard surface area that can host a variety of public activities including large gatherings, performances, and outdoor cafes. Other amenities include seating, landscaping, and public art.

Plazas do not have to be large spaces; they should be furnished with the highest quality materials and elements. Storefront street, or civic/institutional are the primary uses adjacent to plazas where buildings front directly onto them. Plazas should be designed and programmed with a greater emphasis on the daily activities appropriate to their location; for example, lunchtime seating for

surrounding offices. In Downtown Regina, key plazas include City Square, Queen Elizabeth II Court, and F.W. Hill Mall.

3.4.3.1 City Square

Intent

Today, Victoria Park functions well as a gentle urban oasis, used on occasion for special events. It is a green space surrounded by roads on four sides. The Regina Downtown Neighbourhood Plan conceived of the City Square as a public realm space that extends to the building facades that surround it. It means the building edges and the activities they contain are part of the plaza. The goal was to transform the perception and use of the public realm space, including Victoria Park, into a public square—the City Square.

In order to kick-start Downtown change and build momentum for the Plan, a specific, identifiable, and memorable project was chosen to be undertaken immediately, even before the Plan was finished. The City Square Project was chosen based on public consultation, when the notion of Victoria Park as the heart of the Downtown emerged.

The City Square Project involved transforming a portion of 12th Avenue adjacent to Victoria Park into an urban, public square that includes the width of the street and both sidewalks, from park edge to the building faces on the north side, from Lorne Street to Scarth Street. A new space for the programming of events and festivals has been introduced in the Downtown. The street was re-graded to enhance pedestrian activity, new paving materials were introduced, and the square has its own identity - an identity that makes it welcoming to all Reginans. Lighting elements, art, and new street furnishings have been integrated into the design to contribute to this uniqueness.

The City Square Project, with hard surfaces on its edges, will have the capacity to host an unlimited number of events, particularly the high-impact events that have been limited due to concerns over the health of the park's grass and trees.

Objectives

Objectives for the City Square Project are:

- a) Event programming will establish the public square as the place for artists, markets, festivals, performances, buskers, and all sorts of formal and informal gathering. This is part of an incremental strategy to animate the Downtown. In the future, a greater Downtown residential population will do this naturally, particularly once the City Square is firmly established in the heart of the Downtown.
- b) The City Square Project has been designed to be flexible and accommodate a range of programming. Depending on the nature and formality of the event and its size, it can take place in the park, on the sidewalks, carry over into F.W. Hill Mall, and even into Queen Elizabeth II Court.
- c) Linkages to the City Square are important. Most importantly this includes the interface between the park and the broader square, which must be visually and physically accessible.
- d) Great edges will promote the everyday use and animation of the heart of the city. Sidewalk patios, benches, public art, and other attractions are located around the edges.

- e) The Central Library is recognized as a key urban amenity - its redevelopment presents a unique opportunity to create a clear connection between the new public square and a key public destination.
- f) Implementation should involve collaboration with land owners and the Regina Downtown Business Improvement District to encourage the clustering of the kinds of uses that will best celebrate the park edges and add to the public amenity of the City Square Project (see Figure 3.7)

3.4.3.2 Queen Elizabeth II Court

Intent

Currently the plaza in front of City Hall is not as well used as it could be, due in part to the lack of active uses around it and its design – which can be characterized as a primarily visual landscape. Queen Elizabeth II Court should be transformed into an active amenity that functions as the main formal civic gathering space for the entire city, as well as a local amenity for the Downtown and surrounding neighbourhoods (Figures 3.8A and 3.8B).

Objectives

Design objectives for Queen Elizabeth II court are:

- a) Provide transparency and interaction of street level active uses, such as the City Hall cafeteria which can have an outdoor patio on the Plaza and extend city departments and programs.
- b) Provide outdoor programming and vending, if viable.
- c) Introduce the ability to host large gatherings for speeches, ceremonies, and performances - open areas and decorative paving, space for a temporary stage, infrastructure for electrical connection, lighting, sound, and so on.
- d) Include prominent public art.
- e) Ensure winter interest and animation, such as a convertible summer/winter water feature.
- f) Maintain mature vegetation wherever possible, but pruned to ensure clear sight lines throughout the plaza.
- g) Provide a map of the Downtown with amenities, attractions, and destinations identified.
- h) Include information posting for current events, public meetings, community notices, bills, and so on.
- i) Introduce amenities for day-to-day use and local amenity, such as splash pads or interactive water features, a sheltered area such as a gazebo or trellis, and seating.



Figure 3.8A, 3.8B

Queen Elizabeth II Court

An outdoor terrace to service the City Hall cafeteria brings life back to the streets during the day. This space is complemented by a permanent sculpture and a transparent at-grade façade with at-grade uses such as offices for community groups or retail.

3.4.3.3 F. W. Hill Mall

Intent

F.W. Hill Mall exhibits qualities of good public spaces including pedestrian amenity, public art, storefront street level uses, and programming. Maintaining its current character and function is important for the Downtown as other public realm enhancements are undertaken. In the future, however, consideration should be given to allowing vehicular traffic through the mall, as a way to add much needed vibrancy and accessibility. Also, this area will benefit from its direct connection with City Square and Victoria Park by hosting components of the same programming and events.

Policy 14:

THAT the City of Regina should consider and encourage investments in downtown plazas, including City Square, Queen Elizabeth II Court, and F.W. Hill Mall.

3.4.4 Pocket Park Type

Intent

Pocket Parks are intended to provide small, intimate, yet high quality open spaces for an immediate neighbourhood or catchment area. They should generally be smaller than 1,000 square metres. Their design and amenities should vary based on surrounding uses and their immediate built edges.

Objectives

Design objectives for Pocket Parks are:

- a) Include a patio seating area, particularly if there is a restaurant adjacent.
- b) Include children's play structures, particularly in residential areas, near day-cares, or near institutional uses (e.g. near the YMCA).
- c) Introduce public art (e.g. near the Dunlop Art Gallery).
- d) Ensure a healthy and abundant tree canopy is maintained or introduced.
- e) Provide seating, a shade structure, a short walking path, decorative planting, a water feature, and/or other amenities.

Downtown has been divided into four general quadrants, within which it is desirable to locate a Pocket Park. The location of the park can be flexible and should be negotiated in conjunction with a quadrant's gradual intensification. The specific locations shown on Map 5 are conceptual.

3.4.4.1 Pocket Parks North of Saskatchewan Drive

Intent

The City of Regina should ensure that the termini of the north-south streets north of Saskatchewan Drive are, whenever redevelopment occurs, maintained in public ownership or easement to protect for the long-term re-connection of these streets to the Warehouse District. These street end locations would make excellent temporary Pocket Parks, serving new residential buildings along Saskatchewan Drive. A Pocket Park location along the Scarth Street axis would also be beneficial, coinciding with this street's important role and function in creating future linkages to the north (see section 3.4.5.2).

3.4.4.2 Train Station Park

Intent

A public desire to reinstate the former open space in front of the train station has emerged. Design possibilities for this park are numerous and may include references to the former open space at this location. A partnership with Casino Regina will be required. The park will need to accommodate program needs of the Casino including circulation, drop-off, parking, among others. The park design should ensure that sight lines to the historic train station from Rose Street are preserved. This park has the potential to create a great Gateway to Downtown (see section 3.5.2 and Map 6) at or near the corner of Saskatchewan Drive and Broad Street and to serve as destination amenity for local residents and employees. A new, pedestrian-oriented frontage should be created on Broad Street, through landscaping and/or built form (Figures 3.9A and 3.9B).

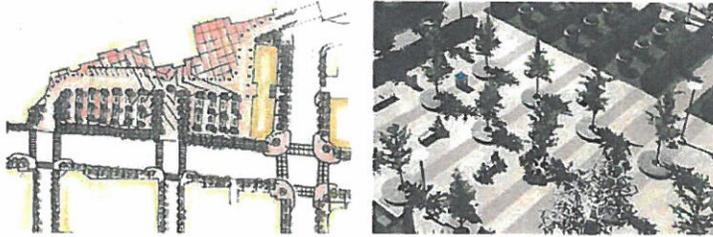


Figure 3.9A and 3.9B

The design of Train Station Park (historically named Stanley Park) should help create a neighbourhood focus for the Grand Avenues, contribute to the Primary Gateway to Downtown, and accommodate complex functional needs.

Policy 15:

THAT the City of Regina should consider and encourage investments in Pocket Parks in Downtown Regina. Areas of focus include the termini of the north-south streets north of Saskatchewan Drive.

3.4.5 Mid-block Connections and Linkages Type

Intent

In order to further pedestrianism in the Downtown, it is important that desirable pedestrian routes are sustained and enhanced and that opportunities to introduce key new pedestrian routes are capitalized upon. In general, pedestrians should be encouraged to walk along public streets where there are well-designed buildings, storefront street level uses, cyclists, motor vehicles, and most importantly other people. Streets are where pedestrian energy should be directed.

This section provides direction on enhancing existing or establishing new mid-block connections and improving or adding new linkages between the Downtown and its neighbouring areas to the north.

3.4.5.1 Mid-block Connections

Intent

Opportunities to increase the Downtown's pedestrian permeability should be provided wherever desirable through mid-block connections. Areas of highest density, public activity, and traditionally long block sizes (approximately 150 feet) are the most appropriate locations for mid-block connections. Two key mid-block connections have been identified which enhance the connectivity between uses in the Civic Heart, connecting Victoria Park to City Hall (see section 3.4.2 and Map 5).

Given the fine scale and frequent spacing of the Downtown's street grid, mid-block connections are generally not warranted or desired. They should only be considered when there is good reason, such as significant population infill or intensity of use, or where they will add to the pedestrian environment and not negatively impact active streetscapes.

Two mid-block connections are proposed within the Civic Heart, between Victoria Park and City Hall. These are to reinforce the key public spaces and uses in the heart of the Downtown. Both should be designed such that they have functions beyond a mid-block connection for pedestrians. In the case of the linkage north of Knox Metropolitan Church, this is as a public lane. In the case of the linkage north of the Central Library, it might be as a library/gallery galleria and/or a lobby entrance.

Objectives

Design objectives for mid-block connections are:

- a) Mid-block connections should be designed with the same built form relationships as all other public spaces, including storefront street level uses and building transparency facing onto them.
- b) Ensure sight lines are good, preferably with the ability to see the entrance and exit of the linkage at the same time. Avoid hidden or dead areas and blank façades.
- c) Ensure landscaping is high (trees) or low (ground covers) to permit clear views.
- d) Provide clear wayfinding and signage, including highly visible building entrances.
- e) Provide continuous and seamless connections to surrounding streets and spaces.
- f) Ensure the design incorporates fire safety features.

3.4.5.2 Improved Linkages to the North

Intent

In the short term, linkages between the Downtown and the north must be made by the Albert Street and Broad Street railway underpasses. Currently, they are spaces designed primarily for motor vehicles and are perceived as unsafe for pedestrians and cyclists. While the underpasses should continue to function as linkages for vehicular traffic, their physical and visual environments should be improved for increased pedestrian and cycling comfort and safety.

Objectives

Design objectives for the underpasses include:

- a) Provide dedicated cycling lanes clearly separated from motor vehicle lanes by painted markings, and possibly a physical separation (grade separation and/or barrier).
- b) Provide wide, decoratively paved pedestrian sidewalks, physically separated from the roadway. Ensure they are well lit at night with no hidden areas.
- c) Provide a decorative or artistic treatment to the walls, abutments, and overpass, coordinated as part of the Gateway Treatment to the Downtown. Artwork in the CPR right-of-way needs to be co-ordinated with the CPR.
- d) Ensure sidewalks leading to the underpasses are landscaped consistent with the Downtown streetscape typology objectives, in order to create a continuous pedestrian experience on both sides of the underpasses.

3.4.5.3 Linkage to Mosaic Stadium and Evraz Place

Intent

Saskatchewan Drive has a wide right-of-way west of Albert Street that can be utilized as a pedestrian promenade forming a Downtown connection to Mosaic Stadium and Evraz Place. This route should include a double-wide sidewalk in the Albert Street underpass and continue along North Railway Street, or beside the railway line, as a pedestrian promenade (Figure 3.10).

Objectives

Linkages design features should include:

- a) A double or triple row of trees.
- b) Pedestrian crosswalks across all road and driveway crossings.
- c) Street furniture including lighting, seating, and directional signage.

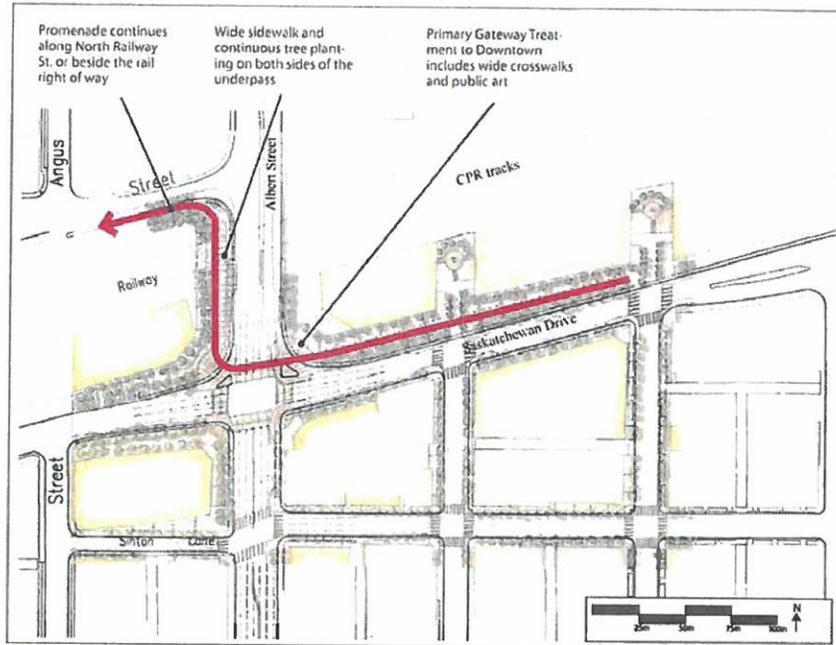


Figure 3.10

Conceptual conditions for an improved connection to the north overlaid on the existing street configuration.

Policy 16:

THAT the City of Regina should consider and encourage investments in mid-block connections in specific locations in Downtown Regina, enhance the conditions of the underpasses, and create better connections to Mosaic Stadium and Evraz Place.

3.5 Visual Prominence

Introduction

Sites that are visually prominent have a greater impact on Downtown's image and character. Enhanced design should create memorable landmarks, orient pedestrians, and strengthen civic pride. The public realm and built form at these locations have a greater civic responsibility to provide the highest possible design, materials, and amenities (Map 6). Public realm and built form design should be coordinated at these locations.

3.5.1 Visual Prominence Types

Intent

Visual prominence Downtown can be created by a combination of well designed gateways, street views, and landmarks. Key Downtown intersections, junctions, existing landmarks, and street views have been strategically identified as parts of a co-ordinated set of opportunity sites where visual prominence should be created.

Objectives

Visual prominence types should:

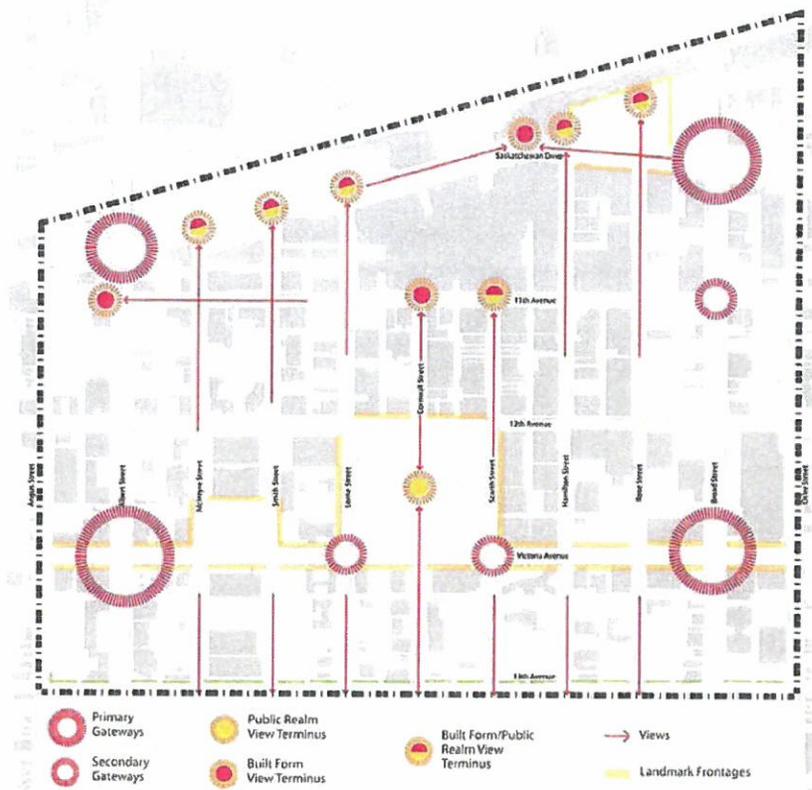
- a) Be co-ordinated in their design elements throughout Downtown;
- b) incorporate public art and interesting design features that create identity of place and a sense of direction Downtown; and,
- c) complement their surrounding context by relating to design elements found in adjacent and nearby buildings and/or public art, and to significance of place.

Visual prominence types include:

- Gateway Type (section 3.5.2)
- View Type (section 3.5.3)
- Landmark Frontages Type (section 3.5.4)

Policy 17:

THAT the City of Regina shall recognize the following visual prominence types for Downtown Regina: Gateway Type, View Type, and Landmark Frontages Type.



Map 6

Visual Prominence. This map shows key Downtown Gateways, important views, and Landmark Frontages. The diagrams and descriptions on the following pages represent prototypical conceptual design features for each. Some are site specific while others are conceptual in nature.

3.5.2 Gateway Type

Intent

Gateways are locations where a significant number of people enter and exit the Downtown. Gateways occur at a variety of scales including to the Downtown as a whole, to precincts, to specific streets, or to open spaces. Only primary and secondary gateways to the Downtown as a whole are shown on the visual prominence map (Map 6). Clearly defining gateway locations helps to enhance orientation, lends to a sense of place, and can generate civic pride. These locations provide key opportunities where coordinating the design of landscapes, signage, public art, and buildings can create a sense of entrance and orientation. The expression of a gateway can take on many forms (Figures 3.11 and 3.12).

Objectives – Primary Gateways

There are four Primary Gateways for the Downtown, located at the intersections of the Grand Avenues. Their gateway character will result primarily from coordinated streetscapes, public art, and built form. These locations have good potential for new buildings designed to create a gateway character.

Design objectives for public realm design at Primary Gateways include:

- a) Provide broad, distinctively paved crosswalks across the road surface. This is important visually and creates safer and more comfortable pedestrian crossings at these high traffic intersections.
- b) Coordinate the colour and material palette among all public realm elements (crosswalks, sidewalks, benches, lighting, etc.) and the buildings' materials.
- c) Provide distinctive vertical elements at or near the intersection, such as unique lighting, signage, columns, or tree planting.
- d) Provide public art. This can include freestanding sculpture, art treatments integrated with building design (such as a marquee or frieze), or alternative treatments (such as lighting or installation pieces).
- e) Provide a modestly larger public realm area at the intersection through subtle building sculpting and/or setback.

Bonusing provisions should allow for reductions in setback requirements at Primary Gateways, in keeping with the intent of the overall public realm vision.

Objectives – Secondary Gateways

There are two Secondary Gateways to the Downtown along Victoria Avenue on either side of Victoria Park, at Scarth and Lorne Streets. Buildings at these intersections are of landmark quality, though not in the same style. The Broad Street at 11th Avenue Secondary Gateway is an important link between the Downtown and the Heritage neighbourhood to the east.

The design objectives for public realm design at Secondary Gateways include:

- a) Enhancement through a coordinated public realm.
- b) Similar design treatments to Primary Gateways but smaller in scale and extent.

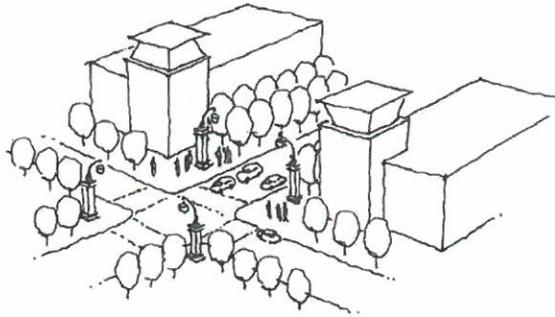


Figure 3.11

This example exhibits Gateway elements including crosswalks, distinctive vertical elements (decorative lighting), double row of street trees, and coordinated built form massing (corner treatment).



Figure 3.12

Artist's concept of Gateway treatment at Broad Street and Victoria Avenue: buildings at corners at angle with main entrances, public art, and crosswalks.

Policy 18:

THAT the City of Regina consider and encourage investments in Primary and Secondary Gateways in Downtown Regina through the application of design guidelines and controls in the zoning bylaw.

3.5.3 View Type

Intent

Views include both View Corridors and View Termini. View Corridors are long, straight streets in the Downtown and the surrounding neighbourhoods where views terminate. For example, Cornwall Street provides views to Victoria Park and Smith Street provides a view south to the Saskatchewan Legislative Building. View Corridors should be preserved and enhanced.

View Termini are features that terminate View Corridors. Appropriate public realm View Termini include parks or public art. Appropriate built form View Termini are buildings that respond with a deliberate, enhanced design response, such as a Tower, portico, or the like.

Where Regina's street grid is interrupted, a View Terminus is created. Public realm and built form elements at these locations are visible from a long distance, and must be of high visual quality. Victoria Park is the Downtown's most important View Terminus, terminating the views north and south along Cornwall Street. Future changes to Victoria Park should enhance the terminus including the view to the Cenotaph and the landscape treatment in the park. Views out of the Downtown include all streets terminating at College Avenue. Some have landmark buildings at the end, and others are terminated by Wascana Park. These views should also be preserved and enhanced.

An important strategy for the Downtown will be to provide View Termini for these same streets looking north. Many of these streets end at Saskatchewan Drive, while a few terminate at the Cornwall Centre. Where there is potential for streets to reconnect to the Warehouse District in the long term, it is recommended that no buildings be constructed impeding this opportunity. The land at the end of the streets, sufficient to continue the rights-of-way, should be dedicated to the City at the time of redevelopment and used temporarily as public parks until it is feasible to reconnect the streets at-grade.

Objectives

Design objectives for View Corridors and View Termini include:

- a) Create a sense of spatial enclosure through shaping of built form and/or landscaping.
- b) Provide a hard landscape element as a focal point such as low wall or fence, column, seating grouping, or public art.
- c) Ensure landscaping reinforces the view along the View Corridor, including regular planting of street trees.

Policy 19:

THAT the City of Regina should ensure the visual prominence of View Corridors and View Termini in Downtown Regina through the application of design guidelines and controls in the zoning bylaw.

3.5.4 Landmark Frontages Type

Intent

Landmark Frontages are locations which are prominent because of their context, such as adjacency to a public open space or important street, or because of their content, such as heritage resources.

Creating Landmark Frontages increases visual interest along the street wall through contextually sensitive architectural features to building faces, and the co-ordination of streetscape features. It also contributes to creating a sense of place along streets that are of civic or public importance, and function as a welcoming face into the Downtown.

Objectives

Design objectives for Landmark Frontages include:

- a) Create visual interest and importance along Landmark Frontages through the incorporation of public art and co-ordination of streetscape elements.
- b) Ensure landscaping reinforces the view along Landmark Frontages, including regular planting of street trees.

3.5.4.1 Public Art

Intent

Downtown Regina has excellent examples of public art in a variety of contexts that enhance Downtown experiences. Public art provides an opportunity to celebrate and showcase local arts and culture, establishes a unique identity, and should contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot. Public art should be considered at a variety of scales and in diverse contexts. This includes larger installations at visually strategic locations such as the terminus of view corridors, at gateways, on prominent corners, or in public open spaces. It also includes smaller or more unexpected installations such as along sidewalks, in interior courtyards, in building entrances or lobbies, and parking lots and garages. All gateway locations and public view terminus sites identified on the Visual Prominence Map (Map 6) are candidates for public art. Public art should be incorporated in the design of Victoria Avenue, particularly its central median.

Objectives

Objectives for public art located along Landmark Frontages include:

- a) Public art may include memorials, sculpture, water features, murals, lighting, or individual art installations and may combine with building and landscape design. It may also include street furniture, utility boxes, and other elements not commonly displayed as art in a gallery setting.
- b) Public art should include pieces that serve as orienting devices for wayfinding or as focal points in public open spaces (Figures 3.13 and 3.14).
- c) The scale of a public art piece should correspond to the visual prominence of its site.
- d) Public art can also contribute to the animation of public spaces through its design and use as street furniture or other interactive uses.



Figure 3.13 and 3.14

Public Realm Amenity at a View Terminus can include public art, seating, and decorative streetscape furnishing.

Policy 20:

THAT the City of Regina should ensure the visual prominence of Landmark Frontages in Downtown Regina through the application of design guidelines and controls in the zoning bylaw.

PART 4 BUILT FORM FRAMEWORK

4.1 Purpose and Objectives

Built Form is the shape of buildings, not only individually, but as a collective. How buildings relate in terms of height, scale, and character determines the extent to which they will define the public realm – the outdoor rooms that are the streets and gathering places of the city. Buildings, through their individual beauty and idiosyncrasies, collectively define a sense of place.

The Built Form Framework is intended to shape individual buildings, one by one, to create the collective whole for Downtown Regina. The Built Form Framework works together with the Vision and Public Realm Framework to create a cohesive Downtown environment. It is primarily concerned with creating a comfortable, safe, and interesting pedestrian environment as perceived from sidewalks and public spaces, by focussing on creating a fine-grained, human scaled building fabric.

The Built Form Framework responds to and enhances Downtown Regina's unique circumstances including the grid pattern of streets and blocks, Victoria Park and its Heritage Conservation District, numerous other historic buildings, and the role of the Downtown in Regina and in Saskatchewan.

Downtown Regina is a complex environment with a significant obligation to create a lasting legacy of the highest quality for its citizens. It is also the most organic place in Regina, continually changing, renewing, and evolving. The Built Form Framework includes design standards that shape the qualitative aspects of the built environment. Most importantly, it defines a cohesive structure and pattern for the Downtown as a whole and places it in context with its surroundings.

The framework provides policies related to the scale, character, and design of new public and private developments. While it is primarily concerned with buildings, it also influences how access, parking, and privately owned outdoor spaces should be configured. Goals of the framework include:

- a) To shape new development to respond to the Downtown's unique existing and potential opportunities.
- b) To provide clarity and predictability in design outcomes.
- c) To provide a guide for adapting planning policies and regulations.

The framework is intended for all new Downtown buildings, including infill of vacant sites or parking lots, redevelopment of existing buildings, and additions to existing buildings, including heritage buildings. The framework sets out the intended built form outcome for all Downtown blocks. It sets out the desired condition for all sites, because some buildings will change, despite expectations, and they should do so in compliance with the broader Downtown Vision.

The Built Form Framework is composed of the following sections.

- General Design Standards (section 4.2)
- Heritage Standards (section 4.3)
- Urban Structure (section 4.4)
- Bonusing Framework (section 4.5)

Each component of the framework should be considered in concert with the others, as well with as the Regina Downtown Neighbourhood Plan Vision and the Public Realm Framework.

Policy 21:

THAT the City of Regina will amend Zoning Bylaw No. 9250 to guide development to achieve the Regina Downtown Neighbourhood Plan Vision and the Public Realm Framework. The zoning bylaw shall include descriptions of the following topics:

- **General Design Standards**
- **Heritage Standards**
- **Urban Structure**
- **Bonusing Framework**

4.2 General Design Standards

Introduction

The general design standards inform the look and feel of buildings in general with a focus on creating a continuously connected network of pedestrian friendly streetscapes. Standards focus on building placement, orientation, façade design, and special conditions in the Downtown.

Design standards cannot anticipate every possible contingency. From this perspective, the standards should be interpreted with some degree of flexibility, based on the merits of individual proposals and their unique contexts and conditions. The standards collectively establish a high expectation for design. Wherever a proposed new development cannot meet one or more specific standards, it should provide exemplary compliance with other standards, not just meet minimum standards. Creative solutions that meet the intent of the Regina Downtown Neighbourhood Plan's Vision will be considered at the discretion of the Development Officer.

Policy 22:

THAT the City of Regina shall create General Design Standards for new development in the Downtown and incorporate the standards in the zoning bylaw. The goal of these standards is to create a human scaled environment, a characteristic of all great downtowns. The City of Regina shall use these standards as guidelines when evaluating the merits of new development using the following criteria:

- a) **Makes a positive contribution to the city, to the Downtown, and to the streetscape.**
- b) **Relates to, and builds upon, its existing context.**
- c) **Contributes to pedestrianism.**
- d) **The façade is as interactive as possible at street level, through transparency, multiple entrances, and storefront and active uses.**
- e) **Will stand the test of time.**

Applying these standards will have the greatest positive impact on new development in the Downtown.

4.3 Heritage Standards

Introduction

Regina's historic places are diverse. They include some outstanding assets such as the virtually intact historic street and block structure, most of the original laneways, and the heart of Regina, Victoria Park. Regina also has some excellent examples of modern architecture, which are beginning to be recognized as heritage buildings - as they should be. Unfortunately, a significant number of historic places have been lost, including Train Station Park in front of the old train station and a great number of buildings. Notable among those lost buildings is the McCallum Hill building, Regina's first skyscraper at the edge of Victoria Park.

The enactment of the Victoria Park Heritage Conservation District in 1996 has protected some of the most significant remaining buildings around the park and along the F.W. Hill Mall. However, Regina has continued to lose buildings of heritage value outside of the district at an alarming rate. Today, Downtown Regina's historic places are fragmented, scattered throughout the Downtown in a non-continuous environment that is interrupted by surface and structured parking. Many new buildings are of questionable long-term value. There is a need to conserve what remain of Downtown's historic places and to ensure that new development evolves in a manner that is compatible with these resources.

Policy 23:

THAT the City of Regina shall consolidate a set of Heritage Standards to provide a framework for the conservation of Downtown's historic places and provide guidance on managing change. Their purpose is to ensure new development makes a positive contribution towards the conservation of valuable resources, thereby leveraging these resources to achieve an increasingly successful Downtown.

4.3.1 Heritage Objectives

Heritage landscapes – including Victoria Park and Victoria Avenue – should be beautiful public spaces that foster pedestrian activity and comfort. Heritage buildings should be celebrated for their unique contributions to the Downtown building stock. To do this, Downtown's historic places should be visually distinct. Public Realm and Built Form interventions to and around historic places (renovations, additions, improvements) should:

- a) Contribute to the conservation of historic places and to their heritage character.
- b) Ensure good sight lines to historic places.
- c) Provide information about them and/or orientation to them, including wayfinding cues.
- d) Create a pedestrian-friendly environment in the Downtown's Heritage Heart (Map 2).

Heritage Conservation is not only about saving old buildings; instead, it is fundamentally about enhancing the meaning of and quality of life in a specific place by maintaining its uniqueness and supporting the cultural and economic vitality that accompanies areas with strong conservation.

Areas of a city that embrace heritage as part of contemporary urban life thrive, becoming cherished places for residents to live and work, and are rewarding destinations for visitors. Regina will benefit from conservation in many ways: by increasing the identity and character of the city, by bringing the history of the city to life in tangible ways that people can experience, as well as by enhancing the Downtown's distinction.

Policy 24:

THAT the implementation of the City of Regina Heritage Standards should be based on the following assumptions and process:

- a) When heritage value exists in a historic property, or on adjacent properties, it has been properly identified and its character defining elements determined.
- b) When the potential for heritage value has yet to be identified, a Heritage Impact Assessment will be undertaken by the Development Officer to determine what, if any, character defining elements require conservation.
- c) Heritage value may reside in buildings, structures, properties, landscapes, and/or whole districts. When the district is of significance, the subject property will need to be studied to determine if it is, or is not, part of the district.
- d) When heritage value has been demonstrated to exist on the site, adjacent to the site, or as part of the district, expertise in heritage conservation will be retained by the property owner to assist with the process of conservation. The resulting Conservation Plan will be used to manage the impacts of change, including: alterations to existing heritage structures and landscapes, additions to them, and the introduction of new structures and landscapes in proximity to historic places.

Policy 25:

THAT the City of Regina review the current policies and guidelines related to heritage, which include the Victoria Park Heritage Conservation District By-law. The City should adopt Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* and replace the Municipal Architectural Heritage Design Guidelines. This document provides a foundation for conservation that is useful for all contexts. Further, it is recommended that the language of municipal heritage policy be consistent with that of the federal standards. This can be accomplished incrementally, as specific heritage policies are reviewed or added from time to time.

4.3.2 Heritage Guidelines for the Victoria Park Heritage Conservation District

The existing Victoria Park Heritage Conservation District was created with a focus on Victoria Park and F.W. Hill Mall. Protecting the historic places within and surrounding these spaces that give these spaces their unique character, was an important first step (Map 7).

Forming part of the Victoria Park Heritage Conservation District By-law, the existing heritage Guidelines give authority to the City of Regina's Development Officer with respect to alterations

to historic places and new development within the Victoria Park Heritage Conservation District. The Development Officer reviews all new proposals to ensure compliance with the Guidelines. The Development Officer may refer an application for a Heritage Conservation District permit to the Municipal Heritage Advisory Committee for its consideration and recommendation. The Guidelines are intended to ensure new development is compatible with the established heritage character of its immediate surroundings and with the Victoria Park area in general.

Other historic places exist just outside of the Heritage Conservation District boundaries, forming part of a contiguous heritage area. For this reason, the District boundaries ought to be studied to consider incorporating these places. This would allow the City to manage change within its Heritage Heart to ensure that all new development shares a consistent level of quality and compatibility.

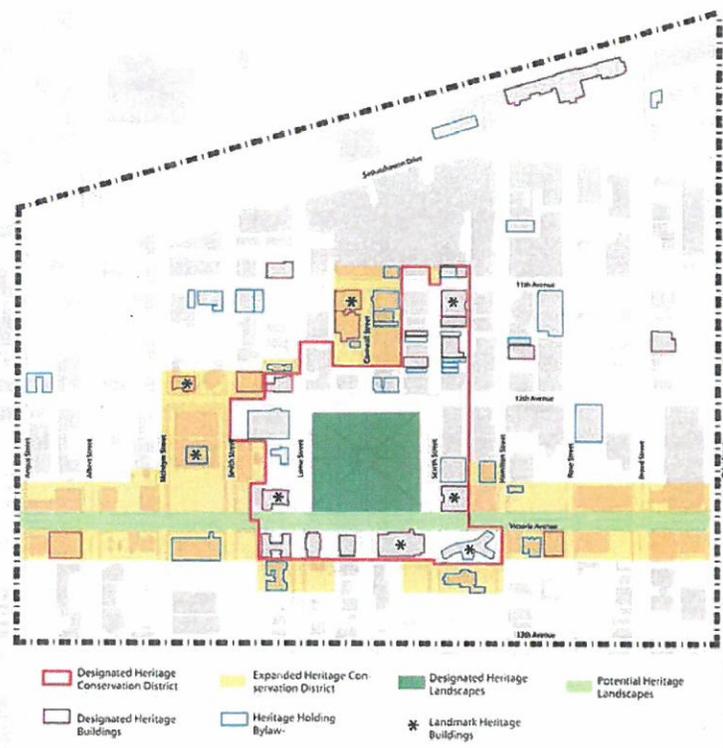
Policy 26:

THAT the Victoria Park Heritage Conservation District Bylaw Guidelines and Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* should be strongly enforced, to ensure all new development is of the highest design and material quality, and is compatible with the character of the Victoria Park Heritage Conservation District. As a fundamental starting point, this means that no buildings of heritage value should be demolished. Rather, their heritage characteristics should be identified, maintained, and enhanced by new construction.

Policy 27:

THAT the City of Regina:

- 1) Ensure the existing Victoria Park Heritage Conservation District conforms with the objectives established in section 4.3.2;**
- 2) Study and consider an expansion to the Victoria Park Heritage Conservation District to ensure the City can require new development to be consistent and contiguous with the existing heritage area. Potential expansion of the Victoria Park Heritage Conservation District should consider:
 - a) East and west along Victoria Avenue to the edges of the Downtown, including all properties located along it.**
 - b) North along Cornwall Street to include 1840 Cornwall Street, the Royal Canadian Legion Memorial Hall, the SUMA building, the Darke Block, Merchant's Bank, and the Canada Life Assurance building.**
 - c) West to include the Saskatchewan Revenue building, St. Paul's Anglican Cathedral, City Hall and Queen Elizabeth II Court (public plaza), and the Regina Court House.**
 - d) South to include the Frontenac apartments, Blessed Sacrament Church, and the properties directly across the street from each, to ensure compatibility.****
- 3) Develop new standards or guidelines for the Victoria Park Heritage Conservation District with more explicit design direction to ensure they reflect the overall Downtown Vision.**



Map 7
 Victoria Park Heritage Conservation District Expansion

4.3.3 Downtown Heritage Standards

Heritage standards serve two purposes. First, to provide a framework for future standards for the expanded Victoria Park Heritage Conservation District. Second, to provide additional direction or clarification for the existing Victoria Park Heritage Conservation District Guidelines. However, it should be reiterated that the Development Officer should interpret the existing guidelines as is seen to be fit in order to achieve the highest quality development within the District, consistent with the heritage objectives (see section 4.3.1).

While only one, larger Victoria Park Heritage Conservation District is proposed, all development and redevelopment proposals should recognize that the Downtown is a district in itself and, therefore, proposals should contribute to the overall heritage character through consistency with the Public Realm and Built Form standards.

New development outside of the Victoria Park Heritage Conservation District is to contribute to the conservation of significant historic places, where they exist. This is accomplished by addressing buildings, structures, and landscapes as they are seen from the Public Realm (i.e. from the street, from parks, plazas and open spaces, or from any other place where significant views exist). These standards presume that the integration of new development with historic places will:

- be governed by the Victoria Park Heritage Conservation District Guidelines;
- be compatible with historic places located outside the District; and
- comply with the findings of a Heritage Impact Assessment and/or other heritage policies and documentation (e.g. a Conservation Plan).

Policy 28:

THAT the City of Regina will incorporate Heritage Design Standards in the zoning bylaw or in a stand-alone document to guide new development in a heritage context with respect to such aspects as street wall height, building envelopes, setbacks, street level heights, articulation and rhythm.

4.4 Urban Structure

Introduction

Urban Structure guides the shape of the Downtown as a whole, including its overall height and density, street wall heights, setbacks/build-to lines, and distinct functional and character areas. The Urban Structure builds on existing and historic development characteristics and considers linkages and interfaces with the surrounding context.

4.4.1 Character Framework

Downtown Regina has a simple structure: an urban core, surrounded by the Grand Avenues, with transitions to the edges (Map 8). The character of each area responds to its unique conditions and opportunities.

The Character Framework map expresses two related and overlapping ideas:

Precinct Character: The areas outlined in black are Precinct Areas, each characterized by a distinct combination of different uses, built forms, and landscapes.

Built Form Character: The coloured areas represent specific built form characteristics responding to particular streets or conditions. For example, the Grand Avenues built form character lines both sides of Albert Street, Saskatchewan Drive, Broad Street, and Victoria Avenue.

4.4.2 Precinct Character Areas

The edges of the Downtown today have abrupt transitions to surrounding neighbourhoods, particularly to the east, north, and west. These edges are primarily characterized by parking lots and a lack of street trees. In addition, a few tall buildings are located immediately adjacent to the Cathedral and Core neighbourhoods, creating inappropriate juxtapositions against the low-rise building fabric.

These precincts are in need of greater continuity and cohesion in the built form. This includes the need to introduce a more generous, appealing, and green public realm: regular street tree planting, site landscaping, and building setbacks to create forecourts or urban front yard landscaping. New buildings should be built in the parking lots, including a greater emphasis on new residential development. The transition shouldn't necessarily be a smooth gradation between adjacent neighbourhoods and the Downtown, but rather an intermixing of the best characteristics of each.

4.4.2.1 Cathedral Interface

This Precinct Area may benefit from proximity to a neighbourhood that has become more desirable. A key goal is the continuity of residential development from this neighbourhood into the Downtown. Public realm investments in this precinct, particularly along Albert Street to help create the Grand Avenue, may assist this transformation. Building Typologies should include multiplex housing forms, low-rise, as well as mid-rise types.

4.4.2.2 Core Interface

As is the case with the Cathedral Interface, a key goal is the continuity of residential development into the Downtown from the Core neighbourhood, now referred to as the Heritage Neighbourhood. However, this area will be more flexible in character, including a mix of institutional, employment, and other uses. This reflects the mixed character of the Core neighbourhood itself, as well as better linkages in general with eastern Regina due to continuous street connections. Broad Street also has an existing height peak at Victoria Avenue. In this respect, this Precinct Area is an ideal location for facilities such as a University of Regina downtown campus or student housing. Building types will be mixed, from high-rise at Victoria Avenue to mid- and low-rise further north and south.

4.4.2.3 Centre Square Interface

Centre Square complements the Downtown with its mix of lower and higher density residential development, commercial/office development, and small businesses. The existing transition through Centre Square works well: from lower house forms in the south, to mid-rise, to higher forms near Victoria Avenue. Thus, this Precinct Area will benefit from parking lot infill with mid-rise mixed residential/commercial. The existing Centre Square policies (Regina Development Plan – Part F, Transitional Area Development Plan) are consistent with this approach.

4.4.2.4 Downtown Edge Interface

This Precinct Area forms the edge to the Canadian Pacific Railway line, to the former Superstore site, and to the inter-modal yard. The only linkages to the north are at Albert and Broad Streets. By necessity, this area will tend to orient to the south, towards the existing Downtown. Higher building forms are appropriate, consisting of both residential and commercial development. In future, this Precinct Area may become a transition area to a new, more urban development to its north (when the existing CP intermodal yard is relocated) and, therefore, should be designed to facilitate linkages. The future development would itself create appropriate transitions between the Warehouse District and the Downtown Edge precinct.

4.4.2.5 Central Downtown

Central Downtown is the heart of the city. It has a mix of uses and is the most urban condition, where buildings are built out to the property line. It is the focus of tall buildings, with a recognizable peak, and is the focus of continuous storefront retailing. Future cultural/recreational destinations should also be concentrated here.

4.4.3 Built Form Character Areas

4.4.3.1 Grand Avenues

The four arterial roads that define the edge of the Downtown are intended to transform into Grand Avenues. They will be gateways into the Downtown defined by their generous public realm treatments and mid-rise buildings. Buildings along the Grand Avenues should be a little “grander” than most, in the sense that they will have careful attention focused on their quality and details. Victoria Avenue may have taller buildings along it, as well as Landmark buildings, reflecting its ceremonial character.

4.4.3.2 Cathedral/Core Neighbourhood Edge

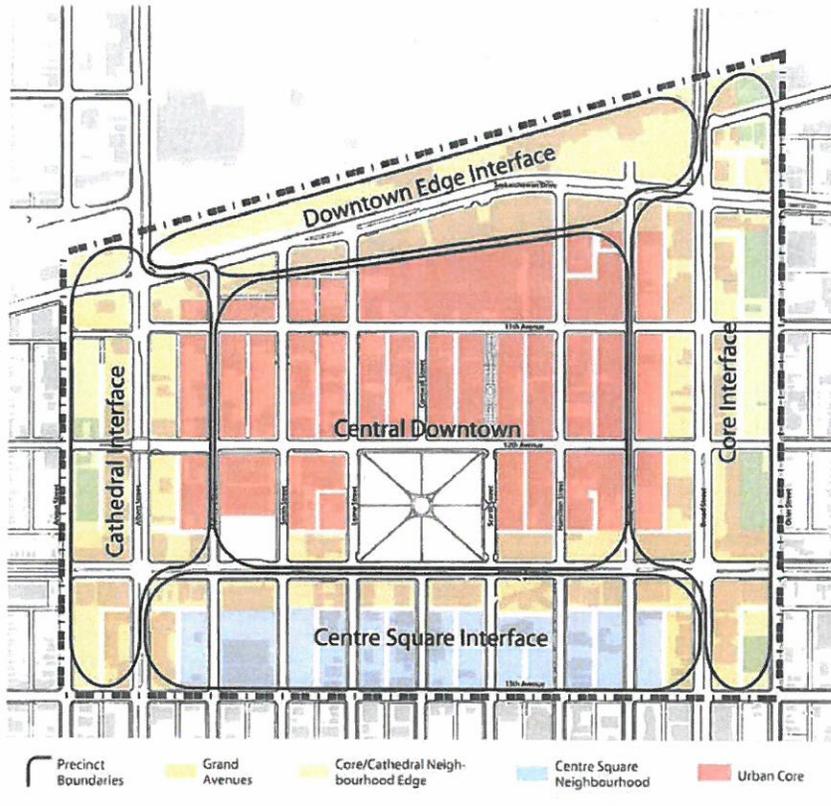
The blocks along Angus Street and Osler Street that face Cathedral and Core neighbourhoods should have buildings of a scale compatible with the adjacent low-rise neighbourhoods.

4.4.3.3 Centre Square Neighbourhood

The blocks south of Victoria Avenue (specifically, the laneway behind the blocks facing Victoria Avenue), east of Albert Street and west of Broad Street (and those that do not front onto these streets) are part of the Centre Square neighbourhood. Buildings should be designed consistent with the current policy direction for this neighbourhood as expressed in Part F of the Regina Development Plan. Commercial buildings should be low-rise in scale while residential buildings should be mid- to high-rise, forming a transition in height between the Downtown to the north and the low- to mid-rise scale of Centre Square further south.

4.4.3.4 Urban Core

All of the blocks contained by the Grand Avenues are the Urban Core. Buildings in this area will generally be located at the street edge and occupy 100% of their frontages. New buildings will tend to be built with side party walls, particularly at the podium level, in expectation of future change or infill. Buildings within the Urban Core should be granted the greatest latitude with respect to individual design expression, while creating a pedestrian scaled, legible environment consistent with the Built Form Framework.



Map 8

Character Framework

Policy 29:

THAT the City of Regina will adopt in the zoning bylaw an urban structure based on precinct character areas and built form character areas to guide the shape of the Downtown as a whole, including its overall height and density, street wall heights, setbacks/build-to lines, and distinct functional and character areas.

4.4.4 Frontage Condition

Storefront uses located at street level are encouraged and will be accommodated along all Downtown streets. This includes a wide range of uses such as retail stores, restaurants, galleries, and personal services such as hair salons, laundromats, and day care centres. These street-engaging uses are critical for creating a successful Downtown. They animate streets, help provide a critical mass of activities, provide neighbourhood convenience for Downtown residents, and fill the niche for one-of-a-kind stores serving the city as a whole. All new developments or significant redevelopments of Downtown buildings are encouraged to provide storefront uses at street level.

Policy 30:

THAT the City of Regina will incorporate a frontage conditions in the zoning bylaw to ensure development decisions result in active and animated streets, provide a critical mass of activities and neighbourhood convenience for Downtown residents, and fill the niche for one-of-a-kind stores serving the city as a whole.

4.4.5 Build-to Lines and Build-to Ranges

The placement of buildings relative to the front property line contributes to the character of the street and sense of place. Generally, the Downtown is defined by buildings placed to the front property line. This creates an immediate relationship with the sidewalk and a consistent street wall.

Build-to line denotes a specific distance from the property line to which the street wall of all new buildings should be constructed. All new construction should be built to the build-to line. The build-to line is measured at grade.

A setback, on the other hand, denotes the minimum distance (implying a building can be located further back) from the property line at which a building should be built.

Policy 31:

THAT the City of Regina will incorporate build-to lines and build-to ranges in the zoning bylaw outlining the placements of buildings relative to the front property line. This will ensure development decisions result in an enhanced character of the streets and a sense of place.

4.4.6 Street Wall Height

The first three to four storeys of buildings are the most important in defining the character of the public realm, particularly concerning the articulation, fenestration, materials, and detailing of the façades and in expressing the uses within.

The street wall is the lower portion of a building or collection of buildings that defines the street edge or public realm, typically between 3-6 storeys in height. The street wall refers to the façade portion of the building.

Above the street wall height, buildings may be subject to above-grade step backs. This ensures that the street wall is formed by buildings of comfortable pedestrian scale, while taller elements are stepped back. Above-grade step backs also alleviate wind conditions and provide more sunshine into the public realm, which result in more comfortable pedestrian experiences. Requirements for pedestrian level wind studies and solar access modelling will also assist in determining the appropriate built form mitigation techniques

Policy 32:

THAT the City of Regina will incorporate restrictions in the zoning bylaw for street wall heights and standards for wind minimization and solar access in the zoning bylaw to ensure development decisions result in a comfortable pedestrian scale and experience.

4.4.7 Climate Controlled Pedestrian Linkages

In November 1992, City Council adopted the concept of climate controlled pedestrian linkages for the downtown and approved a plan for specific locations and types of climate controlled pedestrian linkages. The plan was prepared involving input from the downtown business community, developers, heritage organizations and the general public. That plan resulted in a set of policies that guided the creation and management of the current climate controlled pedestrian linkages throughout the downtown.

The desire for comfortable pedestrian experiences in the downtown must be balanced with the goal of active downtown streets. While climate controlled pedestrian linkages are used frequently, particularly in the winter months, many linkages have their access controlled allowing only employees of certain buildings to use them. The future downtown experience for pedestrians does not envision more publicly accessed climate controlled pedestrian linkages, however, the possible negotiation of future linkages cannot be dismissed, therefore the following policy and the document titled "Design Guidelines for Climate Controlled Pedestrian Linkages" (Appendix 3) will guide any discussions around this topic.

Policy 33:

THAT the City of Regina will encourage active streets and discourage the development of climate controlled pedestrian linkages subject to the following:

(a) No additional climate controlled pedestrian linkages shall be permitted without an amendment to this Plan following a full and appropriate public participation process.

(b) If a climate controlled pedestrian linkage is approved, it shall be guided by the document titled "Design Guidelines for Climate Controlled Pedestrian Linkages".

(c) Notwithstanding (b), no climate controlled pedestrian linkages, either individually or in combination, shall provide a convenient connection between major retail centres which would encourage pedestrians to bypass the street level shopping environment in the downtown.

(d) All current, and any future, climate controlled pedestrian linkages over or under a public right-of-way shall be subject to an agreement between the City of Regina and the adjacent property owner(s) addressing all cost, design, operational and maintenance issues, and shall be consistent with the policies in this Plan and the terms of a standard agreement. The standard agreement shall address, but not be limited to, the following:

- i. Public access to climate controlled pedestrian linkages shall be permitted during hours agreed to by the City of Regina and the affected property owners;
- ii. The responsibility and all costs of operating the climate controlled pedestrian linkages (including utilities and public security) and provision of maintenance (including cleaning, repair and reconstruction shall be borne entirely by the abutting property owner(s), and shall be to the satisfaction of the City of Regina;
- iii. Construction shall be undertaken by the City of Regina or subcontracted by the City of Regina subject to its approval of design, construction cost estimates, and construction supervision.
- iv. The City of Regina may fund construction of the portion of approved climate controlled pedestrian linkages which are on or over public rights-of-way, and exempt property tax and encroachment fees for the climate controlled pedestrian linkages on or over public rights-of-way.

[Bylaw No. 9432]

4.4.8 Parking

Parking should not be the dominant image of streets. An important goal of the Regina Downtown Neighbourhood Plan is to cultivate an image where parking, while present, goes relatively unnoticed in the streetscape. Generally, no new surface parking lots will be allowed in the Downtown that are not screened by storefront or active uses along the street. In the rare circumstances where they are accommodated (e.g. improvements to a site that currently includes a surface parking lot) exemplary parking standards must be met.

Policy 34:

THAT the City of Regina will incorporate parking standards and restrictions in the zoning bylaw to ensure development decisions result in an active and animated public realm and limits the amount of visible parking from the street.

4.4.9 Building Height and Density

Introduction

Height and density standards must be implemented as complementary components. These standards will accommodate an appropriate amount of development as-of-right.

Depending on the size and configuration of any given site, development may first reach the maximum allowable density or it may first reach the maximum allowable height. As such, development will be constrained by either a density standard or a height standard, depending on site specific considerations. A small site, for example, may reach its density maximum first and, therefore, be limited by this maximum. Conversely, a large site could allocate greater amounts of density to a high-rise form and may be constrained by the height standard, rather than by the density maximum.

In order to accommodate the potential for sites to be assembled and/or developed in different ways, density bonusing can be used that can sensitively accommodate the unique circumstances of each development scenario. In specified areas, height bonusing may be considered.

Both the height and density standards will be considered maximums. Development must not exceed either, except through bonusing, where eligible. The maximum allowable height and density and the bonusing framework, in combination, will be designed to ensure that more consideration is required of developments that are larger/taller, given that they will be correspondingly more prominent and significant.

4.4.9.1 Building Height

Building heights will reflect the overall Downtown Vision, which includes the goals of the Public Realm Framework and the other goals of the Built Form Framework.

4.4.9.2 Density

Density permissions need to ensure that new development fills in under used or vacant sites, rather than concentrating significant development on only a few sites.

Furthermore, development alternatives and incentives become more viable in a more restrictive development context where the City can gain public amenities in exchange for bonuses on height and density.

Policy 35:

THAT the City of Regina will incorporate building height and density standards in the zoning bylaw to reflect the overall Downtown Vision, which includes the goals of the Public Realm Framework and the Built Form Framework, and ensure new development fills in under used or vacant sites, rather than concentrating significant development on only a few sites.

4.5 Bonusing Framework

Introduction

The Built Form Framework assumes the zoning bylaw will identify maximum as-of-right heights and densities for Downtown development and identify areas where additional development rights may be achieved as a bonus, in exchange for public benefit.

The Downtown Bonusing Framework is a system designed to achieve specific public benefits above and beyond those required in the Regina Downtown Neighbourhood Plan, in exchange for increased development rights.

As it is implemented, the Bonusing Framework will contribute to a rising Downtown residential population and at the same time encourage new development to contribute to the desired character, livability, and sustainability of the Downtown neighbourhood.

It must be noted that the value of public benefits achieved through bonusing will vary with the peaks and troughs of real estate development activity. Thus, it is important to bear in mind that while bonusing can be a valuable tool to encourage the contribution of Downtown amenities, bonusing is not a substitute for stable, predictable, and ongoing sources of funding to support Downtown services, development, amenities, and improvements to the public realm.

Bonusing of development proposals can only be considered with respect to the granting of additional height (see section 4.4.9.1), additional density (see section 4.4.9.2), and/or reductions to build-to lines and build-to ranges at Primary Gateways (see section 4.4.5).

4.5.1 Bonusing Eligibility Criteria

All development proposals must meet the following bonusing eligibility criteria:

- a) Bonuses can only be granted: for additional height, additional density, or for reductions to build-to lines and build-to ranges at Primary Gateways as identified in the zoning bylaw.
- b) Development proposals that include bonusing must meet all Plan requirements. In particular, both the development proposal and the contributed community amenity must be in keeping with the objectives and design standards in the Public Realm Framework and Built Form Framework.

4.5.2 Bonusable Community Amenities Evaluation

Proposals to contribute community amenities in exchange for development bonuses will be evaluated on the basis of the following factors:

- a) Bonusable community amenities should be selected from a community amenities list.
- b) Bonusable community amenities must be located in the Downtown.
- c) Bonusable community amenities must be enduring.
- d) Buildings have a long life; correspondingly, the resulting community amenity contribution must have a long-term effect. This means that the quality of the benefit and its long-term use must be considered priorities.
- e) Bonusable community amenities must be in keeping with the Vision and Principles of the Plan.

Community amenity contributions will be evaluated as a component of the development review process.

4.5.3 Bonusable Community Amenities List

Creating a list of Bonusable Community Amenities, projects and initiatives eligible in exchange for additional development rights, is an important step in adding transparency and predictability to the Downtown development process. It is also important in ensuring the benefits of a bonus system are not diluted by community amenity contributions that produce little public benefit.

The list will reflect the community amenities that are currently considered desirable for the Downtown, in accordance with the objectives of the Plan. The list should only be considered as a guide. In the context of specific development proposals, additional new community amenities will be considered and may be added to the community amenities list at the Development Officer's discretion. To be eligible, those suggesting alternative community amenities must demonstrate the amenities are consistent with Plan objectives and are, therefore, desirable additions to the Downtown.

Policy 36:

THAT the City of Regina may consider public benefits through the provision of community amenities when assessing development applications seeking additional height, additional density, or for reductions to build-to lines and build-to ranges at Primary Gateways as identified in the zoning bylaw. Provisions shall be set out in the zoning bylaw to guide negotiations of desirable community amenities.

Policy 37:

THAT the City of Regina will conduct regular reviews of the bonus framework and community amenities requirements to ensure consistency with this plan and future community needs.

PART 5 ACTION PLAN

5.0 Introduction

The Action Plan contains a set of actions divided into five categories, which expresses the main objectives and foci of the Regina Downtown Neighbourhood Plan. Each action is derived from the initial observations of opportunities and constraints, is influenced by the extensive public consultation process that took place during the development of this Plan, and is a step towards fulfilment of the Public Realm and Built Form Frameworks. Each action should be recognized as imperative to realizing the Plan's Vision. Individual actions are grouped into five action categories:

Leadership: Actions relating to leadership roles necessary to begin the implementation process.

Neighbourhood: Actions relating to creating a Downtown neighbourhood.

Business: Actions relating to enhancing Downtown commercial activities.

Culture: Actions relating to improving cultural programming, public art, Heritage Conservation, and Downtown lifestyle marketing.

Transportation: Actions relating to pedestrians, cycling, transit, automobiles, and parking.

Some of the actions do not require significant capital investment. Rather, some Plan objectives will be achieved through policy changes, incentives, partnerships, and department work programs. However, in instances where significant investments in infrastructure are required, it is imperative to also consider implications for establishing new operating and maintenance budgets that may be required.

It will be a corporate responsibility to implement the Plan. The Plan will be a living document and become engrained in City department work plans, strategic planning, and operations.

5.1 The 8 Big Moves

Downtown Regina's Big Moves are the driving ideas for change that form the basis for the proposed Public Realm Framework, the Built Form Framework, and the Action Plan. They are tangible concepts that bring the Vision and Principles to life. The Big Moves assimilate comments and suggestions from the public and are the justification for future actions and implementation strategies.

	<p>Big Move 1: Walk to Work</p> <p>A Downtown that is defined and framed by residential neighbourhoods.</p> <p>Regina is an exceptional place – exceptional because it bucked the trend, embraced sustainability and became one of the first medium-sized cities in Canada to provide a big-city opportunity – the opportunity to own one less car and to use active transportation as a primary way of moving about. Stop and say hello to your neighbours, grab a coffee, get some exercise, and know that you are doing something to address climate change – all as you walk to work. Downtown Regina should accommodate up to 25% of the city's annual residential growth, creating the critical mass of people necessary for a vibrant lifestyle.</p>
	<p>Big Move 2: The City Square</p> <p>Victoria Park is the jewel, the organizing element of the City.</p> <p>Victoria Park is the city square, the community living room of the Downtown core, a place that is symbolic of "Regina the Queen City", beautiful, active, vibrant, connected, and inspirational. It is the starting point in the city – every design move and every programmatic initiative builds on the geography of Victoria Park and emanates outwards. It is embedded within an identifiable historic district that tells the story of the city through buildings, furnishings, the character of the streets, and public art.</p>
	<p>Big Move 3: Pedestrians First</p> <p>All streets designed for walking.</p> <p>Streets for walking are streets with wide sidewalks; with pedestrian amenities such as lighting and benches; and with great buildings that interest pedestrians, make them feel safe, and offer them opportunities to take shelter from the cold and to interact with the city.</p>
	<p>Big Move 4: A Green Zone</p> <p>A well maintained urban forest that adds seasonal ambience and urban wildlife habitat.</p> <p>Every street is a warm and inviting public space lined with lush trees that bring warmth and life back into the Downtown, in all seasons. Aside from creating beautiful views, the trees offer shaded places to rest or walk under, they recharge the air, and provide friendly urban wildlife habitat. Green roofs and community gardens add a level of sustainability to the urban landscape and buildings are retrofitted for energy efficiency.</p>

	<p>Big Move 5: A Cycling Culture</p> <p>Cultivate and support cycling as a viable means to move about.</p> <p>Every street has been designed with the cyclist in mind. Broad cycling paths provide a key clue: this is a great city in which to cycle. Employers encourage cyclists by providing the amenities they need, such as safe bike storage and showers, and reward them with incentives. The City hosts an Annual Bike to Work Week, closing some roads for cyclists and holding celebrations in the park.</p>
	<p>Big Move 6: Exceptional Public Transit</p> <p>A Downtown that is best accessed by public transit.</p> <p>Public transit is the best motorized way to get to work and school or to shop and play. Public transit is a tool that links the city's diverse destinations through direct routes that are as efficient as other modes of travel.</p>
	<p>Big Move 7: Friendly Façades</p> <p>Existing buildings, at street level, remediated to create a lively, animated pedestrian realm.</p> <p>Following the lead of the Atlantis Coffee site, existing buildings that do not support the experience of the pedestrian will be transformed to enhance it. The Cornwall Centre, on all sides, will be opened to the street; existing parking structures will be transformed to have active uses at grade; and office buildings will have greater transparency at the street.</p>
	<p>Big Move 8: Festival Places</p> <p>Create places for gathering, to allow arts and culture to flourish and to be celebrated.</p> <p>The transformed portion of 12th Avenue adjacent to Victoria Park will act as the new festival and market street that includes the width of the street and both sidewalks, from park edge to the building faces, and will contribute to a renewed concept of the City Square. Queen Elizabeth II Court will become a ceremonial space for formal events and year-round civic celebrations and, together with the City Square project, will clearly mark the festival centre and cultural heart of the Downtown.</p>

5.2 Action Items

Leadership

- L.1 Establish a City Centre Branch and Manager.

Neighbourhood

- N.1 Secure a residential pilot project Downtown.
- N.2 Create a Downtown Housing Strategy.
- N.3 Rezone the Downtown as a Direct Control District.
- N.4 Include an urban design review step in the development permitting review process.
- N.5 Reflect Downtown as a complete community in City policy.
- N.6 Encourage Downtown community gardens as part of new residential projects.
- N.7 Create a Downtown Urban Forest Strategy.
- N.8 Encourage Downtown locations for unique community services and non-profit organization offices.
- N.9 Co-ordinate existing and developing initiatives for Downtown safety and security.
- N.10 Conduct a servicing and capacity review for water, wastewater, stormwater, and solid waste management in order to devise new management strategies.
- N.11 Revise the Winter Maintenance Policy to prioritize the Downtown.

Business

- B.1 Identify clusters or blocks of uses.
- B.2 Establish a permanent Farmers' Market venue Downtown.
- B.3 Measure changes in employment composition, market composition, and vacant properties.
- B.4 Foster a symbiotic partnership between businesses and artists.
- B.5 Create a façade renewal and improvement incentives program.

Culture

- C.1 Create a City of Regina Cultural Plan.
- C.2 Complete the City Square Project.
- C.3 The City Square programming strategy.
- C.4 Revise the approach to heritage management.
- C.5 Establish a University of Regina presence Downtown.
- C.6 Create a Signage and Wayfinding Strategy.
- C.7 Create a Patio Management Strategy.

C.8 Establish a Civic Heart Revitalization Working Group.

Transportation

- T.1 Study the cost and impact of converting all one-way east-west streets to two-way vehicle movement both in the Downtown and immediately south of the Downtown.
- T.2 Create alternative road standards.
- T.3 Refocus transportation planning on pedestrians.
- T.4 Prioritize cycling within transportation planning.
- T.5 Prioritize and enable the efficient operation of public transit.
- T.6 Minimize, mitigate, and control Downtown Surface Parking.

5.3 Implementation Strategy

Introduction

The Implementation Strategy is a document to outline the timeframe and resources required for implementing the Action Plan component of the Regina Downtown Neighbourhood Plan. In order to begin Action implementation, certain cultural, political, and financial foundations should be set. These foundations are intrinsically linked to a set of critical success factors, which determine Priority Actions. It is important that the stage be properly set for orchestrating the implementation of the recommendations in a sequenced manner. In turn, once the implementation process is underway, it must be monitored with measures of success as determined for each implementation Action. Foundations, success factors, sequencing, and success measures will be identified during the project scoping phase for each Action.

Successful implementation will depend on a variety of initiatives unfolding simultaneously. Certain actions are mutually supportive or are only possible when completed in a sequenced manner - certain contexts and foundations need to be created to successfully complete the next action. A sequencing chart will outline a recommended course of action for implementation that should result in timely completion of the actions, while accommodating some flexibility as the development context evolves.

APPENDIX 1: PLAN BACKGROUND

Today, the City of Regina finds itself on the cusp of significant change. It has an unprecedented growth rate that has toppled once stable housing prices and an administration that understands the importance of investing in urban infrastructure to ensure the improvement of quality of life for all residents of the city.

Regina is also being shaped by national and global trends. As a society, we have become acutely aware that our patterns of development are adversely affecting the settlements within which we live. Sprawling auto-dependant communities are raising questions about equity, sustainability, accessibility, social inclusivity, our health, and about the best places for people to age gracefully. Across North America, walkable Downtowns and main street communities are undergoing a revival as people seek solutions to these issues. And more than ever, citizens are aware of best practices elsewhere.

Downtown Regina has historically been the economic engine of the city. Today, Downtown establishments provide over 25,000 jobs. For a mid-sized Canadian city, this concentration of employment is enviable. It results in an urban vibrancy during daylight hours that is challenging to find in similar sized Canadian cities that do not have this critical mass of people coming together five days a week. This significant clustering of employment also secures Victoria Park as an important and beautiful place to lunch in the summer and is fundamental to the success of the Regina Farmers Market, enabling a small but growing cluster of local, unique restaurants and services. Downtown is also a place for gathering, as demonstrated annually at Regina's treasured Folk Festival, and during impromptu moments such as when the Roughriders won the 2007 Grey Cup. It is a place for civic organization, for cultural activities such as the events offered at the Globe Theatre and the Central Public Library, and for entrepreneurship.

Some of the Downtown development that has occurred since the early 1990s includes the Hill Centre Tower 2, FCC Tower and Canada Life Place. These constitute nearly 10% of the downtown office stock. More recently, Hill Centre Tower 3 is now under construction and several applications have been submitted for residential, office and commercial buildings in the downtown. As well, in the last few years several buildings have been adapted for reuse such as the residential conversion of the TD building and Renaissance Plaza, and the Leader Building. Office conversions have also taken place, including the transformation of former retail spaces such as the Army & Navy and the Bay Building to office uses.

In contrast, since the creation of the 1985 Downtown Plan there has been minimal investment in the public realm. In addition, more historic buildings have been torn down to make way for new parking lots. Indeed, a full 26 per cent of the surface area Downtown is now reserved for parking. While Downtown Regina has many of the critical elements required to create a thriving Downtown, it does not yet have the critical mass of activities necessary for the Downtown to thrive beyond regular work hours. This, in turn, limits the viability of restaurants, galleries, services, cafés and niche retail. Similarly, since public spaces are empty at night and weekends, the streets do not feel safe. What is needed is a direction for Downtown development that leads to a critical mass of activity, increasing the viability of an active and safe Downtown at all times.

Great places are not created by accident. They are the result of a vision, leadership, planning, unrelenting tenacity on the part of city champions, and strategic, meaningful public investment. The Regina Downtown Neighbourhood Plan has been created to provide such direction for the next 20 years to come.

The Downtown Neighbourhood Plan celebrates Downtown Regina as a place for people to thrive. It refocuses Downtown Regina as a place of pedestrianism, heritage and culture, entrepreneurship, great urban design, environmental sustainability and as an ideal place to live. It does so by recognizing the existing employment base Downtown as the City's greatest asset, and encourages future growth that further entrenches Downtown as the economic hub of Regina.

The primary goal of the Plan is to match the employment base with great new urban housing, so people can choose to walk to work. Living and working in close proximity has a number of corollaries and spin-offs. People living Downtown will shop and eat Downtown, supporting a vibrant retail and restaurant scene. People will be on the streets at all hours, fostering a safer environment. New cultural destinations, entertainment attractions and service providers will choose to locate Downtown, where the people are. This new critical mass will bring urban vitality to Regina.

To accomplish this vision, two objectives must be met, both of which are inseparable as a strategy for growth. The first objective is to attract up to 25% of the projected residential growth for Regina to new Downtown accommodations. The goal of 2,500 to 5,000 new residents, over the course of the next 15 years, will effectively establish a Downtown neighbourhood. To attract new residents, the second objective is to create a collection of quality amenities Downtown, of the types necessary to support a thriving neighbourhood and community. Whereas the reasons people choose to live in urban environments typically include proximities to arts, culture, retail and restaurants, the most compelling reason to live in Downtown Regina, in the short term, is the opportunity to walk to work. If people are given the opportunity to walk to work, their sustained presence Downtown after working hours will soon begin to have an impact on the other kinds of amenities that are necessary to create a thriving Downtown - shops, a grocery store, galleries, a community centre and niche retail all become more viable as the population increases. In the longer term, as the Downtown population base both increases and begins to stabilize, the urban environment will become more complete and sustainable.

Improved transit service is essential to a complete, walkable Downtown. Many walking trips are made to, and from, the bus. Improving transit service Downtown will allow visitors to access Downtown, and to enjoy it on foot, as well as allowing Downtown residents to conveniently travel to the rest of the City. It will be possible to live Downtown without owning a car. As people begin to live in the Downtown, it will become more and more viable for "car share" enterprises to operate. This in turn will give more people the option to forgo car ownership, or to own one less car. Accommodating population growth through Downtown infill will also make it possible for the City of Regina to choose to reduce sprawl.

Making Downtown a great place to live requires investment: great tree-lined streets, an efficient transit system, a variety of interesting parks, new cultural destinations, neighbourhood shopping

and amenities to support new residential developments. It is a circle of public and private sector investment that builds overall value. The more attractive Downtown becomes, the more people will want to live there. The more people live there, the more businesses and government will invest.

Accessible public spaces and shared amenities, in the future, will be the draw to Downtown living. People will choose to live with smaller ecological footprints in exchange for cleaner air, a high quality of life, and affordable movement options. Downtown will also provide an opportunity for a diversity of people to live in close proximity to one another.

To implement the Downtown Neighbourhood Plan, Action Plans have been generated and categorized under the themes “Leadership”, “Neighbourhood”, “Business”, “Culture”, and “Transportation”. These specify actions that are necessary to undertake to realize the Plan and are listed in order of priority. Many actions are interdependent and should be implemented together, while others are part of a sequenced or phased implementation strategy that is driven by measurable benchmarks. A signature component of the Downtown Neighbourhood Plan is the City Square project, the objective of which is to revive the idea of a city square around Victoria Park by accommodating year-round public festivals and a variety of forms of recreation.

This Downtown Neighbourhood Plan puts forth a Vision for a bold and sustainable future for the City of Regina. At the policy level, significant change is required to shift the trajectory of Downtown towards what it is seeking to become, while respecting and enhancing the current concentration of employment. The guidelines and recommendations in the Plan refocus the Downtown as a priority area for capital investment, for the benefit of all residents, and recommend a reallocation of resources. In addition, the Plan assumes that more will be required from the private sector than has been required in the past. A series of players must come together to create a great urban environment: City staff, Council, land owners, developers, community leaders and citizens. Leadership and strategic public and private investment are now needed.

Plan Development Process

To date, development of the urban context has been guided by a Downtown Plan created in 1985. It allows a mix of uses and built form types, and prioritizes efficient parking and traffic management. The Regina Downtown Neighbourhood Plan project was initiated in September 2007, when the contract was awarded to Office for Urbanism, in association with UMA, Goldsmith Borgal & Company Architects, and urbanMetrics following a competitive bidding process.

This study was organized into five phases that were framed by a public engagement process, and designed to generate a new Vision for the future of Downtown Regina in collaboration with a wide range of stakeholders. Three forums were held as an opportunity to both generate and test ideas, and to ensure that the refinement of the Downtown Neighbourhood Plan was in keeping with the overall Vision. Collaboration between the Consultant Team and City staff, through weekly and bi-weekly conference calls, site visits, exchange of information and ideas, and strategies about how to move forward with the process, were essential to shaping its success.

Phase 1: Project Kick-Off and Background Research

Phase 1 commenced with a project Kick-Off meeting in September 2007 where the Consultant Team met with City staff to establish roles and review the timeline of the study. A Steering Committee of senior City staff was established, and meetings were held at strategic points throughout the process. A detailed walking analysis was undertaken to gather visual information. Policy information, past studies and base maps were thoroughly reviewed and relevant Downtown policies were extracted to inform the content development. An opportunities and constraints analysis was completed.

Phase 2: Visioning + Concept Plan Development

To begin the public engagement process, a media kick-off event was held in October 2007 where the Consultant Team introduced the project with the assistance of the General Manager for Planning and Development, Jason Carlston, and Mayor Pat Fiacco. A presentation to Council was also made to encourage Council involvement moving forward. A series of stakeholder focus group sessions were held to engage key players in the process and to assess the needs and goals of various groups. Those consulted included representatives from: heritage, arts and culture, adjacent neighbourhood representatives, resident's groups, developers, land owners, various City departments, special interest groups, transportation experts, and members from the business community.

In December of 2007, "Forum 1: Downtown Planning Symposium" was held at the Royal Canadian Legion and was attended by over 200 people. The three-day event included a walking tour and a "fresh eyes" analysis presentation on the first day, Visioning Workshops on the second and third day, and a final Open House on the evening of the third day. The key concepts related to the Vision and Principles for the Downtown Plan, as well as the 8 "Big Moves", all emerged during this first Forum.

In the workshops, the Downtown was divided into five 'Demonstration Sites'. Each group of participants explored, with pen and paper, a future development scenario for one of the sites, in keeping with an overarching vision for the site. The "Big Moves" were then used to inform the development of the Downtown Concept Plan toward the end of this phase and, subsequently, the "Action Plans" (Phase 3). A newsletter outlining the outcomes of the forum was distributed broadly.

Phase 2 concluded with the January 2008 announcement of a \$1 million initial implementation project intended to visually signal change Downtown, specifically for the public realm, in the 2008 operating year. Initially branded the "WOW" project, the City Square Project was proposed to proposed redefine the function and edge of Victoria Park along 12th Avenue to recapture the historic idea of Victoria Park Square. Forum 1 identified Victoria Park as the heart of Downtown Regina, and as a key public space where memorable civic events occur year-round. Accordingly, the City Square Project involves transforming the portion of 12th Avenue along Victoria Park into a beautiful year-round programmable space with a strong pedestrian focus.

Phase 3: Development of Action Plans

Following the establishment of the Vision and Principles for the Downtown Neighbourhood Plan, the Consultant Team worked towards creating the Concept Plan and Draft Action Plans along with associated implementation strategies and tools. This began to frame the recommendations and ideas generated from the background research, technical analysis, and public consultations into a plan and policy structure.

In March 2008, the Consultant Team conducted a workshop with the City Project Team specifically to address transportation planning. Furthermore, a special meeting with representatives of the File Hills Qu'Appelle Tribal Council was held to identify specific needs that ought to be recognized in the Downtown Plan, giving precedence to future actions related to making Downtown truly for all people. The project and Consultant Team also met with a representative from GBLUR Centre for Sexuality and Gender Diversity at the University of Regina to better understand the needs of this group.

In April of 2008, "Forum 2: The Downtown Plan" was held at the Knox-Metropolitan Church in Downtown Regina. The three-day forum began with a public introduction of the draft Downtown Plan, which included a concept drawing and key design moves. The public was given a variety of opportunities to question and comment on the draft Downtown Plan through a series of interactive panels, comment sheets, and during a question and answer period.

On the second and third days of the Forum, focus group sessions were held during which the draft Downtown Plan and draft Action Plans were tested with 7 different stakeholder groups: developers, business associations, community groups, environment, transportation, heritage, and arts & culture. The evolving draft Plan was also presented to City Council during a working lunch.

A key outcome of Forum 2 was a list of risks, mitigating actions and critical success factors for successfully implementing the Plan. A refined list of draft Actions, and champions for each, was also generated. A second newsletter outlining the outcomes of Forum 2 was distributed broadly.

Phase 4: Presentation of Action Plans

Forum 2 identified the need to conduct further workshops to help create a Built Form Framework for Downtown. Workshops were held on June 5, 2008 with City staff, and members of the development and heritage communities, to review and refine draft recommendations. The Built Form Framework comprises a significant component of the Downtown Neighbourhood Plan and should function as a tool to guide future development to ensure that it is in keeping with the original Vision, Principles, and overall intent of the Downtown Plan.

In June of 2008, "Forum 3: Actions and Implementation" was held at the Knox-Metropolitan Church. The Consultant Team presented the overall implementation strategy which included the refined Action Plans, as categorized under the five themes of Live, Work, Play, Movement, and Leadership, to a public audience of approximately 200 people. Feedback was received during an interactive panel session and during a question and answer period.

Forum 3 provided an additional opportunity to present the refined Downtown Plan to City Council, whose enthusiasm had grown for the planning project. A media event following this meeting gave the opportunity for City Councillors and the Mayor to speak to the press about the Plan. From July 2008 to August 2008, the Consultant Team worked towards finalizing the Downtown Plan and writing a draft report. A third newsletter was also produced which outlined the outcomes of Forum 3.

Phase 5: Final Downtown Plan

A first draft of the Downtown Plan was completed in August of 2008. It was presented to the project team and Steering Committee for consideration and review. Subsequently, the Plan underwent a series of refinements and revisions as per the involvement of key stakeholder groups, the Steering Committee, and City staff. The process of refining the Plan included a series of meetings held with land owners to assess the viability and likely impacts of the proposed Built Form Framework that resulted in minor adjustments being made.

The Regina Downtown Neighbourhood Plan clarifies the future form and function of Downtown Regina for 20 years to come and identifies the strategic actions necessary to transform it into a dynamic urban centre. It defines Downtown as the heart of the City of Regina and as a valuable neighbour to its surrounding neighbourhoods. It recognizes that in order to create a great Downtown, the value of the existing employment base to the City must be leveraged; the distinct history and cultural setting of Downtown must be highlighted; civic pride must be strengthened; policies must be put in place to encourage the necessary critical mass for a mixed-use, live-work environment; and, both public and private investment will be required.

The Plan considers a complex array of factors that shape Downtown including, but not limited to the planning and policy context, the urban fabric and built form, street patterns and functions, transit and traffic systems, walking and cycling networks, general land uses, heritage, arts, culture and society, retail function, residential population, and pedestrian behaviour.

Conditions, Constraints, and Opportunities

An examination of existing conditions was conducted using map analyses, photo interpretation, policy review, background document reviews, traffic modelling, and stakeholder interviews. The existing conditions analysis revealed a set of constraints towards a thriving Downtown environment as well as a set of general opportunities for improvement.

Existing Conditions

Downtown Regina is a completely urbanized area located in the centre of the City of Regina (population just below 200,000) and is surrounded by the neighbourhoods of the Warehouse District to the north, Centre Square (formerly the Transitional Area) to the south, Cathedral Area to the west, North Central neighbourhood to the northwest, and the Heritage neighbourhood (formerly Core) to the east.

Downtown Regina has a tremendous opportunity to be renewed as a pedestrianized, active, and dynamic Downtown. The walkable scale of the street grid, the availability of developable land, the beauty of Victoria Park, and the character created by numerous iconic buildings are just a few of its great foundational elements upon which to build.

The City of Regina has a dramatic presence in the prairie landscape. The carefully laid-out inner city neighbourhoods with their tree-lined streets are a testament to an environment that is both deliberate and relatively recent. Wascana Centre, with its varied and breathtaking parks, further points to a history in Regina of long-term visioning, planning, and place-making.

Downtown too has a dramatic presence. It has a well developed skyline that has continued to evolve and change over time, and a diverse assortment of modern buildings. Unfortunately, certain aspects of change have come at a cost. Whereas the Downtown of yesteryear was the heart of the city, with bustling sidewalks and diverse businesses and institutions, today a significant amount of land is dedicated to parking cars.

Planned outward growth and suburban development over the years, into the northwest and southeast areas of the city, combined with a popularization of the automobile, drew residents out of Downtown – amenities and services followed. Consequently, rather than functioning as a once mixed-use neighbourhood with a residential population, Downtown is now largely an office/commercial area, used mainly by government and including a few hundred small businesses, shops, and restaurants. Today, Downtown employs roughly 25,000 professionals, and is home to just under 1,500 residents according to 2006 Census data. This is just 0.8% of the City of Regina's total population.

The study area includes all parcels of land located inside of the boundaries formed by the CPR rail line north of Saskatchewan Drive, Osler Street, 13th Avenue, and Angus Street. The area includes 40 city blocks created by a rectilinear grid of streets (Figure 1.1). This area is an historic part of the city, containing many of the early elements that contributed to the identity of the Township of Regina just prior to its incorporation in 1882. Victoria Park, the rail station, and various heritage buildings such as the Hotel Saskatchewan, the Knox-Metropolitan United Church, and the Saskatchewan Power building on Victoria Avenue, are just some contributions from Regina's rich past that shape its identity today.

Constraints

a) Engrained social patterns – Downtown is no longer the heart of the action – people do not expect to live, to dine, or to be entertained Downtown; new development has not necessarily focused on quality; people expect to drive everywhere.

b) Decentralized civic and cultural institutions – Regina has not developed a critical mass of important arts, culture, and retail facilities and activities in the Downtown; rather, these amenities are scattered throughout the city and currently best accessed by driving.

c) *The railway divide* – crossings are limited and are designed for vehicles; they make poor connections between Downtown and important areas to the north (the Warehouse District and Mosaic Stadium) from which pedestrian movement into the Downtown should take place.

d) *Under-investment in the public realm* – there has been little investment in the past 20 years; past investment has been of an inconsistent character and quality.

e) *Car-oriented infrastructure* – Downtown is designed for cars: wide roads, wide lanes, one-way streets, an abundance of surface and structured parking, few pedestrian crosswalks or signals, and weak transit infrastructure.

f) *Car-oriented culture* – despite Downtown Regina's compact and walkable scale, a car-oriented culture is evident in the travelling behaviour of those who work Downtown and in Downtown's overall physical form. Parking structures and surface parking lots dominate views, and negatively impact the pedestrian experience.

g) *A limited residential population Downtown* - while employment uses remain strong, the limited residential population, combined with the dispersal of arts and cultural institutions throughout the city, results in a Downtown that is underutilized on evenings and weekends. This constrains the viability of the restaurants, services, and specialty retail which ought to distinguish the Downtown from other parts of the city.

Opportunities

a) *Regina as the capital city* – its role as a ceremonial and gathering centre; the focus of government; a location for regional corporate headquarters.

b) *Concentration of government and office employment uses Downtown* – an extraordinary concentration for a city of Regina's scale; provides a tremendous daytime population.

c) *Diverse historic neighbourhoods* – adjacent neighbourhoods are planned on a grid, and have populations that are loyal to the Downtown and that use Downtown amenities.

d) *Beautiful Wascana Centre* – is a tremendous recreational asset for all of Regina, but in particular for Downtown, where people living at higher densities in the future will benefit most from it.

e) *The grid* – a compact and walkable Downtown results from an intact, well-connected, fine-grained street network.

f) *Victoria Park* – a central oasis, just the right size for Downtown; has the potential to evolve, adding people, activity, and amenity to become the Regina's main square.

g) Cultural activities – potential to develop cultural partnerships and programs given the interest of the arts community in playing an active role in its future.

h) Significant opportunity areas – Broad Street, Albert Street, and Saskatchewan Drive are today underutilized; with imagination and commitment, they can transform to places of vitality and value.

i) Remaining heritage – needs to be protected and revitalized: these jewels exist only here. There is a significant stock of heritage properties that creates a distinct character in Downtown.

Beyond Costing the Plan: Understanding the Plan as an Economic Development Tool

The Regina Downtown Neighbourhood Plan has three key functions relevant to understanding the costs of its implementation. Unlike a capital project, where specific costs related to project implementation are identified and detailed, the Plan functions as a Vision, a Policy Framework, and as a City Building Tool. In each of these realms, the Plan has implications for economic growth, which in turn has implications for the fiscal health of Regina.

In essence, the transformation of the Downtown is an investment in the future of Regina. Some aspects of the Plan will be implemented with minimal expense to the municipality – adopting a new policy framework, for example. Other Plan actions entail attracting investors (public, private, and institutional) who will act as catalysts for further investments. Investment in the Downtown will have an impact on the economic development of the city as a whole – it will attract private investment and tourism dollars, it will increase property values and result in a destination within the city for all Reginans.

As a Vision

The Regina Downtown Neighbourhood Plan provides a rationale for decision making, giving direction to the municipality and key stakeholders as it reinforces the Downtown's commercial character and transforms it into a complete and walkable neighbourhood. It functions as a key tool to leverage investment from other sources, such as through the Urban Development Agreement fund and through the Bonusing Framework (see section 4.3). It will both direct public sector investment, ensuring coordination among departments as capital investments are made, as well as attract outside investment by demonstrating the Downtown's future character, and the municipality's commitment to the Downtown as a priority. The Vision provides certainty in the Downtown's future for Council, the development industry, residents, and City staff. Certainty and a commitment to quality are critical to attracting outside investment.

As a Policy Framework

The Regina Downtown Neighbourhood Plan is also a Policy Framework that specifies how the Downtown should grow and develop over the next 20 years. It shapes growth and investment by directing future decision making and instilling higher design quality requirements. Studies that will refine key ideas related to the Vision are outlined as specific actions in the Plan; they will be undertaken in sequence and in accordance with priority as funding becomes available. Many of these studies will lead to capital projects, which will then be assessed during annual budget cycles.

As a City Building Tool

The Regina Downtown Neighbourhood Plan positions Downtown Regina as a local and regional destination, a draw to tourists and business, a place to invest, and a healthy place to live. Plan actions express the City of Regina's ongoing commitment and are a blueprint for Downtown growth and development such that the Plan, in its entirety, functions as a tool that: increases development potential, generates momentum, directs attention to Downtown activities, and focuses energy towards the Downtown's continued enhancement.

Plan fulfillment will enhance the Downtown's livability and thereby strengthen Regina's strategic position in relation to other cities as it competes for businesses, entrepreneurs, young professionals, and tourists, all of whom are drawn to settle, invest, and visit based on the breadth of evident quality of life opportunities.

It is this same vibrancy and attractiveness that will draw others to live in Regina, which will also drive economic growth. To locate, businesses require a stable critical mass of educated employees. To thrive, businesses require a strong consumer base. Enhanced livability and enhanced business opportunities are fundamentally entwined.

New capital investments Downtown, to be made by both the private and public sectors, will generate land value, which in turn will increase tax revenues. As the Downtown grows as the hub of the city, with animated streets and businesses all hours of the day and all days of the week, existing businesses will thrive and new businesses will be inspired to locate in the heart of the action.

Downtown development also has the potential to maximize the use of municipal infrastructure. Utility lines, roads, and lanes, are already in place and may only need minor upgrading when new developments evolve on infill greyfield and brownfield sites. There are also potential operational efficiencies to be gained in the long term. A more compact urban core minimizes operational costs for services and may lead to opportunities to offer higher levels of service in areas such as public transit, solid waste management, and snow clearance/sidewalk maintenance given the advantages of providing these services at higher densities. Over time, as the Downtown becomes increasingly diversified and as new businesses establish, real estate will become more competitive and the Downtown business economy will continue to grow, resilient to changing market conditions.

APPENDIX 2: STREETSCAPE TYPOLOGIES

The Streetscape Typologies, as illustrated on Map 3, organize streets by type based on their current or planned character and function. The diagrams and descriptions in this appendix represent prototypical conceptual design qualities for each streetscape type. They are not meant to illustrate particular Downtown locations; instead, they provide recommendations for the allocation of space and the look and feel of each typology.

As examples, the streetscape typologies demonstrate how the right-of-way could be allocated for various street types to be in keeping with the Vision. It is expected that these street sections will be refined, in the context of the development of alternative Downtown street standards. These streetscapes will require revised approaches to road maintenance and operational services.

Grand Avenues – Albert Street, Saskatchewan Drive, Broad Street

Intent

Albert Street, Saskatchewan Drive, and Broad Street define three of the edges or thresholds to the Downtown. Currently dominated by fast moving traffic within the right-of-way, as well as suburban character buildings and parking lots adjacent, it is intended that these streets transform into grand, tree-lined avenues edged by high quality buildings (Figure A2.1).

Features of Grand Avenues should include:

- a) Broad sidewalks with a double row of street trees on each side of the street. To help accomplish this, a 5 metre build-to line setback is proposed for new buildings.
- b) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. In a few places, this will include distinctive heritage streetscape treatment.
- c) Crosswalks at all intersections, including special crosswalks at the four Primary Gateways intersections.
- d) Permanent on-street parking. This helps buffer pedestrians from traffic and creates activity.
- e) Bump-outs of sidewalks at intersections, creating more substantial pedestrian zones and shorter road crossings.
- f) Bike lanes of 1.75 metres width, slightly wider than the minimum 1.5 metres, due to these streets' high vehicular volumes.
- g) Bike Boxes at all signalized intersections, which requires no vehicular right turns on red lights.
- h) Where left turn lanes are not required, the sidewalks on each side of the road should be expanded.

Grand Avenues – Victoria Avenue

Intent

Victoria Avenue is the great street of Regina, a grand civic gesture through its centre uniting many neighbourhoods, including the Downtown. Unfortunately, its character through the Downtown has eroded over time. Victoria Avenue should be restored to its former splendour as a boulevard with a special treatment through the Downtown (Figure A2.2).

Features of the Victoria Avenue Grand Avenue should include:

- a) A broad central island with a double row of ornamental trees.
- b) Broad sidewalks with a double row of street trees on each side of the street. To help accomplish this, a 5 metre build-to line setback is proposed for new buildings.
- c) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. This will include a distinctive heritage streetscape treatment through the Heritage Heart.
- d) Decorative crosswalks at all intersections between Albert and Broad Streets, inclusive.
- e) Permanent on-street parking. This helps buffer pedestrians from traffic and creates activity.
- f) Bump-outs of sidewalks at intersections, creating more substantial pedestrian zones and shorter road crossings.
- g) Left turn lanes should be minimized.

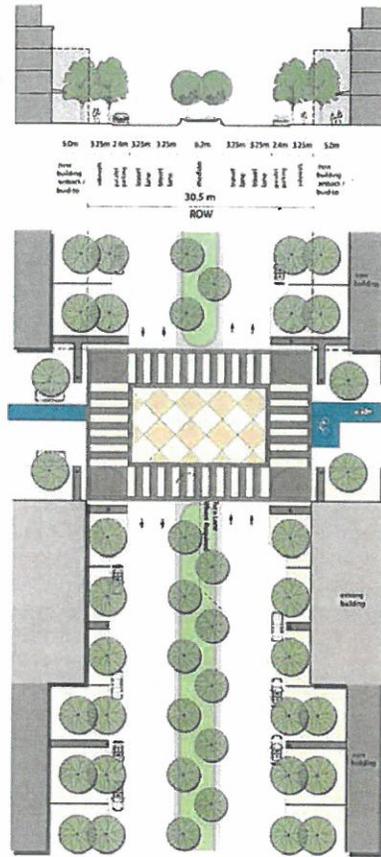


Figure A2.2
Victoria Avenue section

Primary Streets – 11th Avenue, 12th Avenue (Angus to Osler), 13th Avenue

Intent

All east-west streets are recommended to be two-way through the Downtown (Figure A2.3). This creates better linkages to adjacent neighbourhoods as well as a more legible environment to navigate. Further, two-way streets better support retail vibrancy and minimize driving distances within downtown environments – since it is always possible to take a direct route. Primary Streets are active for all modes of transport, but have less vehicular traffic than the Grand Avenues, so they are the most balanced Downtown streets. Conversion of 11th and 12th Avenues occurred in June 2010. Detailed analyses will be necessary to determine feasibility and phasing of the remaining conversions.

A new Downtown transit hub is required and detailed analysis will show the best location and configuration. Bus stops on each side of the street will service transit travelling in opposite directions, and facilitate transfers across the street. Travel lanes on 11th Avenue will generally need to be 3.65 metres wide. Special streetscape treatments in this area are proposed.

12th Avenue adjacent to Victoria Park has become part of the City Square Project, a special plaza treatment designed to extend the perception and use of public space. It has a high quality treatment designed primarily as a pedestrian space, but through which vehicles may be able to pass.

Features of Primary Streets should include:

- a) Wide sidewalks with a single row of street trees on each side of the street.
- b) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. This will include a distinctive heritage streetscape treatment through the Heritage Heart.
- c) Crosswalks at all intersections, including decorative crosswalks in pedestrian priority areas.
- d) Permanent on-street parking on one or both sides of the street. This helps buffer traffic and pedestrians and creates activity. Where transit facilities are required, on-street parking should be accommodated only where possible.
- e) Bike lanes and Bike Boxes on 12th and 13th Avenues should be accommodated.

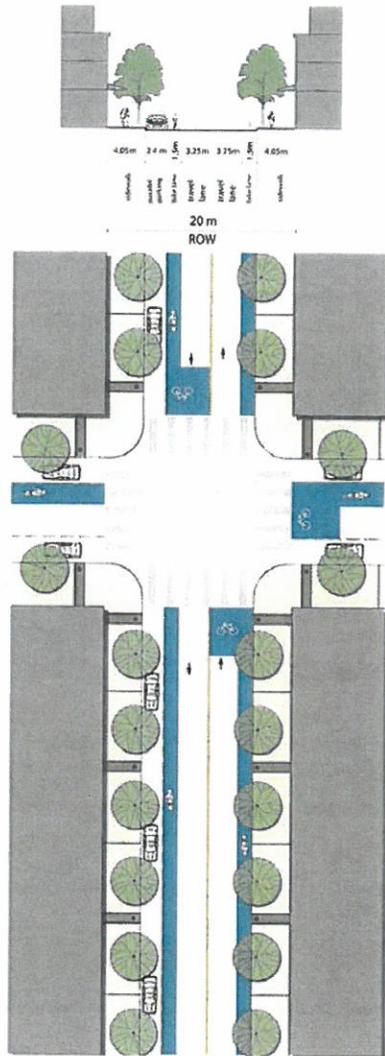


Figure A2.3
Primary Street section

Secondary Streets

Angus Street, McIntyre Street, Smith Street, Lorne Street, Cornwall Street, Scarth Street, Hamilton Street, Rose Street, Osler Street

Intent

The north-south streets are envisioned to remain one-way into the foreseeable future. Given that these streets are not through streets, they have the greatest potential to focus on active transportation and a high quality pedestrian realm (Figure A2.4).

In the future, with increased intensity, particularly an expanded street retail scene and significant infill of currently vacant lots, these streets should be considered for conversion to two-way with parking in only one direction.

Features of Secondary Streets should include:

- a) Wide sidewalks with a single row of street trees on each side of the street.
- b) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. This will include a distinctive heritage streetscape treatment through the Heritage Heart.
- c) Crosswalks at all intersections, including decorative crosswalks in pedestrian priority areas and at Victoria Avenue between Albert and Broad Streets.
- d) Permanent on-street parking on one or both sides of the street. This helps buffer pedestrians from traffic and creates activity. Where transit facilities are required, on-street parking should be accommodated only where possible.
- e) Bike lanes and Bike Boxes at all signalized intersections should be accommodated.

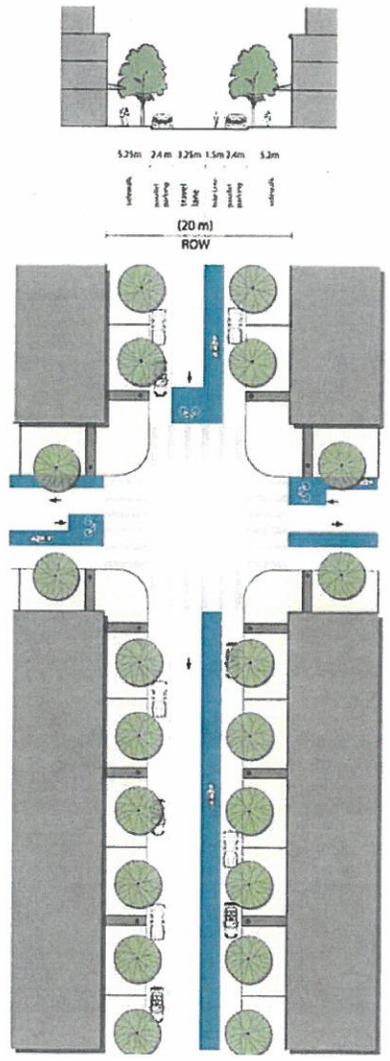


Figure A2.4
Secondary Street section

Alternative Street Configurations

Intent

Several streets currently exhibit features that distinguish them from the streetscape typologies (i.e. Grand Avenues, Primary Streets, Secondary Streets). In other cases, in order to complement recommended public realm improvements, specific streets should be designed in concert with these improvements.

Secondary Streets – Blocks between Victoria Ave. and 13th Ave.

Centre Square neighbourhood's existing secondary streets have mature street trees located between the sidewalk and pavement (Figure A2.5). This is an appropriate condition in this neighbourhood, particularly given the desire to infill these streets with predominantly residential development.

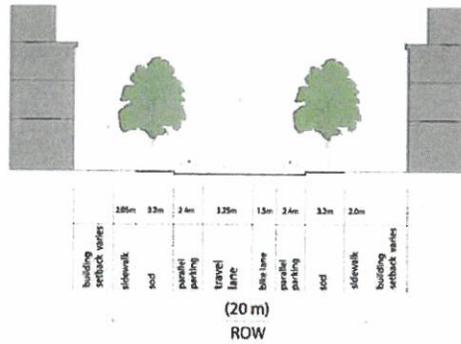


Figure A2.5

Secondary Streets – Blocks between Victoria Avenue and 13th Avenue

Secondary Streets – Lorne Street and Scarth Street adjacent to Victoria Park.

Currently, Lorne and Scarth Streets have angle parking beside Victoria Park. This condition is appropriate since it provides plenty of short-term parking for the park and the animated uses around its edge (Figure A2.6).

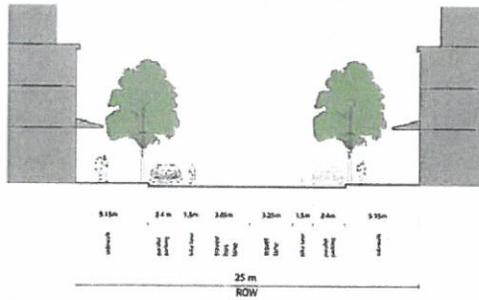


Figure A2.6

Secondary Streets – Lorne Street and Scarth Street adjacent to Victoria Park

12th Avenue – Blocks between Albert Street and Lorne Street.

12th Avenue has a wider right-of-way through the west side of the Downtown, at 25 metres (Figure A2.7). This additional width can be utilized by providing on-street parking on both sides of the street and wider sidewalks. In front of the library (and in proximity to the City Square Project) and/or along the City Hall block, the additional width can be utilized for a generous transit stop and waiting area.

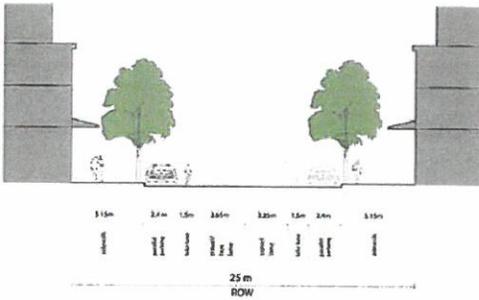


Figure A2.7

Secondary Streets – Blocks between Albert Street and Lorne Street

APPENDIX 3: DESIGN GUIDELINES FOR CLIMATE CONTROLLED PEDESTRIAN LINKAGES

1.0 Introduction

The purpose of these guidelines is to provide a qualitative basis for evaluating the design of approved climate controlled pedestrian linkages. They will be used by development proponents, those responsible for reviewing proposals and City Council. The guidelines are used as a standard of design from which variation is possible in specific cases where appropriate.

2.0 General Design Principles

The design guidelines are based on, and consistent with, the following general design principles which respect Regina's specific context and needs:

- a) Emphasize ground level retail activity.
- b) Provide a comfortable and safe pedestrian environment within the retail core.
- c) Encourage diversity and detail in ground level climate controlled pedestrian linkages, consistent with a vital shopping environment, but unified within an overall theme.

3.0 Design Guidelines

The following guidelines are applied to climate controlled pedestrian linkages:

3.1 Physical Dimensions

- a) The minimum height from the ground of above ground climate controlled pedestrian linkages over public rights-of-way shall be 4.75m (15.6 ft.).
- b) The minimum corridor width for climate controlled pedestrian linkages shall be 3.0m (10.0 ft.) except for those over rear lanes abutting parkades which shall be a minimum of 2.44m (8.0 ft.) in width.
- c) The minimum ceiling height in all climate controlled pedestrian linkages shall be 2.44m (8.0ft.).

3.2 Access

- a) Stairs shall be a minimum of 2.0m (6.6 ft.) in width. Each flight shall have a maximum vertical rise of 2.44m (8.0 ft.). The tread shall be a minimum of 28cm (.92 ft.), the rise shall be a maximum of 15cm (.49 ft.), and the product of the rise and tread shall be between 450 and 485.
- b) Access points to the street from climate controlled pedestrian linkages shall be clearly identified by the design of the entrance and the provision of standardized signage.

- c) Provision shall be made for level changes which allow easy and convenient movement of pedestrians between above ground and ground level climate controlled pedestrian linkage elements, at such strategic locations which maximize pedestrian orientation to street level shopping of Scarth Street and Hamilton Street.

3.3 Exterior Design

- a) Above ground climate controlled pedestrian linkages over streets shall be as close as practical to 90° from the face of the adjacent buildings.
- b) The horizontal orientation of above ground climate controlled pedestrian linkages over streets shall be level to the greatest extent practical. Where deviation from level is necessary, the exterior design shall compensate for such deviation by maintaining level roof, deck and window lines.
- c) The exterior design and materials of above ground climate controlled pedestrian linkages over streets shall be compatible with that of the adjacent buildings. Where the adjacent buildings are of markedly different styles, the exterior design of the climate controlled pedestrian linkages shall be in keeping with one of the buildings. Priority shall be given to compatibility with adjacent buildings having heritage significance.
- d) Reflective surfaces which create glare should not be utilized.
- e) The exterior of ground level climate controlled pedestrian linkages in existing buildings should respect the original building façade and maintain or enhance compatibility with the streetscape.

3.4 Interior Design

- a) The use of natural light is encouraged by the provision of substantial glazing including skylights where applicable.
- b) The minimum interior illumination levels are:
 - 21.5 lux for walkway areas
 - 10.7 lux for seating areas
 - 43 lux for entrances, stairs and ramps
- c) Doorways shall not obstruct the free flow of pedestrians within climate controlled pedestrian linkages. Doors shall be held open with magnetic stays connected to the fire alarm system, or utilize another acceptable method.
- d) Directional signage shall be provided at exits and key nodes within climate controlled pedestrian linkages.
- e) Facilities encourages on ground level climate controlled pedestrian linkages include landscaping, seating areas, and public art. The location of these facilities should maintain an uncluttered appearance which does not detract from the provision of display windows and small scale storefronts.

- f) The interior design of ground level climate controlled pedestrian linkages in the retail area should consider the "Heritage" theme established for the Scarth Street Mall.
- g) Materials used should be durable as well as aesthetically pleasing.
- h) Climate controlled pedestrian linkages shall be appropriately insulated.
- i) Visibility from climate controlled pedestrian linkages to the street shall be provided where possible to aid the orientation of users.

3.5 Security and Safety

- a) Climate controlled pedestrian linkages shall be as open and visible as possible. Blind corners and unnecessary jogs which screen areas from view should be avoided.
- b) Consideration may be given to utilizing closed circuit T.V. cameras for surveillance, especially in screened, infrequently used or other high risk areas.
- c) All adjacent uses which have direct access to climate controlled pedestrian linkages must be able to be securely closed from the linkage.

APPENDIX 4: URBAN DESIGN GLOSSARY

- Above Grade Parking:** Vehicle parking that is above ground level, usually in a structured facility.
- Active Uses:** Land uses that result in frequent and varied forms of pedestrian activity along a building frontage, such as lingering along storefronts, entering and existing buildings, and delivering or receiving small packages.
- Adaptability:** The capacity of a building or space to be changed so as to respond to changing social, technological and economic conditions.
- Affordable Housing:** Housing which costs less than 30% of household income (CMHC definition), or, home ownership for low-income families where less than 30% of household income is spent on housing.
- Amenity:** Aesthetic or other features of a development that increase its marketability or usability to the public.
- Articulation:** Detailing of building mass, location or orientation of fenestration, and design of building elements. The "base" articulation is generally within the first three storeys of a building, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation, and material quality. The "middle" articulation is the body of the building above the base, this should contribute to the physical and visual quality of the overall streetscape. The "top" articulation generally includes the entire top portion(s) of a building involving the roof and one floor below.
- Atrium:** A fully enclosed or semi-enclosed rectangular court surrounded by a single building or between buildings that is open air.
- Back Lot Parking:** Parking that is contained behind buildings, in the middle of a block, linked yet hidden from the pedestrian's experience of a street.
- Bay:** A part of a building marked off by vertical elements, such as columns or pilasters.
- Below Grade Parking:** Vehicular parking that is below ground level.
- Bike Box:** Delineated areas where cyclists, at a red light, can advance ahead of stopped vehicles while waiting for the light to turn green. Cyclists are therefore more visible to vehicles and are prioritized higher as road users.
- Bollards:** Vertical columns used to physically block or visually guide vehicular traffic in an area.
- Build-to Line:** Build-to Line denotes a specific distance from the property line to which the street wall of all new buildings must be constructed. The build-to line is measured at grade.
- Build-to Range:** Build-to Range denotes a specific distance range from the property line to which the street wall of all new buildings must be constructed.

- Building Typology:** The general shape, mass, and articulation of a building, categorized by type.
- Built Form:** The shape of developments including buildings, and other structures, not only individually, but as a collective. How buildings relate in terms of height, scale, and character determines the extent to which they will define the public realm.
- Civic Heart:** An open space that has a concentration of civic uses and destinations.
- Community Amenities:** A built form or public realm feature, element, or structure, that provides a desirable or favourable service or benefit to the local community, and at no cost to the community.
- Compatibility:** The size, form, and character of a building element relative to other elements around it. This may be determined by the size and proportion of windows in a building façade are usually related to one another, the spaces between them, and the scale of surrounding buildings.
- Conservation Plan:** A management plan to promote the conservation of heritage resources through the establishment of incentives and protective measures to preserve, protect, enhance, and improve existing heritage resources as well as educate and advocate for heritage conservation.
- Convertible Frontage:** Residential street level units designed so that they can be converted for retail uses, and should be designed to the standards of retail uses (i.e. building code requirements), but be authorized to have non-retail uses within them.
- Corner Treatment:** A unique built feature on a corner building that acknowledges its prominence on the street in terms of views and architectural presence. Can be achieved by adding to building articulation with elements such as a turret, or by subtracting from the building volume resulting in conditions such as recessed entrances.
- CPTED:** CPTED is Crime Prevention Through Environmental Design. It is a pro-active crime prevention strategy utilized by planners, architects, police services, security professionals, and everyday users of space. CPTED provides universal design principles relating to the improvement in natural surveillance, natural access control, territorial reinforcement (i.e. fencing), and maintenance.
- Datum Lines:** The horizontal or base line, from which the heights of points are measured.
- Density:** The floorspace of a building, or buildings, in relation to a given area of land.
- Enclosure:** The use of buildings to create a sense of defined space.
- Fine Grain:** The pattern of the arrangement and size of buildings and uses and their plots in an area, usually along a street. Fine urban grain refers to a pattern of street blocks and building sites that is small and frequent, thereby creating a dynamic and animated urban environment for the pedestrian.

- Floor Area Ratio:** The ratio of the floor area of a building divided by the total area of the property (lot size). The ratio gives a general sense of the mass, or size, of a building.
- Gateway Treatment:** A design feature intended to signify entrance to a distinct area, usually a place where a new character or sense of identity should be recognized. Achieved through details of the built form, or through landscaping and signage.
- Gateways:** Locations where a significant number of people enter and exit Downtown. They occur at a variety of scales, including to Downtown as a whole, to precincts, or to specific streets or open spaces.
- Grand Avenues:** Gateways into the Downtown defined by their generous public realm treatments and mid-rise buildings. Buildings along these should be a little 'grander' than most, in the sense that they will have careful attention to the building quality and articulation.
- Green Roof:** A building feature located on the roof of buildings designed to capture rain, sequester carbon locally, provide micro-habitats for urban wildlife, and reduce urban heat. Secondary benefits include a reduction in building heat consumption and an added visual amenity. This feature typically involves covering the roof with fast-rooting vegetation such as grasses and mosses. The green roof is designed to be self-sustaining, with a waterproof membrane at the base of the roof, overlain with a rooting membrane for the vegetation.
- Heritage Conservation:** Refers to saving significant buildings (retaining parts or places that are valued for their heritage contribution), and to enhancing the meaning and quality of life in a specific place by maintaining its uniqueness, and supporting the cultural and economic vitality that accompanies areas with strong conservation.
- Heritage Impact Assessment:** A process to integrate the objectives of a heritage management plan into the planning process. The assessment is aimed at identifying the potential impacts to heritage resources of development proposals and plans, and recommending solutions to mitigate any negative impacts.
- Human Scale:** The impression of a building when seen in relation to its surroundings by a pedestrian, or the size and proportion of parts of a building or its details, that relates in a positive way to the visual and physical experience of a pedestrian.
- Infill Development:** The development of vacant parcels in urbanized or suburbanized areas, typically bringing the density of the area closer to that allowed by the existing zoning regulations.
- Landmark:** A building or structure that stands out from its background by virtue of height, size or some other aspect of design.
- Landmark Frontages:** Locations which are prominent because of their context, such as adjacency to a public open space or important street, or because of their content, such as heritage resources or public art. These are closely related to gateways.

- LEED Certification:** Leadership in Energy and Environmental Design. A system of measurement which rates new buildings (or their plans) on their level of energy use and environmental consideration. It is meant to encourage new developments to become more energy efficient and environmentally sensitive.
- Massing:** The combined effect of the height, bulk, and silhouette of a building or group of buildings.
- Mid-Block Connections:** Linkages between two streets in the middle of larger blocks. They should be designed to have uses other than as mid-block pedestrian links (i.e. laneway or library/gallery galleria).
- Mixed Use:** A mix of uses within a building, or a site, or within a particular area, possibly including employment, residential, commercial, live/work, or retail.
- Mixed Use Row House:** Units attached at sides, generally a single ownership for each unit. Can have ground level commercial uses or in some cases can be purely residential.
- Modal Split:** How the total number of journeys in an area or to a destination is split between different means of transport, such as train, bus, car, walking and cycling.
- Multiplex:** Multiple residential units within a house form building.
- Pedestrian Orientation:** The characteristics of an area where the location and access to buildings, types of uses permitted on the street level, and storefront design are based on the needs of persons on foot.
- Placemaking:** The art, and science, of making successful public places with significant local meaning. It involves the design of public space as well as the proper programming of public space. It is also considered a process whereby communities can generate a sense of ownership and belonging to a place.
- Pocket Park:** Small outdoor areas intended to provide intimate, yet high quality open spaces for an immediate neighborhood or catchment area. Generally are no larger than 1,000 square metres.
- Podium:** The lower portion of a building that defines the street edge or public realm, typically between 3-6 storeys in height. The podium refers to the overall massing of this portion of the building, and can be considered as the base of a building.
- Point Tower High Rise:** High rise buildings with a slender profile tower and small floor plates, typically less than 700m². Often placed in areas adjacent to other tall buildings, for context and transition.
- Primary Street:** Active for all modes of transport, but have less vehicular traffic than do avenues, so they are the most balanced streets downtown. Used to move people within the downtown.
- Public Realm:** Places and spaces that are shared by the public, for use by the public, and are typically in public ownership. This includes all public open spaces, and streetscapes. It is also the most

prominent and visible aspects of the urban environment that determines the character and the quality of the urban experience.

Public/Private Interface: The point at which public areas and buildings meet private ones.

Rhythm: The recurrence at regular intervals of design elements that help structure their visual character and definition. For example, a vertical line dividing buildings every 6 to 12 metres, will create a rhythm for the street that supports a pedestrian scale and intimate character.

Right-of-Way (ROW): A strip of land, including the space above and below the surface, that is platted, dedicated, condemned, established by prescription or otherwise legally established for the use of pedestrians, vehicles, or utilities.

Secondary Street: Streets used to access destinations within Downtown, rather than to access Downtown itself.

Setback: The minimum distance from the property line at which a building must be built.

Slab High Rise: Lower tower with big floor plates, typically more than 700m². Require careful location and design due to their longer building mass.

Stacked Row House: One or more residential units stacked above one or more residential units.

Step Back: A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge. Usually articulated at the top of the podium or street wall.

Storefront: The face of a retail store, ground-level office, or service centre, that faces into the public realm. It usually includes an entryway into the building with windows that showcase products and services inside.

Street Level Condition: The way that a building is experienced at street level. Active uses (e.g. retail, public spaces); with an open and public presence (i.e. windows and doors) provide engaging ground level conditions. Blank facades result in inactive street level conditions.

Street Wall: The Street Wall is the lower portion of a building or collection of buildings that defines the street edge or Public Realm, typically between 3-6 storeys in height. The Street Wall refers to the façade portion of the building.

Street Wall Elements: The components that, taken together, give a street wall its unique character, such as recessed entries or bay windows or signage treatments or canopies.

Surface Parking: Parking which is at ground level and off the street (on a parcel of land).

Third-Party Signage: A sign that promotes a business, product, or service that is not located on or available for purchase at that site.

Traffic Calming: The reduction of traffic volume within an area and/or the reduction of traffic speed. This usually involves various road design strategies that physically restricts traffic into an area,

and/or causes a driver to reduce speed and pay attention to pedestrian activity. Design strategies also communicate pedestrian priority with clear markings and signals on the road to both pedestrians and drivers.

Transition: Occurs between buildings to help create continuity and cohesiveness in a streetscape, with buildings that are beside each other, across the street from each other, or are otherwise part of a building grouping which has design elements that reference one another. Can be articulated through a wide range of design elements (i.e. overall building height, massing, setback, materials etc.)

Transparency: The degree of visibility through a building façade.

Tower: Upper portion of a building that is high in proportion to the width and length of the base.

Urban Structure: The shape of Downtown as a whole, including its overall height and density, street wall heights, setbacks/build-to lines, and distinct functional and character areas. It builds on existing and historic development characteristics, and considers linkages and interfaces with the surrounding context.

View Corridor: View Corridors are long, straight streets in the Downtown and the surrounding neighbourhoods where Views terminate.

View Terminus: The end point of a view corridor. Often accentuated through design elements – public art, adding/subtracting from the building mass, or landscaping.

Walkable: A condition of a system of routes which are barrier free, interesting, safe, well-lit, comfortable and inviting to pedestrian travel.

Wayfinding: Tools which orient users of an area to ensure the ability to navigate through an area. Tools include signs, graphic communications, spatial markets, streetscape elements, building design, and the street network.

ABSTRACT

BYLAW NO. 2012-68

THE REGINA DEVELOPMENT PLAN AMENDMENT BYLAW, 2012 (No. 4)

PURPOSE: To amend The Regina Development Plan, Bylaw No. 7877.

ABSTRACT: This bylaw amends the policies of *The Regina Development Plan* that guide the regulation of development within the downtown.

STATUTORY AUTHORITY: Section 39 of *The Planning and Development Act, 2007*

MINISTER'S APPROVAL: Required, pursuant to s. 39 of *The Planning and Development Act, 2007*

PUBLIC HEARING: Required, pursuant to s. 207 of *The Planning and Development Act, 2007*

PUBLIC NOTICE: Required, pursuant to s. 207 of *The Planning and Development Act, 2007*

REFERENCE: Regina Planning Commission Meeting July 25, 2012 RPC12-56

AMENDS: Amends Bylaw 7877

CLASSIFICATION: Regulatory

ORIGINATING DEPARTMENT: Planning and Sustainability Department
Community Planning and Development



OFFICIAL COMMUNITY PLAN

SUB-PART B.1.5 Eastview Neighbourhood Plan



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Regina OCP – Part B
Sub-Part B.1.5 – Eastview Neighbourhood Plan

SUMMARY OF RECOMMENDATIONS

NIA Implementation (Neighbourhood Improvements in the next Five Years)

- 1) That the Traffic and Circulation Study scheduled to be finalized in summer, 1986, be implemented in 1987 in accordance with overall city transportation needs and in a manner acceptable to the residents and City Council. An amount of \$195,000 has been allocated from the NIA #3, 1987 budget for this project.
- 2) That negotiations, initiated by the Planning and Parks and Recreation Departments, begin immediately with the Public School Board for the construction of a neighbourhood centre of approximately 4,000 square feet, attached to Haultain School. An amount of \$630,000 is allocated from the NIA #3 budget for this project.
- 3) That negotiations, initiated by the Planning and Parks and Recreation Departments, begin with the Public School Board for the upgrading of the Haultain School yard (following the construction of the neighbourhood centre). An amount of \$50,000 of the NIA #3 budget is allocated for this project. The NIA funding allocation is additional to funding under joint use agreements to redevelop school sites.
- 4) That the Planning and Parks and Recreation Departments initiate negotiations with the Separate School Board for the upgrading of the St. Paul School yard. An amount of \$50,000 of the NIA #3 budget is allocated for this project. This allocation is conditional on the basis of an equitable agreement being reached between the City and the Separate School Board for project funding.
- 5) That the Planning Department initiate the redesign of Haultain Park in a way that would meet the expressed needs of the residents. An amount of \$150,000 of the NIA #3 budget is allocated for this project in 1987.
- 6) That NIA funds of \$205,000 be budgeted for walk, curb, and watermain replacement in 1986.
- 7) It is recommended that \$10,000 of the proposed NIA #3 budget be allocated for bus shelters at the following locations:

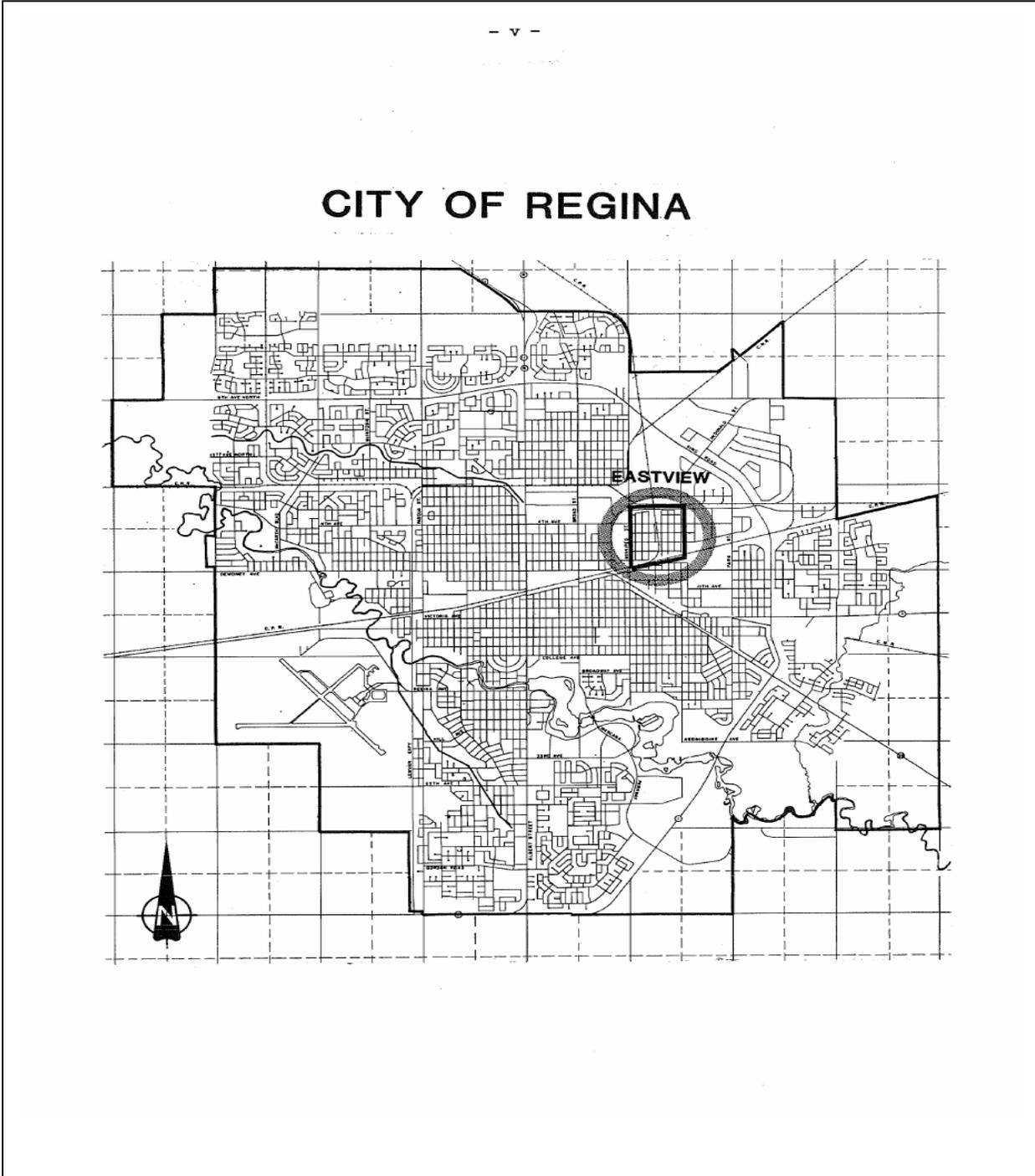
4th Avenue and Broder Street	west bound
6th Avenue and Broder Street	east bound

Neighbourhood Plan (Long Term Directions)

- 8) The Planning Department commence a rezoning initiative when appropriate for the industrial area west of the rail tracks, south of 7th Avenue, consisting of the east 1/2 of Block 22, all of Block 23, all of Block 24, and all of Block 25 from industrial to residential zoning (R4A) (See Map 3).
- 9) The Planning Department and Buildings and Properties Department assist existing industrial operators to find more suitable industrial sites in other appropriate locations within the city.
- 10) The Economic Development Department actively seek out investment groups and developers who may be interested in participating in a comprehensive redevelopment scheme for this area.
- 11) The Buildings and Properties Department should be prepared to consider land swaps on a fair market transaction basis to aid the redevelopment process.
- 12) That the Planning Department amend the Zoning Bylaw to include landscaping and screening standards as part of the IA zone where it abuts a residential zone. The new standards will only apply to new businesses or when changes in land use occur.
- 13) That the present R3 (Residential Older Neighbourhood) Zone be maintained and no non-residential rezonings be considered for the established residential portion of the Eastview neighbourhood with the exception of the 900 block of McDonald Street.
- 14) Deleted - Bylaw No. 9603.
- 15) Deleted - Bylaw No. 9603.
- 16) The Planning and Parks and Recreation Departments encourage and provide organizational support to help the neighbourhood develop programs such as day care, play school, a community school, and neighbourhood clean-up, etc.
- 17) That a lane lighting program be considered as a long term possibility for the Eastview neighbourhood provided that all costs can be recovered through local improvement assessments.
- 18) That the Public Works and Engineering Department continue to implement the storm retention plan recommended by the 7th Avenue Drainage Area, Flood Relief Study, 1980 to help reduce basement flooding in Eastview.
- 19) That residents take action to prevent sewer backup and flooding by:
 - keeping sewer caps on when not in use or installing back up valves that close automatically when back pressure occurs;
 - draining eavestroughs onto lawns and driveways not into the domestic sewer system; and,

- by maintaining the grade of residential property away from the house towards the street or lane.

20) That 1301 Wallace Street - Tannery Co. Ltd. be added to the City of Regina Priority List of Heritage Buildings to screen against possible future demolition.



1.0 INTRODUCTION

On December 3, 1984, Regina's City Council approved a NIA Site Selection Report designating Eastview as the fifth neighbourhood in Regina to receive the benefits of the NIA Program, with a budget of \$1,300,000 allocated over three years beginning in 1986. Council also authorized the preparation of an Eastview Neighbourhood Plan. The Plan expresses a commitment to improving the social and physical qualities of the neighbourhood, not only in conjunction with City initiatives, but also through community-sponsored programs and activities. In recognition of the community emphasis, this Plan has been co-authored by the Eastview Community Association.

This report will:

- 1) Outline the process developed for issue identification;
- 2) Make recommendations for NIA project implementation; and
- 3) State policies for the long-range enhancement of the Eastview neighbourhood.

1.1 BACKGROUND

The Neighbourhood Improvement (NIP/NIA), Residential Rehabilitation Assistance Programs (RRAP), and Catch-Up programs initiated in the late 1970's were a response to deteriorating social and physical living conditions, and declining populations in the inner city neighbourhoods. The objectives of the Neighbourhood Improvement Area programs are to improve and conserve older neighbourhoods and to encourage the development of a high quality community environment with the cooperation and participation of neighbourhood residents. Resident involvement is a vital component of the NIA Program to ensure an ongoing neighbourhood response to overall planning issues affecting their neighbourhood. The NIA Program objective is to see neighbourhood improvements undertaken within four or five years. Housing stock would be upgraded through the Residential Rehabilitation Assistance Program (RRAP), while NIP/NIA funds would be allocated for the upgrading of municipal services and public utilities, and the improvement of social and recreational amenities. The Catch-Up program would replace worn out infrastructure such as walks, curbs and watermains. These programs are an ongoing demonstration of the City's commitment to the stabilization and revitalization of Regina's inner city neighbourhoods.

The City of Regina, from 1974 to 1982, has previously designated four neighbourhood improvement areas. A commitment of approximately \$5,500,000 of municipal funds, in combination with federal and provincial funds of \$2,600,000, has resulted in substantial improvements to inner city neighbourhoods, making them more liveable and attractive for residents. The RRAP Program has generated approximately \$10,000,000 in home repairs over the past decade in the inner city.

General policy objectives set out in the Inner City Neighbourhood Plan, 1984, are to improve the residential viability of the neighbourhoods and to control encroachment of non-residential uses into the neighbourhoods.

The following general Inner City objectives, which enhance the objectives of NIP/NIA, in summary are:

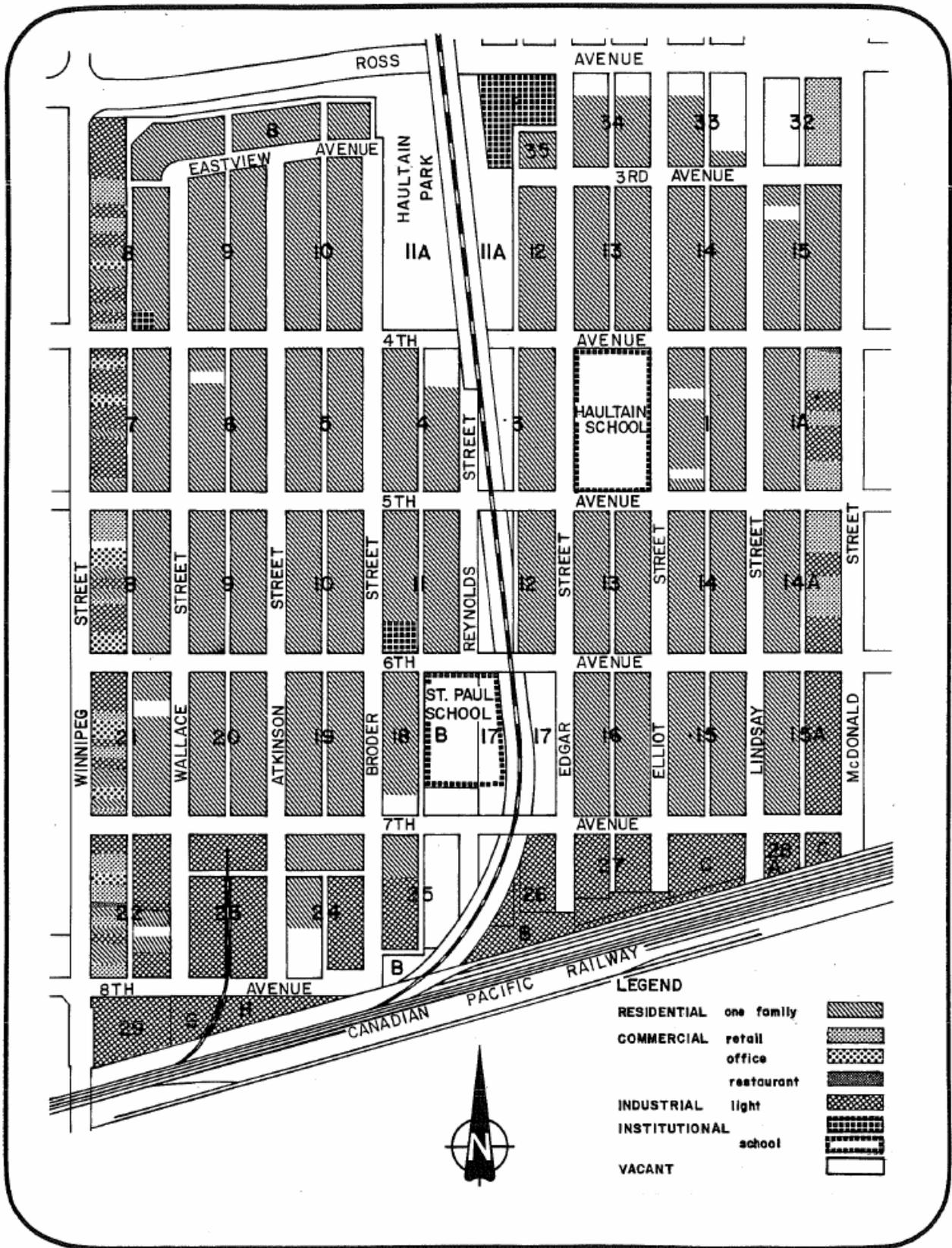
- 1) To maintain the residential stability of the neighbourhood;
- 2) To prevent encroachment of commercial, warehouse and industrial uses into the neighbourhood;
- 3) To prevent encroachment of public parking into residential areas;
- 4) To control and maintain commercial development in traditional commercial areas.

The results of pursuing objectives of NIP/NIA programs and the Inner City Neighbourhood Plan have been the development and completion of the following projects in the first four designated neighbourhoods:

- 1) Neighbourhood Community Centres
 - North Highland Community Centre
 - Albert Scott Community Centre
 - Cathedral Neighbourhood Centre
 - Core/Ritchie Neighbourhood Centre
- 2) Park and Schoolyard Redevelopments
 - 2nd Avenue North and Toronto Street Tot Lot
 - Dewdney Park and Pool
 - Grassick Park
 - Holy Rosary Park
 - Greenberg Park
 - Imperial Playground
 - Rae Street and 7th Avenue Park
 - Taylor Field Court Games
 - Victoria Schoolyard
 - 13th Avenue Closure Park (in progress)
- 3) Replacement or Upgrading of Walks and Curbs, Watermains, Pavement Recapping, Lane Paving
 - Extensive under NIP/NIA and Catch-Up programs in all four neighbourhoods.
- 4) Other Projects
 - pedestrian corridors
 - bus shelters
 - lane lights
- 5) Community Development
 - Strong, effective community associations, prepared to respond to any neighbourhood related issue have also resulted in most areas.

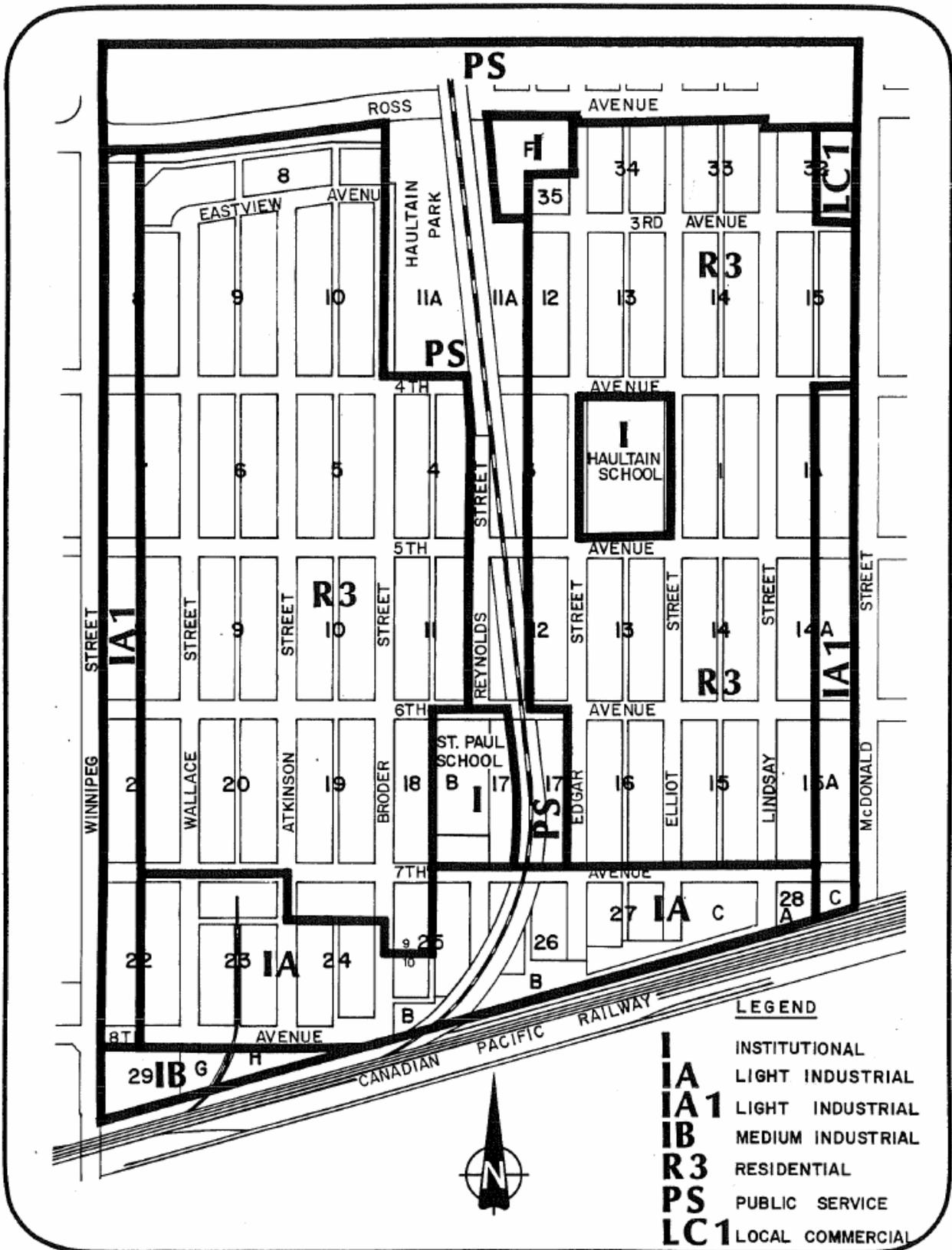
MAP 1

LAND USE



MAP 2

ZONING



Source: Planning Department, 1985

2.0 NEIGHBOURHOOD PARTICIPATION

A program of neighbourhood participation began in spring, 1985 to involve residents in the planning process for the development of the Eastview Neighbourhood Plan, including the identification of issues and projects.

This input translates into community pride, a sense of ownership of the improvements which take place, and a strong community association. It creates a better understanding of the whole City process and reasons why some of their wishes cannot be complied with.

Planning Department staff made initial contact with the Eastview residents in January, 1985, at a neighbourhood public meeting. The intent of the program was outlined and a group discussion followed which identified neighbourhood issues and needs. Meetings were held with the principals of Haultain and St. Paul Schools to discuss issues and obtain names of people who might get actively involved in NIA activities. This was followed by a community newsletter, delivered to every household, describing the NIA Program and planning process.

The NIA/RRAP site office was relocated to 1025 Winnipeg Street in March, 1985 and a program of community involvement was implemented in Eastview.

2.1 EASTVIEW PLANNING ADVISORY COMMITTEE (EPAC)

The purpose of EPAC is to help the Eastview community and City Administration determine and prioritize issues, and formulate recommendations based on resident input. The neighbourhood is divided into eight zones and each zone has a captain represented on EPAC. Each block has a block captain who helps the zone captain obtain input from residents and distributes information.

2.2 BLOCK MEETINGS

A total of 20 block meetings were organized between April and June of 1985. About 200 households gave their opinions on how their neighbourhood could be improved. All issues and concerns raised were listed and then prioritized by the Eastview Planning Advisory Committee. These issues and recommendations form the basis for the Eastview Neighbourhood Plan. The issues and recommendations were endorsed at a public meeting held February 11, 1986 at Haultain School.

2.3 PUBLIC MEETINGS

Ideas were also obtained from residents at various meetings and socials sponsored by ECA or the schools. Planning Department staff talked to many residents, noting any ideas for NIA projects or issues in the neighbourhood. These were added to the list of issues that were considered by EPAC.

2.4 QUESTIONNAIRES

The opinions of the students were sought in a questionnaire distributed to the schools. The students were asked questions regarding the activities and equipment that was needed for their activities. Their suggestions will be considered in the design stage of any community centre or park developments approved for Eastview.

DEMOGRAPHIC HIGHLIGHTS

POPULATION IN EASTVIEW*				
Year	Population	Average # Per Household	# of Children 19 Yrs. & Under	# of Seniors
1976	2510	3.3	1035	200
1981	2150	3.0	815	190
% Change	-14.3%	-9.02	-21.3%	-5.0%
* Source: Statistics Canada 1976, 1981				

HOUSING				
Year*	# Dwelling Units	Condition of Residential Structures*		
			Number	%
1976	760	Good	288	45%
1981	715	Fair	222	35%
% Change	-6.0%	Poor	116	20%
* Source: Statistics Canada		* Source: City Planning Department September, 1985		

SCHOOLS				
Schools	Enrollments			
	1982-83	1983-84	1984-85	1985-86
Haultain	180	225	190	185
St. Paul	110	115	115	110
TOTAL	290	340	305	295
*Source: Principals				

The schools are physically in good condition. Both have gymnasium facilities and they provide neighbourhood open space of approximately 7.0 acres in area.

3.0 ISSUES AND RECOMMENDATIONS

3.1 TRAFFIC

A major issue is the amount of truck traffic in Eastview. Truck traffic is damaging streets, houses, causing air and noise pollution, and is hazardous to pedestrian safety. The residents are concerned that hazardous materials are being transported through their neighbourhood.

Parking along Winnipeg Street and the avenues adjoining it (especially Sixth and Seventh Avenues) is obstructing access to and from Winnipeg Street and creating a potentially dangerous situation as a result of poor site lines.

A Traffic and Pedestrian Study has been commissioned by the City to address identified concerns and recommend appropriate traffic management solutions. The City Administration will be bringing forth a recommended strategy in 1986.

Recommendations:

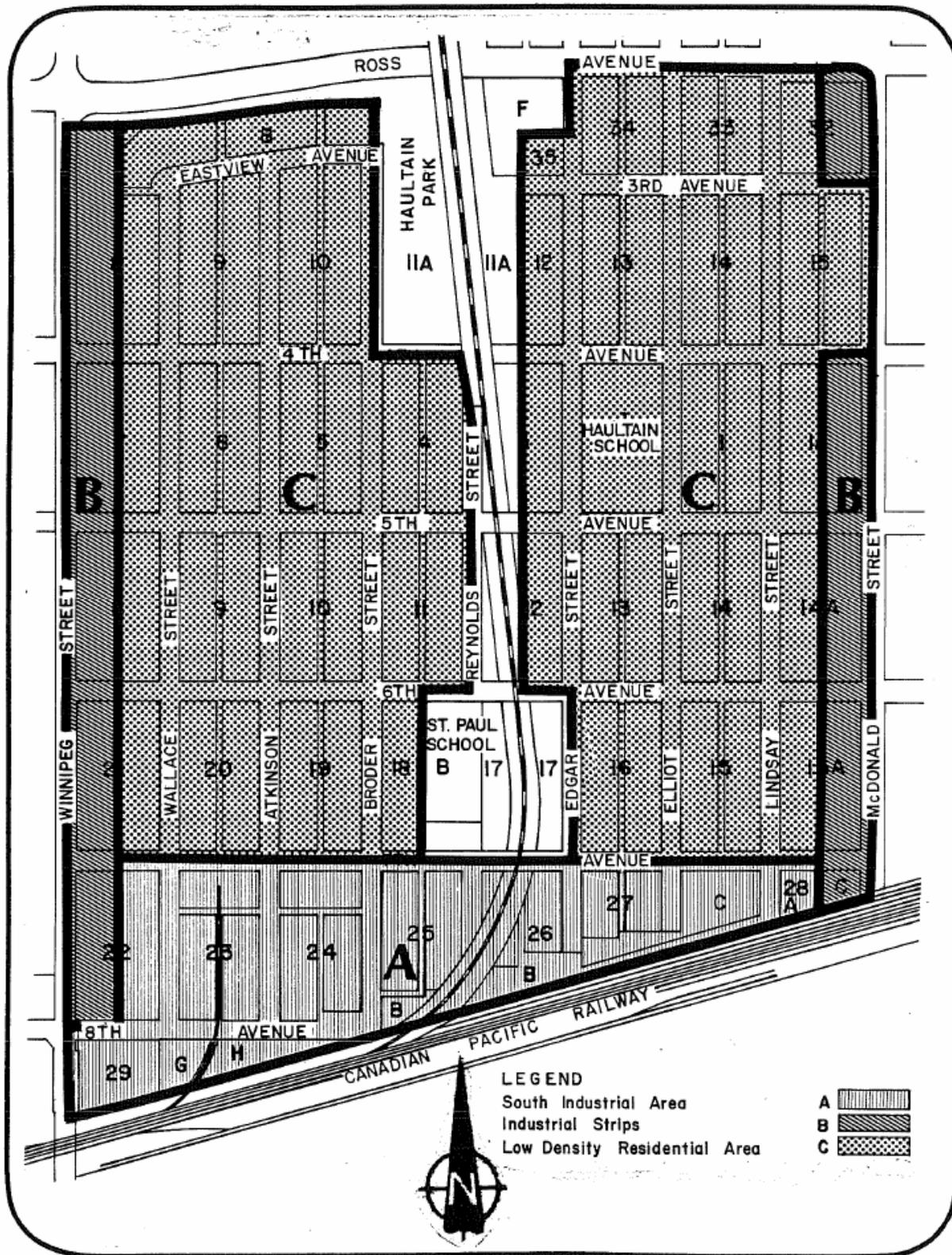
- That the Traffic and Circulation Study scheduled to be finalized in summer, 1986, be implemented in 1987 in accordance with overall city transportation needs and in a manner acceptable to the residents and City Council. An amount of \$195,000 has been allocated from the NIA #3, 1987 budget for this project.

3.2 LAND USE POLICY DISTRICTS

Eastview is a quiet residential neighbourhood located within an area which features a wide range of industrial and commercial activities. The historical evolution of the area has contributed to a physical environment which can be greatly improved through the removal of obnoxious uses, redevelopment of the rail right-of-way, and site improvements to businesses which border the area. The objective at this time is to provide a series of land use policies to address some of those issues affecting Eastview residents. Three policy districts have been identified in the Eastview Neighbourhood as shown on Map 3.

MAP 3

EASTVIEW POLICY DISTRICTS



Source:

3.2.1 Policy District "A" - South Industrial Area

This district is located south of 7th Avenue between Winnipeg and McDonald Streets and extends south to the CPR tracks.

The area is used by a wide range of industries including salvage yards, trucking operations, and engineering offices. There are several houses located in the area. Most of this area is zoned IA.

7th Avenue was identified as the principal roadway which separates the residential and industrial areas. The uses which exist in the area, greatly contribute to an image problem for the Eastview neighbourhood. The large amount of outdoor storage increases the harboring of pests and poses a potential health risk.

Policy Objective:

The objective for this area is to facilitate the relocation of obnoxious uses such as salvage yards to other more appropriate sites within the city and to provide for redevelopment of the area for residential use.

Redevelopment of the area cannot be undertaken immediately because concern exists with residential development in close proximity to rail lines carrying hazardous materials.

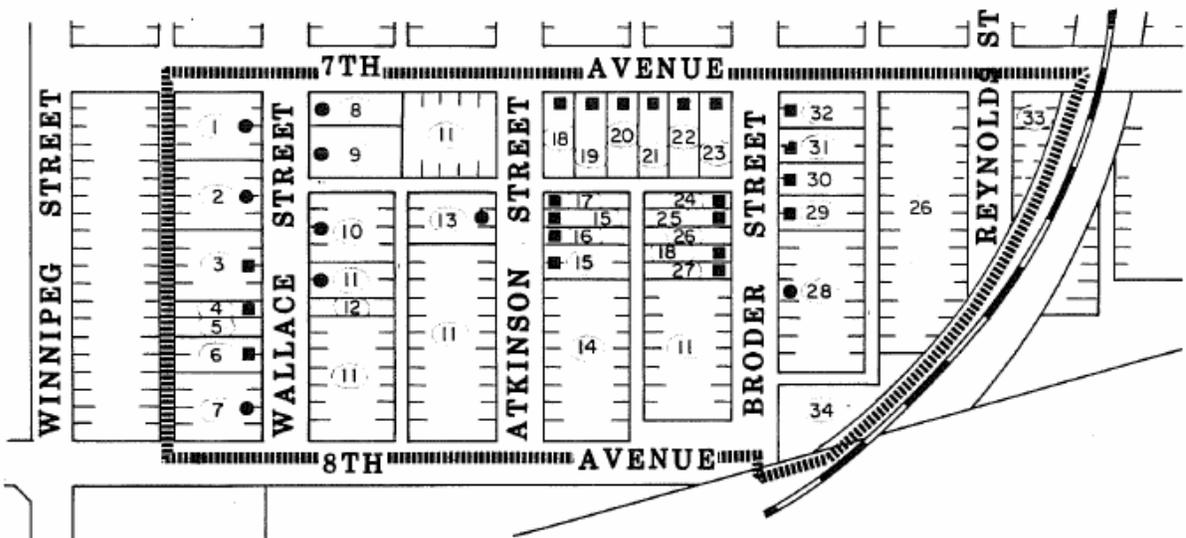
Consequently, redevelopment of the area to residential use cannot be considered until a decision is made on a Neighbourhood Plan amendment which would restrict residential development within a 300 metre area adjacent to the CPR Mainline.

If the Neighbourhood Plan amendment is not approved, the City will consider redevelopment proposals to multiple residential use on a block basis for the east 1/2 of Block 22, all of Block 23, all of Block 24, and all of Block 25. The strategy will be to rezone the subject properties to a residential zone. This will make the existing uses legally non-conforming. This action will also prohibit new industrial uses from locating in the area.

The area proposed for the rezoning includes approximately 3.9 hectares of land. There are 34 different property owners within the area, but several major parcels which could provide the redevelopment catalyst constitute a major part of the total area. These parcels (approximately 1.9 hectares) are used for salvage material storage or are vacant (See Map 4). A field survey of the area shows nine significant commercial buildings and twenty-one residential buildings (See Map 4). On an overall basis the extent of buildings in the area should not be a significant economic impediment to a major redevelopment initiative.

MAP 4

PROPOSED REZONING IA TO R4A



LEGEND

● Significant Commercial Buildings

■ Residential Buildings

--- Area to be rezoned

PROPERTY OWNERSHIP

- | | |
|---------------------------------------|---------------------------|
| 1. W. Anderson | 18. H. Price |
| 2. Deausy & Co. Ltd. | 19. C. Scrimbit |
| 3. B. & M. Quon | 20. SHC - Silversage |
| 4. F. James | 21. SHC - Namerind |
| 5. F. Albus | 22. D. Hudec |
| 6. MVG Patrick | 23. A. Palasty |
| 7. Artistic Autobody | 24. N. Supynuk |
| 8. Central Tire & Battery | 25. R. Wood |
| 9. Arnold Gallinger | 26. City of Regina |
| 10. Saskatchewan Trucking Association | 27. S. Brooks & M. Goldie |
| 11. Canadian Metal & Supply | 28. Al Pring Const. Ltd. |
| 12. Great West Builders | 29. J. & C. Barton |
| 13. Welldone Plumbing & Heating | 30. N. Curtis |
| 14. Western Metal & Supply | 31. F. & E. Gnam |
| 15. Leo Bourjet | 32. J. Balaski |
| 16. R. Urjasz & S. Andreas | 33. Naylor Holdings Ltd. |
| 17. H. & B. Drysdale | 34. CPR |

During formulation of the proposed policy, information brochures were distributed to business operators in the area outlining the proposals and the lack of response on this circulation suggests an ambivalence on the part of the property owners on this matter. Personal contact with some of the principal property owners in the area has indicated that the proposal should be pursued to the formal rezoning stage.

A zoning change would only affect assessment rates if a use change would occur. For instance, the land assessment on an industrial zoned and industrial use area is \$150 per front foot while the land assessment for single family use is \$70 per front foot. If the area is rezoned and used for multi-family development the assessment rate would be \$245 per front foot. If industrial uses remain and the R4A zoning is introduced, they would continue at the industrial assessment rate of \$150 per front foot. In terms of the net effect on the assessment roll, the optimum choice would be to convert and develop the area to multi-family development.

In the long term, the Plan also proposes a change of land use from industrial to residential for the area south of 7th Avenue between Reynolds and McDonald Streets.

An opportunity exists for a replotting scheme in the area south of 7th Avenue which would involve street closures and resubdivision to create land parcels with more residential design opportunities than presently exist. This type of action would require the cooperation of all affected property owners, with the final product being the creation of sites with more site design opportunities for residential use and improved traffic movements.

Recommendations:

- The Planning Department commence a rezoning initiative when appropriate for the industrial area west of the rail tracks, south of 7th Avenue, consisting of the east 1/2 of Block 22, all of Block 23, all of Block 24, and all of Block 25 from industrial to residential zoning (R4A) (See Map 4).
- The Planning Department and Buildings and Properties Department assist existing industrial operators to find more suitable industrial sites in other appropriate locations within the city.
- The Economic Development Department actively seek out investment groups and developers who may be interested in participating in a comprehensive redevelopment scheme for this area.
- The Buildings and Properties Department should be prepared to consider land swaps on a fair market transaction basis to aid the redevelopment process.

3.2.2 Policy District "B" - Industrial Strips

These two industrial strips consist of those portions of the blocks which front onto Winnipeg Street between 8th and Ross Avenues, and McDonald Street between the CPR rail yards and 4th Avenue (See Map 3). The Fort Ignition site on McDonald Street (zoned LC-Local Commercial) north of 3rd Avenue is also included. The two strips are fairly intensively developed with a range of uses including truck depots, auto body repair shops, and wholesale/retail outlets. The two areas are presently zoned IA1.

There are approximately seven blocks in Eastview where industrial uses back onto residential rear yards. Generally, there is a considerable amount of outdoor storage associated with industrial uses which detracts somewhat from the residential environment. The situation can be improved if more attention is given to fencing by both industrial operators and resident property owners.

Policy Objective:

The policy for this area is to ensure the commercial/light industrial activities are compatible with the adjacent residential uses and to ensure an appropriate interface between the industrial and residential areas .

The following two options were considered in addressing this issue:

Option 1 - Rezone the IA1 areas to IP (Prestige Industrial Zoning).

The advantages of this option are that the range of industrial uses would be restricted, there would be less intense development, and outdoor storage would be prohibited. The major disadvantage is that there are a significant number of uses which would become legally non-conforming. The uses would be allowed to continue but property owners could not undertake structural alterations or additions.

Option 2 - Implement landscaping and screening standards as part of the Zoning Bylaw for the IA zone where it abuts a residential zone.

The advantages are that Option 2 will not effect existing business property values, plant expansions or changes. The principal disadvantage is that any changes would only affect new developments. Option 2 is the most reasonable solution since it has the least impact on existing properties.

Recommendation:

- That the Planning Department amend the Zoning Bylaw to include landscaping and screening standards as part of the IA zone where it abuts a residential zone. The new standards will only apply to new businesses or when changes in land use occur.

3.2.3 Policy District "C" - Low Density Residential Area

This area consists of the major residential areas of Eastview as shown on Map 3. The housing stock is predominantly single-family and some semi-detached dwellings.

Policy Objective:

The policy for this area is to preserve and conserve the one and two unit character of the neighbourhood.

Many of the houses are in good or fair condition with seventy-two houses having been repaired and improved through the RRAP Program as of April, 1986.

There is expressed community interest in having a low-rise senior citizen housing project constructed in the neighbourhood. A rezoning will be required to allow such a project. In the event that rail relocation occurs, vacated rail property would provide a suitable site.

The 900 Block McDonald Street is currently zoned residential. There are currently eleven houses on this block which are surrounded by industrial uses to the north, south, and east. McDonald Street is also a designated truck route. In the long term, the property owners on this block may wish to dispose of their properties and consideration should be given to changing the zoning for this block to industrial.

Preferred locations for commercial facilities to meet neighbourhood needs are and should continue to be along Winnipeg and McDonald Streets. No commercial rezonings should be considered for neighbourhood facilities within this policy district.

Recommendation:

- That the present R3 (Residential Older Neighbourhood) Zone be maintained and no non-residential rezonings be considered for the established residential portion of the Eastview neighbourhood with the exception of the 900 block of McDonald Street.

3.3 RAIL RELOCATION

[Repealed by Bylaw No. 9603]

3.4 COMMERCIAL FACILITIES

Residents of Eastview have identified a need for commercial services such as a post office, drugstore, and another confectionary/convenience store.

Neighbourhood based commercial facilities locate in areas where there is a large population or high-traffic areas that will make the operation viable. Demand for these services is not high enough in

Eastview to attract additional facilities.

Many existing commercial facilities along McDonald and Winnipeg Streets are in need of upgrading. (Examples: Facades, signage, painting, general clean-up and maintenance.) The ECA will contact the businesses in the neighbourhood to discuss the condition of yards and buildings. This community based action is a neighbourhood self-help effort and awareness campaign aimed towards improving the physical condition of both residential and commercial areas.

3.5 RECREATIONAL FACILITIES

Eastview residents raised the issue of the lack of recreational facilities, (one boarded skating/hockey rink and one sparsely developed park). Several requests were made for a city-wide facility to be located in Eastview because of the long distances they must travel to city-wide facilities.

Suggestions for an indoor or outdoor swimming pool, indoor skating rink, tennis courts, bicycle trail, or jogging track were quite common.

Due to the cost of construction and maintenance, city-wide facilities are intended to serve a population of seventeen to twenty thousand people. Given their geographic isolation, city-wide facilities are unlikely to be located in Eastview.

The neighbourhood facility most requested was a neighbourhood center. The residents were advised that free standing centers present an affordability problem, due to construction and maintenance costs. However, a center attached to an existing facility with minimal land, construction and maintenance costs, would be considered appropriate. Existing staff from other centers would be responsible for the programming, but not necessarily based in a center in Eastview.

The City recognizes that transportation is a major barrier to access of public recreation facilities. Consequently in developing a policy for neighbourhood centres, support is given to Eastview's desire to have a community based facility because of its isolated location.

The Parks and Recreation Department has indicated support for a facility attached to an existing building. The Eastview Planning Advisory Committee considers the Haultain School site to be the best location because of its centrality. A joint use agreement currently exists between the City and the School Board and the request for a facility attached to Haultain School will be raised. A site specific agreement will have to be negotiated with the School Board to cover operational aspects of a neighbourhood centre.

Recommendation:

- That negotiations, initiated by the Planning and Parks and Recreation Departments, begin immediately with the Public School Board for the construction of a neighbourhood centre of approximately 4,000 square feet, attached to Haultain School. An amount of \$630,000 is allocated from the NIA #3 budget for this project.

3.6 PARK AND OPEN SPACE

Eastview is lacking in adequate quantity and quality open space. For example, Haultain Park has play equipment for small children, but does not have even one bench for a parent to sit on while accompanying tots to the park.

The residents have identified, as priority projects, the upgrading of both school grounds and Haultain Park. The agreement that currently exists between the Public School Board and the City provides for the development of the grounds to a neighbourhood level standard. The proposed NIA funding will provide for a higher level of development. Students at Haultain School have designed a creative playground that will be considered in any upgrading plan.

Residents also requested that when the rail lines are removed, Haultain Park and St. Paul school yard both be extended into that area and developed as additional open space. Another suggestion is that the whole rail corridor be turned into a green strip with such amenities as a bicycle trail and jogging strip.

Recommendations:

- That negotiations initiated by the Planning and Parks and Recreation Departments begin with the Public School Board for the upgrading of the Haultain School yard (following the construction of the neighbourhood centre). An amount of \$50,000 of the NIA #3 budget is allocated for this project. The NIA funding allocation is additional to funding under joint use agreements to redevelop school sites.
- That the Planning and Parks and Recreation Departments initiate negotiations with the Separate School Board for the upgrading of the St. Paul School yard. An amount of \$50,000 of the NIA #3 budget is allocated for this project. The funding is conditional on the basis of an equitable agreement being reached between the City and the Separate School Board for project funding.
- That the Planning Department initiate the redesign of Haultain Park in a way that would meet the expressed needs of the residents. An amount of \$150,000 of the NIA #3 budget is allocated for this project in 1987.

3.7 COMMUNITY AND SOCIAL SERVICES

There are a number of community and social support services that would make Eastview a better place in which to live. This would in turn attract more families to the neighbourhood, ensuring Eastview's continued residential stability and viability.

A wide range of these activities fall into the category of neighbourhood self-help. The key to implementing

self-help programs is community organization and raising the residents' level of neighbourhood consciousness and pride in their neighbourhood.

Eastview residents have identified the following community needs:

a) Neighbourhood day care or pre-school facilities.

Currently the Eastview Community Association has implemented a play school at Haultain School in addition to the existing play school at St. Paul School. The Eastview Community Association recognizes there is still a need for day care due to the number of working mothers in the neighbourhood.

b) Establishing Haultain School as a community school.

The implementation of the community school concept rests with negotiations between the Regina Board of Education and area residents. In 1985 a submission was made by the Eastview Community Association to the Regina Board of Education, Department of Education and the Minister of Education requesting the community school.

c) Improved neighbourhood image.

Eastview has traditionally had the image of the junkyard neighbourhood. From a community perspective, this label must be removed and a sense of pride be promoted in the neighbourhood.

d) After-school programs for children.

These activities are required to fulfil a social and recreational need.

Recommendation:

- The Planning and Parks and Recreation Departments encourage and provide organizational support to help the neighbourhood develop programs such as day care, play school, a community school, and neighbourhood clean-up, etc.

3.8 UTILITY SERVICING

A number of streets in Eastview have had local improvement work done. The Public Works and Engineering Department has identified a number of streets in Eastview that require local improvement work that are scheduled for replacement in 1986 and beyond.

A portion of NIA funds have traditionally been committed improvement work. In Eastview, watermain, and walk and curb replacement is being undertaken on several blocks in the neighbourhood.

Storm drainage is a major problem that has affected many households in Eastview when heavy rains or spring

runoff from a quick thaw overloads the system. Storm drainage in Eastview is provided by the Ross Avenue storm channel for those properties north of 4th Avenue. The rest of Eastview is serviced by the 7th Avenue storm trunk. The 7th Avenue storm trunk extends across Regina servicing many of the older areas. The 7th Avenue Drainage Area, Flood Relief Study, 1980, (Paul Theil Report) indicated improvements are required on the 7th Avenue system. The City intends to spend 3.175 million dollars in its capital program over the next five years to improve storm drainage on the 7th Avenue system. All of these funds are not necessarily allocated to the Eastview area. Eastview has benefitted to the extent of having one surface storm retention tank installed at 7th Avenue and Reynolds Street (south of St. Paul's school.) The purpose of the tank is to receive storm water and release it into the trunks as storm flows permit.

A second problem with the storm system is that domestic and storm sewers have common manholes. Thus, when one system (e.g. storm) overflows, it goes into the other system (domestic). This has partially contributed to basement flooding. The City since 1981 has undertaken improvements in the system to reduce the problem of storm water overflowing into the domestic system through physical separation of the two drainage systems.

In many cases, the source of flooding problems begins with management of storm water on the individual's property. For example, the practice of connecting eavestroughs to domestic sewer systems should be discontinued. Storm water should be drained away from the houses and allowed to reach the catch-basins at the curb through overland routes (driveways and streets.) In some cases, road grades require improvements to provide more effective drainage to catch basins and eliminate water ponding on roadways.

The condition of streets and sidewalks is another problem affecting many households in Eastview. A public meeting was held on July 16, 1986 to discuss the problems with engineers from the Public Works and Engineering Department. A number of problems were identified by the 30 residents who attended the meeting. On August 21, 1985, a committee consisting of Eastview residents conducted a survey of all streets and lanes in the Eastview neighbourhood to identify all maintenance items that needed attention. This list was submitted to Public Works and Engineering who verified some of the problems and outlined a comprehensive maintenance program to remedy them. Repairs will be completed in the 1986 construction season.

Lane Lighting

Lane lighting is a project that residents feel would enhance the safety and usability of their back lanes at night. They are convinced that lane lighting would discourage vandalism and increase safety for their back lanes. The City is currently investigating the possibility of installing lane lighting as a local improvement.

The City has initiated a lane lighting program in the Core neighbourhood. Before additional lane lighting will be installed in the City, the Core project will be evaluated. Additionally, legislative changes will be required to provide total project cost recovery through local improvement assessments. The City Solicitor is continuing to pursue legislative changes to have lighting covered as a local improvement. Consequently, lane lighting is not foreseen as a program which the City will be delivering in the immediate future.

Recommendations:

- That NIA funds of \$205,000 be budgeted for walk, curb, and watermain replacement in 1986.

- That a lane lighting program be considered as a long term possibility for the Eastview neighbourhood provided that the cost can be recovered through local improvement assessments.
- That the Public Works and Engineering Department continue to implement the storm retention plan recommended by the 7th Avenue Drainage Area, Flood Relief Study, 1980 to help reduce basement flooding in Eastview.
- That residents take action to prevent sewer backup and flooding by:
 - keeping sewer caps on when not in use or installing back up values that close automatically when back pressure occurs;
 - draining eavestroughs onto lawns and driveways not into the domestic sewer system; and,
 - maintaining the grade of residential property away from the house towards the street or lane.

3.9 HISTORICAL BUILDINGS

A heritage building survey of the Eastview neighbourhood indicates that one building of Heritage significance exists. The building is the Tannery Company Limited building located at 1301 Wallace Street. It is currently owned and operated by Central Tire and Battery Ltd.

The building has heritage significance because of its age, form of construction (post and beam), and it is a distinctive type of early industrial building in Eastview.

Recommendation:

- That 1301 Wallace Street - Tannery Co. Ltd., be added to the City of Regina Priority List of Heritage Buildings to screen against future demolition.

3.10 TRANSIT

The primary issue with respect to transit service is the need for more bus shelters. Four locations meet warrant requirements for shelter installation on 4th Avenue. Of these, old-style shelters are currently located at 4th Avenue and Winnipeg, and 4th Avenue and Lindsay, while a new-style shelter is currently located at 4th Avenue and Edgar. A new shelter is recommended for 4th Avenue and Broder Street. Area residents also requested that a new shelter be located at 6th Avenue and Broder Street, because riders many of whom are senior citizens living on the west side of the tracks off 6th Avenue need the protection of a shelter. The Transit Department has indicated that

the site does not meet the warrant standard. A new shelter is recommended for 6th Ave. and Broder Street to be funded through the NIA Program. The existing and proposed bus shelter sites are shown on Map 6.

Another transit issue which arose was the concern that Eastview students attending Usher, Balfour, and Miller Collegiates were in need of transportation via feeder bus to and from school. A total of 4 students from Eastview are presently attending Usher, and 80 students are currently attending Miller and Balfour Collegiates. These numbers of students do not overload buses on regular or rush-hour service; therefore, a feeder bus is not justified for the Eastview high school students.

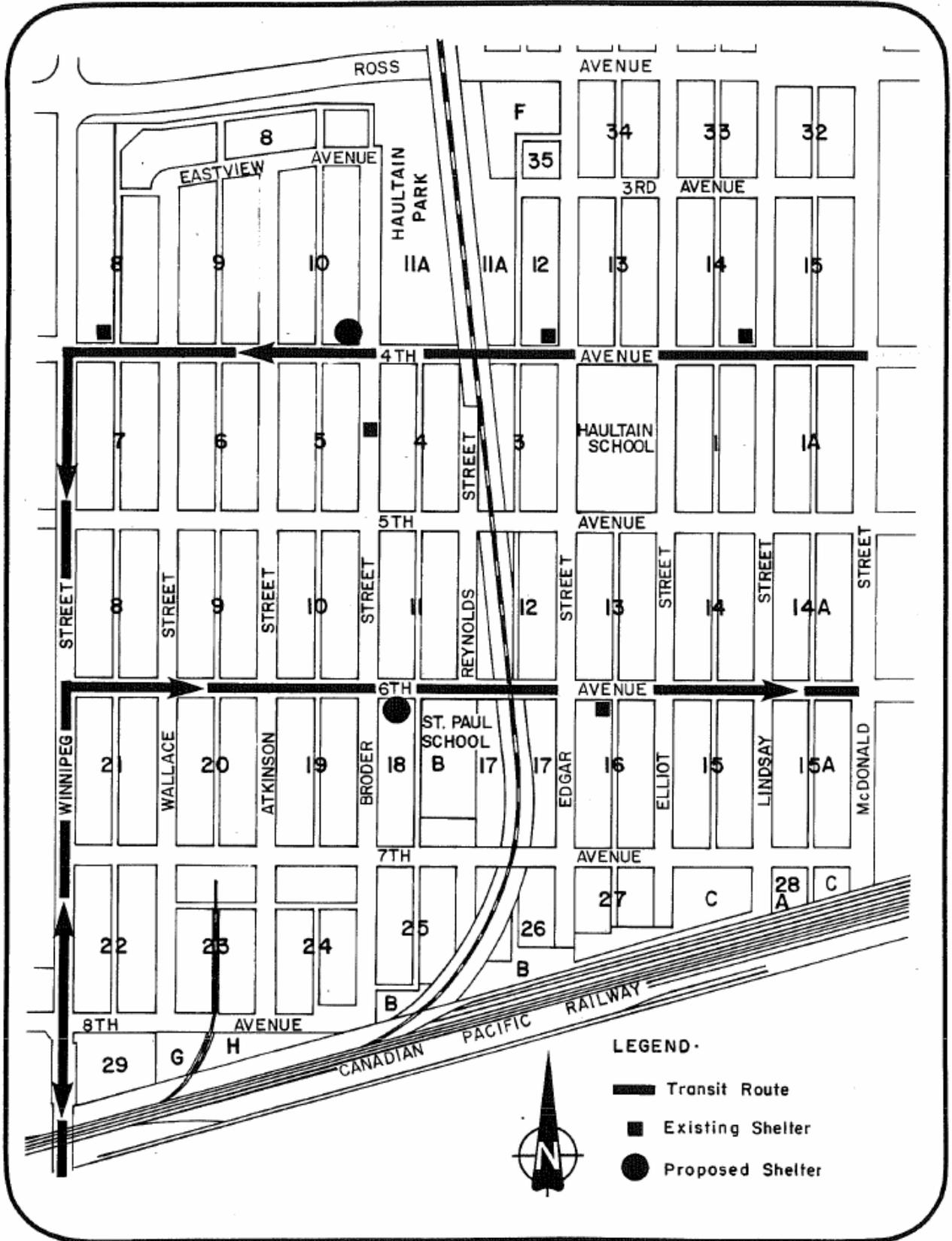
Recommendation:

- It is recommended that \$10,000 of the proposed NIA #3 budget be allocated for bus shelters at the following locations:

4th Avenue and Broder Street	West-bound
6th Avenue and Broder Street	East-bound

MAP 6

TRANSIT FACILITIES



Source:

4.0 NIA #3 PROJECT IMPLEMENTATION PLAN

PROPOSED N.I.A. #3 BUDGET - \$1,300,000

Neighbourhood Centre

4,000 square feet x \$123/sq.ft.	\$495,000	
Architects fee	35,000	
Site work and furnishing	60,000	
Contingency	<u>50,000</u>	
	\$640,000	\$ 640,000

Local Improvements

1986 Program

Watermain, Walk and Curb (one side)
400 feet of the 9 Block Atkinson Street
11 and 12 Blocks Atkinson Street
10 Block Broder Street
9 Block Elliott Street

Residents assessed for 1/2 watermain cost		\$ 205,000
Traffic Improvements		\$ 195,000
Haultain park Redevelopment		\$ 150,000
Haultain School Yard Development		\$ 50,000
St. Paul School Yard Development		\$ 50,000
Bus Shelters		\$ <u>10,000</u>
Total of Proposed Projects		\$ <u>1,300,000</u>

5.0 POLICY IMPLEMENTATION

5.1 MONITORING

The land use policy proposals contained in this Plan will take time to implement since there is a legal process which must be followed. It is the City Administration's responsibility, once Council approves the policy initiatives, to move in an expeditious manner. It is appropriate therefore, to measure progress on a regular basis. Upon adoption of the Plan, the Planning Department will meet on a semi-annual basis with the Eastview Community Association and provide a status report on the land use policy changes. This will be in addition to ongoing Eastview Planning Advisory Committee meetings which will be held to obtain input on NIA projects. This process will facilitate ongoing dialogue between community leaders and City staff with the final result being the strengthening of Eastview as a viable residential community.

5.2 REVIEW

A formal neighbourhood plan review is proposed five years after formal adoption of the Plan. It is felt this period will allow sufficient time for physical and policy changes to be effected. If certain initiatives are not being implemented, this process will afford the opportunity to review the Plan, consider alternative courses of action, and if necessary, formulate amendments to the neighbourhood plan.



OFFICIAL COMMUNITY PLAN

SUB-PART B.1.6 Cathedral Area Neighbourhood Plan



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SUMMARY OF RECOMMENDATIONS

The following is a summary of the recommendations of the Plan.

A. LAND USE AND ZONING

Medium Density Residential District (R4A)

1. That the 13 metre height limitation in the R4A zone be reduced from 13 metres to 11 metres.
2. That no commercial development be permitted in this district.
3. That developers consult with the Community Association and the Urban Planning Department before submitting formal applications to the City for discretionary use approval.

Medium Density Residential District (R4)

4. That the following properties be rezoned from R4A to R4:
 - a) Lots 21-30, Block 315; Lots 11-16, Block 316; Lots 11-30, Block 333; Lots 11-46, Block 334; Lots 1-38, Block 335; Lots 1-13, 16-22, 26-40, Block 336; Lots 1-40, Block 337; Lots 1-18, W. 13' of 19, 22-25, Block 338; Lots E. 8' of 4, 5-10, 29-40, Block 375; Lots 1-23, 32-40, Block 376; Lots 1-10, Block 399; Lots 2-10, Block 435; Lots 1-20, Block 436; Lots 5-18, S. 33' of 19, Block 437; Lots 1-6, 8-14, Block 438; Lots 11-20, Block 439; Lots 13-19, Block 450; Lots 1-7, 13-19, Block 451; Lots 1-7, 13-19, Block 452; Lots 1-5, N. 17' of 14, 15-19, Block 453; Lots 1-5, Block 454; Plan Old 33.
 - b) Lots 1-5, 1A-5A, Block 376, Plan CE5560.
 - c) Lots 1-5, Block 499, Plan K4654.
5. That no commercial development be permitted in this district.

Low Density Residential District (R3)

6. That the following properties be rezoned from: (Bylaw No. 9461; 2002-13)
 - a) R4 to R3 – Lots 47, 48, 49, 5, 6, 50 and 51 (formerly Lots 1 – 8 and the W. 14' of Lot 9), Block 377; Lots 1-23, 26-40, Block 378; Lots 1-7, W. 6' of 8, 11-40, Block 379; Lots 1-23, N. 15' of 24, 29-40, Block 380; Lots 3-20, Block 395; Lots 3-10, Block 396; Lots 1-16, Block 396A, Los 1-10, Block 439; Lots 1-20, Block 440; Lots 1-18, Block 441; Lots 1-20, Block 442; Lots 1-7, 13-19, Block 447; Lots 1-7, 13-19, Block 448; Lots 3-7, 13-19, Block 449; Lots 1-7,

Block 450, Plan Old 33.

- b) R4 to R4A – Lots 1-2, Block 449; Lots 1-2, Block 396, Plan Old 33.
7. That no commercial development be permitted in this district.

Low Density Residential District (R1A)

8. That the existing R1A zoning of the district be maintained.
9. That no commercial development be permitted in this district, with the exception of Lot 11 and the North 5 feet of Lot 12, Block 332, Plan DV4420, Regina Saskatchewan (to be developed under a contract zone agreement as an off-site employees' parking lot and landscaped outdoor eating area). [1996/9814]
10. That the Henderson Terrace apartments (Lots 1-5, Block 499, Plan K4654) be rezoned to R4 – Residential Older Neighbourhood from R4A – Residential Older Neighbourhood.

CPR Annex Low Density Residential District (R1A)

11. That the existing R1A zoning of the district be maintained.
12. That the City consider a voluntary purchase program for dwellings located in flood way lands should designation occur.
13. That no commercial development be permitted in this district.

Albert Street Commercial District

15. That the existing commercial areas between College Avenue and Saskatchewan Drive along Albert Street be recognized. There shall be no further extension of commercial development into the residential neighbourhood from the lane west of Albert Street.
16. That the parking lot located on 2200 block of Angus Street (Lots 4-10, Block 434) is subject to a time limited contract which expires on August 1, 1997. The parking lot shall subsequently be redeveloped for residential purposes. (Bylaw No. 9368)

Saskatchewan Drive Commercial District

17. That the existing IA zoning be maintained.

2056 Repealed by Bylaw No. 9505.

13th Avenue Shopping District

19. That the existing shopping district zoned LC3 and LC1 be recognized. No extension of the commercial areas should be permitted along 13th Avenue or in the adjacent residential area.
20. That the development of a town square concept focusing on the Safeway Plaza, the west side of Robinson Street and the east side of Retallack Street as outlined in the 13th Avenue Commercial Study be encouraged.
21. That street enhancement of 13th Avenue between Angus Street and Cameron Street be maintained.
22. That SPC be approached to consider replacing overhead power lines and poles on 13th Avenue with underground service.

B. TRAFFIC AND PARKING

1. That the City Administration and the Community Association continue to work together to improve traffic conditions in the Cathedral Area.
2. That changes in parking restrictions on north-south streets be determined on a block-by-block basis as per established City policy.

C. OPEN SPACE AND BOULEVARD TREES

1. That the Community Services, Parks and Recreation Department work with the Community Association to develop conceptual plans and determine costs for the upgrading of both Connaught and Davin School grounds.
2. That the Community Services, Parks and Recreation Department propose to the Joint Use Development Committee that Connaught and Davin Schools be advanced on the priority list for development.
3. That Block 498A, Plan 65R31964 be rezoned from R1A to PS and be included in the open space inventory of the neighbourhood. The portion of Cameron Street between Leopold Crescent and 18th Avenue be legally recognized as a street right-of-way. That the Community Association take an active role in the identification of trees lacking in care and that they support the Community Services, Parks and Recreation Department in the maintenance and replacement of such.

D. CATHEDRAL NEIGHBOURHOOD CENTRE

1. That the Cathedral Area Community Association and the Community Services, Parks and Recreation Department establish a Neighbourhood Centre Committee to explore ways to better use the facility and to promote its availability and purpose in the Cathedral Area.

E. SOCIAL ISSUES

1. That the Cathedral Area Community Association establish a Community Program Planning Committee consisting of the Community Association, the Community Services, Parks and Recreation Department, the Social Development Unit, Regina Police Service and representatives from neighbourhood schools, churches, Native groups and senior citizen groups to:
 - a) identify community social issues,
 - b) formulate strategies and programs to address these issues,
 - c) inventory programs being offered in the community in order to determine where duplications and deficiencies in services exist.
2. That a special effort be made by the Cathedral Area Community Association and the Community Services, Parks and Recreation Department Special Initiatives Section to involve Native groups and individuals in the development of community programs and events,

F. RECREATION PROGRAMMING

1. That the Community Program Planning Committee facilitate the sharing of program information, and the discussion of joint programming and shared promotion.

G. PROPERTY AND BUILDING MAINTENANCE AND ENFORCEMENT OF BYLAWS

1. That the City work with the Community Association in the implementation of the bylaws dealing with building maintenance and untidy properties.
2. That the Community Housing Worker, employed by the City, work with tenants to find suitable housing and counsel them on housing maintenance. That the Community Association continue and expand its programs to create greater pride by area residents in their residences and develop programs to teach residents property maintenance. That the Community Association and the City encourage replacement of derelict housing stock with appropriately designed replacement housing stock.

H. CRIME AND PERSONAL SAFETY

1. That the Cathedral Area Community Association work with the Regina Police Service to:
 - a) ensure that crime prevention is a priority in the neighbourhood;
 - b) support and expand the Neighbourhood Watch Program;
 - c) develop children's programs that reinforce respect for the law.
2. That the Cathedral Area be considered a priority if a lane lighting program is implemented by the City.

I. DRAINAGE

1. That the Municipal Engineering Department review and consider upgrading the maintenance and monitoring program for the operation of the dikes along Wascana Creek.
2. That the Municipal Engineering Department develop a strategy for the replacement and upgrading of the storm water pipe system where required. The Department currently has a plan to review storm sewer drainage areas throughout the city.
3. That egarding of the street network (where necessary and feasible) to improve surface run-off capacity occur simultaneously with any renewal projects That new development include storm water management and ensure buildings can withstand major storm events without excessive flood damage.

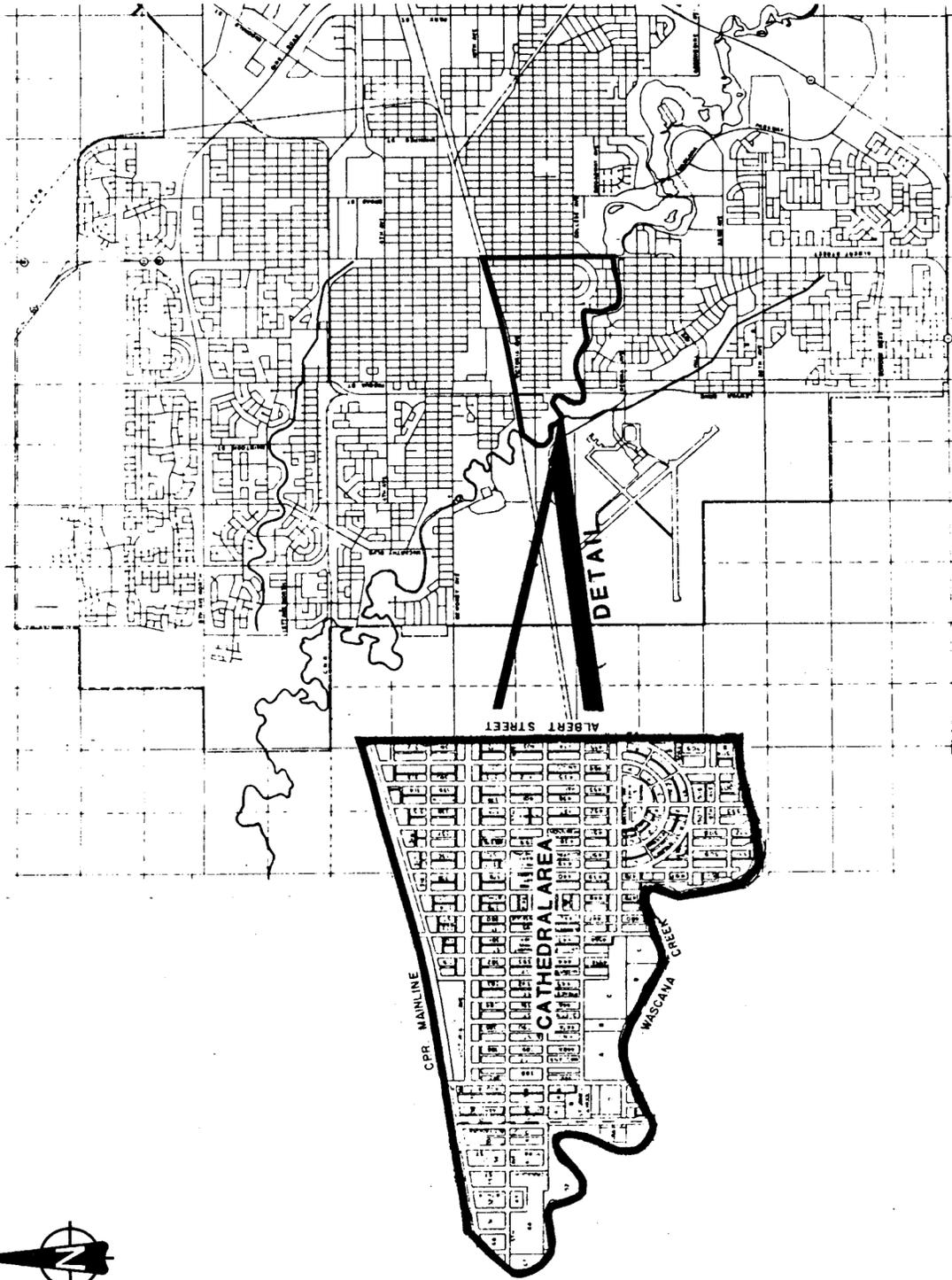
J. DOMESTIC SEWER SYSTEM

1. That the Municipal Engineering Department identify connections between the domestic and storm water sewer systems and develop plans for their complete separation.
2. That the Municipal Engineering Department continue to monitor problems with the aging domestic sewer system and develop plans for replacement of deteriorating sections.

2056 That the Municipal Engineering Department examine options to provide relief to the Valley Trunk Sewer which passes through the area.

MAP 1

STUDY AREA



Regina OCP – Part B
Sub-Part B.1.6 – Cathedral Area Neighbourhood Plan

1.0 INTRODUCTION

1.1 BACKGROUND

On April 8, 1987 City Council authorized the preparation of a neighbourhood plan for the Cathedral Area, one of five inner city residential communities subject to a neighbourhood plan. A previous study of this neighbourhood by the Cathedral Area Community Association was appended to the 1979 Regina RSVP Development Plan. A new neighbourhood plan is needed at this time to address current land use, zoning and social issues and to incorporate the recommendations of a recent major neighbourhood traffic study.

The Cathedral Area Neighbourhood Plan is a joint effort of the City of Regina and the Cathedral Area Community Association.

1.2 STUDY AREA

The Cathedral Area is a 235 hectare residential neighbourhood located immediately to the west of the downtown (Map 1). In fact, the blocks east of Angus Street and north of 13th Avenue are considered to be part of the downtown area. Boundaries of the neighbourhood include Albert Street on the east, Wascana Creek on the south and west and the CPR Mainline on the north. While the area is primarily residential, commercial uses define the northerly and easterly edges as well as the 13th Avenue shopping district.

1.3 PURPOSE OF THE PLAN

The purpose of the Cathedral Area Neighbourhood Plan is to:

1. Develop a strategy to help preserve and enhance the residential character of the neighbourhood.
2. Provide an opportunity for the community to articulate its goals for the neighbourhood within the context of overall City development policy.
3. Establish policies and an implementation strategy to address neighbourhood issues and concerns identified by the community.

1.4 EVOLUTION OF THE NEIGHBOURHOOD

The Cathedral Area was among the earlier and more affluent residential neighbourhoods to be developed in the city. By 1903 a large block of land west of Albert Street and south of Victoria Avenue had been purchased by W.H.A. Hill and the McCallums for residential development. The new neighbourhood, originally known as the West End, was first established in the blocks immediately west of Albert Street and north of College Avenue in keeping with the gridiron subdivision design imposed by the 1884 town plan. Development quickly spread further to the west and to the crescents area south of College Avenue. Although infill development has continued up to the present day, most of the neighbourhood was completed in the period between 1910 and 1929.

One of the first important buildings to locate in the Cathedral Area was Sacred Heart Academy, constructed in 1910. Two years later Holy Rosary Cathedral (which gave the neighbourhood its present name) and Westminster Presbyterian Church (now Westminster United) were completed. At one time the Cathedral Area had a firehall and a hockey rink, but these facilities were demolished and replaced by apartment buildings in the late 1950's.

The first zoning bylaw of the City in 1927 fixed the land use pattern of the neighbourhood still evident today. Saskatchewan Drive properties were zoned for industrial and commercial uses, reflecting their location adjacent to the CPR mainline. Thirteenth Avenue was zoned Business "B" from Albert Street to Argyle Street. Downtown functions were beginning to spill over into the blocks north of 13th Avenue and east of Angus Street while Albert Street was zoned for commercial strip development. The remainder of the neighbourhood was designated for residential use.

In 1949, zoning bylaw changes established the westerly boundary of the 13th Avenue business district at Cameron Street, with the exception of the north side of 13th Avenue between Montague and Argyle Streets. Subsequent zoning bylaws have not fundamentally changed the initial development pattern, except that higher density residential was designated for a large area in the easterly portion of the neighbourhood. Consequently, apartment development replaced the older housing stock in scattered locations throughout this area and in small concentrations east of Retallack Street. Parking lots serving the commercial uses along Albert Street began to become more evident along Angus Street.

By the mid 1970's the Cathedral Area suffered from a number of problems characteristic of established inner city neighbourhoods including a rapidly declining population, decreasing quality and quantity of the housing stock, increasing crime and social problems, more automobile traffic and lack of parking space. In order to address these problems, the 1979 Regina-RSVP Development Plan established general policy objectives for the inner city residential areas as follows:

1. to improve the residential viability of the neighbourhoods, and
2. to control the encroachment of non-residential uses into the neighbourhoods. Programs, including Neighbourhood Improvement Area, Residential Rehabilitation Assistance (RRAP), Catch-Up (Utility Infrastructure) and Infill Housing, were implemented to help achieve these objectives. In addition, there has been considerable private renovation of existing homes in recent years as residents have been demonstrating renewed confidence in the neighbourhood. The Cathedral Area Neighbourhood Plan is intended to continue this commitment to the neighbourhood's future as a viable residential community.

2.0 COMMUNITY PROFILE

This chapter examines some of the population and housing characteristics as well as community and education facilities, municipal services, and heritage resources of the Cathedral Area.

2.1 POPULATION

At the time of the preparation of the Plan, only preliminary population figures were available from the 1986 census. As a result, information on income, age groups and household composition is still based on 1981 census data. It is the view of the Community Association that the neighbourhood has undergone considerable demographic change since 1981, particularly an increase in the percentage of families with young children.

The total population of the neighbourhood declined by 32% from 10,896 in 1966 to 7,415 in 1981. In contrast, the population of Regina increased by 22.5% during the same period. The decrease in the Cathedral Area can be attributed to a large decline in occupancy rates and a reduction in the housing stock. Infill housing development since the 1981 census, however, has stabilized the neighbourhood's population. The 1986 census shows a population of 7,292, a drop of only 22. There was no increase because of continuing declining occupancy rates from 2.2 to 2.1 persons per household between 1981 and 1986.

Seniors (65 and over) form an increasing percentage of the population although their actual numbers have fallen from 1,392 (12.5%) to 1,040 (14.7%) between 1966 and 1981. The city as a whole had a much lower proportion of seniors during the same time period (7.5% in 1966 and 9.2% in 1981).

Persons 19 years and under comprised 26.1% of the Cathedral Area's population in 1981, considerably below the city percentage of 33.3%. Given the higher proportion of seniors and the lower proportion of children, it can be assumed that

the Cathedral Area population is generally older than the city average.

One person private households increased from 24.3% (883) of all households in 1966 to 39.4% (1,395) in 1981. In the city as a whole such households formed 23.9% of the total in 1981. The higher proportion of singles characteristic of the Cathedral Area is likely attributable to the large number of apartment dwelling units, the higher proportion of seniors, the availability of lower cost rental housing, and the neighbourhood's proximity to the downtown.

The percentage of lone parent families in the Cathedral Area increased from 12.1% to 17.4% of the population between 1976 and 1981 while the city percentage increased from 11.2% to 15.7%. A higher proportion of lone parent families in the neighbourhood is attributable to the lower housing and transportation costs as well as easier accessibility to the downtown and other services required by these families.

According to the 1981 census both the family and non-family incomes (average \$20,049) was considerably lower than the city average of \$25,828. The incidence of lower incomes appears to be a reflection of the large number of elderly on fixed incomes and the number of lone parent families with only one income.

2.2 HOUSING

Table 1 shows the changing patterns of dwelling unit types from 1966 to 1981. Over two-thirds of the housing stock is detached and duplex dwellings, similar to the city average. However, the proportion of apartments is higher than the city average while the proportion of single attached housing is lower. The loss of 241 dwelling units in the neighbourhood over the years has been greatest among apartments. It is difficult to determine what parts of the neighbourhood may have experienced the loss in apartment units. Along with the demolition of buildings such as the McCarthy Apartments on Albert Street, possibly a number of older subdivided houses have been converted back to detached dwellings. This trend would also account for the large drop in duplex units between 1976 and 1981.

Since 1981 building permit records show that the number of dwelling units has increased by 390, largely through Saskatchewan Housing Corporation's (S.H.C.) former Infill Housing Program. This program added 145 infill units (in the form of semi-detached, fourplex and townhouse units) and 144 senior citizen units to Cathedral's housing stock. There also has been a number of privately initiated apartment dwelling units developed since 1981. At the same time 71 existing housing units were demolished (partly as a result of the Infill Housing Program), resulting in a net gain of 319 units in the neighbourhood as of December 1, 1986.

The Community Association views the S.H.C.'s infill program as a positive neighbourhood influence and an example (to developers) of sensitive multiple housing projects that reflect the house-form characteristics of the Cathedral Area. In addition, the program, along with RRAP, was seen as an impetus for homeowners to renovate their dwellings.

A slight majority (54%) of the Cathedral housing stock is owner occupied, below the city figure of 64.3%. The lower ownership rates in the area result from the higher proportion of apartments that are normally rented. Since detached dwellings account for 69% of the housing stock, a significant proportion must also be rented.

Sixty-nine percent of the housing stock in the Cathedral Area was built before 1946, compared to 16.1% for the City. Of greater concern, however, is that 38.8% of the housing stock was in need of major or minor repairs compared to 21% for the City as a whole according to the 1981 census.

In response to the need to rehabilitate existing housing in the Cathedral Area RRAP was introduced in 1979. Since that date 473 units have been funded under the program representing an expenditure of \$2,190,207. Only a portion of the neighbourhood (bounded by Elphinstone Street, Saskatchewan Drive, Albert Street and College Avenue) was included in the program at that time. Since 1986 there have been no geographically defined boundaries for RRAP.

TABLE 1 DWELLING UNIT TYPE BY NUMBER AND PERCENTAGE						
Year	Single Detached	Single Attached	Duplex	Apartments	Total Units	Cathedral Units % City Units
1981 Cathedral	2,285	40	50	925	3,300	
	(69.2)	(1.2)	(1.5)	(28.1)	(100)	5.6
City of Regina	40,765	3,515	756	13,390	58,420	
	(69.8)	(6.0)	(1.3)	(22.9)	(100)	
1976 Cathedral	2,115	55	135	1,385	3,690	
	(57.3)	(1.5)	(3.7)	(37.5)	(100)	7.5
City of Regina	33,310	2,480	1,565	12,150	49,505	
	(67.3)	(5.0)	(3.2)	(24.5)	(100)	
1971 Cathedral	2,300	90	-	1,430	3,820	
	(60.2)	(2.4)	-	(37.4)	(100)	8.9
City of Regina	29,050	1,910	-	11,330	42,290	
	(68.7)	(4.5)	-	(26.8)	(100)	
1966 Cathedral	2,215	126	-	1,300	3,541	
	(60.8)	(3.5)	-	(35.7)	(100)	9.5
City of Regina	25,603	1,723	-	9,823	37,194	
	(68.8)	(4.6)	-	(26.4)	(100)	
Source: Statistics Canada, 1966, 1971, 1976 and 1981 Census						

In sum, the implementation of RRAP has added additional years to many existing houses, while S.H.C.'s infill housing program and private infill projects have increased the housing supply in the Cathedral Area.

2.3 LAND USE AND ZONING PATTERNS*

The primary land use of the Cathedral Area is residential (Map 2). Detached dwellings predominate in the area south of Victoria Avenue and west of the lane between Robinson Street and Cameron Street while the remaining residential districts consist of a mixture of detached dwellings, fourplexes, townhouses and low rise apartments.

*Note: Based on Zoning Bylaw No. 8484, 1988

Commercial development is concentrated in three distinct districts – along the west side of Albert Street and in portions of the east side of Angus Street – along 13th Avenue from Angus Street to the lane west of Cameron Street (plus a node at 13th Avenue and Elphinstone Street), and along the south side of Saskatchewan Drive between Angus and Argyle Streets. The Albert Street commercial area consists of a variety of office developments, gas stations, banks, retail and food stores and parking lots. Thirteenth Avenue contains a range of more neighbourhood oriented facilities including retail and food stores, doctor and insurance offices, a egarding, confectionaries, restaurants and the community centre. Saskatchewan Drive contains a mixture of light industrial, commercial and residential uses, including building supplies, warehouses, auto services, and an animal hospital.

Zoning of the Cathedral Area generally reflects the land use patterns of the neighbourhood (Map 3) except a portion of the residential area. There are three residential zones – R1A and R4 – Residential Older Neighbourhood and R4A – Residential Infill Housing.

The R1A zone, located south of the lane immediately north of College Avenue and west of Elphinstone Street, is particularly restrictive in that only detached dwellings are permitted as residential uses. The R4 and R4A zones are less restrictive in that the R4 zone includes townhouses and the R4A zone includes low rise apartment dwelling units as discretionary uses. However, there are large areas zoned R4 and R4A that are mostly blocks of detached dwelling units.

Commercial uses are accommodated by four zones including D – Downtown, MAC – Major Arterial Commercial, and LC1 and LC3 – Local Commercial.

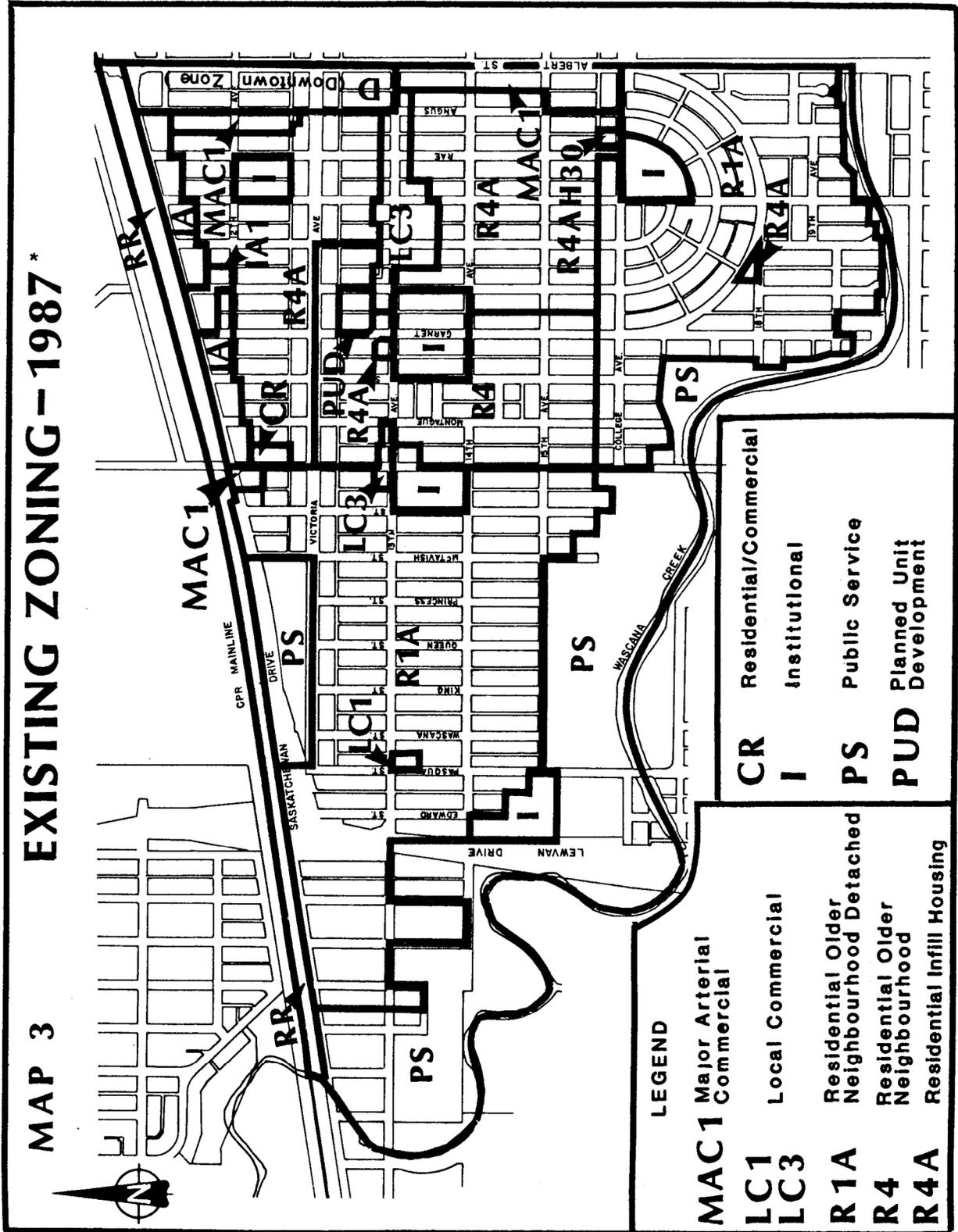
Properties along Saskatchewan Drive and adjoining streets are zoned IA and IA1 Light Industrial.

2.4 EDUCATIONAL FACILITIES

Four elementary schools, two public and two separate (one English, one French), are located in the Cathedral Area. The School Boards consider these schools to be stable in terms of student population and not in danger of being closed at this time. Table 2 shows □egarding trends between 1981 and 1987.

TABLE 2 SCHOOL ENROLLMENTS							
SCHOOL	1987	1986	1985	1984	1983	1982	1981
Connaught	358	316	343	352	323	296	276
Davin	203	197	271	290	269	278	308
Holy Rosary	105	120	120	113	105	123	121
Ecole Monseigneur De Laval	115	81	66	61			
Sources: Boards of Education, October 1987							

MAP 3 EXISTING ZONING - 1987*



LEGEND

MAC1 Major Arterial Commercial

LC1

LC3

R1A Residential Older Neighbourhood Detached

R4 Residential Older Neighbourhood

R4A Residential Infill Housing

CR Residential/Commercial

I Institutional

PS Public Service

PUD Planned Unit Development

* Based on Zoning Bylaw No. 8484

Two schools were closed in the last decade – Victoria School, now used by the Plains Community College as an adult education centre and St. James School (renamed Ecole Monseigneur Laval), now used as a special all French school, drawing students from across the city.

Davin School will be closely monitored if enrollment falls below 120. The School Board is prepared to undertake a small renovation and repair project estimated at approximately \$375,000 or more if parents continue to send their children to Davin instead of nearby renovated schools such as Lakeview. To show their commitment to keep the school open, Davin parents have formed a committee to review the renovation proposal once it is prepared.

2.5 COMMUNITY AND OPEN SPACE FACILITIES

The Cathedral Area contains a number of community facilities as outlined on Map 4. Among these facilities are the Cathedral Neighbourhood Centre, Connaught Library, Neil Balkwill Civic Arts Centre, Rotary Senior Citizen Centre, schools noted earlier, churches, and parks and open spaces, most notably along Wascana Creek.

2.6 HERITAGE

The eastern half of the Cathedral Area neighbourhood (located between Elphinstone and Albert Streets) contains a large stock of older (1910 – 39 vintage) residential and institutional buildings, some of which have heritage significance. Of particular interest is the crescents area, located immediately south of College Avenue between Garnet and Albert Streets, and the boulevard segment of Victoria Avenue running from Angus Street to Elphinstone Street. These areas retain a considerable number of architecturally significant older residences as well as streetscapes that are original elements of Thomas Mawson's Urban Development Plan commissioned by the City in 1914. Various elements of the Mawson Plan were put into effect between 1914 and 1930. As Victoria Avenue has been under some development pressure, it should be considered for a future Heritage Conservation District.

Also of particular interest is the concentration of institutional buildings with significant heritage value that front onto 13th Avenue from Cameron Street to Elphinstone Street. These include the Holy Rosary Cathedral, The Chancery Office, Westminster United Church, Connaught School and the Connaught Library. The Connaught Library is a municipally designated heritage building. Davin School is under consideration for heritage designation.

Other municipally designated heritage buildings in the neighbourhood are the Mahan Residence (269 Leopold Crescent), Kenora Apartments (2601 – 14th Avenue), Henderson Terrace (3038-3060 – 18th Avenue), Marshall Residence (3022 Victoria Avenue) and the Wood Residence (1862 Retallack Street).

On the eastern periphery of the neighbourhood, an important heritage project is the restoration of the Albert Memorial Bridge and the implementation of the Albert Street Boulevard Concept Plan. The purpose of the latter plan is to preserve and improve the landscaping, enhance the aesthetic and cultural environment, improve the pedestrian environment and consider the development of a Heritage Conservation District.

2.7 MUNICIPAL SERVICES

As one of the earliest developed neighbourhoods in Regina, the Cathedral Area has among the oldest municipal utility services (streets, walks, curbs, watermains and sewers). In response, a major upgrading of these facilities has been undertaken in much of the neighbourhood. Between 1979 and 1986, \$645,946 was spent on local improvements.

2.8 ROADWAY NETWORK

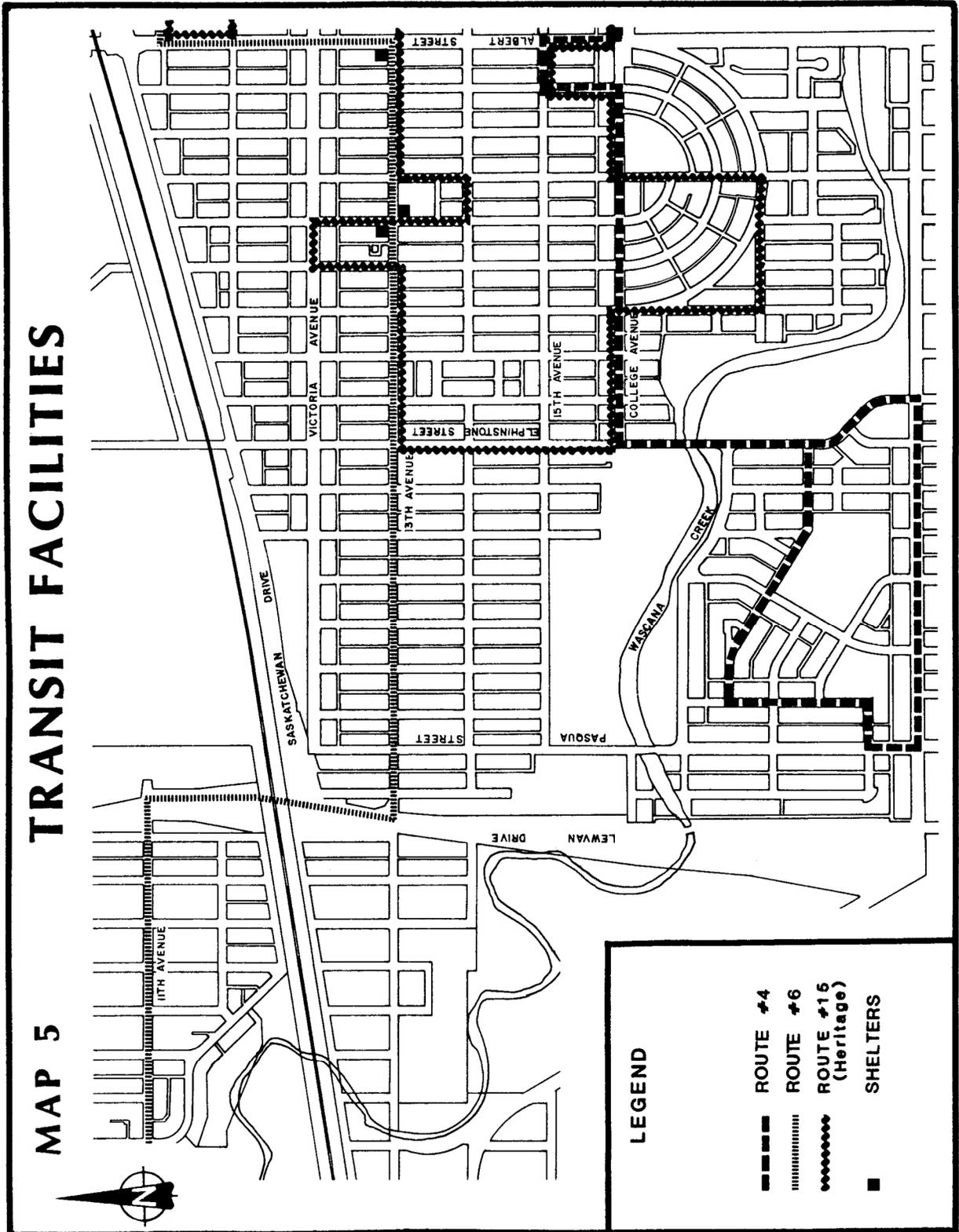
The roadway network in the Cathedral Area is based on the gridiron layout typical of older Regina neighbourhoods (Map 5). Both Wascana Creek on the south and the CPR Mainline on the north create physical barriers restricting the number of north-south roadways linking the neighbourhood to other areas of the city. Only the major north-south streets spaced 0.8 km apart (Albert, Elphinstone, and Pasqua Streets, Lewvan Drive) cross these barriers. One other exception to the grid layout is the crescent area (Leopold, Angus and Connaught Crescents), which forms a half concentric ring street pattern.

A major problem of the gridiron layout is the lack of differentiation between local and through traffic movements in a neighbourhood. For example, most of the east-west streets carry traffic from other parts of the city to and from the downtown, unnecessarily subjecting the neighbourhood to non-local traffic. The traffic management study, discussed in Chapter 4, addresses this traffic issue.

2.9 TRANSIT

Three bus routes link the Cathedral Area (Map 5) to the downtown. Route #4 (Normandy Heights) runs along College Avenue and also serves Lakeview. Route #6 (RCMP) runs along 13th Avenue to the RCMP barracks. The Heritage bus (Route #15) also serves the transportation needs of senior citizens in the neighbourhood. The bus shelters are located along 13th Avenue. Cathedral Area residents appear to be satisfied with the transit service in their neighbourhood as it was not raised as an issue during the issue identification process.

MAP 5 TRANSIT FACILITIES



1987

3.0 COMMUNITY INVOLVEMENT

3.1 ISSUE IDENTIFICATION

Community involvement is an integral part of the planning process, from the initial identification of neighbourhood issues to the formulation of policies to address them. It is the residents themselves who will help to ensure the future success of the neighbourhood. Community participation in the preparation of the Plan began with the discussion and revision of the Terms of Reference. Once the terms had been agreed to and interest groups identified, the Community Planning Committee of the Cathedral Area Community Association held a special meeting with these groups to discuss neighbourhood issues. Representative from the business, native and religious communities raised concerns about the extent of the R4A zoning (which includes apartment blocks as a discretionary use), maintenance of property and enforcement of bylaws, zoning of Saskatchewan Drive, traffic management and parking, and 13th Avenue street enhancement.

As part of the issue identification process, four public meetings were held in different geographic areas of the neighbourhood to encourage participation by a wide range of Cathedral residents. Two of the meetings were well attended, one focusing on the traffic management study and the other on general issues of the neighbourhood. At the latter meeting, residents raised similar issues as the interest groups, and in addition identified a need to upgrade Connaught, Victoria and Davin school grounds, lane lighting, and the replacement of dying Victoria Avenue boulevard trees.

In addition, a questionnaire was distributed by the Community Association to all households in the neighbourhood. A total of 212 responses were received. An analysis of the results is contained in Appendix A.

In general the questionnaire respondents clearly indicated the following principal areas of concern:

- need to improve traffic and parking conditions in the neighbourhood.
- need for improved property and building maintenance and enforcement of City bylaws.
- neighbourhood crime with respect to law enforcement, prevention, and safety of both residents and property.
- commercial encroachment and existing zoning regulations.

3.2 TASK FORCE – PREPARATION OF THE DRAFT PLAN

Following the issue identification process the Community Association was involved in the Cathedral Area Neighbourhood Plan Task Force. In addition to the Community Association, Task Force members were the Social Development Department, Urban Planning Department, Municipal Engineering Department, Community Services, Parks and Recreation Department and the Urban Development Department. The role of the Task Force was to develop and evaluate policy options and propose a strategy to respond to the neighbourhood issues identified by the community.

Based on the recommendations of the Task Force, a draft plan was released to the community before consideration by the Regina Planning Commission. On November 17, 1987 a Public Open House attracted approximately 120 residents, most of whom supported the recommendations of the draft Plan. A few individuals were opposed to the traffic plan which had been implemented three weeks previous to the meeting.

As well as having a major input into the drafting of the Plan, the Community Association will have an ongoing role in the implementation of its recommendations.

3.3 CATHEDRAL AREA COMMUNITY ASSOCIATION NEIGHBOURHOOD GOALS

The Community Association also formulated neighbourhood goals to help articulate its role in the enhancement of the Cathedral Area. These goals are:

1. To help develop and monitor the implementation of land use and transportation planning policies that reflect and promote the residential stability of the community.
2. To promote an appreciation of the values of the ethnic, social, economic and age diversity within the community.
3. To be vigilant, and actively campaign for positive influences which will promote the integrity of the community.
4. To undertake new, and continue present, upgrading and enhancement projects which show tangible, long-term benefits for the community as a whole.
5. To take active steps to promote/publicize the community's character and unique qualities and attract citizens who will work to maintain them.

6. To become a better organized, united body of citizens and volunteers who promote maintenance, safety and order within the community.
7. To undertake measures to increase community property values, popularity and attractiveness.
8. To have a positive influence on the City of Regina and contribute to its future success.
9. To develop neighbourhood based social and recreation programs that address the needs of all Cathedral residents, particularly the less advantaged members of the community.

The policy objectives and recommendations establish general time frames and concrete measures to implement these community goals.

4.0 NEIGHBOURHOOD ISSUES AND POLICY RECOMMENDATIONS

The purpose of this section is to examine the neighbourhood concerns raised by Cathedral Area residents during the issue identification process. These concerns are addressed by a number of policy statements which help to support the overall objective of maintaining and enhancing the residential character of the neighbourhood.

4.1 LAND USE AND ZONING

Issue: Cathedral Area residents want land use and zoning policies that maintain the residential viability of the neighbourhood while directing non-residential development to appropriately designated locations.

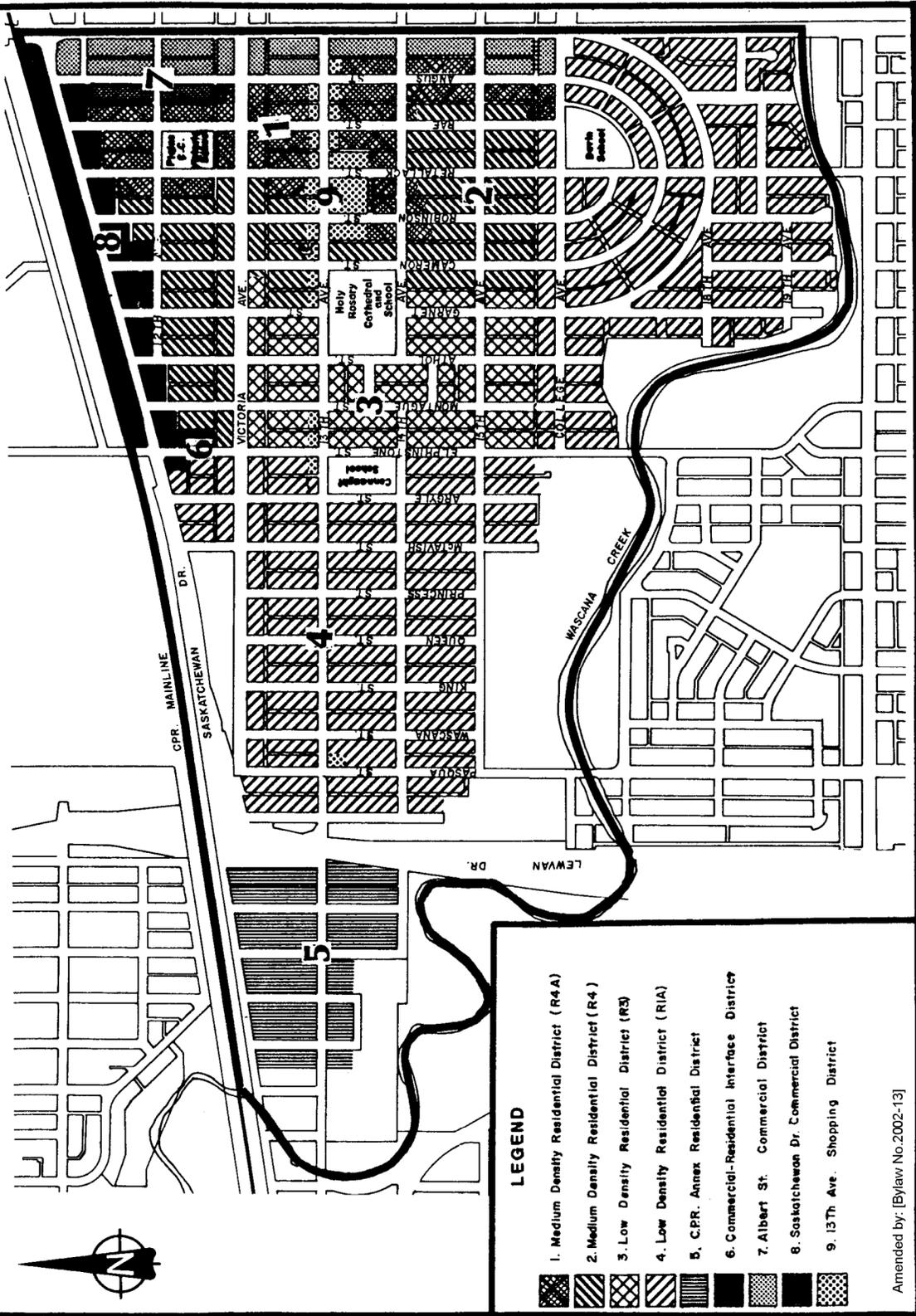
The Cathedral Area is a large neighbourhood containing a number of identifiable sub-areas having distinct land use and zoning issues. Consequently, separate land use policy districts (see Map 6) have been developed to help formulate policy statements that address the issues relevant to each district. Specific land use/zoning issues include the following:

- 1) The large area of R4A (which includes apartments as a discretionary use) zoning which is seen to act as a destabilizing influence on the lower density residential character of the neighbourhood.
- 2) Commercial encroachment into the neighbourhood and the continuing existence of the parking lots along Angus Street.
- 3) The IA/IA1 – Light Industrial zoning and land use along Saskatchewan Drive.

- 4) Appearance and extent of the 13th Avenue Shopping District.
- 5) The isolated CPR Annex area west of Lewvan Drive.

Map 7 illustrates all lands affected by the zoning changes proposed in the Plan while Map 8 outlines the recommended zoning for the neighbourhood.

MAP 6 LAND USE POLICY DISTRICTS



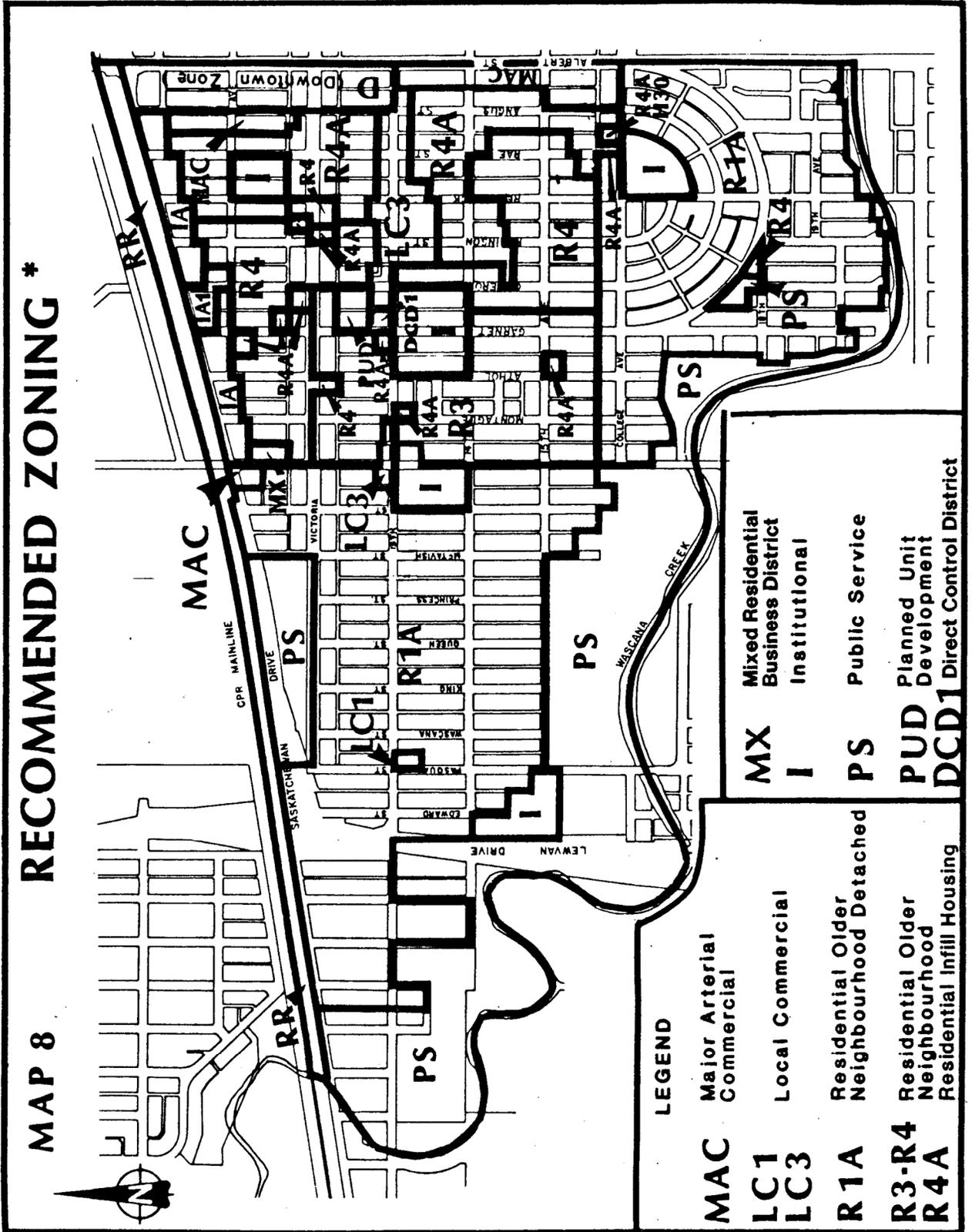
1987



- LEGEND**
- 1. Medium Density Residential District (R4A)
 - 2. Medium Density Residential District (R4)
 - 3. Low Density Residential District (R3)
 - 4. Low Density Residential District (RIA)
 - 5. CPR. Annex Residential District
 - 6. Commercial-Residential Interface District
 - 7. Albert St. Commercial District
 - 8. Saskatchewan Dr. Commercial District
 - 9. 13th Ave. Shopping District

Amended by: [Bylaw No.2002-13]

MAP 8 RECOMMENDED ZONING *



LEGEND

MAC Major Arterial Commercial

LC1
LC3 Local Commercial

R1A Residential Older Neighbourhood Detached

R3-R4 Residential Older Neighbourhood
R4A Residential Infill Housing

MX Mixed Residential Business District
I Institutional

PS Public Service

PUD Planned Unit Development
DCD1 Direct Control District

* For current Zoning, refer to Zoning Bylaw No. 9250.

4.1.1 MEDIUM DENSITY RESIDENTIAL DISTRICT (R4A)

This district encompasses the easterly portions of the existing R4A – Residential Infill Housing zone located closest to the downtown. It includes a mix of low-rise apartment buildings, townhouses, fourplexes, duplexes, semi-detached dwellings, converted dwellings, and detached dwellings. Apartments tend to be concentrated along Angus and Rae Streets and on 14th Avenue east of Cameron Street, although there are a few apartment buildings scattered throughout the district.

However, the existing R4A zone includes a much larger area of the neighbourhood than is necessary to accommodate redevelopment opportunities for infill and medium density housing, (approximately 7225 front metres of property frontage). In order to maintain the lower density house-form character of most of the neighbourhood, the R4A zoning should be considerably reduced.

Blocks and properties proposed to remain zoned R4A are located close to the downtown and the 13th Avenue Shopping District, and/or have an existing concentration of apartment buildings. An appropriate location for higher density housing is close to community services and facilities. In addition, restricting apartment buildings to blocks with existing concentrations of medium density housing will preserve the integrity of other blocks that are mostly of a lower density house-form character. The proposal will reduce the amount of R4A zoning to 3325 front metres, less than half of what exists now. Of that frontage, 1190 metres is already developed as apartment uses, leaving 2135 metres for potential apartment redevelopment.

Existing apartment buildings outside of the proposed R4A area will be spot-zoned R4A to avoid making them legally non-conforming uses. Non-conformity prevents structural renovations from being undertaken although normal building maintenance can continue. It is not the intent of the Plan to create any obstacles, such as non-conformity, that discourage upgrading of existing apartment buildings.

The Community Association would have preferred to see a much larger reduction of the R4A zoned district to a very few blocks in the Cathedral Area. Most apartment building development, in its view, is insensitive to and devalues the established community, encourages property speculation, and diminishes the quality of life for nearby residents. Another concern is the box-like and massive appearance of some apartment buildings which are out of character with adjacent house-form structures. The R4 zone is seen by the Community Association to be a more appropriate means of accommodating medium density redevelopments in the form of townhouse projects similar to the type of units constructed under the S.H.C. Infill Program.

The concerns of the Community Association have been frequently voiced in many neighbourhoods of the city. City policy, however, is that provision be made for some low-rise apartment development in the inner city residential areas because of their particular location within easy walking distance of the downtown. The Development Plan specifically states that all neighbourhoods in the city should accommodate higher density new development and a mix of dwelling unit types. By this means the Cathedral Area may be home to a wide range of residents who will have a full choice of accommodation which suits their lifestyle and income level. This Plan has tried to address both the Community Association concerns and existing City policy by maintaining the R4A zoning, but substantially reducing its coverage to those blocks considered to be most appropriate for apartment development.

The Planning and Development Act, 1983 explicitly excludes the City's use of design controls regulating colour, texture or type of materials, and the architectural detail of buildings. However, building shape, size, height and setbacks can be regulated.

For example, the existing height limitation in the R4A zone, 13 metres, is greater than necessary to accommodate a 3 storey building. Reduction of the maximum height to 11 metres would still accommodate a 3 storey building, but will encourage a scale of development more in keeping with the height of the 2 ½ storey homes typical of the Cathedral Area.

Developers are encouraged to consult with the Community Association and the Urban Planning Department before submitting formal applications to the City for discretionary use approval. An informal consultation process should help produce site plans that are more sensitive to the residential character of the neighbourhood.

Policy Objective

- 1) To maintain the residential stability of the district while providing opportunities for medium density infill housing development.

Policy Recommendations

- 1) That the 13 metre height limitation in the R4A zone be reduced from 13 metres to 11 metres.
- 2) That no commercial development be permitted in this district.
- 3) That developers consult with the Community Association and the Urban Planning Department before submitting formal applications to the City for discretionary use approval.

4.1.2 MEDIUM DENSITY RESIDENTIAL DISTRICT (R4)

The Medium Density Residential District incorporates the westerly and northerly portions of the existing R4A zone. Although the predominant land use is detached dwellings, there are a few scattered apartment buildings (including Davis Mews, the PUD-zoned Senior Citizen's project), duplexes and semi-detached dwellings. Several townhouse developments have been constructed in the district under S.H.C.'s infill housing program during the early 1980's.

This district is proposed to be rezoned from R4A to R4 as it contains few apartment buildings and could be downzoned to provide a transition in density from the R4A zone to the east to the proposed R3 zone to the west. The R4 zone will provide greater stability and help maintain the house-form character of the district.

Policy Objective

- 1) To maintain the residential stability of the district while providing opportunities for lower to medium density redevelopment.

Policy Recommendations

- 1) That the following properties be rezoned from R4A to R4:
 - a) Lots 21-30, Block 315; Lots 11-16, Block 316; Lots 11-30, Block 333; Lots 11-46, Block 334; Lots 1-38, Block 335; Lots 1-13, 16-22, 26-40, Block 336; Lots 1-40, Block 337; Lots 1-18, W. 13' of 19, 22-25, Block 338; Lots E. 8' of 4, 5-10, 29-40, Block 375; Lots 1-23, 32-40, Block 376; Lots 1-10, Block 399; Lots 2-10, Block 435; Lots 1-20, Block 436; Lots 5-18, S. 33' of 19, Block 437; Lots 1-6, 8-14, Block 438; Lots 11-20, Block 439; Lots 13-19, Block 450; Lots 1-7, 13-19, Block 451; Lots 1-7, 13-19, Block 452; Lots 1-5, N. 17' of 14, 15-19, Block 453; Lots 1-5, Block 454; Plan Old 33.
 - b) Lots 1-5, 1A-5A, Block 376, Plan CE5560.
 - c) Lots 1-5, Block 499, Plan K4654.
- 2) That no commercial development be permitted in this district.

4.1.3 LOW DENSITY RESIDENTIAL DISTRICT (R3)

This district includes most of the lands currently zoned R4 – Residential Older Neighbourhood. The district consists predominantly of detached dwellings, although there are a few duplexes and semi-detached dwellings, townhouses, and two apartment blocks. The Plan proposes to rezone the district to R3 – Residential Older Neighbourhood to provide a further step down in density from the R4 zone located to the east and a transition to the more restrictive detached dwelling R1A zone located to the west and south. R3 zoning, which permits duplex and semi-detached dwellings, recognizes the existing low density nature of the district (with isolated apartments and townhouses spot-designated) and ensures any redevelopment will be in character with the surrounding land use. (Bylaw No. 9461)

Policy Objective

2056 To maintain the low density residential nature of the district while allowing some opportunity for lower density redevelopment.

Policy Recommendations (Bylaw 2002-13)

- 1) That the following properties be rezoned from:
 - a) R4 to R3 – Lots 47, 48, 49, 5, 6, 50 and 51 (formerly Lots 1 – 8 and the W. 14' of Lot 9), Block 377; Lots 1-23, 25-40, Block 378; Lots 1–7, W. 6' of 8, 11-40, Block 379; Lots 1-23, N. 15' of 24, 29-40, Block 380; Lots 3-20, Block 345; Lots 3-10, Block 396; Lots 1-16, Block 396A, Lots 1-10, Block 439; Lots 1-20, Block 440; Lots 1-18, Block 441; Lots 1-20, Block 442; Lots 1-7, 13-19, Block 447; Lots 1-7, 13–19, Block 448; Lots 3-7, 13-19, Block 450; Plan Old 33.
 - b) R4 to R4A – Lots 1-2, Block 449; Lots 1-2, Block 396; Plan Old 33.
- 2) That no commercial development be permitted in this district.

4.1.4 LOW DENSITY RESIDENTIAL DISTRICT (R1A)

The Low Density Residential District includes all lands presently zoned R1A-Residential Older Neighbourhood with the exception of the CPR Annex west of Lewvan Drive. The principal land use is detached dwellings, reflecting the restrictive nature of the zoning which permits only those types of dwellings as residential uses.

One exception is the Henderson Terrace townhouses located at the intersection of Leopold Crescent and 18th Avenue, zoned R4A. This zone would permit redevelopment of the site for higher density apartment units, which would be out of character with the low density nature of the district. Rezoning the property to R4 will maintain the legally conforming status of the existing use but will not permit higher density redevelopment.

The second exception is 1922 Elphinstone Street (Lot 11 and the North 5 feet of Lot 12, Block 332, Plan DV4420, Regina) which is to be developed under a contract zone agreement as an off-site employees' parking lot and landscaped outdoor eating area for the restaurant located at 1916 Elphinstone Street. The zoning of the former property would revert to its previous R1A designation, or to the zone designation then applied to the surrounding residential properties to the south and west, if operations at the existing or a subsequent restaurant at 1916 Elphinstone Street were discontinued for a period of six consecutive months. [1996/9814]

Policy Objective

2056 To maintain the low density residential nature of the district.

Policy Recommendations

- 1) That the existing R1A zoning of the district be maintained.
- 2) That no commercial development be allowed in this district, with the exception of Lot 11 and the North 5 feet of Lot 12, Block 332, Plan DV4420, Regina, which property is contemplated as being developed under a contract zone agreement as an employees' parking lot and landscaped outdoor eating area. [1996/9814]
- 3) That the Henderson Terrace apartments (Lots 1-5, Block 499, Plan K4654) be rezoned to R4 – Residential Older Neighbourhood from R4A – Residential Older Neighbourhood.

4.1.5 CPR ANNEX LOW DENSITY RESIDENTIAL DISTRICT – (R1A) (SEE MAP 9)

The CPR Annex (west of the Lewvan) is somewhat isolated from the remainder of the neighbourhood by Lewvan Drive. Land use consists of detached dwellings, separated by parcels of vacant land, and the legally non-conforming Italian Club, all zoned R1A.

No building permits are issued for new dwellings in over half the area which is located in the 1:500 flood plain, although additions to existing dwellings and garages are allowed. Designation under the Canada-Saskatchewan Flood Damage Reduction Program could further restrict improvements to existing dwellings located in the portion of the flood plain most susceptible to flooding. If designation occurs, the City should consider reviving a previous proposal to purchase (on a voluntary basis) remaining homes which are prone to flood damage.

The future Lewvan/Saskatchewan Drive interchange will eventually encompass the northeasterly portion of the CPR Annex. At that time the 13th Avenue access to the area will be removed. However, because this interchange will not likely be developed for twenty years, there is no need to consider acquisition of the affected properties at this time.

Policy Objective

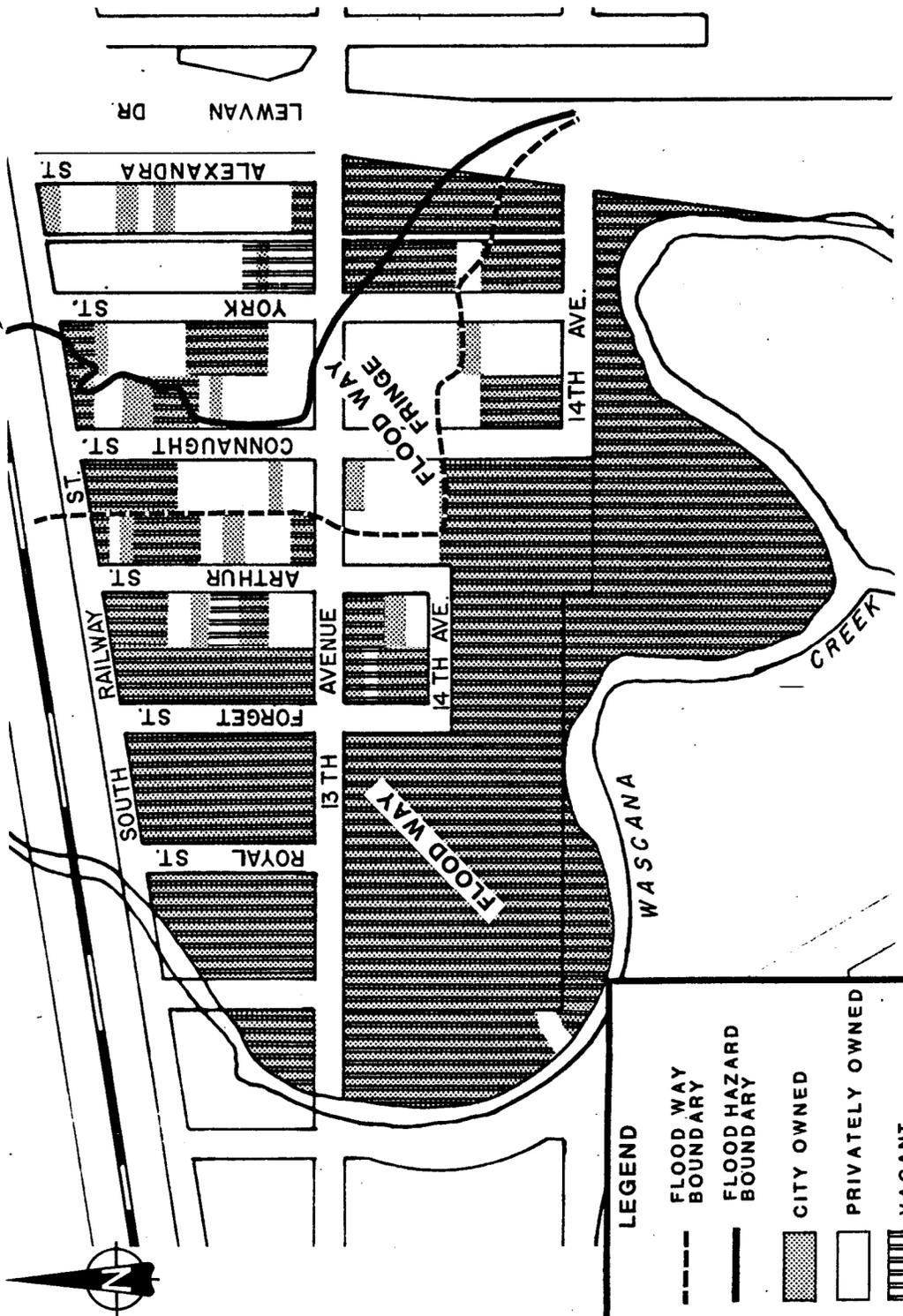
- 1) To maintain the low density residential nature of the CPR Annex.

Policy Recommendations

- 1) That the existing R1A zoning of the district be maintained.
- 2) That the City consider a voluntary purchase program for dwellings located in flood way lands should designation occur.
- 3) That no commercial development be permitted in this district.

MAP 9 CPR ANNEX-FLOOD PLAIN

1:500 FLOOD LINE



LEGEND

	FLOOD WAY BOUNDARY
	FLOOD HAZARD BOUNDARY
	CITY OWNED
	PRIVATELY OWNED
	VACANT

4.1.6 MIXED RESIDENTIAL BUSINESS DISTRICT (MX)

One area is proposed to be included in the mixed residential business district. (Bylaw No. 9250)

- 1) Lots 31-40, Block 333, 1900 Block Elphinstone Street.

These lots were rezoned from MAC – Major Arterial Commercial to CR – Commercial Residential Interface in 1987. Land use consists of small office buildings and an SPC substation.

Policy Objective

- 1) To provide a transition or buffer between the high traffic generating commercial and light industrial zones and the adjacent residential neighbourhood.

4.1.7 ALBERT STREET COMMERCIAL DISTRICT

The easterly fringe of the Cathedral area north of 13th Avenue, with the exception of Lots 31-35, Block 312, Plan Old 33, is considered to be part of the downtown and is regulated by the provisions of the D – Downtown Zone. Major uses include the Saskatchewan Wheat Pool, Sherwood Place, Saskatchewan Place and the former Dairy Producers' Office buildings, a furniture store and the Co-op Service Station. Between 13th Avenue and College Avenue, Albert Street is zoned MAC – Major Arterial Commercial and contains a mix of retail and office uses. (Bylaw No.9072-ZO-B90)

Encroachment of commercial uses and parking lots into the residential portion of the neighbourhood is the major concern related to the Albert Street Commercial District. Such uses detract from the residential character of the neighbourhood. Existing commercial uses should be recognized, but no commercial rezonings should be permitted outside of this district.

A parking lot located on the east side of the 2200 block of Angus Street (Lots 4-10, Block 434) is subject to a time limited contract which expires on August 1, 1997. The parking lot shall subsequently be redeveloped for residential purposes. (Bylaw No. 9368)

Policy Objective

- 1) To prevent further encroachment of commercial uses along Albert Street and public parking areas along Angus Street into the residential neighbourhood.

Policy Recommendations

- 1) That the existing commercial areas between College Avenue and Saskatchewan Drive along Albert Street be recognized. There shall be no further extension of commercial development into the residential neighbourhood from the lane west of Albert Street.
- 2) That the parking lot located on 2200 block of Angus Street (Lots 4-10, Block 434) is subject to a time limited contract which expires on August 1, 1997. The parking lot shall subsequently be redeveloped for residential purposes. (Bylaw No.9368)

4.1.8 SASKATCHEWAN DRIVE COMMERCIAL DISTRICT

The south side of Saskatchewan Drive and portions of the adjacent north-south streets are zoned IA and IA1 – Light Industrial. The major difference between the two categories is that the IA1 zone allows development on narrower, smaller lots. Development along the street consists of a mix of light industrial, commercial and residential uses. Maintenance and condition of buildings and properties varies considerably from block to block.

Saskatchewan Drive initially developed as a light industrial district because of its location adjacent to the CPR Mainline on the north. A Direct Control District has been established to regulate the land uses and development standards applicable to the north side of Saskatchewan Drive between Elphinstone Street and Albert Street. (Bylaw No. 9505)

Some of the light industrial uses along the street, such as auto body shops, small manufacturing establishments, and warehousing are not compatible with the adjacent residential area to the south. Considerable infill housing has been developed by SHC in this area to replace deteriorating housing stock. Although IA zoning is not appropriate for the long term development of the district, two other zoning options, MAC and R4A, have some drawbacks if either was implemented at this time.

MAC zoning was initially considered for the district because the Major Arterial Commercial Study recognized Saskatchewan Drive as a potential new MAC area. The types of uses allowed under this zoning category would be more compatible with the adjacent residential area, including the requirement for a landscaped buffer and screen between a MAC property and adjacent residential development.

However, MAC zoning allows development on 6 metre frontage lots, which would potentially increase the number of driveways exiting onto Saskatchewan Drive. Given the road's designation as an expressway, driveways which can conflict with traffic movements should be minimized. In addition, up to 7.5 metres depth of property along the south side of Saskatchewan Drive may eventually be required for road widening in 10 to 15 years.

Rezoning to R4A would permit redevelopment for medium density housing. However, the present orientation of the properties along Saskatchewan Drive facing the rail lines and lumber yards on the north side is not desirable for residential development. In order for residential development to be viable, the properties would have to be resubdivided and re-oriented to face the north-south streets. Consideration could be given to this option or an MX-Mixed Residential Business zoning once plans for widening Saskatchewan Drive are further advanced.

The Plan proposes that no changes to the existing IA zoning take place at this time. In addition, no rezoning to IA1 should be undertaken since this would permit development on 6 metre frontage lots with driveway access to Saskatchewan Drive.

Policy Objective

- (l) To encourage the long-term redevelopment of Saskatchewan Drive properties more in keeping with the residential area to the south.

Policy Recommendations

- (1) That the existing IA zoning be maintained.
- (2) That Parcel B Elphinstone Street to Albert Street be designated as a direct control district as follows: (Bylaw No. 9505)

- 1) Direct Control District (DCD-2)

- i) Designation

A Direct Control District shall be established for Parcel B, Plan 16074, 2600 – 3400 Saskatchewan Drive. The guidelines for the Direct Control District (DCD-2) are established herein. Regulations and development standards for the Direct Control District shall be established in the City of Regina Zoning Bylaw in accordance with the following.

ii) Guidelines for Development – Direct Control District (DCD-2)

Regulations and development standards shall be established in the Zoning Bylaw in accordance with the following guidelines:

- a) Existing businesses shall continue pending redevelopment of the sites. Major alterations and additions shall require the approval of City Council.
- b) Warehousing, freight forwarding, or other storage of hazardous materials shall not be permitted.
- c) Development shall be restricted to light industrial uses which are compatible with surrounding uses.
- d) Development shall enhance Saskatchewan Drive as a major thoroughfare and entrance to the Downtown.
- e) Outdoor storage shall generally not be permitted.
- f) Access to Saskatchewan Drive shall be restricted as identified in Zoning Bylaw No. 9250.
- g) All developments require plan and drawing approval.

4.1.9 13TH AVENUE SHOPPING DISTRICT

The 13th Avenue Shopping District is comprised of three distinct commercial areas; a shopping street precinct from Angus Street to Garnet Street, including the Safeway store and businesses along Robinson Street, and commercial nodes at the intersections of 13th Avenue and Elphinstone Street and 13th Avenue and Pasqua Street. Although the district provides commercial services primarily to neighbourhood residents, it is also patronized by a significant population outside the Cathedral area. Most businesses have developed with little or no setback from the street excepting the Safeway Plaza. This arrangement has encouraged a

pedestrian orientation to the street.

In 1985, City Council approved the establishment of an LC3 – Local Commercial Shopping Street Zone based on the recommendations of the 13th Avenue Commercial Study. The purpose of the LC3 zone is to recognize the development characteristics of older neighbourhood shopping streets and to allow for infill development which relates to the existing buildings and shopping environment. The 7-11 store at 13th Avenue and Pasqua Street retains the LC1 zoning.

Among the conclusions of the 13th Avenue Study were that an opportunity exists to develop a town square concept, based around the Safeway store, parking lots, and businesses on the west side of Robinson Street and the properties on the east side of Retallack Street. Emphasis is to be placed on the consolidation of the present commercial area rather than extension of commercial uses onto abutting residential areas or extending the commercial uses along 13th Avenue. Dwelling units in the same building as a permitted or discretionary use are also included in the zone.

One of the priorities for the expenditure of the remaining NIA funds is street enhancement for the blocks between Angus Street and Cameron Street. Included in the improvements installed during the summer of 1987 are benches, garbage receptacles, and flower boxes. In addition, Saskatchewan Power Corporation (SPC) should be approached to consider moving overhead power lines and poles underground.

Policy Objectives

- 1) To ensure that commercial development occurs in a manner which is compatible with adjacent residential areas.
- 2) To encourage the consolidation of the existing commercial area and to prevent further commercial encroachment along 13th Avenue and into abutting residential areas.

Policy Recommendations

- 1) That the existing shopping district zoned LC3 and LC1 be recognized. No extension of the commercial areas should be permitted along 13th Avenue or in the adjacent residential area.
- 2) That the development of a town square concept focusing on the Safeway Plaza, the west side of Robinson Street and the east side of Retallack Street as outlined in the 13th Avenue Commercial Study be encouraged.

- 3) That street enhancement of 13th Avenue between Angus Street and Cameron Street be maintained.
- 4) That SPC be approached to consider replacing overhead power lines and poles on 13th Avenue with underground services.
- 5) That Lots 41-45, Block 377 (3100 Block of 13th Avenue) be designated as a Direct Control District (DCD-1). See Appendix C for policy details. (Bylaw No. 9461)

Guidelines [Bylaw 2006-1]

The following guidelines are provided to aid developers, builders, and existing property owners when considering building improvements or new construction along the 13th Avenue shopping street precinct.

- a) Architectural Design
 - i) Existing structures in sound or rehabilitable condition and of worthwhile architectural character should be reused where feasible to retain the unique character of the neighbourhood commercial district.
 - ii) The design of new buildings, building additions and alterations, and façade renovations should reflect the positive aspects of the existing scale and design features of the area. Building forms should complement and improve the overall neighbourhood environment.
 - iii) Retail buildings are encouraged to provide architectural or design features which protect the shoppers from harsh climatic elements (e.g., awnings, canopies, sheltered areas, vegetation and sheltered areas with southern exposures).
 - iv) Buildings should be constructed to provide for ground floor retail activity. Office and residential use is encouraged above the ground floor.
 - v) The shopping street precinct should have a multitude of shops lining the street to create a lively and enjoyable space. Shop fronts should be narrow to allow for variety. Where larger stores are desirable they should have minimal frontage and appropriate façades with abundant window displays to give an impression of intimacy.

b) Fronting

- i) Façades of new development should be consistent with design features of adjacent façades that contribute to the visual qualities of the neighbourhood commercial district.
- ii) To encourage continuity of retail sales and services, at least one-half of the total width of any new or reconstructed building, parallel to and facing the commercial street should be devoted to entrances, show windows, or other displays. Where a substantial length of windowless wall is found to be unavoidable, eye-level display, a contrast in wall treatment, offset wall line, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian vitality.
- iii) Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings. Mirrored, highly reflective glass or densely-tinted glass should not be used except as an architectural or decorative accent.
- iv) Where unsightly walls or adjacent buildings become exposed by new development, they should be cleaned, painted or screened by appropriate landscaping.

c) Height and Bulk

The height of a proposed development should relate to the individual neighbourhood character and the height and scale of adjacent buildings to avoid an overwhelming or dominating appearance of new structures. Transitions between high and low buildings should be provided if the proposed height exceeds twice the existing height of adjacent buildings.

d) Landscaping and Street Design

- i) Suitable landscaping can greatly enhance the image of the commercial district and contribute to establishing an identity of the shopping area. A district streetscape plan should be developed. A district streetscape plan would include design features such as the color and texture of the sidewalk and crosswalk pavement, lay-out of the sidewalk with bus bulbs and spaces for street vendors, and design and location of street furniture such as benches, bus shelters, newspaper racks and waste receptacles.

- ii) When parking is required, it should be at the rear of the buildings.
- iii) Commercial lighting should be of sufficient illumination to provide for safety and effective marketing. It should be confined to the commercial component of the site and not produce glare or spillover lighting on adjacent residential development.
- iv) Certain open uses such as parking lots should be visually screened along the street frontage and from abutting residential properties by low walls, earth berms and/or landscaping. However, the safety of the lot should not be reduced through these measures.

4.2 TRAFFIC AND PARKING

Issue: The most important issue for Cathedral Area residents is traffic management in the neighbourhood. Specific concerns are pedestrian safety, level of non-local traffic movements, speeding and on-street parking.

A major traffic management study was undertaken by the City in 1986-87 to examine how changes to traffic movements could improve the residential environment of the neighbourhood. The study, approved by City Council on May 26, 1987, emphasized increased operational efficiency of the bordering arterial roadways, reduced non-local traffic passing through the neighbourhood, and improved pedestrian safety.

Community input into the study included a questionnaire and public open house. There was generally strong support for most of the recommendations before their initial implementation, especially for those proposed within the area where residents lived.

Major recommendations of the study for traffic management in the Cathedral Area are illustrated on Map 10. It has been necessary to prioritize the recommendations due to the availability of funds. The Community Association identified the following measures likely to have the most significant impact on addressing traffic concerns and improving the neighbourhood environment:

- a) Reclassifying College Avenue and 15th Avenue between Elphinstone and Albert Street as local collectors by:
 - converting both avenues to two-way flow;

- closing the intersection of College Avenue and Elphinstone Street;
 - restricting College Avenue to right-turn access only at Albert Street;
 - installing diverters on 15th Avenue at Rae and Montague Streets.
- b) Improving pedestrian safety at the intersection of 13th Avenue and Elphinstone Street by intersection narrowing and centre median installation;
- c) Improving pedestrian safety in the neighbourhood through the installation of pedestrian half-signals where warranted.

The cost of implementing these traffic measures is being allocated from the remaining NIA funds for the Cathedral Area (see Appendix B). With the exception of the pedestrian half-signals, the implementation of the measures on October 25, 1987 was scheduled to be on a minimum six month temporary basis to allow monitoring and evaluation of their effectiveness. However, because of subsequent opposition by some neighbourhood residents (which had not been evident during the public review process), on December 7, 1987 Council directed that a Cathedral Traffic Task Force (consisting of 8 neighbourhood residents) be established. The mandate of the Task Force was to review the Cathedral Traffic and Parking Study and hold public meetings with neighbourhood residents. Its findings are to be presented to the Works and Utilities Committee in March, 1988.

Other proposed traffic changes were considered to be too costly to implement immediately or were viewed to be more desirable in the medium rather than the short term. These include:

- a) Traffic signals at Saskatchewan Drive and Angus Street;
- b) The extension of 11th Avenue westward from Albert Street to Angus Street;
- c) Signal phasing modifications at Elphinstone Street and Saskatchewan Drive to encourage the use of Saskatchewan Drive;
- d) A series of cul-de-sac and one-way streets south of Saskatchewan Drive to discourage short-cutting.

Revisions proposed at the Leopold Crescent intersections with Albert and Garnet Streets were not supported by the community.

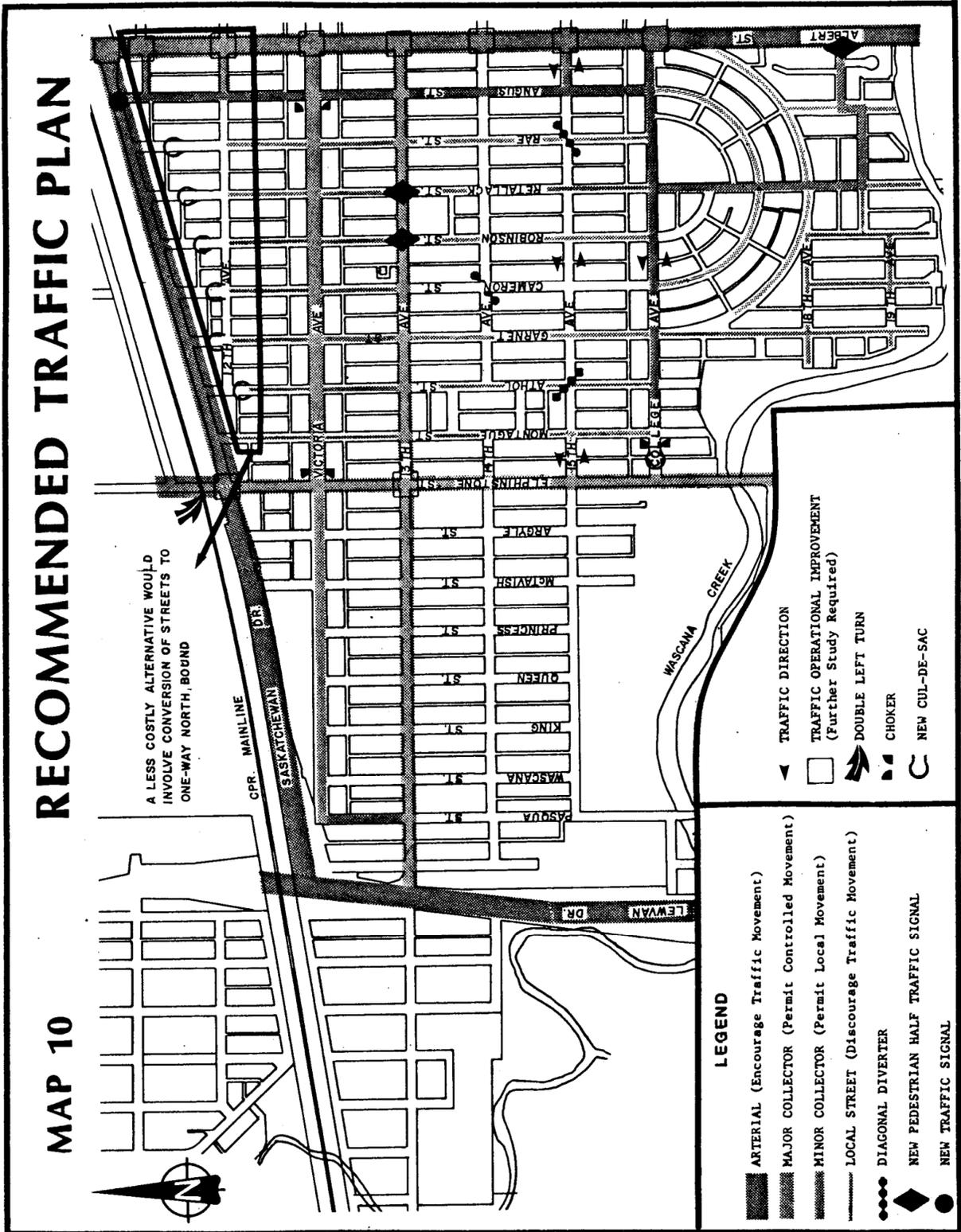
With regard to on-street parking, the questionnaire revealed that the community prefers that parking restrictions be determined by established City policy (eg. 2/3 majority of residents on a block-by-block basis). Each block would determine whether to permit parking on both sides of north-south streets (excepting along bus routes and adjacent to schools) or on one side only.

Policy Objectives

1. To enhance the residential environment of the neighbourhood by the implementation of a traffic management scheme.
2. To allow residents to determine on street parking restrictions on a block-by-block basis.

Policy Recommendations

1. That the City Administration and the Community Association continue to work together to improve traffic conditions in the Cathedral Area.
2. That changes in parking restrictions on north-south streets be determined on a block-by-block basis as per established City policy.



4.3 OPEN SPACE AND BOULEVARD TREES

Issue: Cathedral Area residents have identified a need to upgrade existing neighbourhood open spaces (specifically the elementary school grounds) and to maintain and enhance boulevard trees.

4.3.1 OPEN SPACE

The 1987 Open Space Management Study identified deficiencies in both the quantity and quality of neighbourhood level open space in portions of the Cathedral Area. There are 9.29 hectares of open space, a deficiency of 2.57 hectares based on the 1981 population. Only 2.26 hectares were developed to an acceptable standard in 1987.

However, there is little vacant land available to reduce the deficiency in quantity and the purchase and development of such would be quite costly. Consequently, the study recommends the upgrading of the quality of current open space over acquisition of new space. The upgrading of the existing school grounds is therefore a feasible prospect for reducing this deficiency. Improving the quality of open space is also seen by Cathedral Area residents as a contributing factor in the use of such space and the image of the community as a whole.

In recent years NIA funds have been used to upgrade Holy Rosary School and the former Victoria School grounds. The Community Association is prepared to spend a portion of the remaining NIA funds (see Appendix B) to upgrade Connaught and Davin School grounds. Some residents also feel that the former Victoria School grounds require additional upgrading.

The Community Services, Parks and Recreation Department and the Community Association will work together to develop conceptual plans and determine costs for Connaught and Davin Schools since both school grounds are scheduled to be upgraded under the Regina Board of Education's School Site Redevelopment Program. The Community Services, Parks and Recreation Department will propose to the Joint Use Development Committee that Connaught and Davin be advanced in the priority list for development.

To help reduce the deficiency in quantity of neighbourhood open space, the Plan proposes that Block 498A, a vacant 0.33 hectare City-owned parcel located at Leopold Crescent and 18th Avenue, be rezoned from R1A – Residential Older Neighbourhood to PS – Public Service and be included in the open space inventory of the neighbourhood. The parcel was not previously subdivided for residential development due to potential drainage problems and neighbourhood opposition. The most easterly portion of the parcel is an extension of Cameron Street which links 18th Avenue and Leopold Crescent. This roadway should be legally

recognized as a street right-of-way since it is used by local residents as a convenient access to the southerly portion of the neighbourhood.

Policy Objective

1. To improve the quality of open space, particularly existing school sites, in the neighbourhood.

Policy Recommendations

1. That the Community Services, Parks and Recreation Department work with the Community Association to develop conceptual plans and determine costs for the upgrading of both Connaught and Davin School grounds.
2. That the Community Services, Parks and Recreation Department propose to the Joint Use Development Committee that Connaught and Davin Schools be advanced on the priority list for development.
3. That Block 498A, Plan 65R31964 be rezoned from R1A to PS and be included in the open space inventory of the neighbourhood. The portion of Cameron Street between Leopold Crescent and 18th Avenue be legally recognized as a street right-of-way.

4.3.1 BOULEVARD TREES

The Cathedral Area Community Association feel the boulevard trees are an important aspect of the neighbourhood's character and aesthetics and are concerned with care of such by certain landowners in the area. The Community Services, Parks and Recreation Department also perceive the trees as a valuable resource in the overall enhancement and landscape of the City of Regina. Regina City Council and the Community Services, Parks and Recreation Department have identified the urban forest as a high priority with the details of maintenance and replacement to be included in the Forestry Marketing Plan.

Policy Objective

1. To maintain and enhance boulevard trees as a valuable landscape resource of the neighbourhood.

Policy Recommendation

1. That the Community Association take an active role in the identification of trees lacking care and that they support the Community Services, Parks and Recreation Department in the maintenance and replacement of such.

4.4 CATHEDRAL NEIGHBOURHOOD CENTRE

Issue: Cathedral Area residents feel that the Cathedral Neighbourhood Centre could benefit area community groups and individuals more than it presently does.

The Cathedral Neighbourhood Centre was constructed to provide the neighbourhood with a facility for social and recreational programs and to provide a focal point for the community. The centre is operated by the Community Services, Parks and Recreation Department and is available for bookings and programming 24 hours a day.

The Cathedral Area Community Association office is housed within the centre and the Association utilizes the building for its program facility needs. Typical programs offered by the Community Association and affiliated groups are: playschool, art classes, ballet, gymnastics, Tae Kwon Do, fitness, calligraphy, and seniors programs such as the Jolly Hoppers, the Golden Group and the Wellness Group. The centre is also utilized by community residents for drop in activities and individual rentals.

The Community Association desires to have more input into the programming and operation of the centre to encourage new opportunities that relate particularly to program needs of Cathedral Area residents.

Involvement of the Cathedral Area Community Association is an essential part of the continuing viability of the neighbourhood centre as a community facility. To better achieve the goals of the Community Association and the various user groups there is a need to establish a Neighbourhood Centre Committee to communicate and make recommendations on Centre use, community needs and cooperative programming. Another role of this committee is to promote and identify the Neighbourhood Centre as a facility available for Cathedral Area community use and enjoyment.

Policy Objective

1. To ensure that the Cathedral Neighbourhood Centre meets the needs of neighbourhood residents.

Policy Recommendation

1. That the Cathedral Area Community Association and the Community Services, Parks and Recreation Department establish a Neighbourhood Centre Committee to explore ways to better use the facility and to promote its availability and purpose in the Cathedral Area.

4.5 SOCIAL ISSUES

Issue: There is a need to provide programs that serve a diverse range of social needs and interests in the community.

The existing demographic characteristics of the Cathedral Area indicate that there is a high proportion of seniors, single parent families and low income residents in the neighbourhood compared to the City as a whole. Additional effort is required to meet their special needs.

For seniors, initial indications suggest the need for seniors programs that include local dental and health care, grocery delivery, recreational programs and social events. These are in addition to neighbourhood level programs currently enjoyed by a number of seniors.

Single parent and low income families in the neighbourhood require the provision of social programs because of lack of funds or time to devote to such activities. Issues that need to be further investigated include:

1. Child Hunger

The report, “On the Breadline: Hunger in Regina” suggests that many children in the city are not getting enough to eat. Both community schools in the neighbourhood are interested in starting a breakfast and snack program for hungry students but lack of funds prevent it. Currently, the Coalition on Child Hunger is working with the school boards to address the problem and welcomes any available community support.

2. Child Care

The Neighbourhood Plan questionnaire indicated some interest in child care. Although some opportunities currently exist, further investigation is needed to verify to what extent child care is deficient in the neighbourhood.

3. After school care for latch key kids

Due to the increasing numbers of two working parent families and single parent families a program of this nature merits consideration. After school programs are currently offered on a daily basis at the Cathedral Neighbourhood Centre although this program may not address the entire need. A formalized program for after school care of latch key kids is needed beyond the existing

informal drop in program.

4. Educational tutoring programs for children

Some neighbourhood residents believe that more children would benefit from programs of this type.

5. Lack of evening social and recreational opportunities for families.

6. The need for drop in centres to provide meeting places for the disadvantaged of all age groups.

Through City of Regina Special Initiatives, drop-in programs are available at the Cathedral Neighbourhood Centre. Youth Unlimited currently offers evening youth drop-ins at Davin and Holy Rosary Schools. There may be a need to provide more of the above type of activities for the disadvantaged.

7. Teen Programs

Such programs would provide teens with constructive projects to do in their free time and offer them an opportunity to develop new skills and interests. Rainbow Youth offers a teen drop-in program at Connaught School while Special Initiatives is establishing a teen drop-in at the Cathedral Neighbourhood Centre.

There is a concern that the Native community in the neighbourhood is not being reached by existing programming. Native organizations must be invited to participate in the programming process to create a vehicle for Native involvement in community events. Special efforts must be made to make the Native community feel welcome and to make them aware of what is available to them at the neighbourhood level.

These issues could best be addressed by the creation of a Community Program Planning Committee. The committee would be initiated by the Cathedral Area Community Association with assistance from the Social Development Department and the Community Services, Parks and Recreation Department and would include all interested community based organizations. The committee would be responsible for identification and investigation of social problems and the formulation of strategies for resolution of these problems.

Policy Objective

1. To identify the social needs of community residents and ensure that programs offered by various groups in the neighbourhood are meeting those needs.

Policy Recommendations

1. That the Cathedral Area Community Association establish a Community Program Planning Committee consisting of the Community Association, the Community Services, Parks and Recreation Department, the Social Development Department, Regina Police Service and representatives from neighbourhood schools, churches, Native groups and senior citizen groups to:
 - a) identify community social issues,
 - b) formulate strategies and programs to address these issues,
 - c) inventory programs being offered in the community in order to determine where duplications and deficiencies in services exist.
2. That a special effort be made by the Cathedral Area Community Association and the Community Services, Parks and Recreation Department Special Initiatives Section to involve Native groups and individuals in the development of community programs and events.

4.6 RECREATION PROGRAMMING

Issue: There is a need to improve communication among groups offering recreation programs in the neighbourhood.

The Cathedral Area Community Association and its affiliated groups offer a number of recreational programs and activities previously mentioned in the discussion of the neighbourhood centre. The Association uses not only the neighbourhood centre, but also the schools and open space within the community for the delivery of these programs. There are many other associations or organizations offering program services in the Cathedral Area. These include, but are not limited to: community schools, Boy Scouts, Girl Guides, Youth Unlimited, neighbourhood church groups, and the Community Services and Parks Department. These groups must communicate in order to determine need and to alleviate overlap of services. Communication would be facilitated initially by the Community Program Planning Committee consisting of the Community Association, the Community Services, Parks and Recreation Department, the Social Development Department and any interested neighbourhood groups to share program information and to discuss the feasibility of joint programming and shared promotion.

Policy Objective

1. To ensure that neighbourhood recreation programs are well publicized and made available to all community residents and that duplication of service is eliminated.

Policy Recommendation

1. The Community Program Planning Committee facilitate the sharing of program information, and the discussion of joint programming and shared promotion.

4.7 PROPERTY AND BUILDING MAINTENANCE AND ENFORCEMENT OF BYLAWS

Issue: The level of maintenance and repair of buildings and properties is a significant concern of Cathedral Area residents, who wish to see stricter enforcement of the City's Maintenance and Building Bylaws.

Similar to other inner city neighbourhoods, some of the Cathedral Area housing stock is in need of repair and improved property maintenance. The quality of the residential environment is dependent upon residents taking proper care of the appearance of their homes and yards. Lack of such care has been caused by a number of factors, including the age of buildings, slum landlords, blockbusting, low incomes and indifference by both tenants and resident owners about the appearance of their properties.

To address this issue the City and the Community must work together in the areas of education and bylaw enforcement. With regard to the former, residents need to acquire skills in property maintenance techniques and knowledge of available services. The Community Association has an important educational role to play and should consider expanding its role in this area as follows:

1. Develop a Property Improvement and Yard Beautification Program to assist and educate those residents unable to maintain their premises.
2. Provide volunteers and organizational support for neighbourhood clean-up drives in conjunction with the proposed Clean City Program.

Equally important is the need for the City to increase its efforts in the area of bylaw enforcement. In the past limited resources were available, but with the Maintenance Bylaw and Untidy and Unsightly Bylaw being implemented in 1987, the legal mechanisms are now in place to address the Community's concerns. A Property Standards Section of the Urban Development Department has been

created to administer these bylaws on a city-wide basis.

Initial bylaw enforcement efforts will concentrate on properties for which complaints have been received and have been evaluated as being in very poor condition, as identified in a City survey. Efforts will then focus on the areas of the city that have a concentration of poor condition properties.

Policy Objective

1. To improve the level of property and building maintenance in the neighbourhood.

Policy Recommendations

1. That the City work with the Community Association in the implementation of the bylaws dealing with building maintenance and untidy properties.
2. That the Community Housing Worker, employed by the City, work with tenants to find suitable housing and counsel them on housing maintenance.
3. That the Community Association continue and expand its programs to create greater pride by area residents in their residences and develop programs to teach residents property maintenance.
4. That the Community Association and the City encourage replacement of derelict housing stock with appropriately designed replacement housing stock.

4.8 CRIME AND PERSONAL SAFETY

Issue: Cathedral Area residents are concerned about property crime and personal security in their neighbourhood. Crime in the areas of law enforcement, prevention and safety was the second most important issue identified by respondents to the neighbourhood questionnaire.

Crime and personal security is an issue that is common to all residential neighbourhoods. Statistics supplied by the Regina Police Service confirm that both personal and property crime in the Cathedral Area are higher than the City average. While the Cathedral area had only 4.5% of Regina's population in 1981, it had 6.7% of the total crime committed in 1985. Personal crime was 4.9% and property crime was 7.0% of the total.

Neighbourhood residents have taken the initiative to deal with crime problems by forming a Neighbourhood Watch Program which now includes almost 1,000 households. However, other efforts can be made to help reduce the occurrence of crime in the neighbourhood. The Community Association and the Police Service need to work together to develop crime prevention strategies, including programs for children, in the Cathedral Area.

Lane lighting is a project that some residents feel would improve personal safety and reduce property crime. However, before such a project may be considered for the Cathedral Area, an evaluation of a pilot lane lighting program implemented in the Core neighbourhood is needed. Additionally, legislative changes are required to permit cost recovery through local improvement assessments. The City is pursuing legislative changes that will make lighting a local improvement. If this issue is resolved and the City decides to deliver a lane lighting program, the Cathedral Area should be considered a priority neighbourhood.

Policy Objective

2056 To reduce the incidence of crime in the neighbourhood and increase the sense of personal security for Cathedral Area residents.

Policy Recommendations

1. That the Cathedral Area Community Association work with the Regina Police Service to:
 - a) ensure that crime prevention is a priority in the neighbourhood,
 - b) support and expand the Neighbourhood Watch Program,
 - c) develop children's programs that reinforce respect for the law.
2. That the Cathedral Area be considered a priority if a lane lighting program is implemented by the City.

4.9 DRAINAGE AND DOMESTIC SEWER SYSTEMS

4.9.1 DRAINAGE

Issue: Drainage is a concern in the Cathedral Area because of its proximity to Wascana Creek, the limited capacity and aging of the storm water sewer system, and the need to accommodate surface run-off.

Portions of the neighbourhood adjacent to Wascana Creek, particularly in the crescents and the CPR Annex, are protected from potential creek flooding by dikes. A recent consultant's study recommended improvements to the dikes to increase protection of these areas. Allowances, based on these recommendations have been included in the Five Year Capital Works Program for 1988-1992. Local drainage also collects in low-lying areas behind the dikes. Additional pumping capacity to remove this water and monitoring of the operation of the dikes should form part of any upgrading plans for the system.

The condition of the existing storm water sewer system is deteriorating, requiring more repairs and replacement. Additional capacity is also needed to reduce ponding and splashing. A strategy for the replacement and upgrading of the system where necessary needs to be developed to address these concerns. The City has engaged a consultant to investigate particular drainage problems in the crescents area. The study will be presented to City Council once it is completed late in 1987.

Surface run-off uses the street network as flow routes when the storm sewers are overloaded or clogged. Regrading of the street network in certain locations could improve these flow routes during major storms. New development should also identify areas for ponding to occur on private property and should be built to withstand storm events without excessive flood damage.

Policy Objective

1. To ensure proper drainage, to minimize flooding (during a major storm event) through an efficient storm water sewer system, and to upgrade Wascana Creek dikes to protect against creek flooding.

Policy Recommendations

1. That the Municipal Engineering Department review and consider upgrading the maintenance and monitoring program for the operation of the dikes along Wascana Creek.
2. That the Municipal Engineering Department develop a strategy for the replacement and upgrading of the storm water pipe system where required. The Department currently has a plan to review storm sewer drainage areas throughout the city.
3. That regarding of the street network (where necessary and if feasible) to improve surface run-off capacity occur simultaneously with any renewal projects.
4. That new development include storm water management and ensure buildings can withstand major storm events without excessive flood

damage.

4.9.2 DOMESTIC SEWER SYSTEM

Issue: Limited capacity, aging and overloading of the domestic sewer systems has resulted in overflows into Wascana Creek and sewer backup into basements in some locations in the area.

Overloading of the domestic sewer system, which occurs at both the local and trunk levels, should be reduced. The principal cause of overloading (and overflow into the creek) is storm water entering the domestic sewer system on public or private property. The long term solution is the complete separation of the two systems where combined sewers still exist. As an initial step, connections between the two systems need to be identified and plans formulated for their separation. In addition, where aging lines are showing signs of major deterioration, plans are needed to monitor the situation and install replacements where required. Some of the preliminary planning work has already been done in the crescents area by the consultant noted in the discussion of the drainage issue.

Policy Objective

1. To improve the operation of the domestic sewer system in the neighbourhood.

Policy Recommendations

1. That the Municipal Engineering Department identify connections between the domestic and storm water sewer systems and develop plans for their complete separation.
2. That the Municipal Engineering Department continue to monitor problems with the aging domestic sewer system and develop plans for replacement of deteriorating sections.
3. That the Municipal Engineering Department examine options to provide relief to the Valley Trunk Sewer which passes through the area.

5.0 IMPLEMENTATION

Responsibility for implementing the Neighbourhood Plan rests with both the City of Regina and neighbourhood residents, in particular the Cathedral Area Community Association. The Social Development Department will meet on a regular basis with the Community Association to evaluate the impact of the Plan once it has been formally adopted. This process will provide an opportunity for ongoing dialogue between community leaders and City staff to ensure that the Plan continues to reflect neighbourhood goals and priorities.

Relevant City departments, most of whom participated in the Task Force to help develop the Plan, will also be required to implement its recommendations pertinent to their mandates.

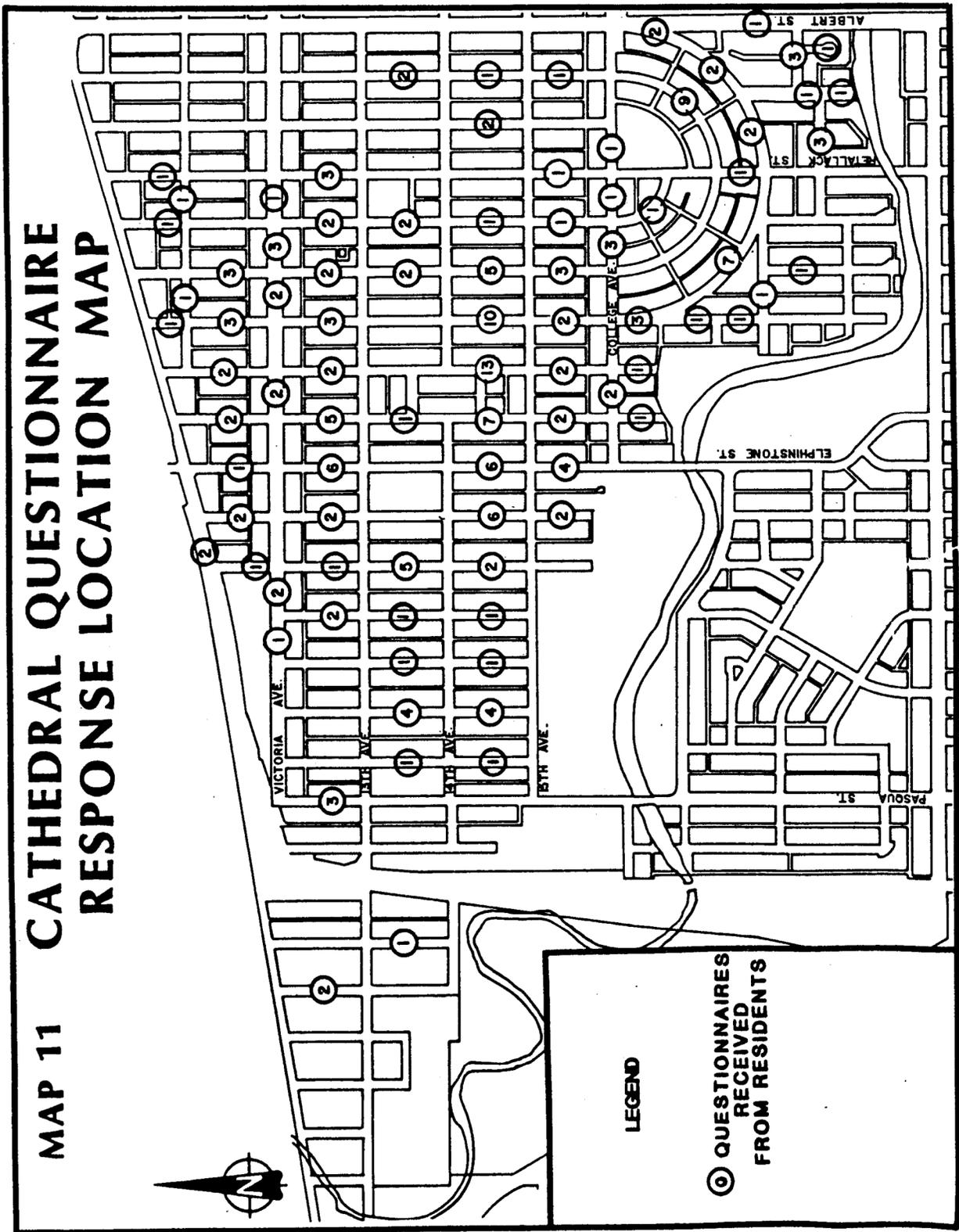
6.0 EXCEPTION

The exception to the policies contained in this Part shall be only as specified in this section as follows:

Civic Address	Legal Description	Development Use
2703 Victoria Avenue	Lot 42 Block 373 Plan 98RA28311	Personal Service Establishment within an existing house form structure, including any uses that are permitted with the R4A Zone.
3524 13 th Avenue [2004-87]	Lot 44, Blk/Par 381, Plan 101188896, Extension 21; and Lot 45, Blk/Par 381, Plan 101188896, Extension 22	LC3 – Local Commercial.
3528 13 th Avenue [2004-87]	Lot 26, Blk/Par 381, Plan DV4420 Extension 19; and Lot 27, Blk/Par 381, Plan DV4420 Extension 20	Office within an existing building and including any uses which are permitted in the R1A zone.
2152 Robinson Street [2004-97]	Lot 14 Block 399 Plan Old 33	LC3 – Local Commercial Zoning.
3301 College Avenue [2008-22]	Lot 29, Block 479, Plan No. K4654	Yoga instruction facility, Office and permitted and discretionary uses in the R1A zone.
2056 & 2066 Retallack Street [2008-60]	Lots 49 and 50, Block 375, Plan No. 98RA28311	Office space and any other occupancies which are permitted used in the

		LC3 zone.
3206, 3208, 3230, 3232 13 th Avenue [2009-7]	Lots 55-58, Block 378, Plan No. 99RA05074	Direct Control District- DCD-10 as established in <i>Regina Zoning Bylaw No.</i> <i>9250.</i>
2110, 2156 and 2160 Retallack Street; 2115, 2155 and 2161 Robinson Street [2012-8]	Lots B and C, Block 400, Plan No. 60R05332, and Lots 15, 22, and portions of Lots 16 and 21, all in Block 400, Plan No. 98RA28311	Properties to be consolidated with existing commercial site and public lane to form parcel for expanded grocery store (proposed Lot D, Block 400), to be rezoned from R4A – Residential Infill Housing to LC3 – Local Commercial.

MAP 11 CATHEDRAL QUESTIONNAIRE RESPONSE LOCATION MAP



APPENDIX A
 QUESTIONNAIRE RESULTS
 CATHEDRAL NEIGHBOURHOOD PLAN
 March, 1987

1.1	Where do you live in the Cathedral Area?		
	Map depicting questionnaire responses by block and street. (Attached)		
1.2	Sex		%
	Male	94	44
	Female 112	53	
	No Response	<u>6</u>	<u>3</u>
	TOTAL	<u>212</u>	<u>100%</u>
2.1	How long have you lived in the Cathedral Area?		To nearest %
	a) Less than 1 year	14	7
	b) 1 - 5 Years	60	28
	c) 6 - 10 years	36	17
	d) Over 10 years	98	46
	e) No Response	<u>4</u>	<u>2</u>
	TOTAL	<u>212</u>	<u>100%</u>
2.2	Why did you choose to live here? (Note - more than one response per person possible).		To nearest %
	a) Character of Neighbourhood	123	38
	b) Central location	84	26
	c) Neighbourhood Facilities (Library, church, Parks, Bus Service, shops, schools, etc.)	56	17
	d) Affordability of Housing	38	12
	e) Born here	15	5
	f) Chance 8	2	
	g) No response	<u>2</u>	<u>0</u>
	TOTAL	<u>326</u>	<u>100%</u>
3.1	What do you think the neighbourhood will be like in 5 - 10 years?		To nearest %
	a) Same	89	42
	b) Improved	61	29
	c) Worse	18	8
	d) More developed (Increased commercial uses, apartments, Infill housing)	12	6
	e) More Young people	7	3
	f) No response	<u>25</u>	<u>12</u>
	TOTAL	<u>212</u>	<u>100%</u>

3.2 What would you like to see? (Note - more than one response per person possible).

		To nearest %
a)	Restore older homes (renovate)	21
b)	Maintain character	16
c)	Improved property maintenance	11
d)	Traffic Control (less traffic)	6
e)	More parks and recreation facilities	6
f)	Maintain neighbourhood services (library, medical, schools)	5
g)	Restrict commercial development	5
h)	More owner occupied homes	4
i)	Local improvements (walks, curbs, lanes, watermains)	4
j)	Restrict number of apartments and condominiums	3
k)	Apartments for low, middle income and seniors	3
l)	Increased law enforcement (better Police protection)	3
m)	More small business	3
n)	More community involvement	1
o)	13th Ave. Street Enhancement	1
p)	Crime prevention programs (Neighbourhood Watch, etc.)	0
q)	No response	9
	TOTAL	100%

4.1 What are the three most important neighbourhood issues in the Cathedral Area?

		To nearest %
a)	Traffic and Parking	19
b)	Crime (Law enforcement, prevention, safety)	17
c)	Maintenance of Property	12
d)	Commercial encroachment	8
e)	Zoning	7
f)	Local improvements and maintenance	5
g)	Housing (Seniors, infill, etc.)	4
h)	Schools20	4
i)	Parks	4
j)	Small business development	3
k)	Maintain character of neighbourhood	3
l)	Flooding, sewers	1
m)	Recreation and recreational facilities	1
n)	Natives 7	1
o)	Heritage buildings	1
p)	Unemployment (low incomes)	1
q)	Bus Service	1
r)	Garbage Collection	1
s)	Noise	0
t)	Rail Relocation	0
u)	Seniors' services	0
v)	Day Care	0
w)	Neighbourhood Information Line	0
x)	No response	5
	TOTAL	100%

5.1	Are you satisfied with the quality and/or quantity of park space in the neighbourhood?		To nearest %
	a) Yes	144	68
	b) No	55	26
	c) No opinion	9	4
	d) No response	<u>4</u>	<u>2</u>
	TOTAL	<u>212</u>	<u>100%</u>
5.2	If no, what need to be improved?		To nearest %
	a) More and better parks	14	7
	b) Parking facilities	13	6
	c) Smaller parks on vacant lots	8	4
	d) Schoolyard upgrading	8	4
	e) Improve children's playgrounds	7	3
	f) Flowers along walkways and benches in parks	4	2
	g) Maintenance	3	1
	h) Laws on pet droppings	3	1
	i) Dikes	1	.5
	j) More outdoor rinks	1	.5
	k) Street enhancement (13th, 15th, etc.)	1	.5
	l) CPR Annex	1	.5
	m) No response	<u>48</u>	<u>70</u>
	TOTAL	<u>212</u>	<u>100%</u>
5.3	Are you satisfied with the social/recreational facilities in the Cathedral neighbourhood?		To nearest %
	a) Yes	147	69
	b) No	28	13
	c) No opinion	27	13
	d) No response	<u>10</u>	<u>5</u>
	TOTAL	<u>212</u>	<u>100%</u>
5.4	If no, what do you suggest? (Note - More than one response possible per person).		To nearest %
	a) More access to Cathedral Centre (or access to other facilities)	11	5
	b) More children's, teen's and young adult programs	8	4
	c) More family activity programs	5	2
	d) Outdoor skating rinks	4	2
	e) More children's playground facilities	3	1
	f) More social events	2	1
	g) Coffee house	2	1
	h) Supervision	2	1
	i) Activities for seniors and adults	2	1
	j) No response	<u>175</u>	<u>82</u>
	TOTAL	<u>214</u>	<u>100%</u>

6.1 Where should new apartment buildings be located in the Cathedral Area?

		To nearest %	
a)	Nowhere	50	23
b)	No opinion	36	17
c)	Where infill and redevelopment are required	20	9
d)	Albert, Angus and Rae Streets	16	8
e)	Near facilities and services	13	6
f)	North of 13th Avenue	8	4
g)	In certain areas with restrictions	8	4
h)	Along Saskatchewan Drive	8	4
i)	Along 13th Avenue	6	3
j)	Near arterials	5	2
k)	Scattered through neighbourhood	5	2
l)	No more apartments	4	2
m)	Victoria Avenue	4	2
n)	Anywhere	4	2
o)	Around existing apartment buildings	4	2
p)	Albert to Robinson Streets	2	1
q)	Between 13th Avenue and Victoria Avenue	2	1
r)	North of Victoria Avenue	2	1
s)	Just on corners	2	1
t)	West of Elphinstone	2	1
u)	In crescents	1	0
v)	No response	<u>10</u>	<u>5</u>
TOTAL		<u>212</u>	<u>100%</u>

7.1 Is new replacement housing needed in the Cathedral Area?

		To nearest %	
a)	Yes	140	66
b)	No	28	13
c)	No opinion	30	14
d)	No response	<u>14</u>	<u>7</u>
TOTAL		<u>212</u>	<u>100%</u>

7.2 If yes, what kind? (Note - More than one response per person possible).

		To nearest %	
a)	Single family, duplex	50	22
b)	Like Sask. Housing Infill (multi)	26	11
c)	Housing that maintains character	22	10
d)	Upgraded existing housing	18	8
e)	Low rise apartments	10	4
f)	Subsidized housing (Seniors, families)	8	3
g)	No response	<u>97</u>	<u>42</u>
TOTAL		<u>231</u>	<u>100%</u>

8.1 At present it is the position of the City and the Community Association that existing commercial development be recognized, but that there be no further extension of commercial development into the residential areas of the neighbourhood. What is your view?

		To nearest %
a)	Agree	171 81
b)	Disagree	26 12
c)	No opinion	7 3
d)	No response	<u>8</u> <u>4</u>
	TOTAL	<u>212</u> <u>100%</u>

8.2 Why? (Note - More than one response per person possible).

		To nearest %
a)	Agree - promote development on 13th Avenue	16 7
b)	Agree - enough commercial	16 7
c)	Agree - fine as is	14 7
d)	Disagree - a commercial/residential mix is an advantage	9 4
e)	Agree - opportunity for commercial on Saskatchewan Drive	5 2
f)	Agree - because commercial development increases traffic	5 2
g)	Agree - commercial areas designated for development	2 1
h)	Disagree - IA uses not compatible	1 1
i)	Agree - control conversion of residential to business use	1 1
j)	Agree - maintain residential	1 1
k)	No response	<u>145</u> <u>67</u>
	TOTAL	<u>215</u> <u>100%</u>

9.1 The south side of Saskatchewan Drive between Elphinstone and Angus Streets contains a mixture of retail, office, automotive repair and tradesman shops as well as residential uses. What type of uses should be located in this area? (Note - More than one response per person possible).

		To nearest %
a)	Remain as is (mixed use)	136 60
b)	Office/retail	36 15
c)	Light industrial	28 12
d)	Residential	20 8
e)	No opinion	6 2
f)	Compatible with Rail Relocation Plan	1 0
g)	No response	<u>8</u> <u>3</u>
	TOTAL	<u>235</u> <u>100%</u>

10.1 Any other comments or concerns? (Note - More than one response per person possible?.)

		To nearest %
a)	Traffic	20 9
b)	Maintain character of neighbourhood	14 6
c)	Property maintenance	11 5
d)	Local Improvements needed	8 3
e)	Crime	8 3
f)	Park improvements and maintenance	7 3
g)	Renovation and redevelopment of residential area	4 2
h)	Transit 4	2
i)	Encourage commercial on 13th Avenue and Saskatchewan Drive	4 2
j)	Commercial encroachment	4 2
k)	Parking 3	1
l)	Snow removal	3 1
m)	Control of pets	3 1
n)	Lane lighting/street lighting	2 1
o)	Paved lanes	2 1
p)	Zoning controls	2 1
q)	New garbage receptacles	2 1
r)	Schools2	1
s)	13th Avenue street enhancement	2 1
t)	New business needed	1 .5
u)	Need subsidized Seniors housing	1 .5
v)	No response	<u>123</u> <u>53</u>
	TOTAL	<u>230</u> <u>100%</u>

APPENDIX B

PRIORITIES FOR EXPENDITURE OF REMAINING NIA #1 FUNDS

Priority Project	Cost Estimates
	\$ 25,000
1. 13th Avenue Street Enhancement	
2. Traffic Improvements (13th Ave. and South)	\$60,000
- 3 diverters (\$20,000. each)	50,000
- 2 pedestrian 1/2 signals (\$25,000 each)	30,000
- 13th Ave./Elphinstone intersection mod.	60,000
- 2 College Ave. closures	<u>5,000</u>
(Albert & Elphinstone \$30,000 each)	
- Centre Median (Elphinstone & 13th Ave.)	<u>\$205,000</u> \$205,000
3. Connaught School Yard Upgrading (\$40,000) NIA Share	20,000
4. Davin School Yard Upgrading (\$40,000) NIA Share	20,000
5. Victoria School Yard Upgrading (soccer field replacement, plantings)	15,000
6. Neighbourhood Identification Signage	<u>5,000</u>
TOTAL ALL PROJECTS	\$290,000
AVAILABLE NIA #1 FUNDS	<u>\$282,000</u>
SHORTFALL	<u>\$ 8,000</u>

** Cost estimates are approximate figures only

APPENDIX C

DIRECT CONTROL DISTRICT (DCD-1) 3100 BLOCK OF 13TH AVENUE (Bylaw No. 9461)

i) DESIGNATION

A Direct Control District shall be established for Lots 41-45, Block 377, Plan AV2705, 3100 Block of 13th Avenue. The guidelines for the Direct Control District (DCD-1) are established herein. Regulations and development standards for the Direct Control District shall be established in the City of Regina Zoning Bylaw in accordance with the following:

ii) GUIDELINES FOR DEVELOPMENT - DIRECT CONTROL DISTRICT (DCD-1)

Regulations and development standards shall be established in the Zoning Bylaw in accordance with the following guidelines:

- a) The existing house forms (as of January 1, 1993) shall be retained. Major alterations and additions shall be approved by City Council.
- b) Commercial development on the subject properties shall be small in scale and unobtrusive.
- c) Commercial establishments shall cater mainly to local pedestrian traffic in order that the demand for parking is not excessive.
- d) A specialty shopping district that characterizes 13th Avenue shall be retained on the north side of the 3100 Block of 13th Avenue.



OFFICIAL COMMUNITY PLAN

SUB-PART B.1.7 North Central Neighbourhood Plan



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NOTE:

Due to the adoption of Zoning Bylaw No. 9250 on July 20, 1992, this document may contain zoning discrepancies. Refer to Part 1C, Subsection 1C.4 of Zoning Bylaw No. 9250 for zone equivalencies.

SUMMARY OF RECOMMENDATIONS

Following is a summary of the recommendations presented in this report.

Property and Building Maintenance

1. The City actively enforce and administer its bylaws dealing with building maintenance and untidy properties.
2. The Community Housing Worker, employed by the City work with tenants to find suitable housing and counsel them on proper housing maintenance, and accepted standards of residency in the neighbourhood.
3. NCCS continue and expand its programs to create greater pride by area residents in their residences and develop programs to teach residents about property maintenance.
4. NCCS promote programs aimed at upgrading existing housing and yards.
5. NCCS and the City encourage replacement of derelict housing stock with appropriately designed replacement housing stock.
6. NCCS consider developing urban lifestyle programs designed to teach residents about the opportunities and resources that exist in the city.

Personal Security and Safety

1. The NCCS in conjunction with Regina Police Service and other neighbourhood based organizations make delivery of crime prevention an ongoing priority community program
2. The City recognize North Central as a neighbourhood which could benefit appreciably from a lane lighting program.

Traffic Management

1. The City Administration continue its work towards improving traffic conditions in the North Central neighbourhood in conjunction with the community and other affected interest groups.
2. The North Central Traffic Study be presented to the public and affected parties when it is completed.
3. NCCS requests that the City give due consideration to noise attenuation along Lewvan Drive when a noise attenuation policy is adopted.

Parks and Recreation

1. The City consider the upgrading of existing open space, particularly school sites, a priority over creation of new sites, and plans for upgrading open space be prepared in consultation with the community. Upgrading plans should emphasize lighting and winter use in the design.
2. The City consider providing additional developed open space areas south of Dewdney Avenue in conjunction with Taylor Field expansion, increased facility parking or through a street closure.
3. NCCS review the effectiveness of its community programming in order to serve a wider population particularly the large youth population in the neighbourhood.
4. The City Administration maintain the Albert Scott Advisory Committee with representation from various City departments and community organizations to address community concerns with respect to the operation and programming of the community centre.
5. NCCS be a participant in any planning process established related to the possible expansion of Taylor Field.
6. NCCS requests that consideration be given to using Taylor Field as a site for a wider range of athletic activities, such as track and field, soccer, and other similar activities.

Bylaw Enforcement

1. The City of Regina direct an appropriate level of resources to bylaw enforcement, to ensure resident complaints are dealt with in an expeditious manner.
2. North Central Community Society express its concerns about the need for more traffic enforcement to the Regina Police Commission and Regina Police Service.
3. The Planning Department, in consultation with NCCS, review the appropriateness of commercial land use regulations in their neighbourhood.

Land Use and Zoning

1. The following properties be zoned R4A - Residential Older Neighbourhood from R3 - Residential Older Neighbourhood:
 - i) 802 to 878 Angus Street.
 - ii) 902 to 978 Angus Street.
 - iii) 1002 to 1070 Angus Street.

Reason: To provide for the long term redevelopment of these areas from low to

medium density residential use.

The intention is to provide a transition between the commercial uses on Albert Street and the low density residential areas to the west, and provide for long-term redevelopment.

2. The following properties be zoned MAC - Major Arterial Commercial from R1A - Residential Older Neighbourhood Detached:

- i) 4210, 4216, 4220, 4224, 4230, 4238 Dewdney Ave.

Reason: To provide for a continuous commercial area on the north side of Dewdney Avenue between Pasqua and Edward Streets. The residential properties are currently between two commercial areas on Dewdney Ave., near the intersection of Lewvan Drive.

3. A study be undertaken of development standards of the 27 to 31 Blocks of Dewdney Avenue.

Reason: For the purpose of evaluating front yard requirements affecting future new developments.

4. The following properties be zoned MX - Mixed Residential Business from R3 - Residential Older Neighbourhood: (Bylaw No. 9250)

- i) 38 and 39 blocks of Dewdney Avenue.
 - ii) 4020, 4024, 4028, 4032, 4038 Dewdney Avenue.
 - iii) 4138 Dewdney Avenue.

Reason: To provide for the future use of this area for low rise apartments and mixed use projects.

5. The multiple housing project at 1176 Wascana Street be zoned R4A - Residential Older Neighbourhood from MAC - Major Arterial Commercial.

6. Properties currently zoned MAC - Major Arterial Commercial in the vicinity of Pasqua Street and 5th Avenue be zoned LC1 - Local Commercial.

7. The property at 1015 Pasqua Street be zoned LC1 - Local Commercial from R3 - Residential Older Neighbourhood.

Reason: Pasqua Street no longer serves as an arterial roadway. The zoning and range of potential land uses should be adjusted to reflect this change. The housing project should be rezoned to reflect its residential use. The dwelling at 1015 Pasqua Street is currently isolated between two commercial businesses, and in the long term commercial zoning is more appropriate.

8. The property along 5th Avenue between Angus and Garnet Streets currently zoned LC1 - Local Commercial be zoned LC3 - Local Commercial.

Reason: To have zoning standards in place which foster the creation of a shopping street.

9.* The following properties be rezoned CR - Commercial/Residential Interface from MAC - Major Arterial Commercial:

i) 15 and 16 blocks of Angus Street.

Reason: The intent is to provide a transition from major arterial uses on Albert Street to the residential area to the west. The Major Arterial Commercial Study approved by City Council identified this area as being inappropriately zoned since it is not a major arterial location. While no zoning changes were recommended as part of the MAC Study, it is appropriate as part of the Neighbourhood Plan to initiate a zoning change.

*Note:

This recommendation was not approved by the Deputy Minister of Urban Affairs on March 6, 1989. The 1500 and 1600 blocks of Angus Street will receive further study to determine appropriate zoning. (Bylaw No. 8673-ZO-B89)

AMENDMENTS

City Council at its meeting on April 11, 1988 approved the North Central Neighbourhood Plan with the following additional recommendations:

1. In recognition of the importance of school facilities to the long term viability and desirability of existing neighbourhoods, the issue of school closures and possible alternative strategies be brought forward for discussion by the Joint Planning Committee of the City and School Boards.
2. In light of the declining enrollments at Scott Collegiate and the subsequent possibility of closure of the Collegiate and in consideration of the importance to the future of the North Central neighbourhood of maintaining Scott Collegiate as a vital education facility, the North Central Community Society be requested to initiate discussions with the Board of Education to identify possible options and strategies for maintaining the Collegiate.
3. That the Administration be requested to facilitate, coordinate and cooperate in the creation of Business Associations for businesses along Dewdney and 5th Avenues.
4. That Council endorse and support a long term improvement and upgrading approach to infrastructure replacement for this area.

Regina OCP – Part B

Sub-Part B.1.7 – North Central Neighbourhood Plan

1.0 INTRODUCTION

1.1 BACKGROUND

The review of the North Central Neighbourhood Plan, at this time, is a continuation of the process which started in 1979, culminating in the adoption of the North Central Neighbourhood Plan in 1980. The Plan was approved by City Council with some minor amendments but never became part of the City's Development Plan. The intention at this time is to review and reformulate the plan to keep it in accordance with current neighbourhood aspirations and with evolving policy directions for the City, and formally adopt the North Central Neighbourhood Plan as part of the City's Development Plan.

1.2 PURPOSE OF THE PLAN

The purpose of the Plan is:

- 1) To provide an opportunity for the community and the City to review the community goals in conjunction with overall City goals.
- 2) To develop a strategy for the future economic, social and physical development of the neighbourhood reflecting the community's aspirations compatible with overall City goals.
- 3) To develop policies to address emerging neighbourhood issues.

1.3 COMMUNITY GOALS

The goals for the North Central neighbourhood for the next five to seven years are:

- 1) To maintain and improve the residential character of the area and promote the neighbourhood as a desirable and safe place to live.
- 2) To implement a strategy for the overall development of the neighbourhood, recognizing its social, economic, and physical needs.
- 3) To promote the continued maintenance and upgrading of dwellings, parks, and facilities in North Central.
- 4) To develop social programs to meet the needs of the disadvantaged or unserved groups in the community.

1.4 STUDY AREA

The study boundaries are the CPR line on the south, Albert Street on the east, Lewvan Drive on the west, and McKinley Avenue to the north (See Map 1).

The North Central neighbourhood is comprised of four recognized smaller subdivisions including: Washington Park, Exhibition, Albert-Scott, and a portion of the Rosemont subdivision (See Map 2). The four subdivisions combined, form the larger more cohesive North Central Neighbourhood which has its edges defined by major roadways and rail lines.

1.5 COMMUNITY INVOLVEMENT

Community participation is an essential part of the planning process, since it is the residents' identification of issues and concerns that have helped formulate the policies and it is the residents themselves who will help ensure the future success of the neighbourhood.

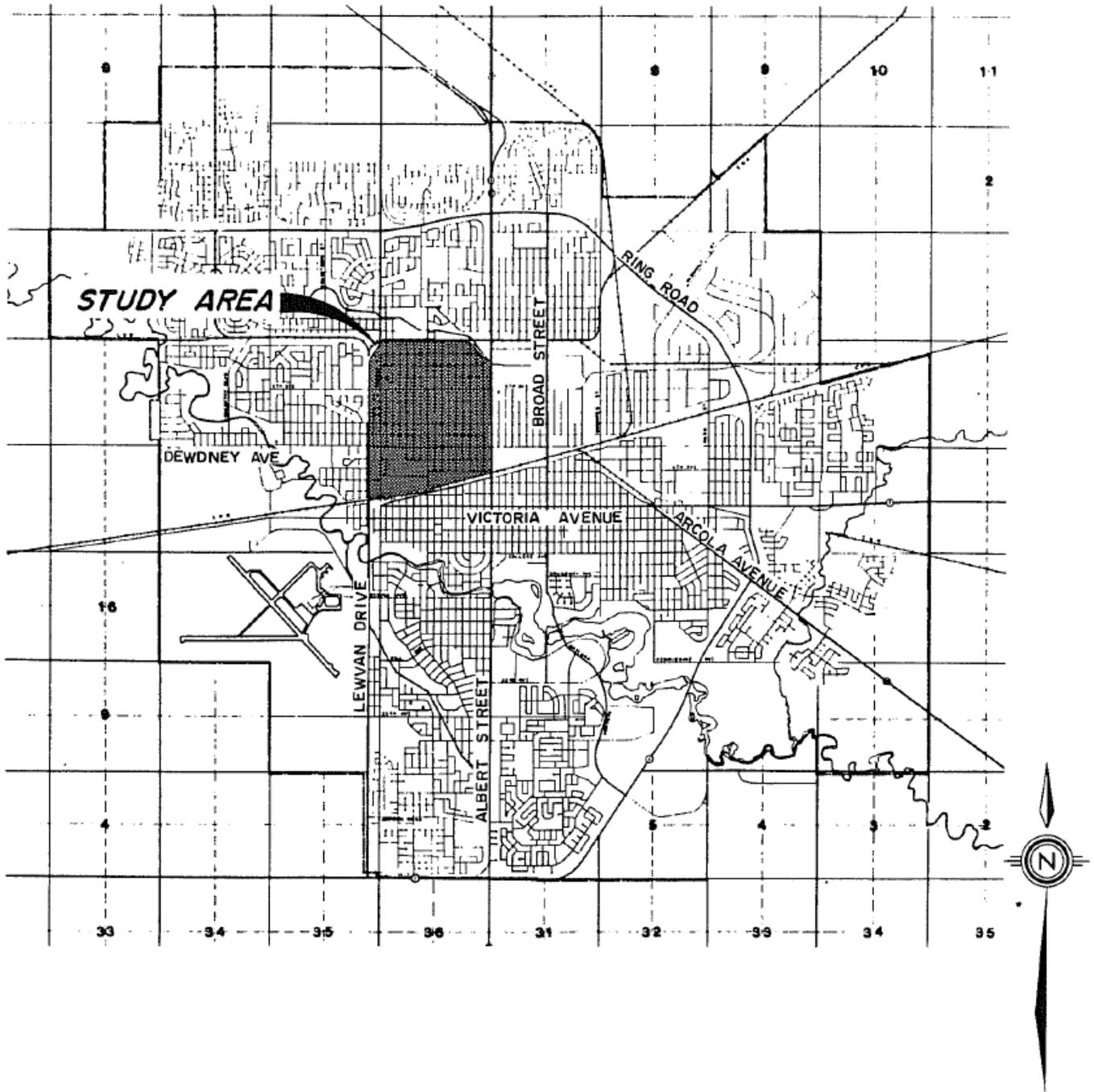
The first step in the community input process was the approval of the Terms of Reference by the North Central Community Society (NCCS) at a general meeting. The City sent out letters to interest groups identified, with input by NCCS, asking them to outline their issues and concerns. Scott Collegiate and the Exhibition Association responded noting the following:

The Scott Collegiate Administration would like to see Scott Collegiate playing fields upgraded immediately to include a paved outdoor basketball court, 200 metre track; outdoor volleyball court; and a jogging trail; as well as a paved parking lot, upgrading landscaping, and fence repair.

The Regina Exhibition Association would like to see improvements to traffic management near the exhibition grounds including the possible creation of a permanent entrance at 10th Avenue and Elphinstone Street and the establishment of an identifiable northern entrance from Dewdney Avenue.

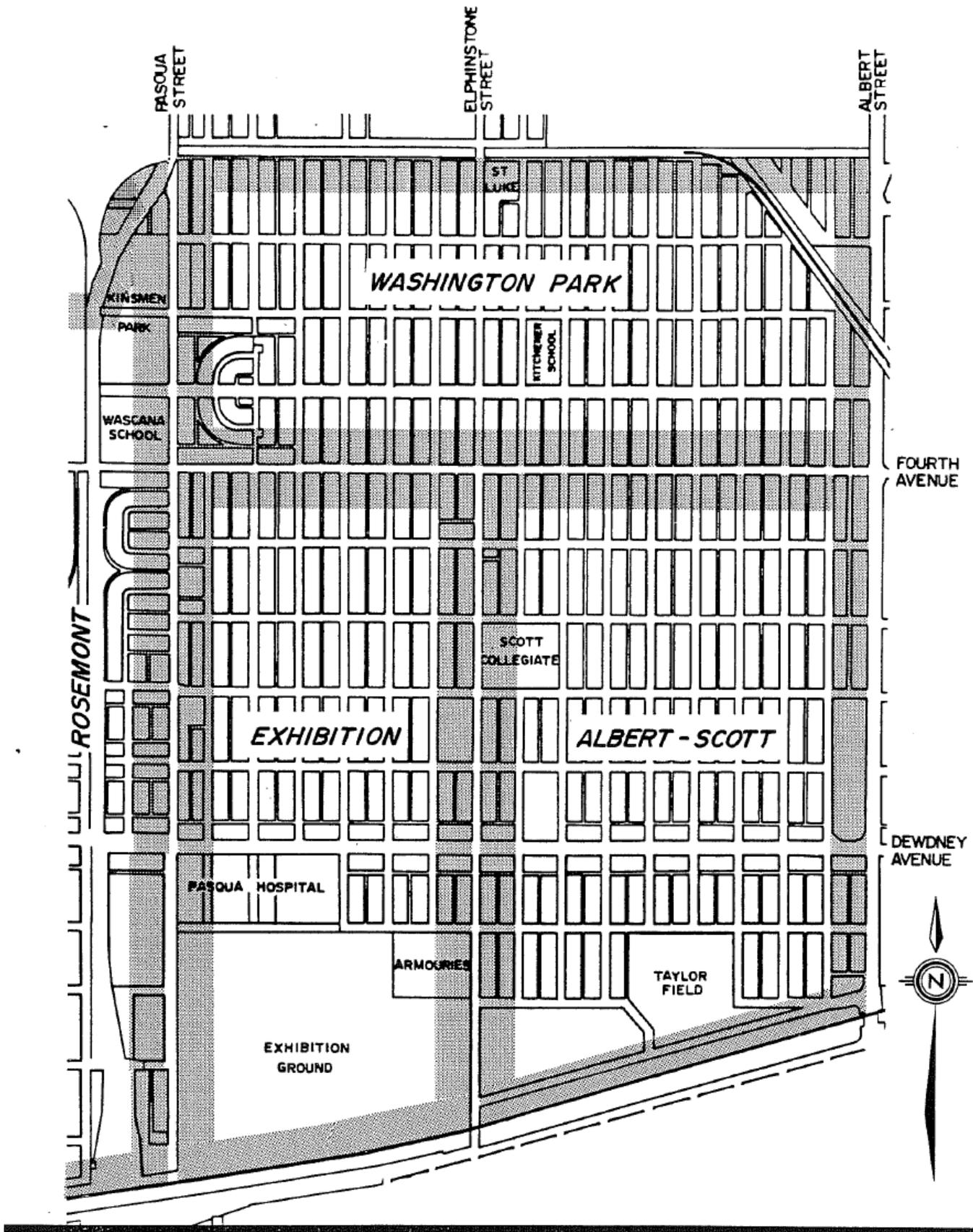
A public meeting for all interested persons was then held with a number of issues identified. People were concerned with the unsightliness of junk vehicles in yards. The open space and existing facilities for almost all the schools was felt to be in need of repair and upgrading. A major issue was the lack of maintenance for many homes in the area and weed control for properties. In addition, the need for lane lighting, especially for the areas near Taylor Field, arose. Also for the area south of Dewdney Avenue, traffic and parking were identified as concerns. Lastly, concerns were expressed that the commercial development should be concentrated in the already existing retail area. In addition to the public meeting, a questionnaire was distributed by NCCS to all households within the community. A total of 215 responses were received and the results are contained in Appendix A.

The results of the questionnaire clearly indicated the following principal areas of concern to neighbourhood residents:



STUDY AREA

MAP 1



NORTH CENTRAL SUBDIVISIONS

MAP 2

- Concern about the level of building and property maintenance in the neighbourhood.
- Concern about security and safety of both residents and property.
- Concern about the level of bylaw enforcement as it relates primarily to maintenance of structures, untidy yards, and traffic violations.
- Concern about the amount of non-local traffic using local residential streets.

City staff have met on an ongoing basis with members of the NCCS Planning Committee to discuss issues raised by the community, present their views and formulate recommendations for consideration by the community and City Council.

The Neighbourhood Plan was presented to the community at a public meeting and presented in a condensed manner in the community newspaper.

Formal opportunity for public input will occur when Council considers the bylaw to include the Neighbourhood Plan as part of the City's Development Plan.

2.0 COMMUNITY PROFILE

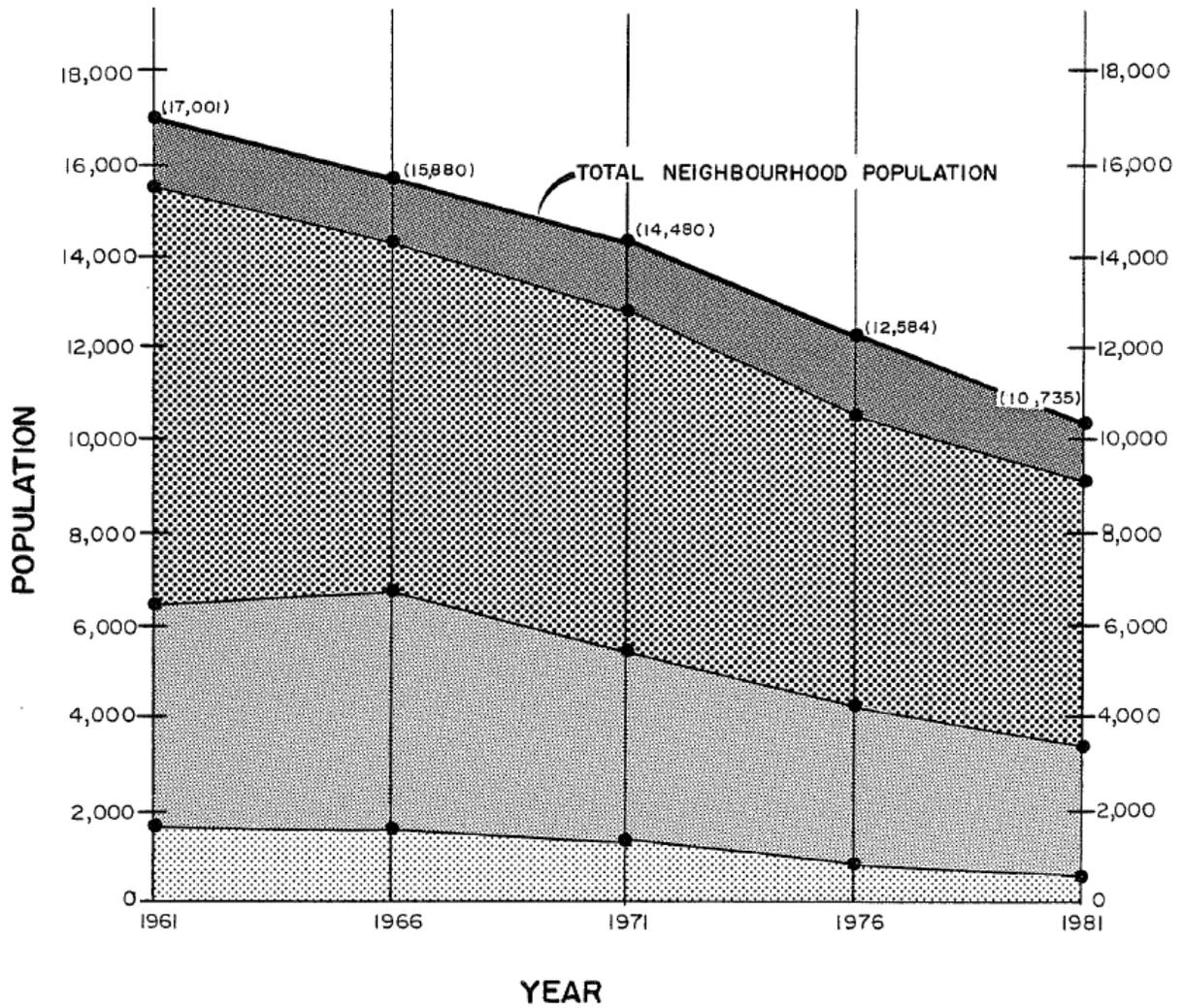
This section of the report highlights some of the population and housing characteristics and facilities in the North Central neighbourhood.

2.1 POPULATION

- The total population of the neighbourhood has decreased 37% from 17,000 in 1961 to 10,735 in 1981. The population of the City increased 45% from 112,176 to 164,313 during the same time period.
- The proportion of North Central's population 65 years or older increased from 8.8% (1,413) to 15.4% (1,655) between 1961 and 1981. Comparable figures for the City are 7.4% in 1961 and 9.2% in 1981.
- Persons 19 years and under comprised 36.72 of North Central's population in 1961 and 30% in 1981 compared to 39% in 1961 and 33.3% in 1981 for the City as a whole.
- The number of one person private households increased from 4.32 (188) of all households in 1961 to 26.5% (1,100) in 1981. In the City as a whole, one person private households made up 10.6% of all households in 1961 and 23.9% in 1981.
- The number of lone parent families in North Central increased from 500 in 1976 to 560 to 1981.
- The average family income in North Central in 1981 was \$20,287 compared to \$29,423 for the City as a whole.

2.2 HOUSING

- In 1981, North Central had 4,150 dwelling units compared to 58,420 for the City as a whole.
- In 1981, 90.5% of the dwellings were single detached as compared to 70.0% for the City as a whole.
- 69.3% of the housing in North Central in 1981 was owner-occupied, slightly higher than the overall City at 64.3%.
- In 1981, 45% of the housing stock in North Central was built before 1946, compared to 16.1% for the City.
- In 1981, minor or major repairs were needed for 37.3% of the housing stock compared to 21% for the City as a whole.



NORTH CENTRAL POPULATION (1961-1981)

LEGEND

[Pattern]	AGE GROUP
[Dotted]	0 - 4 yrs.
[Horizontal Lines]	5 - 19 yrs.
[Cross-hatch]	20 - 65 yrs.
[Solid Grey]	65 + yrs.

- The Residential Rehabilitation Assistance Program (RRAP) has resulted in 800 units being rehabilitated to a value of \$3.9 million dollars. The average expenditure for rehabilitation was \$4,916 per unit.

2.3 COMMUNITY FACILITIES

- North Central is served by five elementary schools and one collegiate. In 1986, St. Luke's School was closed due to low enrolments and is now used for special education programs. The other schools have exhibited fairly stable enrolments over the past five years.
- North Central has community-based and community-run library services offered by Albert Library located at Robinson St. and 8th Avenue.
- The Albert-Scott Community Centre is a facility designed to meet the needs of community based social and recreation activities.

3.0 ISSUES AND RECOMMENDATIONS

3.1 PROPERTY AND BUILDING MAINTENANCE

Issue: The level of maintenance and repair of private buildings and condition of property is a concern to North Central residents.

Discussion:

The North Central neighbourhood's housing stock is seen by many residents as needing an extensive amount of repairs and improved yard maintenance. This situation has evolved largely as the result of a combination of factors including the age and type of original housing construction, an absentee landlord problem, and lack of concern by both tenants and resident property owners on the appearance of their houses and property.

To overcome this problem, two other elements are required; knowledge and techniques of property maintenance, and knowledge of available services. The community has had a role and should consider expanding its role in lifestyle education.

This issue is not limited to the North Central Neighbourhood but is a City wide issue. The City passed two bylaws in April, 1986 to provide the legal mechanisms to address these concerns. The two bylaws are Bylaw 8212 - A Bylaw to Regulate and Control Untidy and Unsightly Lands or Buildings and Bylaw 8211 - A Bylaw of the City of Regina to Establish and Enforce Minimum Standards of Maintenance and Repair of Buildings in Regina. A Property Standards Section of the City Administration has been created to administer these Bylaws.

In the summer of 1986 the City undertook a "sidewalk" survey of the older residential areas of the city. The exterior of 23,000 single family properties (including yards and accessory buildings) were surveyed and graded as to good, fair, poor, and very poor condition.

In the spring of 1987, City efforts were concentrated on Junked Vehicles. Later in 1987, emphasis has shifted to those properties for which complaints have been received since April, 1986 when the Bylaw was passed. Top priority will be given to the 160 properties which have been evaluated as very poor.

The final phase will entail a program of inspections and enforcement in those areas of the City where there are concentrations of poor condition properties. All properties in the chosen areas will be evaluated. The method of choosing the areas will involve input from Community Organizations.

The Residential Rehabilitation Assistance Program has resulted in improvements to the housing stock. Since the RRAP Program was introduced in the neighbourhood in 1978 up to December 31, 1986, 800 units have been rehabilitated at a total cost of 53.93 million dollars or \$4,900 per unit. Private rehabilitation and redevelopment is additional.

To further increase the level of civic pride in private property a number of suggestions are made:

- NCCS continue and expand its Property Improvement and Yard Beautification Program. The Program provides assistance to those unable to maintain their premises.
- NCCS develop and deliver community programs in the neighbourhood to teach residents how to maintain their dwellings and yards
- NCCS continue to provide volunteers and organizational support for neighbourhood clean up drives

Recommendations:

1. The City actively enforce and administer its bylaws dealing with building maintenance and untidy properties.
2. The Community Housing Worker, employed by the City work with tenants to find suitable housing and counsel them on proper housing maintenance, and accepted community standards of residency in the neighbourhood.
3. NCCS continue and expand its programs to create greater pride by area residents in their residences and develop programs to teach residents about property maintenance.
4. NCCS promote programs aimed at upgrading existing housing and yards.
5. NCCS and the City encourage replacement of derelict housing stock with appropriately designed replacement housing stock.
6. NCCS consider developing urban lifestyle programs designed to teach residents about the opportunities and resources that exist in the city.

3.2 PERSONAL SECURITY AND SAFETY

Issue: North Central residents are generally concerned about personal security and property protection in their neighbourhood. Residents suggested that a more visible police presence was desirable in their neighbourhoods to increase personal safety.

Discussion:

This issue is of prime importance to neighbourhood residents. Statistics supplied by Regina Police Service confirm the magnitude of the problem. The Albert-Scott portion of the neighbourhood (between Albert and Elphinstone Streets) had 3.7% of the City's population in 1981. In 1983 and 1984, this area had 6.2% of the City's crime and in 1985 it had 7.5% of the City's crimes against persons and property.

The North Central Community is already being served by a Neighbourhood Watch Program and other crime prevention programs. The programs have had problems in getting residents, particularly short term residents, actively involved on a continuous basis. Subsequently, the Community appears to need to direct more resources to publicizing and attracting volunteers to deliver crime prevention programs.

The Regina Police Service has been actively involved in community based policing. Programs using community leaders and summer students have been tried in the neighbourhood to reduce crime with limited success. Public meetings have been held but only a few interested parties attended.

Lane lighting is a project that residents feel would improve personal safety in their neighbourhood. It is also felt that it may reduce the number of property related crimes in the neighbourhood.

The City has initiated a lane lighting program in the Core neighbourhood. Before additional lane lighting will be installed in the City, the Core project will be evaluated. Additionally, legislative changes will be required to provide total project cost recovery through local improvement assessments. The City is continuing to pursue legislative changes to have lighting covered as a local improvement. Consequently, lane lighting is not foreseen as a program which the City will be delivering in the immediate future. NCCS is of the view that the area would improve appreciably as a desirable place to live if lane lighting could be introduced into the neighbourhood. Recognition should be given to establishing North Central as a neighbourhood which could benefit from lane lighting.

Specific suggestions from residents regarding police service were to be able to know and identify police officers and to introduce foot patrols into the neighbourhood. Regina Police Service have tried various experiments using foot patrols, however demand has resulted in these resources being reassigned to maintain response commitments.

In conclusion, both the neighbourhood organizations and Regina Police Service will have to evaluate their strategies for crime prevention as they apply in North Central.

Recommendations:

1. The NCCS in conjunction with Regina Police Service and other neighbourhood based organizations make delivery of crime prevention an ongoing priority community program.
2. The City recognize North Central as a neighbourhood which could benefit appreciably from a lane lighting program.

3.3 TRAFFIC MANAGEMENT

Issue: Residents are concerned about the amount of non-local traffic using local residential streets. Specific concerns are the perceived lack of traffic law enforcement (e.g. speeding) and the number of uncontrolled intersections.

Discussion:

A variety of traffic related concerns were identified in the resident questionnaire, many of which are directly attributable to individual driving practices including speeding, traffic sign violations, and noise. High traffic volumes were cited in 222 of the responses, whereas 23% indicated no concerns on traffic matters.

The major north-south roadways in North Central are clearly defined (Lewvan Drive, Albert Street, and Elphinstone Street). The east-west roadway functions are not as clearly defined with the exception of Dewdney Avenue. For example, 7th and 4th Avenues run continuous through the neighbourhood across Albert Street and Lewvan Drive. 5th Avenue serves as a commercial street and 3rd Avenue has a wide centre boulevard, but serves primarily as a local road.

The grid system's principal advantage is that it allows considerable flexibility to residents in selecting a route to their destination. The disadvantage of course is that all roadways are local roads but can also evolve to serve a collector function. The latter situation explains resident requests for more controlled intersections and the need to redirect traffic around the neighbourhood.

Traffic conditions in the neighbourhood are also affected by the number of major facilities in the neighbourhood which have contributed to parking problems in parts of North Central.

The City's Municipal Engineering Department is in the process of studying traffic and parking conditions in the North Central Neighbourhood south of 7th Avenue. The principal study objective is to look at ways of improving traffic management in the area for the benefit of both the facilities and area residents. Community involvement is an integral part of the review which requires participation by the Exhibition Board, Pasqua Hospital, civic and community representatives.

NCCS has expressed interest in the City's Noise Attenuation Study. In particular, the community's specific concern is noise generated by traffic on Lewvan Drive and its impact on adjacent residents between Dewdney Avenue and 4th Avenue. While no decision has been made to date with respect to noise attenuation policy, NCCS requests that due consideration be given to noise attenuation along Lewvan Drive.

Recommendations:

1. The City Administration continue its work towards improving traffic conditions in the North Central neighbourhood in conjunction with the community and other affected interest groups.
2. The North Central Traffic Study be presented to the public and affected parties when it is completed.
3. NCCS requests that the City give due consideration to noise attenuation along Lewvan Drive when a noise attenuation policy is adopted.

3.4 PARKS AND RECREATION

Issue: The quality of open space, particularly school sites, in North Central is a concern to North Central residents. The condition of school yards, particularly the Scott Collegiate site, is seen as a contributing factor to an unfavourable neighbourhood image, and a poor image of Scott Collegiate as an educational facility.

Discussion:

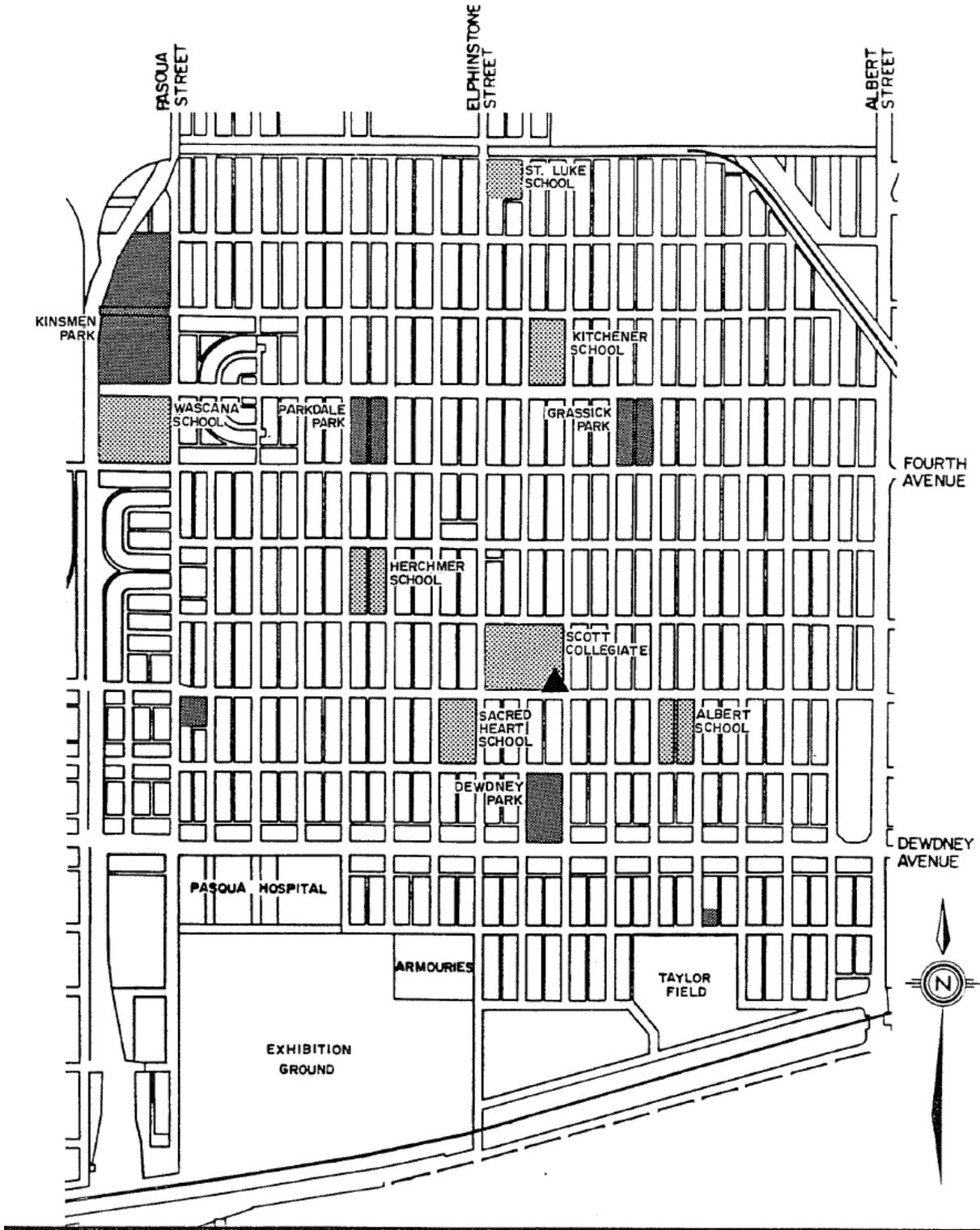
North Central has twelve major open space sites including seven school sites and five public parks including Kinsmen Park (See Map 3). A number of these parks have been constructed or upgraded in recent years including:

- Dewdney Park and Pool
- Grassick Playground
- Parkdale Park
- Taylor Field Court Games
- Robinson and 9th Playground.

The most visible area for improvement in the provision of open space from the community's perspective is improvement to existing school grounds. The City's Open Space Management Study, Phase I Public Recreational Open Space, confirmed not only a deficiency of neighbourhood open space (6.01 ha) in North Central, but also points out that of 11.17 hectares of neighbourhood space, only 3.63 hectares is developed to an acceptable standard. The study also recommends that open space upgrading be the first priority for open space development before open space acquisition.

The Regina Board of Education has initiated the School Site Redevelopment Program to upgrade existing school grounds. Under the Program, the two elementary school sites, Kitchener and Herchmer, are scheduled for upgrading in 1987 and 1988, according to work programs as of February, 1987. The Public School Board is upgrading the Albert School site as part of its reconstruction plans.

The Board of Education plans to undertake structural work to the Collegiate, tentatively scheduled for 1987-88. The proposal has been submitted to the Board of Education for approval. The possible closure of Scott Collegiate has been an emerging issue as a result of continued stable but low enrolments, combined with the apparent desire by neighbourhood students to attend collegiates offering a wider range of education programs and extracurricular activities. The upgrading and timing of the Scott Collegiate site improvement has been deferred until a decision is made on the facility upgrading. It is appropriate that site upgrading be deferred until the facility redevelopment work is completed. To ensure the continued existence of Scott Collegiate, it is important that students living in North Central attend Scott Collegiate.



PARK AND SCHOOL LOCATIONS

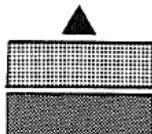
MAP 3

LEGEND

ALBERT SCOTT COMMUNITY CENTRE

SCHOOL SITES

PARK SPACE



The distribution of open space within the neighbourhood is such that most residents generally are in close proximity (within 2 or 3 blocks) to open space. The exception is the area south of Dewdney Avenue where there is limited open space. A small playground is located at Robinson Street and 9th Avenue. Consideration should be given to creating a small park in this area in conjunction with expanded major facility parking, Taylor Field expansion, or street closure.

NCCS is of the opinion that community input is essential in the park planning process to ensure that the product serves the needs of the resident population. NCCS concurs with the observation in the Open Space Management Study that park site design should be more sensitive to winter use. Additionally, NCCS places emphasis on lighting in public open spaces to extend the use in the evening hours and improve safety and security conditions.

The Albert-Scott Community Centre, adjacent and linked to Scott Collegiate, was constructed to provide a community facility for social and recreational activities and health care programs. A wide range of health services is provided by the Health Centre, including but not limited to: preventive screening, foot care clinic, yoga classes, Overeaters Anonymous, and similar types of programs. Art programs, community socials, and youth recreation programs are also delivered at the Centre.

In the past, the North Central Community Society was of the opinion that the Albert-Scott Community Centre could be run in a manner more suited to serving neighbourhood needs. Particular concerns included the operating hours of the facility and staffing levels. For example, "the facility was not open weekends, and was often closed over the supper hour, and some evenings."

Since the Community Services and Parks Department believes in the role of the community in influencing community centre hours, usage and programming, several initiatives have occurred to address the community's concerns. Changes have been made to extend the centre hours and ensure the availability for community use. Also, the Albert-Scott Community Centre Advisory Council has been re-established with the mandate to ensure there is effective and cooperative use made of space and improve the effectiveness of centre operations.

NCCS would like to see a continuation of the current practice of integrating the Dewdney Park and Territorial Building site as one comprehensive site, although it has two owners. Cooperative management of the site has contributed to its value to the community.

The park space at 7th Avenue and Pasqua should be maintained as permanent open space to meet the needs of residents in the area.

The Albert Library, community based and operated, provides not only library resource services, but children programs (films, crafts, storytelling, etc.), and adult programs (calligraphy, films, cooking demonstrations, knit-a-round, moccasin-making, etc.). Youth Unlimited in 1986 provided after-school programming ("Think Tank") three nights a week at the Library.

The neighbourhood survey indicated that residents were generally satisfied with social and recreational facilities and programs (60% were satisfied, 13% not satisfied, 27% no opinion). The community may, however, consider continuously reviewing the effectiveness of its program

publicity in order to service a wider population base, particularly the large youth population in the neighbourhood.

The uncertain status of Taylor Field expansion is a concern to the North Central residents. NCCS position on the matter is that decisions may be made on the future of the facility without consulting the community. NCCS requests that they be an active participant in any Taylor Field expansion plans. NCCS would also like consideration given to using Taylor Field as a site for other athletic competitions, such as track and field, soccer, and other similar activities.

Recommendations:

1. The City consider the upgrading of existing open space, particularly school sites, a priority over creation of new sites, and plans for upgrading open space be prepared in consultation with the community. Upgrading plans should emphasize lighting and winter use in the design.
2. The City consider providing additional developed open space areas south of Dewdney Avenue in conjunction with Taylor Field expansion, increased facility parking or through a street closure .
3. NCCS review the effectiveness of its community programming in order to serve a wider population particularly the large youth population in the neighbourhood.
4. The City Administration maintain the Albert Scott Advisory Committee with representation from various City departments and community organizations to address community concerns with respect to the operation and programming of the community centre.
5. NCCS be a participant in any planning process established related to the possible expansion of Taylor Field.
6. NCCS requests that consideration be given to using Taylor Field as a site for a wider range of athletic activities, such as track and field, soccer, and other similar activities.

3.5 BYLAW ENFORCEMENT

Issue: There is a general concern that the City has a large number of bylaws, but to date little emphasis has been placed on bylaw enforcement. The City has given consideration to the creation of a Bylaw Enforcement Unit.

Discussion:

Concerns were expressed about the City's lack of bylaw enforcement on matters such as: unsightly properties, abandoned vehicles, and vehicular traffic violations such as speeding. This concern is not specific to North Central but is a city-wide issue which appears to be growing. The impact on the neighbourhood is that the area is perceived as a less desirable place to live.

The City Administration is aware of the need to direct more resources to bylaw enforcement. Consideration is being given to the creation of a centralized bylaw enforcement unit.

NCCS is concerned that present commercial use regulations do not adequately address or provide for community input on matters which affect their neighbourhood. Specifically, concern exists about outdoor display of merchandise in front yards, electronic game establishments (arcades), second hand stores, pawn shops, and similar types of uses.

Recommendations:

1. The City of Regina direct an appropriate level of resources to bylaw enforcement, to ensure resident complaints are dealt with in an expeditious manner.
2. North Central Community Society express its concerns about the need for more traffic enforcement to the Regina Police Commission and Regina Police Service.
3. The Urban Planning Department, in consultation with NCCS, review the appropriateness of commercial land use regulations in their neighbourhood.

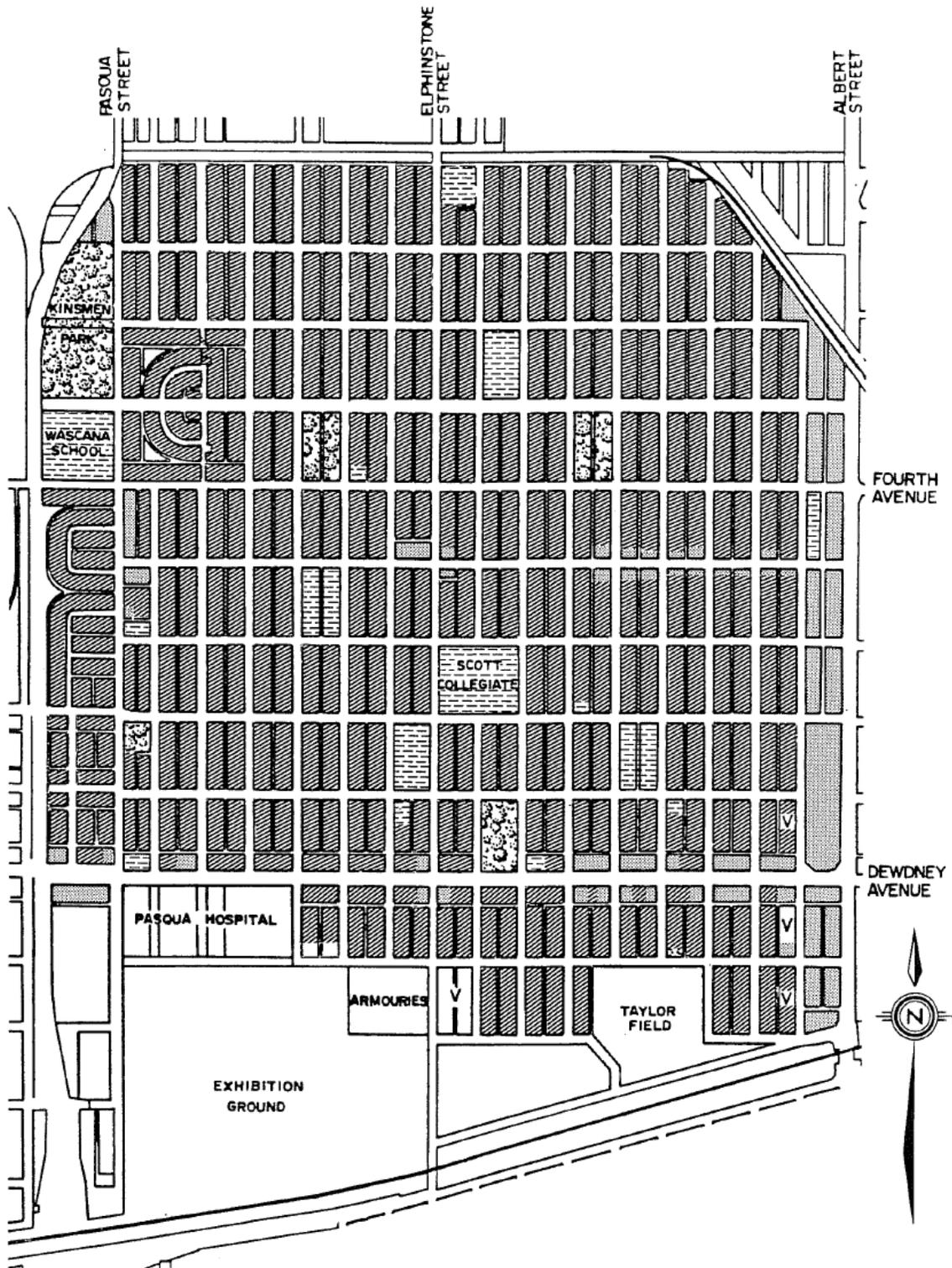
3.6 LAND USE AND ZONING

Issue: The NCCS wants to clarify community desires with respect to land use policy and zoning with the purpose of maintaining the residential viability of the neighbourhood while accommodating non-residential activities in appropriate locations.

Discussion:

The land use of North Central is predominantly residential single detached dwellings with several dispersed low-rise apartments (See Map 4). The area is bordered by railway tracks to the north and south and by commercial development to the east along Albert Street. As well, major strips of commercial development occur along Dewdney and 5th Avenues to Cameron Street and along Pasqua Street between 4th and 6th Avenues. A multiple unit housing project at Pasqua Street and 5th Avenue is the most significant new land use in North Central. Commercial development along Albert Street and Dewdney Avenue consists of a variety of restaurants, car lots, gas stations, repair shops, banks, doctors offices and confectioneries. Along the 5th Avenue strip there is a range of retail, banking, confectionery, grocery, gas station and medical services as well as a laundromat and day care center.

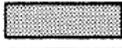
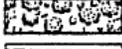
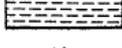
Other major land uses include the Exhibition Grounds, Lawson Aquatic Center, Field House, Taylor Field, Pasqua Hospital, playgrounds, an outdoor swimming pool, and seven school sites.



NORTH CENTRAL GENERALIZED LAND USE

MAP 4

LEGEND

- RESIDENTIAL 
- COMMERCIAL 
- PARKS 
- INSTITUTIONAL 
- VACANT 

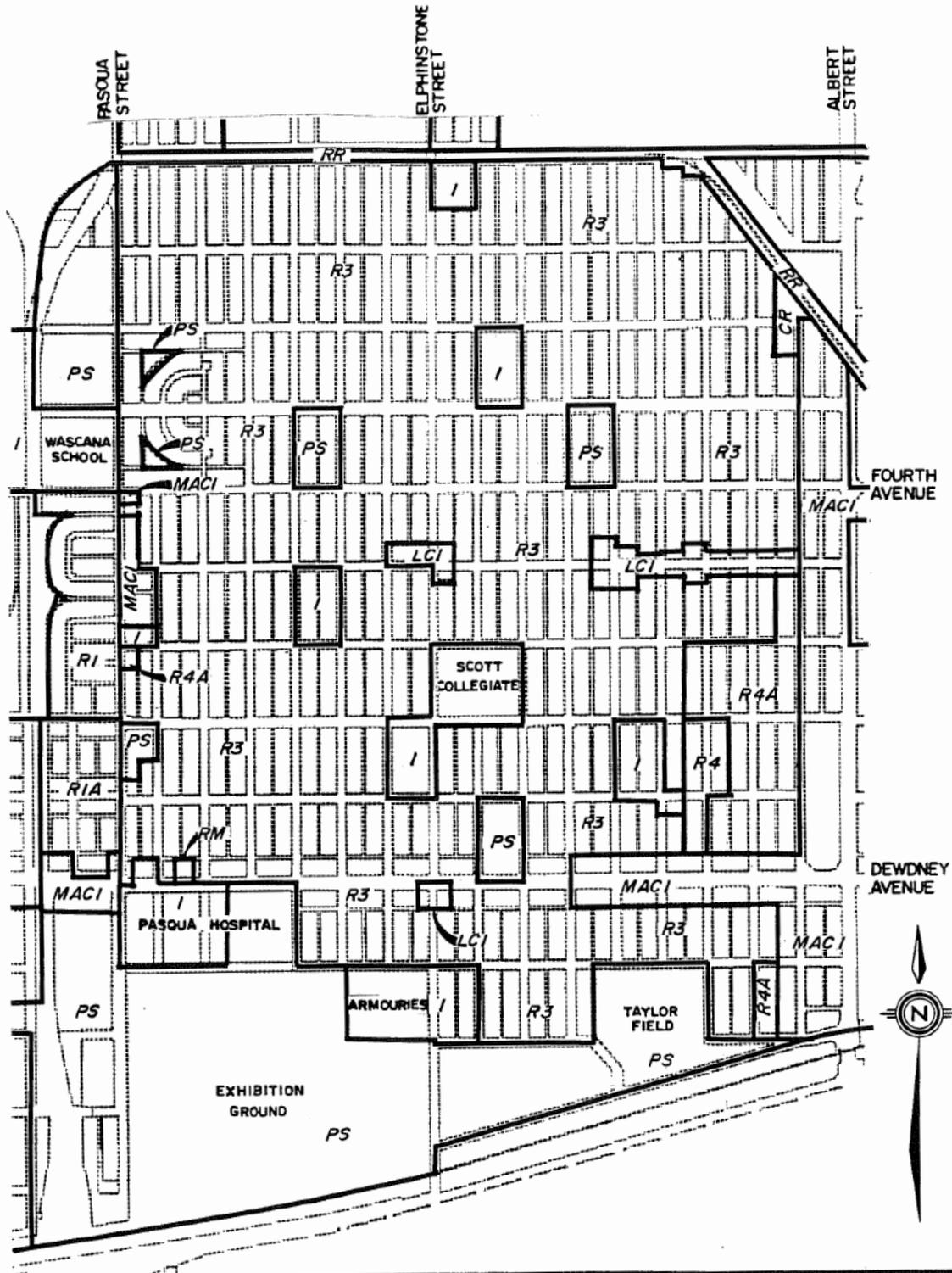
The land use zones of North Central (See Map 5) reflect the land use patterns of the neighbourhood. North Central is predominantly zoned R3 - Residential Older Neighbourhood, whose purpose is to stabilize older, low density residential areas. There are also various pockets of R4 - Residential Older Neighbourhood and R4A - Residential Older Neighbourhood (the largest continuous area is between Angus Street and Robinson Street and Dewdney Avenue to 6th Avenue). These zoning designations are much the same as R3 except discretionary uses of these areas include low-rise apartments and townhouse developments.

Commercial areas are zoned either MAC1 - Major Arterial Commercial which includes the eastern boundary of the neighbourhood between Albert and Angus Streets, the strip along Dewdney Avenue between Albert and Garnet Streets and the parcel at 5th Avenue and Pasqua; or LC1 - Local Commercial which is applied to 5th Avenue between Angus and Cameron Streets and smaller parcels at major intersections such as 5th Avenue and Elphinstone Street and Dewdney Avenue and Elphinstone Street.

Since North Central covers approximately 170 blocks, a number of land use policy districts have been developed (See Map 6) with the purpose to clearly present land use policy in that they:

- 1) Reaffirm the overall goal of maintaining, and improving, the North Central neighbourhood as a place to live, work and play.
- 2) Provide the opportunity for land use changes in locations which complement the overall development objectives for North Central.

The policies are generally a reaffirmation of present thinking. The land use policies are outlined below and shown on Map 6.



NORTH CENTRAL ZONING (1986)

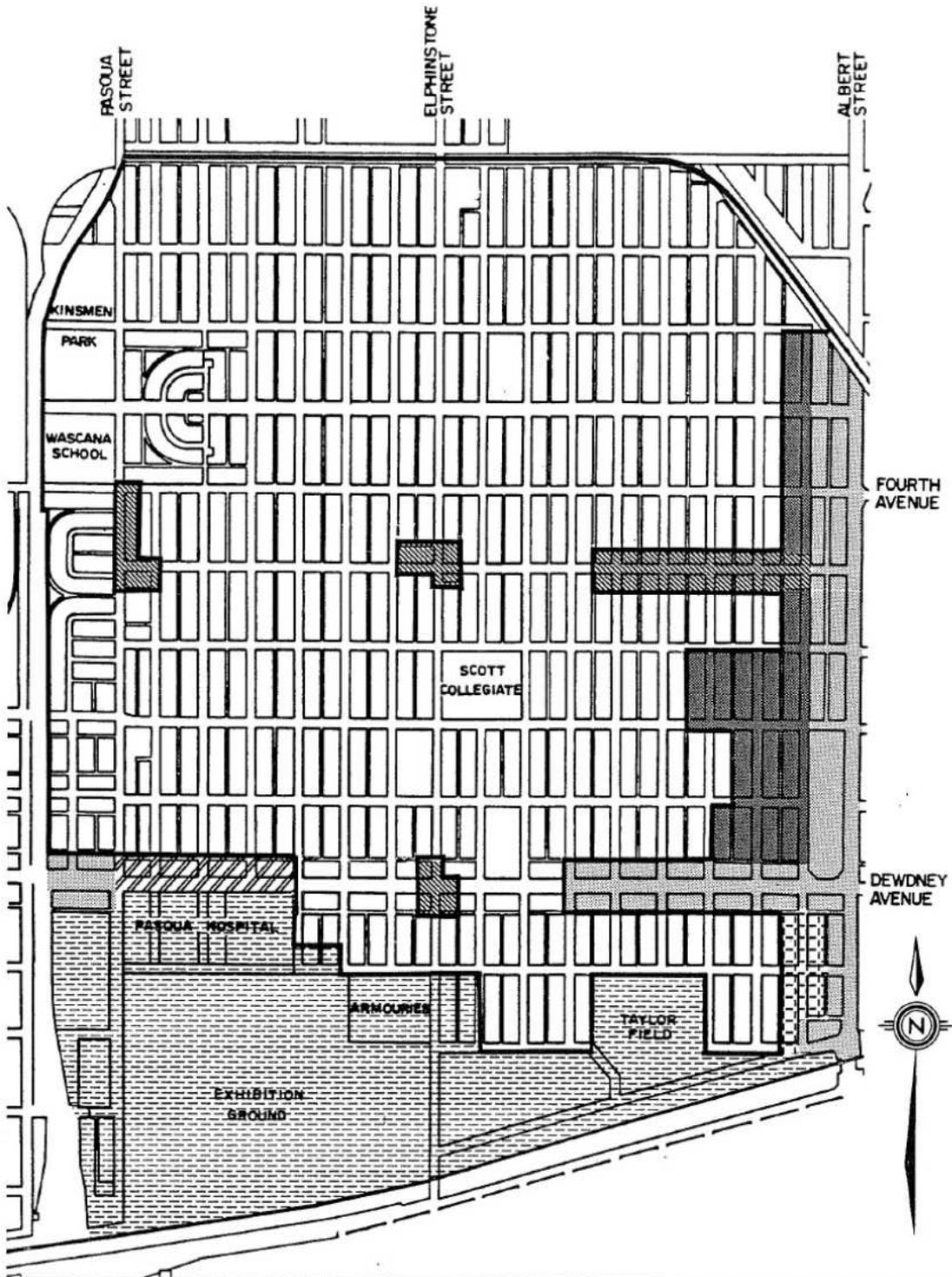
MAP 5

LEGEND

- RM - RESIDENTIAL MIXED USE
- CR - COMMERCIAL RESIDENTIAL INTERFACE
- I - INSTITUTIONAL
- PS - PUBLIC SERVICE
- LC1 - LOCAL COMMERCIAL
- MAC1 - MAJOR ARTERIAL COMMERCIAL

(For detailed regulations, please consult the City of Regina Zoning Bylaw)

R1, R1A, R3, R4, R4A - RESIDENTIAL ZONES



LAND USE POLICY DISTRICTS

MAP 6

LEGEND

LOW DENSITY RESIDENTIAL DISTRICT	
MEDIUM DENSITY DISTRICT	
ALBERT STREET - DEWDNEY AVENUE COMMERCIAL DISTRICT	
PASQUA HOSPITAL BUSINESS DISTRICT	

LOCAL COMMERCIAL DISTRICT	
ANGUS STREET MIXED USE DISTRICT	 *
MAJOR FACILITIES - INSTITUTIONAL DISTRICT	

*Not approved by the Deputy Minister of Urban Affairs on March 6, 1989. (Bylaw No. 8673)

3.6.1 POLICY DISTRICT A - LOW DENSITY RESIDENTIAL DISTRICT

General Intent

To maintain the low density residential nature of the neighbourhood by encouraging and requiring maintenance of existing houses and providing for redevelopment to one and two unit dwellings.

Existing Land Use

The principal use in the area is detached dwellings.

Residential Use

Family housing is provided in this area. Special purpose housing (e.g. senior housing) is expected to locate in the neighbourhood. Specific projects should be dealt with on a rezoning basis. Such housing projects should be smaller scale, low rise in form and contribute to an improved residential environment.

An ongoing issue near Pasqua Hospital has been the conversion of one and two unit dwellings into multiple units. This practice is illegal and necessitates regular enforcement of the zoning regulations. The community supports the current zoning regulations in effect. The matter of converting existing dwellings to multiple units is a matter which must be addressed as a city-wide concern.

Commercial Use

With the exception of the E.40 feet of Lot 10, Block 93, Plan Old 33 (a contract zone for an antique store) commercial uses should not be extended into the established residential precinct.(Bylaw No. 9

Urban Design Context

The residential area should continue to have the traditional building setbacks with low density single and two unit dwellings. Tree-lined boulevards should remain and continued efforts are required to maintain and upgrade the public open areas.

Recommendation

No zoning changes are recommended for this area.

3.6.2 POLICY DISTRICT B - MEDIUM DENSITY RESIDENTIAL DISTRICT

General Intent

To provide a residential area which features a mixture of low and medium density housing types in close proximity to arterial roadways and transit service. The area provides a land use transition between the high activity commercial areas and the low density residential area.

Existing Land Use

The principal use in the area is detached dwellings with only a few apartment buildings.

Residential Use

A mixture of low rise apartments and low density housing is proposed.

Commercial Use

Commercial use is not appropriate for this area.

Urban Design Context

The established residential setbacks should be maintained with relatively low site coverage for new development. Ground access units are preferred where multiple projects are proposed. Townhouses and medium density (walk-up) apartments are acceptable.

Recommendation

The following properties be zoned R4A - Residential Older Neighbourhood from R3 - Residential Older Neighbourhood:

- i) 802 to 878 Angus Street.
- ii) 902 to 978 Angus Street.
- iii) 1002 to 1070 Angus Street.

Reason: To provide for the long term redevelopment of these areas from low to medium density residential use. The intention is to provide a transition between the commercial uses on Albert Street and the low density residential areas to the west and provide for long term redevelopment.

3.6.3 POLICY DISTRICT C - ALBERT STREET - DEWDNEY AVENUE COMMERCIAL DISTRICT

General Intent

To provide for a wide range of commercial activities normally located along arterial roadways. This district should not be extended beyond the area identified.

Existing Land Use

A wide range of commercial uses are located in this district. Recent trends indicate that the area will be developed in a more intense manner than in the past.

Residential Use

Residential uses are not proposed for this area.

Commercial Use

Commercial uses should serve both the travelling public and the residents of the city at large, and should be located on major arterials. Along Dewdney Avenue, commercial uses should be concentrated in the existing defined commercial area, with no extensions to be considered westward or onto flanking residential streets.

Urban Design Context

Commercial uses should be oriented towards the major arterials, be low-rise in nature and accommodate parking for the volumes of traffic that are attracted to the use. Parking areas should be landscaped in a manner to ensure that this area is attractive given that the arterial roadways are gateways to the City, and sympathetic to the fact that they border on residential properties where appropriate front yard landscaping should be coordinated with bus stop and shelter locations.

NCCS has expressed concerns about the MAC development standards as they apply to the 27 to 31 Blocks of Dewdney Avenue. In particular, building setbacks from Dewdney Avenue vary between old, new, and residential buildings. NCCS's position is that in the long-term the development standards should require a more uniform building setback. It is appropriate that this investigation be undertaken as a follow-up study to the neighbourhood plan.

Recommendations

1. The following properties be zoned MAC - Major Arterial Commercial from R1A - Residential Older Neighbourhood Detached:
 - i) 4210, 4216, 4220, 4224, 4230, 4238 Dewdney Ave.

Reason: To provide for a continuous commercial area on the north side of Dewdney Avenue between Pasqua and Edward Streets. The residential properties are currently

between two commercial areas on Dewdney Avenue, near the intersection of Lewvan Drive.

2. A study be undertaken of development standards of the 27 to 31 Blocks of Dewdney Avenue with the purpose of evaluating front yard requirements affecting future new developments.

3.6.4 POLICY DISTRICT D - PASQUA HOSPITAL BUSINESS DISTRICT

General Intent

To direct hospital related ancillary uses to the area consisting of four block faces on the north side of Dewdney Avenue immediately north of Pasqua Hospital between Pasqua and Princess Streets. No extensions north of the lane for commercial purposes should be allowed. Redevelopment should consist of mixed residential, commercial and office space usage in a low rise form (two to four stories). Mixed use development with main floor office/retail and upper floor residential is the preferred building form.

Residential Use

Residential usage can be expected to be apartment accommodation.

Commercial Use

Office and retail space in this area can be expected to meet the ancillary service needs created by the presence of Pasqua Hospital. Medical clinics, medical offices, pharmacies and similar types of uses are appropriate.

Urban Design Context

A high quality streetscape environment should be created with buildings built close to the Dewdney Avenue property line, enclosed or underground parking provided, quality landscaping, bus stop and shelter upgrading, and lighting with the objective to maintain and develop a functional linkage with the hospital. The treed boulevard should be maintained and improved. Vehicular access from Dewdney Avenue should be minimized.

Recommendation

The following properties be zoned MX - Mixed Residential Business from R3 - Residential Older Neighbourhood. (Bylaw No. 9250)

- i) 38 and 39 blocks of Dewdney Avenue.
- ii) 4020, 4024, 4028, 4032, 4038 Dewdney Avenue.
- iii) 4138 Dewdney Avenue.

Reason: To provide for the future use of this area for low rise apartments and mixed use projects.

3.6.5 POLICY DISTRICT F - LOCAL COMMERCIAL DISTRICTS

General Intent

To provide for several commercial areas within the neighbourhood to primarily meet the day to day shopping requirements of area residents. Four areas have been identified: Pasqua Street and 5th Avenue, 5th Avenue and Elphinstone Street, the 5th Avenue Commercial Strip and Elphinstone Street and Dewdney Avenue.

i) Pasqua Street and 5th Avenue

Commercial uses should be limited to the area fronting 5th Avenue between Wascana Street and Pasqua Street. Uses should be limited to those generally required by the immediate neighbourhood. As such, consideration should be given to change the zoning from MAC to another more appropriate designation. In addition, the housing project located immediately south of the 5th Avenue businesses should also be rezoned from MAC to a residential designation.

Recommendations

1. The multiple housing project at 1176 Wascana Street be zoned R4A - Residential Older Neighbourhood from MAC - Major Arterial Commercial.
2. Properties currently zoned MAC - Major Arterial Commercial in the vicinity of Pasqua Street and 5th Avenue be zoned LC1 - Local Commercial.
3. The property at 1015 Pasqua Street be zoned LC1 - Local Commercial from R3 - Residential Older Neighbourhood.

Reason: Pasqua Street no longer serves as an arterial roadway. The zoning and range of potential land uses should be adjusted to reflect this change. The housing project should be rezoned to reflect its residential use. The dwelling at 1015 Pasqua Street is currently isolated between two commercial businesses, and in the long term, commercial zoning is more appropriate.

ii) Elphinstone Street and 5th Avenue/Elphinstone Street and Dewdney Avenue

These sites should be maintained for local commercial purposes only and with the exception of the E.40 feet of Lot 10, Block 93, Plan Old 33 (a contract zone for an antique store), no extensions beyond those already commercially zoned lots should be considered. (Bylaw No. 9212)

Recommendation

No zoning changes are recommended.

iii) 5th Avenue (Angus Street to Garnet Street)

Consideration should be given to encouraging a local shopping street with both public transit and pedestrian orientation. Developments should be built up to or near the 5th Avenue property line, with all commercial uses oriented towards 5th Avenue. Mixed use developments should be encouraged to maintain a residential element.

The older commercial buildings along the street are built close to the sidewalk with many sites 50 feet deep from 5th Avenue. In some instances, the commercially zoned property extends deeper. At Cameron Street and 5th Avenue, for example, three commercial sites are 100' in depth.

To achieve the creation of a pedestrian-oriented shopping street served by public transit, future developments should exhibit the following characteristics:

- i) Buildings should be built up to or near the 5th Avenue property line.
- ii) Commercial activity (entrances, display windows, signage) should be oriented onto 5th Avenue.
- iii) Commercial frontage should be as continuous as possible.
- iv) Mixed-use projects are encouraged.
- v) Preferred locations for parking are in rear yards.
- vi) The design of new buildings, building additions or alterations should reflect the existing scale and design features of the area. Building forms should complement and improve the overall neighbourhood environment.

The shopping street at this time should consist only of land used for and zoned for commercial and ancillary type uses. Emphasis is placed on concentrating commercial activity in the established commercial precinct, rather than extending it along 5th Avenue or deeper into the residential area. As a guideline, new commercial uses should not extend greater in depth than 50 feet from 5th Avenue. Sites which presently are of greater depth than 50 feet should not be extended further into the residential area.

Recommendations

It is recommended that:*

- 1) the property along 5th Avenue between Angus and Garnet Streets, with the exception of Lots 11 and 12, Block 91, Plan Old 33, (a contract zone for a service station), currently zoned LC1 - Local Commercial be zoned LC3 - Local Commercial; and

- 2) the south 24.98 feet of Lot 9, Block 90, Plan Old 33 and the north half of Lot 19, Block 111, Plan Old 33 be rezoned from R3 - Residential Older Neighbourhood to LC3 - Local Commercial.

Reason: To have zoning standards in place which foster the creation of a shopping street. (Bylaw No. 9212)

*Rezoning to LC3 was approved May 8, 1989 (Bylaw No. 8809)

3.6.6 POLICY DISTRICT G - ANGUS STREET MIXED USE DISTRICT (10TH AVE. TO DEWDNEY AVENUE)*

General Intent

To provide a transition between major arterial commercial uses and low density residential uses. The future uses should complement the abutting uses. In addition, they should be low traffic generating to reflect the limited capacity of Angus Street.

Existing Land Use

The area includes limited detached dwellings, apartments, retail businesses, and automotive uses including a muffler shop and a commercial bus operation.

Residential Use

The residential uses should be of a medium to high density to help act as an interface. Multiple unit development should consist of apartments or units in mixed use buildings.

Commercial Use

Commercial uses should be low traffic generating and generally be limited to daytime operations, such as offices, to reduce the potential impact on the abutting residential neighbourhood. The uses should not be exclusively intended to accommodate neighbourhood oriented services, but should provide for a more gradual transition between higher density arterial commercial uses and medium density residential. Consideration should also be given to encouraging mixed-use buildings, with commercial limited to the main floor.

Urban Design Context

This area should allow for a mixture of buildings and use types with appropriate landscaping and minimal outdoor storage.

Recommendation

The following properties be rezoned CR - Commercial/Residential Interface from MAC - Major Arterial Commercial:

- i) 15 and 16 blocks of Angus Street.

Reason: The intent is to provide a transition from major arterial uses on Albert Street to the residential area to the west. The Major Arterial Commercial Study approved by City Council identified this area as being inappropriately zoned since it is not a major arterial location. While no zoning changes were recommended as part of the MAC Study, it is appropriate as part of the Neighbourhood Plan to initiate a zoning change.

*Note: Section 3.6.6 was not approved by the Deputy Minister of Urban Affairs on March 6, 1989 (Bylaw No. 8673-ZO-B89).

3.6.7 POLICY DISTRICT H - MAJOR FACILITIES - INSTITUTIONAL DISTRICT

Major Facilities/Institutional Subarea

General Intent

To provide for the existence of these major City wide facilities within the defined area while minimizing the impact of the facilities on the adjacent neighbourhood with particular reference to traffic movements and parking conditions during major events.

This area includes the Exhibition Grounds, Pasqua Hospital, Armouries Building, Taylor Field, Lawson Aquatic Centre, Field House.

Urban Design Context

The buildings are large with considerable parking areas. Perimeter site treatment (tree-planting, fencing, lighting, and signage) should be undertaken in a manner sensitive to an area abutting a residential neighbourhood. Entrance and exit points should be clearly marked, permanent, and integrated appropriately into the overall traffic system. With rail relocation, major access points to these facilities should be from Saskatchewan Drive.

Recommendations

No zoning changes are recommended for this area except for the establishment of a Direct Control District to regulate the land use and development standards applicable to Lot 1, Block A, as follows: (Bylaw No. 9505)

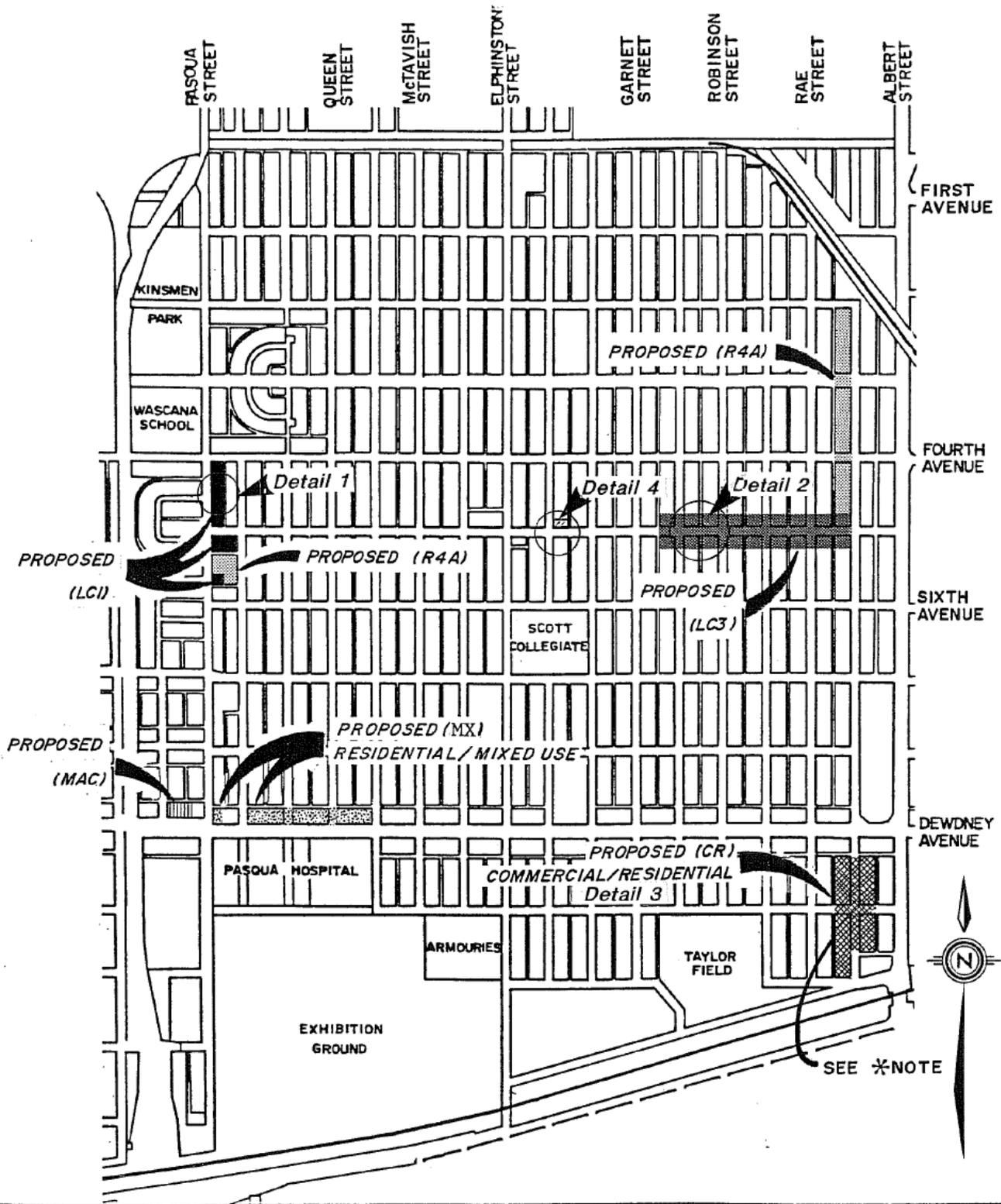
1) Direct Control District (DCD-2)

i) Designation

A Direct Control District shall be established for Lot 1, Block A, Plan 16074, Elphinstone Street and North Railway Street. The guidelines for the Direct Control District (DCD-2) are established herein. Regulations and development standards for the Direct Control District shall be established in the City of Regina Zoning Bylaw in accordance with the following.

ii) Guidelines for Development - Direct Control District (DCD-2)

- a) The existing businesses shall be permitted to continue. Major alterations and additions shall require the approval of City Council.
- b) Warehousing, freight forwarding or other storage of hazardous materials shall not be permitted.
- c) Development shall be restricted to light industrial uses which are compatible with surrounding uses.
- d) New development shall enhance Elphinstone Street and North Railway Street as an entrance to the major institutional/recreational/athletic facility area of Regina.
- e) Outdoor storage shall not be permitted.
- f) Redevelopment of the site will be subject to soil contamination reports and site remediation as required.
- g) All developments require plan and drawing approval.



PROPOSED ZONING CHANGES

For detailed description of the proposed changes please refer to Section 3.6 of this report or the Summary of Recommendations.

MAP 7

*NOTE: This Recommendation was not approved by the Deputy Minister of Urban Affairs on March 6, 1989. The 1500 and 1600 Blocks of Angus Street will require further study to determine appropriate zoning.

(Bylaw No. 8673-ZO-B89)

4.0 IMPLEMENTATION AND REVIEW

Responsibility for implementing the Neighbourhood Plan rests with both the City of Regina and the neighbourhood, in particular the North Central Community Society. Upon adoption of the Plan, the Social Development Department will meet on an annual basis with NCCS to measure progress. This process will provide the opportunity for on-going dialogue between community leaders and City staff with the final result being the strengthening of the North Central Community.

City departments will be required to implement recommendations of the Plan pertinent to their mandate.

APPENDIX A

The results of the neighbourhood questionnaire distributed by NCCS are provided below:

North Central Neighbourhood Plan Identification of Issues and Concerns

1. Are you satisfied with the social/recreational or senior citizens' facilities in your neighbourhood? Does the Albert-Scott Community Centre meet your neighbourhood needs?

Yes:	128
No:	28
No opinion:	<u>59</u>

TOTAL	<u>215</u>
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If no, what do you suggest?

Do not use facilities:	5
Not aware of services or activities available:	8
Need activities for seniors:	4
Need senior citizens centre:	5
Need senior citizens housing:	3
Need supervised activities for children and adolescents:	3
Need outdoors programs and activities	4
Need more recreation facilities:	4
Unable to walk to existing facilities:	3
Day care centre:1	
No response: (Not included in Total)	<u>75</u>

TOTAL	<u>40</u>
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2. a) Do you feel your neighbourhood is a safe place to live?

Yes:	77
No:	129
No Opinion:	<u>9</u>

TOTAL	<u>215</u>
-------	------------

If no, why?

High incidence of break and entry, theft, vandalism, etc.:	62
Lack law enforcement by police:	10
Racial tension:	20
Too many alcohol and drug abusers:	8
Too many low income families in rental houses:	11
Dogs and cats running at large:	5
Too much traffic:	18
Poor lighting:	8
Too many youths and adults on the streets at night:	16
Slum houses:	2
No Response: (Not included in Total)	<u>92</u>

TOTAL	<u>160</u>
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b) How could it be improved?	
Stiffer penalties for law breakers:	8
Improved police protection:	60
Implement neighbourhood watch program:	21
Improved garbage receptacles:	3
Stricter maintenance of property bylaw:	13
Training program on home maintenance:	3
Improved screening of tenants:	7
Lights in lanes:	12
Better street lighting:	9
Rumble strips, signs, etc.:	7
Restrict parking: 1	
No response: (Not included in Total)	<u>93</u>
TOTAL	<u>144</u>

3. Are you satisfied with the quality and/or quantity of park land/open space in your neighbourhood?

Yes:	138
No:	48
No opinion:	27
No response: (Not included in Total)	<u>2</u>
TOTAL	<u>213</u>

If no, what could be improved?

More park space:	22
Spend less on parks and recreation:	5
More quality park development:	7
Existing park space is adequate:	4
Supervision of park space:	2
Improve school grounds:	1
Use of parking lots for recreation when not in use:	10
Location of park spaces is poor:	59
Police surveillance to ensure child safety:	65
Control of dogs and dogs owners:	3
Poor lighting:	1
Maintenance:	10
No response: (Not included in Total)	<u>159</u>
TOTAL	<u>65</u>

4. Currently, commercial development within your neighbourhood is restricted to a few locations (i.e. along 5th Avenue from Albert - Cameron, Dewdney from Albert - Garnet). Should commercial development continue to be restricted?

Yes:	137
No:	41
No opinion:	<u>37</u>
TOTAL	<u>215</u>

Comments:

No need for commercial development:	57
More commercial development:	15
More commercial development in selected areas:	18
More small neighbourhood commercial development:	8
Need for neighbourhood grocery stores:	4
Other:	4
No response: (Not included in Total)	<u>109</u>
TOTAL	<u>106</u>

5. What is your opinion on the major facilities in your neighbourhood? (i.e. Lawson Aquatic Centre, Regina Exhibition Association, Pasqua Hospital, Taylor Field). How do they affect you?

Enjoy use of:	13
Convenient for use:	35
Don't use, not affected:	6
Poorly maintained:	4
Noise:	29
Cause parking problems:	39
Traffic problems:	25
Facilities good:	63
Enough or too many or too expensive:	8
No opinion:	27
No response: (Not included in Total)	<u>9</u>
TOTAL	<u>249</u>

6. a) What concerns, if any, do you have about traffic in your neighbourhood?

Too much traffic:	49
Parking:	20
Safety of pedestrians:	12
Noise:	12
Speeding, accidents, traffic violations:	69
Incompetent drivers:	1
Heavy trucks on neighbourhood streets:	6
None:	51
Bicycles using sidewalks:	1
Too many cats and dogs:	1
No response: (Not included in Total)	<u>13</u>
TOTAL	<u>222</u>

b) Could traffic movements be improved in your neighbourhood?

Yes:	119
No:	31
No opinion:	53
No response: (Not included in Total)	<u>11</u>
TOTAL	<u>203</u>

How?

Enforce traffic laws:	44
Provide for resident parking ON street:	2
Improve traffic access to major roads:	15
Redirect traffic around neighbourhood:	13
Controlled intersections:	31
Yield or stop signs:	9
Restrict parking: 8	
Restrict heavy trucks to truck routes:	9
No improvements needed:	2
Don't know:	5
No response: (Not included in Total)	<u>93</u>

TOTAL 138

7. What other concerns do you have about your neighbourhood?

Safety:	10
Crime:	13
Dogs and cats running at large:	16
Maintenance of property:	79
Parking: 7	
Noise:	19
Natives: 13	
Use of new garbage receptacles:	6
Large trucks using neighbourhood streets:	2
None:	24
Sewer backup:	4
Traffic:	5
Junk cars, litter, dirty streets:	7
Neighbourhood becomes slum or ghetto:	10
Local improvements needed:	11
Lack of schools: 1	
No response: (Not included in Total)	<u>28</u>

TOTAL 227

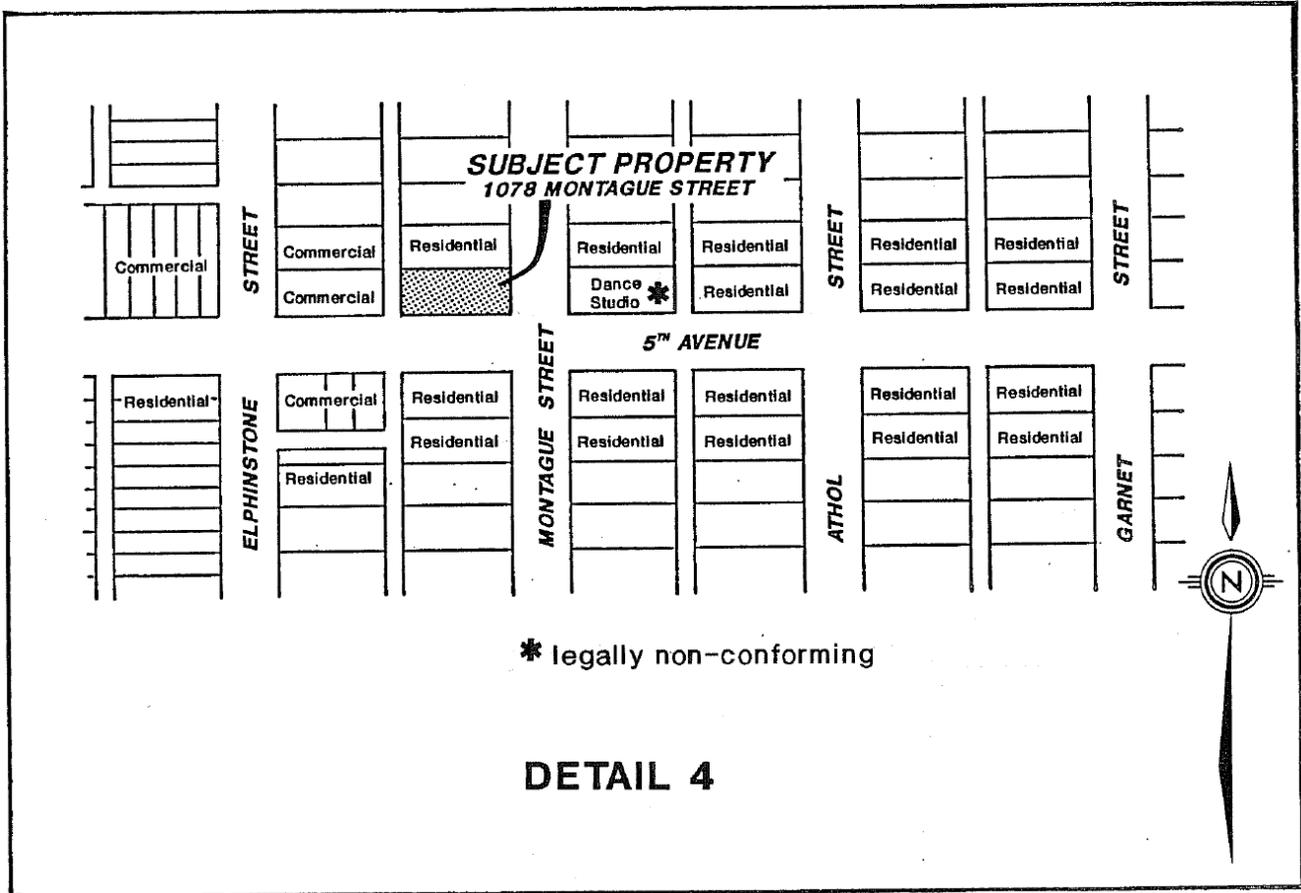
8. What do you think your neighbourhood will be like in 5-10 years?

Slum, ghetto:	33
Same as present:	29
Get worse, decline:	33
Decent place to live:	10
Improve:	16
Dirty neighbourhood:	3
Don't know:	39
No response: (Not included in Total)	<u>52</u>

TOTAL 163

What would you like to see?

Crime reduction:	5
More parks space:	4
Better residential neighbourhood:	18
Better maintenance of property:	59
Reduced racial tension:	12
More commercial development:	3
Less commercial development:	3
No more commercial development:	2
Benches at bus stops and improved bus service:	3
Better traffic control:	4
More police protection:	5
More young families:	5
Mix of age and ethnic groups:	5
More local improvements:	3
Home repair programs:	2
No response: (Not included in Total)	<u>96</u>
TOTAL	<u>133</u>





OFFICIAL COMMUNITY PLAN

SUB-PART B.1.8 Core Area Neighbourhood Plan



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Regina OCP – Part B
Sub-Part B.1.8 – Core Area Neighbourhood Plan

Context

The *Design Regina Plan*, under the authority of *The Planning and Development Act, 2007* (as amended) provides for the adoption of neighbourhood plans to address specific issues affecting individual neighbourhoods. This Neighbourhood Plan is prepared to address issues affecting the Core Neighbourhood.

Issues and Objectives

The Core Neighbourhood is one of the oldest residential areas in Regina. Issues and concerns requiring attention are:

- a) aging housing stock
- b) declining population
- c) lack of adequate open space
- d) through traffic on local streets
- e) street prostitution

This Plan has been prepared in response to these concerns and their impact on the quality of life in the neighbourhood, as expressed by the community through ongoing consultation including a series of public meetings.

The goal of this Plan is to improve the Core Neighbourhood by enhancing its viability as a residential neighbourhood.

The objectives of this Plan are:

- a) to improve the overall quality of housing in the Core Neighbourhood by promoting the upgrading of existing housing stock and supporting sensitively designed redevelopment projects;
- b) to enhance community based recreation to meet the needs of Core Neighbourhood residents;
- c) to encourage the revitalization of 11th Avenue as a neighbourhood shopping precinct;
- d) to minimize the impact of through traffic on local residential streets;
- e) to reduce the impact of street prostitution on the residential viability of the neighbourhood.¹

Policies

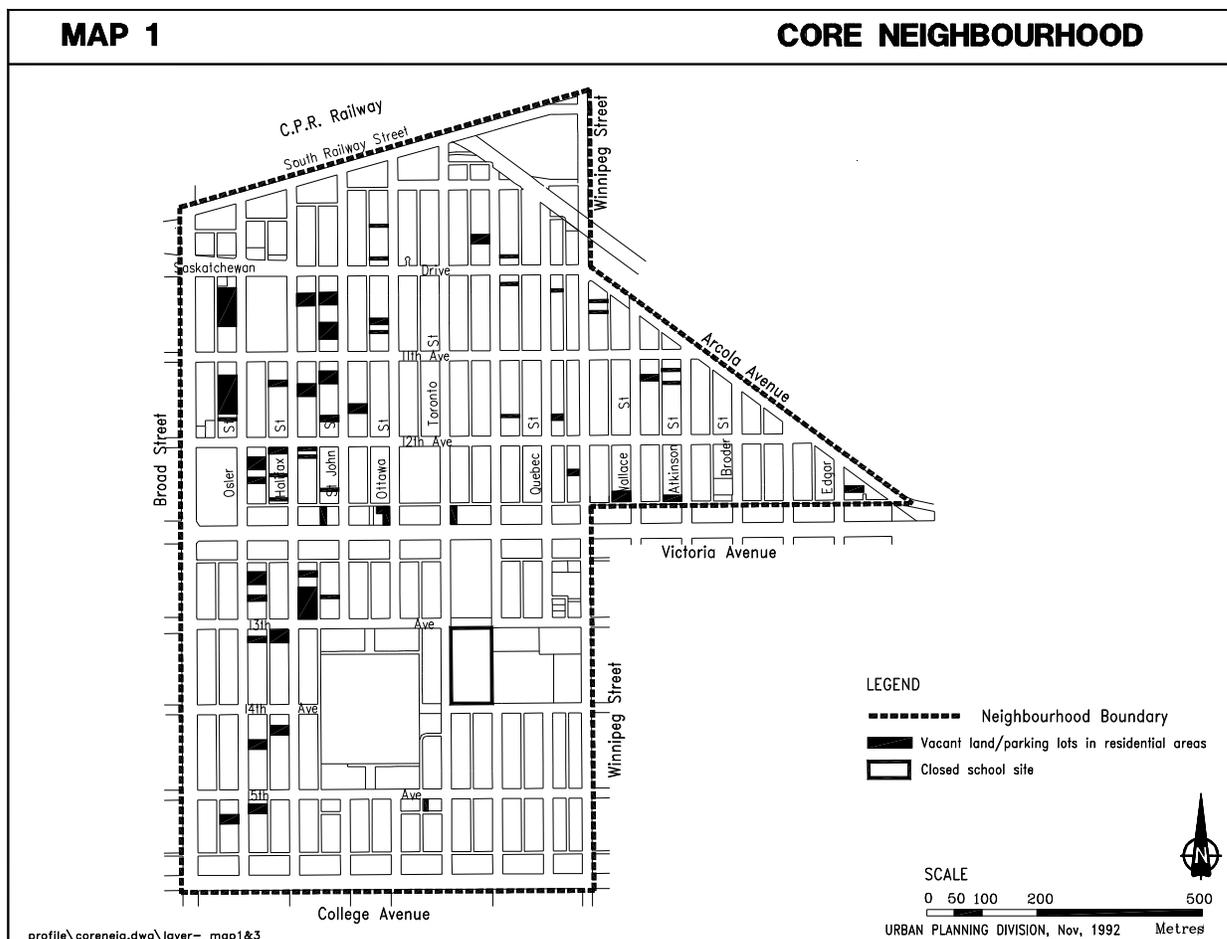
¹ While this is an important objective to be acknowledged, it cannot be resolved strictly through this Plan under the authority of The Planning and Development Act, 1983.

Housing

This policy is intended to address the declining population and need for residential improvements in the Core Neighbourhood. A positive climate for investing in infill housing and renovations will be facilitated by zoning changes which reflect the predominantly low rise residential character of the area, and that direct higher density redevelopment activity to the most appropriate areas adjacent to the downtown core. Potential residential infill sites (see Map 1) are primarily within the area designated for higher density residential development (see Map 2).

Other initiatives (e.g. residential infill development) may contribute to improvement of the residential character and enhance the stability of the Core Neighbourhood.

1. THAT infill housing, both private and public, shall be encouraged in the Core Neighbourhood through the application of zoning standards which reinforce the primarily residential nature of the area.
2. THAT opportunities to facilitate development of infill housing and general residential improvement be identified and encouraged through promotion, voluntarism and the coordination of mutually supportive initiatives of individuals, service and government organizations, private industry and other interest groups.



Open Space

Resources are not available to acquire and develop parkland to fully address the previously identified shortage of open space in the Core Neighbourhood. This policy is therefore intended to direct the limited available resources from the Neighbourhood Improvement Area (NIA) Program to the area north of Victoria Avenue where the deficiency is greatest.

3. THAT the City of Regina shall continue to seek opportunities to upgrade park space in the Core Neighbourhood with priority given to open space north of Victoria Avenue.

Neighbourhood Shopping Area

Improvements have been made to support the role of 11th Avenue as a multi-ethnic shopping area in the Core Neighbourhood, including the restoration of Old No. 1 Firehall, instituting 2-way traffic and streetscape enhancement including murals and Chinese street signs. The policies in this Plan reinforce these initiatives by establishing compatible zoning and suggesting complementary actions which can be undertaken by the business community.

4. THAT The City of Regina shall apply zoning standards which ensure that continuous retail frontage is provided on 11th Avenue.
5. THAT the 11th Avenue business community should be encouraged to develop a marketing plan for 11th Avenue in keeping with the multi-cultural character of the area. This may be achieved through formation of an Association or a Business Improvement District (BID) in consultation with the Core Community Group.

Traffic

This policy is intended to enhance the role of the area as a residential neighbourhood by limiting the impact of through traffic to properties on arterial roadways.

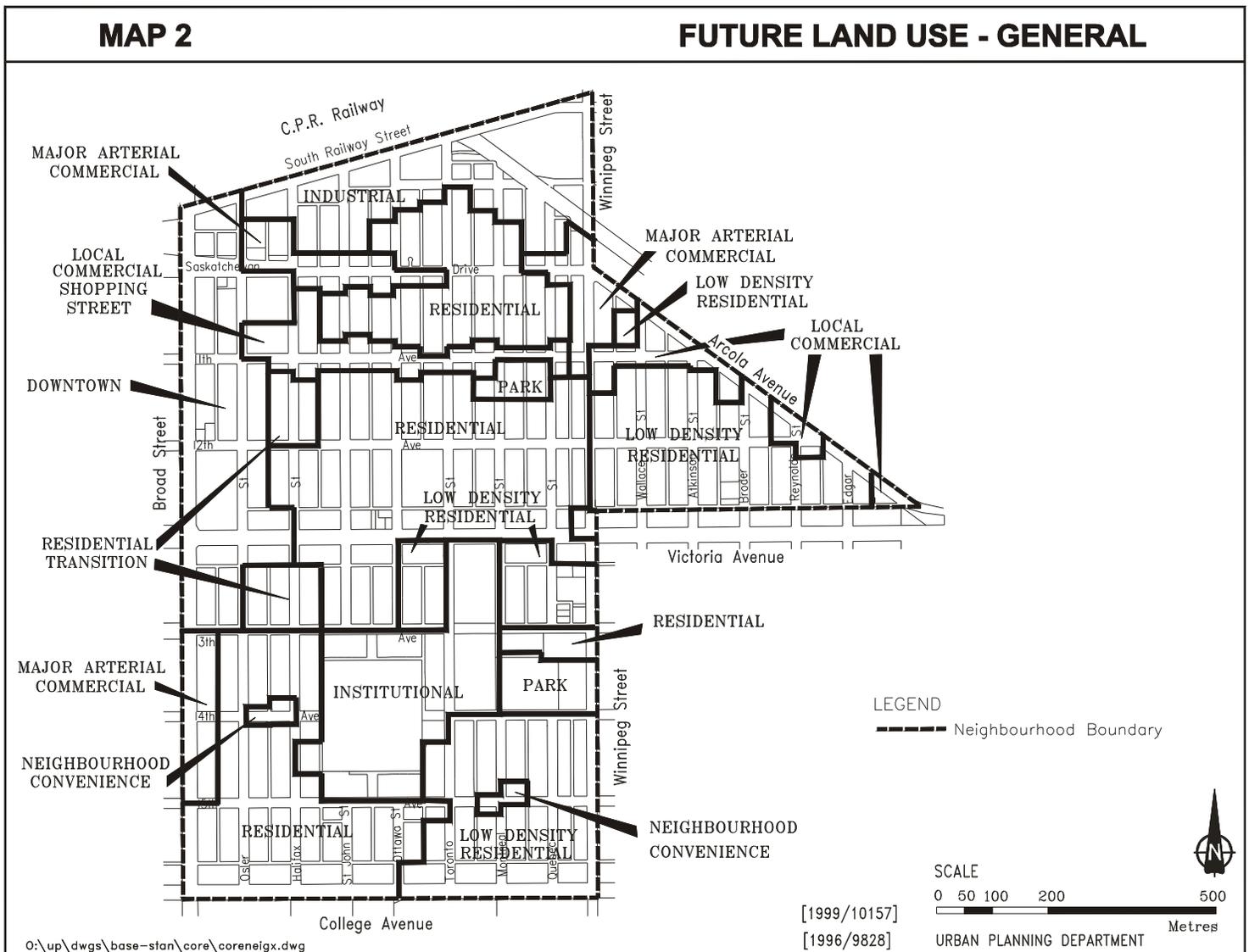
6. THAT Saskatchewan Drive, Victoria Avenue and College Avenue shall be identified as the east-west arterial roadways, and Broad Street and Winnipeg Street shall be the north-south arterial roadways. 11th Avenue is a commercial street and shall provide good vehicular access to support the businesses located there. Future traffic plans should examine measures for limiting through traffic on local streets.

Implementation

The Core Neighbourhood is diverse in terms of its land use and zoning. The conflicts among some uses, including commercial and industrial uses adjacent to residential areas, have contributed to the weakening of the residential nature of the area.

To enhance the area there is a need for zoning to:

- a) direct residential redevelopment to those areas most suitable in terms of location, existing land use and life expectancy of existing housing stock;
- b) encourage the rehabilitation and continuance of existing family oriented housing stock while providing for redevelopment with similar types of housing;
- c) introduce more appropriate commercial zoning on sites adjacent to residential areas.



Zoning

7. THAT The Zoning Bylaw shall regulate development in the Core Neighbourhood in a manner which is compatible with the general character of the land use areas shown on Map 2 and as described in Table 1 - Land Use and Zoning.
8. THAT the Zoning Bylaw shall be amended as shown on Map 3. The specific amendments to the Zoning Bylaw are described in Table 1 - Land Use and Zoning.

Exceptions (2005-11)

9. The exceptions to the policies in this Part are only as follows:

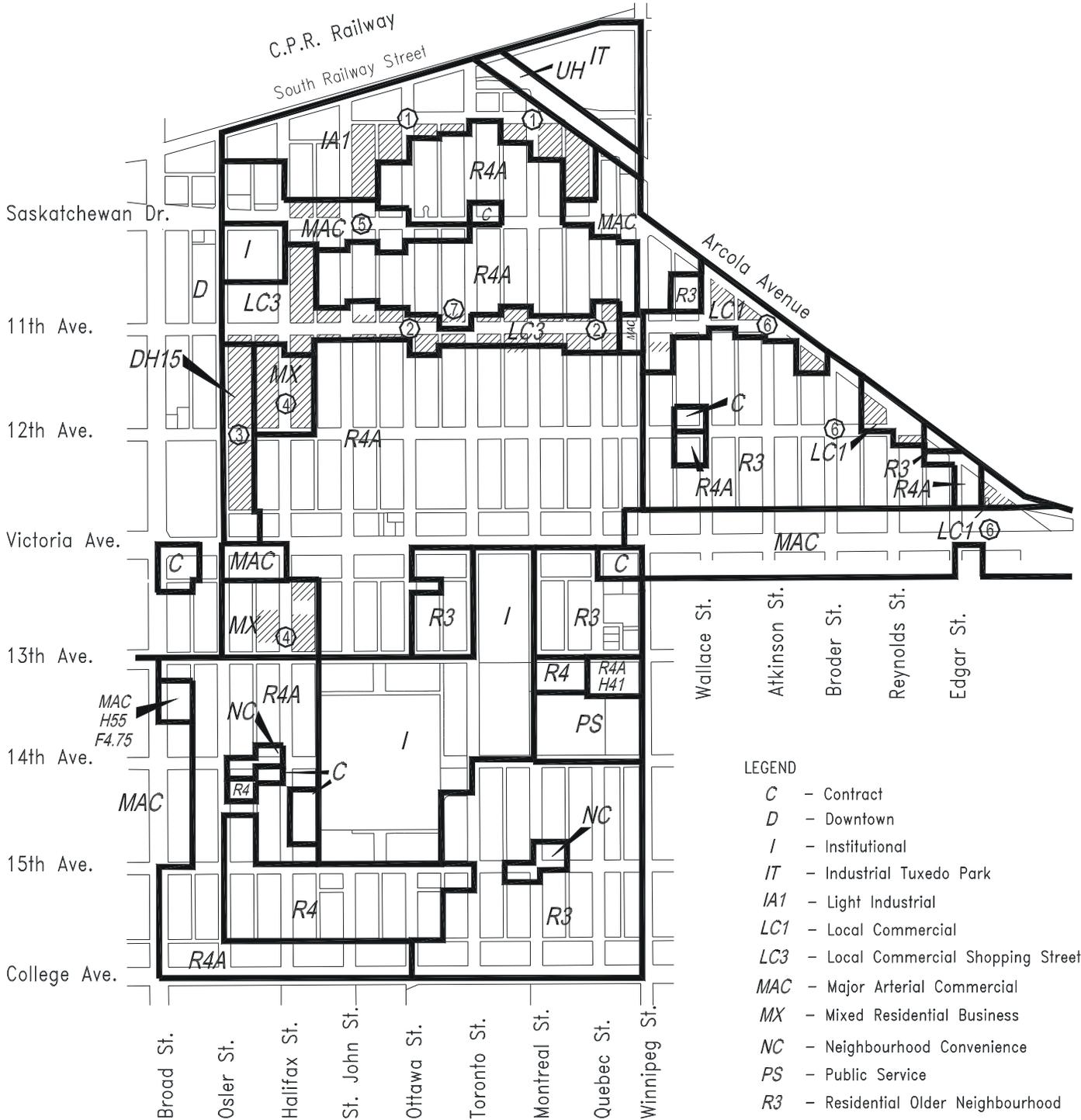
Building	Address	Legal Description	Use to be Allowed
a) Office building	2323 Broad Street	Lot 32, Block 464 Plan 101169109 Ext. 201 and Lot 3, Block 464, Plan Old 33	Office building and accessory parking

TABLE 1 - FUTURE LAND USE AND ZONING			
LAND USE AREA (see Map 2)	EXISTING GENERAL CHARACTER	PROPOSED REZONING (see Map 3)	RATIONALE
1. Industrial	Predominantly industrial storage, automotive repair, salvage and warehousing uses.	MAC - Major Arterial Commercial to IA1 - Light Industrial	To recognize existing light industrial uses and rectify inappropriate location for MAC zoning on non-arterial street.
2. Local Commercial Shopping Street	Restaurants, retail stores, personal service, offices.	MAC - Major Arterial Commercial to LC3 - Local Commercial *The properties at 1769 to 1777 Quebec Street may remain zoned MAC to permit the existing repair shop, but rezoning to LC3 is to be undertaken if the repair shop use is terminated.	To reinforce development of a pedestrian oriented local shopping street and rectify inappropriate location for MAC zoning on non-arterial street.
3. Downtown	Restaurants, service uses, hotels, offices, parking, hostel.	MAC - Major Arterial Commercial to DH15 - Downtown	To recognize existing commercial and residential uses and rectify inappropriate location for MAC zoning on non-arterial street.
4. Residential Transition	Detached houses, commercial uses, vacant development sites.	a) MAC - Major Arterial Commercial to MX - Mixed Residential Business b) R4A - Residential Infill Housing to MX - Mixed Residential Business c) NC - Neighbourhood Commercial to MX - Mixed Residential Business	To establish a transitional district between the Downtown and residential neighbourhood which reflects an appropriate mix of commercial and residential uses.
5. Major	Automotive	IA1 - Light Industrial	To provide consistent zoning

TABLE 1 - FUTURE LAND USE AND ZONING			
Arterial Commercial 1	sales, detached houses.	to MAC - Major Arterial Commercial	for commercial uses along a major arterial street.
6. Local Commercial 1	Repair, office and warehousing uses.	IA1 - Light Industrial to LC1 - Local Commercial * The property at 1905 Reynolds Street may remain zoned IA1 to permit existing artist's studio, but rezoning to LC1 is to be undertaken if artist's studio use is terminated.	To establish commercial zoning which is compatible with the adjacent residential neighbourhood.
7. Residential	Detached housing, apartments, vacant development sites.	MAC - Major Arterial Commercial to R4A - Residential Infill Housing	To recognize an existing group care facility and rectify inappropriate location for MAC zoning on non-arterial street.

MAP 3

PROPOSED ZONING



LEGEND

- C* - Contract
- D* - Downtown
- I* - Institutional
- IT* - Industrial Tuxedo Park
- IA1* - Light Industrial
- LC1* - Local Commercial
- LC3* - Local Commercial Shopping Street
- MAC* - Major Arterial Commercial
- MX* - Mixed Residential Business
- NC* - Neighbourhood Convenience
- PS* - Public Service
- R3* - Residential Older Neighbourhood
- R4* - Residential Older Neighbourhood
- R4A* - Residential Infill Housing
- RR* - Railway
- UH* - Urban Holding

Properties proposed to be rezoned

Reference to Land Use Area in Table 1

Regina OCP - Part B

Sub-Part B.1.8 - Core Area Neighbourhood Plan

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SCALE

0 50 100 200 500

Metres



Appendix 'A'

Neighbourhood Profile

Note: This profile is based on the 1986 Census of Canada. The 1991 Census information will be used to update the profile when it becomes available.

- The 1986 total population was 5,295, a loss of 6.0% since 1981. This is less than the 8.9% decline experienced between 1976 and 1981, and future projections are for stable population of approximately 5,100 until the year 2001.
- The Core Neighbourhood has 1,015 senior citizens (65+). Senior citizens comprise 19.2% of the neighbourhood's population. Senior citizen population is 9.2% city wide.
- 24.5% of the Core Neighbourhood's population was comprised of children (19 and under), compared to the city average of 30%.
- The Core Neighbourhood's population had an average of 2.1 persons per household, while the city average was 2.7.
- Almost half (47.8%) of the households in the Core Neighbourhood are one-person households, which was twice as high as the city-wide average.
- In the Core Neighbourhood, 23.5% of all families were lone-parent families, as compared to 13.5% for the city overall.
- The total average family income in the Core Neighbourhood was \$21,047, or 42% less than the city-wide average family income of \$36,555.
- The incidence of low-income families in the Core Neighbourhood was 41.3%, more than twice the 16.4% average for the city.
- 47.1% of the housing units in the Core Neighbourhood were apartments or townhouses, compared to 30.4% for the city overall.
- 36.3% of Core residents lived in owner-occupied dwellings, compared to 65.7% city wide.



OFFICIAL COMMUNITY PLAN

SUB-PART B.1.9 East Regina Industrial Plan



Regina OCP – Part B

Sub-Part B.1.9 – East Regina Industrial Plan

1) Application and Objectives

The following policies and guidelines apply to the area referred to as the East Regina Industrial and Business Lands located in northeast Regina. The area is located east of Ross Industrial and north of the Glencairn neighbourhood. Ross Industrial has a traditional industrial character with limited visual or pedestrian amenities and lacks a clear identity or image. A mix of production, distribution and storage services, surrounded by parking, dominate the landscape. Glencairn is a mature, predominantly single family residential neighbourhood that is located across the CP and CN rail lines to the south.

The purpose of these policies and guidelines is to assist applicants in preparing, and staff, Planning Commission and Council in assessing development applications and approving structure plans and zoning regulations. The guidelines reflect the desire to establish an appropriate level of design quality and environmental sensitivity in both the public and private realms.

2) General Considerations

a) Land Use

There will be five key land use sub-areas as identified on the Map 11.8 – Land Use Concept for the East Regina Industrial Lands including:

- the Light Industrial and Business District;
- the Mixed Industrial and Business District;
- the Rail Service District;
- an interconnected open space system; and
- a Commercial Service District.

b) Overall Character

New development should improve and enhance the quality of the public realm and help create a distinct and coherent area image through careful site planning, strategic building placement, public and private landscaping and appropriate vehicular and pedestrian circulation. The policies and guidelines also seek to foster sustainable and contemporary building design.

c) Commercial Service

The opportunity for a centralized commercial service node within the development should be provided to enable the provision of local services for the surrounding areas of employment, such as cafes, coffee shops, banks, specialty/small-scale retail and amenities such as daycare facilities, etc. It could be a focus for transit should Regina Transit extend service to this area.

d) Open Space Character

Open space linkages should be developed along existing pipeline corridors and right-of-ways as identified in Map 11.8. A multi-use (walking/bicycle) path should be developed to encourage alternate forms of transportation throughout the site and from other areas of the city. The pathway should be designed to integrate into and become part of the storm channel pathway system and along the major east/west pipeline corridor. Natural landscaping should be utilized to ensure low maintenance costs. Seating areas should be strategically placed along the pathway.

e) Transportation

Highway 46 runs along the northern edge of the site and is a major route that connects to several communities east of Regina. Views from Highway traffic along Hwy 46 into the area should be identified within the Concept Plan where consideration is given to a higher level of urban design and landscaping treatments within highly visible sites and public right-of-way.

The area is served by a hierarchy of roads that will be extended into the area. There will be no direct access to Highway 46. Access to Prince of Wales Drive and Fleet Street is generally limited to properly spaced arterial or collector intersections (generally 400m spacing and set back from the rail crossing) to provide access to each of the identified land use districts.

The internal roadway system shall be determined by a concept plan that will strive to maintain flexibility to create development sites of various sizes and shapes with an appropriate level of access. It is desirable to have at least one north/south crossing of the pipeline.

3) Land Use Policy

a) Light Industrial and Business District

i) Intent

The Light Industrial District, located north of the pipeline corridor, will be made up of industrial development with little to no off-site impacts or nuisances (noise, odour, visual or hazardous impacts). The area will incorporate higher standards of design, landscaping and open space, especially along high traffic corridors and within nodes/corridors/clusters of increased employment density, than the Mixed Industrial and Business District, and Rail Service District.

ii) Uses

The Light Industrial and Business District will provide for a broad range of industrial and business uses. Appropriate uses include production, distribution, storage, and repair facilities that may incorporate accessory office or retail services. It will also include limited office uses not appropriate for the downtown such as business and office support, engineering and contractors offices. Inappropriate uses include outdoor storage, large scale logistics and distribution, or 'big box' retail. This area also includes the existing Saskatchewan Power Corporation electrical sub-station.

iii) Policy

- (1) Outdoor storage is not encouraged but if developed, should not be visible from walkways, pathways or roadways.
- (2) Development applications that include outdoor storage should submit plans showing the location of outdoor storage and loading areas in addition to the types of materials being stored and/or loaded.
- (3) All nuisance or impact (odour, visual, noise or dust) associated with the proposed use should be entirely contained within the subject property. Under no circumstances should nuisances or impacts associated with the proposed use be allowed to extend beyond the property line.

b) Mixed Industrial and Business District

i) Intent

The Mixed Industrial and Business District is intended to provide for a wide range of industrial and business uses that may have some outdoor operations. It transitions between the Light Industrial and Business District to the north and the Rail Service District to the south.

ii) Uses

The Mixed Industrial and Business District will include manufacturing, processing, assembly, distribution, service and repair activities that carry out some of their operations outdoors or require outdoor storage. Appropriate uses include most of the uses in the Light Industrial and Business District plus other uses such as concrete plants and materials handling, small scale logistics and distribution, welding shops, construction service yards, and light manufacturing and fabrication. Inappropriate uses include a petrochemical facility, steel mill, meat packing plant, large scale logistics and distribution or stand-alone offices that are more appropriate downtown.

iii) Policy

- (1) Outdoor storage should generally be at the rear of a site and be screened from arterial or collector roadways.
- (2) An Industrial Use Application will be required for all new development within the Rail Service District to identify any potential environmental impacts that could result from the development.
- (3) Prior to approving development in the Mixed Industrial and Business District, the Development Officer should ensure that all development applications also identify all potential off-site impacts or nuisances related to odour, noise or dust. The applicant should then be responsible for preparing and submitting an impact mitigation plan that ensures nuisances do not impact other business operations, residents in residential areas to the south, the Commercial Service District or the multi-use pathways prior to receiving development approval.

c) Rail Service District

i) Intent

This area is located on the southern portion of the site adjacent to the CN Rail line where potential for a rail spur(s) exists if/when needed. Therefore, industrial uses locating within this area should be compatible with, or be able to utilize rail access provided the opportunity exists. Over time, if rail service is not required, the area will evolve similar to the Mixed Industrial and Business District.

ii) Uses

The Rail Service District will provide opportunity for production, distribution and repair uses that carry out a portion of their operations outdoors, require outdoor storage areas or require frequent truck or rail transportation service. Appropriate uses include food manufacturing, machinery manufacturing, pre-fabricated home assembly, rail and/or truck transportation centres or industrial and commercial machinery or equipment repair or maintenance. Inappropriate uses include meat

packing plant, petro-chemical processing facility, steel mill, major offices or office related services.

iii) Policy

- (1) Uses shall not include any nuisance that would extend beyond the boundaries of the district.
- (2) Outdoor storage areas should be located at the rear of the site.
- (3) An Industrial Use Application will be required for all new development within the Rail Service District to identify any potential environmental impacts that could result from the development.
- (4) Prior to approving development in the Rail Service District, the Development Officer should ensure that all development applications also identify all potential off-site impacts or nuisances related to odour, noise or dust. The applicant should then be responsible for preparing and submitting an impact mitigation plan that ensures nuisances do not impact other business operations, residents in residential areas to the south, the Commercial Service District or the multi-use pathways prior to receiving development approval.

d) Commercial Service District

i) Intent

The Commercial Service District will provide an opportunity for a Commercial Service District that would provide a mix of local services to the businesses and employees of the general area as well as some services to the broader community. It is shown as an asterisk on the plan and its extent will be confirmed through a structure plan process.

ii) Uses

Appropriate uses include personal services, cafes, coffee shops, financial services, office and business support services, recreation, specialty/small-scale retail, and other services. Inappropriate uses would be large-format/district level retail.

e) Guidelines

i) Site Design and Urban Design

Building and site design is a priority and should be addressed through design guidelines, to be included in the concept plan and administered by the developer.

ii) Public Realm

The public realm should encourage alternate forms of movement in addition to vehicular and truck traffic. Accessibility for transit, bicycles and pedestrian movement should be facilitated through appropriate area, site and building design set out in the structure plan and regulated through zoning.

Public realm treatments should be consistent with the character of the area. For example, within the Light Industrial and Business District, a higher level of public realm improvement is appropriate as compared to the Rail Service District where a lower level of public realm improvements may be appropriate.

iii) Density

The density of development should be maximized to ensure efficient and effective use of industrial land. Strategically placed nodes, corridors or clusters of employment that foster higher densities of development will encourage alternate forms of mobility, higher levels of public realm improvements and should express a unique sense of place. These areas should be identified within the concept plan and regulated through zoning. Where possible, industrial and business density should be maximized along park and open space, possible transit routes or pedestrian and bicycle corridors.

f) Structure Plan

i) Overview

A structure plan(s), consistent with the policy and guidelines found in this Industrial Plan, shall be submitted to the City for review and approval, as prerequisite for rezoning. The structure plan will provide an overall framework for which future stages of rezoning and subdivision must conform, shall include the location of various land uses and transportation connections. The structure plan shall also demonstrate compliance with other City policies and regulations, and address elements such as access, serviceability, servicing efficiency, staging, compatibility with existing and proposed surrounding land uses, aquifer protection, environmental impacts and impact on the existing transportation and servicing infrastructure. It shall indicate the location and configuration of the various industrial and business areas, other non-industrial commercial areas, open spaces and other dedicated spaces such as pipeline corridors, drainage corridors and others that may exist or be proposed.

ii) Vision

The structure plan(s) shall be accompanied by any supporting information that articulates the developer's objectives and vision for development of the area.

iii) Sustainability

The structure plan(s) shall include sustainability principles (Social, Economic, and Environmental) that are demonstrated through site design and layout, a servicing strategy and through any other means deemed appropriate.

iv) Servicing

Submission of a servicing strategy will be required as part of the concept plan review. Innovative approaches to this are encouraged to facilitate a reduction in overall infrastructure investment where possible. If required, alternative interim servicing techniques, such as storage and off-peak pumping, should be explored to facilitate the first stages of subdivision through existing servicing capacity prior to major new infrastructure being developed.

v) Mobility

Submission of a traffic impact study will be required as part of the structure plan review. The concept plan shall demonstrate accommodation of alternate forms of transportation and indicate the location of collector and arterial streets, possible transit routes, greenways, bicycle routes, and pedestrian connections.

vi) Buffering and Screening

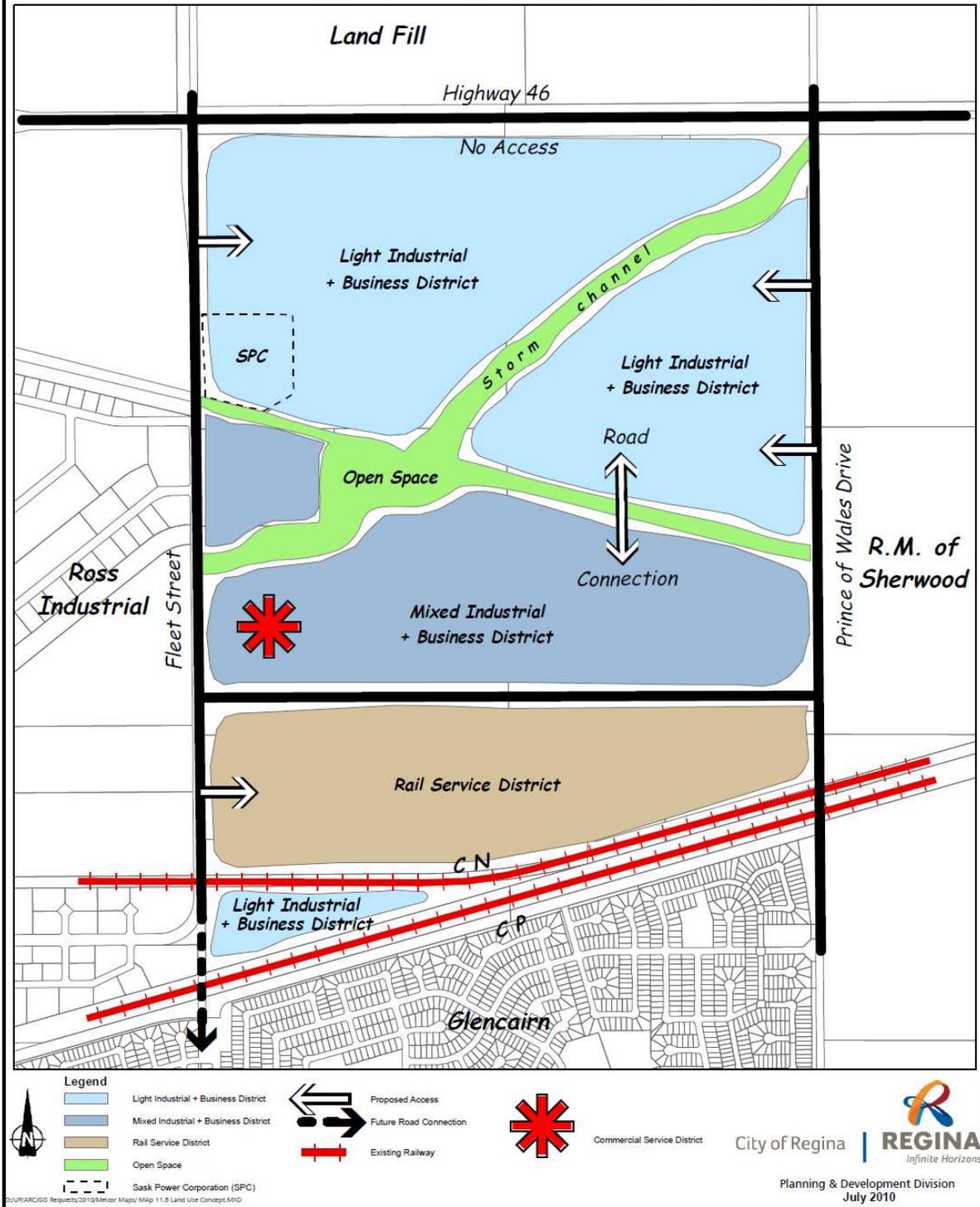
The structure plan shall include a strategy to address visual impacts that could potentially result from outdoor storage and loading, primarily from the vantage point of the Glencairn residents. The strategy should address and mitigate potential noise or visual impacts that could arise from outdoor storage areas, loading areas and potential rail spur lines within the Rail Service District through appropriate site design and screening. This may include building positioning on site, tree planting, fencing, berming or any other means of screening deemed appropriate by the approving authority.

vii) Supporting Information

The structure plan submission shall include a strategy(s) to address concerns such as mitigating potential impacts (in addition to those outlined above regarding Buffering and Screening) on nearby residential areas (Glencairn), ensuring development is sensitive towards the Regina Aquifer, and environmental protection.

Map 11.8:

LAND USE CONCEPT FOR THE EAST REGINA INDUSTRIAL LANDS





OFFICIAL COMMUNITY PLAN

SUB-PART B.2.1

Former Diocese of Qu'Appelle Structure Plan



Regina OCP – Part B

Sub-Part B.2.1 - Former Diocese of Qu'Appelle Structure Plan

1) Background

The former Diocese of Qu'Appelle site was designated in 1980 as a Provincial Heritage Property and has played a significant role in Regina's and Saskatchewan's past. In 1912 and 1914, the Anglican Church of Canada purchased the property from the Province of Saskatchewan for education and missionary activities across southern Saskatchewan. Constructed between 1912 and 1926, the five buildings – St. Cuthbert's House, St. Chad's College, Anson House, Bishop's Court, and Harding House – were designed by the prominent architects Brown and Vallance, Story and Van Egmond, and Francis Portnall, and bear a close resemblance to the original buildings of the University of Saskatchewan in Saskatoon. The elaborate landscape plan for the grounds, patterned after the Union Jack flag, complemented the stately nature of the buildings and reflected the British heritage of the Anglican Church.

The centrally-located site is situated on the southeast corner of Broad Street and College Avenue, and is adjacent to the General Hospital Area and Centre Square neighbourhood, both of which contain numerous historically significant buildings that date from the early 1900s. The Diocese site is home to a few of the many heritage buildings that front onto College Avenue, including the former Normal School (Teachers College) constructed in 1913, the former Regina College dating from 1912, and several restored residences.

The 8.19 hectare site is surrounded by low to medium density residential uses to the north, a high school and seniors' residence to the east, Wascana Centre (containing park and institutional uses) to the west, and a mix of commercial, recreational and institutional uses to the south.

The portion of the site south of the existing heritage buildings is presently vacant, and infill development on this site offers the potential to create a new inner city development that respects the value of the site's heritage buildings as well as the character of the site and the surrounding neighbourhood.

The site is a strategic location in terms of achieving the purposes of the *Design Regina Plan*, including:

- enhancement of the downtown area through increased residential population and compact urban form that can facilitate efficient use of infrastructure and transportation systems;
- ensuring the conservation, restoration and reuse of Regina's heritage resources;
- fostering cultural appreciation through the innovative reuse of heritage buildings and the preservation of historic streetscapes and other historic sites and structures;
- achieving a mix of housing types and densities;
- encouraging infill development to minimize the need for annexing additional land on the periphery of the city;
- encouraging the revitalization and redevelopment of inner city residential neighbourhoods;
- promoting energy conscious land development practices and development of an energy efficient urban form;
- safeguarding the natural environment and improving the quality of the man-made environment;
- encouraging the review of the design of new development in relation to its development context, particularly in areas identified as having special design characteristics or constraints; and

- encouraging the adaptive reuse of heritage properties through zoning relaxations.

This neighbourhood plan will assist in ensuring that these purposes are achieved.

2) Goal

The overall goal of this secondary plan is to establish the optimum design and relationship of uses for the entire site, which includes:

- the conservation and reuse of the existing heritage buildings;
- the provision of complementary amenity areas and a pedestrian-oriented form that will integrate and enhance the site in its relationship with the surrounding community; and
- the development of an urban fabric that places priority on the pedestrian and reflects a degree of urbanity while respecting the open atmosphere of the site.

3) Land Use and Development Form

Objectives

- To ensure that development of the site complements, links, and forms part of surrounding residential neighbourhoods, the Broadway Avenue commercial precinct, and adjacent lands within Wascana Centre.
- To assist with the retention of the heritage buildings by allowing for a wide range of adaptive reuse opportunities.
- To ensure that a mix of uses and densities are developed to accommodate and promote pedestrian activity, and to serve as a place-making function.

Policies

- a) Land Use Policy Areas include a Low-Density Residential Policy Area, Medium-Density Residential Policy Area, Mixed-Use Policy Area, Heritage Policy Area, and two High-Rise Residential Policy Areas. They are illustrated on Map 1.
- b) The required degree of flexibility and the need for site-specific considerations shall be achieved through the application of a Direct Control District (DCD) zoning designation to the site, and if required, Contract Zoning designations to smaller, individual sites that contain heritage buildings.
- c) While a variety of housing types shall be allowed in the Residential Policy Areas – including detached, semi-detached, townhouses, and apartment buildings – multi-unit residential development shall be the predominant land use since it is the highest and best use for this site. As such, individual parcels shall be configured to allow for a range of building forms and densities.
- d) The provision of rental accommodation, affordable housing and housing for seniors is encouraged.
- e) Buildings within the Mixed-Use Policy Area may contain a mix of residential, live/work and commercial uses. Commercial uses shall be small in scale and local in nature, and confined to the ground floor of the mixed-use buildings. Uses such as restaurants and small-scale retail will provide services for residents on the site and in surrounding areas, and serve as a place-making function. Except for the existing heritage buildings and home occupations, no other commercial development shall be allowed outside of this Policy Area.
- f) Vehicle-oriented commercial uses such as drive-in or drive-through businesses, fast food outlets, gas bars, service stations, and convenience stores are inappropriate for the site and shall be prohibited as part of the DCD zoning designation.

- g) Development at the intersection of Broad Street and College Avenue (the northwest corner of the site) is encouraged, and shall be at a scale that is compatible with existing development on the north side of the intersection and the nearby heritage buildings. Development should enhance the function of this intersection as an important gateway to the adjacent neighbourhoods and Downtown.
- h) Density on the site shall be as follows:

Low-Density Residential Policy Area	< 25 dwelling units per net hectare
Medium-Density Residential Policy Area	25-50 dwelling units per net hectare
High-Rise Residential Policy Area	>50 dwelling units per net hectare
- i) The maximum height of the buildings along Broad Street Area shall be 13 metres to comply with the guidelines in the Wascana Centre Master Plan for development on the periphery of Wascana Centre.
- j) Building height and massing surrounding heritage buildings shall not overpower the existing heritage buildings and shall ensure they maintain their prominence. Increased heights and density shall be allowed in areas of the site that will not interfere with views to the heritage buildings but will benefit the overall density of the development.
- k) High-rise buildings (i.e. greater than 13 metres in height) shall be located within the site's interior, away from College Avenue and Broad Street, and in designated areas on Map 1.
- l) All buildings – with the exception of the towers – shall be no higher than four stories.
- m) A wide range of commercial, institutional, and residential adaptive options for the five heritage buildings will be accommodated through zoning, in order to assist in their reuse and restoration. Examples of possible uses are identified in Table 1, and are based on an appropriateness of occupancy of the buildings relative to their size and footprint, discussions with various stakeholder groups, and a review of tangible market material. Greater detail concerning the reuse of these buildings is provided in the October 2000 final report of the Former Diocese of Qu'Appelle Property Development Study conducted by Saunders Evans Architects.

Table 1: Possible Reuse Options for the Heritage Buildings on the Former Diocese of Qu'Appelle Site

Building	Reuse Options
St. Cuthbert's (Synod House)	continued use as offices of the Synod-Anglican Diocese of Qu'Appelle
St. Chad's College	inter-faith chapel, seniors' lodge/enriched living facility, banquet and reception facility, private school/academy
Anson House	small office, interpretive centre, centre for artists' guild (studio), thematic shop (books, antiques), museum, Montessori school, day care facility, detached dwelling
Bishop's Court	bed and breakfast, small corporate office, hospice, Ronald McDonald House, detached dwelling
Harding House	hostel, multi-unit residence, restaurant, health/fitness centre

4) Urban Design

Objectives

- To foster a sense of place that borrows strongly from the heritage buildings and the urban fabric of adjacent neighbourhoods.
- To create a safe, walkable environment that elevates the enjoyment and status of pedestrians through the application of neo-traditional planning and design principles.
- To significantly reduce vehicular dominance.
- To ensure design incorporates important environmental considerations, including energy conservation.

Policies

- a) Urban design codes as prepared by Jenkins and Associates Architecture & Town Planning Inc. shall be established as the development standards for the Direct Control District (DCD).
- b) Except for College Avenue, buildings shall be built up or close to the sidewalk in order to establish an urban character, enhance the pedestrian experience, improve streetscape aesthetics, and bring activities closer to the sidewalk. Standards vary between Policy Areas.
- c) Short frontage widths and regularly spaced entry points shall be provided in mixed-use and multi-unit residential buildings for increased surveillance and an active streetscape.
- d) All buildings and primary entrances shall be oriented toward adjacent streets to define the streetscape, reinforce pedestrian activity and promote a sense of continuity. Main entrances shall not be oriented to the interior of blocks or to parking lots.
- e) Attached garages with access from the street, and front yard parking, shall be prohibited unless it is impractical to provide rear access. In those situations where rear access is not practical, garage design shall aim to reduce the dominance of the garage on the streetscape. Map 1 illustrates how rear yard access may be accommodated.
- f) A distinct street enhancement style shall be developed to address the decorative treatment of features such as paving, sidewalks, landscaping, lighting, street furniture and tree grates, and shall be provided by the developer through a servicing agreement with the City of Regina.
- g) Designated spaces for public art shall be incorporated into the concept plan and considered in the design of buildings, streets and open spaces.
- h) The design of public spaces, parks, pathways, buildings and parking areas shall incorporate the principles of Crime Prevention Through Environmental Design (CPTED) to ensure a safe and secure environment. In this respect, the building and site design should include solutions which encourage “eyes on the street” through placement of windows, porches, balconies, reduced setbacks and street level activities.
- i) In order to reduce fossil fuel consumption and greenhouse gas emissions, buildings shall be designed to optimize the effects of solar exposure and reduce overshadowing effects on surrounding buildings and public spaces.

5) Heritage

Objectives

- To support the preservation of significant heritage buildings and landscaping without unduly restricting the area of new development.
- To ensure that all new development is sympathetic to heritage elements on the site.
- To ensure that architectural styles and materials used in the construction of new building façades and roofs are complementary to the original buildings.
- To ensure that new development enhances the quality of the streetscapes on College Avenue and Broad Street, and is sympathetic to heritage architectural elements in adjacent neighbourhoods.

Policies

- a) In order to ensure that new development on the site is complementary to heritage elements and adjacent neighbourhoods, an Architectural Control District (ACD) shall be established for the site. The ACD will ensure that development responds to the existing heritage buildings and defining character of the adjacent properties.
- b) The ACD shall be implemented through the use of architectural, material and color codes that will complement the design of the heritage buildings on the site as well as the defining character of the General Hospital and Centre Square neighbourhoods.
- c) The majority of new development shall occur outside of the Heritage Policy Area.
- d) Visual corridors and physical connections between and among the heritage buildings, in groupings and/or in sequence, should be maintained and reinforced. This involves the provision of generous parcels to contain each heritage building and in order to avoid view obstructions and crowding, and thereby maintain the integrity of its setting.
- e) Any new development along College Avenue frontage shall minimize negative impacts on significant landscape features.
- f) The architectural styles and materials used in the construction of new building façades and roofs that are to be complementary to the original buildings shall be listed in the ACD.

6) Landscaping and Open Space

Objectives

- To provide landscaped open areas that are conducive to pedestrian use, safety, and enjoyment, and that will provide focal points for vistas to significant heritage features on the site.
- To ensure that planting in the general areas of the existing buildings and along College Avenue is preserved wherever possible, while allowing some flexibility for development to occur.
- To provide for landscaped buffers and other areas of landscaping in keeping with the general ambience of the existing development on the site.
- To encourage the incorporation of urban agriculture into the site design in order to reduce energy consumption, enhance quality of life, strengthen social networks, increase amenities and aesthetics, contribute to local food security, reflect the Core Neighbourhood Sustainability Action Plan process, and address public interest in urban agriculture given its former use on the site.

Policies

- a) A landscape plan shall form part of the Concept Plan and will protect and maintain as much of the existing site landscaping as possible, particularly along the College Avenue frontage, while addressing the age and condition of individual plantings and the need to simplify and open up areas that have experienced overgrowth.
- b) The landscape plan shall retain any substantial planting areas, especially where they contribute to the overall heritage significance of the site, as may be determined by the Provincial Heritage Branch. To the extent possible, the integrity of the major grove plantings, located northeast and northwest of St. Chad's College, should be protected. Plantings on public property (e.g. street trees, hedges) shall be retained, but may also be replaced or enhanced where appropriate.
- c) Mature trees and their root systems shall be protected during construction through the use of appropriate techniques and processes, including barricades, fencing and on-site consultations.
- d) The area shown as "Public Open Space" on the Map 1 shall be dedicated as a Municipal Reserve.
- e) Crime Prevention Through Environmental Design (CPTED) principles shall be employed in the design of landscaped and open spaces.
- f) In general, landscaped areas that are conducive to pedestrian use and enjoyment should also provide focal points for vistas to heritage features. The tower block of the former St. Chad's College building has been identified as an element of major significance in this regard.
- g) Parking areas shall generally be buffered by landscaping, while adhering to CPTED principles.
- h) Urban agriculture could be incorporated into new development as a means to reflect previous use of the site and related community values, and to help meet a number of environmental and social objectives. Urban agriculture may be developed in the following ways:
 - i) Provision of space and water access for community gardens and/or a allotment gardens, wherever it is most feasible;
 - j) Provision of edible landscaping, which includes the planting of fruit or nut-bearing trees/shrubbery into new required landscaping; and
 - k) Provision of raised beds for gardening along sidewalks.

7) Transportation and Circulation

Objectives

- To focus on the pedestrian rather than the vehicle as the primary user of the site.
- To ensure parking is concealed, and roadways and vehicular access points are designed in a pedestrian-oriented manner.
- To ensure suitable vehicular access to the site and internal site circulation, which will provide the greatest opportunity for marketing and sale of the site through subdivision as may be required.
- To ensure safe, efficient, and enjoyable pedestrian access and circulation through the entirety of the site.

Policies

- a) A cohesive pedestrian network shall be shown on the concept plan, which shall include the provision of pedestrian connectivity and circulation routes in both public and private spaces.
- b) Pedestrian movement shall be facilitated between College Avenue, Broad Street and the southeast corner of the site in order to allow for pedestrian access through the site from adjacent neighbourhoods. Pedestrian connections along College Avenue should invite pedestrians to get a closer look at the heritage buildings.
- c) Safe and direct pedestrian connections to bus stops and shelters shall be provided.
- d) All streetscapes shall be pedestrian-friendly and not dominated by vehicular access points.
- e) Public sidewalks shall be provided on both sides of all internal streets.
- f) Pedestrian connections shall be developed in accordance with Crime Prevention Through Environmental Design (CPTED) principles, which includes the overlooking of sidewalks and streets from adjacent buildings.
- g) A safe and attractive pedestrian connection shall be provided near the southeast corner to accommodate pedestrian movement to and from destinations further to the south, including the Broadway Avenue commercial precinct.
- h) The site layout shall maintain the opportunity for establishing a direct roadway connection between Broadway Avenue and the southeast corner of the site. This would require further study, and would necessarily involve acquisition of a portion of the Balfour Collegiate property from the Public School Board.
- i) Street tree planting shall occur along both sides of all streets to soften the street environment and enhance the pedestrian experience.
- j) The site layout shall minimize the amount of paved surfaces, including streets, while maintaining efficient vehicular access and circulation.
- k) On-street parking should be provided on both sides of all internal collector streets and generally on one side of local streets to increase parking opportunities and to serve as a traffic-calming measure. Exceptions may occur to help preserve existing trees or for traffic safety reasons.
- l) All off-street parking shall be underground or enclosed, except for a minimal amount of parking stalls which shall be situated in rear yards or in the interior of lots, behind buildings and screened from the street. Parking standards shall be established as part of the DCD zoning for the site.
- m) As a general rule, vehicular access to properties shall be afforded via the rear or side yard.
- n) At-grade, indoor parking on the ground floor of buildings shall be prohibited unless it is concealed behind habitable spaces. All other parking for multi-unit residential developments shall be provided underground.
- o) Parking shall not be permitted in front yards.
- p) Total site planning with respect to on-site (shared) parking and traffic circulation is encouraged for parcels encompassing the Mixed-Use Policy Area on the west side of the property.
- q) Vehicular access and on-street parking shall be prohibited for 30 metres from the intersection at Broad Street and College Avenue, to ensure internal functions are safe for pedestrians and drivers.
- r) Traffic islands and centre medians should not be incorporated into the design of public streets.

- s) In order to create a more pedestrian-oriented environment, street widths shall be designed to no greater than minimum standards, which will be determined after the completion of a Site Impact Transportation Study.

8) Phasing

Objectives

- To ensure that site services and utilities are provided in accordance with the City of Regina's requirements.
- To ensure development proceeds in a timely and logical manner, and is complimentary to the reuse and restoration of the heritage buildings.

Policies

- a) The reuse and restoration of existing buildings shall be concurrent with the development of new buildings.
- b) Phasing of services shall occur from west to east to help reduce front-end costs related to the sanitary sewer system and storm drainage. While there may be some flexibility in phasing approaches, the design of the entire system must occur at the beginning of the project.

Map 1: Structure Plan for the Former Diocese of Qu'Appelle Property

The overall site configuration and land use districts shown on this map are generally consistent with the concept plan proposed for this site by the owner. The detailed depiction of buildings, parking areas and driveways is for illustrative purposes to show an option for development which is in keeping with the policies in this Structure Plan. Variance from the buildings, parking and driveways as depicted in this map will be considered through the normal development review and approval process (i.e. structure plan, *Zoning Bylaw*, discretionary use approval, development permit), and will be approved where in keeping with policies of this Structure Plan.

MAP 1: STRUCTURE PLAN FOR THE FORMER DIOCESE OF QU'APPELLE PROPERTY





OFFICIAL COMMUNITY PLAN

SUB-PART B.2.2 Lakeview/Albert Park Structure Plan



Regina OCP – Part B

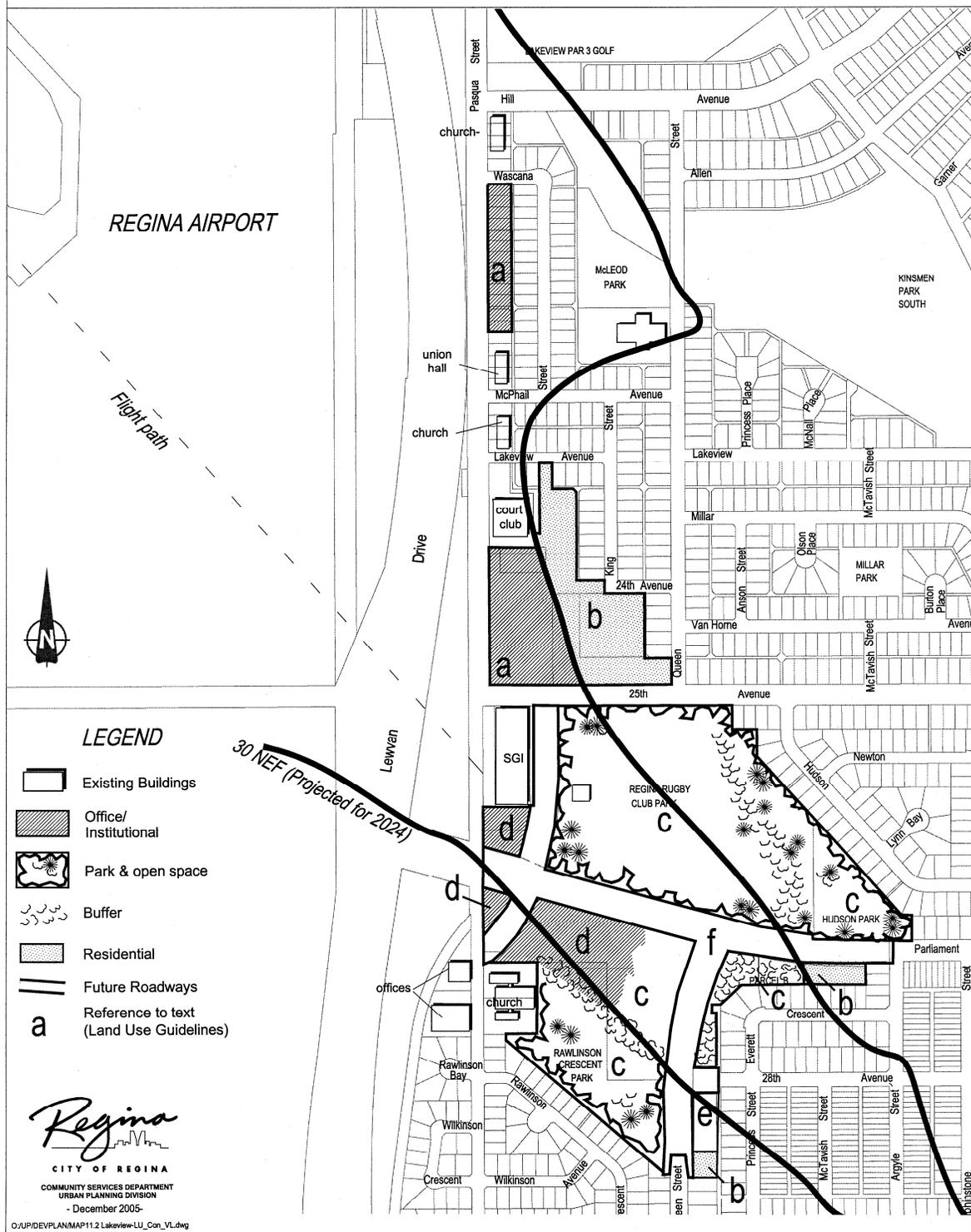
Sub-Part B.2.2 – Lakeview/Albert Park Structure Plan

Interest in development of vacant lands near the Regina Airport in Lakeview and Albert Park has highlighted the need for a plan to guide the orderly development of this area. A public opinion survey was conducted which provided information and confirmed that development of vacant lands is the single significant planning issue in Lakeview/Albert Park.

The areas north, south and east of the vacant lands in Lakeview/Albert Park consist of stable low-density residential development and related neighbourhood parks and schools. Lewvan Drive and the Regina Airport are located to the west. Development along Pasqua Street is constrained for residential development by airport noise, and includes non-residential uses such as offices, recreational uses and churches.

At the time areas in Lakeview and Albert Park were being developed in the 1950s and 1960s, vacant lands were retained to protect aircraft approach routes to the Regina Airport. Over time, development of offices, the Regina Court and Fitness Club, rugby fields and churches have occurred at the edges of the vacant lands. These developments were reviewed individually to determine their suitability. This Plan provides for a more coordinated approach, based on the following general planning considerations.

MAP 1: LAND USE CONCEPT FOR VACANT LANDS IN LAKEVIEW/ALBERT PARK



1) General Planning Considerations

The following general planning considerations are applied to:

- a) respect airport operations and prohibit residential infill development in high noise areas exceeding 30 NEF projected for 2024 as shown on Map1;
- b) ensure compatibility of new infill development with existing residential neighbourhoods in terms of use, development form and adequate buffering;
- c) reflect existing and approved plans for parks and for roadway extensions; and,
- d) generate revenue from the sale of surplus City-owned lands.

2) Land Use Guidelines

The following land use guidelines shall apply to the infill development of the respective areas shown on Map 11.2:

- a) Area a): Prestige Office, Institutional, or Limited Service and Retail Uses:
 - buffer from houses via landscaping and setback of buildings.
 - maximum 2 storey height.
 - architectural control through agreements for sale to ensure compatible design.
 - access from Pasqua Street.
 - consult with Transport Canada regarding possible electronic navigation equipment interface.
 - Limited Service and Retail Uses consistent with General Planning Considerations above be considered for 3775 and 3725 Pasqua Street (being Lots 1 and 2, Block E, Plan No. 101879860).
- b) Area b) Residential – Single Family Housing:
 - Development Plan policies permit new housing only where aircraft noise is less than the 30 NEF projected for 2024 as shown on Map1.
- c) Area c) Open Space:
 - develop in consultation with Community Associations and South Zone Board.
 - buffer passive park areas (Hudson Park and Rawlinson Crescent Park) via landscaping from athletic fields and prestige office developments.
 - maintain linkage between park areas by ensuring common frontage on both sides of Parliament Avenue.
- d) Area d) Prestige Offices:
 - office development guidelines are as per a) above.
 - access from Parliament Avenue or Pasqua Street.
 - contingent upon extension of roadways.
 - minimum building setback, 120m from back of lots on Rawlinson Crescent.

e) Area e) Vacant Land

- development subject to further review of uses compatible with adjacent housing.
- Area f) Parliament Avenue and Queen Street Extension
- approved roadway plans, development subject to the availability of capital funding.

3) Policies And Implementation

- a) That vacant lands identified on Map 1 be developed consistent with the Land Use Guidelines of this Plan.



OFFICIAL COMMUNITY PLAN

SUB-PART B.2.3 General Hospital Area Structure Plan



Regina OCP – Part B

Sub-Part B.2.3 – General Hospital Area Structure Plan

1) Goal

The goal of this secondary plan is to strike a balance between enhancing the viability of the residential community while enabling the hospital to meet the needs of the Regina Qu'Appelle Health Region in accordance with its mandate to provide tertiary health services to residents of Regina and southern Saskatchewan.

2) Objectives

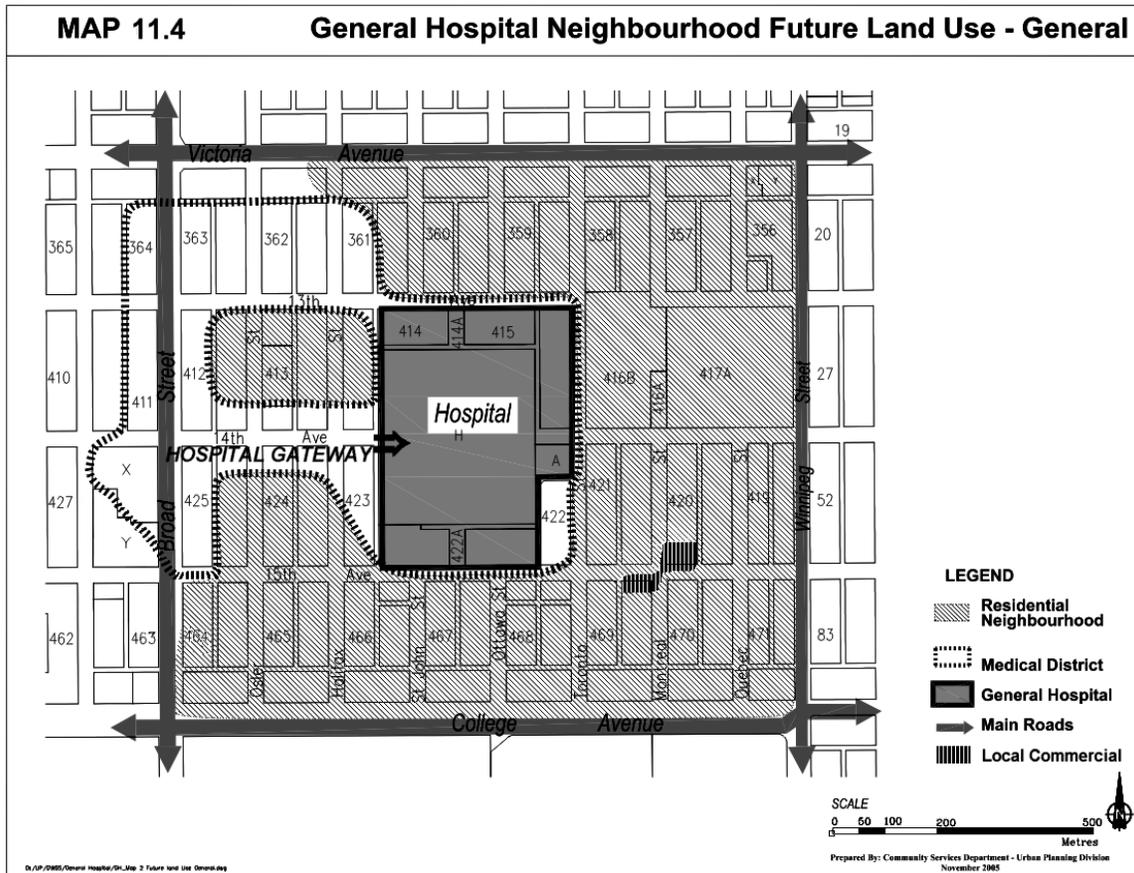
The following objectives have been developed to address the specific needs of the General Hospital area:

- a) To direct the location of future medical related development to locations consistent with preservation of the residential character of the area;
- b) To enable the redevelopment of the former St. Joseph school site for residential use;
- c) To minimize the parking impacts generated by General Hospital staff and visitors;
- d) To improve traffic circulation in the area by finding better ways to direct hospital related traffic to their appropriate destinations; and
- e) To improve the interface between the hospital and adjacent residential properties.

3) Medical District

This plan proposes the creation of a Medical District to provide guidance for the location of hospital expansion and other medical related uses (e.g. medical offices, clinics and short term accommodations for hospital visitors) that may be proposed in the future. These uses will be directed to locations that are primarily non-residential at the periphery of the area, and will therefore not jeopardize the viability of the existing residential community.

The Medical District is shown on Map 11.4. This area is comprised of the Regina General Hospital, and a range of commercial, mixed uses and vacant lots. The lands within the medical district are zoned institutional (I), commercial (MAC, NC, D, C), or mixed use (MX). Most medical uses such as doctor's offices and clinics are accommodated within these zones, in addition to the other permitted residential and commercial uses which are allowed. However, future rezoning applications for land uses which are not currently accommodated such as medical laboratories in the MX zone would be considered on a case by case basis. Off-site parking for the hospital may be considered on the site at the northeast corner of 13th Avenue and Halifax Street, but not elsewhere.



This plan preserves future growth options for the hospital on their existing site, expanding the building onto the adjacent Block 422, and construction of standalone medical facilities elsewhere in the Medical District.

- That future medical related uses be directed to the Medical District shown on Map 11.4.
- That there be no encroachment of medical related land uses into the residential neighbourhood as shown on Map 11.4.

4) Hospital Access

The General Hospital is located in the centre of the neighbourhood, and does not have direct access to arterial streets such as Broad Street, Victoria Avenue, College Avenue and Winnipeg Street. Hospital traffic therefore impacts on the local residential streets within the neighbourhood.

This plan proposes to enhance the portion of 14th Avenue between Broad Street and the General Hospital as the gateway for visitors to the hospital, in order to direct visitor traffic to the main entrance, while limiting traffic on residential streets. In order to implement the gateway concept, co-operation between the City, Core Community Association and the Regina Qu'Appelle Health Region will be required. An example of the type of elements that may be considered is shown on Map 11.5. Supporting the gateway function for 14th Avenue will mean that priority be given for some municipal services (snow removal and landscaping). Existing emergency routes would be maintained and are appropriately marked.

- a) That a Hospital Gateway be established as part of the Medical District, along 14th Avenue using banners, signs, street furniture and architectural cues to direct visitors to the General Hospital.
- b) That emergency routes as shown on Map 11.6 be recognized as the preferred routes for emergency vehicles

5) Former St. Joseph's School Site

This plan recognizes and anticipates the reuse of the former St. Joseph's school site as shown on Map 11.6 on Toronto Street for residential redevelopment.

- a) That the former St. Joseph's school site accommodate medium density residential development.

6) Parking

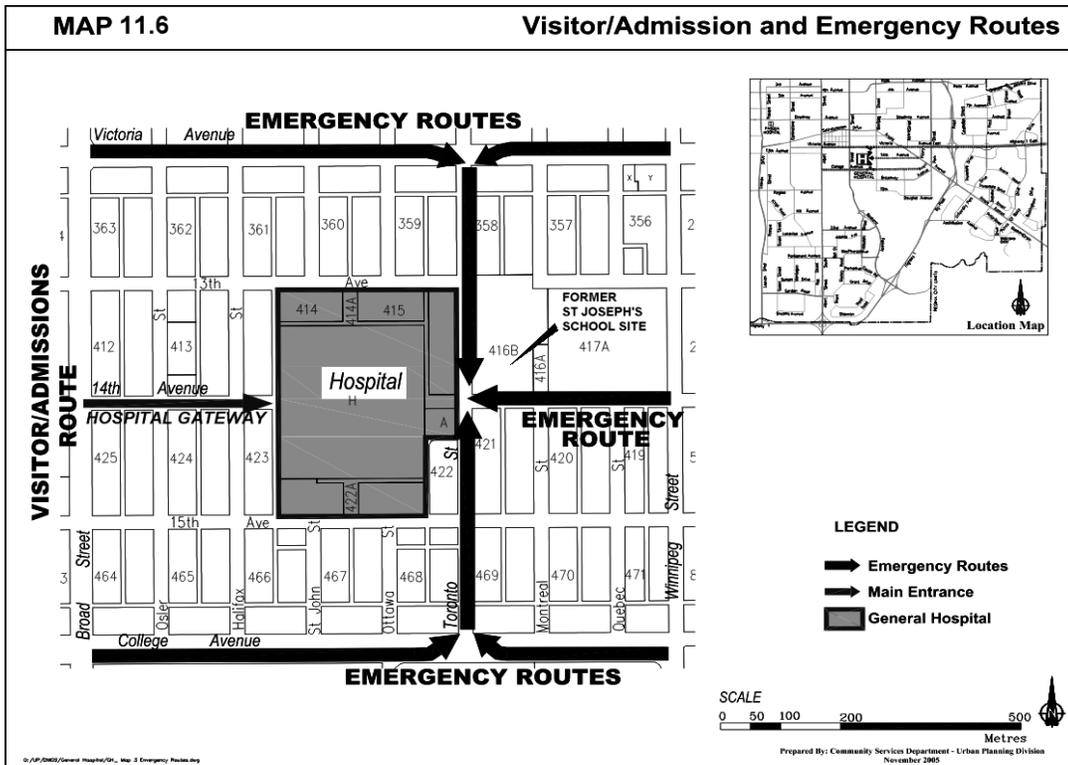
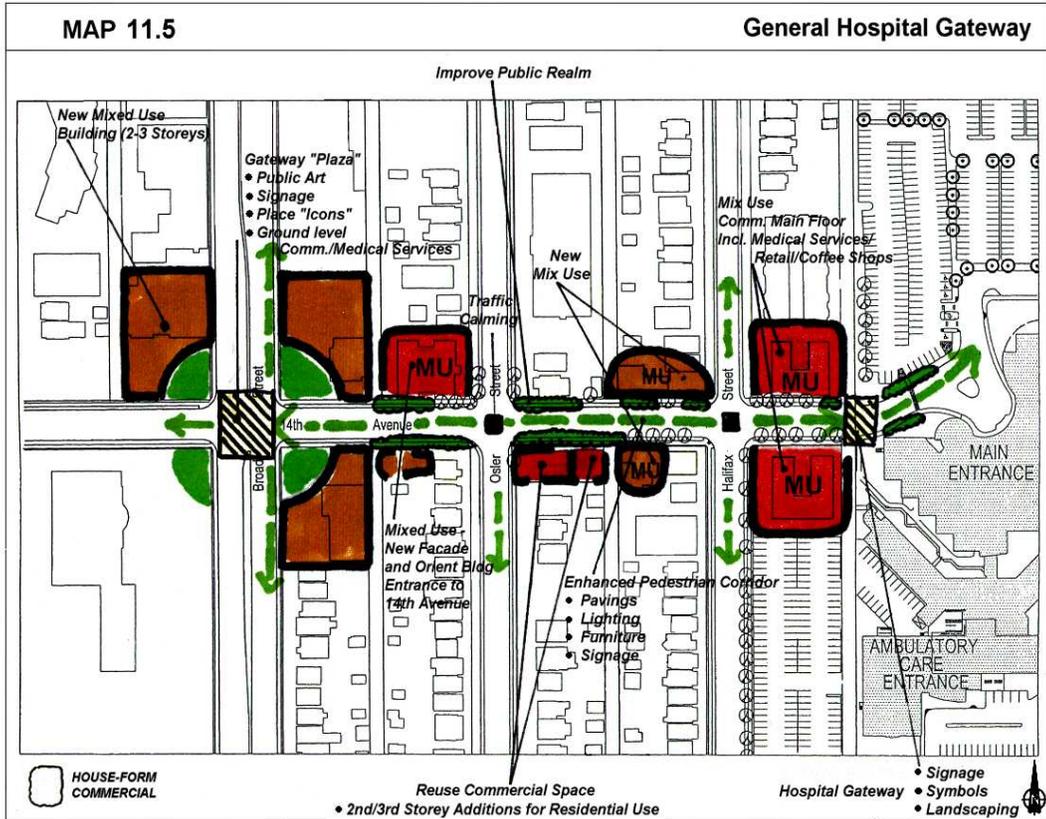
On-street parking in the neighbourhood is an issue affected by insufficient on-site parking for hospital staff and visitors as well as downtown users. On-street parking can be managed through parking enforcement and the residential parking permit system. The provision of an off-site hospital parking lot on the northeast corner of Halifax Street and 13th Avenue can be considered. Applications for off-site parking lots elsewhere in the Secondary Plan area are impractical or detrimental to the residential area and will not be considered.

- a) That sustained rigorous enforcement of parking near the General Hospital be maintained to discourage long term staff and visitor parking on the streets.
- b) That the Regina Qu'Appelle Health Region be encouraged to increase the supply of available off street parking for hospital employees and visitors within the Medical District as shown on Map 11.4.
- c) That the City's residential parking permit program be promoted in this neighbourhood.

7) Hospital/Residential Interface

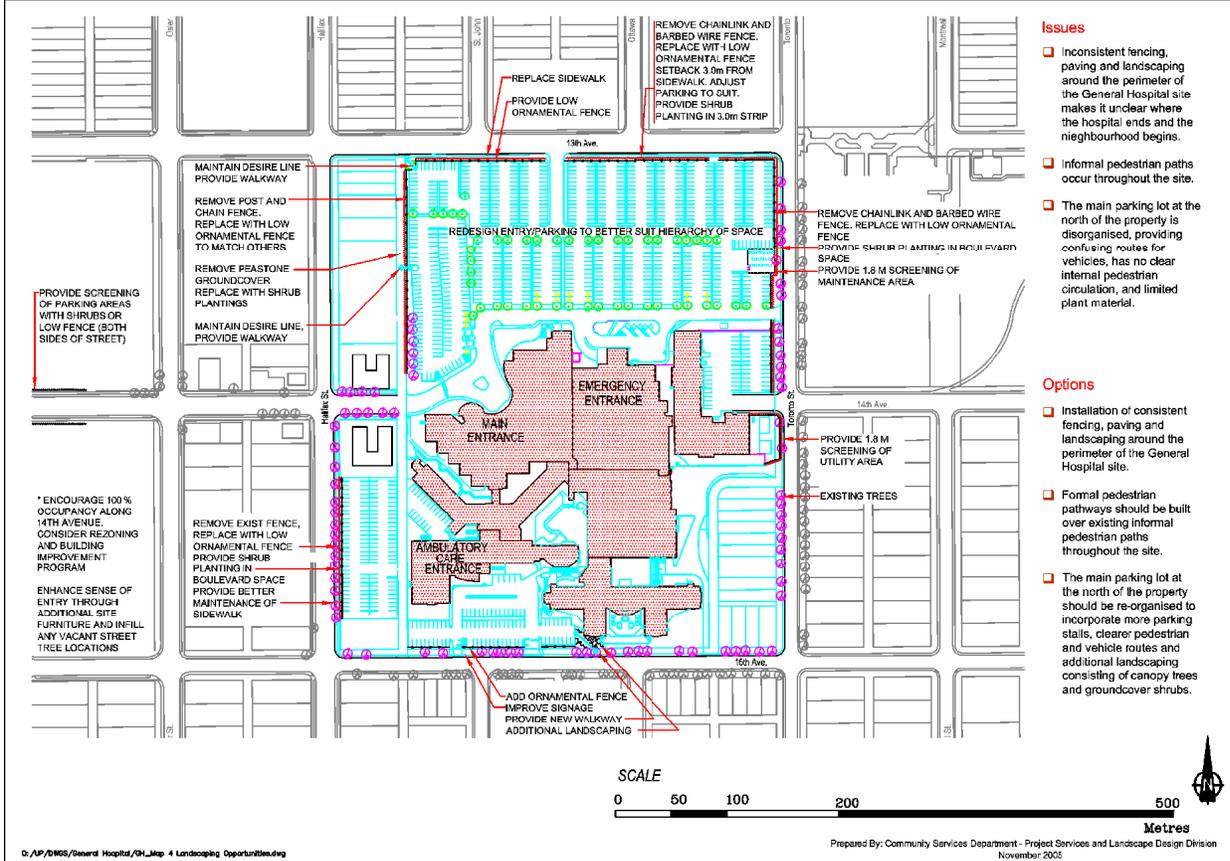
This plan recognizes the need to improve the interface between the hospital and the adjacent residential properties to enhance the residential character of the neighbourhood. A sample of landscaping opportunities identifying some possible landscape enhancements was prepared by the city and reviewed with the Regina Qu'Appelle Health Region (Map 11.7). If any additional development occurs on the hospital site, these enhancements would form the basis of a landscape plan. Development in Block 422 would require high standards of landscaping to ensure compatibility with the houses facing this site on Toronto Street.

- a) That the Regina Qu'Appelle Health Region be encouraged to install consistent fencing, paving and landscaping around the perimeter of the hospital site.
- b) That the Regina Qu'Appelle Health Region be encouraged to recognize and replace informal pathways throughout the site with pedestrian pathways.
- c) That the Medical District, which includes lands directly abutting the hospital on the west side of Toronto Street will require high standards of landscaping to ensure compatibility with the nearby residential uses.



MAP 11.7

Landscaping Opportunities





OFFICIAL COMMUNITY PLAN

SUB-PART B.2.4 Warehouse District Structure Plan



Regina OCP – Part B

Sub-Part B.2.4 – Warehouse District Structure Plan

BACKGROUND

The Warehouse District is defined as the area bounded by the Canadian Pacific Railway (CPR) yards, 4th/Ross Avenue, Albert Street and Winnipeg Street (Map 1).

This area is unique in containing many multi-storey warehouses built prior to the 1930's. Rail line spurs that once crossed the area have been removed or abandoned, excepting the line connecting the Canadian National Railway (CNR) to the Canadian Pacific Railway (CPR) yards, and the tracks located adjacent to 4th Avenue. Newer development is interspersed throughout, particularly along Albert, Broad and Winnipeg Streets.

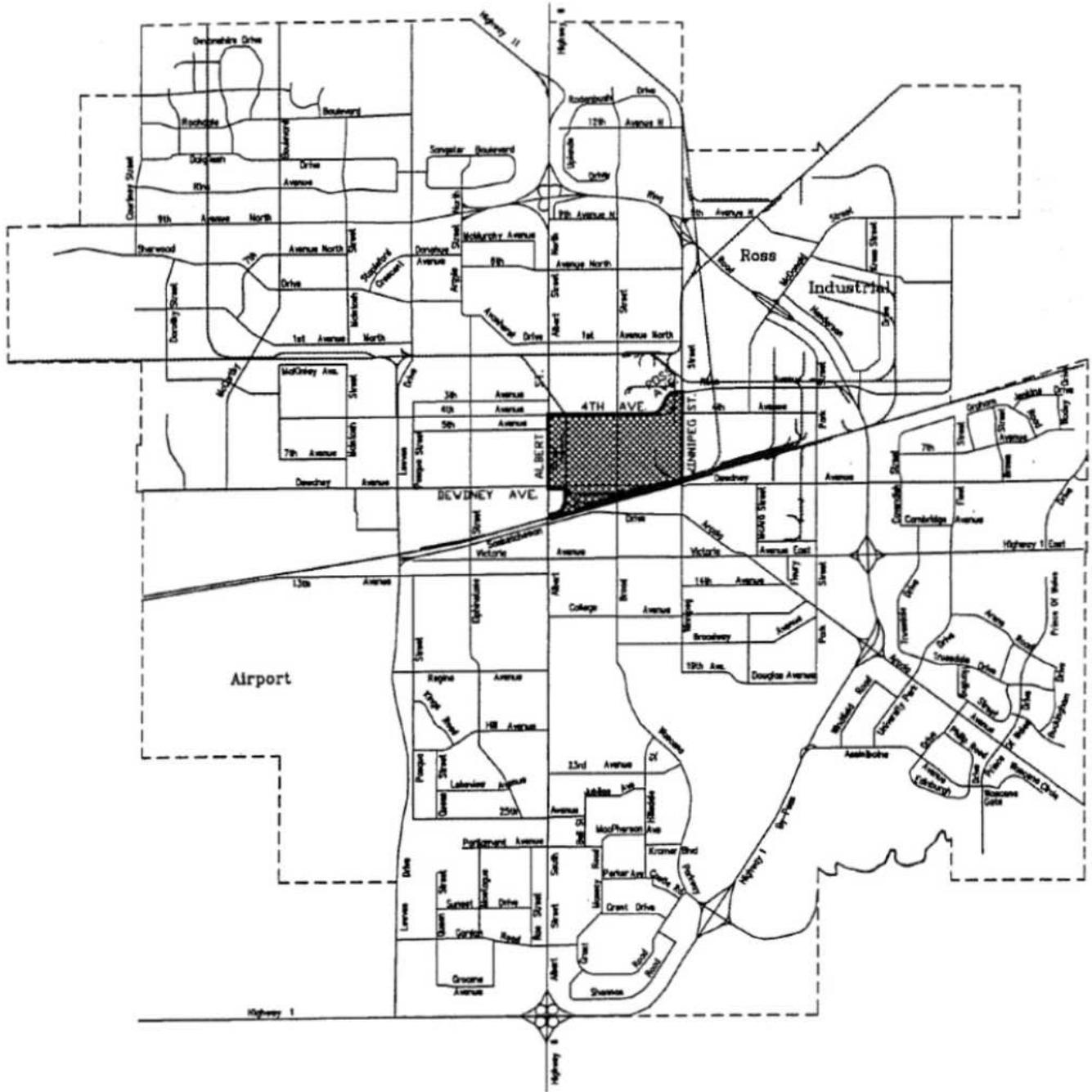
Historically, development of the Warehouse District complemented the CPR station and freight yards. The need to serve the surrounding farming community also encouraged the development of farm machinery and implement dealerships in the District. Other commercial enterprises followed, strengthening Regina's position as an important wholesale and distribution centre. Simpson's and Eaton's established mail order facilities in the Warehouse District during World War I. A rise in the trade and business activity of Regina contributed to Eaton's converting a portion of its mail order operations into a retail outlet in 1926. During the same period, sale of farm equipment grew to great proportions enhancing the operations of implement dealers in the District. In 1928, the General Motors assembly plant began its operations. Economic depression during the 1930s resulted in general commercial and industrial stagnation until the onset of World War II.

The post-World War II period saw economic resurgence generated primarily by improved agricultural practices and a growing demand for farm produce. This prosperity provided a solid base for Regina's economy and growth. Up until the mid- 1950s, the Warehouse District remained the focus of local industry. However, rapid population growth and a need for land for industrial development resulted in the establishment of Ross Industrial Park to the northeast.

The role of the Warehouse District in Regina's development has changed considerably since its early formative period. Rail dominance gave way to the car and truck as the primary means of transportation of goods and people to, from and within Regina. Suburban residential growth, coupled with the decentralization of retail, warehousing and industrial land uses, diminished the importance of the Warehouse District.

More recently, many new businesses representing a great diversity of land uses have become established in the Warehouse District. Its central location and the low cost of rental space are identified as primary reasons for locating in the District.

WAREHOUSE DISTRICT - LOCATION



LEGEND



Warehouse District

city of
Regina
 Planning & Building Department



MAP 1

PLANNING CONTEXT

The *Design Regina Plan* provides for the adoption of concept plans.

Current conditions providing a new context for the area's development include:

- the new *Design Regina Plan* adopted in 2013 which identifies the need for the preparation of a concept plan for this area;
- The Planning and Development Act, 2007 and The Heritage Property Act which provide for municipal authority to apply design controls or guidelines as may be warranted in an area;
- changing economic circumstances;
- recognition of Dewdney Avenue as "Saskatchewan's Heritage Street" to promote cultural appreciation, tourism and economic development;
- the potential for development of some of the lands associated with the existing C.P. Rail yards;
- the emergence of a cultural, arts, entertainment and hospitality area having a focus on Dewdney Avenue.

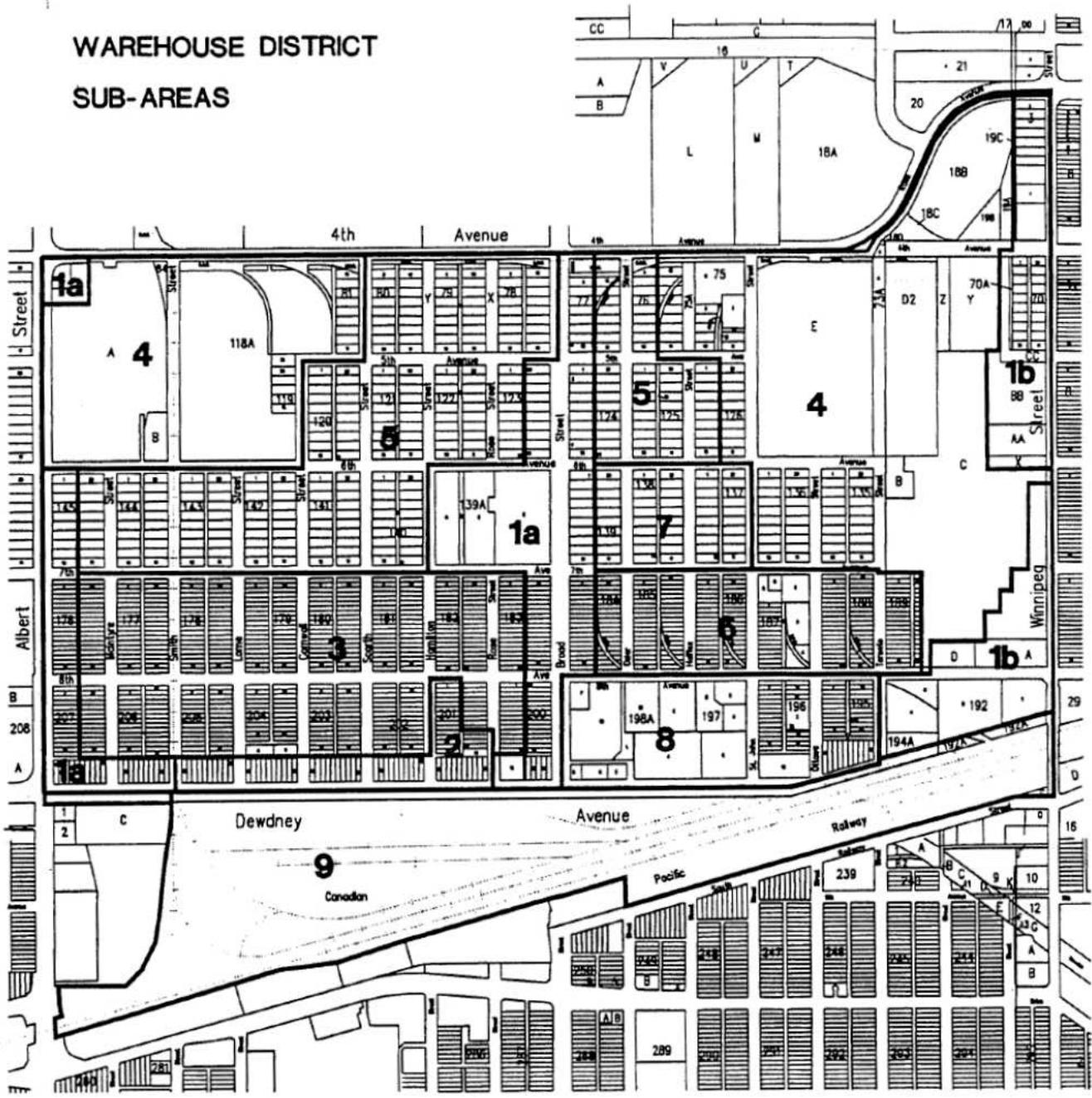
SUB-AREAS

The Warehouse District consists of approximately 80 city blocks occupied by nearly 600 businesses on over 400 individually owned properties. Sub-areas having common land use characteristics can be categorized as shown on Map 2 and described as follows:

<u>Sub-Area</u>	<u>Description</u>
1a	High Traffic, Newer Development, Retail/Service Uses
1b	High Traffic, Service/Office/Industrial Uses
2	Historic Dewdney Avenue Streetscape, Multi-Storey Warehouse Buildings, Limited Parking, High Traffic, Adaptive Reuse (Mixed Commercial/Industrial, Entertainment)
3	Diverse Mix of Commercial/Industrial Uses, Small/Old Buildings on Small Sites, Limited Parking
4	Industrial, Large Sites, Storage/Maintenance (eg. City and Sask Power Yards)
5	Industrial/Commercial Mix, Large Sites, Outdoor Storage
6	Industrial/Commercial Mix, Limited Retail/Service Use
7	Historic Multi-Storey Warehouse Buildings, Adaptive Reuse (Retail Specialization - eg. Furniture Sales)
8	Industrial, Large Sites, Large Buildings, Public Utilities
9	C.P.R. Lands

In recognition of this diversity, smaller, more manageable sub-areas will be defined with concept plans prepared and adopted accordingly. Definition of sub-areas and Plan preparations will occur in consultation with businesses and property owners, and through the formation of citizen advisory committees. This will assist in identifying differences between areas in terms of issues, strengths and weaknesses, which will lead to more specific action/s for each, as appropriate. However, common goals will link sub-areas of the Warehouse District which share similar characteristics. Planning based on this approach will provide a greater chance for the successful development and implementation of more focused initiatives.

WAREHOUSE DISTRICT SUB-AREAS



LEGEND

SUB-AREAS

- 1a Albert/Broad Street Strip Development
- 1b Winnipeg Street Strip Development
- 2 Dewdney Avenue (Albert Street to Broad Street)
- 3 Small Business Commercial Core
- 4 Land Extensive Industrial
- 5 Industrial Commercial Transition (1)
- 6 Industrial Commercial Transition (2)
- 7 Warehouse Commercial
- 8 Industrial
- 9 C.P.R. Lands

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MAP 2
Not To Scale

1.0 AREA 1 - DEWDNEY AVENUE AND ENVIRONS

Based on consultation with a citizen advisory committee, Area 1 (bounded by Dewdney Avenue/C.P. Rail, 8th Avenue, Albert Street and Broad Street - Map 3) was defined as the first priority for Plan preparation.

1.1 GENERAL LAND USE

Dewdney Avenue provides a distinctive streetscape representing an historic era in Regina's urban development. The street offers almost continuous frontage of large old buildings, typically multi-storey and of masonry construction. Several properties are listed in the City's Heritage Holding Bylaw as potential municipal heritage properties. Two properties, the Ackerman Building (2128/32 Dewdney Avenue) and the Campbell, Wilson and Strathdee Warehouse (2206 Dewdney), have been designated as municipal heritage properties.

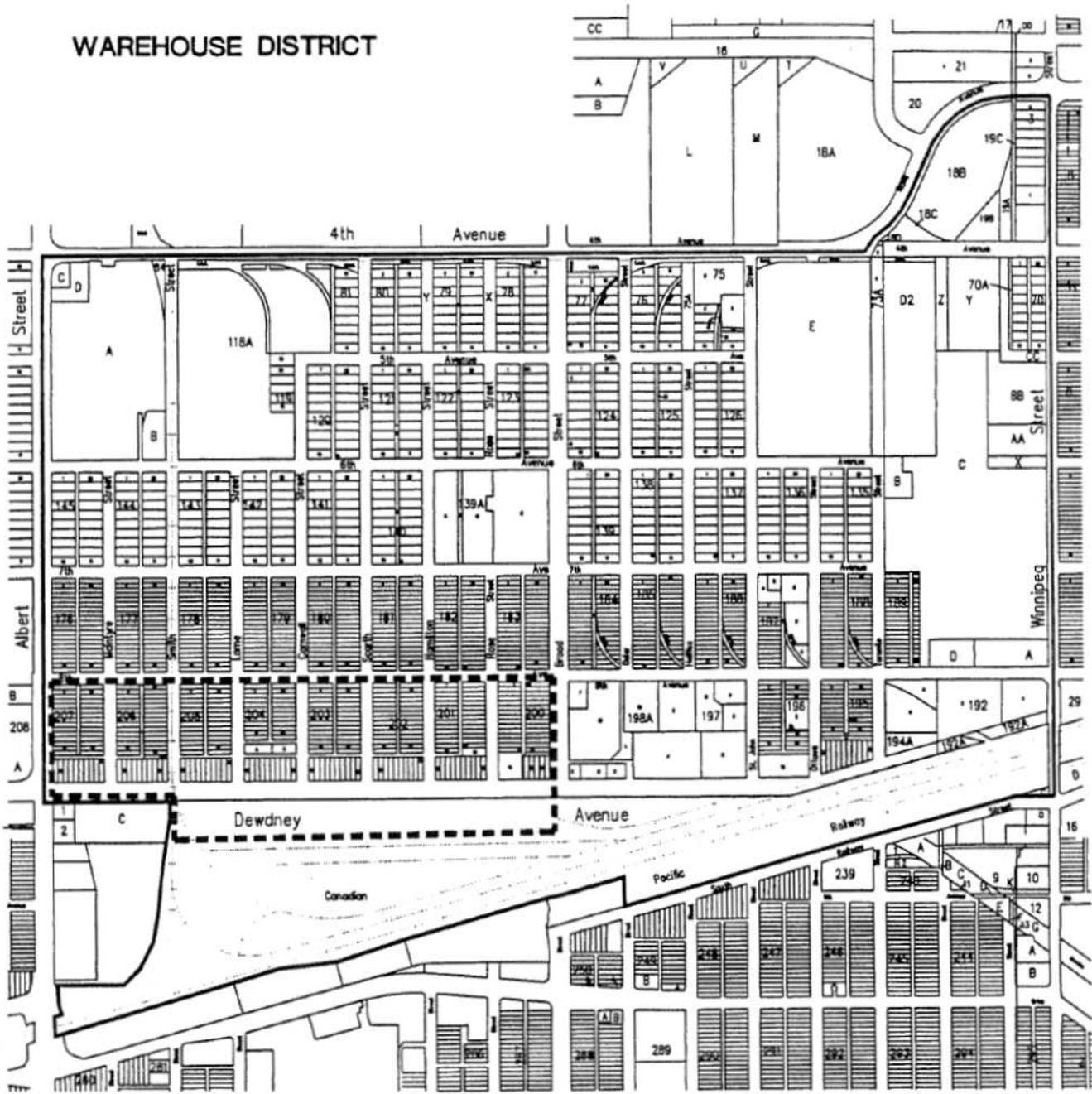
Historically, buildings on Dewdney Avenue were used primarily for wholesaling and warehousing. Some wholesale and warehouse activities continue on the street, but retail, office, entertainment, and residential condominium uses are becoming increasingly evident. The adaptive re-use of historic structures is creating a distinctive commercial precinct along Dewdney Avenue.

Land use immediately to the north of Dewdney Avenue is characterized by a wide variety of smaller sized commercial enterprises many of which occupy older, one-storey buildings located on fully developed and often small sites.¹ Many businesses have indicated that competitive pricing of space for sale or lease attracted them to the area.

Approximately seven single detached residential buildings are located in the area on Cornwall and Lorne Streets, and are generally in poor condition. Given the surrounding commercial/industrial development, these few remaining single detached residences will likely be redeveloped to more compatible uses. However, residential condominiums are being developed on the upper floors of the old warehouses on Dewdney Avenue.

¹ Newer development has occurred on properties fronting Albert and Broad Streets on the edges of Area 1.

WAREHOUSE DISTRICT



LEGEND

 Area 1

city of 
Regina
 Planning & Building Department


MAP 3
 Not To Scale

1.2 OPPORTUNITIES AND CONSTRAINTS

A special development theme is emerging in Area 1 with arts, entertainment and hospitality establishments locating there. A dynamic mix of uses amid architecturally prominent and historic buildings contributes to this uniqueness. These characteristics, combined with a central location and association with Regina's downtown area, offer opportunities for enhancement. The location of a major casino at the VIA Rail Station site furthers the potential for development relating to tourism, culture and general hospitality.

In addition to arts, entertainment and hospitality, many other commercial and light industrial uses are currently operating in Area 1 north of Dewdney Avenue. These businesses contribute to the area's diversity.

While the area's historical development provides a unique setting, these same features present constraints to its use and development. The adaptive reuse of many older buildings is not always economically viable as more current building code regulations may require substantial building alterations. Sites are almost fully developed leaving little opportunity to provide off-street parking for patrons and employees. Convenient pedestrian access from the downtown is restricted by the C.P. Rail yards. Some businesses have expressed concern that business taxation is excessive and affects their on-going viability.² Competition from home-based retailers (eg. arts/crafts "cottage" industries) offers a further challenge to small business development in the area.

1.3 ISSUES

Several specific issues have been identified as concerns in Area 1.

1.3.1 Organization and Identity

While the area's physical uniqueness may be leading to the emergence of cultural, arts and entertainment activities, there is no organization to identify, coordinate and promote common interests.

1.3.2 Built Environment

While the City has been renewing streets, sidewalks and underground services, all needs have not been fully addressed. Dewdney Avenue, the area's potential showcase street, is in need of renewal.

Varying levels of property maintenance also contribute to some unsightliness in the area. Proximity to the C.P. Rail yards provides an abrupt interface between the prominent warehouse architecture and the rail marshalling yards and freight terminals immediately to the south.

1.3.3 Parking and Traffic Safety

² While this concern is noted, it cannot be resolved through this Plan under the authority of The Planning and Development Act, 1983.

The adequacy of on- and off-street parking in the area requires consideration. The availability of on-street parking is limited by extensive driveway crossings which serve area businesses. Customer traffic combines with truck service/freight deliveries to create traffic conflicts.

Off-street parking is limited, partially due to many sites being fully developed prior to the widespread use of the private automobile. In order not to stifle the adaptive re-use of older buildings, associated off-street parking requirements are reduced.³ Parking and traffic congestion have been intensified as a result. Estimates indicate that required off-street parking is deficient by 50 - 75 % if normal development standards are applied.

Some under-developed or vacant lands are being used for parking but in a relatively uncontrolled/haphazard manner. In particular, the south side of Dewdney Avenue is used for parking, encouraging uncontrolled pedestrian crossings to/from businesses located on the north side.

Poor lighting in parts of the area also contributes to the concern for pedestrian safety.

1.4 GOAL AND OBJECTIVES

A unique commercial environment is evolving in Area 1. Its on-going development may be enhanced by:

- emphasizing arts, entertainment and hospitality including a focus for artisans (ie. production, display, sales);
- retaining a mix of compatible commercial and industrial land uses;
- providing unique residential living opportunities (eg. mixed residential/commercial use of upper floors of historic warehouse buildings);
- encouraging specialty shops offering hand crafted items;
- providing opportunities for special events/festivals;
- improving its image and creating a distinctive identity associated with its role(s) in local history.

These attributes may be best cultivated within a safe and pleasant environment.

Goal

The goal of this Plan is to encourage the development of a unique commercial area which includes arts, entertainment and hospitality as part of its development.

³

In the WH - Dewdney Avenue Warehouse Zone parking requirements are reduced by 50 %. Further reductions are often granted by the Development Appeals Board upon appeal by developers. Payment in-lieu of actual parking provision is also an available option, albeit one that is seldom used.

Objectives

The objectives of this Plan (Area 1) are:

- a) to coordinate area interests which would facilitate business/cultural development and property improvement;
- b) to encourage the adaptive re-use of historic buildings and physical development/redevelopment which is sensitive to the area's historic character;
- c) to improve pedestrian and vehicular traffic safety/access;
- d) to encourage commercially-oriented light industrial development; and
- e) to maintain existing stable and compatible industrial uses.

1.5 POLICIES AND IMPLEMENTATION

1.5.1 Organization to Promote Common Interests

In order that common interests can be established and advanced, a formal organization is required. This organization would be best constituted by representatives from the area's businesses and cultural organizations. Initially, an association could be formed to assist in meeting this Plan's objectives in addition to fostering other mutually beneficial interests. Other forms of organization such as a Business Improvement District may become viable and effective in the future, perhaps incorporating other businesses and interests of the larger Warehouse District as a whole.

1.5.1.1 THAT the property owners and businesses be encouraged to:

- a) form an appropriate organization to coordinate area interests relating to:
 - promotion and marketing,
 - business/cultural development,
 - physical maintenance and enhancement, and
 - accessibility and parking.
- b) initiate the establishment of a Business Improvement District in order to plan and initiate improvements in the area.

1.5.2 Built Environment

Area 1 derives much of its uniqueness from the built environment, particularly along Dewdney Avenue. Prominent historic architecture dating from the period 1910 to 1930 provides a distinctive heritage streetscape contributing to Dewdney Avenue's identification as "Saskatchewan's Heritage Street".

Presently, there are no general standards or guidelines in place to assure that the architectural characteristics that define the streetscape are maintained in future development. Further, the pedestrian streetscape lacks the identity and appeal required to complement the historic avenue.

In order to encourage a heritage theme, preserve the distinctive architectural character of prominent historic properties, and enhance the related pedestrian streetscapes with regard to urban design, landscaping, lighting and signage, development guidelines are required. These guidelines may be implemented through designation of an Architectural Control District pursuant to The Planning and Development Act, 1983.

- a) THAT a Capital Works Program be initiated to affect sidewalk enhancements along Dewdney Avenue to improve the pedestrian environment consistent with the historic character of Dewdney Avenue and should include both hard and soft forms of landscaping. A heritage theme should characterize enhancements and provide a common basis for future extension along the rest of Dewdney Avenue (outside of Area 1) in its development as Saskatchewan's Heritage Street.
- b) THAT C.P. Rail and associated intermodal transport facilities be encouraged to improve and develop their properties in a manner which is sensitive to the development and enhancement of Dewdney Avenue as Saskatchewan's Heritage Street and unique commercial area.
- c) THAT the following guidelines be established for consideration in the development of properties in the WH - Dewdney Avenue Warehouse Zone (Zoning Bylaw No. 9250), including the alteration and maintenance of buildings, structures and landscapes:

General

- i) New development should enhance or complement the common design features of the existing and related historic structures and streetscape with regard to:
 - architectural detail, both structural and ornamental;
 - building facing materials, including colour, texture and design;
 - placement of windows and doors;
 - height;
 - scale, proportion and massing;
 - roof shape and pitch;
 - building setbacks and orientation to property lines; and
 - landscaping of yards and pedestrian walks.
- ii) New development located adjacent to a designated Municipal Heritage Property or a property listed on the Heritage Holding List (Schedule "A" to Bylaw No. 8912-HR-B89) should incorporate building materials that are compatible with those of the subject heritage property(ies) with regard to type, colour and texture.

- iii) A use proposed for an existing building should be compatible with the building's structure such that only minimal alterations are required to the building's exterior. The removal or alteration of any historical materials or features should be avoided whenever possible.
- iv) Careful consideration should be given to the placement of mechanical equipment in order to maintain the visual integrity of the architectural characteristics that are appropriate to the WH - Dewdney Avenue Warehouse Zone.

Rehabilitation

- v) Exterior design alterations to existing buildings should be consistent with the building's original architecture and period of construction.
- vi) Distinctive stylistic features and examples of skilled craftsmanship should be preserved and treated sensitively. Where repair or replacement of such features is required, materials and design should match the original as much as possible.
- vii) Cleaning of building exteriors should be undertaken to minimize damage to surfaces and architectural features.
- viii) Rehabilitation of existing properties having minimal or limited historic architectural qualities should be undertaken in a manner which relates to and respects the design elements of neighbouring properties of greater significance and the general historic streetscape.

Landscaping and Lighting

- ix) New street furniture including, but not limited to, light standards, benches and trash receptacles, shall be of a design that complements the historic character of the WH - Dewdney Avenue Warehouse Zone.
- x) New light standards shall be of a scale and lighting intensity so as to enhance the pedestrian environment.

Signs and Awnings

- xi) Signs should be designed to complement the building to which they will be attached with regard to the size, typeface, graphics and materials used for the sign.
- xii) No sign should be of a size or situated in such a manner as to conceal any significant architectural features of a building.
- xiii) Signs shall be limited to the identification of the business being carried out on the premises.

- xiv) Repealed. [Bylaw 2001-98]
- xv) Indirect lighting or neon tube lighting are preferred to back-lit fluorescent sign illumination. When back-lit fluorescent signs are used:
 - only the lettering should be lit;
 - the background of the sign should be a dark or subdued colour that blends in with the building; and
 - light intensity should not conflict with pedestrian-level street lighting.
- xvi) The size and shape of awnings should be compatible with the sizes and shapes of windows and other architectural features.
- xvii) Colours of awnings should be compatible with the colour of the building on which they are situated.
- xviii) Awnings should be installed within masonry openings in a manner that does not obscure details in the masonry or distort the architectural features of the building.

1.5.3 Traffic Management

Pedestrian and vehicular traffic conflicts occur partially due to uncontrolled pedestrian street crossings. Proper provision of off-street parking is lacking in the area. Extensive driveway crossings and unrestricted physical access to properties in some locations have reduced the availability of on-street parking and have contributed to disruptive traffic movements.

- a) THAT off-street public parking be encouraged to develop at suitable locations, particularly in the area north of Dewdney Avenue.
- b) THAT on-street taxi loading zones be established at locations selected in consultation with area businesses.



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Presentation to
City Council -August 20, 2013
RE: Official Community Plan

Your worship, members of City Council; I am Ned Kosteniuk, Vice-President Regina Land for Dundee Developments. We are the developers of Harbour Landing in the southwest part of the city of Regina.

We would like to thank City Council for providing us with the opportunity to address the City of Regina Official Community Plan. The adoption of the OCP will provide the framework for growth in our city for years to come. Our ability to grow our economy rests on the foundation of our ability to grow our community. Our community and city will only grow if investors have certainty on where and how growth is planned and occurs.

To this point we summarize:

Point 1: We are in support of the final draft of the Official Community Plan except for the growth plan. We had been involved in all aspects of consultation and engagement over the last two years on the process and assured our input was provided into the formalization of the OCP.

Point 2: The growth plan is intended to provide clarity and certainty as to how the City will grow in the future. The proposed growth plan within the OCP has revised the 300,000 population growth of the City by excluding lands that are shown on the 300,000 population under the current development plan. We at Dundee have invested heavily in the Harbour Landing West lands on the basis of that plan. This investment includes land purchase, planning, engineering, environmental assessments, geotechnical investigation, risk assessment and market assessments. As well we invested into the existing infrastructure in Harbour Landing which is readily available for extension into Harbour Landing West. It is not clear to us why the 300,000 population in the new growth plan in the OCP has been revised and lands we purchased within the existing development plan have been removed.

Point 3: The "special study area" designation in the proposed growth plan and policy statements dealing with this area could preclude development of all of these lands until after the 300,000 population has been reached. It is a clear statement of the uncertainty for continued growth in the Southwest Sector. This to us is unacceptable.

Point 4: Existing business, commercial, retail, office, apartment owners, and all forms of home owners made investments in Harbour Landing on the basis the community of Harbour Landing will continue to grow as envisioned in the current growth plan. We must hold ourselves accountable to all those business owners and residents that invested in Harbour Landing to assure that this remains a growth area to support a complete community.

Point 5: We have presented the City of Regina with technical, market and financial details for the inclusion of Harbour Landing West as an area to be included in the OCP growth plan. In November 2012 we presented the City with the Harbour Landing

Concept Plan. We have now presented the City with a full-fledged community plan / secondary plan submission for Harbour Landing West. The information requested by the City has all been provided which supports growth in the southwest. This growth is viable and sustainable.

Point 6: We have identified and presented our position on various occasions to the City and most recently at Executive Committee of City Council on July 23, 2013. Residual capacity in infrastructure investment will be underutilized. This underutilized investment must be considered and reflected in the Growth Plan.

Point 7: The suggestion the Southwest Lands (west of Campbell Street to Courtney Street) should be considered a "Special Study Area" versus a Growth Area meets with much uncertainty.

Point 8: New growth areas not previously considered as residential development in the current Development Plan take precedent as growth areas over continuation of growth in the Southwest. Why?

We at Dundee Developments cannot support the proposed growth plan as it relates to the Southwest. The residents and businesses that invested in Harbour Landing would expect us to be accountable to them. They will not be supportive of immediate growth terminating at Campbell Street.

On July 23, 2013 Executive Committee unanimously passed a recommendation #6 "that the growth areas identified by Dundee Developments and North Ridge Development

Corporation relating to study areas be referred to the Administration for a meeting to resolve some of the growth challenges presented prior to the August City Council Meeting".

On August 9, 2013 we met with the City of Regina Administration to discuss this challenge. Dundee had previously submitted all the technical and financial details required by the City for them to review. On August 13, 2013 we reviewed the Administration's written response to our meeting. The City has concluded that 120 HA of land in Harbour Landing West will be included in the current growth plan. The balance of the Harbour Landing West lands to be considered as a "Special Study Area" for further review and analysis.

To conclude there is an issue of understanding and transparency we have a concern with. Firstly none of the Harbour Landing West lands were included in the proposed growth plan. Secondly after discussions only a portion of the Harbour Landing West (120 HA) were included as a special study area. Thirdly after further discussions all of the Harbour Landing West lands (565 HA) were included as a special study area. Further after our recent meeting the City will include a portion of Harbour Landing West (120 HA) in the current growth plan with normal and acceptable conditions with the balance of Harbour Landing West (445 HA) as a special study area subject to a post annexation review of a staging and servicing plan. If that is the case then one concludes all growth areas should be special study areas. This is problematic.

The City now has all the information but has not had the time and resources to evaluate this information.

We appeal to City Council to include the Harbour Landing West lands in its entirety (565 HA) within the proposed Growth Plan. We ask that the 120 HA of immediately developable lands be kept with normal conditions as presented, and the balance (445 HA) be subject to the City's review and concurrence with the technical and financial information provided to them within a reasonable specific time frame; say 6 months.

We are available for any questions.

Thank you,



Ned Kosteniuk,
Vice-President, Regina Land
Dundee Developments

FACTS:

- 1) Current Harbour Landing Pumping Station has residual capacity to service another +300 acres of Harbour Landing West.
- 2) HLW 565 HA- 1396 acres – 27,000 people- \$137.0 million of Servicing Agreement fees
- 3) Dundee has invested in 910 acres of 1396 acres (65%).
- 4) Dundee investment to date is \$50.0 million in land, planning and engineering.
- 5) Interim storm water measures are available.
- 6) Developer will entertain front-ending of permanent regional servicing.
 - a. Regional Pumping Station / Force Main - \$27.8 million
 - b. Storm Water Conveyance System to Cottonwood Creek for 1500 HA / 3700 Acres- \$9.3 million
 - c. TOTAL FRONT END COSTS- **\$37.1 million**
- 7) The Harbour Landing West lands are economically and efficiently serviceable.

NOTE: This is similar to the amount Dundee front-ended in Harbour Landing 2007-2010 (\$31.1 million)

**REGINA CITY COUNCIL DELEGATION PRESENTATION AUGUST 20, 2013
PROPOSED OFFICIAL COMMUNITY PLAN (OCP)**

Good evening Your Worship, members of City Council and Administration my name is Bob Linner and I am here this evening as a strategic planning advisor, accompanied by Patrick Mah representing North Ridge Development Corporation, the owners of 80 acres of land designated in the proposed OCP as a SPECIAL STUDY AREA, located immediately south of Goulet Golf Course, east of Pinkie Road and north of the CN tracks. The attached Brief Appendix A was presented to Executive Committee July 23, 2013 articulating the North Ridge positive response to the proposed OCP and is provided as supporting argument and reinforcement of the reports before City Council this evening. I will not repeat the content as it was positively received by the Committee and your administration but invite the members to review it if additional background is required.

At the Executive Committee on July 23 when the recommendations of report EX 13 – 41 were approved a referral motion was also passed directing the Administration to meet with the owners of the two SPECIAL STUDY AREAS to address outstanding issues and development challenges pertaining to existing and proposed infrastructure capacity, coordinated and integrated complete neighborhood planning and comprehensive Concept Planning all as set out in Sections 2.14, 2.15 and related Policies of the proposed OCP that would enable these areas to be approved for development within the 300,000 Growth Plan.

Substantial and constructive meetings were subsequently held with the Administration to ensure full understanding of the relevant considerations to be addressed. As the report from your Administration this evening fully advises those meetings and exchanges of correspondence have resulted in acceptance by both parties of a set of principles and commitments that satisfy the criteria of the proposed OCP to recommend designation of this area for development as a New Neighborhood within the 300,000 Growth Plan. The agreement commits North Ridge, and they are fully prepared, to work collaboratively with the City and other abutting landowners to design a fully integrated Neighborhood Concept Plan to support an efficient and sustainable land use and infrastructure framework to implement the vision and policies of the OCP. North Ridge acknowledges the work plan commitment to develop the critical components of the OCP in the phasing plan by year end. They are fully prepared to participate and meet their obligations through the intended collaborative planning process.

North Ridge supports and commends the recommendations before you this evening and urges their adoption along with the proposed OCP that move Regina positively forward with an ambitious and thoughtful growth plan. We extend our sincere appreciation to Council and your Administration, notably but not limited to Jason Carlston, Diana Hawryluk and Kelly Wyatt, for their forthright, timely and constructive approach and response. North Ridge looks forward to the ongoing relationship and development of this land to support the progressive planning policies of the OCP providing the

documented and enabling framework to support the substantial investment. Your Worship and members of City Council this Brief is respectfully submitted and we are prepared to answer any questions or provide additional comments that will assist you in your decision.

Bob Linner MCIP RPP

APPENDIX A

JULY 23, 2013

NORTH RIDGE DEVELOPMENT CORPORATION

EXECUTIVE COMMITTEE PRESENTATION CITY OF REGINA

EX13 - 41 PROPOSED OFFICIAL COMMUNITY PLAN (OCP)

BACKGROUND

North Ridge is the owner of 80 acres of land in North West Regina, Parcels A and B, located east of Pinkie Road, South of Goulet Golf course and North of the CN tracks shown on the Map 1 Growth Plan as one of two Special Study Areas. This land was annexed to the city in the 1970s and has remained undeveloped to date. The current OCP does not show it having any land use designation, an apparent oversight. The South half is zoned IC Heavy industrial (apparently due to an industrial use long since removed) and the North half UH Urban Holding. None of the city industrial growth studies nor the proposed OCP consider industrial use for the area. It is however ideally suited for and compatible with the growth policies for residential development as we will cite in this brief.

Over the past 4 years North Ridge has engaged in exploratory discussion with the administration to advance development of the land and undertook a servicing study by AECOM, submitted to the city September 13, 2011, confirming serviceability. At the same time North Ridge requested the land be included in current residential phasing as part of the OCP review process. While the option was available to North Ridge to produce a Concept Plan at that time they properly chose to actively participate in the more comprehensive process underway by the city with the objective to have land designated for residential development in the current short term phasing subject to all the necessary servicing, Concept Plan and consultation processes required to approve development. The important first consideration for the land owner was the enabling policy statements and development designation to be provided by the OCP as the framework for further submissions.

PROPOSED OCP CONTENT

The Proposed OCP is a comprehensive and enabling policy document to guide the future growth of the City. It addresses capacity, vision, community objectives and provides the readiness framework to give the investment community confidence in a predictable decision making structure. North Ridge was actively involved in the process and was allowed to present its case in an open and constructive dialogue. They requested and advocated this land be designated for inclusion with the existing approved neighborhood in the West Hill area where it best fulfills the OCP policy guidelines. The Special Study Area designation and the accompanying policy statements 2.14 and 2.15 permit the development subject to the land owner initiating studies to address infrastructure capacity, developer cost

obligations, neighborhood integration and fulfill the process and provision of a policy compatible Concept Plan through comprehensive stakeholder consultation. North Ridge accepts this obligation and will initiate this with the city administration once the OCP is adopted. This process and requirements are expected of any new or substantial infill development.

The Community Priorities are a foundation of the OCP policies. The first one stated is to “Develop Complete Neighborhoods (page 6) and Appendix A provides Comprehensive Guidelines. Goal #2 (page 20) espouses maximizing the efficient use of existing infrastructure to develop compact and contiguous neighborhoods. Goal # 3 (page 20) actively speaks to intensification and redevelopment of existing areas, including underutilized or vacant Brownfield sites, to higher use capacity. Goal # 4 (page 21) seeks employment and residential areas planned to be complimentary.

NORTH RIDGE LAND COMPLIANCE AND COMPATIBILITY WITH POLICY OBJECTIVES

North Ridge respectfully submits that the subject land is fully compliant with and in support of these laudable objectives and commends their adoption for sustainable city growth:

- The land is ideally suited to build out the complete West Hill neighborhood being located immediately proximate south of the central Goulet Golf course and within natural boundaries of Pinkie Road and the CN tracks
- Developing this area to complete West Hill provides the additional scale and community base to achieve the complete neighborhood objectives
- The additional population projection of 2,000-2,500 will be achieved in a mix of densities and affordable housing choices
- The existing infrastructure will be maximized in the compact urban form utilizing land adjacent to existing development as infill intensification
- The land was once industrial and is now unutilized; its development will achieve the intensification, Brownfield and compact form objectives minimizing urban horizontal growth
- The land is closest to the Global Transportation Hub employment center and will support that economic growth through provision of readily accessible, short travel distance homes, integrating the critical components of live/work opportunities
- The new West bypass will facilitate access and integration of this area with the growing North West sector
- The Goulet Golf Course functions as a vital green space Activity Center (Map 7) in this neighborhood that will be enhanced by, and enhance, the integrated residential development contemplated

Pages 47 and 48 address Land Use and Built Environment in a thorough policy perspective supporting the development of this land. The following statement from page 47 best summarizes and applies to this submission:

“Through a compact built environment that capitalizes on infill opportunities and more complete neighborhood development along Regina’s periphery, the City can optimize its infrastructure and service delivery”.

To exclude this land from early phase development would abandon the policies, principles and objectives, leaving this infill area isolated and vacant, the neighborhood incomplete and existing infrastructure utilized at less than capacity, all at odds with the OCP intent.

IMPLEMENTATION

The Implementation of the OCP contemplates a Phasing Plan to meet the objectives and policies, intensification, optimizing existing infrastructure, ensure contiguous development and have land ready for the impending market demand. Concept Plans will require a more vigorous consultation and policy compliance focus. Robust stakeholder engagement and design charrette exercises are required. North Ridge supports this initiative and commits to full, early and active participation to achieve early development approval consistent with the community objectives and policies.

It is recognized by North Ridge that the approval of the OCP is the first, but a most significant, step on the path to development. The enabling basis of the proposed OCP will provide the directional framework in a defined process to move productively forward. It is equally recognized that the timing for development of this area is interdependent with the growth of the North West and West Central sector and will require a collaborative process with the city and other developers on the timing and nature of the upgrading of Pinkie Road to arterial status (Map 5) to serve the access requirements. The OCP establishes the foundation to permit this development. The next activity is to put the plan and process in place to achieve approval and execution of the development to advance the City’s vision.

CONCLUSION

North Ridge Development Corporation is one of Saskatchewan’s largest integrated land and housing developers with a proven record of quality, timely, diverse market sensitive housing and land development to meet the density and affordability objectives of the OCP. The company is ready to move forwards on its first major land development in Regina to complement its current high level of mixed density and affordable housing development. The proposed Regina OCP provides the enabling base to give the company confidence in a well considered and comprehensive policy framework supporting their investment decision. They look forward to working with the city administration to address the requirements to approve this area for integration in an early phasing of the implementation following the policies and processes stated.

Presented by Bob Linner MCIP, RPP, independent consultant on behalf of North Ridge Development Corporation.



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Regina City Council Presentation
August 20, 2013
Proposed Official Community Plan (OCP)

Your Worship, members of City Council...

My name is Blair Forster and I am the Vice President, Development for Harvard Developments, as well as the President of Forster Projects. I am here today to support and encourage you to adopt the Design Regina OCP before you this evening.

This is a new Saskatchewan and there is not a person in this room that has not felt its effects in one way or another. Some have been incredibly positive, while others have presented real challenges. The simple fact is we have an economy that is leading the nation and we do not currently have the infrastructure or a comprehensive plan to support it.

To your credit, many of you currently on City council, your former peers and your Administration identified this issue and realized our previous growth plan was outdated and unaffordable and they put the development community on notice in a letter dated June 7, 2010 stating...and I quote:

“The OCP will replace the Regina Development Plan which has been amended, but has not had a thorough review in 25 years....As the new OCP is developed, the review and approval of development applications will continue as per usual within current 235,000 growth phase. Applications for the next phase of development will be considered in accordance with the newly adopted policy as it will provide guidance for future growth decisions.”

This message was reiterated by Administration during many individual and public meetings outlining the process of developing the new OCP.

So how did we react? We openly embraced and supported the process. Over the past 3 years, our staff and I sat through countless hours of workshops, visioning sessions and stakeholder engagement. We saw the emerging trends. We saw what the residents of the City were asking for. We saw the effects of increased development levies on the affordability of Regina’s housing stock. We saw the physical and economic limitations the City had in growing our community and we reacted by making a strategic acquisition of 500 acres of land already inside the City boundaries on the corner of Dewdney Avenue and Pinkie Road.

On this parcel, we have planned the new neighbourhood of Westerra; a mixed-use community incorporating residential, commercial and employment land uses adjacent to and utilizing existing infrastructure and meeting each key objective of the OCP.

The foundation of the new OCP contains 8 community priorities which I believe can be summarized in 2 primary themes:

1. Smart Growth; and
2. Developing Complete Communities.

Smart Growth leverages our existing infrastructure; Westerra is quite simply the most affordable parcel of land in Regina to service. It leverages the infrastructure put in place for the GTH, both subsurface and from a transportation perspective and as such, contributes greatly to keeping development levies down. In addition, it will provide much needed housing to support the growing west side employment node anchored by the GTH, RCMP Depot, Brandt Industries and the planned industrial lands west of Pinkie Road. Not only is Westerra a complete community unto itself, achieving the City's density targets and providing live, work, play and stay options for its residents, it also offers these amenities to the existing west-side neighbourhoods who currently have virtually no commercial services in a reasonable proximity. We are very pleased that City Administration also recognized Westerra's merits and included it as one of three new growth areas within the OCP before you tonight.

Design Regina was one of the most extensive and inclusive planning processes I have ever witnessed. It is the product of active debate and involvement of this entire community and virtually every organized body within it. Your Administration put an exhaustive amount of effort into making sure that each revision and draft of the plan was taken back to the stakeholders for further consultation resulting in complete transparency.

Therefore, what you see before you is a comprehensive and sustainable framework for the future growth of our community...

- It will provide the lowest possible development levies lessening the impact on affordability;
- It will provide excellent consumer choice on both housing type and location in which to live; and
- It will allow these new neighbourhoods to become complete in a reasonable timeframe.

I strongly urge you to give Regina's new OCP your full endorsement tonight.

Thank you and I would be happy to answer any questions you may have.

Yours truly,

**HARVARD DEVELOPMENTS INC.
FORSTER PROJECTS INC.**



Blair Forster

Vice President, Development - Harvard Developments Inc.

President - Forster Projects Inc.

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July 18, 2013

City Council
City of Regina
Queen Elizabeth II Court
Regina, SK, S4P 3C8

Subject: ***Official Community Plan***

Dear City Council Members;

I am writing on behalf of the Regina and Region Home Builders' Association regarding City Council's upcoming decision on The City of Regina's Official Community Plan (OCP).

How this Council and Administration lays the ground work for a successful future may depend upon how the new OCP reacts to two trends that have emerged in cities across North America. The first of these trends is the increasing erosion of affordability in housing that continues to threaten the possibility of maintaining a middle class lifestyle.

The second is the trend by many municipalities to increase the regulatory environment around land use for residential development through Official Community Plans. When housing markets are active and our industry is trying to increase the supply of housing and housing choices to its growing citizenship – this is when regulations from Official Community Plans tend to be the most restrictive. In weak housing markets, municipalities often exercise more relaxation in their long term plans, to encourage more development.

At the beginning of this century many new Official Community Plans in North America were applauded by high density neighborhood enthusiasts for their urban containment strategies - suggesting we cannot grow out anymore, we must grow up. Their implication is that high-density housing creates affordable housing and affordable housing can only be achieved through this means. The fact is, however, that not all high density housing is affordable to low-income or average income families. When you consider the cost per square foot of a home, high density housing in just about all Canadian cities is much more expensive in downtown neighborhoods than in new Greenfield neighborhoods. When cities add strategies through their Official Community Plans to change that formula, the result in most cases, is that the gap grows even more.

Consumers will continue to create demand for single-family homes, detached homes and more multi-unit homes. Add to that an aging population and demand is building for even more flexibility in housing choices, especially around concepts of universal and barrier free designs. We also know that compact and highly livable urban centers, as well as the importance of infill development will continue to be a critical part of the urban landscape. In addition the home renovation market will remain very important as our housing stock ages and homeowners demand more efficiency and comfort from their homes.

That is why Official Community Plans must be composed in a way that creates balance and flexibility in land policy allowing for the creation of natural densification over time. Flexibility that allows the market to respond to what individual home buyers want, is critically important.

Even though it takes time to design new community projects, get the infrastructure in place now to provide services to that new neighborhood and get those new homes built for that growing community. Our industry is skilled at making the adjustments that the market requires and goes to great lengths to deliver on the opportunities in front of us.

As the City of Regina completes its Official Community Plan, my hope is it does not run into the same pitfalls that have occurred in many cities across North America when those plans are complete. When Official Community Plans are in the formulation stage, a lot of citizen engagement and collaboration with industry occurs. However, once in place, it is not uncommon for Official Community Plans to become highly inflexible. The plan creates a form, which acts like a glove into which the city must fit its future hand.

In reality, cities are living, dynamic places. In some cities where the Official Community Plan becomes too rigid, future citizens are forced to submit to the plan's vision or they chafe at its restrictions. As much as Official Community Plans can attempt to take all possibilities into account, creating 'perfect' rules by which the city can grow, with the hope that this will create clear and orderly growth, in reality, the future is notoriously difficult to predict.

For that reason, this Official Community Plan must not be static. It must be dynamic enough, so that those who deliver on the success of the Plan, and the citizens who make decisions on what neighborhood and housing forms best suit their lifestyle and investment choices, have the ability to exercise their choice. We encourage this City Council to ensure that it supports the recommendation when it is confident that there is enough flexibility for future citizens to have input into the types of places where they will live and work, and that those places are not determined solely by the ideology of those who get to decide today.

We are pleased that after a long and intense consultation the City has had with its citizens and stakeholders in the Design Regina process, that this has manifested into the decision in front of you. Official Community Plans are always controversial and although there are items within this plan that we are concerned about, we do know the value these plans have in creating certainty for investment in new neighbourhoods and homes for Regina individuals and families.

As the industry that builds Regina's new neighbourhoods and homes, we are pleased with the overarching principles in the proposed OCP. Our Association strongly supports the 70% Greenfield Development and 30% Infill Development ratio. We fully understand the balance that needs to be achieved between housing supply and demand - how trade-offs need to occur between densification, maximizing infrastructure investment and creating real housing choices, while not creating policies that negatively impact housing affordability for the full range of citizens who make Regina their home. We believe the 70/30 split of how development occurs hits the sweet spot of those convergent needs, a natural evolution in the market that allows consumers and the industry to not only adapt, but innovate.

Another area of concern is with respect to the reports that feed into the OCP. These reports do not provide an accurate understanding of the full infrastructure capacity that has been created through Regina's new neighbourhood developments. The Regina & Region Home Builders' Association believes that the City of Regina needs to work closer with the Community Developers and our Association to ensure that the extra capacity that exists in infrastructure in Regina's new neighbourhoods is maximized as part of any growth plan. We want to ensure that the draft OCP has fully taken into consideration this existing infrastructure capacity.

Lastly, we must be clear that although the OCP creates a strong overarching plan that takes our great city from 300,000 to 500,000, we see far less clarity on how we get from our size today to 300,000. This the City will need to invest more time and effort with our industry, in order to provide us with an understanding. The further the gap between understanding and ability to execute between City policy makers and our industry, the larger the negative impact this plan will have on future housing affordability.

In following the OCP's growth plan, the City must also ensure that development occurs in a way that provides for healthy competition as well as sufficient consumer choice.

We encourage this City Council to support this OCP once they are confident that the items we are concerned about are addressed or confident that the City Administration can address them in the future by working collaboratively with the industry that must execute on the delivery of this Plan.

Respectfully submitted,



Stu Niebergall
President & CEO



August 15th, 2013

Jason Carlston
 Deputy City Manager, Community Planning & Development Division
 Office of the City Manager
 Queen Elizabeth II Court 2476 Victoria Avenue
 PO Box 1790
 Regina, SK S4P 3C8

RE: Proposed City of Regina 'DESIGN REGINA' Official Community Plan (OCP)

Dear Mr. Carlston:

Thank you for the opportunity to review and share our thoughts on your Final Draft Official Community Plan (OCP). The RM of Sherwood has reviewed your proposed new OCP (City of Regina EX13-42) and submits the following comments for your consideration.

Overall, we object to the OCP, as presented in the Design Regina document to Executive Committee on July 23, 2013 because of three critical issues that cause the OCP to be contrary to the *Saskatchewan Plan for Growth*, the *Statements of Provincial Interest (SPIs)*, and best planning practice, namely:

- The OCP contains no evidence of a regional approach to growth and development and, rather, promotes an unproven greenbelt approach to urban planning using land outside your own jurisdiction;
- The OCP does not support an atmosphere of mutual respect and cooperative planning, and;
- The OCP does not acknowledge "lands of common interest" and it suggests certain land designation areas that are contrary to broader stakeholder interests.

These key themes reoccur throughout the *Design Regina* document and are areas of common concern for the RM of Sherwood, the Province, and our capital region partners:

The City and the RM agree on regional (Census Metropolitan Area - CMA) growth projections but there must be a common vision for accommodating this growth. Significant growth can occur in the capital region in the coming decades. The regions' partners must employ collaborative and innovative approaches based on a regional perspective to meet the challenges and embrace the opportunities presented by this growth potential. In good community planning, differentiation of land use is based on a common vision and reflection of 'place'. It is NOT based on political geography.

The RM of Sherwood strongly believes that a genuinely collaborative regional planning approach, based on the *Saskatchewan Plan for Growth* and *The Statements of Provincial Interest Regulations (SPIs)*, is needed to address the challenges and opportunities that this growth presents the capital region. The following comments provide further explanation of the RM of Sherwood's conclusions about the *Design Regina OCP*.

SECTION C: GROWTH PLAN

The RM of Sherwood has significant concerns with Section C as currently presented, which appears to be contrary to the goals and policies of *Section D1: Regional Context*, the *Saskatchewan Plan for Growth*, and *The Statements of Provincial Interest Regulations (SPIs)*.

A core tenant of the City's approach in this section is the 'protection' of lands outside of the City's limits for future growth, as indicated in plan language such as:

"...that lands beyond the city boundary are maintained in a state that allows for their eventual conversion to urban uses"(Introduction);

"Goal #1 – Long Term Growth - Ensure that sufficient developable land is protected for future city growth" specifically states ***"endeavor to ensure that lands contained within the LONG-TERM GROWTH AREA (500k) are protected over the long term to accommodate a city population of 500,000, as conceptually shown on Map 1- Growth Plan"***.

This tenant advocates a 'greenbelt' approach to planning, where the RM of Sherwood serves as the greenbelt area for the City, and that all growth in the capital region should only be within the boundaries of the City of Regina. Both of these tactics (***regulated containment of development in a jurisdiction other than your own*** and ***singular jurisdictional control***) pose significant issues.

Experience from other capital regions in Canada indicate that restricting growth to the City proper via a 'greenbelt' approach ultimately does not work to manage growth in a planned and sustainable manner. The Ottawa, Edmonton, and Winnipeg regions have used a 'greenbelt' approach in the past, either through a formalized land acquisition and banking approach (Ottawa) or via imposed development controls (Winnipeg AD Zone). These regions subsequently abandoned the greenbelt approach, and ultimately embraced a variety of other strategies to manage regional growth, such as collaborative planning efforts and inter-municipal agreements. These approaches have resulted in a higher level of

success in managing regional growth in a sustainable manner, and have promoted more sustainable infrastructure approaches – both from an environmental and financial perspective.

The proposed concept that all growth should occur only within the limits of the City of Regina appears to directly contradict the regional approach identified in the Province's *Saskatchewan Plan for Growth: Vision for 2020 and Beyond* (page 34):

*"The Government of Saskatchewan will support municipal and regional planning efforts to address economic growth opportunities and challenges with a focus on **a regional approach to planning around our larger centres**. The Government of Saskatchewan will also work with municipalities to develop new policies and a common framework to provide consistency and fairness in municipal land annexation agreements"*

*"Municipalities control regulatory levers that impact on the timing, delivery and cost of infrastructure projects. Municipalities must **move aggressively and proactively to remove barriers to growth**...while streamlining planning and approval processes to reduce unnecessary delays in the construction of new housing developments."*

The Design Regina approach also contradicts the regional and collaborative approach called for in the SPIs:

*"...These Statements of Provincial Interest reflect the diversity of issues affecting Saskatchewan's communities and regions, recognizing that wise management of development involves **facilitating, promoting and sustaining growth, based on cooperative planning principles**." (Introduction)*

*"3.1 Comprehensive and Sustainable planning requires land use plans and development decisions to consider economic, social, cultural and environmental needs of communities **and regions** for present and future generations;"*

*"3.3 Respectful and Balanced planning provides an **atmosphere of mutual respect** and encourages discussion that balances the interests of all stakeholders in the management of common provincial resources and the development of economic, social, cultural and environmental opportunities;"*

*“3.4 Efficient and Effective planning considers the orderly and beneficial development of land uses, infrastructure and community services to ensure public safety, to meet the needs of the community and to be **consistent with strategic planning at the provincial level;**”*

*“3.6 **Cooperative planning** maximizes the use of human and material resources **across regions**, and involves individuals, municipalities, First Nations and Métis people and provincial agencies as they work together toward a common vision to manage the economic, physical, social, cultural and environmental aspects of their communities and regions.”*

These documents highlight and reinforce the need and benefits of **a collaborative, region-based approach**, a concept that is touched on in the draft OCP *Section D1: Regional Context*. However, both the draft OCP *Section C: Growth Plan* and the City of Regina response to the draft RM Sherwood OCP, dated June 27th, 2013, present an alternative and non-constructive approach to growth in the capital – one that is based on a competitive view of growth management and planning. By attempting to control and direct growth solely within the City of Regina boundaries, the approach establishes an ‘us versus them’ or ‘all or nothing’ combative approach to addressing our growing region’s challenges.

The RM of Sherwood desires a collaborative and regional approach to planning and growth management to address the challenges and opportunities of the future, as identified in the objective of the Sherwood draft OCP *Vision 2040 Goal 5 Inter-Municipal Cooperation*:

“to recognize and respect the right of the rural and urban municipalities to grow with a full range of land uses but not at the expense of the other or without due consideration of potential prejudice to the other party”.

In summary, a growth plan should incorporate the following directions:

- The City of Regina’s concerns over future growth and sustainable infrastructure can be addressed through a collaborative, region-based approach that supports the direction described in the *Saskatchewan Plan for Growth: Vision for 2020 and Beyond* and the *SPIs*.
- The challenges and opportunities of regional growth can be addressed through innovative and collaborative tools and approaches, such as collaborative planning, inter-municipal planning and servicing agreements, amongst others.

- Development in the capital region can be complementary as opposed to combative. Growth in the RM of Sherwood to urban standards can potentially benefit the City of Regina financially in the event that inter-municipal servicing agreements are part of the solution to address common sustainable infrastructure challenges.
- A collaborative and regional approach to growth management and planning will reduce destructive competition for development and present more opportunities than either of us can foster on our own. It will “*remove barriers to growth....while streamlining planning and approval processes to reduce unnecessary delays in the construction of new housing developments*”(*Saskatchewan Plan for Growth*).

SECTION D1: REGIONAL CONTEXT

The RM of Sherwood is encouraged by the City of Regina’s strong introductory statement in Section D1: Regional Context that recognizes and advocates a regional approach to planning and development.

“The growth of Saskatchewan’s economy requires a fresh approach to planning, and the City is committed to working with neighbouring municipalities to support the provincial government’s Saskatchewan Plan for Growth and The Statements of Provincial Interest Regulations. Both provincial documents prioritize the need for inter-municipal cooperation facilitating strong partnerships, joint infrastructure where appropriate, and coordinated development.”

The proposed Goals 1 and 2 reflect this cooperative ‘fresh approach’ to regional planning; however, the RM of Sherwood has significant concerns respecting proposed **Goal #3 – Joint Planning** and associated policies, as they appear to be contrary to the *Saskatchewan Plan for Growth*, the *SPIs*, and the *SPIs Planning Handbook*. The following examples illustrate the issue:

- a) **Goal #3 – Joint Planning** and its associated policies consistently refers to an **Urban-Rural Fringe Area** designation. This designation should be renamed ‘**Lands of Common Interest**’ to reflect the language utilized in the *SPIs Planning Handbook – Section 7.5 Inter-Municipal Cooperation*;
- b) The ‘**Lands of Common Interest**’ designation should also apply to those undeveloped lands within the City of Regina within proximity to the City / RM boundary. Both parties have a vested interest to promote a collaborative, regional approach to planning and infrastructure for these areas;

- c) Draft **Policy 3.7.3** should be modified to go beyond the sole reference to the '**joint RM-City planning and development review committee(s)**'. It should be rewritten to enable a variety of approaches and mechanisms for a more regional and collaborative approach to planning. These may include other tools or approaches such as inter-municipal servicing agreements, inter-municipal planning agreements, and others. Reliance on one specific tool may be premature at this time, and may preclude other more enabling or effective approaches;
- d) Draft **Policies 3.7.4, and 3.9 – 3.11** indicate that development should not occur outside of the **City of Regina limits**, and such lands should be 'protected' for future urban growth by the City of Regina. As discussed in our comments above and in Section C: Growth Plan, a 'greenbelt' approach is not a successful tool for regional growth management and planning, and is contrary to the *Saskatchewan Plan for Growth, the SPIs, and the SPIs Planning Handbook*. These policies need to be reexamined and embrace a more regional and collaborative approach to addressing the capital region's growth challenges.

MAP 1: GROWTH PLAN

The RM of Sherwood recommends the following changes to *Map 1: Growth Plan*:

- a) Proposed **Urban-Rural Fringe** Area designation

All lands within the RM of Sherwood in the proposed Urban-Rural Fringe Area designation should instead be overlaid with a '*Lands of Common Interest*' designation. The proposed *Urban-Rural Fringe Area* designation as shown should be removed and replaced with the '*Lands of Common Interest*' designation;

- b) Proposed *Urban Centre / New Neighbourhood* designation in the eastern quadrant of the capital region, east of the Regina city limits centered on Victoria Avenue / TransCanada Highway

Given existing and future growth patterns and pressures, the lands north of Victoria Avenue / TransCanada Highway should be designated *New Neighbourhood (300k)*. While we welcome Regina's recognition of the growth potential of this area, it is located within the RM of Sherwood. A '*Lands of Common Interest*' designation should be overlaid for this area;

- c) Proposed *Long Term Growth Area (500k)* designation in the south west quadrant of the capital region, west of Campbell St., north of the TransCanada Highway (a.k.a. **Harbour Landing West**)

As indicated in the Dundee Developments presentation and letter to City of Regina Executive Committee on July 23rd, 2013 on the draft OCP, this area is immediately adjacent to a rapidly growing portion of the City. The existing Harbour West development was designed and planned based on the premise that the lands west of Campbell Street would be developed in the near future. The currently adopted City of Regina Development Plan has identified this area as *Future Residential – Directed Residential Growth* (see Map 1.1 “The Regina Development Plan...In a Nutshell”). Given that this area is the logical next phase of development, is contiguous to existing development, municipal services are readily available, and development pressures are present, the proposed designation should be revisited and changed to a *New Neighbourhood (300k)* designation. As this area is within the RM of Sherwood, a ‘*Lands of Common Interest*’ overlay designation should be applied;

- d) Proposed *Long-Term Growth Area (500k)* designation in southeast quadrant, **south of Wascana Creek** within the proposed provincial East Regina By-pass.

The proposed designation for this area should be revisited, given existing development interests in this portion of the capital region. Experience from other jurisdictions indicates these opportunities will only increase with the establishment of the East Regina By-pass, and proximity to existing developed areas will promote compact and contiguous growth that makes efficient use of municipal and provincial infrastructure. This represents a critical opportunity to collectively plan and service the area in cooperation with the Province, including Saskatchewan Highways. This area should be designated *New Neighbourhood (300k)* with a ‘*Lands of Common Interest*’ overlay designation, as these lands are within the RM of Sherwood.

- e) Proposed *Urban Centre / New Mixed Use Neighbourhood* designation in western quadrant (**N/S Dewdney Avenue, east of Pinkie Road**).

This area is located within the NEF contours of the Regina Airport (see draft OCP *Map 10: Airport Vicinity*, and Appendix A), and proposed mixed use residential development in this area will cause land use conflicts between airport operations and the surrounding area. This appears to be contrary to *Transport Canada* regulations and policy regarding development within NEF contours, and is not consistent with the *SPIs* in regards to protecting transportation infrastructure and ensuring compatible land uses (*SPIs 6.14.2 Transportation; SPIs Planning Handbook 7.14 Transportation –Implementation Guidance Section 2*). This also appears to be contrary to the draft OCP *Section D.9 Health and Safety, Goal #3 – Special Policy Areas – Airport, Policies 11.11 and 11.12*. Predominately mixed use residential development in this area also appears to be at odds with emerging and future land use opportunities for development in the southwest, southeast, and eastern quadrants of the capital region within the proposed

provincial West Regina and East Regina by-pass alignments. The proposed *Urban Centre / New Mixed Use Neighbourhood* designation for this area should be revisited to ensure potential conflicts with airport operations and airport-related development and services are minimized.

The RM of Sherwood welcomes opportunity to work with the City of Regina and our other neighbours on regional planning and approaches to growth that both *involves* and *benefit* each of our municipalities, including inter-municipal servicing agreements, collaborative planning, and other innovative approaches to regional growth management.

Until these discussions take place, and are resolved in a revised Regina OCP, the RM of Sherwood objects to the draft City of Regina OCP, and requests that the OCP be tabled for further review, collaboration, and due diligence.

Should you have any questions, please feel free to contact me at 306-525-5237.

Sincerely,

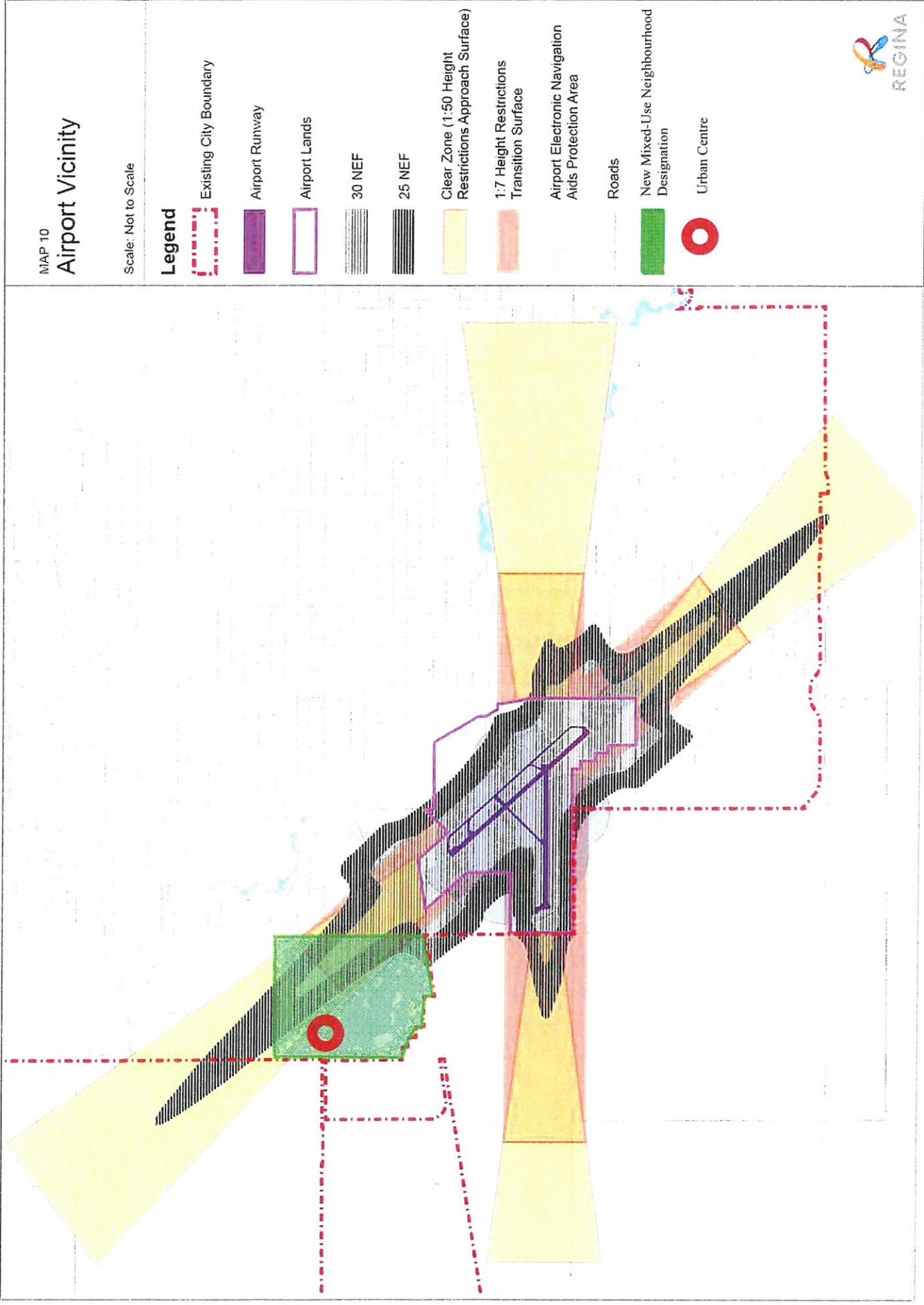


Rachel Kunz
Chief Administrative Officer
RM of Sherwood No 159

Appendix:

- A. Regina Airport NEF Contours and Proposed *Urban Centre / New Mixed Use Neighbourhood* Designation
- B. Map 1 – Growth Plan

Cc: Hon. Jim Reiter
Mr. Alan Hilton
Mr. Keith Comstock
Mr. Ralph Leibel
Mr. Barry Braitman



GROWTH PLAN

WITHIN BUILT OR APPROVED NEIGHBOURHOODS: TO REACH 300,000:

- Greenfield:
 - 235,000 persons
 - 65,000 persons
- Intensification:
 - 45,000 persons
 - 20,000 persons
 - City Centre - Downtown
 - 5,000 persons
 - City Centre - RRI
 - 2,500 persons
 - City Centre - Elsewhere
 - 2,500 persons
 - Other Parts of the City
 - 10,000 persons

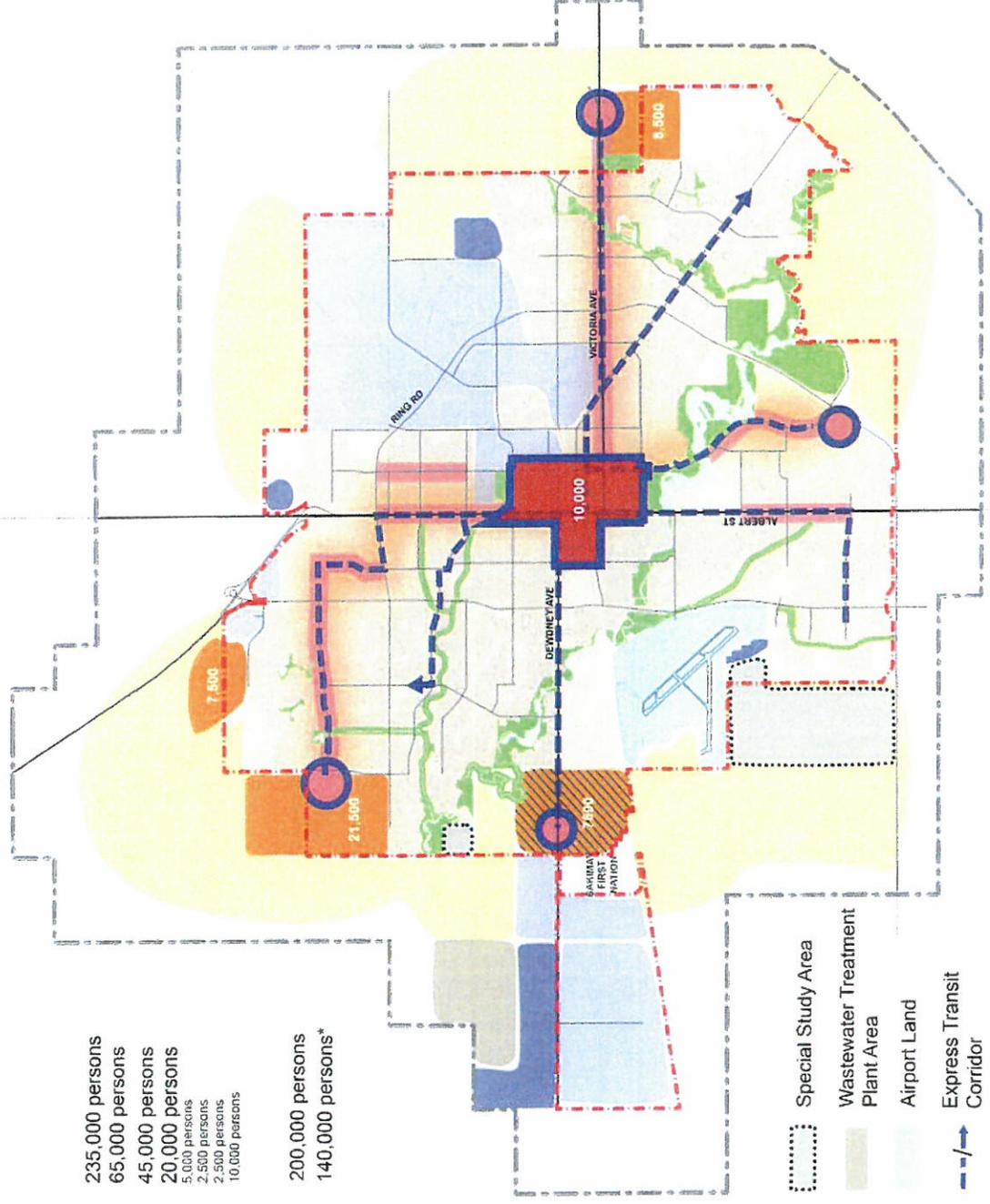
TO REACH 500,000:

- Greenfield:
 - 200,000 persons
 - 140,000 persons*

*Based on a 70:30 split assumption

LEGEND

	Urban-Rural Fringe Area		Special Study Area
	City Boundary		Wastewater Treatment Plant Area
	Major Road		Airport Land
	Built or Approved Neighbourhoods		Express Transit Corridor
	New Neighbourhood (300k)		Urban Corridor
	Intensification Area (300k)		Urban Centre
	Long-Term Growth Area (500k)		
	City Centre		
	New Mixed-Use Neighbourhood (300k)		
	Existing Approved Employment Area		
	New Employment Area		



Note: Populations indicated for new neighbourhoods are estimates

Suggested Additions to the Regina Official Community Plan

Submitted by Brett Dolter

Presented to the City of Regina Executive Committee on Tuesday July 23, 2013

I would first like to congratulate Jason Carlson, Kim Sare and all of those involved in developing this plan for their good work in creating Regina's draft OCP.

I am here tonight to speak in support of the OCP vision for a more compact and complete community that provides a high quality of life. I am also here to propose three additions to the plan as it stands.

I am pleased that the OCP emphasizes increasing density within the city. Goal #3 of the draft OCP is to "enhance the urban form through intensification and redevelopment of existing built-up areas", which includes the preparation of an intensification development strategy.

I would like to propose that greater clarity is needed around *how* intensification will be prioritized, and how greenfield and suburban development will be minimized. Robust policies for intensification should be integrated directly into the OCP.

We know from best practices in other Canadian communities that critical urban form characteristics are required for creating compact, complete, and vibrant neighbourhoods.

There are three characteristics I will focus on tonight. For each I propose additional wording that can be incorporated into the OCP in order to ensure these characteristics are achieved:

- **Density¹** – We know that a dense city increases opportunities for active transportation and transit, creating healthier citizens, reduced greenhouse gas emissions, and a vibrant urban experience. The OCP identifies a gross minimum density of 50 persons per hectare for new neighbourhoods and employment areas, which is a good minimum threshold for supporting active transportation and transit. **Minimum required thresholds should also be applied in other land use designations, with no exceptions, particularly since much of Regina's built up areas currently falls short of the density thresholds required to support active transportation and transit** (see references at the end of this document). *Given Regina's low densities, the existing intensification target of 30% housing development within existing neighbourhoods should be increased to a rate that would create densities that support active transportation and transit.*

¹ I would add to my submission that in the upcoming intensification study the City of Regina should be sure to determine what appropriate, locally-specific minimum required densities would be for different land use designations. Transit-friendly densities vary depending on service quality, transit service pricing, demographics, commuter financial incentives, employment density, and marketing. However current research and best practices indicate that the minimum density should be no less than 50 people per hectare to support active transportation and transit use.

- **Proposed addition to the OCP: Gross minimum densities shall be applied in all developments. While gross minimum densities shall vary based on land use designations, they shall not be less than 50 persons per hectare.²**
- **Connectivity** – This is a measure of a community’s physical connectedness. It impacts the availability of alternative active transportation routes through a network, which influences the real distance travelled between a point of origin and a destination. To achieve an appropriate level of connectivity, **block perimeter sizes should typically not exceed 600 metres**, which represents a significant departure from how Regina’s newest peripheral neighbourhoods are being developed today. The grid system in Regina’s heart – its downtown and adjacent neighbourhoods – offers a workable example of a degree of connectivity that supports active transportation and transit.
 - **Proposed addition to the OCP: Minimum connectivity thresholds, as measured by block perimeter (approximately 600 metres as a maximum) or existing LEED ND connectivity metrics, shall be applied in all developments.**
- **Mixed Land Use** – We know that residents living near multiple and diverse retail destinations make more frequent and shorter shopping trips, and more trips by walking and cycling. The odds of walking as a mode of transport are twice as high in communities where there is a good mix of residential, commercial, and public land uses. To realize our OCP’s vision and priorities, we must use density and other land use tools to require a greater mix of destinations in all of our neighbourhoods. Research tells us that this involves ensuring that a minimum of **10% of land uses in smaller centres and corridors (i.e. neighbourhoods outside major commercial centres) are commercial and employment-based.**
 - **Proposed addition to OCP: A minimum percentage of 10% of land uses in each neighbourhood are commercial and employment-based.³**

In each case I am recommending that the OCP define some of the good principles contained in the document using minimum guidelines.

The City of Regina should be commended for their good work in undertaking a community consultation that is impressive in its comprehensiveness and inclusivity. We can be confident that the vision and ideas in this plan are championed by our citizens. Let’s make this vision a reality by ensuring that we bring a high degree of rigour to the wording of the document and its implementation.

² Examples of Canadian municipalities that have adopted minimum density targets in their OCPs include the City of Dawson Creek, the City of Colwood, and the City of Langford; two of these plans were recipients of the Union of BC Municipalities’ Community Excellence Awards, in Leadership and Innovation.

³ While the market dictates commercial viability, the City of Regina can offer incentives to increase commercial and employment-based developments in every neighbourhood. Higher neighbourhood densities will also support more vibrant neighbourhood commercial opportunities.

Resources and references for the characteristics and associated guidelines/metrics:

- Berrigan, D et al. 2010. *Associations between street connectivity and active transportation*. International Journal of Health Geographics.
- Christian, H. E. 2011. *How important is the land use mix measure in understanding walking behaviour? Results from the RESIDE study*. International Journal of Behavioural Nutrition and Physical Activity.
- Ewing, R. 1996. *Pedestrian and Transit Friendly Design: A Primer for Smart Growth*.
- Frank, L.D. and Pivo, G.1995. *Impacts of Mixed Use and Density on Utilization of Three Modes of Travel: Single-Occupant Vehicle, Transit, and Walking*. Transportation Research Record.
- IBI Group. 2008. *Central Okanagan Smart Transit Plan: Transit-Supportive Guidelines*.
- Leslie, E et al. 2007. *Walkability of local communities: Using geographic information systems to objectively assess relevant environmental attributes*. Health and Place.
- Litman, T. 2012. *Transit Oriented Development*. Retrieved October 2012 from: <http://www.vtpi.org/tdm/tdm45.htm>
- Nosal, B. 2009. *Creating Walkable and Transit-Supportive Communities in Halton*.
- Neptis. 2003. *Travel Demand and Urban Form: Smart Growth Issues Papers*.
- Nosal, B. 2009. *Creating Walkable and Transit-Supportive Communities in Halton*.
- Taylor, B.D. and Fink, C.N.Y. (UCLA Institute of Transportation Studies). *The Factors Influencing Transit Ridership: A Review and Analysis of the Ridership Literature*. Retrieved October 2012 from: <http://www.uctc.net/papers/681.pdf>
- TransLink. 2012. *Transit Oriented Communities Design Guidelines*. International Journal of Health Geographics.
- Walk Score. *Walk Score Methodology*. July 2011. Retrieved September 2012 from: <http://www.walkscore.com/professional/methodology.php>
- Walker, Jarrett. 2012. *Human Transit: How clearer thinking about public transit can enrich our communities and our lives*.



His Worship Mayor Michael Fougere
and Members of City Council

City of Regina
PO Box 1790
Regina, SK, S4P 3C8

The Board of Directors of Bike Regina extends our gratitude to City of Regina Administration for including us as stakeholders in the Design Regina process and in the development of the Official Community Plan (OCP). We appreciate the effort being made to make Regina more equitable and accessible for all residents, and look forward to seeing the outcome.

Bike Regina is supportive of the OCP. In particular, we are pleased to see mention and consideration for:

- All-season **design and maintenance priorities** for roads and pathways;
- Development of standards concerning **end-trip facilities** like bicycle parking; and
- Development of a connected **city-wide bikeway network** and walkable, cycle-friendly streets.

With dedication by the City and developers, these components will create lively, active, and livable streets and neighbourhoods that connect residents while offering more transportation choices.

Bike Regina understands that with competing priorities, resources may not be readily available to see these OCP goals come to fruition immediately. However, as traffic congestion and bicycle ridership continues to grow, creating safe spaces to ride is critical and benefits all Reginans, cyclists and non-cyclists alike. We ask that Council makes implementation of **active transportation policies a high priority**.

We would also like to remind Council that **continuous funding** in the years following approval of the OCP is needed in order to make real, legitimate progress in the realm of active transportation.

We hope that the development of the Transportation Master Plan (TMP), which follows the OCP, will identify specific goals regarding cycling infrastructure and mode share. On behalf of our members who have extensive cycling experience in this city, Bike Regina looks forward to assisting the Administration as a stakeholder in the drafting of the TMP.

Bike Regina officially supports the OCP and encourages City Council to approve the Plan. We believe that the City of Regina is heading in the right direction with an OCP that includes sound active transportation policy to support and encourage more active, healthy, and socially conscious choices.

Sincerely,

Board of Directors, Bike Regina

Alicia Miller, Outreach and Events Coordinator, Regina Public Research Interest Group

Freddy Vandelinden, Owner, Dutch Cycle

August 20, 2013

Dear Mayor & Council,

What you have before you is not sustainable or even going in the direction of sustainability. What you have before you is reducing resiliency for the taxpayers of Regina. What you have before you is not going to build complete communities in 95% of this city. What you have is essentially a status quo document allowing for most of the unsustainable actions of this city to continue. For example, this plan will not support more public transit and paratransit over automobiles.

Based on what I presented to your planners are some fundamental errors in the direction taken so far.

Fundamental Errors

a. The Need for Growth

This city and many other cities have been defining their progress towards some future endpoint as needing to fundamentally, physically and forever grow. They are being defined and have been conditioned to assume that GDP must grow, that the city must become larger in order to be valued and it is my belief that this growth over the years has masked or stopped this city from addressing the inherent problems with the city as a whole.

For instance, the city is currently not able to replace or repair 80% of the current infrastructure, the roads, the water and sewer lines and have started to see the same happening in their recreation facilities. I believe that because they have been able to get someone else to pay for the infrastructure deficit, the city has been able to use the increased revenue from taxes to cover off the growing need for infrastructure repairs and replacement. They have also been able to get higher levels of government to give them more money. This has masked our inability to sustain our infrastructure and we still haven't truly dealt with this problem.

This year, we have begun to borrow more money. There have been more and more infrastructure failures where some have not been readily repaired. Many have been left to sit there and be repaired later. Water lines have been broken for upwards of weeks flowing onto the streets. We were told that doors to recreation centres could not be repaired for months causing them to be excluded as polling stations in the most recent municipal election.

b. The Focus on Growth

By the very fact that one of the additional section of the community plan will exclusively be focused and pushing the city for growth means, in my mind, that not enough focus is going to be placed on fixing the current systems and deal with some of the older parts of the city. Many of the policies will be directed to the currently undeveloped greenfields and by neglect the current neighbourhoods will not be given the attention they need.

If the concept of complete communities, for example, is to be the mantra about which all neighbourhoods will be focused, then there needs to be just as much effort or perhaps more effort devoted to the currently built city. Leaving current neighbourhoods to not have grocery stores, schools or other necessary public spaces will mean that most people will not be given the opportunity to have the same quality of life others may have and this will continue to cost this city and this province more money than it would naturally require to maintain this city. It will also mean that these neighbourhoods will be stagnant and not be in a position to grow the next generation of community leaders in the fields where they will be needed.

c. Contradictions and No Mechanism to Resolve

The involvement of the whole community in the resolution or the building of this community requires that the community be in a position to direct what and how they will be in this city. Today, much of decisions are being made for the corporate proponents that may not even live in this city. Recent closures of big box retail are only but one example. Either the big box retail plays by the rules set out by the community or they should be asked to leave. Similarly, the direction of growth of this city is being determined by the development community, not the people of Regina. An example of what that does to the future of this city can be seen around North America.

This control over the future of this city needs to be given back to the community and to its residents. This will allow for a better response to the next crisis or problem that comes along. This community has the expertise and the knowledge to determine their own future.

Some of the contradictions in the overall plans for the city and some smaller local ones means that the city does not have an effective means of resolving the contradictions. Most of the roles of citizens are simply either

token or limited in scope or simply advisory and they should be given a more robust role in the future of this city if the city is to have the capacity to respond to the future. We will not always have the experts to call when we have problems and we need to be able to resolve the problems ourselves.

d. Cities are Inherently Unsustainable

One of the fundamental visions for this city is that it wishes to be a sustainable city. This city is fundamentally not sustainable. A significant proportion of what this current city needs to operate are being imported from other parts of the globe. And the costs of that importation are not been effectively integrated into the bottom line for running this city. Therefore decisions are being made without all of the details and necessary knowledge. With some of the current global challenges beginning to hit this city, this city will need to re-invent how it does things and what to jettison from its setup. Food will have to be more locally sourced. Water use will need to be routinely and regularly reduced to bring it into line with the inherent capacity of this region to supply its own water. Energy will be the one needing the largest change. Some say we will need to reduce our needs by 80% over the coming decades.

I would say that this has the most challenges but also has the largest number of opportunities. Like many cities, there will need to be a transition plan to transition some jobs into others and some skills will need to be relearned or started from scratch. Some cities have already begun the transition. Some tools like cisterns and other means of retaining our water long past its appearance was something that we had in the past century and will need to be started again.

Here are some other specific comments when reading the document. Unfortunately, I wasn't able to read through the entire document.

Bottom of page 2, last paragraph:

"Bearing in mind these population milestones, it is important to:"

Top of page 3, 2nd bullet:

"continue to maintain a compact urban form and critical mass of *density* within the city;"

How do you 'maintain a critical mass of density'? This statement should read, "Maintain a compact urban form and increase the density within the city."

Page 13, 4th bullet:

"Housing Availability — Housing demand is rapidly changing in the city, moving from the traditional single detached house to more diverse options such as apartments, family-sized rentals, secondary suites, *specific needs housing*, and *attainable housing*."

The recommendation from the housing meetings was to eliminate the definition "special needs housing". One might say "diverse housing needs" but I would defer to the disability community for comment. I thought they had given some suggestions at the meeting.

Page 13, 6th bullet:

"Mobility — The city is increasingly transitioning from car-oriented to people oriented design and development by offering residents a greater range of mobility choices. At the same time, the city faces increased demands for more and better transportation connections to the region."

There is no contradiction or conflict between the direction of the first sentence and the increasing demands for transportation connections to the region. There is a contradiction if the city is not going to pursue equally people oriented design and development in the sphere of regional transportation.

Page 13, 9th bullet:

"Environment — As the next generation grapples with climate change and other environmental issues, the City must continue to work hard to conserve and rehabilitate its *natural system*."

The environment is more than the natural systems. It is waste and water management. It is the elimination of pesticide use in our parks. It is the enjoyment of nature in our backyards and our school grounds.

I have included my entire submission to the Design Regina process on June 15, 2013 if you wish to see more comments provided.

Yours sincerely,

Jim Elliott,
2108 Reynolds Street,
Regina, Sask. S4N 3N1

**RESPONSE
TO THE
DRAFT
OFFICIAL COMMUNITY PLAN
POLICY DOCUMENT**

June 15, 2013

by

Jim Elliott

Introduction

Throughout my involvement in the review and the development of the Official Community Plan, I have participated in the various day long sessions, the presentations by outside speakers and the discussions with the various players in the civic system both administrative and political. There have been also the helpful introduction of other styles of management and research collected over the years at various locations whether in North America or around the world.

Most recently, I have participated in three of the four recent draft policy discussions. Throughout this process, I have attempted to introduce doubt in the current plans as well as suggestions to better the plan or to better describe what I see as being beneficial for the city.

Some of what I will present in this review has been given to the consultants and city staff or made reference to while making other presentations over the 12-15 years of engagement with the City of Regina. In some cases, this has been accepted readily. Other times, there is a quite apparent division of opinion where what I have presented is contrary to their paradigm, belief or the current status quo.

Fundamental Errors

a. The Need for Growth

This city and many other cities have been defining their progress towards some future endpoint as needing to fundamentally, physically and forever grow. They are being defined and have been conditioned to assume that GDP must grow, that the city must become larger in order to be valued and it is my belief that this growth over the years has masked or stopped this city from addressing the inherent problems with the city as a whole.

For instance, the city is currently not able to replace or repair 80% of the current infrastructure, the roads, the water and sewer lines and have started to see the same happening in their recreation facilities. I believe that because they have been able to get someone else to pay for the infrastructure deficit, the city has been able to use the increased revenue from taxes to cover off the growing need for infrastructure repairs and replacement. They have also been able to get higher levels of government to give them more money. This has masked our inability to sustain our infrastructure and we still haven't truly dealt with this problem.

This year, we have begun to borrow more money. There have been more and more infrastructure failures where some have not been readily repaired. Many have been left to sit there and be repaired later. Water lines have been broken for upwards of weeks flowing onto the streets. We were told that doors to recreation centres could not be repaired for months causing them to be excluded as polling stations in the most recent municipal election.

b. The Focus on Growth

By the very fact that one of the additional section of the community plan will exclusively be focused and pushing the city for growth means, in my mind, that not enough focus is going to be placed on fixing the current systems and deal with some of the older parts of the city. Many of the policies will be directed to the currently undeveloped greenfields and by neglect the current neighbourhoods will not be given the attention they need.

If the concept of complete communities, for example, is to be the mantra about which all neighbourhoods will be focused, then there needs to be just as much effort or perhaps more effort devoted to the currently built city. Leaving current neighbourhoods to not have grocery stores, schools or other necessary public spaces will mean that most people will not be given the opportunity to have the same quality of life others may have and this will continue to cost this city and this province more money than it would naturally require to maintain this city. It will also mean that these neighbourhoods will be stagnant and not be in a position to grow the next generation of community leaders in the fields where they will be needed.

c. Contradictions and No Mechanism to Resolve

The involvement of the whole community in the resolution or the building of this community requires that the community be in a position to direct what and how they will be in this city. Today, much of decisions are being made for the corporate proponents that may not even live in this city. Recent closures of big box retail are only but one example. Either the big box retail plays by the rules set out by the community or they should be asked to leave. Similarly, the direction of growth of this city is being determined by the development community, not the people of Regina. An example of what that does to the future of this city can be seen around North America.

This control over the future of this city needs to be given back to the community and to its residents. This will allow for a better response to the next crisis or problem that comes along. This community has the expertise and the knowledge to determine their own future.

Some of the contradictions in the overall plans for the city mentioned above and some of the smaller local ones mentioned below does not have an effective means of resolving them. Most of the roles of citizens are simply either token or limited in scope or simply advisory and they should be given a more robust role in the future of this city if the city is to have the capacity to respond to the future. We will not always have the experts to call when we have problems and we need to be able to resolve them ourselves.

d. Cities are Inherently Unsustainable

One of the fundamental visions for this city is that it wishes to be a sustainable city. This city is fundamentally not sustainable. A significant proportion of what this current city needs to operate are being imported from other parts of the globe. And the costs of that importation are not been effectively integrated into the bottom line for running this city. Therefore decisions are being made without all of the details and necessary knowledge. With some of the current global challenges beginning to hit this city, this city will need to be re-invent how it does things and what to jettison from its setup. Food will have to be more locally sourced. Water use will need to be routinely and regularly reduced to bring it into line with the inherent capacity of this region to supply its own water. Energy will be the one needing the largest change. Some say we will need to reduce our needs by 80% over the coming decades.

I would say that this has the most challenges but also has the largest number of opportunities. Like many cities, there will need to be a transition plan to transition some jobs into others and some skills will need to be relearned or started from scratch. Some cities have already begun the transition. Some tools like cisterns and other means of retaining our water long past its appearance was something that we had in the past century and will need to be started again.

General Comments

a. Lack of Details

There is a lot of things and details and Maps and other sections that are missing at the time of the writing of this draft. It makes it extremely hard to anticipate problems if you have no means of referencing the material that needs referencing. Many appendices are missing or being worked on. Some sections are entirely missing.

b. Retention of Agricultural Land

This city policy should retain as much agricultural land available for the production of food in this region as is possible. Many cities, like Detroit, are now having to rip up old roads and tear down old building and return land back to agriculture. So it is inherently less costly to have as its general goals to support the local production of food and other agriculture products reducing our ecological footprint as well as increasing our resiliency by reducing the impacts of global problems like bird flu, BSE and other food related problems.

Section Comments

Section C: Growth Plan

Goal#3 – Intensification

1.10.7 It is identified that there will be guidelines for future intensification of NEW NEIGHBOURHOODS. Why not increase the density of the new neighbourhoods to a significant level where after they is likely not going to be a need to intensify them later. It is more effective and less expensive to build them right the first time rather than after the fact.

Section D: City Wide Policies

D1: Regional Context

Goal #4 Partnerships

1.13 The regional natural systems cannot be separated entirely from the adjacent land development. In order for the systems to work best, they must be somewhat integrated and mutually utilizing the other systems. Hard surfaces like parking lots, for example, need to be able to by themselves, respond to storm water drainage and not simply push the water off of the property and let some other system accommodate their waste. When draughts occur, water could be retained on site to water vegetation on site from underground retention tanks. Some could be integrated into the greywater system in buildings. Toilets, for instance, do not need to use potable water. Perhaps some industrial systems could be modified to mimic bioengineering so as to reduce waste and energy needs.

D2: Environment

Goal #1 Natural Systems

2.1.1 The statement, "wherever possible" should be removed as this should be more directive. The knowledge and expertise to engineer wetlands and to augment them to include natural vegetation is known in this city or in landscaping expertise in the prairies. Wetlands are an effective use of land to reduce flooding, to retain natural areas for education and environmental services in the city. This city is situated in a semi-arid ecoregion and therefore, wetlands are a valuable piece of existing in this region.

2.2 The statement should be that creeks and natural waterways should be restored and maintained throughout the city and that these should be in a natural or as close to natural state as is possible.

2.4 The imposition of an ecological assessment for some developments is valuable but the legal underpinnings of this are unclear. References need to be made to the Cities Act or the Planning and Development Act or other rules that give the city the authority to ask for this information. As well, the types of projects that will be asked for this additional data needs to be easily identifiable and justifiable. Also a system of how this will be done needs to be developed.

Gap: Cleanup of Contaminated Sites

All current contaminated sites need to be cleaned up over a set period of time. Easier ones might be done through the development of the property cooperatively with the City and the developer. Larger problematic sites may require provincial or federal funding.

Gap: Invasive Species

A comprehensive and rational strategy to control or deal with invasive species whether, plants, animals or fish needs to be included in the plan. This would also have to be matched with a control program that reduces or eliminates the need for pesticides or other interventions.

Goal #2 Urban Forest

2.7.1 The definition or rationale for the use of five trees per person needs to be better delineated or referenced. If one was to suggest carbon sequestration as a value, then this needs to be defined.

Gap: Rooftop Gardens

The use of roof gardens and other vegetation needs to be encouraged.

Goal #3 Water Protection

Definition of maintaining the integrity of the aquifers, surface and groundwater resources needs to be more readily spelled out.

Gap: Limiting of hard surfaces and greater retention and infiltration

Gap: Enabling greywater and rain harvesting systems for supplies of non-potable water for residences and businesses.

Goal #4 Climate Change

Gap: Development and use of green energy supplies both residential or commercial. Reduce the barriers to the use of these systems. Develop city-wide or civic electricity generation systems like windmills and landfill gas turbines.

2.13.1 The promotion of more energy efficient new construction runs counter to the current capacity of the city to get rebates from the Crown Utilities as a revenue source. Encouraging efficiency or green energy sources means less revenue from the provincial government, thereby requiring taxes to go up.

D3: Transportation

Goal #1 – Sustainable Transportation Choices

3.3 The need is to limit the need for the single-occupancy automobile, not to reflect a more multi-modal city. The policy should be direct and state the need to increase the use of walking, biking, car-pooling and transit.

3.5 The phrase, “where necessary” should be removed. The emphasis should be that Demand Management Plans should be decreasing private auto use and encouraging or removing barriers to more active transportation options for all locations around the city.

Goal #2 Public Transit

3.12 Conventional transit system will be fully accessible by 2016 so it is unclear why this policy should not simply state that all of the conventional transit system shall be accessible. And secondly, the availability of accessible transit is not going to significantly deal with the need to fundamentally expand the paratransit services in the city. The emphasis of this point should be the pressure to have the paratransit fully meet the needs of those that require it.

3.13 The exploration of options is not of any value if there are not mechanisms and intent to in fact reduce private auto trips. There has to be a method of introduction and piloting of programs to reduce private auto trips.

Goal #3 Integrated Transportation and Land Use Planning

3.15 The “where appropriate” should be removed and make it a requirement to analyze all transportation options when creating new developments. As an example, there should have been an effort to introduce a bus service to the Global Transportation Hub to limit the requirements for parking, storm water drainage and traffic congestion. Also there needs to be consideration of bus turnarounds and bicycle facilities on site.

Goal #4 Road Network Capacity

3.21 There needs to be a set limit to capacity, either through numbers of cars per hour or average speed limitations due to congestion. At this point, there should be high-occupancy vehicle lanes and perhaps express buses introduced or piloted so as to determine whether these will allow for a higher capacity of people to be moved down a certain corridor.

3.22 This isn’t needed as the points earlier in this section are sufficient to get the benefits identified in this section.

Goal #5 Active Transportation

3.25 The words, “where feasible”, should be removed and that the current pathways must be maintained and expanded into new and existing neighbourhoods.

Gap: Creation of Bicycling Facilities

Bicycle facilities, i.e. locking poles, enclosed storage units, curb cuts, shower facilities and other changes need to be established at destinations as well as along cycling routes. There may be opportunities for sharing of facilities. For example, the YMCA and YWCA may consider a special membership fee rate for those that commute downtown and would simply use the shower room for a short period of time and need no storage or use of other programs on site.

D5: Land Use and Built Environment

Goal #1 Complete Neighbourhoods

Gap: Definition of New Neighbourhood

There is no definition of new neighbourhood. As this should be utilized throughout the city, there probably should not be any distinction between new and old neighbourhoods.

5.1.3 The diversity of housing may be valuable but the housing variance needs to be mixed as well so that there is no ghettoization or segregation of housing types. These should also allow for a greater diversity of income and family types. This could allow for some synergies between elders and those that need babysitting for instance or the sharing of resources like lawn mowers.

5.15 There should not be any more gated communities as this limits connectivity.

5.4 The attachment of specific policies to “surplus” sites means that one service type has changed. This site should not necessarily mean that it will be surplus forever but may simply be utilized for a different model of use. Most of these should not be limited to school sites as commercial space changes and there may be need to redevelop old fire halls.

Goal #2 City Centre

5.7.1 The use of the word “attractive” needs to be removed as it is highly subjective. Heritage properties in some people’s minds are not attractive, for instance.

5.10.2 The guidelines and regulations should be for all of the areas of the city not just limited to the city centre. All neighbourhoods need place making and a

community identity. They also may wish to support a specific architectural feature or design.

Gap: Support for missing services

There needs to be a list of basic needs that should always be in every neighbourhood, like grocery stores. In addition to keeping a list, there should be some mechanism to assess why a service like a grocery store either has been lost or doesn't simply come back. There may be some systemic problems that are not being addressed but have surfaced as a move away from one type of service.

Gap: Food Desert Map

There should be a food accessibility map and report available for those who need to analyze the known availability of basic services like food.

Goal #4 Employment Areas

5.21.1 Major institutional areas should be accessible with active transportation like biking and walking. This may be the same corridors or links with the transit as it should be possible to take the transit to work (bike on the front of the bus) but ride your bicycle home.

Gap: Buffers around Major Institutional Areas

There have been some glaring examples of problems coming from major institutional areas into the adjacent residential areas. An example of this is the light pollution coming from a casino. Features like strong lighting facilities, there needs to be an assessment and some measure of control just like noise.

Gap: Definition of High Quality Public Realm

There is discussion of providing a high quality public realm but there is no definition or examples to give someone a sense of what is possible.

Goal #5 Built Form and Design

5.40 This statement identifies that the City "may" require a list of initiatives. If these are laudable goals and something that are seen as positive for a neighbourhood, then why are they not more forcibly suggested to be included in the neighbourhood plan and therefore required of those developing properties in that neighbourhood.

5.42 If this is being considered then there needs to be more direction given as well as some more description of what it is pursuing. To put this in as is is very

provocative and inflammatory if you are seeing this as having only negative costs and do not see the benefits of doing what is being proposed.

Gap: Definition of Flankage Street

A definition or a more specific description needs to be included in the plan.

Goal #7 Special Policy Areas

5.45.2 This is contradictory to some of the other policies where you are encouraging the development of stormwater retention and natural ponding. You are talking about a no-net loss wetland policy.

5.46.2 When there is a restriction around Evraz, then why is there not a similar buffer restriction around the Cooperative Refinery and Upgrader. It is recognized that there are some housing within what would be a reasonable buffer but that should suggest that there should be caveats put on each of those properties if the homeowners are unaware of what is potentially possible when it comes to errant emissions or other hazardous incidents related to the operations of the refinery and upgrader.

D6: Housing

Introduction

The supposition that growth is a given and that it automatically increases competition for existing units and drives up the cost of housing, this assumes that housing is static and that the growth is not creating an appropriate increase in the number of units available. There is a relationship but one should not identify one side of the equation without explaining that the other side can occur, that being either growth doesn't happen or plateaus or the supply of housing goes up sufficiently that completion goes down and housing prices go down.

Goal #1 Housing Supply and Affordability

6.1 This should be "promoting the supply of diverse types of housing meeting all needs of the community in all neighbourhoods".

6.3 There should be a "decrease in the number of vacant, non-taxable and under-utilized lots within the city that are appropriate for residential development." Efforts should be made to encourage landowners to develop residential opportunities. This is especially needed in the city centre with single-use parking and abandoned gas station lots.

Goal #2 Existing Housing Stock

6.9 This consistency should not significantly impact the rental market.

6.12 Apartments and multi-unit buildings should be encouraged but not indiscriminately and must fit the character of the neighbourhood. I look at two different responses to school site infill. The Wetmore School site is inappropriate where the Joseph School site is much better and more in tune with the neighbourhood character.

Goal #4 Housing for Persons with Special Needs

6.13 All new housing should be considered as being universally designed allowing for the maximum flexibility and would allow for the re-deployment of this housing for other needs. One example would be the ability to convert part of a house into something that would be useable by a senior parent or for the empty nesters to stay in the house while renting out parts of the house to tenants. This should also limit the ability of the homeowner to restrict the development of a secondary suite in the basement or at least not put up barriers to redevelopment.

6.14 Group care facilities should be available through discretionary use in all residential and mixed-use designations. This would allow them everywhere but would also allow for some required community discussions.

D7: Parks, Recreation and Open Space

Goal #1 Open Space and Recreation Principles

7.3 There may be limited synergies but this is not universal. This principle cannot be seen as absolute as sometimes moving current programs from a neighbourhood will fundamentally cut any benefits of being in this community. A good example of this is the closing of Haultain School. Without that facility there and the associated open spaces, this community will only see a decline in desirability. Similarly the movement of hockey rinks and pools out of the neighbourhoods to a co-located facility may have some benefits when costs are involved but this may inherently put up barriers to use. Every neighbourhood is unique and must be considered separately. Some have natural or significant barriers and these must be taken into the discussion about what to do with recreation and open space allocations.

7.4 Neighbourhoods and individual properties need to have the same pathways, trails and natural systems as the regional trails and natural systems. It shouldn't be seen as natural systems over there and something different over here. Most open space is using the same air, water and other environmental services as those in the household or property.

D9: Health and Safety

Goal #1 Safety and Urban Planning

Gap: Not enough about safety in section

The section seems to be lacking a lot of detail about safety, just a little about power lines and making sure those emergency vehicles can get around. The information about CPTED should be included in this section including some more direction of what constitutes crime prevention through environmental design. This would encourage everyone who is building anything to consider what they are doing and not necessarily requiring a full CPTED assessment.

There needs to be some indication about efforts to reduce crime. There also needs to be some direction given to make sure that there are enough pedestrian crosswalks and safe corridors for pedestrians around arterial streets.

There is no discussion about flooding and flood plains.

D10: Economic Development

The phrase synchronized with the natural environment is unclear. The natural environment must not be compromised or diminished by the introduction of a human economy. In fact, the economy would be best if it was mimicking the natural systems around them. Biomimicry or biomimetics is the examination of nature, its models, systems, processes, and elements to emulate or take inspiration from in order to solve human problems. These models, systems or process have in many cases been developed over thousands of years. They are in some cases less energy intensive or are significantly better than what we could have independently created.

The economy of Regina, its region and the province are only artificial boundaries and to be truly sustainable, Regina's economy must become a subset of the natural systems that are around it. We have a great potential for getting energy from the sun, retaining a lot of our necessary water from the rain that falls and providing locally much of our food. Similarly, the population of Regina must better respect the natural barriers of the region or be in a position to migrate as others are needing to do due to climate change and other natural limitations put on us across the globe.

Goal #1 Collaboration and Partnerships

10.3 Our regulatory framework, if we wish to move towards sustainability, needs to better penalize or stop those activities that reduce our sustainability and put our resilience at jeopardy and support or grant those activities that increase our capacity to be sustainable and resilient. One poor example of this is the current recycling framework. We are penalizing or forcing people to pay extra who want to

recycle and believe it is good to recycle while not penalizing those that continue to put their waste into the garbage stream. This continues to force the city to spend more money on dealing with a landfill and wasting the capacity of our economy to utilize its waste streams again.

An old concept, sustainable development, refers to a mode of human development in which resource use aims to meet human needs while ensuring the sustainability of natural systems and the environment, so that these needs can be met not only in the present, but also for generations to come. It is seen to be a balance between negative and positive actions. Some would say that it is not possible to balance and therefore must consider doing more restorative actions until such time as the impacts of our destructive actions are significantly reduced. Because, society is generally negative, we must put more efforts into being restorative rather than carrying on our destructive economy.

D11: Social Development

Goal #1 Social Sustainability

11.3 In addition to the encouragement of the use of activity centres, there should be an effort to provide public neighbourhood facilities in every region of the city. This could be done through the re-deploying of other facilities like churches or schools or abandoned business space.

11.4 Local food production on private and public land should be supported, not simply community gardens. This should go as far as encouraging the planting of fruit-bearing trees and shrubs in the public realm.

11.10 The provision of year-round space should not be limited to the farmers' market but other projects like the local processing of food, canning, freezing or the making of salsa, jams, etc.

Goal #2 Community Security

11.14.3 The programs of graffiti management and litter control should be part of a broader program. Graffiti management should be seen as part of the broader wayfinding, public space and cultural aspect of their community. Litter control should be seen as part of a clean neighbourhood and a means of waste diversion and pride in the community. Developing of public and private space through cultural development should be encouraged.

Goal #3 Vulnerable and Marginalized Populations

11.15 The basic needs should include education and meaningful employment or service to the community.

11.16 This statement should be stronger and read “advocate for the development of a comprehensive plan to eliminate homelessness in partnership with other levels of government and the private sector”. All citizens have the right to adequate housing.

Goal #4 Social Inclusion

11.19 The inclusion of sitting on boards and committees when used as examples limits the scope and potential for social inclusion in the community. Citizens should be encouraged to become citizen experts on a host of issues like gardening, composting, bicycle repair, child care and volunteering.

11.21.1 The aging in place should be promoted in all neighbourhoods, old and new and in the same house, if possible.

11.24 All citizens should have the basic ability to be mobile in their city and have access to all of the city, its life and its neighbourhoods. And the City should be strongly encouraged to provide that basic right.

Appendix: Complete Neighbourhoods

The diversity of housing forms should use more determinants than simply income. Things like universal design and special variance across the neighbourhood should also be used to determine whether the diversity is present in any neighbourhood.

A comprehensive listing of neighbourhood needs and desires would be a valuable assessment tool as well as a way to direct efforts to make a community better. More with a walking attachment would be better than ones that require parking lots.

Community resources, services and amenities should be met within a certain parameters like a physical distance. Food deserts use a range from 0.7 kilometres to about 1.0 kilometre. I think, the current policy of transit availability states that all routes shall be approximately 0.9 kilometres from all residents. There should be an encouragement for walking school buses eliminating the need for school buses in Regina. Some have used the distance of 1.5 kilometres as the furthest most people will walk to a destination especially grocery or other stores. It is, for instance, the distance from my home and the closest grocery store.

Just having parks, open space and the city’s natural systems within a certain distance of the community is not sufficient to deem it a complete community. Simply having a patch of mowed grass and a park bench does not fulfill the value of the service to the community. It must provide value to the resident. It must be tangible, functional and concrete and not just be there. There must also be

something in that parcel that provides that spiritual or personal connection to the land.

Glossary

Noted that there are many definitions that are fully described.

August 20, 2013

To: His Worship the Mayor
and Members of City Council

Re: Supplementary Report - Special Study Areas and the Official Community Plan

RECOMMENDATION

1. That the Special Study Area (SSA) land owned by North Ridge Development Corporation (North Ridge) meets the requirements of policy 2.14 and may proceed as part of the 300,000 population phase of the Official Community Plan (OCP) subject to the following conditions:
 - Sanitary sewer servicing is expected to occur to the south, connecting to the future Westerra pump station, unless alternative plans acceptable to both the developer and the Administration are developed. Grades and depths for the North Ridge sanitary trunk will be designed to accommodate future development of the neighbouring properties between the SSA and Dewdney Avenue.
 - Stormwater management for the North Ridge land will be designed to accommodate future gravity flows from the neighbouring properties between the SSA and Dewdney Avenue where the topography permits.
 - Water servicing will be provided by the Dewdney Avenue/Global Transportation Hub watermain, with a secondary connection to the north. The design of the North Ridge watermain will permit the future connection of the neighbouring properties between the SSA and Dewdney Avenue.
 - The road network within the SSA will include an allowance for a future road to the south, an intersection on Pinkie Road, accommodation of future widening of Pinkie Road, and other considerations to be planned in conjunction with the completion of the Transportation Master Plan this fall.
 - Any other utilities constructed from the south or Pinkie Road will be designed and built so as to provide service to the broader area wherever possible.
 - The North Ridge land will be subject to a collaborative planning process to integrate the Westhill/Fairways West neighbourhoods with the land to the south, including the construction of new City roads and services.
 - The North Ridge development will conform to the requirements of OCP.
2. That 120 hectares (ha) of the SSA land owned by Dundee Development Corporation (Dundee) meets the requirements of policy 2.14 and may proceed as part of the 300,000 population phase of the Official Community Plan (OCP) subject to the following conditions:

- Any roads, services or other utilities constructed in the first phase of Harbour Landing West will be designed and built so as to provide future service to the broader area wherever possible.
 - The developer must fund, own and operate any temporary infrastructure, including the temporary drainage pumping system. The developer is also responsible for transitioning the temporary system to a permanent solution once it is constructed.
 - Should capacity in the Harbour Landing West pump station prove insufficient, the developer would be responsible for any additional costs to upgrade the pump station or scale back development plans accordingly.
 - The first phase of Harbour Landing West will be designed to integrate with the existing Harbour Landing neighbourhood and the continued development of Harbour Landing West and southwest Regina in the future.
 - The Harbour Landing West development will conform to the requirements of the OCP.
3. That the remaining land in the future Harbour Landing West neighbourhood will be evaluated for future development as part of a comprehensive review of the City's future growth on lands that are anticipated to be annexed in 2014.
 4. That the timing of development for both areas, identified in recommendations 1 and 2, be determined through the development of a phasing and financing plan for the 300,000 population phase, which will be completed collaboratively with the development community and provided for the consideration of Council in December of 2013.

CONCLUSION

Following the Executive Committee meeting on July 23, 2013, Administration has been working with the property owners of the two areas identified within the draft OCP as Special Study Area (SSA). The North Ridge land and 120 ha of the Harbour Landing West Special Study Areas meet the requirements of policy 2.14 and may proceed as part of the 300,000 population phase of the Official Community Plan (OCP) subject to the conditions outlined in this report. The remaining land in Harbour Landing West will be considered as part of review of all newly annexed lands once that process is complete. Timing for the development of both the North Ridge land and 120 ha of the Harbour Landing West will be determined as part of a review being completed for consideration by City Council in December of 2013.

BACKGROUND

On July 23, 2013, Executive Committee considered a new OCP, known as "Design Regina." The OCP identifies new lands required to accommodate growth to a population of 300,000, as well as, the lands that should be protected to accommodate a future population of up to 500,000.

Design Regina is meant to replace the current OCP or Regina Development Plan (RDP). The RDP guided the City's growth to a population of 235,000 and showed growth areas that would take the City to a population of 300,000 and beyond. The 300,000 and 300,000-plus growth areas in the RDP were subject to limited planning, financial or engineering study. When the Design Regina process began, a higher level of rigour was desired for all future growth areas. As such,

the development community was informed in June of 2010 that the new OCP would replace the RDP and would include a review of all previously identified growth areas beyond a population of 235,000. The letter sent to developers is provided in Appendix A.

The Administration and its consultants developed several new growth scenarios, ultimately refining them into three options: a dispersed option with growth occurring in many locations; a northwest/southeast option; and a west/central option. These scenarios were evaluated based on cost per person, the provision of geographic diversity for housing, the completion of communities, integration with employment opportunities, and other considerations.

Based on the above evaluation criteria and input from the public and stakeholders, the Administration developed the growth option that is currently before Council. This plan sees major development in the northwest, west, southeast, and central areas. It provides geographic choice, gives preference to lower costs per person in most new areas, and compliments employment centres and other developments not previously contemplated in the RDP, such as the Global Transportation Hub.

This Growth Plan also includes two Special Study Areas (SSA) resulting from the need for additional information prior to inclusion in the 300,000 population phase. The SSA designation would allow the lands to be developed as part of the 300,000 population phase subject to the following conditions:

- Development can proceed using capacity in existing infrastructure without significant upgrades being required;
- Any proposed new infrastructure supports planned long-term growth and can be provided in the financial best interest of the City of Regina from a life cycle cost perspective;
- Any interim servicing will be fully the responsibility of the developer until infrastructure supporting long-term growth is in place;
- The area can be developed in such a way so as to permit ready integration with future planned development and, where applicable, existing neighbourhoods; and,
- Impacts on the existing community, built or approved neighbourhoods, or other recommended development associated with the 300,000 population are minimal.

During its consideration of the proposed OCP, Executive Committee directed the Administration to work with the developers whose lands are designated as SSA prior to the OCP being considered by City Council on August 20, 2013. This report discusses the results of that process and the Administration's recommendations

DISCUSSION

Each SSA was applied in order to allow additional lands to be included in the 300,000 population phase should additional information be available from the developer to demonstrate that they met the policies within 2.14 and 2.15 of Section C of the proposed OCP. As each SSA was established for different reasons, they are discussed separately.

North Ridge SSA

The North Ridge SSA is bound by Pinkie Road to the west, the CN rail line to the south, Wascana Creek and Westhill/Fairways West to the north and east, and the Joanne Goulet Golf Course to the north. The developer has proposed a population of 2,000 people on approximately 32 ha of land.

The North Ridge lands were designated as an SSA due to the need to integrate their streets, services and land use plans with both existing development to the north and east, and future development between the SSA and Dewdney Avenue. Previous plans for the North Ridge SSA had proposed servicing via neighbourhoods north of the creek. This approach presented challenges with respect to sanitary sewer capacity and transportation connectivity, as well as environmental and geotechnical concerns associated with crossing the creek. In addition, it did not consider the new services available in the area as a result of servicing the Global Transportation Hub nor the OCP recommendation for a new mixed use development (Westerra) south of the SSA. Integrating to the south also presents some challenges, such as connectivity to the south and the limited planning information available for the lands between the SSA and Dewdney Avenue.

This SSA was established in order to allow the North Ridge development to proceed, should the Administration and the developer agree on how it would bridge the existing communities to the north, with future development to the south. To that end, the Administration and the developer have agreed to the following principles to govern its future construction:

- Sanitary sewer servicing is expected to occur to the south, connecting to the future Westerra pump station, unless alternative plans acceptable to both the developer and the Administration are developed. Grades and depths for the North Ridge sanitary trunk will be designed to accommodate future development of the neighbouring properties between the SSA and Dewdney Avenue.
- Stormwater management for the North Ridge land will be designed to accommodate future gravity flows from the neighbouring properties between the SSA and Dewdney Avenue where the topography permits.
- Water servicing will be provided by the Dewdney Avenue/Global Transportation Hub watermain, with a secondary connection to the north. The design of the North Ridge watermain will permit the future connection of the neighbouring properties between the SSA and Dewdney Avenue.
- The road network within the SSA will include an allowance for a future road to the south, an intersection on Pinkie Road, accommodation of future widening of Pinkie Road, and other considerations to be planned in conjunction with the completion of the Transportation Master Plan this fall.
- Any other utilities constructed from the south or Pinkie Road will be designed and built so as to provide service to the broader area wherever possible.

- The North Ridge land will be subject to a collaborative planning process to integrate the Westhill/Fairways West neighbourhoods with the land to the south, including the construction of new City roads and services.
- The North Ridge development will conform to the requirements of OCP.

For its part, the City will need to ensure the abutting areas will be planned for land use and infrastructure in a cost efficient and effective manner that is compatible with the North Ridge development under the OCP policies.

The developer has agreed to these conditions (Appendix B) and, as a result, the Administration recommends that the North Ridge SSA proceed as part of the 300,000 population phase. It will be subject to the appropriate goals and policies of the OCP and part of the phasing and financing planning expected to be complete by the end of the year.

Harbour Landing West SSA

The recommended Growth Plan did not originally include any development in Regina's southwest because the cost of servicing was higher than in other potential growth areas on the west side of the City. The developer, however, subsequently suggested that approximately 120 ha of land accommodating an estimated 6,000 people could be developed at minimal cost using services from the existing Harbour Landing neighbourhood. The Harbour Landing West SSA was identified in order to allow this initial phase of development to proceed, subject to the Administration approving the developer's servicing proposal to meet the requirements of policy 2.14 of Section C in the proposed OCP. The Administration has reviewed the submission and reached the following conclusions with respect to the 120 ha of development originally proposed:

- Water servicing of the development in advance of the construction of a new third pressure zone is possible. Harbour Landing West meets all pressure requirements, although slightly exacerbates pressure problems in east Regina. Note that these pressure problems are related to peak hour pressure and do not impact fire flows.
- The developer has demonstrated that sufficient wastewater capacity is likely available in the Harbour Landing West pump station to accommodate the 120 ha of proposed development.
- While traffic volumes and congestion will increase both in Harbour Landing and on key arterial streets like Lewvan Drive and Gordon Road, developing 120 ha of Harbour Landing West does not trigger the need for major improvements, such as an alternative route to downtown via Courtney Street and 13th Avenue.
- Drainage management is challenged by topography. The SSA naturally drains to the west. The developer's proposal suggests that stormwater should be collected in ponds in Harbour Landing West and pumped to the existing Harbour Landing channel. This pumping arrangement would be temporary, but would cost approximately \$2.5 million.

Subject to the developer's agreement to the revised drainage plan, the Administration is prepared to recommend inclusion of 120 ha of Harbour Landing West in the 300,000 Growth Plan. The following conditions will also apply:

- Any roads, services or other utilities constructed in the first phase of Harbour Landing West will be designed and built so as to provide future service to the broader area wherever possible.
- The developer must fund, own and operate any temporary infrastructure, including the temporary drainage pumping system. The developer is also responsible for transitioning the temporary system to a permanent solution once it is constructed.
- Should capacity in the Harbour Landing West pump station prove insufficient, the developer would be responsible for any additional costs to upgrade the pump station or scale back development plans accordingly.
- The first phase of Harbour Landing West will be designed to integrate with the existing Harbour Landing neighbourhood and the continued development of Harbour Landing West and southwest Regina in the future.
- The Harbour Landing West development will conform to the requirements of the OCP.

Dundee does not support the recommendation to include only 120 ha of Harbour Landing West in the 300,000 population phase and requests the inclusion of all 500 ha of development conditions (Appendix B). This request is partly on the basis that Harbour Landing West was shown in the RDP's 300,000 population plan and Dundee has made investments on that basis. The developer also disputes the City's cost analysis for Harbour Landing West relative to other areas that are recommended for inclusion in the 300,000 population Growth Plan. The Administration does not recommend including all 500 ha of development at this time, since it does not meet policy 2.14 of Section C for the following reasons:

- Financial Capacity: The developer indicates that approving the full build-out of Harbour Landing West requires an investment of about \$430 million, \$70 million of which is funded by Servicing Agreement Fees (SAF). The Administration's cost estimates are somewhat higher, but even \$70 million in additional debt would prove challenging given the City's borrowing capacity and other financing commitments. Dundee has offered to front-end the costs associated with the full development of Harbour Landing West. At this time, however, front-ending debt is still considered City debt. Potential solutions to the problem of growth-related debt and the City's borrowing capacity will be explored further in the phasing and financing work that will be completed this fall.
- Impacts on SAF: Based on the costs submitted by the developer, the full-build out of Harbour Landing West is expected to increase the SAF rate by about 20%. Including the 120 ha the developer originally requested results in a more modest increase of 3.5%. SAF are typically a flow-through cost, passed on from developers to builders, and ultimately to homeowners.

- Impact on Costs: The new OCP and many existing City policies are based on the premise that “growth pay for growth.” Through the OCP process, the costs of three growth options were analysed in relation to one another. Two of these scenarios included significant development in the southwest, but both were more costly from a capital and operating perspective. Including all of Harbour Landing West would result in a more costly growth option for the City and increase the demand for resident services.
- Developing Complete Neighbourhoods: If Harbour Landing West is approved, development could occur in many neighbourhoods all at once, spreading the City’s population growth out between those areas. This dispersed approach to growth means that each individual neighbourhood would develop more slowly and therefore take longer to reach the population thresholds needed to support amenities and services needed to create complete neighbourhoods such as neighbourhood hubs, transit operations, schools and recreational facilities. The 120 ha, however, can be considered as an extension of the existing Harbour Landing neighbourhood and a bridge to the eventual full build-out of Harbour Landing West.

While the Administration recommends including only the 120 ha of Harbour Landing West in the 300,000 population phase, the continued development of the neighbourhood will be reviewed after annexation. Once annexation is complete, the Administration will undertake a review of all newly annexed lands and provide recommendations related to the timing and costs associated with their future development. The annexation process is expected to be completed in mid-2014, with the comprehensive growth study of those lands to be completed in 2015. This growth study will be done well ahead of the completion of the 120 ha recommended in this report and provides the opportunity for Dundee to continue to develop the existing Harbour Landing neighbourhood.

RECOMMENDATION IMPLICATIONS

Financial Implications

The proposed OCP and existing City policies are based on the premise that “growth pay for growth” with respect to capital costs. The financial analyses completed for the OCP concluded that this is also largely true for operating costs. Including the North Ridge lands and 120 ha of Harbour Landing West in the 300,000 growth phase, is not expected to substantially alter the financial plans established in the new OCP, allowing for the continued recovery of operations costs through taxes and utility charges.

Should they be approved for inclusion in the 300,000 population phase, the timing of the development of the North Ridge lands and 120 ha of Harbour Landing West recommended for inclusion in the 300,000 population phase, will be determined through a phasing and financing review that will be submitted for the consideration of City Council in December of 2013. A more detailed examination of debt capacity and the impacts on SAF and other City revenues will be included in that process.

Full cost estimates for North Ridge are not yet available due to the preliminary level of planning and engineering work underway. The financial implications of including this area as part of the 300,000 population phase are expected to be manageable as part of the financial plans associated with OCP. Most services requiring Servicing Agreement Fees or other City funding are also required to develop the land to the south and are already included in the cost estimates for the recommended Growth Plan. Other services are expected to be local to the development and therefore fully funded by the developer. Including the North Ridge lands will additionally require

the extension of water and wastewater services into the area and a new intersection on Pinkie Road, some of which would be SAF-funded. Excluding the impacts of phasing, the North Ridge lands are anticipated to increase the SAF rate by approximately 2.5%.

With respect to the Harbour Landing West SSA, the financial impacts are largely associated with the need for significant SAF-funded infrastructure. The developer indicates that approving the full build-out of Harbour Landing West requires an investment of about \$430 million, \$70 million of which is funded by SAF. The Administration's SAF cost estimates are higher, but additional debt of this magnitude cannot presently be accommodated in the City's borrowing capacity. Potential options for managing growth-related debt will be explored in the phasing and financing work that will be completed this fall. At this time, however, SAF debt must be accounted for in the City's borrowing capacity. Excluding the impacts of phasing, the completion of all of Harbour Landing West would be expected to increase the SAF rate by about 20%, while the recommended 120 ha results in a more modest impact of about 3.5%.

Environmental Implications

There are no environmental implications associated with this report.

Policy and/or Strategic Implications

The OCP is the City's highest-order strategic document, guiding Regina's growth and development for the next two decades or more. It provides a comprehensive policy framework to guide the physical, environmental, economic, social, and cultural development of the City.

Since the project commenced, Design Regina has considered existing studies and information, completed additional work to fill information gaps, and engaged the community and City staff from across the organization in the Plan's development. The result of this process is the proposed OCP which, once approved, will direct growth and change in the community and guide decisions, investments and actions to meet the Community Priorities and the overall vision of the City.

Including the North Ridge land and 120 ha of Harbour Landing West in the 300,000 population phase is consistent with the goals and policies of the OCP. Including the balance of Harbour Landing West in the 300,000 population phase, however, has not been subject to the technical and financial rigor that led to the recommended Growth Plan. A post-annexation review of all newly annexed lands, will consider when development should proceed in Harbour Landing West from a variety of policy perspectives, including market demand, costs, land supply, and consistency with the OCP's goals and policies.

Accessibility Implications

There are no accessibility implications associated with this report.

COMMUNICATIONS

The contents of this report have been communicated with both developers. No additional communications activities are planned for the supplemental report.

DELEGATED AUTHORITY

Disposition of this report is within the authority of City Council.

Respectfully submitted,

Handwritten signature of Kelly Wyatt in black ink.

Kelly Wyatt, Director
Construction & Compliance

Respectfully submitted,

Handwritten signature of Diana Hawryluk in blue ink.

Diana Hawryluk, Director
Planning

Respectfully submitted,

Handwritten signature of Jason Carlston in black ink.

Jason Carlston, Deputy City Manager
Community Planning & Development

Report prepared by:

Kelly Wyatt, Director, Construction & Compliance

#57884

FILE COPY

Appendix A



June 7, 2010
File No: 4800 POL-OCP

«Name»
«Address»
«City» «Pcode»

Dear Sir/Madam:

Re: Official Community Plan Progress Update

In mid-2009, the City of Regina initiated the review and development of a new Official Community Plan (OCP). The purpose of the OCP is to provide a comprehensive policy framework to guide the physical, environmental, economic, social, and cultural development of the municipality or any part of the municipality (*Planning and Development Act, 2007*).

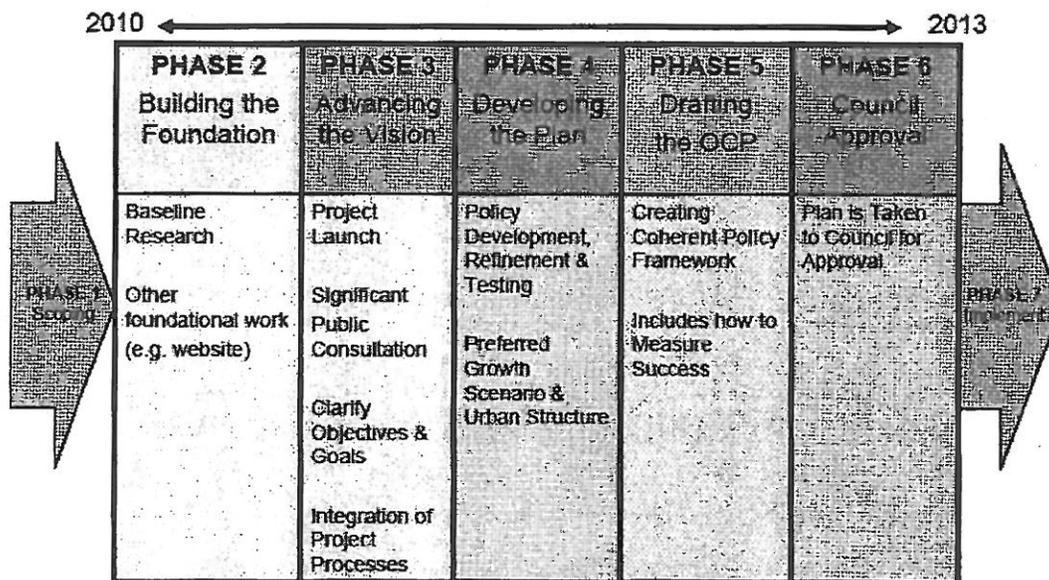
The OCP will replace the Regina Development Plan which has been amended, but has not had a thorough review in 25 years. The new OCP provides an opportunity to develop a plan based on the Vision for Regina to be a vibrant, inclusive, attractive, sustainable community, where people live in harmony and thrive in opportunity, as well as current priorities and changing patterns of growth in our community using best planning practice.

As the new OCP is developed, the review and approval of development applications will continue as per usual within current 235,000 growth phase. Applications for the next phase of development will be considered in accordance with the newly adopted policy as it will provide guidance for future growth decisions. As such, the OCP development process will not impede current growth and development in the community.

The first phase of the project, Scoping, has recently been completed and the City is now preparing to launch into Phase 2: Building the Foundation. Phase 1 focused on gathering key components for effective project development, including researching best practices, identifying gaps in the City's baseline data, engaging in discussions to evaluate the current OCP, determining the alignment of the OCP and other City planning processes, and improving the general internal understanding and awareness of the OCP.

Phase 2 will continue the process with significant effort being placed on completing foundational research and developing strategies, tactics and tools to effectively communicate, engage, and consult with stakeholders as the OCP development process continues. As key stakeholders and interested parties in the OCP, the development industry will be invited to participate through the process, which is outlined on the following page.

OCP Process for Regina



If you have any questions on the OCP Project, please contact Kim Sare at ksare@regina.ca or 777-7639.

Yours truly,

Robert Bjerke
 Director of Planning and Sustainability

KS/fv
 G:\Projects\OCP\LettertoDevelopersMay 2010.doc

C: General Manager, Planning and Development

Name	Address	City	Pcode
Oak Park Developments Ltd.	PO Box 974	Bragg Creek, AB	T0L 0K0
Melcor Developments Ltd.	900 10310 Jasper Avenue	Edmonton AB	T5J 1Y8
Schandre Estates Inc.	Box 633	Lumsden SK	S0G 3C0
Indee Developments	#105-1230 Blackfoot Drive	Regina SK	S4S 7G4
NAI Denro Property Management Inc.	120-1230 Blackfoot Drive	Regina SK	S4S 7G4
Mews Corporation	200 - 1102 8th Avenue	Regina SK	S4R 1C9
Harvard Developments Inc.	2000 - 1874 Scarth Street	Regina SK	S4P 4B3
Terra Developments Inc.	220-1911 Park Street	Regina SK	S4N 2G5
De Lint & Edwards Architects	2432 14th Avenue	Regina SK	S4P 0Y3
Westridge Homes Ltd.	2909 Saskatchewan Drive	Regina SK	S4T 1H4
Yagar Developments Inc.	3249 Eastgate Drive	Regina SK	S4Z 1A4
Karina Developments Ltd.	3251 Eastgate Drive	Regina SK	S4Z 1A4
Pinnacle Developments Inc.	3434 Regina Avenue	Regina SK	S4S 7J9
Clear Vistas Management Corporation	3706 Selinger Crescent	Regina SK	S4V 2H1
Evans Development Group Inc.	3712 Queens Gate	Regina SK	S4S 7J1
North Ridge Development Corporation	395 Maxwell Crescent	Regina SK	S4N 5X9
Cherry Hill Developments Inc.	438 Victoria Avenue E	Regina SK	S4N 0N7
Geiger Developments Ltd.	Box 35017 Sherwood Village Mall	Regina SK	S4X 7C6
D & S Homes Ltd.	Box 8622	Saskatoon SK	S7K 6K7
Fiorante Homes & Commercial Ltd.	2370 2nd Avenue	Regina SK	S4R 1A6
Stantec Consulting Ltd.	301 - 1919 Rose Street	Regina SK	S4P 3P1
AECOM Canada Ltd.	183 - 1621 Albert Street	Regina SK	S4P 2S5
Walker Projects Inc.	109 - 1621 Albert Street	Regina SK	S4P 2S5
North Prairie Developments	3030 Louise Street	Saskatoon SK	S7J 3L8
Associated Engineering (Sask) Ltd.	199 Leonard Street N	Regina SK	S4N 5X5
Regina & Region Home Builders' Association	100-1801 MacKay Street	Regina SK	S4N 6E7



Appendix B

#105 - 1230 Blackfoot Drive
Regina, Saskatchewan S4S 7G4
Telephone: (306) 347-8130
Facsimile: (306) 347-8108

August 14, 2013

DELIVERED

Jason Carlston, Deputy City Manager
City of Regina
Office of the Deputy City Manager, Community Planning & Development
City Hall, 14th Floor
Regina, SK S4P 3C8

Dear Mr. Carlston:

Re: OCP – Growth Plan, Harbour Landing West

Thank you for your letter of August 13, 2013.

We appreciate that the City is now willing to include the first 120 Ha of Harbour Landing West within the proposed growth plan. The recommendation to include the balance of the Lands (445ha) as a special study area cannot be supported by Dundee.

We have thoroughly demonstrated that this community is serviceable and economical to do so. In fact, as discussed, we strongly believe that Harbour Landing West is more economical to service on a per capita basis in comparison to several other lands included within the proposed growth plan based on engineering reviews and studies which have been completed over the previous five years. It is unfortunate that this information was not used to its fullest extent sooner in the OCP process and incorporated into the proposed growth plan's financial model.

Now at the "eleventh hour", in which Council needs to approve the proposed growth plan, we have been told that it is too late to include the entirety of West Harbour Landing as re-work will ensue causing the City's administration to have to revise the financial model. We do not understand this rationale, particularly when the proposed OCP states that the City will "ensure an orderly regulatory environment within which business and industry can operate assured of transparency, predictability, and fairness in their dealings with the City." Dundee is prepared to front end all the infrastructure requirements for this community resulting in no cash-flow requirement from the City. Finally, this community supports the City's request to annex these lands as it illustrates to the provincial Government the development anticipated to occur within these lands over the next twenty year time period.

On behalf of the shareholders of Dundee, the fifty million dollars we have already invested based on the current growth plan, the 3 billion dollars of investment projected from 2016-2036 to

build out this community, and the existing businesses and residents who have already invested on the basis that growth will continue to develop the remaining 500 Ha, we have no other option than to protest the exclusion of these lands at Council on August 20, 2013.

Your truly,

DUNDEE DEVELOPMENTS
a division of Dundee Realty Corporation

A handwritten signature in black ink, appearing to read 'Ned Kosteniuk', written over a horizontal line.

Ned Kosteniuk, A.Sc.T.
Vice President, Regina Land

NHK/pm

North Ridge Development Corporation
395 Maxwell Crescent
Regina, SK, S4N 5X9
Phone: (306) 352-5900
Fax: (306) 352-5902



August 14, 2013

To: Jason Carlston, Deputy City Manager, Community Planning and Development

Re: North Ridge Development Special Study Area

Please accept this letter as confirmation that we have received your letter dated August 13, 2013, regarding the Special Study Area.

North Ridge is in acceptance of all of the principles outlined in your letter. We look forward to working with you on this development.

If you require anything further, please do not hesitate to contact me.

Sincerest Regards,

A handwritten signature in black ink, appearing to read "Pat Mah", with a long horizontal flourish extending to the right.

Patrick Mah
VP of Regina Operations

August 20, 2013

To: His Worship the Mayor
and Members of City Council

Re: Supplementary Report - Process Change for the Official Community Plan

RECOMMENDATION

1. That recommendations #2 and #5 be deleted from report CR13-112, Proposed Official Community Plan; and
2. That recommendations #1, #3 and #4 from report CR13-112 be tabled to the September 9th, 2013 meeting of City Council for further consideration.

CONCLUSION

A change in schedule is recommended to the OCP approval process as a result of feedback Administration received on August 16, 2013 from the Province of Saskatchewan and due to the mediation which is currently underway with the Rural Municipality of Sherwood. It is recommended that Council table report CR13-112, Proposed Official Community Plan to allow Administration time to consider the province's feedback and the result of the mediation with the RM prior to seeking adoption of the OCP.

BACKGROUND

The City of Regina has been in the process of developing its official community plan (OCP), known as "Design Regina", for the past four years. On July 23, 2013, Executive Committee considered a report on the proposed Official Community Plan and recommended that it be forwarded to Council for consideration on August 20, 2013. Since this time, the City of Regina has received feedback on the proposed Plan, from the Province of Saskatchewan, which requires further consideration. In addition, this revised schedule will allow for the discussions occurring in mediation with the RM of Sherwood to advance prior to formal adoption of the OCP.

DISCUSSION

Design Regina, the City of Regina's new official community plan (OCP), will guide growth, development and change for the next 25-30 years and will provide a city-wide policy framework that guides decisions on investments, services and actions.

The process to develop the OCP began in 2009 and the result, the proposed OCP, was considered by Executive Committee on July 23, 2013. Subsequently, the Province of Saskatchewan provided feedback to the City for consideration on August 16, 2013. As well, the City of Regina and Rural Municipality (RM) of Sherwood have been in mediation which is scheduled to be completed at the end of August.

Given the recent receipt of feedback from the Province, and the amicable mediation process that is currently underway, a change in the OCP approval schedule is recommended. This will allow the Administration to carefully consider the Province's feedback as well as the results of the mediation prior to the Plan being brought forward for Council adoption.

RECOMMENDATION IMPLICATIONS

Financial Implications

There are no financial implications with respect to this report.

Environmental Implications

There are no environmental implications with respect to this report.

Policy and/or Strategic Implications

There are no policies or strategic implications with respect to this report.

Accessibility Implications

There are no accessibility implications with respect to this report.

COMMUNICATIONS

Appropriate public notice was provided for the public hearing on August 20, 2013 for the OCP to be considered as a bylaw. This meets the requirements of *The Planning and Development Act, 2007* and no further formal communications are planned.

DELEGATED AUTHORITY

Disposition of this report is within the authority of City Council.

Respectfully submitted,



Diana Hawryluk, Director
Planning Department

Respectfully submitted,



Jason Carlston, Deputy City Manager,
Community Planning and Development

Report prepared by:
Kim Sare, Sustainable Communities Coordinator, Planning Department

August 20, 2013

To: His Worship the Mayor
and Members of City Council

Re: Proposed Official Community Plan (OCP)

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- JULY 23, 2013**

1. That a new official community plan, known as “Design Regina” and attached as Appendix A to this report be adopted pursuant to Part IV of *The Planning and Development Act, 2007*.
2. That the City Solicitor be directed to prepare the necessary bylaw to authorize and adopt the new official community plan and repeal the Regina Development Plan, Bylaw 7877 pursuant to Section 36 of *The Planning and Development Act, 2007*.
3. That the Administration be directed to return to Council with a phasing and financing plan for the Growth Plan by December 2013.
4. That the Administration be directed to return to Council with recommendations on the Office Policies in Q1 of 2014.
5. That the growth areas identified by Dundee Developments and North Ridge Development Corporation related to study areas be referred to the Administration for a meeting to resolve some of the growth challenges presented to the August City Council meeting.

EXECUTIVE COMMITTEE – JULY 23, 2013

The following addressed the Committee:

Mr. Ken Taylor, representing Individuals with Disabilities Equity Alliance (IDEA Regina);
Mr. Brett Dolter, representing himself; and
Mr. Chad Jedlic, representing Harvard Developments

The committee adopted the following resolution:

1. That a new official community plan, known as “Design Regina” and attached as Appendix A to this report be adopted pursuant to Part IV of *The Planning and Development Act, 2007*.
2. That the City Solicitor be directed to prepare the necessary bylaw to authorize and adopt the new official community plan and repeal the Regina Development Plan, Bylaw 7877 pursuant to Section 36 of *The Planning and Development Act, 2007*.

3. That the Administration be directed to return to Council with a phasing and financing plan for the Growth Plan by December 2013.
4. That the Administration be directed to return to Council with recommendations on the Office Policies in Q1 of 2014.
5. That the growth areas identified by Dundee Developments and North Ridge Development Corporation related to study areas be referred to the Administration for a meeting to resolve some of the growth challenges presented to the August City Council meeting.

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

The Executive Committee, at its meeting held on July 23, 2013, considered the following report from the Administration:

RECOMMENDATION

1. That a new official community plan, known as "Design Regina" and attached as Appendix A to this report be adopted pursuant to Part IV of *The Planning and Development Act, 2007*.
2. That the City Solicitor be directed to prepare the necessary bylaw to authorize and adopt the new official community plan and repeal the Regina Development Plan, Bylaw 7877 pursuant to Section 36 of *The Planning and Development Act, 2007*.
3. That the Administration be directed to return to Council with a phasing and financing plan for the Growth Plan by December 2013.
4. That the Administration be directed to return to Council with recommendations on the Office Policies in Q1 of 2014.
5. That this report be submitted to City Council for its consideration at its meeting on August 20, 2013.

CONCLUSION

Since 2009, the City of Regina has been developing the proposed Official Community Plan (OCP), branded Design Regina (Appendix A). Once approved, Part A of this Plan (Citywide Plan) will generally replace Part A – Policy Plan of the current OCP, the Regina Development Plan, while Part B of the new OCP (Concept Plans) will contain the existing area-specific policy plans, such as the neighbourhood plans (e.g. Regina Downtown Neighbourhood Plan), that are being carried forward from the current OCP. Together they will provide a comprehensive policy framework to guide the physical, environmental, economic, social and cultural development of the city. This will influence programs and services directly delivered by the City as well as impact others who may be either required or encouraged to take action, as identified in the policy, in order to support the goals of the Plan.

Since the project commenced, Design Regina has considered existing studies and information, completed additional work to fill information gaps, and engaged the community and City staff from across the organization in the Plan's development. The result of this process is the proposed OCP which, if approved, will direct growth and change in the community and guide decisions, investments and actions to meet the Community Priorities and the overall vision of the city. The high cost of growth and the current infrastructure deficit for existing assets necessitates the OCP to foster sustainable decision-making.

City Council approval of this report will result in the adoption of Design Regina, the City's Official Community Plan as a bylaw and authorize the Administration to pursue its approval from the Province of Saskatchewan, pursuant to the *Planning and Development Act, 2007*.

BACKGROUND

The City of Regina initiated the development of an OCP in 2009, with best practices scoping and gap analysis, and planned for it to be completed in 2013. The intent of this review was to ensure that our new OCP would be sustainable. It was recognized that the infrastructure gap we are facing and seeing across Canada, the changes dynamics of the Saskatchewan Economy and the need to look at a regional approach to compete in the global market was imperative in driving a new sustainable approach to growth in our community.

The OCP will be the City's long range plan for guiding growth, development and change for 20 to 30 years and beyond. The high cost of growth in the long term requires decisions that consider financial sustainability. The OCP provides this framework for the City's Administration and Council along with the broader community and key stakeholders to use in making decisions related to future investments and services.

In April 2012, Council endorsed eight Community Priorities (Appendix C) that were the outcome of an extensive public engagement process. The Community Priorities provided direction to the development of the proposed OCP that includes policy and a growth plan. This Plan was prepared in collaboration with various consultants, including planningAlliance, and with significant engagement of City staff, stakeholders and the public. Once approved, the Plan will transition into implementation to provide direction for decisions and direct actions to achieve the goals through the Corporate Strategic Plan and Departmental Businesses Plans. The OCP will also remain a living document that is acted upon, reviewed, monitored and amended over time in response to changing circumstances.

DISCUSSION

General Overview

Design Regina, the proposed OCP represents a new phase in Regina's development. The city has seen dramatic growth in recent years and it is rapidly depleting its inventory of land available for new development. A framework for proceeding to the next growth phase is urgently required. The OCP presented here provides the framework to plan for the future while still directing the next steps to continue to provide sufficient opportunities to foster development.

The primary urgency driving the renewal of the OCP is the dramatic increase in growth seen in the City in recent years. The OCP identifies new lands required to accommodate population to 300,000 as well as lands that should be protected to accommodate a population to 500,000.

Design Regina, the new OCP:

- Builds on a history of good planning;
- Supports the *Saskatchewan Plan for Growth* that will serve as a major catalyst to support and expand both the Provincial and Regional economies;
- Seeks to ensure the long-term financial sustainability of the City by making choices and establishing policies that allow the cost of growth to be encountered incrementally over time. This approach will allow the cost of growth to be at least partly off-set by new revenues;
- Is guided by the Community Priorities (Appendix C), noted as follows in no particular order:
 - Develop complete neighbourhoods;
 - Embrace built heritage and invest in arts, culture, sports and recreation;
 - Support the availability of diverse housing options;
 - Create better, more active ways of getting around;
 - Promote conservation, stewardships, and environmental sustainability;
 - Achieve long-term financial viability;
 - Foster economic prosperity; and
 - Optimize regional cooperation.
- Guides the ongoing growth and change of Regina over the next 20-30 years, rather than establishing a final, fixed form for this growth;
- Will be measureable and defensible in terms of planning approvals;
- Will employ a consistent set of metrics that will be reviewed at least every 5 years – perhaps sooner during its early stages – in order to monitor growth and permit changes to be made that may be necessary in order to respond to changing demands. This means the Plan will be reviewed regularly with the public and stakeholders. In addition, an annual report card will be prepared to demonstrate to staff, Council, stakeholders and the public how the City is following the Plan and highlight areas of success and that need further work;
- Embraces urban growth as a combination of the intensification of existing neighbourhoods with the development of complete new neighbourhoods to address needs of newcomers to Regina as well as those of longer-term residents.
- Moves the development ratio from a greenfield/infill split of 80/20 to 70/30. This target and other expectations of the OCP will be factored into decision making regarding future development applications and concept plans;
- Sets forth a detailed plan for logical growth up to 300,000 persons within the context of a broader, ultimate plan for 500,000 persons, in order to ensure the alignment of short-term decisions with long-term outcomes. This approach also reinforces and enhances the role of Regina within the larger metropolitan region;
- Links community planning and design more closely with the provision of improved transportation, infrastructure and community services;
- Expands existing parks, natural open space and the tree canopy to address the needs of a new and rapidly increasing population, building on the legacy of trees and parks for which Regina is renowned; and

- Recognizes the changing face of our community and takes steps to better enable a proactive approach to these changing demographics.

Overview of the Plan

Design Regina has been written as a document that directs the City of Regina, but recognizes that the City cannot achieve the goals and policies outlined in it independently. It requires the active participation of residents, partners, and stakeholders to be successful. The Vision, Community Priorities, goals and policies of Design Regina will shape the City for 20 to 30 years or more, and therefore require careful consideration in terms of action planning and staging to ensure that the capacity of the City and Regina's residents, partners, and stakeholders is respected.

The language of the Plan has been crafted so that the City's role in its implementation is clear. There are essentially three levels of responsibility for the City, which include:

- Directly delivering programs and services;
- Requiring others to take action through regulations and bylaws; or
- Encouraging others through incentives, policies, and partnerships.

Principles

The following lenses, identified in the previous phase as key considerations in developing the plan, were used to guide all aspects of Plan development:

- The City's current financial realities
 - Developing a plan that takes the current municipal financial situation into account is essential to ensure that the OCP is implementable and sustainable. The section focused on financial policies provides direction on implementing the OCP, which will ultimately form the basis for the City's strategic framework.
- Current and evolving social circumstances that respond to the city's changing demographics
 - Increasing Aboriginal and immigrant populations require a plan that considers their needs related to housing, transportation, economic development, arts, culture and such will take place through the development of the plan. Related policy is woven through the topic sections, though most thoroughly referenced within Social Development.
- The roles and responsibilities of the City and others as they relate to the community priorities and the resulting policies and actions
 - Being clear about the roles of the City, other levels of government and other organizations that contribute to shaping our community will result in a shared understanding of expectations and accountability. As such, the policies have been written in such a way as to be clear about what the City is leading or directing, what the City is requiring others to do, and what the City is encouraging others to do.
- The importance of continued citizen engagement in this process and other key City projects
 - Opportunities for citizens to be involved in the development of the OCP were embedded into the process. Specific policies related to future citizen engagement have been included in the Realize the Plan section.

- Sustainability
 - In 2011, Council adopted the following definition of sustainability for Regina:

Regina aims to be a sustainable four-season community that meets its current needs without compromising the needs and quality of life of future generations.

- This recognizes the need to integrate environmental, economic, social and cultural development in decision-making through effective governance, aligned policy frameworks, tools and motivators. Decisions on where and how Regina grows and changes over time significantly influence the long-term sustainability of the community. The OCP is a tool to foster sustainable development over time as it contains financial policies to consider financial sustainability, policies that cross-cut across various topic areas to allow for an integrated approach, options for residents to act in more sustainable ways, a monitoring program to track progress over time, and direction to align other levels of plans to encourage more informed and consistent decision-making.

Structure of the Plan

The OCP is the City's highest order plan and the basis upon which other plans will be built. The new Part A – Citywide Plan of the OCP consists of three major components: a set of financial policies that establish a framework for ensuring the long-term financial sustainability of the City; a growth plan that directs where and how growth will occur; and, citywide policy sections that speak to various topics directly and indirectly related to the growth plan.

The OCP was developed with several subordinate plans either complete or in development. Those subordinate plans are not typically referenced in the OCP, but they remain the mechanisms through which the OCP will be realized. Such documents as the Open Space Management Strategy, the Urban Forest Management Strategy and the Recreation Facilities Plan will continue to guide the City and will respond to the goals and policies of the OCP. Future updates to those plans will be based on the OCP, as will any development of new strategies and plans. The Corporate Strategic Plan will be used as an implementation vehicle for the OCP to determine the overall schedule for advancing OCP-related actions, which could include the development of new plans and strategies or revisions of those that already exist. In addition, as business units prepare their business plans, policies of the OCP should direct and inform necessary operational changes to achieve the articulated outcomes.

Financial Policies

The Design Regina process heard from residents and stakeholders that long-term financial viability was a key component of their vision for the future of the City. As a consequence of this input, this OCP is progressive in that it articulates principles for how the City will be financed on an ongoing basis, including principles for prioritizing, planning, and financing City services and infrastructure. By approving and adhering to these policies, Council recognizes the importance of long-term financial sustainability. Key elements of the financial policies include:

- The basis for determining what programs and services are subsidized by general revenues and by how much;
- The consideration of the City's financial resources and capabilities in determining service levels and amenities;

- Life cycle costing of assets in advance of decision-making and development approvals;
- Prioritization guidelines for new development to minimize cost and maximize the use of existing infrastructure and amenities;
- Analysis of any financial incentives to determine their long-term costs and benefits; and,
- Recommendations to expand revenue sources.

The Growth Plan

This OCP accommodates a population of 300,000 persons, within a broader, longer-term context of 500,000 persons. Using population as a planning horizon versus time recognizes the possibility that growth could happen faster or slower over the life of the Plan and that the pace of growth should be monitored and the Plan adjusted accordingly.

The proposed OCP assumes that approvals are in place for the 235,000 stage of growth, as defined in the current OCP, the Regina Development Plan. Therefore this Plan describes how 65,000 additional people will be added in the near term to the city as it grows. The City's current policy provides direction for 80% of growth to occur in new areas (i.e. greenfields) and for 20% to occur within the existing city (i.e. intensification). This is often referred to as an 80-20 split.

Given the current trends for greater density within greenfield development, an increase in smaller households, an increase in the number of people living in the existing city, and opportunities to foster intensification to support services and amenities, a 70-30 split was identified as the target for this Plan. As such, over the life of the plan, 70% of growth (i.e. 45,000 people) will occur in new neighbourhoods that can be designed to accommodate future intensification, and 30% (i.e. 20,000 people) will occur within the existing city in areas such as the Regina Revitalization Initiative sites, Downtown, in the warehouse district, along major transportation corridors, and around existing and new urban centres. In order to determine specific locations, future studies will be required to further direct intensification.

In determining the location of the new greenfield growth areas, a constraint analysis was conducted for future developable land which included industrial buffers including the Waste Water Treatment Plant, airport NEF contours, provincial highways, and aquifers, wetlands and floodplains. As well, a Financing Growth Study described the long-term implications of three options for growth. The public and stakeholders also shared their thoughts through workshops and online opportunities. The result was that growth options were drafted and evaluated based on the following criteria:

- Compliance with regulations;
- Initial capital and ongoing operating and maintenance costs;
- Support for future logical patterns of growth beyond a population of 300,000;
- Revenue generating potential;
- Fit with other existing plans and initiatives;
- Ability to provide an acceptable level of service in new areas while maintaining an acceptable level of service in existing areas;
- Use of residual capacity of infrastructure for operational efficiencies and enhanced service delivery;

- Ability to provide the potential for an appropriate mix of uses to create complete and safe neighbourhoods;
- Potential economic impacts;
- Ability to provide market choice in housing, in terms of both location and lifestyle;
- Ability to provide good access and transportation choice;
- Impact on existing built heritage;
- Ability to benefit both City and regional interests; and,
- Impact on the environment.

As a result of this analysis, the growth option proposed in this plan sees new greenfield growth focused in the northwest and southeast areas of the city, which:

- Reinforces the historic pattern of growth along either side of Wascana Creek, providing access to associated natural areas and watercourses near new development;
- Works well with the emerging express transit system which reinforces the northwest and southeast orientation of growth and connects these areas better with the centre of the city;
- Offers best leverage of existing amenities, such as major recreation facilities, libraries, and fire stations;
- Considers many of those older, grid-form neighbourhoods that are already undergoing intensification which is important to maintain a broad range of housing, including both renovation of existing stock and the addition of new housing types;
- Is successful from a cost-benefit perspective (i.e. benefits outweigh costs over the long term); and
- Moves toward completion of neighbourhoods in east Regina.

As well, two ‘special study areas’ have been identified on the west side of the city. Both areas are referenced in policy as areas that would see future development within this Plan if the proponents are able to describe how those developments can proceed from a servicing, neighbourhood integration and financing perspective, without negatively impacting the City’s financial capacity or creating unsustainable infrastructure.

The new perimeter bypass currently being planned by the Province represents a key boundary for the growth plan. Studies for the West, South and East Regina Bypasses are presently being undertaken by the Province and may necessitate adjustments to the growth plan as they progress.

Phasing of This Plan

This Plan requires significant investment to support the projected growth. Simultaneous development of all the areas included in the 300,000 person population will present risks and challenges for the City, including:

- Debt repayment: If no phasing occurs, most capital investments would be made in the short-term and front-ending or other debt financing would be required for development to proceed. Under current financing models, these debts would largely be paid by Servicing Agreement Fees (SAF). Greater up front debt leads to higher SAF rates owing to the debt servicing

costs. Also, if development slows in the future, SAF paid to the City will also slow. This could result in debt being carried longer and will increase SAF rates due to the associated carrying costs. Potential implications on the debt situation need to be further assessed to seek appropriate and innovative financing solutions, since current debt forecasts prohibit advancement of all growth areas at once.

- **Infrastructure utilization:** If no phasing occurs, most new infrastructure would be built in the short-term and will begin to age. Many assets, like pipes, age at the same rate whether they are accommodating the full build-out of a neighbourhood or just a part of it. By dispersing development throughout the City, the use of infrastructure could be less than optimal. If development is very dispersed and, in particular if it slows down, it is possible some assets will reach the end of their useful life without using all of their design capacity.
- **Complete neighbourhoods:** If no phasing occurs, development would likely occur in many neighbourhoods all at once and the City's population growth would be spread out between those areas. This dispersed approach to growth means that each individual neighbourhood would develop more slowly and therefore take longer to reach the populations thresholds needed to support amenities and services such as neighbourhood hubs, transit operations, schools and recreational facilities.
- **Infrastructure maintenance:** If no phasing occurs and all infrastructure is built at about the same time, similar assets will require reinvestment and ultimately replacement at about the same time too. This approach results in rehabilitation and maintenance spending that is strongly peaked and will challenge the City's capacity both financially and practically. That said, because the peak is already identified, the City could take financial and operational planning measures to lessen its impact by establishing reserves and spreading projects out over several years.

In order to balance the financial capacity and risks to the City with the need to ensure the availability of land for development and provide geographic choice in the housing market, a phasing and financing plan will be prepared for Council's consideration in December of 2013.

City Wide Policies

Related to the growth plan are the following citywide policy sections that provide topic-specific policy direction:

1. Regional
2. Environment
3. Transportation
4. Infrastructure
5. Land Use and Built Environment
6. Housing
7. Parks, Recreation and Open Space
8. Culture
9. Health and Safety
10. Economic Development
11. Social Development

Each of these topic sections includes goals with cascading policies. These were developed based on:

- The vision to be Canada's most vibrant, inclusive, attractive, sustainable community where people live in harmony and thrive in opportunity;
- The Community Priorities that were developed to provide clarity on where focus is required to achieve the vision;
- Existing documents, such as the current Regina Development Plan, the Open Space Management Strategy, Waste Plan Regina, and the Transit Investment Plan;
- Emerging plans and studies that were being undertaken concurrent to the development of the OCP, including the Transportation Master Plan, the Comprehensive Housing Strategy, and the Culture Plan;
- Workshops with staff and stakeholders and feedback from the public; and,
- Best practice research from other relevant communities.

As a result, there were some notable policy changes from the current OCP. The new Plan includes specific policies to provide direction for regional considerations, financial policies, and complete neighbourhoods. As well, the proposed OCP has an increased focus on economic development, housing and infrastructure.

Opportunities for feedback on the draft goals and policies were provided online, at stakeholder workshops, and public open houses. This feedback was considered in developing the proposed OCP. A summary of the feedback by topic area accompanied by how the City responded to that feedback is provided in Appendix B.

In some cases, the feedback resulted in changes to the Plan. For instance, a new goal to address food-related policies was created in response to concerns around community gardens and community access to food. Conversely, while initially there was a suggestion to make significant changes to the existing office policy, in the end as a result of stakeholder feedback, the policy was largely reverted to the original policies within the existing OCP, the Regina Development Plan. This feedback indicated that more consultation was required on this topic and staff will be holding further consultation in the fall of 2013 and may bring revisions forward to council following these discussions in Q1 2014.

Other feedback was considered but did not result in policy change for various reasons including: the comment or suggestion was outside the City's jurisdiction (e.g. suggested changes related to education or health care), the suggestion was met with concern based on current City operations to implement the change (e.g. planting fruit trees given maintenance challenges), or the concern was more appropriate for other levels of plans. In the case of the latter, the feedback will be shared with relevant City departments reviewing and revising such plans, or referenced when initiating new studies or plans.

Plan Implementation

The Plan includes high-level implementation information that will set the direction for more specific implementation following Council and provincial approval. Detailed implementation will follow the plan approval and consider immediate, short, medium & long-term actions. This will be a part of the process to develop the City's Corporate Strategic Planning as well as overall Business Planning that will commence in the fall. As such, the community plan, the OCP, and

the Corporate Strategic Plan will be linked and work together to realize the vision and community priorities.

In addition, several other plans that were in development concurrent with Design Regina have, or will in the near term, be considered by Council. These Plans, such as the Transportation Master Plan and the Culture Plan, take direction from Design Regina and establish more detailed policies than are found in the OCP which is the higher-level direction setting Plan.

An early step in implementation will be to work with stakeholders and Council to determine a phasing and financing plan to manage the fiscal risk for the City and ensure the ongoing availability of land for development.

Policies in the implementation section also direct the City to monitor and measure progress, and communicate results regularly. These results will be reflected upon and the option to amend the plan to best promote achievement of the goals within the plan will be considered. And just as the public and stakeholders played an important role in developing the plan, they will continue to be invited to participate in implementing the plan, reflecting on progress and providing feedback on next steps.

Plan Outcomes

Design Regina will be implemented over the next 20-30 years and is intended to result in the following changes, organized by Community Priority:

- Develop complete neighbourhoods
 - New neighbourhoods and revitalized existing neighbourhoods that provide
 - Multiple transportation options, including roads and express transit, cycling, and pedestrian routes;
 - A variety of housing types and sizes; and
 - Easy access to the daily life necessities, such as shopping, employment, parks.
 - Connected community destinations, such as activity centres and parks, to enable walking, cycling and other active ways of getting around
- Embrace built heritage and invest in arts, culture, sports and recreation
 - Recreational programming and spaces that address the changing needs of the community;
 - Protection of existing neighbourhood character while also providing opportunities for new housing options;
 - Improved civic identity and pride with increased focus on traditions, historic places, and stories; and
 - Increased awareness and encouragement of cultural activities, places and their value.
- Support the availability of diverse housing options
 - Increased housing supply;
 - Improved diversity of housing throughout the city;
 - Availability of additional housing options, including family-sized rental units, compact “micro-apartments”, and housing for those with specific-needs; and
 - Renewal of housing to revitalize existing neighbourhoods.
- Create better, more active ways of getting around
 - Expansion of on and off-street pathways;

- Increased use of transit and carpooling, as well as walking, cycling, and other active modes of transportation;
- A transit system that features more express buses and/or additional buses on existing routes, and consideration of a future rapid transit system; and
- Improved winter road maintenance to address the needs of seniors and people with disabilities.

- Promote conservation, stewardships, and environmental sustainability
 - Become a resilient city through greater energy efficiency, reduction of greenhouse gas emissions, green building design, access to locally produced food, and diverse sources of power and energy;
 - Enhanced green space, urban forests, and tree canopy; and
 - Improved protection of our urban natural spaces and species, including water bodies, parks and wildlife.

- Achieve long-term financial viability
 - Growth in new areas as well as development within the existing city;
 - Improved use of existing roads, pipes, and other city infrastructure in the provision of water, collection and management of solid waste, management of storm water, etc.;
 - New and existing developments contribute fairly to the cost of new and existing City facilities and services;
 - Seek new and innovative tools and methods for financing the construction and maintenance of infrastructure; and
 - Introduction of financial policies to guide the implementation of the plan and its policies.

- Foster economic prosperity
 - A thriving City Centre that is supported by better transportation connections between downtown, surrounding neighbourhoods, and the new stadium;
 - Coordinated commercial and industrial development within the city and the broader region;
 - Create a more beautiful city through better design of neighbourhoods, public spaces, and buildings;
 - Better solutions for worker housing; and
 - A more diverse and sustainable economy.

- Optimize regional cooperation
 - Collaboration with neighbouring communities to explore opportunities for shared services, such as infrastructure, recreational programs, etc.;
 - A transportation system that links to the broader region; and
 - Proactive planning with the Rural Municipality of Sherwood for a city population of 500,000, focusing on areas of mutual strength and benefit.

Concept Plans

Part B of the OCP (Concept Plans) is comprised of the area-specific policy plans that were previously adopted as part of the current OCP – Regina Development Plan. These include neighbourhood plans for older neighbourhoods in the city, area plans for industrial areas, and other secondary plans (current Parts B – M and secondary plans in Part A – Policy Plan). All of these existing sub-plans of the OCP are being carried forward and continued under the new

bylaw with the exception of the three growth sector plans for the Southwest, Northwest and Southeast (current Parts B – D). Any relevant policies from these later sector plans have been incorporated into the new Part A – Citywide Plan.

The Planning and Development Act, 2007 allows Council to adopt concept plans through resolution while still forming part of the OCP. In this regard, Council will, in future, be able to approve and amend concept plans without the need to pass a formal bylaw amendment. In the short term, concept plans for existing neighbourhoods are being re-adopted through bylaw until such time that the City can pass a new public notice bylaw pursuant to *The Planning and Development Act, 2007* which will allow them to be passed by resolution.

RECOMMENDATION IMPLICATIONS

Financial Implications

The City, and municipalities in general, has not historically done an adequate job at assessing cost implications of growth. Typically the focus has been on securing funds to cover the capital costs, with less attention paid to fully accounting for, or determining funding sources for, operating and life-cycle costs. Given the accentuated organizational focus on fiscal sustainability, through both the recent corporate strategic focus on “narrowing the gap” and the Design Regina Community Priority of ‘achieving long-term fiscal viability’, the OCP makes financial sustainability a central feature of the Plan. To this end, the Growth Plan was developed with costing information of both the required new capital investments and the operating costs required over the time frame of the Plan.

It has been determined that the cost of renewing and replacing existing infrastructure is included with the costs associated with growth the City could face debt levels of up to \$850 million by 2021. (This does not account, however, for the current infrastructure deficit situation.) However, based on this costing information, adherence to the plan to full build out should result in a marginal net benefit (revenues should exceed costs) over the long term. This is under the assumption that there is an appropriate ratio of employment and residential growth over the life of the OCP, as is identified in the Growth Plan as residential land, on its own, does not cover the overall costs of growth. This growth cost analysis approach has never been applied in past growth plans and sets the standard for assessing new neighbourhood development. Therefore, a planful approach to growth combined with robust asset management strategies for existing infrastructure will be key to managing debt levels and minimizing financial risks.

As noted above, capital and operating implications of the OCP were considered through the development of the plan. To foster the long-term financial viability of the City, the draft Plan itself includes financial policies to guide decision-making that support movement towards financial sustainability as the plan is implemented. Furthermore, care was taken throughout the Plan to identify the responsibility of the City in realizing the Plan’s goals and policies.

Infrastructure considerations played a significant role in determining the next phase of growth that will accommodate a population of 300,000 within the broader context of a future population of 500,000. The areas able to advance in the short-term using existing services were prioritized, Longer-term growth included consideration of infrastructure servicing as well as costs for a comprehensive range of services provided by the City, including recreation, libraries, fire and police services. Many investments associated with growing Regina to 300,000 people will continue to serve the city as it grows beyond that as well.

This Plan does not yet recommend a phasing and financing plan but instead points to the need for further work with stakeholders to ensure that the implications of any recommended phasing are fully understood and considered.

Environmental Implications

The official community plan is entrenched in sustainability. As such, there is a specific environmental policy section that fosters the maintenance, restoration and enhancements of Regina's natural systems and biodiversity, protection and expansion of the urban forest and tree canopy, water protection, and generally working to build a resilient city. There are also environmental policies through the plan to integrate it with decisions made within other policy areas, such as:

- Partnering to connect the city to a regional linked system of continuous natural areas
- Emphasizing walking, biking, carpooling and transit as ways to move around
- Designing infrastructure to minimize impacts on the environment
- Managing open space in an environmentally sensitive manner

Policy and/or Strategic Implications

Completion of the OCP will help the City and community to capitalize on current economic activity, create a predictable environment to foster growth, enable the City to pursue additional work related to regional issues, and enable the City to direct resources to other priority work, including implementation of the OCP. Detailed implementation will be determined through the process of developing the Corporate Strategic Plan in the fall 2013 and through business planning.

Other Implications

Engagement was an important part of the overall Design Regina process to build plan ownership, and foster creation of a meaningful, implementable and accessible plan; these were key objectives of the process of developing the Plan. During this time, the community expressed the value of being able to provide input and contribute to the Plan's development, and emphasized the need to be involved to ensure the Plan remains current and relevant. In response, Section E: Realize the Plan provides guidance for future engagement of the community through the Plan's implementation.

Accessibility Implications

Accessibility is addressed in multiple sections through the Plan to address barriers for residents and enable participation in programs, projects, and facilities.

COMMUNICATIONS

An official community plan must be adopted by bylaw of the council in accordance with Part X: Public Participation of *The Planning and Development Act, 2007* (as amended). As such, a Public Notice was posted in The Leader Post on Saturday, July 20, 2013 and will be posted on Saturday, July 27, 2013 to advertise the public hearing to be held on Tuesday, August 20, 2013.

As well, to enable interested parties to view and prepare responses to the Plan, it was posted online seven days prior to the Special Executive Committee meeting date. Notification of this was sent directly to stakeholders, via the Design Regina Newsletter, and the draft was posted for review on the City's and Design Regina's websites.

DELEGATED AUTHORITY

This report requires City Council's approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Joni Swidnicki, Secretary

APPENDIX A
Final Draft of the Official Community Plan



Official Community Plan

Final Draft

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PART A

CITYWIDE PLAN

PART A – CITYWIDE PLAN

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SECTION A: INTRODUCTION TO DESIGN REGINA

An official community plan (OCP) is the keystone of a municipality’s long-term strategic direction, and it is essential to managing future growth and development. An OCP provides a comprehensive policy framework to guide the physical, environmental, economic, social and cultural development of the municipality.

The Planning and Development Act, 2007 allows a council to adopt an official community plan. Furthermore, *The Statements of Provincial Interest Regulations* provide guidance on a complex series of land-use and development issues, fostering vibrant, safe, self-reliant and sustainable municipalities. These two documents underpin the critical and legislative role of an OCP as a management tool.

The City of Regina’s OCP, entitled Design Regina, will manage the city’s growth to 300,000 people and set the stage for its longer-term development. To be sustainable, a municipality must be forward-thinking, responsibly planning for the long term. For Regina, this means looking ahead by protecting land for growth to a population of 500,000. It also means planning for an appropriate balance of employment and residential growth to ensure that overall growth can be paid for over the long term to foster municipal financial sustainability.

Design Regina provides the City with direction on where and when new development will happen, how municipal services will accommodate this growth, and other factors affecting Regina citizens’ *quality of life*, such as:

- economic development;
- housing;
- transit and roads;
- walking and cycling routes;
- the natural environment;
- parks and recreation;
- building design; and
- arts, *culture* and heritage.

The Design Regina goals and policies aim to create a sustainable city where social, environmental and economic concerns are addressed alongside the need to create a place where people want to live, work and play. The OCP is a strategically important part of bringing the City’s Vision for Regina to life.

History

Design Regina has been prepared at a time when Regina is experiencing relatively rapid expansion due to diverse and growing economies centered around oil, potash and agriculture. To put this growth in perspective, over the past 25 years, Regina has grown by 30,000 people. However, over the next 25 years, it is projected that 100,000 more people will make Regina their home, and many of those new residents will be recently landed immigrants. The city's projected rate of growth and increasingly diverse population make critical the process of developing a long-term plan.

Since Regina was founded in 1883, it has grown in a concentric fashion around the Downtown – the area bounded by Albert, Victoria and Broad Streets, and the CPR Main Line. Along the way, the city was shaped by the plans set forth first by Thomas Mawson in 1914, and then by Eugene Faludi in the 1940s and 1950s. As a result, the city has followed a consistent and successful pattern of growth. *Wascana Centre*, which runs alongside Wascana Creek and Lake, has been a focal point for the city and has played an important role in shaping Regina. The city also features a canopy of trees, planted in the early twentieth century, which shade most city streets built before 1980. Currently, many of Regina's residents live within a short 15 minute commute of the City Centre due to the city's relatively compact form, and most residential neighbourhoods are located within easy commuting distance of other employment areas.

Design Regina seeks to build on the City's earlier planning successes and create a framework for new growth that continues to ensure that all parts of the city are well connected, that a strong *live/work* relationship for residents is retained, and that the city is extended to serve all current and new generations.

First Step Within a Broader Plan

Design Regina directs growth and change in the city for a population of up to 300,000 people. This initial growth is rooted in a greater context that anticipates the city's population growth up to 500,000 people. Growth of the city from 300,000 to 500,000 will create new opportunities and challenges, so it is vital that the City's policies and decisions be forward-looking and plan for the long term. Bearing in mind these population milestones is important to:

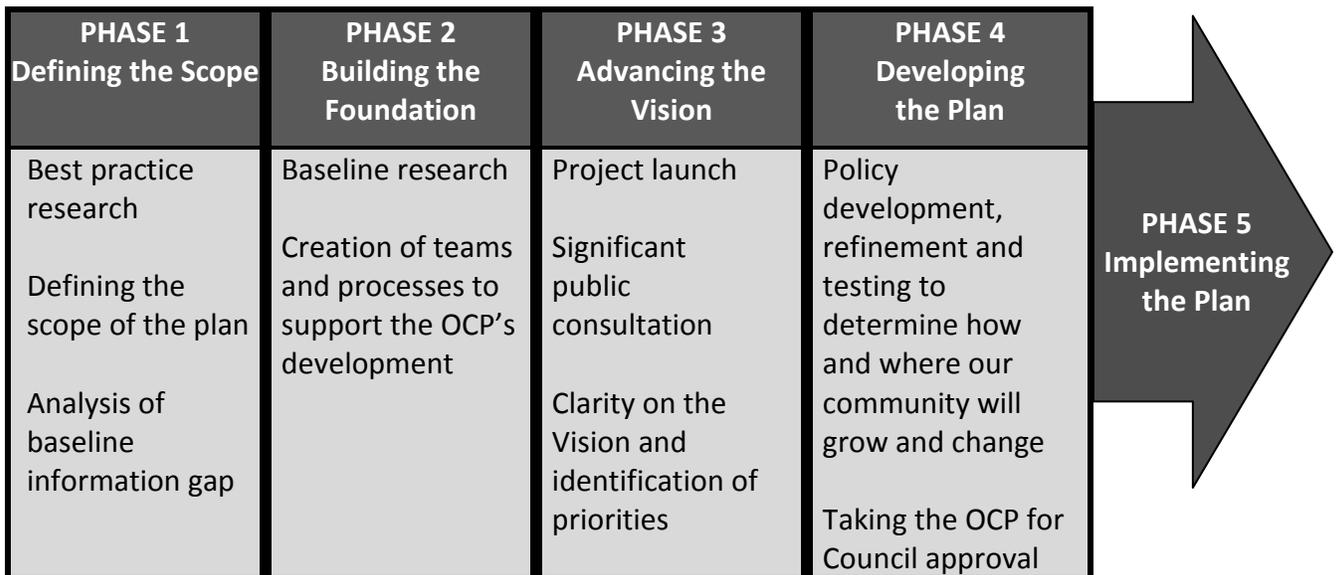
- ensure that the city has room to grow by protecting sufficient land for residential and employment use, as well as their supporting roads and infrastructure;

- help achieve balanced growth through the development of both *complete neighbourhoods* and employment lands;
- continue to maintain a compact urban form and critical mass of *density* within the city;
- ensure that the associated infrastructure is planned and staged in a way that allows the City to manage long-term costs;
- plan more efficiently and transparently to ensure that resources are allocated wisely; and
- optimize regional cooperation through joint planning and exploration of sharing services with surrounding municipalities.

The Design Regina Story

Regina’s Official Community Plan was launched publicly in May 2011 with a planned completion year of 2013. Design Regina is the result of a four-year process that included two years of extensive public and stakeholder engagement.

Overview of the Process to Develop the Official Community Plan



The process began with a scoping phase. While the existing OCP had been periodically updated, it had not had a thorough review in over 25 years. In that time, provincial legislation and best practices for developing community plans had changed.

The community had also undergone some significant changes. In the years leading up to the launch of the Plan, Regina experienced significant population increases due to a booming economy, and the subsequent arrival of international immigrants that came to call Regina home. Regina’s growing diversity made it imperative that the City understand its residents’ evolving needs and expectations around housing, transportation, recreation and other aspects of the community related to *quality of life*.

A key part of the initial plan development phases required the project team to identify baseline information gaps, and then conduct research in order to fill those gaps. This allowed the teams to better understand the city’s current state and determine how to build the official community plan, Regina’s roadmap for change, and advance the Vision.

Design Regina also included significant public engagement. In particular, it sought to gather input on priority areas of focus. The community provided feedback through the Design Regina website, stakeholder workshops, nearly 20 road show events, “My future Regina is” cards, 24 stakeholder conversations with 120 representatives, three speakers series events, 40 self-formed citizen circles, an ideas fair, a public forum, and an associated wrap-up open house where the Plan’s Community Priorities were initially drafted.

The Community Priorities were refined and tested with the broader community through focus groups, a website survey, and a statistically valid telephone survey before being taken to Council for endorsement in April 2012. The Community Priorities provided direction to the development of the official community plan.

The project then moved into plan development - the fourth and final phase of the project. The project team drafted the growth plan and various policy topic sections, and the community continued to engage online, through stakeholder workshops, and at three open houses.

In addition to planning, implementation has always been a key focus for Design Regina. The Design Regina project team has concentrated not only on building a strong plan, but also on creating a plan that is owned and implemented by City staff, Council, and members of the community.

Key Considerations for Planning for the Future

Some of the key considerations in the development of the Plan are outlined as follows.

- **Economic Growth** — As the provincial and municipal economies expand and diversify, city building will serve as a major catalyst for shared prosperity.
- **Population Growth** — Increased immigration is largely responsible for meeting the labour needs of the economy, driving Regina’s unprecedented population growth and corresponding demands for a wider range of services from the City, and contributing to changes in the city’s demographics.
- **City Building and Change** — Regina is changing at unprecedented rates and is continuously improving existing neighbourhoods and developing new neighbourhoods. Roughly 25% of the city’s housing starts are in existing neighbourhoods, and 75% are in new neighbourhoods.
- **Housing Availability** — Housing demand is rapidly changing in the city, moving from the traditional single detached house to more diverse options such as apartments, family-sized rentals, secondary suites, *specific needs housing*, and *attainable housing*.
- **Engagement** — Regina residents are engaged in the activities of the City, leading and supporting initiatives that enhance an *inclusive* city-building process that offers residents transparency in decision-making and builds ownership through participation.
- **Mobility** — The city is increasingly transitioning from car-oriented to people-oriented design and development by offering residents a greater range of mobility choices. At the same time, the city faces increased demands for more and better transportation connections to the region.
- **Regina’s Distinctive Character** — Regina boasts small and distinctive neighbourhoods, welcoming and open people, a proud history of city planning and building, and much more. The city’s character is essential to its current and future built form, civic identity, and *culture*.
- **Living within Our Means** — As Regina grows, it faces financial limitations. The costs associated with growth must be considered in a long-term context to avoid passing debt on to future generations.
- **Environment** — As the next generation grapples with climate change and other environmental issues, the City must continue to work hard to conserve and rehabilitate its *natural system*.

Vision

City Council developed the following Vision for Regina, and it has been adopted by Design Regina:

Regina will be Canada's most **vibrant, inclusive, attractive, sustainable** community, where people live in **harmony** and thrive in **opportunity**.

- **Vibrant** – Young people and creative spirits are inspiring dynamic neighbourhoods and an exciting Downtown, all of which feature first-rate facilities for health, wellness and artistic expression.
- **Inclusive** – Our community welcomes people. We live the values of respect and trust and celebrate the strength that comes from our diversity.
- **Attractive** – Residents and visitors choose Regina because it's clean, green, lively, friendly, affordable and fun!
- **Sustainable** – People forge a balance between the economic, social, environmental and cultural dimensions of their decisions by serving as stewards of the resources we share and by demonstrating leadership.
- **Harmony** – Empathy and understanding come from, and lead to, being safe in our homes and neighbourhoods; building strong social networks throughout the community creates synergy and sense of belonging.
- **Opportunity** – The entrepreneurial spirit powers Regina as a centre of success where research, innovation and excellence abound.

Design Regina provides Regina with a roadmap for change that will enable the City to realize its Vision.

Community Priorities

Early in the Design Regina process, the public was asked to identify a set of Community Priorities that draw on the City's Vision and provide direction for the goals and policies contained in this Plan:

Develop complete neighbourhoods

Create safe and *inclusive* neighbourhoods that are easy to get around and that have a mix of housing choices, amenities, and services. Community input will drive a proactive approach to city planning.

Embrace built heritage, and invest in arts, culture, sport and recreation

Enhance *quality of life*, community identity and pride by supporting heritage preservation, arts, *culture* and four season sport and recreation activities which will foster community vibrancy and cohesiveness.

Support the availability of diverse housing options

Support a variety of housing choices to ensure people from all walks and stages of life are welcomed to live in Regina.

Create better, more active ways of getting around

Make it easier for people of all abilities to travel by investing in public transit in appropriate locations and planning for all active forms of transportation. This includes providing access routes so all people can more easily travel from home to work and to other destinations.

Promote conservation, stewardship and environmental sustainability

Reduce the city's environmental footprint; prioritize the conservation of land, water, and energy; and embrace new operational measures, such as leading practices for waste management.

Achieve long-term financial viability

Spend money wisely to ensure the City's ability to manage its services and amenities both now and in the future. This includes considering the full costs of operating before committing to projects or services and to search out new ways to generate revenue to ensure the City has the financial resources to meet customers' needs.

Foster economic prosperity

Support a vibrant and diverse economy that provides opportunities for residents to prosper and Regina to flourish.

Optimize regional cooperation

Work cooperatively with surrounding municipalities, agencies, levels of government and other stakeholders to determine and evaluate opportunities to collaborate to plan for and potentially deliver services regionally.

Fostering the Development of a Sustainable Community

In 2011, Council adopted the following definition of sustainability for Regina:

Regina aims to be a sustainable four-season community that meets its current needs without compromising the needs and *quality of life* of future generations.

A new generation of decision-making based on this Plan will significantly influence the long-term sustainability of the City. Directed by the Vision and Community Priorities, this Plan will enhance sustainability of the city through integration of future decision-making, including:

- financial policies that foster long-term financial integrity for the City of Regina;
- cross-cutting policies and governance structures that ensure the implications of decision-making are considered between topic areas;
- policies that increase choice to enable residents to act in more sustainable ways by providing residents with additional programming, living and mobility options;
- implementation policies that direct the development of a monitoring program to track progress over time and to trigger where refinements are required to better meet the goals of this Plan; and
- a requirement that other city plans, guidelines and activities be consistent with this Plan, connecting sustainable aspirations to day-to-day operational activities.

How to Read this Plan

The Plan contains Financial Policies and a Growth Plan, which are the City’s primary reference tools for guiding growth, development, and change. It also contains corresponding Citywide Policy that provides an additional level of detail on culture, land use, infrastructure, and other key elements important to building a solid and sustainable future for the city. References in this Plan to “City” relate to the municipal government of the City of Regina and “city” means the urban area of Regina.

This Plan should be read in its entirety as matters in one section apply to others. The topic sections and policies within these sections are not listed in order of priority.

This Plan is comprised of policies, maps, definitions, figures and appendices:

- Key terminology is *italicized* and defined in the Definitions section of the Plan. The exception is provincial documents referenced in this Plan (i.e. *The Planning and Development Act, 2007, The Cities Act, Saskatchewan Plan for Growth, The Statements of Provincial Interest Regulations* and others), which are italicized but not defined.
- Map features which relate to policies are CAPITALIZED and are explained in the Definitions section.
- Other map features which do not relate to policy but convey information useful to the reader for contextual purposes are not defined (e.g. railways).
- Policies are contained within sections B through E and provide direction for development of the city;
- Maps will guide planning and development decisions and conceptually illustrate spatial application of policies contained in this Plan; and
- Appendices provide supplemental information except when referenced directly in the policy.

This Plan was developed in accordance with *The Planning and Development Act, 2007* (as amended), which provides a basis for orderly development in municipalities. *The Statements of Provincial Interest Regulations* of the Province of Saskatchewan provide additional policy direction to guide provincial and municipal planning decisions as well as the development of sustainable communities. This Plan should be read in conjunction with the *Act* and the applicable *Statements of Provincial Interest Regulations*.

Plan Coordination

City policies, standards, and bylaws will be updated over time to conform to this Plan.

This Plan will prevail where there is a conflict with other City planning documents, including policies, standards, and bylaws.

Other policies, standards and bylaws of immediate relevance to the effective implementation of this Plan include:

- Community Investment Program
- Comprehensive Housing Strategy
- Development Standards Manual

- Open Space Management Strategy
- Recreation Facility Plan 2010-2020
- Regina Urban Forest Management Strategy
- Regina Zoning Bylaw
- Servicing Agreement and Development Levy Standard Conditions
- Standard Construction Specifications Manual
- Subdivision Bylaw
- Transit Investment Plan
- Wascana Creek Source Water Protection Plan
- Water and Sewer Bylaw
- Winter Road Maintenance Policy

This list is not exhaustive and other bylaws, policies, strategies, guidelines and plans of the City will play an important role in implementation. In addition, this Plan will require that more detailed strategies be prepared. The City of Regina will consider the development of these and other strategies as part of its ongoing strategic planning.

Strategic Framework

The OCP is a long-term plan for how Regina will grow and develop over time to achieve the Vision. The Community Priorities, goals and policies direct how we will move towards that Vision in the coming years. The Plan is transformational, and therefore requires careful consideration in terms of action planning and staging.

Role Clarity

This Plan recognizes that the City of Regina alone cannot achieve the goals and policies. It will require the commitment of many partners and stakeholders. However, as a bylaw and policy framework for the City, the Plan must delineate the City's obligations and its role in achieving the policies. At its simplest, the City can take one of three different types of action:

- Directly deliver programs and services;
- Require others to deliver through regulations and bylaws; or
- Encourage others to deliver through incentives, policies, and partnerships.

The policies have been structured so that their language will clarify the role of the City of Regina in achieving the goals of Design Regina.

Figure 1: Implementation Framework**Staging**

This Plan will include short-, medium- and long-term actions. As such, the Plan will be implemented in manageable pieces to enable its success, establishing what should happen first to set the stage for future actions as well as considering corporate capacity and financial viability.

The Plan is a living, dynamic document, one that enables the City to make adjustments in order to meet changing needs of the community. Some of these adjustments will occur as part of the regular reviewing and monitoring, but amendments may also be made as required throughout the Plan's implementation.

SECTION B: FINANCIAL POLICIES

Introduction

Reginans who participated in the engagement processes of Design Regina identified the desire to “achieve long-term financial viability” as a Community Priority. The City must spend money wisely to ensure that it can continue to manage its services and amenities both now and in the future. This includes considering the full cost to the City and taxpayers, over the total life of the asset before committing to new projects or services and to search out new ways to generate revenue to ensure that the City has the financial resources to meet residents’ needs now and in the future.

The financial principles and policies provide a framework within which all other policies in this Plan should be understood. They are the foundation of how Regina intends to move forward.

This section links to the following Community Priority:

- Achieving long-term financial viability.

Goal #1 – Financial Principles

Use a consistent approach to funding the operation of the City of Regina.

- 1.1 Allocate the cost of delivering programs and services based on the following principles, which shall be referred to as the benefits model:
 - 1.1.1 Where the benefits of a program or service are city-wide and shared collectively among numerous beneficiaries, the costs are to be paid for by the general revenues of the City of Regina;
 - 1.1.2 Where the benefits of a program or service are directly attributable to specific beneficiaries, the costs are to be paid through user fees or other similar charges; and
 - 1.1.3 Where some of the benefits of a program or service are city-wide and some of the benefits are directly attributable to specific beneficiaries,

the costs are to be paid for by a combination of general revenues of the City of Regina and user fees or other similar charges.

- 1.2 Consider, except where prohibited by *The Cities Act* or other regulations, and where appropriate, establishing user fees and other similar charges in excess of full cost recovery for the program or service to which the fees apply. Such resources shall be considered general revenues for the payment of costs associated with public benefits that are shared city-wide.

Goal #2 – Sustainable Services and Amenities

Ensure that City of Regina services and amenities are financially sustainable.

- 1.3 Optimize the use of existing services/amenities:
 - 1.3.1 Establish an asset management framework and program;
 - 1.3.2 Provide affordable and cost-effective services and amenities in accordance with available financial resources and capabilities; and
 - 1.3.3 Require that new development meets City standards for infrastructure servicing, and require the development proponent to provide any upgrades necessary as a result of the new development.
- 1.4 Develop infrastructure in accordance with a phasing and financing plan.
- 1.5 Provide infrastructure that meets expected growth and service levels, in accordance with financial resources and capabilities.

Goal #3 – Financial Planning

Ensure the sustainability of the City by understanding and planning for the full cost of capital investments, programs and services in advance of development approval and capital procurement.

Capital Budgeting

- 1.6 Make decisions on capital investment based on an understanding of the strategic priorities of the City and overall fiscal limitations.

- 1.7 Align capital development plans with the policies of this Plan:
- 1.7.1 Coordinate capital plans with phasing of growth and development;
 - 1.7.2 Update capital plans annually to account for changes in the timing and location of development;
 - 1.7.3 Identify and evaluate each capital project in terms of the following, including but not limited to:
 - Costs;
 - Timing & phasing;
 - Funding sources;
 - Growth-related components;
 - Required financing and debt servicing costs;
 - Long-term costs, including operations, maintenance, and asset rehabilitation costs;
 - Capacity to deliver; and
 - Alternative service delivery and procurement options.
 - 1.7.4 Identify a range of applicable funding sources over the lifecycle of an asset.
- 1.8 Consider the following prioritization in developing capital investment plans:
- 1.8.1 Supporting INTENSIFICATION AREAS;
 - 1.8.2 Completing BUILT OR APPROVED NEIGHBOURHOODS; and
 - 1.8.3 Developing NEW NEIGHBOURHOODS.

Development Approvals

- 1.9 Ensure decision-making on development applications considers the City's financial and infrastructure capacities.

-
- 1.10 Consider requiring fiscal impact analyses for development proposals that have the potential to have an impact on the City’s ability to achieve the goals of this Plan.
- 1.11 Require the inclusion of the following in fiscal impact analyses:
- 1.11.1 Capital and operating cost impacts, including the cost of financing and repaying debt associated with the development, if required;
 - 1.11.2 Tax, Servicing Agreement Fees, Development Levy, and utility rate impacts; and
 - 1.11.3 Any identifiable qualitative impacts.
- 1.12 Ensure all agreements required to provide infrastructure, including financial and development agreements, are in place prior to proceeding with development.

Financial Incentives

- 1.13 Ensure the financial sustainability and return on investment of financial incentives designed to further the goals and objectives of this Plan.

Goal #4 – Revenue Sources

Ensure revenue growth and sustainability.

- 1.14 Work with other levels of government to:
- 1.14.1 Secure sustainable sources of municipal funding for both capital and operating needs of the City;
 - 1.14.2 Identify major growth-related capital works that require Provincial/Federal direct investment; and
 - 1.14.3 Revise funding formulas for grants and other contributions relating to growth.

-
- 1.15 Advocate for revisions to *The Cities Act, The Planning and Development Act, 2007* (as amended), and other relevant legislation and regulations to expand the authority of the City of Regina to collect revenues.
- 1.16 Ensure that growth pays for growth by:
- 1.16.1 Ensuring Service Agreement Fees charges are based on *full capital cost*;
 - 1.16.2 Regularly reviewing the rate and rate structure for Service Agreement Fees;
 - 1.16.3 Reviewing the areas to which Service Agreement Fees apply, including the possibility of fees varying with location, *density* and use as necessary, except where specific and deliberate subsidies are approved to support public benefits;
 - 1.16.4 Aligning the City’s development fees, property taxes and other charges with the policies and intent of this Plan; and
 - 1.16.5 Achieving a balance of employment and residential lands.
- 1.17 Consider options for allocating costs to non-residents for the use of City of Regina services which are not fully cost recovered through user fees.
- 1.18 Continue to consider and implement innovative financing tools to pay for growth, including but not limited to:
- 1.18.1 Tax increment financing;
 - 1.18.2 Public-Private Partnerships (P3s);
 - 1.18.3 Special levies; and
 - 1.18.4 Bonusing (e.g. to allow for additional *density* or height in developments).

- 1.19 Encourage surrounding municipal governments and government agencies to provide 10-year forecasts of capital expenditures to allow for improved joint planning.
- 1.20 Apply the benefits model to ensure that costs shared with other municipalities and external agencies are paid for on a proportionate basis.

SECTION C: GROWTH PLAN

Introduction

Regina has grown concentrically from the *Downtown*, resulting in a classic urban form. The *Downtown* is located at the centre of the city, with mature neighbourhoods immediately surrounding it and peripheral neighbourhoods distributed equidistant from it. Key *urban corridors* that contain most of the city's commercial development radiate from the centre following the grid pattern of land division, the system according to which the original city was planned, and that continue to link Regina to the rural municipalities located beyond its city limits. The city clearly contrasts its prairie surroundings, and has a well-defined edge and a prominent skyline.

One of the most significant form-makers in Regina's growth has been the Wascana Creek, which runs from southeast to northwest across the city, the Creek's tributaries and valleys, Wascana Park, and Wascana Lake. Other significant features of Regina include: the multiple railways, which tend to follow the natural topography; industrial lands located primarily in the northeast quadrant of the city; the Regina International Airport located in the southwest quadrant of the city; and a series of highway corridors that link Regina with other provincial cities beyond its region.

A series of notable City Plans and initiatives have influenced Regina's form and character. This Plan aims to ensure that these key characteristics are preserved and extended as the city continues to grow outwards and *intensify* or redevelop within. Therefore, the Plan seeks to ensure that urban growth is orderly and controlled; that existing neighbourhoods as well as the city's primary corridors and centres are strengthened; and that lands beyond the city boundary are maintained in a state that allows for their eventual conversion to urban uses. The *Downtown* will continue to serve as the primary employment, civic and cultural hub of the city; however, as the city expands, new centres will emerge, providing amenities and services to residents.

Goal #1 – Long-Term Growth

Ensure that sufficient developable land is protected for future city growth.

-
- 2.1 Endeavor to ensure that lands contained within the LONG-TERM GROWTH AREA (500K) are protected over the long term to accommodate a city population of 500,000, as conceptually shown on Map 1 - Growth Plan.
 - 2.2 Direct future growth as either *intensification* on or *expansion* into lands designated to accommodate a population of approximately 300,000, in accordance with Map 1 - Growth Plan.
 - 2.3 Direct at least 30% of new population to existing urban areas as the City's *intensification* target:
 - 2.3.1 Review the *intensification* target every five years.

Goal #2 – Efficient Servicing

Maximize the efficient use of existing and new infrastructure.

- 2.4 Make use of residual capacity of infrastructure in existing urban areas.
- 2.5 Develop compact and contiguous neighbourhoods.
- 2.6 Phase and stage development in accordance with a phasing and financing plan.

Goal #3 – Intensification

Enhance the city's urban form through intensification and redevelopment of existing built-up areas.

- 2.7 Direct future higher *density intensification* to the CITY CENTRE, existing URBAN CENTRES and CORRIDORS and adjacent INTENSIFICATION AREAS where an adequate level of service and appropriate intensity and land use can be provided.
- 2.8 Require *intensification* in BUILT OR APPROVED NEIGHBOURHOODS to be compatible with the existing built form and servicing capacity.
- 2.9 Direct at least 10,000 new residents to the CITY CENTRE, which will accommodate the city's highest population and employment densities.

- 2.10 Prepare an *intensification* development strategy, which addresses the following:
- 2.10.1 Priority areas for *intensification* within areas identified in Policy 2.7 and 2.8;
 - 2.10.2 Potential obstacles to *intensification* and strategies to overcome them;
 - 2.10.3 Incentives for encouraging *intensification* development;
 - 2.10.4 Regulations and guidelines for undertaking the planning and design of *intensification* sites;
 - 2.10.5 Considerations for various types of *intensification* sites, including but not limited to former school sites, *brownfield* redevelopment sites, and CITY CENTRE sites;
 - 2.10.6 Guidelines for determining compatible *urban design*, appropriate built forms, densities, and design controls;
 - 2.10.7 Guidelines for future *intensification* of NEW NEIGHBOURHOODS and NEW MIXED-USE NEIGHBOURHOODS; and
 - 2.10.8 Other matters, as required by the City.

Goal #4 – New Neighbourhoods and Employment Areas

Ensure that new neighbourhoods and employment areas maximize infrastructure investments and quality of life through a compact and integrated built form.

- 2.11 Require NEW NEIGHBOURHOODS and NEW MIXED-USE NEIGHBOURHOODS, as identified on Map 1 - Growth Plan, to:
- 2.11.1 Be designed and planned as *complete neighbourhoods* in accordance with Policy 7. 1;

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- 2.11.2 Achieve a minimum gross population *density* of 50 persons per hectare (pph).
- 2.12 NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS and NEW EMPLOYMENT AREAS shall:
- 2.12.1 Be developed in accordance with a phasing and financing plan; and
- 2.12.2 Be subject to an approved concept plan.
- 2.13 Amend Map 1 – Growth Plan and related policies if necessary to correspond to the final alignment of the provincial highway bypass to comprehensively plan development in the southeast.
- 2.14 Permit the development of lands designated as SPECIAL STUDY AREAS, as shown on Map 1 - Growth Plan, in accordance with Policy 2.15, where it can be demonstrated, to the City’s satisfaction, that:
- 2.14.1 The extent to which development can proceed using capacity in existing infrastructure without significant upgrades being required;
- 2.14.2 Any proposed new infrastructure supports planned long-term growth and can be provided in the financial best interest of the City of Regina from a life cycle cost perspective;
- 2.14.3 Any interim servicing will be fully the responsibility of the developer until infrastructure supporting long-term growth is in place;
- 2.14.4 The area can be developed in such a way so as to permit ready integration with future planned development and, where applicable, existing neighbourhoods;
- 2.14.5 Impacts on the existing community, BUILT OR APPROVED NEIGHBOURHOODS, or other recommended development associated with the 300,000 population are minimal; and
- 2.14.6 The proposed development conforms to the policies of this Plan.

- 2.15 Ensure that the development of lands shown as SPECIAL STUDY AREA, as shown on Map 1 – Growth Plan, is subject to the following requirements:
- 2.15.1 Only 120 hectares of the lands designated as SPECIAL STUDY AREA which are located within the southwest part of the City, as shown on Map 1 – Growth Plan, may be considered for development; however, the City may consider allowing additional land to be developed following the substantial build-out of the initial 120 hectares, in accordance with Policy 2.14; and
 - 2.15.2 Provided the criteria listed in Policy 2.14 has been met to the City’s satisfaction, a concept plan shall be prepared and approved as a prerequisite for rezoning and development.

SECTION D: CITYWIDE POLICIES

This section provides policy direction by topic area:

D1: Regional Context

D2: Environment

D3: Transportation

D4: Infrastructure

D5: Land Use and Built Environment

D6: Housing

D7: Parks, Recreation and Open Space

D8: Culture

D9: Health and Safety

D10: Economic Development

D11: Social Development

Please note that there is cross over between topics and the previous sections so reading the Plan in its entirety is encouraged.

D1: REGIONAL CONTEXT

Introduction

The Regina region will continue to change as people, attracted by economic, environmental, social and cultural opportunities, move into the area. As the capital city of the province and a centre for commerce, trade and services, Regina acts as an anchor for growth and development in the region as a whole (see Map 2 – Regina Census Metropolitan Area for context).

The growth of Saskatchewan’s economy requires a fresh approach to planning, and the City is committed to working with neighbouring municipalities to support the provincial government’s *Saskatchewan Plan for Growth* and *The Statements of Provincial Interest Regulations*. Both provincial documents prioritize the need for inter-municipal cooperation facilitating strong partnerships, joint infrastructure where appropriate, and coordinated development.

As the region continues to grow, developers and other land users (residential, industrial, commercial, etc) will place additional demand on land and services. Sound regional planning in collaboration with the City’s neighbours and partners will ensure the orderly and sustainable development of the region. Some key challenges that might benefit from collaborative approaches include the management of regional transportation, provision of core utility services, development of the economy, and coordination of regional ecological assets.

This section links to the following Community Priorities:

- Create better, more active ways of getting around;
- Promote conservation, stewardship, and environmental sustainability;
- Achieve long-term financial viability;
- Foster economic prosperity; and
- Optimize regional cooperation.

Goal #1 – Support Regional Growth

Support a more sustainable and beneficial approach to growth within the region through collaborative regional planning and service delivery.

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- 3.1 Collaborate with regional partners to:
 - 3.1.1 Identify regional growth nodes and corridors and compatible land uses for each;
 - 3.1.2 Establish development forms that support the sustainable use of infrastructure; and
 - 3.1.3 Promote lands for housing and employment that support regional industry and investment.
 - 3.2 Work with regional partners to explore strategic planning initiatives, including but not limited to:
 - 3.2.1 An integrated servicing strategy that may include cost-sharing models, corresponding service levels, and performance outcomes for long-term views;
 - 3.2.2 Regional economic strategies;
 - 3.2.3 Regional health, safety and *food security* strategies;
 - 3.2.4 Regional open space and recreational strategies; and
 - 3.2.5 Sharing of knowledge, staff resources, and other measures in support of the above strategies.

Goal #2 – Transportation

Support regional economic growth through an effective and efficient transportation system.

- 3.3 Work with surrounding municipalities, the Province and other regional partners as necessary to ensure the efficient movement of people and goods within the region.
- 3.4 Participate where necessary in defining the location and accommodation of key transportation infrastructure associated with the effective movement of goods

- within the region in partnership with the Province, surrounding municipalities, and the Global Transportation Hub Authority.
- 3.5 Encourage the Province to upgrade *strategic goods routes* and commuter routes that serve the region.
 - 3.6 Explore the opportunity and feasibility with regional partners of future regional transit connections.

Goal #3 – Joint Planning

Establish beneficial growth and development patterns within the Urban-Rural Fringe Area through effective joint planning with the Rural Municipality of Sherwood (RM).

- 3.7 Within the URBAN-RURAL FRINGE AREA depicted in Map 1 - Growth Plan, work with the RM to:
 - 3.7.1 Establish a common set of development goals through the creation of a jointly approved District Plan or similar planning instrument;
 - 3.7.2 Minimize land-use conflicts and facilitate sound, comprehensively planned development;
 - 3.7.3 Coordinate land-use and development review and approvals through the establishment of a joint RM-City planning and development review committee(s); and
 - 3.7.4 Ensure that uses optimally located in an urban setting are not replicated outside the urban boundary.
- 3.8 Enhance the design and appearance of REGIONAL GATEWAYS and entrance points to Regina, conceptually shown on Map 3 – Regional Context, to reinforce Regina’s identification as the capital city of Saskatchewan, that includes:
 - 3.8.1 Clearly defined entry points or REGIONAL GATEWAYS and compatible land use for each;
 - 3.8.2 Signage to identify Regina as Saskatchewan’s capital city;

- 3.8.3 Landscaping at the REGIONAL GATEWAYS and along the routes leading into the city in order to reinforce the prestige image of the capital; and
- 3.8.4 Engagement with stakeholders on the above policies.
- 3.9 Within the URBAN-RURAL FRINGE AREA, uses should not impinge on the long-term growth objectives of the City.
- 3.10 Work with the RM to ensure appropriate agricultural uses within the URBAN-RURAL FRINGE AREA that are compatible with existing and planned future land uses.
- 3.11 Protect or reserve sufficient land for a LONG-TERM GROWTH AREA (500K) to accommodate a city population of 500,000 as identified on Map 1 - Growth Plan to support the long-term orderly and sustainable growth and development of the city.

Goal #4 – Connected Natural System

Partner with surrounding municipalities and other regional partners to connect the city to a regional linked system of continuous natural areas and corridors.

- 3.12 Partner with surrounding municipalities and other stakeholders in preparing a regional NATURAL SYSTEM management plan that will:
 - 3.12.1 Define, implement and monitor an *ecosystems-based approach* to regional environmental protection;
 - 3.12.2 Identify compatible land uses and design guidelines to guide development within or adjacent to the regional NATURAL SYSTEM;
 - 3.12.3 Identify environmental conservation measures to protect the regional NATURAL SYSTEM;
 - 3.12.4 Identify a regional trail and recreation system connected to the POTENTIAL OPEN SPACE CONNECTIONS; and

- 3.12.5 Identify and monitor source water protection areas consistent with provincial initiatives.
- 3.13 Provide natural and open space connections to the regional NATURAL SYSTEM with an emphasis on enhancing connections to primary entrances or REGIONAL GATEWAYS to the city, significant landscapes, and major institutions.

D2: ENVIRONMENT

Introduction

Regina is recognized for its beautiful trees, clean air, expansive prairie views, and the spectacular *Wascana Centre*, one of the largest urban parks in North America and home to a migratory bird sanctuary. Citizens of Regina place high value on the lake, *wetlands*, creeks, and trees within the urban area.

As the city continues to grow, it will face environmental challenges related to its expanding ecological and carbon footprint, and the corresponding impacts on human and environmental health. The City needs to plan for and adapt to environmental change by ensuring sustainable city-building. Regina’s environmental sustainability management includes the City’s stewardship and enhancement of the *natural system* that underpin Regina’s development.

The City plays a role in the protection of its *natural system*, which is essential to the ongoing health and vitality of the city; this includes the city’s critical *habitat areas*, surface and groundwater, landscapes, air quality and *urban forests*. Understanding and continually improving and enhancing the connections between the built and natural environment will move Regina towards a more sustainable and healthy future.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability; and
- Optimize regional cooperation.

Goal #1 – Natural System

Maintain, restore and enhance Regina’s natural system and biodiversity.

4.1 Maintain and enhance the NATURAL SYSTEM conceptually identified on Map 4 - Environment, including but not limited to the:

- 4.1.1 Protection and rehabilitation of NATURAL AREAS from a “no net loss” perspective, using, wherever possible, native plant species and naturalization methods;

- 4.1.2 Provision of sufficient *vegetated buffers* on the banks of STREAMS, WETLANDS and WATERBODIES;
 - 4.1.3 Preservation of FLOODPLAIN *and floodway fringe* based on the 500-year flood event (provincial standard); and
 - 4.1.4 Creation of high-quality, well-connected NATURAL CORRIDORS and NATURALIZED CORRIDORS to enhance biodiversity and facilitate species migration and movement.
- 4.2 Restore beds and shores of STREAMS throughout the city to a naturalized state, where appropriate.
- 4.3 Restore, protect, enhance and expand the diversity of species and ecosystem types within the NATURAL SYSTEM, including habitat protection for all rare species or species at risk.
- 4.4 Require an *ecological assessment* for all new development, where appropriate, that identifies the following:
- 4.4.1 The location of the NATURAL SYSTEM, species, ecologically sensitive areas, hazard lands, contaminated lands, features, buffers, and development limits; and
 - 4.4.2 Mitigation and protection strategies related to an *ecological assessment*, as appropriate.
- 4.5 Work with the Wascana Centre Authority to protect and enhance the WASCANA CENTRE and its public open space features, WATERBODIES and HABITAT AREAS.
- 4.6 Integrate environmental conservation efforts with the surrounding municipalities and the Province.

Goal #2 – Urban Forest

Protect, promote and expand Regina’s urban forest and street tree canopy.

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- 4.7 Maintain and continually expand a healthy and diverse urban *tree canopy* to improve air quality, increase carbon sequestration, reduce heat island effect and enhance the aesthetic character of the city by:
- 4.7.1 Increasing the *urban forest* to one tree per person in public spaces;
 - 4.7.2 Requiring appropriate street tree plantings and landscaping in all development and other infrastructure projects;
 - 4.7.3 Requiring drought- and/or flood-tolerant shrubs and trees with low water requirements in landscape design where appropriate;
 - 4.7.4 Requiring tree conservation strategies for construction of new development, redevelopment and *intensification* projects; and
 - 4.7.5 Encouraging and developing forest strategies in commercial and industrial areas.

Goal #3 – Water Protection

Maintain the integrity of Regina’s aquifers, surface and groundwater resources.

- 4.8 Develop strategies to protect the quality and quantity of surface and ground water resources from contamination and impacts.
- 4.9 Work with stakeholders to establish an AQUIFER management framework that protects AQUIFER water quality.
- 4.10 Minimize the impacts of current and future urban land development and land use on water quality and sedimentation rates in city STREAMS and WATERBODIES.
- 4.11 Work with the province and other stakeholders to develop and update an inventory and assessment of the status of surface water and watersheds.
- 4.12 Implement an integrated watershed planning approach to deal effectively with relationships between land use, water quality management, and water supplies.

Goal #4 – Resiliency**Build a resilient city and minimize Regina’s contributions to climate change.**

- 4.13 Work with stakeholders to:
 - 4.13.1 Promote more energy-efficient new construction;
 - 4.13.2 Improve Regina’s air quality, including reduction of corporate and community greenhouse gas (GHG) emissions;
 - 4.13.3 Monitor changes in climate and its impact on the city, and develop mitigation strategies;
 - 4.13.4 Encourage green building design; and
 - 4.13.5 Encourage the reduction of greenhouse gas emissions through the use of alternative energy sources.

D3: TRANSPORTATION

Introduction

The way people move around Regina contributes greatly to *quality of life* and how the city grows. This in turn defines daily commutes and provides opportunities for living, working, and leisure. Mobility patterns will undoubtedly change as Regina residents adapt to growth, respond to congestion, and address sustainability challenges. City growth will require more use of alternate forms of mobility – such as transit, walking, cycling and carpooling – and development of *complete streets* and *complete neighbourhoods*. Ensuring inviting, connected, *accessible* mobility routes within the city depends upon efficient land use and careful city planning. Land use and transportation are integrally linked, and together they ensure that Regina residents have transportation options. The transportation policies of Design Regina work hand-in-hand with the underlying Transportation Master Plan.

The Transportation Master Plan Guiding Principles and Transportation Directions reflect the City’s collective Vision for Regina’s transportation system, and they will be updated to reflect the goals and policies of the Plan.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability;
- Foster economic prosperity; and
- Optimize regional cooperation.

Goal #1 – Sustainable Transportation Choices

Offer a range of year-round sustainable transportation choices for all, including a complete streets framework.

- 5.1 Use the Transportation Master Plan, which shall be consistent with the objectives and policies of this Plan, as the guiding document for transportation policy and planning within the city.

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- 5.2 Review, update and maintain the city’s road classification system to align future demands for all travel modes with the year-round functional requirements anticipated by this Plan.
 - 5.3 Develop achievable *mode share targets* for city-wide and area-specific travel, reflecting a more multi-modal city and emphasizing walking, cycling, car-pooling and transit on a year-round basis.
 - 5.4 Establish all-season design and maintenance priorities for roads, sidewalks and *pathways* to ensure the transportation network provides safe travel, *access* and mobility, including for the following:
 - 5.4.1 Key transit facilities;
 - 5.4.2 Key pedestrian and cycling routes; and
 - 5.4.3 Public buildings and institutions.
 - 5.5 Where necessary, require *Transportation Demand Management* Plans for new development that identify *access* to transportation choices other than private auto.
 - 5.6 Adopt a *complete streets* framework for new road construction as well as the renewal of existing streets, where feasible.
 - 5.7 Proactively and strategically promote walking, cycling, carpooling and transit choices by using City and community-led programs and organizations to provide education and promote awareness.
 - 5.8 Protect and acquire lands that are near or adjacent to transportation rights-of-way necessary to ensure overall connectivity within the transportation network.

Goal #2 – Public Transit

Elevate the role of public transit.

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- 5.9 Plan for and protect EXPRESS TRANSIT CORRIDORS identified on Map 5 - Transportation for future transit and *rapid transit*. These corridors will serve to provide higher levels of transit service and link corridors to TRANSIT NODES.
 - 5.10 Promote *intensification* and *mixed-use* development along EXPRESS TRANSIT CORRIDORS and at TRANSIT NODES and POTENTIAL TRANSIT NODES through increased service levels, more direct routes, express services, and competitive travel times.
 - 5.11 Enhance transit service in existing neighbourhoods to support continued residential and employment growth.
 - 5.12 Support ridership by better connecting *active transportation* choices to transit service and enhanced passenger amenities.
 - 5.13 Maximize the *accessibility* of the *conventional transit system* while ensuring the *paratransit system* meets the needs of those unable to use the conventional system.

Goal #3 – Integrated Transportation and Land-Use Planning

Integrate transportation and land-use planning in order to better facilitate walking, cycling, and transit trips.

- 5.14 Ensure street patterns in NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS and NEW EMPLOYMENT AREAS provide both internal and external connectivity, pedestrian-scaled block sizes, and transportation choices.
- 5.15 Require the analysis of transportation and multi-modal needs of the broader area surrounding new development, where appropriate.
- 5.16 Provide transit service in NEW NEIGHBOURHOODS as soon as feasible to encourage transit use and influence early adoption.
- 5.17 Adopt approaches to parking standards and management that encourage multi-modal transportation options.

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- 5.18 Develop standards requiring the provision of bicycle parking for industrial, commercial, institutional, and multi-family residential land uses.
 - 5.19 Ensure that street design is compatible with the intended land use and built form.

Goal #4 – Road Network Capacity

Optimize road network capacity.

- 5.20 Consider improvements to existing infrastructure before constructing new or expanded roadways.
- 5.21 Adopt *Transportation Demand Management* strategies to encourage alternative ways of getting around.
- 5.22 Analyze and implement the use of transit and *high-occupancy vehicle* lanes to encourage mode shift, where feasible.
- 5.23 Where feasible, identify and implement new technologies and best practices to enhance traffic management and safety and minimize environmental impacts.
- 5.24 Provide a truck route network for the transportation of heavy, over-sized, and dangerous goods.

Goal #5 – Active Transportation

Promote active transportation for healthier communities.

- 5.25 Develop an inviting and efficient citywide *bikeway* network to expand on-street and off-street cycling infrastructure to connect key trip generators and destinations.
- 5.26 Maintain, enhance, and where feasible expand the city's multi-use *pathway* network to new and existing neighbourhoods for all seasons.
- 5.27 Develop a citywide pedestrian strategy to provide a continuous high-quality, connected, safe, and universally *accessible* walking experience.

- 5.28 Develop processes and policy for neighbourhood *traffic calming*, including the use of *road diets*, to create safer, more walkable, and cycle-friendly streets.

D4: INFRASTRUCTURE

Introduction

The City of Regina continually uses water, materials and energy as it changes and adapts to new social, environmental and economic conditions. The term “infrastructure” refers to the assets the City uses to provide potable water, manage stormwater, collect and treat wastewater, collect and manage solid waste, provide a transportation network for persons and goods, and provide other City services.

The City is also responsible for ensuring that municipal infrastructure meets regulatory requirements and is delivered in an environmentally and financially sustainable manner, thereby ensuring a solid foundation for growth and development. Achieving sustainable urban growth requires the City to understand and improve the design and delivery of municipal services so that future generations will have choices for continued city development.

The City will adopt an Asset Management Strategy to support the way it plans, constructs, operates, maintains, and disposes of all of its many and complex assets. Asset management constitutes a comprehensive approach to service delivery that balances performance, risk, and cost to more effectively and efficiently meet regulatory obligations, and to deliver on the needs and expectations of residents. Ultimately, the Asset Management Strategy will assist in guiding city planning and operations by establishing levels of service and focusing appropriate resources on managing and investing in infrastructure.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability;
- Achieve long-term financial viability;
- Foster economic prosperity; and
- Optimize regional cooperation.

Goal #1 – Safe and Efficient Infrastructure

Meet regulatory requirements and industry best practices for design, construction and operation of infrastructure.

- 6.1 Design, construct and operate infrastructure to comply with relevant legislative and regulatory requirements.
- 6.2 Ensure new and reconstructed infrastructure follows industry best practices and overall City standards for design and construction.

Goal #2 – Asset Management and Service Levels

Ensure infrastructure decisions result in long-term sustainability.

- 6.3 Prepare and implement an asset management strategy for infrastructure to:
 - 6.3.1 Guide City planning and operations;
 - 6.3.2 Establish a service framework and levels of service for existing and new assets; and
 - 6.3.3 Focus resources for managing and investing in infrastructure.
- 6.4 Adopt a continuous improvement framework to address the current infrastructure gap and ensure that future requirements for infrastructure are aligned with the priorities, goals and policies of this Plan.
- 6.5 Determine requirements to upgrade and finance existing infrastructure to service new development at defined service levels.

Goal #3 – Planned Infrastructure for Growth

The infrastructure needed for growth will be planned from a long-term perspective.

- 6.6 Develop infrastructure plans that will:
 - 6.6.1 Address both short- and long-term growth requirements;
 - 6.6.2 Manage the impacts of new development on system-wide services;

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- 6.6.3 Optimize use of existing infrastructure to minimize financial and environmental impacts of growth; and
 - 6.6.4 Align the approval process for capital funding with requests for ongoing operating funding.
 - 6.7 Integrate stormwater management into municipal reserves and open space in a manner that is compatible with the intended function of the open space.
 - 6.8 Assess infrastructure requirements prior to reconstruction to ensure that the design accommodates future growth, where feasible.
 - 6.9 Consider operational aspects, such as providing solid waste management services, in the design of new developments.

Goal #4 – Conservation and Environment

Design infrastructure that conserves resources and minimizes impacts on the environment.

- 6.10 Monitor the demand for City water and develop environmental conservation strategies.
- 6.11 Support runoff infiltration and retention by:
 - 6.11.1 Separating stormwater and sanitary sewer systems and continuing to reduce the incidence of water runoff being directed to the sanitary system; and
 - 6.11.2 Adopting standards regulating the quality of stormwater.
- 6.12 Explore waste-to-energy processes whereby waste and waste byproducts of one activity are used as resources for another.

Goal #5 – Infrastructure Staging

Build infrastructure in a sequential and coordinated manner.

- 6.13 Sequence infrastructure based on a phasing and financing plan.
- 6.14 Plan and build infrastructure from a long-term perspective and permit servicing only when aligned with the servicing needs for long-term growth.
- 6.15 Align new infrastructure with planned upgrades to existing City assets.
- 6.16 Encourage collaboration with other utility providers to maintain and enhance public and private facilities and services such as electricity, gas and telecommunications.

D5: LAND USE and BUILT ENVIRONMENT

Introduction

Regina has a beneficial and relatively compact urban form, one that is characterized by a centrally located Downtown, which accommodates the majority of the city’s office development; one of the largest urban parks in North America; the Province’s legislative buildings; an extensive *tree canopy*; a variety of neighbourhoods, including some that are older and historic; and a well-defined edge separating rural and urban areas. As the city continues to grow, the qualities that make Regina unique will continue to be attractions, and new opportunities will make the city a more sustainable and better place to live.

Some of the greatest challenges facing the City as it plans to accommodate an additional 100,000 people relate to the cost and delivery of services. As the population expands, the City will need to provide infrastructure and community services in a more cost-effective and sustainable manner. Through a compact built environment that capitalizes on infill opportunities and more *complete neighbourhood* development along Regina’s periphery, the City can optimize its infrastructure and service delivery. At the same time, accommodating the next 100,000 people offers an exciting opportunity to create more *inclusive* and liveable communities defined by their interconnected pedestrian-friendly street systems, distinct character and focal points, housing diversity, and amenities. This section of the Plan provides policy direction for the core elements of the city’s built landscape, and it establishes a framework for directing future growth.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around; and
- Foster economic prosperity.

Goal #1 – Complete Neighbourhoods

Enable the development of complete neighbourhoods.

- 7.1 Require that NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS are planned and developed to include the following:

- 7.1.1 A collaborative planning process involving stakeholders;
 - 7.1.2 Integration and interconnectivity with all adjacent neighbourhoods, the city, and where appropriate, the region;
 - 7.1.3 A framework, where appropriate, of smaller neighbourhood districts and a centrally located neighbourhood hub;
 - 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 a wide range of economic levels, backgrounds and stages of life, including those with *specific needs*;
 - 7.1.6 Specialized open space, such as squares, civic centres, and parks, which are optimally located and designed;
 - 7.1.7 Streets, pedestrian paths and bike paths that contribute to a network of fully-connected, safe and *accessible* routes to all destinations;
 - 7.1.8 A distinctive character, identity and *sense of place*;
 - 7.1.9 Buildings which are designed and located to enhance the *public realm*, and contribute to a better neighbourhood experience; and
 - 7.1.10 Convenient *access* to areas of employment.
- 7.2 Encourage, through any applicable planning and development initiative or approval as determined by the City, that NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS conform to the guidelines outlined in Appendix A - Guidelines for Complete Neighbourhoods.
- 7.3 Collaborate with stakeholders to determine whether former institutional properties are required for a civic use or should be converted to an alternate land use.

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- 7.4 Ensure redevelopment of surplus school sites considers Appendix B – School Site Re-Use Guidelines where it has been determined that a former school site is not required for civic use.
 - 7.5 Encourage appropriate *mixed-use* development within neighbourhoods, as well as the retention of existing local and neighbourhood commercial spaces.
 - 7.6 Permit *live/work* opportunities within URBAN CENTRES and URBAN CORRIDORS and within residential areas as identified within approved concept plans.

Goal #2 – City Centre

Maintain and enhance the City Centre as the primary civic and cultural hub.

- 7.7 Collaborate with stakeholders to enhance the CITY CENTRE, as depicted on Map 1 - Growth Plan, by:
 - 7.7.1 Investing in an attractive, safe *public realm*, including pedestrian-friendly and lively streets, and inviting, versatile multi-season public spaces;
 - 7.7.2 Ensuring the CITY CENTRE maintains a healthy *urban forest*;
 - 7.7.3 Requiring built form that complements, enhances and accentuates adjacent streets and public places;
 - 7.7.4 Supporting the development of a *mixed-use* environment, with design and *density* emphasis adjacent to major corridors and public spaces;
 - 7.7.5 Supporting HISTORIC PLACES, cultural and civic resources and events;
 - 7.7.6 Supporting a range of *density* while respecting the unique characteristics of the neighbourhoods within the area; and
 - 7.7.7 Implementing the Regina Downtown Neighbourhood Plan.

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- 7.8 Ensure that a future Neighbourhood Plan(s) for the CITY CENTRE addresses the following:
- 7.8.1 Enhancement of the Albert Street and Broad Street corridors, including the underpasses;
 - 7.8.2 Integration of the Regina Revitalization Initiative;
 - 7.8.3 A pedestrian connection between the DOWNTOWN and the Warehouse District;
 - 7.8.4 Better connections to and between the Warehouse District, the stadium site and exhibition grounds, the future Taylor Field Neighbourhood, the DOWNTOWN, and surrounding neighbourhoods;
 - 7.8.5 A strategy for supporting a *mixed-use* environment;
 - 7.8.6 Guidelines and regulations for *heritage conservation*, architecture and *urban design, place making*, and neighbourhood identity;
 - 7.8.7 Details on implementation, which may include revitalization incentives, future zoning and development standards, and capital improvements; and
 - 7.8.8 A strategy for providing adequate levels of utility and transportation services.
- 7.9 Explore actions necessary to convert vacant or under-utilized properties to market-ready development sites to realize *intensification* in the CITY CENTRE.

Goal #3 – Urban Centres and Corridors

Support urban centres and corridors as locations for pedestrian and transit-oriented mixed-use development and as hubs for community interaction and identity.

- 7.10 Support the development or redevelopment of lands within identified URBAN CENTRES and URBAN CORRIDORS to incorporate:

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- 7.10.1 An appropriate mix of higher *density* residential and commercial development;
 - 7.10.2 *Mixed-use, transit-oriented development*; and
 - 7.10.3 *Community amenities* and open space.
- 7.11 Ensure land use, scale and *density* of development within an URBAN CENTRE or URBAN CORRIDOR is compatible with servicing capacity and provides appropriate transition to surrounding areas.
 - 7.12 Cluster *high density* built form within URBAN CORRIDORS adjacent to TRANSIT NODES, POTENTIAL TRANSIT NODES, or prominent intersections.
 - 7.13 Support the redevelopment of existing retail areas to higher *density, mixed-use, and transit-oriented development* with densities appropriate to servicing capacity.
 - 7.14 Identify segments and/or sites along identified URBAN CORRIDORS that should be subject to priority investment and redevelopment, through the *intensification* development strategy.

Goal #4 – Employment Areas

Provide appropriate locations and development opportunities for a full range of industrial, commercial and institutional activities.

- 7.15 Plan and develop NEW EMPLOYMENT AREAS, as shown on Map 1 - Growth Plan to include the following land-use and design elements:
 - 7.15.1 Clustering of complementary development;
 - 7.15.2 *Safe and convenient transit, cycling, pedestrian and vehicular accessibility and wayfinding*, including parking for all modes;
 - 7.15.3 Compatibility with adjacent residential land use through the minimization of off-site impacts; and

- 7.15.4 Site, building and stormwater design that support the sustainability of the NATURAL SYSTEM, and the establishment of a quality and aesthetically pleasing environment.

Commercial

- 7.16 Encourage local commercial within residential areas.
- 7.17 Require new *large-format retail* to be located on URBAN CORRIDORS or within identified URBAN CENTRES and designed:
 - 7.17.1 To reinforce the streetscape, a high-quality *public realm*, and *access* to transit through the orientation of buildings and site design;
 - 7.17.2 To allow for change and *intensification* over time;
 - 7.17.3 To mitigate potential adverse impacts on adjacent residential uses; and
 - 7.17.4 To be *accessible* and integrated with surrounding neighbourhoods.

Major Institutional Areas

- 7.18 Require *major institutional areas* to be *accessible* and well served by transit and provide a high-quality *public realm*.
- 7.19 Encourage related housing, services and amenities, including hotels or short-term accommodations, to locate near or adjacent to *major institutional areas*.

Industrial

- 7.20 Permit industrial development in NEW EMPLOYMENT AREAS where supported by a concept plan and within EXISTING APPROVED EMPLOYMENT AREAS.
- 7.21 Ensure an adequate supply of serviced industrial land to maintain a diverse range of development opportunities.

- 7.22 Consider establishing additional industrial or commercial land-use designations, such as *flexzones*, *industrial plus*, and *start-up districts* to accommodate a wide range of economic activity.
- 7.23 Protect industrial lands by avoiding re-designations of industrial areas, except where the City determines that a different land use is more beneficial.
- 7.24 Within industrial areas, permit supporting services or amenities that complement industrial uses or cater to industrial employees or customers.
- 7.25 Consider heavy industrial development only within NEW EMPLOYMENT AREAS or EXISTING APPROVED EMPLOYMENT AREAS where it can be demonstrated to the satisfaction of the City that the proposed development:
- 7.25.1 Is in accordance with an approved concept plan;
 - 7.25.2 Is compatible with adjacent land uses and the NATURAL SYSTEM;
 - 7.25.3 Meets all regulatory requirements; and
 - 7.25.4 Has adequate *access* to regional transportation infrastructure.
- 7.26 Consider light industrial development as part of *mixed-use* areas, providing that:
- 7.26.1 The proposed development is compatible with the natural environment and adjacent uses; and
 - 7.26.2 Adequate measures are undertaken to ensure appropriate design and transition between land uses.
- 7.27 To ensure optimal use of industrial lands, monitor market conditions and undertake the following:
- 7.27.1 An inventory of the existing land use composition and vacancy;
 - 7.27.2 An analysis of land use and servicing issues and options; and

- 7.27.3 Preparation of a concept plan for guiding redevelopment where required.

Goal #5 – Office Development

Support the Downtown as the city's primary business centre.

- 7.28 Endeavour to ensure, over the life of the Plan, that at least 80% of the total office floor area in the city, pertaining to *medium office* and *major office* development, is located in the DOWNTOWN/CENTRAL CITY OFFICE AREA, as identified on Map 6 – Office Areas.
- 7.29 Require *medium office* and *major office* to locate inside the DOWNTOWN, except for in the following contexts:
- 7.29.1 The conversion of designated heritage buildings or the development of new *medium office* buildings in the Warehouse District, located within the DOWNTOWN/CENTRAL CITY OFFICE AREA, as identified on Map 6 – Office Areas;
 - 7.29.2 The development of *medium office* and *major office* buildings in the Centre Square Neighbourhood, in accordance with a Neighbourhood Plan;
 - 7.29.3 The development of *medium office* buildings associated with the operations of and located within Regina AIRPORT LAND;
 - 7.29.4 The development of *medium office* and *major office* buildings associated with and located adjacent to a *major institutional area* (e.g. university, hospital) or civic use;
 - 7.29.5 The development of *medium office* buildings within identified OFFICE AREAS and URBAN CENTRES that are conceptually located on Map 6 – Office Areas; and
 - 7.29.6 The development of *medium office* and *major office* buildings along Albert Street and Broad Street, in accordance with the Map 6 – Office Areas location and size limitations.

- 7.30 Ensure the development of *medium office* buildings within identified OFFICE AREAS and URBAN CENTRES is in accordance with the "Office Area" zone of the City's zoning bylaw, which shall include the following stipulations:
- 7.30.1 Office use shall be limited to businesses that can benefit from close *access* to major corridors and regional customers;
 - 7.30.2 Proposed new *medium office* buildings shall be considered as a discretionary use; and
 - 7.30.3 Surface parking area shall be restricted; however, additional parking may be allowed where structured parking is used, or where contributions are made towards *community amenities* or services.
- 7.31 Ensure the development of *medium office* buildings within identified OFFICE AREAS and URBAN CENTRES is in accordance with an approved concept plan, which illustrates, in addition to other considerations:
- 7.31.1 The area of land comprising the OFFICE AREA or URBAN CENTRE;
 - 7.31.2 The location, amount and type of office development proposed; and
 - 7.31.3 How land identified for *medium office* development can transition to other land uses, should offices not be approved or not otherwise occur.
- 7.32 Ensure that no OFFICE AREAS or URBAN CENTRE includes more than 16,000 square metres of total *gross medium office* floor area.
- 7.33 Prohibit development or rezoning to accommodate a *medium office* building(s) within an identified OFFICE AREA or URBAN CENTRE unless a market analysis, which has been prepared by a qualified expert based on the most recent available data, demonstrates, to the City's satisfaction, the following:
- 7.33.1 That there is a clear need for the office development;

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- 7.33.2 That the proposed amount of office floor area will not result in, or contribute to, the DOWNTOWN/CENTRAL CITY OFFICE AREA retaining less than 80% of the city's total office floor area pertaining to *medium office* and *major office*; and
 - 7.33.3 That the vacancy rate, as interpreted by the City, pertaining to *medium office* and *major office* development in the DOWNTOWN, does not exceed 6.5%.

Goal #6 – Built Form and Urban Design

Build a beautiful Regina through quality design of its neighbourhoods, public spaces and buildings.

- 7.34 Support design excellence by ensuring that public and private spaces and buildings contribute to a *sense of place* and an enhanced *public realm* through high-quality design and strategic location.
- 7.35 Ensure quality design through preparation of guidelines or regulations for development that has a significant influence on the *public realm* (e.g. *large-format retail*, multi-unit residential, and major corridors).
- 7.36 Consider the inclusion of the following elements where a concept plan is required in support of a proposed development:
 - 7.36.1 Design principles or guidelines for landscaping, building treatment, PUBLIC ART, site design and other elements;
 - 7.36.2 Strategies for providing a high-quality built environment and *public realm*, including but not limited to consistent built-form edge, appropriate transitioning of *density*, and active street frontages; and
 - 7.36.3 Strategies for including PUBLIC ART in the design and development of City parks and plazas, where required by the City.
- 7.37 Explore the establishment of an *urban design* review process.

- 7.38 Consider impacts of alterations, development, and/or *public realm* improvements on or adjacent to a HISTORIC PLACE to preserve *heritage value*.
- 7.39 Support safe and *accessible* open space within the city, through the planning and subdivision process by:
- 7.39.1 Discouraging the rear or side portions of residential lots from abutting parks that cater to active recreation use;
 - 7.39.2 Encouraging the design of parks that have streets abutting them; and
 - 7.39.3 Ensuring that street design and configuration, especially in primarily residential and *mixed-use* areas, provides a safe environment for pedestrians through traffic management, pedestrian infrastructure, and through an integrated network that allows for multiple route options.
- 7.40 Consider the built form and *urban design* policies in all aspects of development and approvals.

D6: HOUSING

Introduction

As Regina grows to accommodate 300,000 residents, significant changes will be required in the city's housing stock to ensure every person in Regina has the opportunity to live in a home that is attainable, well-maintained, suitable, and located in an *inclusive* community that allows its residents to meet their daily and lifetime needs. Population and economic growth can present considerable challenges to the housing sector. While growth increases competition for existing units and drives up the cost of housing, it also transforms the profile of households living in Regina. Growth may also foster investment and innovation in new housing forms and the renewal of existing housing.

Regina's housing sector must evolve alongside the growing population, not only through the development of new homes, but also through the adequate provision of a full range of choices appropriate to residents of various incomes, household types, abilities, and stages of life, while supporting the city's goals. To succeed together, the City, housing providers, other levels of government, the development industry and community groups must work to implement a coordinated vision for housing in Regina, one that equally and equitably advocates investment, opportunity, variety, renewal and *inclusion*.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Support the availability of diverse housing options; and
- Foster economic prosperity.

Goal #1 – Housing Supply and Affordability

Increase the housing supply and improve housing affordability.

- 8.1 Support *attainable housing* in all neighbourhoods through ownership, rental housing and *specific needs housing*.
- 8.2 Leverage the City's land assets to increase the supply and diversity of housing.
- 8.3 Decrease the number of vacant, non-taxable and underutilized lots within the city that are appropriate for residential development.

- 8.4 Establish *accessory suite* regulations within appropriate residential areas.
- 8.5 Support the redevelopment of *brownfield* and former institutional and commercial properties that are appropriate for housing.
- 8.6 Support the conversion of non-residential and heritage buildings to new residential uses where appropriate.
- 8.7 Use incentives and alternative approaches to increase the supply of *attainable housing*, *adequate specific needs housing*, and innovative housing developments.
- 8.8 Support residential *intensification* in existing and NEW NEIGHBOURHOODS to create *complete neighbourhoods*.

Goal #2 – Existing Housing Stock

Maintain and regenerate the existing housing stock.

- 8.9 Adopt measures to retain existing housing stock and improve its condition.
- 8.10 Ensure the Condominium Conversion Policy Bylaw is consistent with the policies of this Plan and any strategies related to this Plan.

Goal #3 – Diversity of Housing Forms

Increase the diversity and innovation of housing forms and types to support the creation of complete neighbourhoods across Regina.

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

- 8.14 Consider alternatives for parking, height, or other development standards in support of *specific needs housing* and innovative housing within new development.

Goal #4 – Housing for Persons with Specific Needs

Facilitate choice and integration of housing for persons with specific needs.

- 8.15 Work with stakeholders to create and preserve *barrier-free* housing and housing for persons with *specific needs*.
- 8.16 Permit *group care facilities* in residential and *mixed-use* neighbourhoods.

Goal #5 – Collaboration with Partners

Collaborate with all levels of government and community partners to advance housing initiatives.

- 8.17 Support non-profit housing organizations through incentives, partnership arrangements, and other forms of assistance.
- 8.18 Work with industry partners and investors on alternative housing and financing options to support appropriate *worker housing* in the city.
- 8.19 Work with federal and provincial governments and other partners to meet the diverse housing needs of the city through:
- 8.19.1 Policy and regulatory changes to increase *access to attainable housing* and *specific needs housing*;
 - 8.19.2 Increased *access to specific needs housing* for the most vulnerable populations;
 - 8.19.3 Retention and regeneration of existing housing stock;
 - 8.19.4 Prototypes and pilot initiatives of innovative housing forms;

- 8.19.5 Coordination of assembly, use, and disposal of City-owned lands to maximize program subsidies and increase housing options; and
- 8.19.6 Alignment of City initiatives with provincial and federal funding sources.

D7: PARKS, RECREATION and OPEN SPACE

Introduction

The City of Regina is designed, planned and built on a lasting legacy of parks and integration of built and natural open spaces, which encourages residents to connect with nature and live healthy, active lifestyles. Historically, the open space associated with Wascana Park in combination with the city's outdoor recreational facilities has defined the spatial landscape of the city. As the city has grown, new areas have continued this tradition, and today Regina's open spaces, natural areas, parks, recreation opportunities and institutional facilities are some of the most cherished in the city. Regina now has one of the highest proportions of green space per capita in Canada.

Going forward, the City will need to ensure it maintains this legacy for future generations and, in addition, provide the next generation of Regina residents with the ability to connect to the city's network of parks, plazas, natural areas, recreational facilities and important institutions in both new and established areas of the city. The City will also need to build upon existing partnerships and pursue new ones to provide contemporary indoor recreation opportunities that meet evolving community needs.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Embrace built heritage and invest in arts, culture, sport and recreation;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability; and
- Achieve long-term financial viability.

Goal #1 – Open Space and Recreation Principles

Maintain, enhance and extend an interconnected and accessible open space system.

9.1 Develop the OPEN SPACE SYSTEM generally in accordance with Map 7 – Parks, Recreation and Open Space and adhere to the following principles:

- 9.1.1 The OPEN SPACE SYSTEM will be managed in a comprehensive and environmentally sensitive manner;

- 9.1.2 The OPEN SPACE SYSTEM will be effectively and equitably distributed;
 - 9.1.3 Minimum standards for quantity and quality will guide the management of the OPEN SPACE SYSTEM, including where population densities are increasing in existing neighbourhoods;
 - 9.1.4 Responsive planning, design, development and maintenance practices of parks and open space; and
 - 9.1.5 Appropriate requirements for structured and unstructured recreational needs.
- 9.2 Ensure that new and existing neighbourhoods integrate *access* to ACTIVITY CENTRES as conceptually depicted in Map 7 – Parks, Recreation and Open Space.
 - 9.3 Co-locate or cluster parks and open space, where possible, with ACTIVITY CENTRES or other *community resources*.
 - 9.4 Connect neighbourhoods, where possible, via *active transportation* routes to multi-use *pathways*, regional trails, and the NATURAL SYSTEM.
 - 9.5 Integrate public safety considerations into the planning and design of parks and recreation facilities.

Goal #2 – Access to Recreation Programs and Services

Ensure access to a variety of recreation programs and services in all neighborhoods.

- 9.6 Develop and manage recreation facilities, programs and services such that they adhere to the following:
 - 9.6.1 Multifunctional parks and open space will be strategically located to provide convenient *access* and designed to accommodate diverse and changing needs and interests;

- 9.6.2 A variety of recreation programs and services will be provided either directly by the City or indirectly through partnership with other organizations;
 - 9.6.3 Minimized barriers to the use of municipal facilities, programs or services;
 - 9.6.4 Recreation programs will consider the needs of the most vulnerable populations; and
 - 9.6.5 Parks and open space will be designed for year-round use, whenever possible.
- 9.7 Study the application of new financing strategies and development incentives to provide, maintain and operate recreation facilities.
- 9.8 Encourage and facilitate partnerships to enable Policies 9.6 and 9.7.

D8: CULTURE

Introduction

The *culture* of a place is marked by its art, architecture, language, customs and other creative expressions and tangible features. Regina is a culturally dynamic city, boasting an impressive number of artists, community cultural organizations, libraries, museums, galleries, cultural spaces, natural heritage sites and other *cultural resources*. This diverse collection of talent and assets enriches the city's vitality and intellectual life, bringing tremendous opportunity to attract newcomers and investment.

Regina's *cultural resources* show great breadth and diversity. Festivals range from smaller neighbourhood-level events and street fairs to major city-wide events attracting large audiences from both inside and outside the community. Many neighbourhoods have long histories and are home to important *cultural heritage* resources (i.e. traditions and related stories), rich architecture and *historic places* (i.e. landscapes). Cultural diversity, expressed through language, food, clothing, art, celebrations and other traditions are undeniable markers of a strongly rooted but evolving city character.

Regina will continue to conserve, protect and support its *cultural resources*, *historic places*, civic identity and intercultural dialogue as important civic elements with broad and meaningful social, economic and cultural outcomes.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Embrace built heritage and invest in arts, culture, sport and recreation; and
- Foster economic prosperity.

Goal #1 – Support Cultural Development and Cultural Heritage

Enhance quality of life and strengthen community identity and cohesion through supporting cultural development and cultural heritage.

- 10.1 Build partnerships and work collaboratively with community groups, other levels of government, and the private and voluntary sectors to encourage *cultural development* opportunities and conserve HISTORIC PLACES.

- 10.2 Consider *cultural development, cultural resources* and the impact on HISTORIC PLACES in all areas of municipal planning and decision-making.
- 10.3 Identify, evaluate, conserve and protect *cultural heritage, HISTORIC PLACES, and cultural resources*, including but not limited to PUBLIC ART identified on Map 8 – Cultural Resources, to reinforce a *sense of place*.
- 10.4 Protect, conserve and maintain HISTORIC PLACES in accordance with the “Standards and Guidelines for Historic Places in Canada” and any other guidelines adopted by Council.
- 10.5 Encourage owners to protect HISTORIC PLACES through good stewardship and voluntarily designating their property for listing on the *Heritage Property Register*.
- 10.6 Develop a set of *cultural heritage* themes that reflect Regina’s identity and the diverse values of residents, and ensure that the list of HISTORIC PLACES recognized within the *Heritage Property Register* and *Heritage Holding Bylaw* adequately represent these themes.
- 10.7 Identify, prioritize and develop (via monuments, plaques, PUBLIC ART and other applied *cultural resources*) locations that provide a sense of arrival and departure into significant *cultural landscapes*.
- 10.8 Evaluate POTENTIAL HERITAGE CONSERVATION DISTRICTS conceptually identified in Map 8 – Cultural Resources and consider them for designation.
- 10.9 Consider the *cultural heritage value* in the acquisition, disposal, upgrading and development of City-owned property and open space.
- 10.10 Develop and enforce vacant building, property maintenance, and property standards by-laws to protect *heritage properties* against deterioration.
- 10.11 Leverage and expand funding, financial incentive programs and other means of support to advance *cultural development, cultural resources* and conservation of HISTORIC PLACES.

Goal #2 – Inclusion

Ensure learning opportunities, resources and activities provided by the City are culturally inclusive.

- 10.12 Respond to the cultural needs and aspirations of Regina’s increasingly diverse population through culturally relevant programs, services and facilities.
- 10.13 Engage with Regina’s First Nations, Métis and Inuit communities to determine collaborative strategies and approaches to addressing cultural needs and aspirations.
- 10.14 Encourage the strengthening and expansion of festivals and events that reflect diverse community interests and needs.

Goal #3 – Accessibility

Ensure access to cultural resources, learning opportunities, and activities.

- 10.15 Partner with stakeholders to improve promotion of, awareness of, and *access to cultural resources*, learning opportunities, and activities.
- 10.16 Support equitable *access to cultural resources*, practices and activities.

D9: HEALTH AND SAFETY

Introduction

Health and safety are key elements in ensuring that Regina remains a city of choice in which to live, work, and raise a family. Designing and building safe and healthy neighbourhoods, and supporting infrastructure, contributes significantly to a resilient city – one where health and safety are fully integrated into the city-building process. Health and safety are about building partnerships with the community, other levels of government, and industry in the pursuit of city practices that substantially improve the urban environment, often without the public awareness of, and regard for, the positive impacts.

The overall health and safety of the city are managed by dedicated professionals in health services, crime and fire prevention, emergency response, and other disciplines that ensure residents and workers can safely live in their homes, work at their places of employment, use the infrastructure that gets them around the city, and use the broad range of services that the city has to offer. The following goals support efforts to ensure our city is safe and healthy through urban planning and design, management of development impacts, and provision of greater oversight to areas that have a complex range of compatibility challenges with existing or potential neighbours.

This section links to the following Community Priorities:

- Develop complete neighbourhoods; and
- Achieve long-term financial viability.

Goal #1 – Safety and Urban Planning

Improve overall health of the public through urban planning.

11.1 Ensure the compatibility of new development within LAND USE COMPATIBILITY TRANSITION AREAS identified on Map 9 – Health and Safety.

11.2 Collaborate with stakeholders to ensure the long-term health and safety of Regina’s residents by:

11.2.1 Ensuring complementary land use adjacent to MAJOR HEALTH FACILITIES;

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- 11.2.2 Providing appropriate public *access* to MAJOR HEALTH FACILITIES and service centres;
 - 11.2.3 Providing municipal services and supporting amenities that meet the long-term growth needs of existing healthcare institutions;
 - 11.2.4 Evaluating the potential health effects of a planned development or project in partnership with the health region, where appropriate; and
 - 11.2.5 Ensuring compatible land use adjacent to MAJOR EMERGENCY RESPONSE FACILITIES.
- 11.3 Encourage utility providers to bury high voltage transmission lines when adjacent to residential neighbourhoods.
 - 11.4 Encourage school boards and developers to locate schools such that the safety and level of activity of children is optimized.

Goal #2 – Health and Environmental Impacts

Minimize social and environmental impacts and improve the health and safety of the city and region.

- 11.5 Employ appropriate setback standards to ensure compatible development adjacent to the following: railway, pipeline, and other utility corridors, energy-generation facilities and other features, where required.
- 11.6 Identify and employ a framework for the completion and evaluation of impact assessments.
- 11.7 Ensure city roadways are able to provide all-season emergency response access, maximize connectivity, and minimize response times.
- 11.8 Consider the impact of new development on *emergency response infrastructure*.
- 11.9 Require environmental impact assessments and remediation of *brownfield* sites prior to development.

- 11.10 Provide appropriate crime and fire education and prevention programs in collaboration with community associations and other stakeholders.

Goal #3 – Special Policy Areas

Coordinate the development of unique or special areas to ensure orderly and compatible development.

Airport

- 11.11 Adhere to the regulations respecting the location and height of buildings within identified areas on Map 10 - Airport Vicinity around the Regina International Airport.
- 11.12 Promote public safety and avoid issues of nuisance and incompatibility within the vicinity of the Regina International Airport by applying the following policies:
- 11.12.1 Apply noise attenuation standards to new residential development in the area between 25 and 30 NOISE EXPOSURE FORECAST in accordance with the Zoning Bylaw;
 - 11.12.2 Prohibit residential land use within the 30 NOISE EXPOSURE FORECAST contour;
 - 11.12.3 Minimize the potential to attract migratory birds by discouraging stormwater retention and reducing the amount of natural ponding;
 - 11.12.4 Protect navigation aids by applying the development standards set out by federal regulations. This will apply to development in the area shown on Map 10 - Airport Vicinity; and
 - 11.12.5 Prohibit uses with emissions that may affect airport visibility on lands adjacent to the airport.

Steel Mill and Refinery

- 11.13 Ensure that landowners register an interest on all residential and potentially affected non-residential property titles, at a time before or during the subdivision stage, in accordance with the following contexts and requirements:

- 11.13.1 That within concept plan areas affected by the 1000m IPSCO buffer (excluding the Lakeridge neighbourhood, which has had an approved concept plan in place since 1988), as shown on Map 9 – Health and Safety, future lot owners shall be made aware of potential noise and emissions associated with this operation; and
- 11.13.2 That within the concept plan area located north of Uplands and bound by Winnipeg Street to the east, city limits to the north and the CP rail line to the southwest, future lot owners shall be informed of potential noise and emissions associated with the petroleum refinery.

D10: ECONOMIC DEVELOPMENT

Introduction

A thriving economy is fundamental to the well-being of the city's residents. It assures the *quality of life* that is sought by residents of the city, the region, and, increasingly, people from around the world. It is, therefore, in the interest of residents that the City establishes policies and practices that support economic growth, diversity and competitiveness.

In recent years, Regina's economy has grown in key export sectors such as potash, oil and gas, and agricultural products. Accompanying this expansion is the city's growing importance as the financial, cultural, and government hub of Saskatchewan. The city is the source of goods and services, workers, capital, and innovation that directly support the competitiveness and productivity of other industries, underpinning the prosperity of the province as a whole. As such, Regina will continue to play a central role in contributing to the province's growth trajectory and realizing *The Saskatchewan Plan for Growth*.

Regina's renewed prosperity is not without its challenges. The growth in economic activity in and around Regina has put significant strain on the City's infrastructure assets, the availability and affordability of housing and capacity of the local labour market. The City's ability to support a thriving economy and ensure the continued success of the broader provincial economy requires these and other challenges to be addressed.

Shared prosperity depends upon municipal governance that considers the economic implications of its policies, and upon collaboration with other governments and economic actors. By cultivating strong partnerships, the economies of Regina and the region can grow sustainably, and in a way that enhances *quality of life* for residents.

Additional policies related to economic development are woven into other sections of this Plan.

This section links to the following Community Priorities:

- Embrace built heritage and invest in arts, culture, sport and recreation;
- Foster economic prosperity;
- Achieve long-term financial viability; and

- Optimize regional cooperation

Goal #1 – Economic Vitality and Competitiveness

Foster an environment conducive to economic vitality and competitiveness which supports the standard of living of residents in Regina and the surrounding region.

- 12.1 Ensure an orderly regulatory environment within which business and industry can operate assured of transparency, predictability, and fairness in their dealings with the City.
- 12.2 Minimize regulatory barriers to economic growth to the greatest possible extent while balancing the needs and aspirations of all Regina residents, fee-and tax-payers, and the sustainability of the city.
- 12.3 Establish taxation rates and other residential and business fees and charges that consider the sustainability of services.
- 12.4 Provide easy *access* to information about investing in, conducting business in, and visiting Regina.

Goal #2 – Economic Growth

Optimize the economic development potential of Regina, the region, and the Province of Saskatchewan.

- 12.5 Establish and implement mechanisms to expand and diversify the economy, promote the attractiveness of Regina and the region as a place to live, invest, do business, and visit, by:
 - 12.5.1 Identifying and leveraging opportunities to expand existing industries;
 - 12.5.2 Identifying and encouraging the development of new economic opportunities; and
 - 12.5.3 Promoting and enhancing tourism.

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- 12.6 Collaborate with community economic development stakeholders across the region to leverage shared economic advantages and tourism opportunities, including but not limited to:
- 12.6.1 Working with the Province to build upon Regina’s role as the provincial capital;
 - 12.6.2 Working with the Wascana Centre Authority to promote physical connections between provincial facilities and adjacent areas;
 - 12.6.3 Collaborating with surrounding First Nations, Métis and Inuit communities to promote shared prosperity; and
 - 12.6.4 Maximizing potential linkages and leveraging special economic assets such as Innovation Place, the Global Transportation Hub, Regina International Airport, the University of Regina and other specific lands and land uses with high linkage/spinoff potential.

Goal #3 – Economic Generators

Cultivate entrepreneurship and support economic generators.

- 12.7 Encourage innovative options to support and incubate new entrepreneurs and commercial ventures:
- 12.7.1 Encourage the development and commercialization of new ideas that have the potential to diversify the economy;
 - 12.7.2 Consider leasing or selling City-owned properties for use as *live/work* spaces, studio spaces and offices for arts organizations;
 - 12.7.3 Consider the inclusion of *live/work* spaces, studio space and cultural facilities in new and renovated developments as a *community amenity*;
 - 12.7.4 Collaborate with stakeholders to create opportunities for all residents to participate in the labour force, including, but not limited to, on-

the-job training, mentorship, and skill development in wide-ranging occupations; and

- 12.7.5 Encourage new and existing industry clusters, including cultural and creative industries, to increase collaboration, innovation and shared industry infrastructure.
- 12.8 Compete in the marketplace where it is appropriate and within the legislative authority of the City when:
- 12.8.1 Policies and practices are in place to ensure transparency and fair dealing by the City of Regina;
 - 12.8.2 The financial benefit to Regina residents of competing in the marketplace can be quantified; and
 - 12.8.3 Participation in the marketplace ensures the sustainability of critical services or infrastructure.

D11: SOCIAL DEVELOPMENT

Introduction

Residents of Regina have historically enjoyed a vibrant economy and relatively low cost of living. Like many urban centres, however, the city faces some social challenges, including homelessness, poverty, and other issues resulting from social and economic inequality. Moreover, the social and economic gap between residents and between neighbourhoods has widened over the years. All Regina residents, including First Nations, Métis and Inuit peoples, immigrants, persons with *specific needs*, seniors and youth, play an essential role in the growth of Regina, sustaining communities and building the workforce that is so essential to Regina's future.

In Canada, federal and provincial governments have primary responsibility to fund and support social infrastructure; however, the community frequently turns to the City, the government that is closest to the people, for help and answers to local problems. Social development includes support to individuals, families and neighborhoods in disadvantaged positions, allowing them to share in the benefit of the community's assets, its resources, and the opportunities it presents to enhance *quality of life*. The challenge for Regina as a whole is to provide an environment that considers the needs of all residents and neighborhoods. City departments, other levels of government, and the community must work together on social development and *inclusion* strategies. This approach calls for a sharing of resources as well as collaboration and consultation. By building strong and *inclusive* neighborhoods and communities with opportunities for all, the city can find long-term solutions to social challenges.

This section links to the following Community Priorities:

- Develop complete neighbourhoods;
- Support the availability of diverse housing options; and
- Foster economic prosperity.

Goal #1 – Social Sustainability

Promote and enhance social sustainability by recognizing that quality of life in a community depends on both its physical and community resources.

- 13.1 Develop *community resources* to provide opportunities for social activities, events and programming for Regina residents.

- 13.2 Require new development plans to demonstrate *access* and connections to ACTIVITY CENTRES and the OPEN SPACE SYSTEM.
- 13.3 Encourage the use of ACTIVITY CENTRES, open space, *community resources*, and other areas within the *public realm* for neighbourhood gatherings, accommodation of service providers, and delivery of community programs.
- 13.4 Collaborate with partners and the community to identify required social programs and services to address the diverse needs of residents, including the most vulnerable populations.
- 13.5 Encourage the provincial government and the community to establish locally based attainable childcare facilities, which are essential to enabling parents to secure *access* to employment.
- 13.6 Encourage *intensification* as a means to revitalize and renew neighbourhoods and existing *community resources*.
- 13.7 Provide neighbourhood organizations with information on available programs to be used for the maintenance and renovation of properties.
- 13.8 Collaborate with stakeholders on education and outreach for physical and social health programs.

Goal #2 – Food

Increase access to healthy and affordable food.

- 13.9 Support *community gardens* on public and private land.
- 13.10 Collaborate and seek partnerships to increase *access* to healthy, diverse and affordable food within neighbourhoods through Policy 3.2.3 and the following:
 - 13.10.1 Building capacity in the food sector;
 - 13.10.2 Supporting local-food and food-related business; and

- 13.10.3 Promoting *community gardens* and year-round space for farmers markets within the city.

Goal #3 – Community Security

Ensure that Regina is a safe community where everyone feels secure in their homes and neighbourhoods.

- 13.11 Recognize that prevention is a crucial component to health and safety.
- 13.12 Promote health and safety by embracing the principles of *Crime Prevention through Environmental Design (CPTED)*.
- 13.13 Collaborate and partner with other levels of government, stakeholders, and the broader community to:
- 13.13.1 Deliver, where feasible, community education, outreach, and programs on crime and fire prevention and disaster survival;
 - 13.13.2 Improve the management of litter;
 - 13.13.3 Implement the Graffiti Management Program; and
 - 13.13.4 Develop and implement strategies to address community-identified social issues.

Goal #4 – Vulnerable and Marginalized Populations

Foster Regina as a caring community for residents who are vulnerable and marginalized.

- 13.14 Work with others to ensure that all residents have secure *access* to basic needs, such as food, housing and other services.
- 13.15 Participate in the development of a comprehensive plan to address homelessness in partnership with other levels of government.

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- 13.16 Work with the community to coordinate the delivery of and provide information about social programs and services to those in need.

Goal #5 – Social Inclusion

Ensure that Regina is socially inclusive and strives for social equality regardless of age, ethnicity, religion, income, sexual orientation, ability or family structure.

- 13.17 Partner with stakeholders and the broader community to promote education and awareness programs and social marketing strategies as a way to advance cultural awareness, as well as to prevent and reduce bullying, racial tensions, and misunderstanding among diverse populations.
- 13.18 Provide opportunities for residents to be engaged in civic life, including, but not limited to, sitting on boards and committees that advise City Council and Administration.
- 13.19 Establish programs and a fee structure to ensure that City programs, services and facilities are affordable, *accessible*, and welcoming to all residents of Regina.
- 13.20 Support the city’s population of seniors and persons with *specific needs* by:
- 13.20.1 Promoting “aging in place” within the design of new and existing neighbourhoods;
 - 13.20.2 Using principles of *barrier-free* and *universal design* in creating public space to ensure *accessibility* for all; and
 - 13.20.3 Coordinating *accessibility* actions and initiatives across City departments.
- 13.21 Collaborate with First Nations, Métis and Inuit communities and other levels of government to identify opportunities to support Aboriginal initiatives within the city.
- 13.22 Identify opportunities to collaborate with the community and support the improved settlement and integration of international immigrants.

- 13.23 Develop an integrated multi-modal transportation system that offers choices to all of Regina's residents regardless of location, income level or ability.

SECTION E: REALIZING THE PLAN

Introduction

Design Regina has been an ambitious plan-making exercise, with a high level of community, stakeholder, City staff, and Council participation. One of the messages consistently emphasized through the process was that a plan is only as valuable as its implementation and the City's ability to see the Plan realized in the face of pressures and challenges. In that vein, this section outlines the policies to guide the Plan's implementation.

As the City moves forward to implement the Plan, the development of strategies will be one mechanism to achieve the Plan's goals and policies. The timing, scope and focus of the development of such strategies and other actions resulting from the Plan are matters that must be determined in consideration of the capacity of the City as it manages the many priorities emerging from this Plan through its strategic planning process.

An important implementation mechanism for OCPs is the Zoning Bylaw to manage land use and development within the city. The Zoning Bylaw is instrumental in setting out detailed requirements for: the use of land; the form, size and location of buildings on a lot; lot size and site design; on-site parking, and other matters. Direction to the Zoning Bylaw is provided in this section.

The City will also monitor indicators of success and undertake regular reviews to ensure that the plan responds to evolving conditions appropriately. Where change has occurred, or where residents' expectations are not being met, the City will amend the Plan accordingly.

While the City will continue to play a central role in implementing the Plan, the public will have the opportunity to be involved as well. The City will continue to engage the public while seeking to establish partnerships with community groups and other stakeholders. The City's fundamental challenge is to understand the services that residents need and value, find efficiencies in service delivery, and ensure that service offerings are at a level that is both satisfactory and affordable.

Goal #1 – Plan Ownership**Foster Plan ownership and execution by City staff and Council.**

- 14.1 Ensure that corporate decisions, policies and practices are consistent with this Plan.
- 14.2 Assess all proposed City policy, initiatives, practices, guidelines, standards, applications and other decision-making opportunities against the goals and policies of this Plan to ensure that proposals that inhibit or deviate from the successful achievement of this Plan are not supported or approved.
- 14.3 Review existing City policies, practices, standards, and other guiding documents predating approval of this Plan, and representing barriers to the its successful achievement of this Plan in accordance with the following considerations:
 - 14.3.1 Where such existing approaches provide flexibility, discretion, interpretation or the weighing of choices, or where there is no governing or guiding direction, the City shall be flexible in a manner that supports this Plan’s Community Priorities and goals; and
 - 14.3.2 The City will seek to overcome all barriers and obstacles to Plan implementation, and previous Council directions will be brought into alignment with this Plan over time.
- 14.4 Plan collaboratively in a multi-disciplinary manner across the City as well as with the community.
- 14.5 Develop an implementation plan that prioritizes short-, medium- and long-term strategies, actions and other initiatives in consideration of the City’s capacity.
- 14.6 Develop a Corporate Strategic Plan and Departmental Business Plans to steer decision-making and improve understanding of the implications across the City for the implementation of this Plan, which:
 - 14.6.1 Describe the Plan’s implications across disciplines and departments;
 - 14.6.2 Describe the Plan’s implications for the City’s capacity and appropriate resourcing of the work;

- 14.6.3 Foster cross-departmental decision-making;
 - 14.6.4 Connect budget and prioritization of budget with Plan actions and initiatives;
 - 14.6.5 Report the results publicly; and
 - 14.6.6 Include other matters, as necessary.
- 14.7 Support creative solutions that may challenge conventional practices to achieve the goals and policies of this Plan.
- 14.8 Think beyond the city to regional, national and global issues, needs, and opportunities in partnership with other levels of government to support the achievement of the goals and policies of this Plan.

Goal #2 – Community Engagement

Support community engagement to build ownership of the Plan.

- 14.9 Ensure that community engagement is a component of the community building process and is a fundamental tool in achieving this Plan.
- 14.10 Continue the engagement process with those who contributed to the development of the Plan.
- 14.11 Seek new and innovative ways to raise awareness and engage the broader community.
- 14.12 Encourage and enable individuals and civic organizations to use the Plan to take initiative in their city.
- 14.13 Ensure that public engagement is completed and integrated as part of the five-year review process as per Policy 14.15.

- 14.14 Engage the public in planning and other City matters, in accordance with established procedures.

Goal #3 – A Living Plan

Ensure the Plan remains current and relevant over its life.

- 14.15 Review the Plan every five years, using the eight Community Priorities and Plan goals as guidance, and include:
- 14.15.1 Public and stakeholder engagement and City cross-departmental involvement;
 - 14.15.2 Consideration of Plan implementation progress, barriers, successes, failures, challenges and opportunities; and
 - 14.15.3 Identification of amendments, mechanisms, or approaches to continuously improve the Plan.
- 14.16 Amend the Plan in response to changing circumstances to renew and update it between reviews, using the Community Priorities and Plan goals as guidance.

Goal #4 – Monitoring and Tracking Success

Ensure the goals and policies of this Plan are realized.

- 14.17 Measure, monitor, assess, and report progress on this Plan through a monitoring and evaluation framework:
- 14.17.1 Monitor and learn from local, national, and international best practices and adapt approaches in order to achieve the goals and policies of this Plan; and
 - 14.17.2 Identify and monitor performance targets as directed by this Plan.
- 14.18 Regularly report on progress towards the realization and successful implementation of this Plan in a public and transparent way that fosters public dialogue.

Goal #5 – Phasing and Financing of Growth**Support orderly and sustainable long-term growth.**

14.19 Develop a detailed phasing and financing plan that will establish sequencing of new growth and development identified on Map 1 - Growth Plan and associated municipal servicing that supports:

- 14.19.1 Optimization of existing services/amenities;
- 14.19.2 Meeting *intensification* targets established in Policies 2.3 and 2.9;
- 14.19.3 Projected population and employment growth and anticipated market demand for housing and/or commercial/industrial development;
- 14.19.4 Provision of new services, features and amenities within a *complete neighbourhood* as required by Policy 7.1;
- 14.19.5 Contiguous development;
- 14.19.6 Balanced residential and employment growth;
- 14.19.7 Financial capacity of the City;
- 14.19.8 Affordable land development, land availability and market readiness;
and
- 14.19.9 Any other considerations deemed important by the City.

14.20 Council shall approve the phasing and financing plan.

Goal #6 – Relationship Between Plans**Ensure alignment between the OCP and its cascading and related plans, practices, standards, and other guiding documents.**

14.21 Develop or renew City plans, strategies and approaches to ensure the goals and policies of this Plan are actionable and realized over time. Such strategies may be

cross-departmental (e.g. strategic plans and business plans) or within a particular subject area or discipline (e.g. master plans).

Concept Plans

- 14.22 Require the preparation of concept plans to direct land-use, servicing, design and other planning considerations, for neighbourhoods, employment areas, URBAN CORRIDORS, URBAN CENTRES or other areas defined by the City.
- 14.23 Regard the following planning instruments as types of concept plans:
- 14.23.1 “Neighbourhood Plans” which apply to existing, new or *mixed-use* neighbourhoods;
 - 14.23.2 “Industrial Area Plans” or “Commercial Area Plans” which apply to existing or new industrial areas or commercial areas;
 - 14.23.3 “Corridor Plans” which apply to corridor redevelopment areas; and
 - 14.23.4 “Structure Plans” which apply to specific phases of development or districts within a specific area subject to an approved Neighbourhood Plan, Industrial or Commercial Area Plan or Corridor Plan; infill sites; or smaller planning areas.
- 14.24 Ensure that concept plans include a combination of descriptive text, policy statements, maps and graphics, and, where required by the City, demonstrate or identify the following:
- 14.24.1 Overall conformity with this Plan;
 - 14.24.2 How the City’s *density* targets, guidelines and policies for *complete neighbourhoods* and housing objectives will be achieved;
 - 14.24.3 Significant features of the OPEN SPACE SYSTEM; general land-use categories; and neighbourhood hubs;
 - 14.24.4 The general location of arterial and *collector* streets and major utility infrastructure (e.g. trunks, force mains, pump stations, main drainage channels);

- 14.24.5 The function, performance, and design of different street types proposed;
 - 14.24.6 Potential *active transportation* routes and linkages (e.g. cycling and pedestrian);
 - 14.24.7 A plan for staging the development over time, including road and utility infrastructure;
 - 14.24.8 Identification of potential school sites, ACTIVITY CENTRES, and transit routes;
 - 14.24.9 A strategy for preparing and adopting Structure Plans;
 - 14.24.10 A strategy, including servicing templates, for accommodating the water, wastewater and drainage requirements for the proposed development;
 - 14.24.11 Off-site or system-wide improvements, which are required to facilitate the proposed development and each phase of the proposed development;
 - 14.24.12 How the proposed development will integrate with adjacent development, neighbourhoods, and the rest of the city;
 - 14.24.13 Environmental and geotechnical assessments and strategies for incorporating or protecting important features of the natural environment;
 - 14.24.14 Fiscal impact analyses as per Policy 1.11; and
 - 14.24.15 Any other matter the City deems necessary, in accordance with *The Planning Development Act, 2007* (as amended), and this Plan.
- 14.25 Require the preparation and adoption of structure plans, where necessary. Where a structure plan is required by the City, include the following:

-
- 14.25.5 Overall conformity with this Plan and any applicable concept plan;
 - 14.25.6 Detailed configuration of land use, open space and *density*;
 - 14.25.7 Detailed location of transportation and utility servicing networks, features and street design;
 - 14.25.8 Site design and building envelope standards, setbacks and massing;
 - 14.25.9 *Public realm* features and improvements; and
 - 14.25.10 Any other requirement from Policy 14.24, at the City’s discretion.
- 14.26 Require Structure Plans to:
- 14.26.1 Implement phases of development addressed through approved Neighbourhood Plans, Industrial or Commercial Area Plans, and Corridor Plans, where required by the City;
 - 14.26.2 Be adopted in whole or in part by Council; and
 - 14.26.3 Be appended to an approved Neighbourhood Plan, Industrial or Commercial Area Plan, or Corridor Plan, or where applicable.
- 14.27 Append concept plans to this Plan, in accordance with *The Planning and Development Act, 2007* (as amended).
- 14.28 Undertake the following through a meeting with the City, prior to submission of a concept plan application, excepting structure plans:
- 14.28.1 Identification of a public and stakeholder engagement strategy;
 - 14.28.2 At least one design charrette exercise between the proponent and City administration in order to develop the preliminary vision, design and servicing options; and
 - 14.28.3 Identification of a general work program and schedule for carrying out the planning exercise.

- 14.29 All “secondary plans”, “neighbourhood plans”, or other area-specific policy plans, which formed part of the former official community plan (Regina Development Plan—Bylaw 7877), shall form part of this Plan - as concept plans - in accordance with this section of the Plan and *The Planning and Development Act, 2007* (as amended) and any policies referencing the former plan shall be deemed to refer to the most applicable policies within this Plan.
- 14.30 Any concept plans in BUILT OR APPROVED NEIGHBOURHOODS that were adopted by resolution pursuant to any former official community plan are continued under this Plan. However, the City will support appropriate amendments to any existing approved concept plan in order to enhance conformity with this Plan.

Goal #7 – Zoning Bylaw Compliance

Ensure that the Zoning Bylaw facilitates development in accordance with the goals and policies of this Plan.

- 14.31 Ensure that the Zoning Bylaw establishes the necessary standards and regulations to facilitate the goals and policies of this Plan, and that the bylaw conforms to this Plan and *The Planning and Development Act, 2007* (as amended).
- 14.32 Provide for land-use districts (zones), permitted and discretionary uses, site regulations, general and specific development standards, special land use and development control mechanisms (e.g. contract zoning), administrative procedures and any other matter that City Council determines to be appropriate or necessary to achieve the intent of this Plan through the Zoning Bylaw.
- 14.33 Ensure that applications to amend the zoning regulations, or requests for the rezoning of land consider the following:
- 14.33.1 The nature of the proposal and its conformity with all relevant sections of this Plan, as well as any approved concept plans;
 - 14.33.2 The need to protect all forms of land use from harmful encroachments by incompatible uses;

-
- 14.33.3 The capability of the existing roadway and public transit systems to service the proposed use, and the adequacy of the proposed supply of off-street parking;
 - 14.33.4 The capability of existing community infrastructure to service the proposal, including water and sewer services, parks, schools, and other utilities and community services;
 - 14.33.5 The impact of the proposal on the continued viability of the local community and local community services;
 - 14.33.6 The on-going need to promote a compact and efficient city form; and
 - 14.33.7 Any other matter authorized by this Plan or *The Planning and Development Act, 2007* (as amended).
- 14.34 Encourage the Province to accommodate the use of additional innovative zoning techniques (e.g. inclusionary zoning, more expansive design controls and incentive mechanisms) in any future amendment to *The Planning and Development Act, 2007* (as amended).

Goal #8 – Contract Zones

Support beneficial development proposals that meet the intent of this Plan, but require special regulatory treatment to address unique characteristics.

- 14.35 Apply a Contract Zone designation, at Council’s discretion, to development proposals that do not conform with existing zoning requirements (e.g. use of land, site, development or servicing standards, etc.), or that require special regulatory control to ensure compatibility with adjacent development, with the provision that the proposed development:
- 14.35.1 Conforms with the general intent of this Plan or any applicable concept plan;
 - 14.35.2 Represents a unique and/or positive development opportunity; and

-
- 14.35.3 Is compatible with existing adjacent development and, where applicable, contributes beneficially to the adjacent *public realm*.
- 14.36 Enter into a Contract Zone agreement with the affected landowner to address those matters set forth and authorized by *The Planning and Development Act, 2007* (as amended) prior to applying the Contract Zone.
- 14.37 Ensure conformity with Policy 14.35 by including the following types of conditions, at Council’s discretion as part of the Contract Zone agreement:
- 14.37.1 Restrictions on the use of land; the form, height and location of buildings; or the hours or periods of operation;
- 14.37.2 Requirements respecting specified or unique landscaping, lighting, noise control, signage, site layout/design, on-site parking, and pedestrian infrastructure standards; and
- 14.37.3 Limitations on the duration of the agreement or proposed development.
- 14.38 Require a performance bond to ensure completion of the agreement, at Council’s discretion.

Goal #9 – Direct Control Districts

Support the development of a unique or special area or district through the application of specific standards and regulations.

- 14.39 Apply the Direct Control District (DCD) designation at Council’s discretion to development proposals that require, or would benefit from, regulations and standards specific to that development proposal in the following contexts:
- 14.39.1 Areas that are significantly constrained by topographical conditions, natural constraints or hazards, and incompatible or potentially hazardous land uses;
- 14.39.2 Areas that are considered important because they include, or are surrounded by, significant heritage resources, environmentally

-
- sensitive or unique or important natural landscapes; and
- 14.39.3 Unique or *mixed-use* development proposals.
- 14.40 Where applicable, require through the Zoning Bylaw and/or a development agreement, that the proposed development(s):
- 14.40.1 Provides for a compatible interface with adjacent land use and development;
- 14.40.2 Provides for safe and efficient vehicular and pedestrian *access*, giving consideration to surrounding traffic circulation patterns;
- 14.40.3 Provides an adequate level of transportation and utility services;
- 14.40.4 Includes a private outdoor amenity area(s) or public open space(s);
- 14.40.5 Includes measures for protecting important natural or heritage resources;
- 14.40.6 Adheres to specified building architecture and design standards;
- 14.40.7 Adheres to specified provisions relating to the use of land, performance and operations of land use or businesses;
- 14.40.8 Adheres to specified site and *urban design* standards, including but not limited to lighting, signage, landscaping, parking and loading areas, setbacks, and buffers; and
- 14.40.9 Considers Appendix A - Guidelines for Complete Neighbourhoods.
- 14.41 Require, where applicable, that the affected landowner enter into a development agreement with the City to:
- 14.41.1 Address any of the matters set forth and authorized by *The Planning and Development Act, 2007* (as amended) or this Plan;
- 14.41.2 Ensure that the development proponent constructs and/ or

maintains, or pays the City to construct and maintain, all transportation and utility infrastructure required to facilitate the proposed development(s); and

- 14.41.3 Ensure that the proposed development is constructed within a certain timeframe and in accordance with specified construction and maintenance requirements.

Goal #10 – Exceptions to Development Standards

Support improvements to the public realm, or other public benefits, through the relaxation of specified Zoning Bylaw requirements, bonusing and other mechanisms.

- 14.42 Support the relaxation of specified Zoning Bylaw requirements to support or achieve improvements to the *public realm* or other public benefits in cases where:

14.42.1 The relaxation will not be contrary to the general purpose of the zone; and

14.42.2 The Zoning Bylaw establishes the facilities, services or other matters which will be provided where the general standards have been relaxed.

- 14.43 Set out the following information within the Zoning Bylaw regarding the authorization of relaxations to specified Zoning Bylaw requirements:

14.43.1 The circumstances and/or general locations (e.g. DOWNTOWN) where relaxation of specified Zoning Bylaw requirements may be authorized;

14.43.2 The nature and extent of exceptions that may be allowed, including limits to their application; and

14.43.3 The type, number or amount of *community amenities* or improvements to the built environment that may be accepted in exchange for a given exception in a particular location.

-
- 14.44 Enter into an agreement with the development proponent with respect to the facilities, services or improvements to be provided where the City agrees to relax specified requirements of the Zoning Bylaw in exchange for improvements to the *public realm*, or other *community amenities*.
- 14.45 Consider expanding the Zoning Bylaw to secure contributions from development to improve the *public realm*.

Goal #11 – Small Lot Zoning

Support the small lot character of inner city neighborhoods and encourage smaller lot size in new neighborhoods.

- 14.46 Apply the R1A (Residential Older Neighbourhood Detached), R3 (Residential Older Neighbourhood), R4 (Residential Older Neighbourhood), R4A (Residential Infill Housing), IIT (Innismore Industrial Transitional Overlay), and TAR (Transitional Area Residential) zones only in older residential neighbourhoods (determined by the City) with special site and parking regulations.
- 14.47 Consider allowing small residential lots comparable to those found in typical inner city neighbourhoods to accommodate single detached, row house and town house dwellings in all residential zones where there is a back lane and where appropriate.

Goal #12 – Mixed Residential Business Zone

Provide a compatible land-use transition between commercial development and residential neighbourhoods.

- 14.48 Use the MX – Mixed Residential Business Zone as a transition or buffer between high-traffic-generating commercial zones and residential neighbourhoods.
- 14.49 Limit the MX – Mixed Residential Business zone to *low density*, low-traffic-generating commercial and multiple unit residential development.
- 14.50 Apply the MX – Mixed Residential Business Zone in a manner which supports the stability and viability of adjacent residential areas.

-
- 14.51 Restrict the MX – Mixed Residential Business Zone to locations on *minor arterials* and *collector* streets adjacent to residential areas and to locations between existing MAC Zones and residential areas.

Goal #13 – Architectural Control Districts

Protect or support architectural character or building design, where appropriate.

- 14.52 Designate an area, at Council’s discretion, as an *Architectural Control District* (or *Overlay District*), as per *The Planning and Development Act, 2007* (as amended), to implement and enforce specified architectural design standards where this Plan or an approved concept plan sets forth guidelines for the architectural detail and design of buildings for a particular area.
- 14.53 Consider supporting the use of the *Architectural Control District* in the following contexts:
- 14.53.1 Where it is considered desirable to preserve the architectural character of an area, deemed to be important for historical or cultural purposes;
 - 14.53.2 Where it is considered desirable to promote particular design characteristics for an area, in order to support a more aesthetically pleasing environment and/ or enhanced *public realm*;
 - 14.53.3 To prevent specific undesirable architectural or design features;
 - 14.53.4 To support “green building” design (e.g. passive solar design, energy efficient materials, “green roofs”, etc.); and
 - 14.53.5 Where the intent is to implement the applicable building design guidelines outlined in the Appendix A - Guidelines for Complete Neighbourhoods.
- 14.54 Include architectural design standards and any appropriate instructions for applying and regulating the standards, in accordance with guidelines set forth in this Plan or an approved concept plan, for designated ARCHITECTURAL CONTROL DISTRICTS within the Zoning Bylaw (see Map 8 – Cultural Resources).

- 14.55 Identify appropriate architectural design standards with requests to designate new ARCHITECTURAL CONTROL DISTRICTS.
- 14.56 Delegate to the Development Officer the responsibility for reviewing and issuing development permits in ARCHITECTURAL CONTROL DISTRICTS through the Zoning Bylaw.
- 14.57 Set out the application process, and review mechanisms and any applicable fees related to development permits in ARCHITECTURAL CONTROL DISTRICTS through the Zoning Bylaw.

SECTION F: MAPS

- Map 1 Growth Plan
- Map 2 Regina Census Metropolitan Area
- Map 3 Regional Policy Context
- Map 4 Environment
- Map 5 Transportation
- Map 6 Office Areas
- Map 7 Parks, Recreation and Open Space
- Map 8 Cultural Resources
- Map 9 Health and Safety
- Map 10 Airport Vicinity

Map 1
GROWTH PLAN

WITHIN BUILT OR APPROVED NEIGHBOURHOODS: TO REACH 300,000: 235,000 persons
 65,000 persons

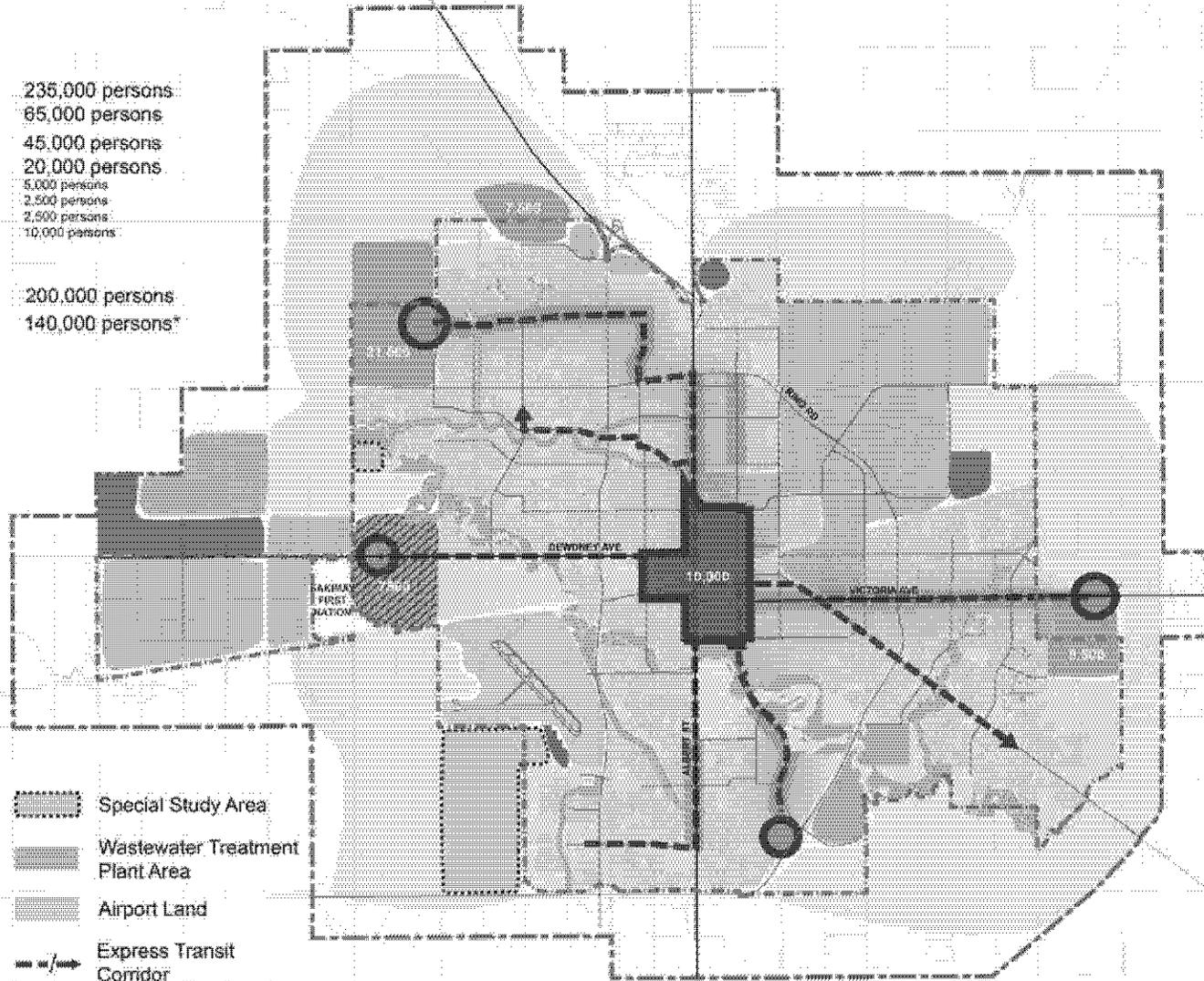
Greenfield: 45,000 persons
 Intensification: 20,000 persons
 City Centre - Downtown: 5,000 persons
 City Centre - RRI: 2,500 persons
 City Centre - Elsewhere: 2,500 persons
 Other Parts of the City: 10,000 persons

TO REACH 500,000: 200,000 persons
 Greenfield: 140,000 persons*

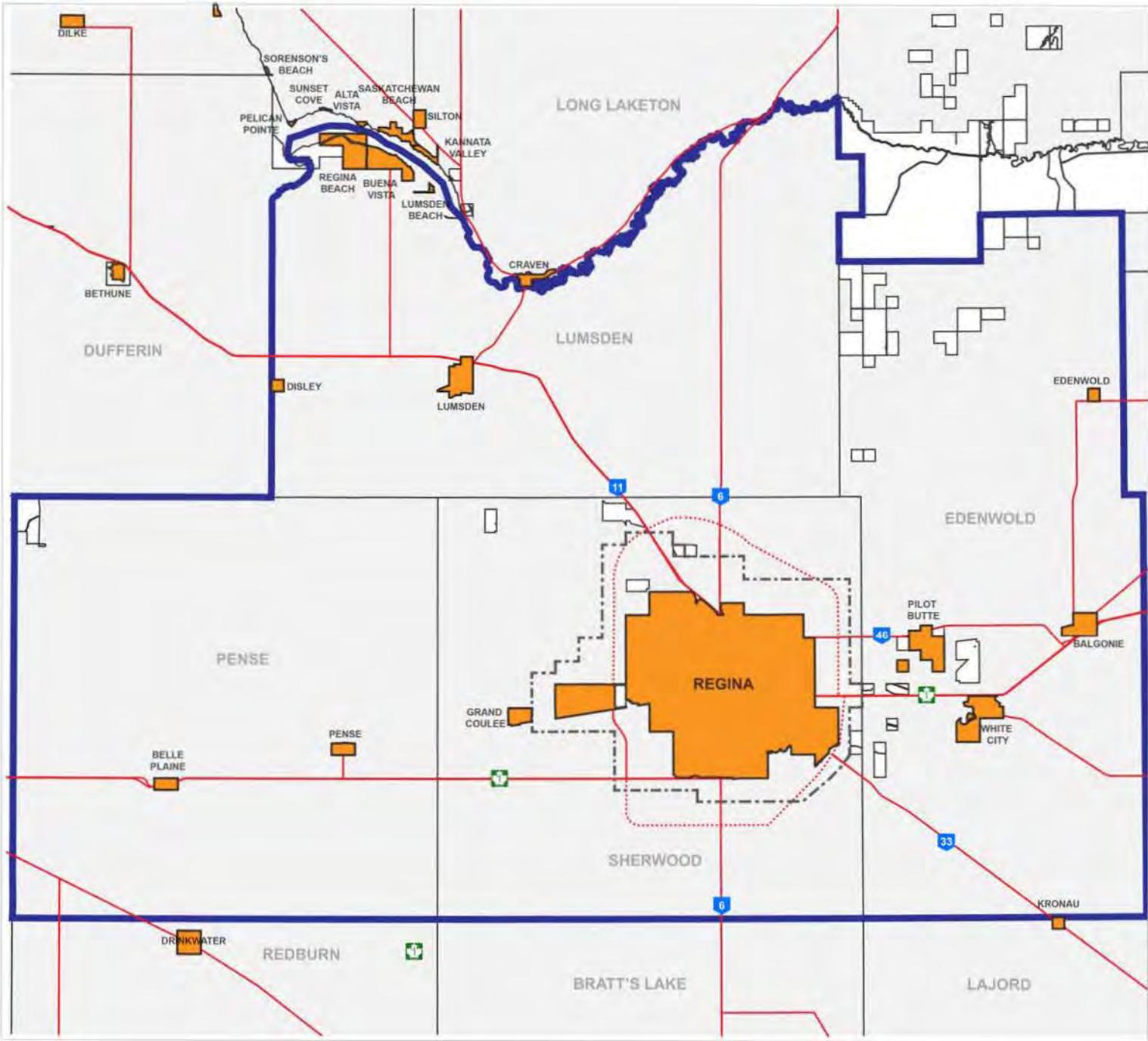
*Based on a 70/30 split assumption

LEGEND

-  Urban-Rural Fringe Area
-  City Boundary
-  Major Road
-  Built or Approved Neighbourhoods
-  New Neighbourhood (300k)
-  Intensification Area (300k)
-  Long-Term Growth Area (500k)
-  City Centre
-  New Mixed-Use Neighbourhood (300k)
-  Existing Approved Employment Area
-  New Employment Area
-  Special Study Area
-  Wastewater Treatment Plant Area
-  Airport Land
-  Express Transit Corridor
-  Urban Corridor
-  Urban Centre



Note: Populations indicated for new neighbourhoods are estimates



MAP 2
**Regina Census
 Metropolitan Area**

Scale: Not To Scale

Legend

-  Urban-Rural Fringe Area
-  Urban Municipality
-  Regina Census Metropolitan Area
-  Rural Municipality
-  Highway
-  Potential Highway

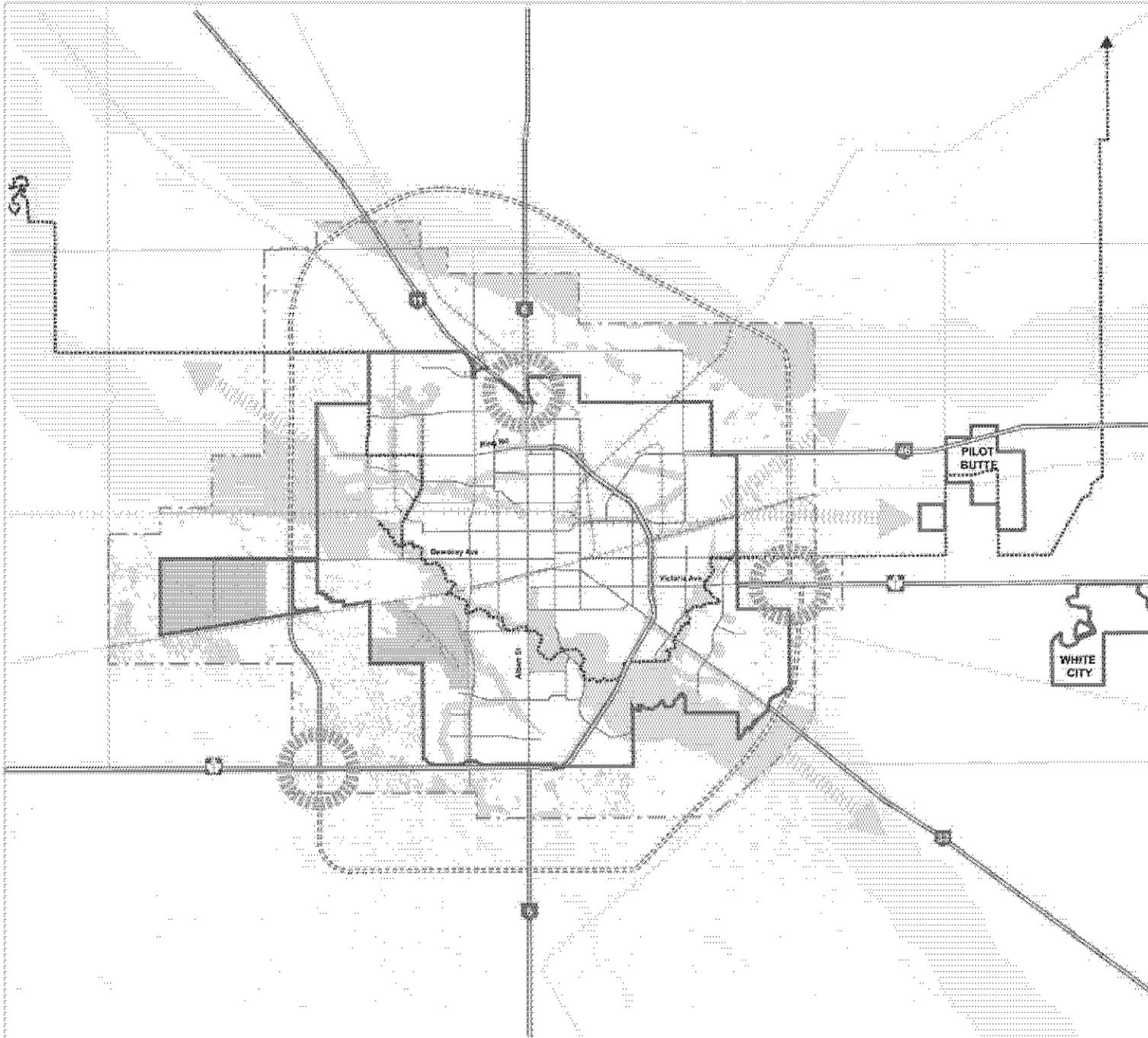


MAP 3
**Regional Policy
 Context**

Scale: Not to Scale

Legend

-  Urban Municipality
-  Urban-Rural Fringe Area
-  Natural System
-  Potential Open Space Connection
-  Airport Land
-  Global Transportation Hub
-  Major Road
-  Highway
-  Potential Highway
-  Trans Canada Trail
-  Railway
-  Regional Gateway



MAP 4
Environment

Scale: Not to Scale

Legend

Natural System:

Natural Area

 Waterbody

 Floodplain

 Wetland

 Habitat Area

 Streams

Natural Corridor

 Natural Corridor

Naturalized Corridor

 Naturalized Corridor

 Tree Canopy

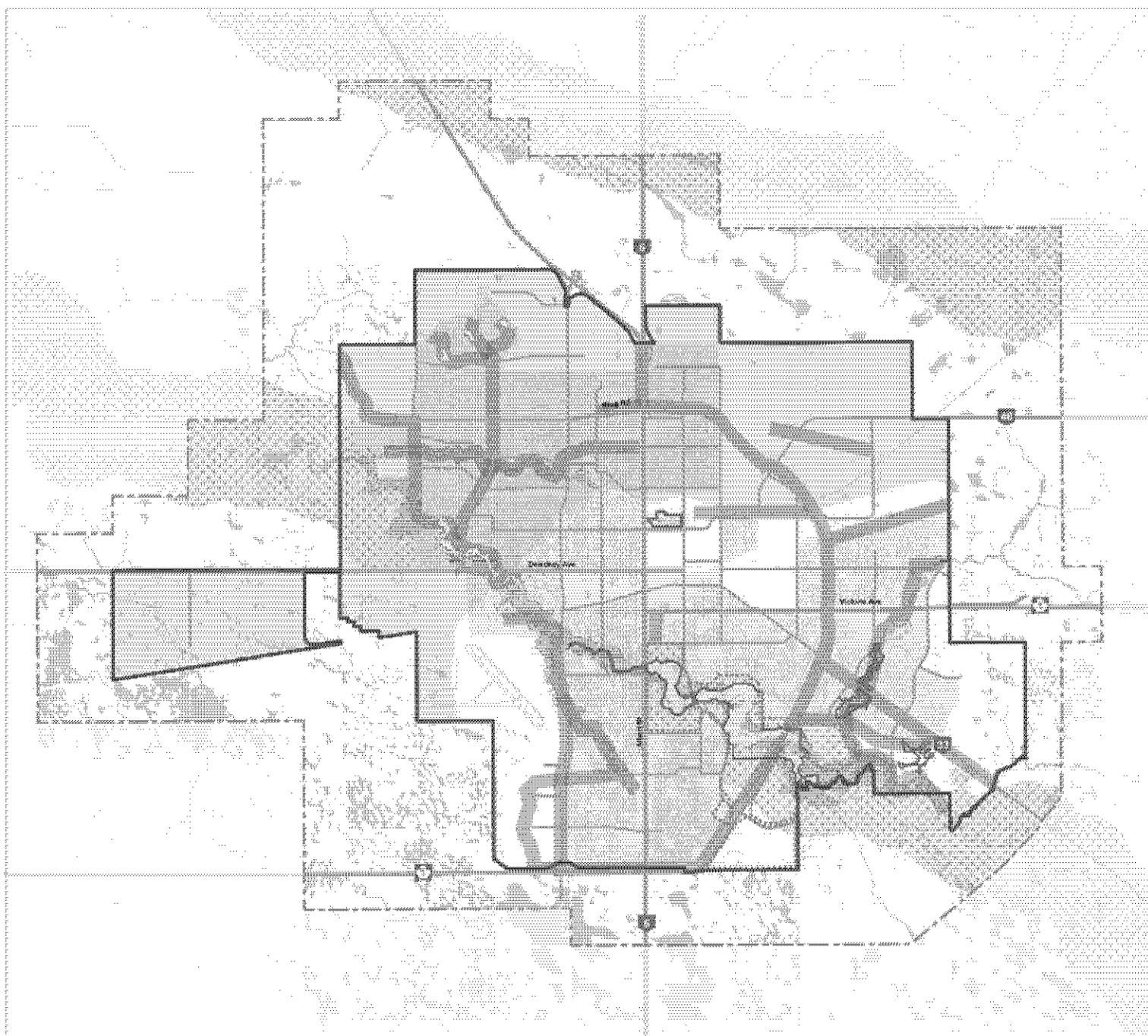
 Wascana Centre

 Aquifer

 City Boundary

 Urban-Rural Fringe Area

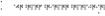
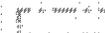
 Highway or Major Road

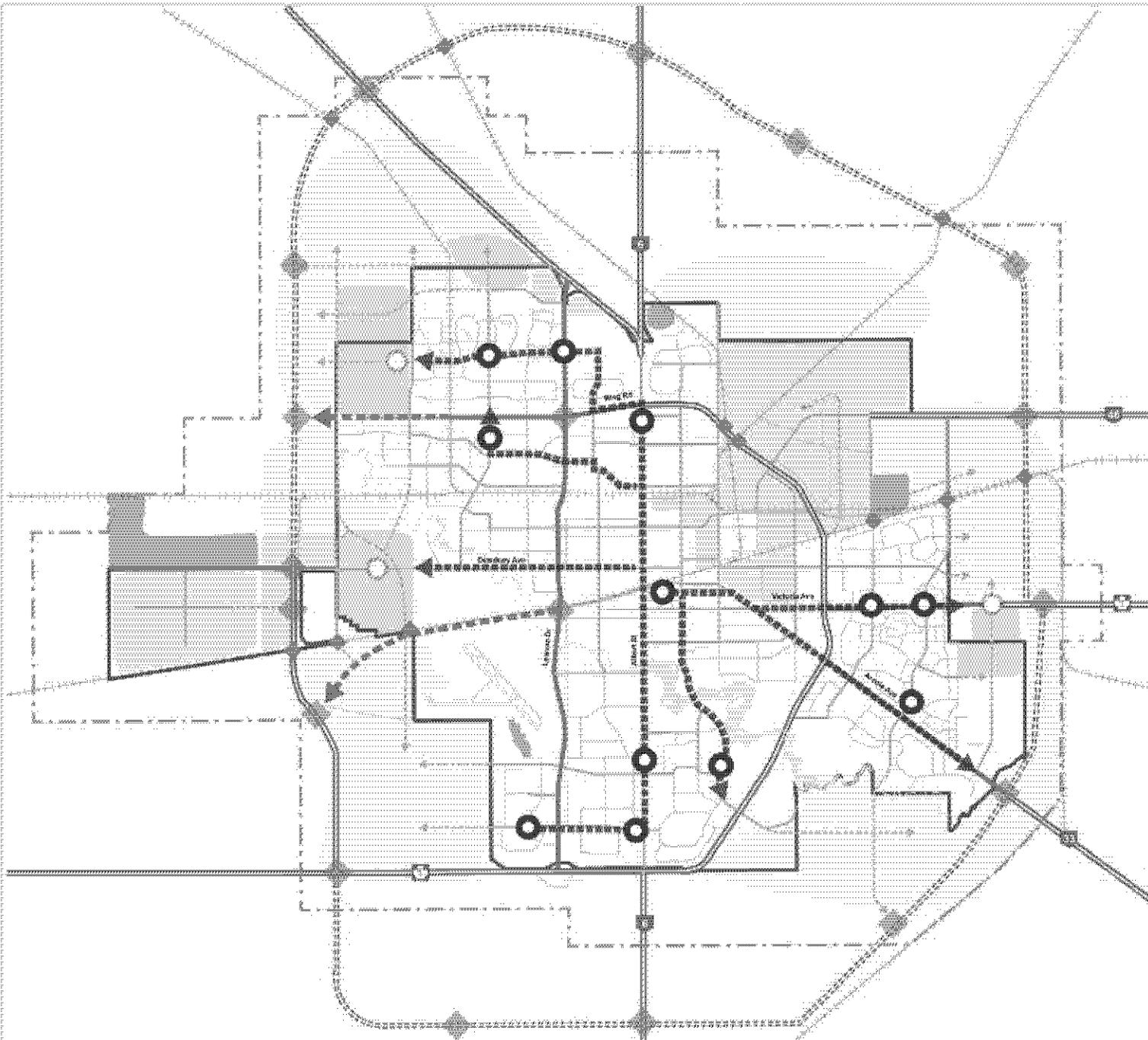


MAP 5
Transportation

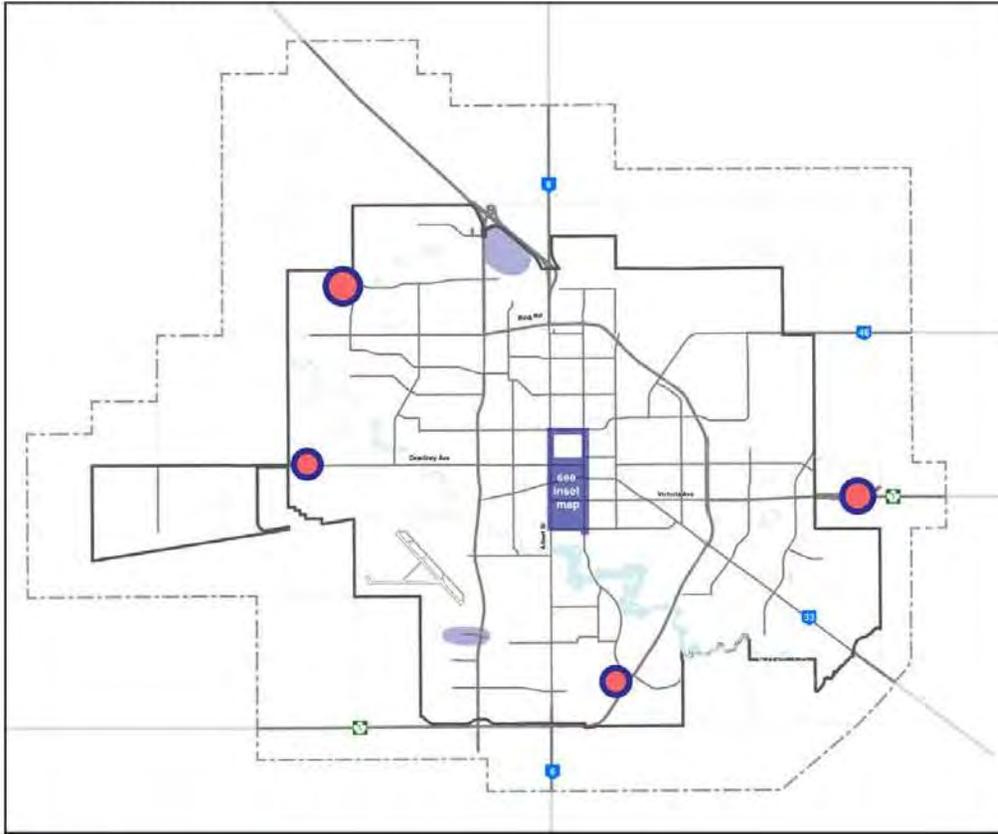
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Legend

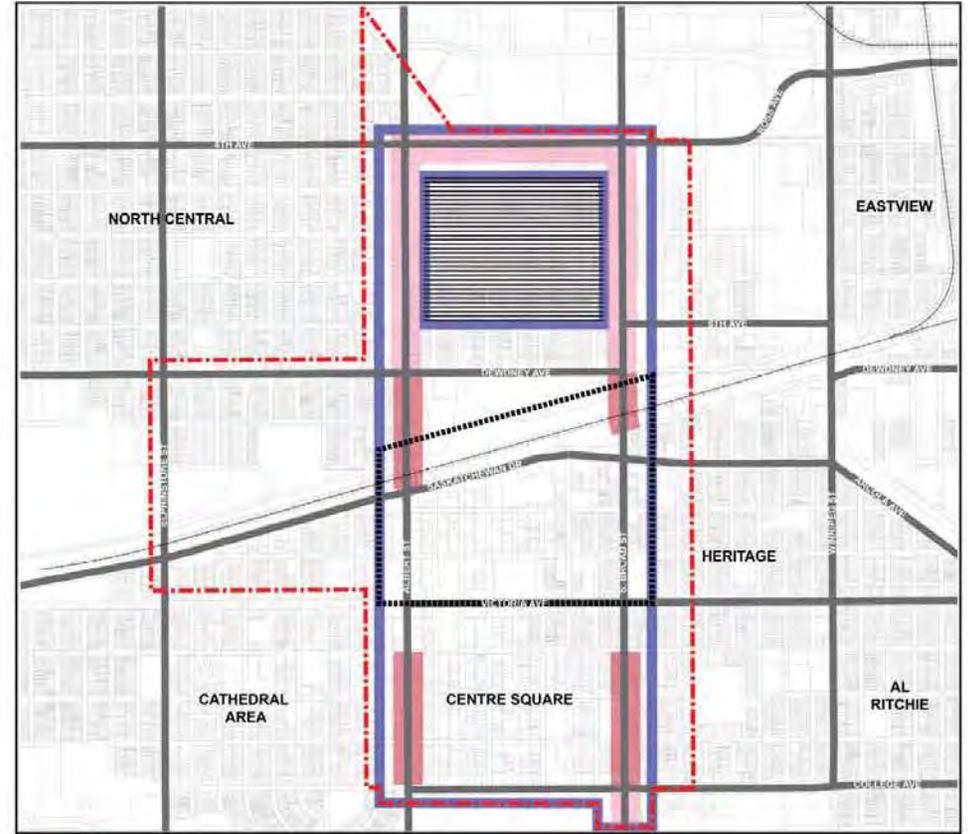
-  Highway
-  Potential Highway
-  Urban Expressway
-  Potential Urban Expressway
-  Arterial Road
-  Potential Arterial Road
-  Collector
-  Railway
-  Express Transit Corridor
-  Transit Node
-  Potential Transit Node
-  Potential Interchange
-  Potential Railway Grade Separation
-  New Neighbourhoods (300k)
-  Long-Term Growth Area (500k)
-  Existing Approved Employment Area
-  New Employment Area
-  Waterbody
-  City Boundary
-  Urban-Rural Fringe Area



Office Areas



- Downtown/Central City Office Area
- Office Area
- Urban Centre
- City Boundary
- Urban-Rural Fringe Area
- Highway or Major Road



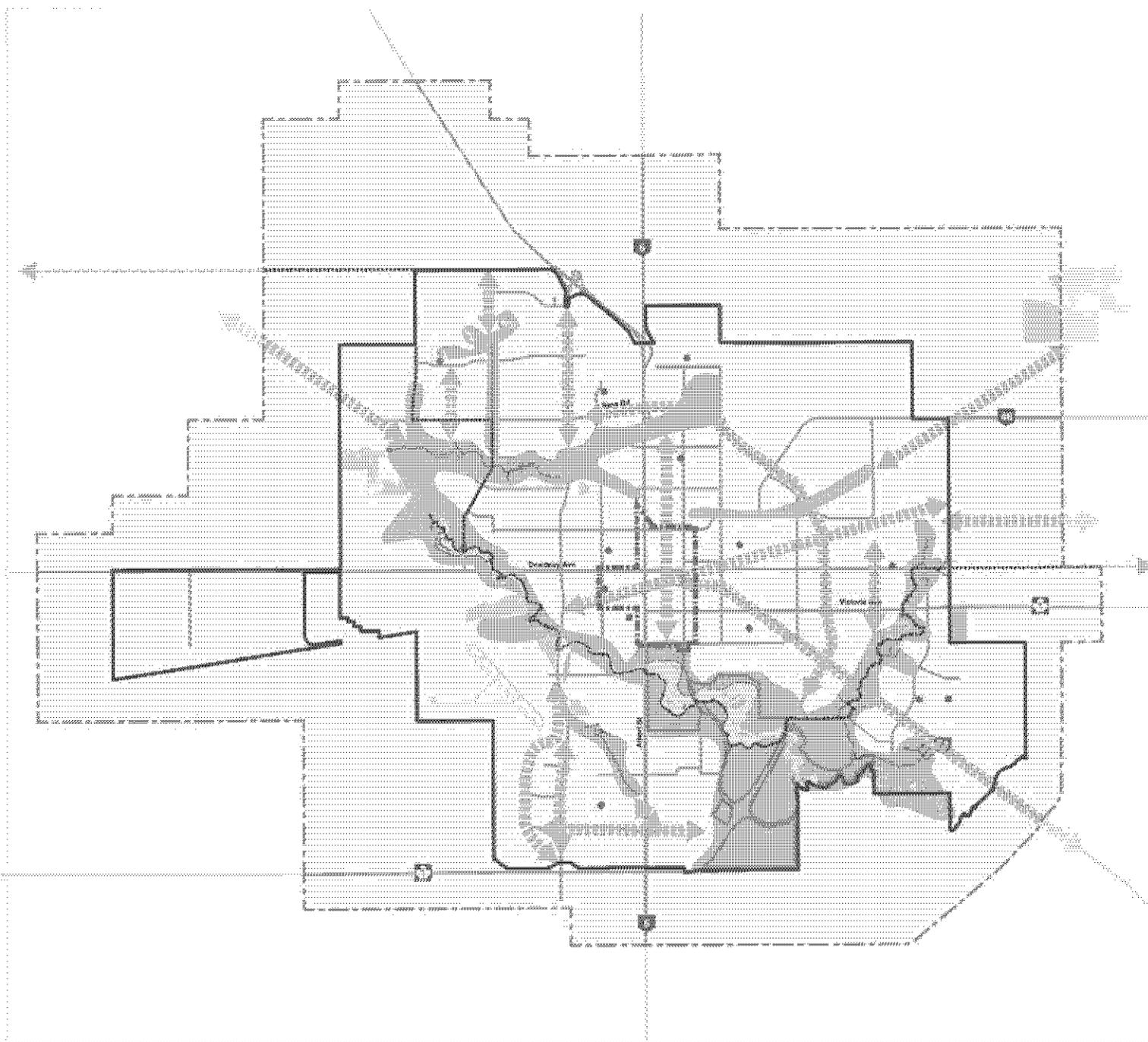
- City Centre
- Downtown
- Downtown/Central City Office Area
- Downtown/Central City Office Area Policy N/A
- Mid-Rise Office
Max. Height: 30m
- Low-Rise Office
Max. Height: 15m
Max. F.A: 7500 sqm
- Major Road
- Railway

MAP 7
**Parks, Recreation and
 Open Space**

Scale: Not to Scale

Legend

-  Open Space System
-  Potential Open Space Connection
-  Private Open Space (Golf Course)
-  Wascana Centre
-  City Centre
-  Trans Canada Trail
-  City Wide Trail
-  Activity Centre
-  City Boundary
-  Urban-Rural Fringe Area
-  Highway or Major Road

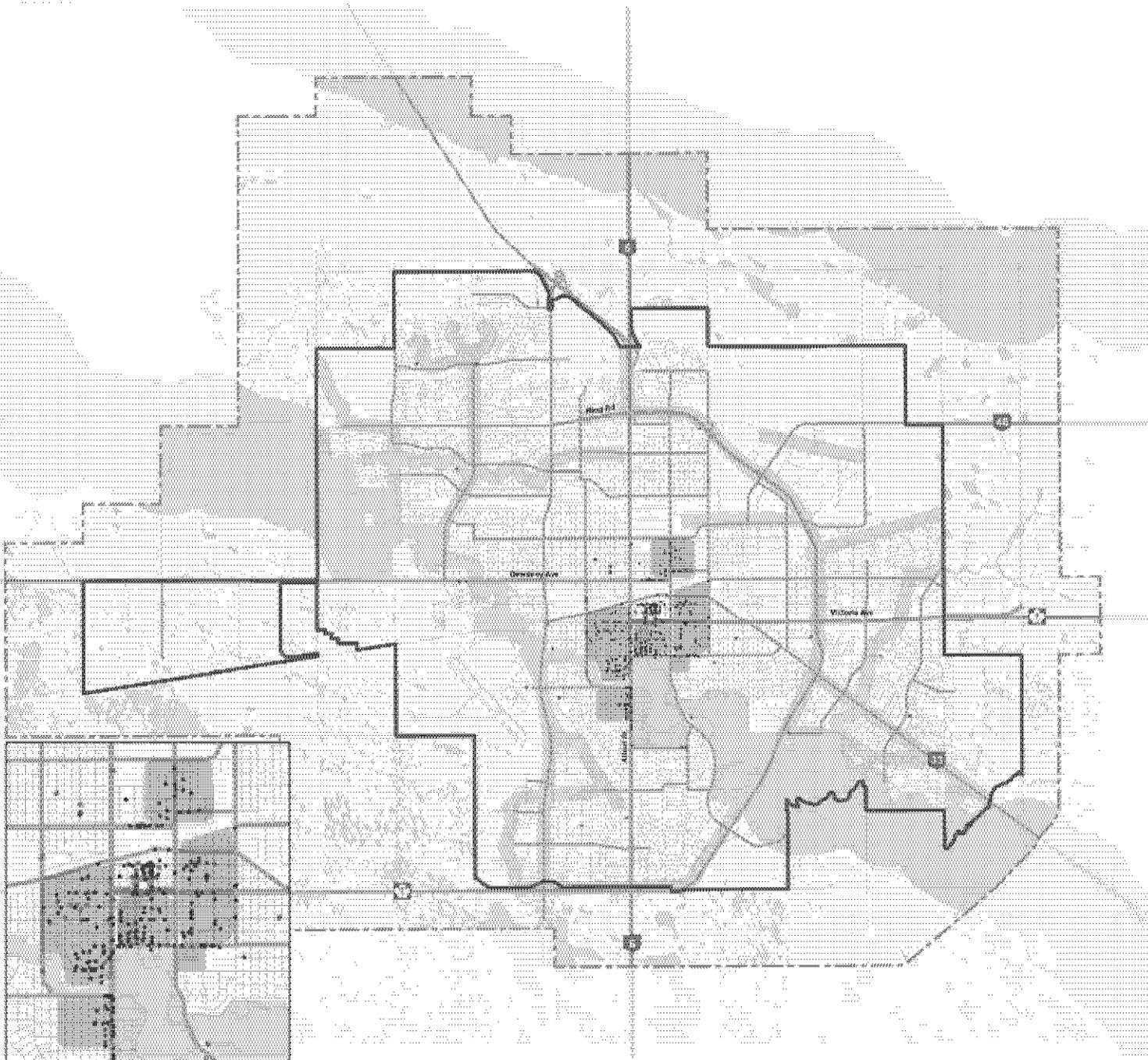


MAP 8
Cultural Resources

Scale: Not to Scale

Legend

-  City Boundary
-  Urban-Rural Fringe Area
-  Heritage Conservation District
-  Architectural Control District
-  Potential Heritage Conservation Districts (subject to further study)
-  Natural System
-  Historic Places
-  Public Art
-  Highway or Major Road

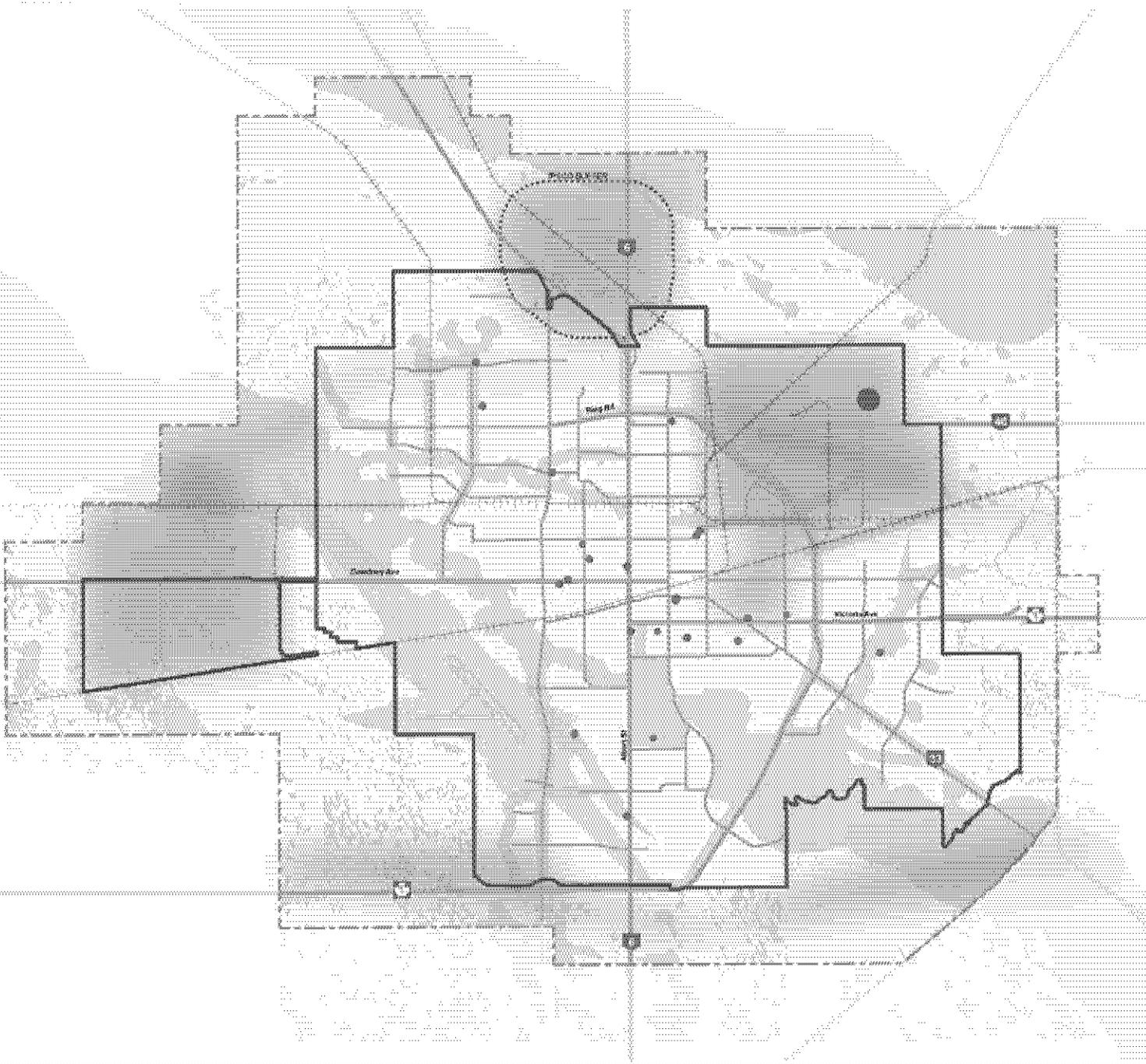


MAP 9
Health and Safety

Scale: Not to Scale

Legend

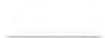
-  Airport Noise Exposure Contour
-  Land Use Compatibility Transition Area
-  Natural System
-  Major Health Facility
-  Major Emergency Response Facility
-  Landfill
-  City Boundary
-  Urban-Rural Fringe Area
-  Highway or Major Road
-  Railway

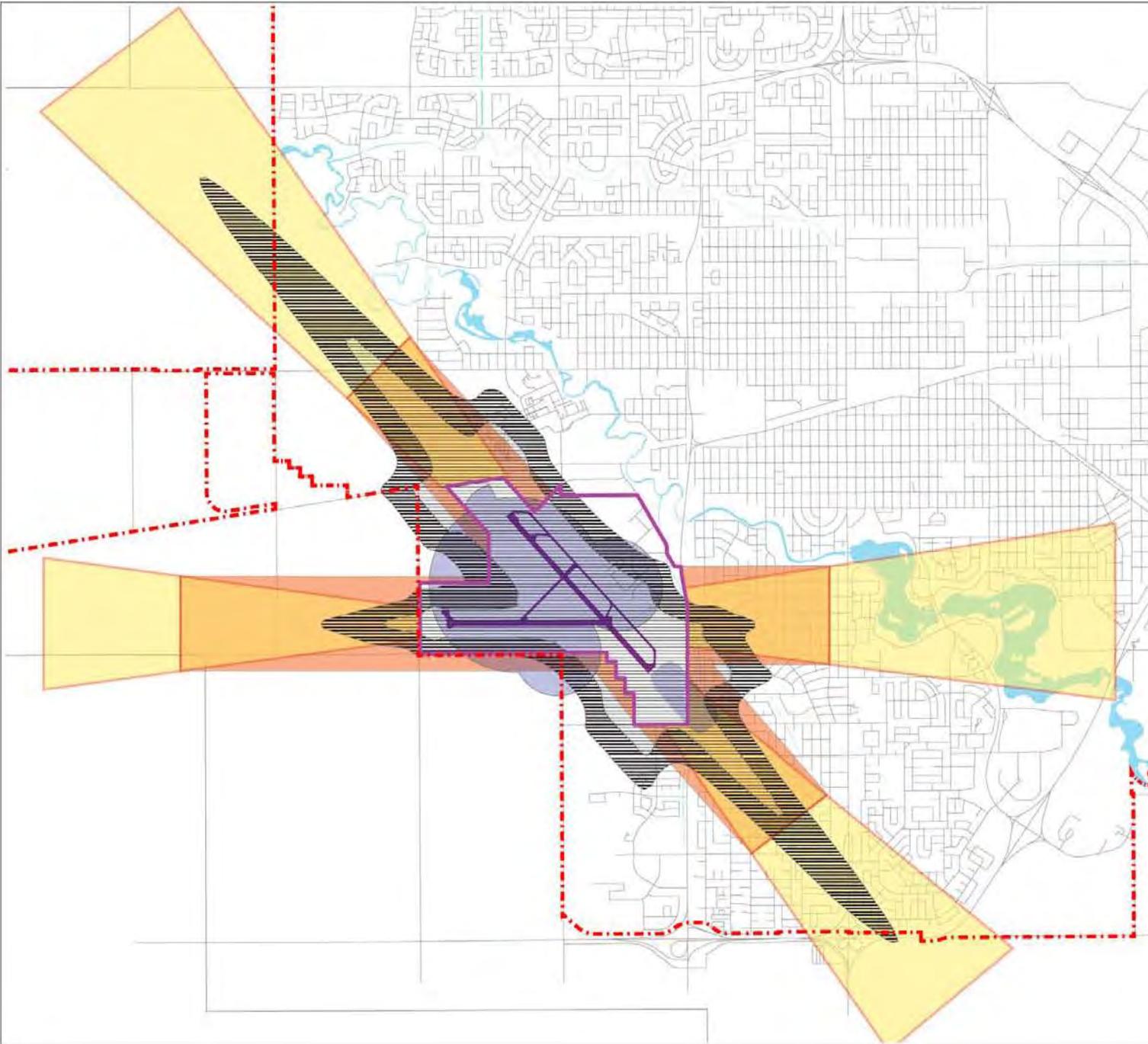


MAP 10
Airport Vicinity

Scale: Not to Scale

Legend

-  Existing City Boundary
-  Airport Runway
-  Airport Lands
-  30 NEF
-  25 NEF
-  Clear Zone (1:50 Height Restrictions Approach Surface)
-  1:7 Height Restrictions Transition Surface
-  Airport Electronic Navigation Aids Protection Area
-  Roads



APPENDICES

APPENDIX A: GUIDELINES FOR COMPLETE NEIGHBOURHOODS

Definition

The City of Regina is committed to building complete neighbourhoods that are living, dynamic and unique entities that evolve over time. The concept of complete neighbourhoods is applicable to every area of the city, but it recognizes the unique aspects that differentiate one neighbourhood from another.

Complete neighbourhoods are places where residents enjoy their choices of lifestyles, food, housing options, employment, services, retail and amenities, multi-modal transportation, and educational and recreational facilities and programs. Most importantly, complete neighbourhoods provide easy *access* to the daily life necessities for people of all ages, abilities and backgrounds in an engaging and adaptable urban environment.

Each neighbourhood within the city will face various infrastructure and land-use decisions required to create a complete neighbourhood. To identify each neighbourhood's needs, the city will require active and a wide-ranging public participation process that includes identifying specific needs.

Complete neighbourhoods provide:

- Safe, *accessible* and connected modes of transportation including roads, transit and cycling and pedestrian routes;
- A diversity of rental and owned housing forms that are attainable to a range of incomes for a variety of household types and sizes and for individuals of all stages of life;
- Convenient *access* to employment;
- *Community resources*, services and amenities to allow residents to meet most of their daily needs;
- Civic gathering areas, *cultural resources* and heritage features that contribute to a distinctive character and support a *sense of place* and community; and
- *Access* to parks, open space and the city's NATURAL SYSTEM.

Guidelines

The City supports the concept of *complete neighbourhoods* for development in new and existing areas. Figure 2 - Complete Neighbourhood Model depicts what a complete neighbourhood may look like and include. The preparation of concept plans should incorporate and reflect these guidelines that support the policies as per Goal 1, of Section D5 (Land Use and Built Environment) of this Plan. This goal requires that NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS are planned and developed to include the following:

Policy 7.1.1: A collaborative planning process involving stakeholders.

Guidelines:

- Participants should include landowners, City staff and other stakeholders, such as school boards, adjacent community associations, utility providers, and applicable provincial agencies.
- Consultation could include public meetings, design charrettes, technical workshops, and other activities as required.
- Consultation with the City should occur early on in the process to identify: policy and servicing parameters; an engagement strategy; and the preliminary design concept.

Policy 7.1.2: Integration and interconnectivity with all adjacent neighbourhoods, the city and, where appropriate, the region.

Guidelines:

- Integrate neighbourhoods with the city's NEW NEIGHBOURHOODS, URBAN CORRIDORS, the NATURAL SYSTEM, transportation networks, parks, open space and multi-use *pathways*.
- Consider and plan each neighbourhood within the greater context of surrounding areas to ensure synergies.
- Ensure that NEW NEIGHBOURHOOD development is appropriately integrated with existing neighbourhoods.
- Endeavour to ensure the design and function of arterial and major *collector* streets allows for safe, convenient and multi-modal *access* between neighbourhoods.

Policy 7.1.3: **A framework, where appropriate, of smaller neighbourhood districts and a centrally located neighbourhood hub.**

- Guidelines:**
- Support a block pattern for each district based on a grid or modified grid layout, to allow for easy *wayfinding* and *accessibility*, multiple travel options and *traffic calming*.
 - All NEW NEIGHBOURHOODS should have a centrally located neighbourhood hub(s), which serves as the primary focal area of the community and location for ACTIVITY CENTRES, TRANSIT NODES, higher *density* residential, *mixed-use*, retail and services and recreational and *cultural resources*.
 - Design and locate neighbourhood hubs so they are pedestrian oriented and within walking distance of residential areas.
 - Sufficient land should be reserved for the neighbourhood hub; however, planning, design and zoning, should allow for land-use flexibility.
 - New schools and other institutional uses should be encouraged to locate within, or in close proximity to, neighbourhood hubs.
 - Ensure that the design of the neighbourhood hub allows for changing conditions over time, to accommodate variations in land use.

Policy 7.1.4: **Opportunities for daily lifestyle needs, such as services, convenience shopping, and recreation.**

- Guidelines:**
- Cluster complementary uses together in the neighbourhood hub(s), ensuring that sufficient land is reserved and appropriately phased in.
 - Ensure that sufficient population and densities exist to support amenities and services within walking distance of most homes.
 - Ensure that the location of higher *density* housing works with the location of transit, amenities and services.
 - Prepare market analyses to determine the amount and type of services and amenities that are viable.
 - Consult with the school boards during the initial stages of developing a concept plan to determine school requirements and location.

Policy 7.1.5: **A diversity of housing types to support residents from a wide range of economic levels, backgrounds and stages of life, including those with *specific needs*.**

Guidelines:

- Ensure a good mixture of residential types, tenures and densities to promote *inclusive* and vibrant neighbourhoods.
- Consider alternative housing types, such as garden suites, *live/work* units, small-lot detached dwellings, and *mixed-use* buildings.
- Ensure that neighbourhoods include densities sufficient to support transit and commercial and recreational amenities.

Policy 7.1.6: **Specialized open space, such as squares, civic centres, and parks, which are optimally located and designed.**

Guidelines:

- Situate parks so they act as important focal points for the neighbourhood.
- Ensure parks are compatible with other amenities and are readily *accessible* by walking, cycling, and transit.
- Avoid backyards abutting parks, as this creates a barrier to the broader community and does not support *access* or visibility.
- Consider a multi-purpose open space component, designed to accommodate change over time to accommodate school and recreational opportunities, civic uses and other public amenities.
- Include formal urban park space, such as plazas and squares, which can act as locations for important civic events and gatherings.
- Where possible, design storm-water ponds and channels to function as NATURAL SYSTEM and areas for recreation, incorporating native vegetation.

Policy 7.1.7: **Streets, pedestrian paths and bike paths that contribute to a network of fully-connected, safe and *accessible* routes to all destinations.**

Guidelines:

- Sidewalks should be separated from streets by landscaped strips, street trees and curbs, especially in primarily residential areas.

- Encourage rear-lane access to homes to provide a more enjoyable and safe street space.
- Avoid long blocks and street walls that limit interconnectivity, and incorporate mid-block walkways into blocks greater than 250m in length.
- Avoid curvilinear, loop and cul-du-sac street design, as this pattern limits transportation and servicing interconnectivity.
- Ensure safe, walkable and aesthetically pleasing *active transportation* connections between districts and neighbourhood hubs, parks amenities and institutionals.
- Ensure that neighbourhoods are well connected to URBAN CENTRES and URBAN CORRIDORS for *access* to citywide amenities and employment areas.

Policy 7.1.8:**A distinctive character, identity and *sense of place*.****Guidelines:**

- Incorporate place-making features through planning and design, such as view corridors, terminating vistas, focal points and landmarks.
- Ensure that neighbourhood hubs are optimally planned and designed to serve as distinctive common areas that define their neighbourhoods.
- Incorporate, where applicable, existing heritage or significant natural features into the neighbourhood.
- Work with the City to identify ways to support the identity of a neighbourhood.
- Avoid walls that segregate and visually block neighbourhoods from adjacent streets and neighbourhoods.
- Allow for a variety of building designs.

Policy 7.1.9:**Buildings which are designed and located to enhance the *public realm*, and which contribute to a better neighbourhood experience.****Guidelines:**

- Provide appropriate setbacks between homes and streets to support an enhanced street environment.

- Where garages front streets, set garages back, relative to the front wall, so they do not dominate the front yard.
- Frame strategic intersections, neighbourhood hubs and significant public spaces with larger buildings, such as multi-unit residential and *mixed-use* development, in order to accentuate these focal points and support their use.
- Avoid direct frontage onto arterial streets, except where they function as well-designed, landscaped, multi-modal streets.
- Create active streetscapes through ground floor uses and by limiting at-grade parking and blank facades to provide a sense of activity, safety and surveillance, and “eyes on the street.”

Policy 7.1.10:**Convenient access to areas of employment.****Guidelines:**

- Integrate *live/work* opportunities, where appropriate, into development.
- Allow for appropriately scaled employment opportunities within or adjacent to neighbourhood hubs and NEW NEIGHBOURHOODS.
- Support transit service to places of employment by connecting neighbourhood hubs with NEW NEIGHBOURHOODS, URBAN CORRIDORS and the DOWNTOWN.
- Ensure that street and block patterns allow for a changing and adaptable urban environment.

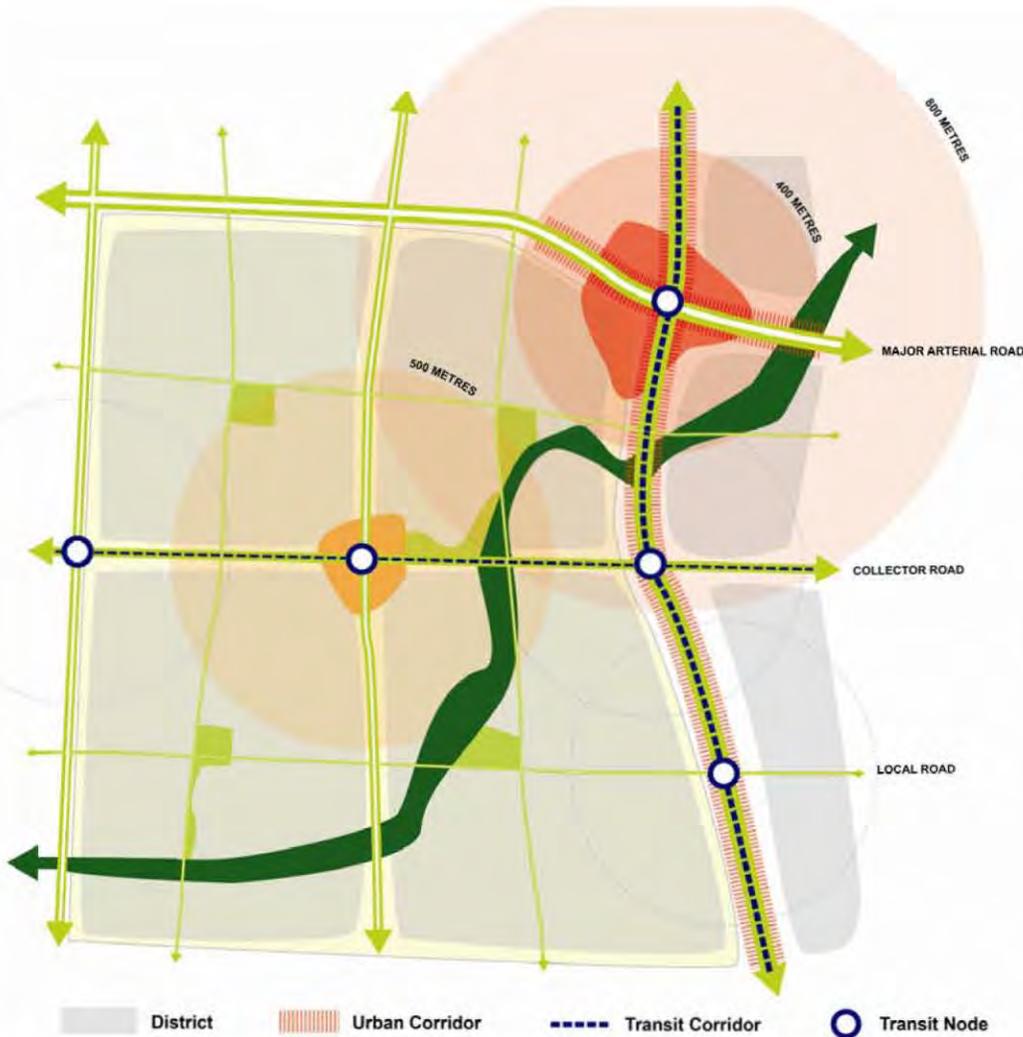


Figure 2:
COMPLETE NEIGHBOURHOOD MODEL

- | | |
|---|--|
| <ul style="list-style-type: none">  COMPLETE NEIGHBOURHOOD
Diverse Housing Options
Commercial / Office / Services
Employment Areas
Institutional Areas (Schools)
Recreational Uses (Activity Centres)
Transportation Network
Parks and Open Space Network
Natural System
Distinctive Neighbourhood Characteristic (Cultural Resources)  URBAN CENTRE
Commercial/Office Areas
Employment Areas
Higher Density Residential
Mixed-Use Areas
Transit Node  NEIGHBOURHOOD HUB
Activity Centres
Transit Nodes
Higher Density Residential
Mixed-Use Areas
Neighbourhood Retail / Services
Community Resources | <ul style="list-style-type: none">  PARKS AND OPEN SPACE NETWORK
Street Trees
Parks
Plazas
Squares
Pathways  NATURAL SYSTEM
Habitat Areas
Stormwater Ponds/Channels
Waterbody
Floodplain
Naturalized Corridors  TRANSPORTATION
Various Road Types
Transit Corridors
Express Transit Corridors
Transit Node
Bike Paths
Sidewalks |
|---|--|

APPENDIX B: SCHOOL SITE RE-USE GUIDELINES

The re-use and redevelopment of closed school sites can have a major impact on the surrounding residential neighbourhood. To address this issue, the “Determining Re-use Options for Closed School Sites” study established a process for determining a range of appropriate uses and specific site design criteria before an actual development proposal is submitted for a school site.

In the review of closed school sites, the following guidelines should apply:

1) Development Criteria For Determining Re-use Options

- a) A hierarchy of steps is to be employed in determining appropriate re-use options, as follows:
 - i) The City determines if it requires the site and/or building for a civic use. Civic uses (e.g. community centres) are determined based on their need and the appropriateness of the site for the use. Open space needs are identified using the criteria in the City’s applicable open space policies or strategies.
 - ii) If no civic use is identified, the general locational criteria in this section shall be used to determine other appropriate uses.
 - iii) The specific development criteria in Section 2 of these guidelines shall be used to refine the site design characteristics taking into account the land-use patterns in the surrounding neighbourhood.
- b) The following criteria should be used to formulate recommendations for the use, type and intensity of use for any specific school site that is available for redevelopment. In particular, prospective developers of a site will find guidance from these criteria as to the suitability of sites for particular land uses as well as guidelines regarding the form and appropriate site design for development. The criteria will apply whether the City, another public agency, or the private sector develops the site.

The following sections identify, for each potential use, the site characteristics which are recommended in order for the site to be acceptable. Using these criteria, a range of potential re-use options can be developed for any given site. For all uses, particularly where all or a portion of the school building is or can be retained, every effort should be made to accommodate existing community programs which may be using the school facilities.

- i) Institutional Uses - Institutional uses are often appropriate re-use options for closed schools, and can frequently adapt the existing school building to their use. However, certain institutional uses which generate heavy traffic or which may otherwise adversely impact upon the adjoining neighbourhood should be carefully examined to ensure that problems do not occur. Churches, day care centres and educational facilities are widely acceptable, but consideration should be given to the level of traffic generation if located on local streets, the interface of day cares with arterial streets, and the need for bus service.

Other institutional uses may include libraries, art galleries and other community facilities. These uses should be located along major *collector* or arterial roadways and where transit service is provided on the roadway.

- ii) Residential Uses - School sites, which are located in residential areas, are generally appropriate for residential redevelopment. Exceptions can occur when redevelopment would create a present or future shortage of open space as identified in the Open Space Management Strategy and the land should be reserved for open space use.

There are several different types of residential development, each of which will be more or less appropriate to the specific context of a given site. The general policy is to establish residential infill development at densities which are slightly higher than the surrounding neighbourhood; further elaboration of applicable densities is in Section 2(a)iii of these guidelines.

Detached and semi-detached dwellings are appropriate for sites located on local or collector roadways abutting other detached dwellings.

Multi-unit housing consisting of townhouse and low rise apartment dwellings is appropriate on collector or arterial roadways and on local streets other

than short crescents or cul-de-sacs where located within 40m of the intersection with a major collector or arterial roadway.

High rise apartments should be located on collector or arterial roadways where there are abutting multi-unit or commercial developments. Transit should be available within 200m.

Note that the density of development and type of housing unit that can be placed on a site is subject to not only planning and environmental considerations, but economic factors as well. A developer is faced with several items of expense in any development including servicing costs, interest payments, administration costs, and of course the cost of land. On the revenue side, the developer must determine expected sale prices for lots and/or dwelling units.

Examination of individual closed school sites reveals important variations in both cost and revenue factors. In some cases, use of the site for traditional detached dwellings on individual lots may not be economically feasible. In all cases, the expected densities and housing types that can be achieved determine the value of the land. Thus, the criteria for determining appropriate residential uses should include an economic feasibility examination.

Senior citizen's apartments and low income housing are special cases which should be located near a bus route and within 400m of local or neighbourhood shopping. In addition, the proximity of schools and day care centres should be a significant factor in determining the appropriateness of a site for any type of family housing.

- iii) Commercial Uses - Neighbourhood commercial uses may be considered for sites located on collector or higher level roadways at the periphery of neighbourhoods, especially where higher density residential or commercial uses are located nearby. Bus service should be provided, with a bus stop within 200m of the site.

Other commercial uses may be considered on sites located on major collector or arterial streets which meet the above criteria, where it can be

demonstrated that no adverse impact on the neighbourhood or other commercial areas will result.

- iv) Other Uses - Although residential, institutional or commercial uses are the most likely re-use options for school site redevelopment which do not have an educational or civic use, other uses may be appropriate for a given site, and can be examined giving consideration to:
- the impact on traffic patterns;
 - noise or other impacts generated by the use;
 - compatibility with surrounding land uses; and
 - policies expressed in neighbourhood plans.
- v) Joint Uses - Developments which incorporate two or more uses, such as residential with a commercial component, should meet all the criteria applicable to each of the uses.
- vi) Summary - Table 1 summarizes the relationship between potential land uses and the specific characteristics of the site. The site characteristics appropriate for specific land uses are indicated by a circle on the table. A triangle indicates that the site may be appropriate for the use under certain circumstances as described in the text. A blank indicates that, for sites which have the applicable characteristic, the corresponding potential use should not be considered. Only uses which have black circles or triangles for all of the characteristics applicable to a given site are appropriate for that site.

TABLE 1: DEVELOPMENT CRITERIA SUMMARY

Site Characteristics		Potential Uses		Detached and Semi-Detached Houses	Low-Rise Apts. and Townhouses	High Rise Apts	Senior Citizen's Apts.	Churches, Daycare, Schools	Other Institutional *	Neighbourhood Commercial	Other Commercial Uses*
		Potential Uses									
Surrounding Residential Type	Low Rise Residential (under 13m)	●	●		●	●		●			
	High Rise Residential		●	●	●	●	●	●	●	●	
Street Classification	Local Street	●	▲		▲	▲					
	Minor Collector	●	●		●	●		●			
	Major Collector		●	●	●	●	●	●	●	●	
	Arterial		●	●	●	●	●	●	●	●	
Bus Service	More than 200 m	●	●								
	More than 400 m	●									
Site Context	Neighbourhood Interior	●	●		●	●					
Services	Commercial Abutting		●	●	●	●	●	●	●	●	
	No Commercial Nearby	●				●	●	●	●	●	
<ul style="list-style-type: none"> ● Note: The range of other institutional and commercial uses can, depending upon the specific use proposed, affect adjacent areas in different ways; each should be carefully examined to ensure compatibility with the neighbourhood. ● Site characteristic is appropriate for the use. ▲ Uses may be permitted under appropriate circumstances. Consult text for details. □ Use should not be considered for site which has the indicated characteristics. 											

2) Site Specific Development Criteria

a) The following are performance standards, intended to determine the appropriate scale and site design appropriate given the characteristics of the site and its context.

- i) Servicing - 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.

Underground services should be able to accommodate the redevelopment. If the existing services are inadequate, the developer shall be responsible for the cost of upgrading them to the required level.

- ii) Heritage Conservation - Every effort should be made to retain buildings identified as having heritage significance. Where retention has been examined and found to be not viable, the building elements of greatest heritage value, such as the façade, should be preserved and incorporated into the new development.

- iii) Net Density - Densities are proposed to be higher than the surrounding area to reflect increased land and servicing costs that have occurred since the neighbourhood was originally developed. Densities referenced in this section are intended to be used as a guideline for appropriate site development, rather than as a rigid development standard.

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, depending on other factors of evaluation of a development proposal.

All other criteria such as height, coverage, setbacks and parking will still apply in order to ensure compatibility with the surrounding area. In many cases, density will be constrained by these other site design criteria. Regardless, proposed developments will be evaluated on their own merits taking into consideration all associated impacts.

There are some situations where more density might be more appropriate on a site. For example, additional density may be acceptable for senior citizens apartments, which have a lower traffic generation than typical residential development. Or school sites with access to arterial or collector streets or at the edge of a neighbourhood might allow for more density as local roads would not be impacted.

- iv) Access - Where a corner site borders on two streets of different classifications, the main access should normally be to the higher street classification.

Redevelopment should consider the impact on traffic volumes and minimize increases in traffic on the adjacent streets. The potential need for additional traffic controls or improvements should also be considered and the developer will be responsible for the costs associated with such improvements.

- v) Parking - The off-street parking requirements of the Zoning Bylaw must be provided. In the case of multi-unit developments, parking lots shall be located internally on the site and be screened to minimize the impact on the surrounding residential area. Multiple residential re-use options should also make provision for on site guest parking.
- vi) Design and Streetscape - Buildings which have a direct interface with the adjacent residential area should be sensitive to general design characteristics (e.g., bungalows, two-storeys) of the existing dwellings in the neighbourhood. Orientation, landscaped area and setback should also reflect the surrounding neighbourhood.

Where possible, existing playground space on the school site should be retained and enhanced for use by neighbourhood residents. Where circumstances permit, consideration should be similarly given to possible retention of the school gymnasium for community use. The retention of playground and gymnasium facilities would be subject to City consideration regarding the need for the facilities, alternate sites, the financial feasibility and operational costs, and other factors.

- vii) Height of Re-use Options - Internal buildings not having an interface with the surrounding residential area may be developed to the permitted height in the zone if the windows/balconies of the building are oriented to respect the privacy of existing dwelling units.

Buildings on the edge of the site – interfacing with existing development – should have a height consistent with that of adjacent development. The configuration of the site is also a factor as a long narrow site would be less suitable for higher buildings than one which has sufficient depth to screen those buildings from adjacent residential areas.

APPENDIX C: DEFINITIONS

access/accessible/accessibility:	A general term used to describe the degree to which an activity, service, or physical environment is available to as many people as possible, regardless of their physical abilities or socio-economic background. Improving accessibility involves removing economic, physical, cultural, and transportation barriers to participation in programs, projects and facilities.
accessory suite:	A residential suite that is detached from the main house but within the same property boundaries; the suite can be over a garage or a freestanding laneway unit.
active transportation:	Modes of travel which rely on self-propulsion and include walking, cycling, rollerblading, skateboarding.
ACTIVITY CENTRES:	Areas for active and passive recreation use that accommodate institutions and social facilities, indoor and outdoor recreation facilities and other active uses connected, where feasible, by active transportation links.
AIRPORT LAND:	Land owned and operated by the Regina International Airport Authority.
ARCHITECTURAL CONTROL DISTRICT:	An overlay zone that is intended to preserve the physical character of an area or promote an established theme for an area. It may be used to control building sites and the architectural detail of the buildings within that area.

attainable housing:	A situation where households at various income levels can find and secure (attain) suitable, adequate, and affordable housing and can move on to other options. The definition recognizes the housing needs of the full range of income groups and households. Implicit in this usage of attainability is the idea that a range of housing options (type, accessibility levels, size, tenure, cost) exists in the local market.
AQUIFER:	An underground bed or layer of permeable rock, sediment or soil that yields water and is recharged by infiltration.
barrier-free:	To eliminate physical barriers to use or visitation, so that it is accessible to anyone regardless of age or physical ability, and without a need for adaptation.
bikeway:	A facility designed for the movement of bicycles and can be either on- or off-street.
brownfield:	Undeveloped or previously developed properties that may be contaminated. These are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.
BUILT OR APPROVED NEIGHBOURHOODS:	Comprise lands that are predominately built or approved residential areas that will be subject to additional change through limited intensification in accordance with this Plan.
CITY CENTRE:	The area of Regina that includes the Downtown and surrounding neighbourhoods, or portions of these neighbourhoods, which is planned for 10,000 new residents through intensification. The City Centre area and boundary is depicted on the Growth Plan.

collector:	A road designed to provide circulation within communities and connectivity between local and arterial roadways. Direct access to and from abutting properties is permitted.
community amenity:	A built form or public realm feature, element, or structure that provides a desirable or favourable service or benefit to the local community, and at no cost to the community.
community garden:	A single piece of land gardened collectively by a group of people for fruits, vegetables, or flowers.
community resources:	The broad support system provided by the public, private, and community sectors to enhance the quality of life in a community. It includes programs, services, amenities and physical structures such as schools, churches, libraries and parks.
complete neighbourhoods:	See Appendix A.
complete streets:	A policy and design approach for streets to ensure the provision of safe and comfortable movement by all modes of travel.
conventional transit system:	A fixed network of bus routes that provide passenger transportation within the city (i.e. Regina Transit).
Crime Prevention Through Environmental Design (CPTED):	A set of design principles that reduce opportunities for crime and nuisance activity.
culture:	The whole complex of distinctive spiritual, material, intellectual and emotional features that characterizes a society or social group. It includes creative expression (e.g. oral history, language,

artistic disciplines and crafts), community practices (e.g. traditional healing methods, traditional natural resource management, celebrations and patterns of social interaction that contribute to group and individual welfare and identity), and material or built forms such as sites, buildings, historic city centres, landscapes, art, and objects.

cultural development:

The policy, planning and capacity-building support for conserving and developing cultural resources to the benefit of community (social, cultural, environmental, and economic).

cultural heritage:

The intangible practices, expressions, knowledge, and skills of a community or an individual in addition to associated material instruments, public art, artifacts, objects, historic places and cultural spaces. The full list of cultural heritage resources is found in the City of Regina Cultural Plan.

cultural landscape:

A geographical area that has been modified, influenced or given special cultural meaning. A cultural landscape is often dynamic, a living entity that continually changes because of natural and human-influenced social, economic, and cultural processes.

cultural resource(s):

Any cultural activity or asset that contributes to culture, which includes cultural occupations (e.g. artist, graphic designers, cultural managers), cultural enterprises (e.g. museums, libraries, galleries), festivals and events (e.g. fairs, street festivals, music festivals), natural heritage (e.g. community gardens, significant parks), intangible cultural heritage (e.g. customs, traditions, ceremonies), cultural heritage (e.g. public art, plaques and monuments, built heritage properties), cultural spaces and facilities (e.g. cinemas, religious

institutions, urban spaces) and community cultural organizations (e.g. arts groups, heritage groups). The full list of cultural resources is found in the City of Regina Cultural Plan.

density:

The number of people inhabiting a given urbanized area, expressed by dividing the number of people by the given land area. Density can also refer to the total population, number of rooms or dwelling units, or available dwelling space (floor area). The land area can be expressed as a “gross” figure, or pared-down to a “net” usable land area.

New neighbourhoods are to achieve a minimum overall gross population density of 50 persons per hectare (pph). This excludes any environmentally sensitive or other natural areas that will remain undeveloped (e.g. environmental reserve open space).

For the purposes of reviewing concept plans:

- Low density means the net density is less than 25 units/hectare;
- Medium density means the net density is 25-50 units/hectare; and
- High density means the net density is greater than 50 units/hectare.

DOWNTOWN:

A neighbourhood within the City Centre that is the primary hub for civic, cultural and major office uses. It is bound by 13th Avenue to the south, Osler St. to the east, the CP Rail line to the north, and Angus St. to the west. The Downtown consists of roughly 40 city blocks, and is situated adjacent to the other inner city neighbourhoods, connecting the Cathedral Neighbourhood, Heritage Neighbourhood, Centre Square Neighbourhood,

North Central Neighbourhood, and the Warehouse District by its shared streets.

DOWNTOWN/CENTRAL CITY**OFFICE AREA:**

The central area of the City of Regina made up of the Downtown core and part of City Centre, as depicted on Map 6 – Office Areas.

ecological assessment:

A detailed and comprehensive evaluation that determines the short- and long-term impacts a development will have on identified natural features and functions. The assessment will also recommend and identify ways to minimize, mitigate, or eliminate these effects and/or compensate for their impacts. Ecological Assessment, if required, must be completed, reviewed and approved prior to a developments/project's implementation.

ecosystems-based approach:

A strategy for the integrated management of land, water and living resources that promotes conservation and suitable uses in an equitable way towards maintaining and enhancing underlying natural systems.

emergency response**infrastructure:**

Includes emergency response communications, facilities, features and access and response times.

**EXISTING APPROVED
EMPLOYMENT AREAS:**

Comprise commercial or industrial lands that are either built or approved to accommodate a full range of employment-related uses.

expansion:

Refers to contiguous, outward development of lands peripheral to existing, developed lands in the city.

EXPRESS TRANSIT CORRIDOR:	A route designated to be served by a higher level of transit, including express buses with limited stops and/or local buses operating at high frequencies.
flexzone:	A mixed-use area permitting residential, offices, retail and compatible light industrial uses, in combination or single uses. It is intended to create coherent yet diversified, vital and responsive areas, by maximizing use flexibility but maintaining cohesiveness through a clear and enforceable built form framework, such as a form-based code, as well as strong urban design.
FLOODPLAIN:	A low-lying area adjacent to streams and rivers that are inundated during major floods and have the following two main components: the floodway and the floodway fringe. The Province of Saskatchewan has adopted a 1-in-500 (1:500) year flood event as the standard to define floodplains.
floodway fringe:	The outer zone of a floodplain that is often inundated during floods, but generally does not experience flood currents.
food security:	All residents have access to safe, culturally appropriate and nutritious food through an economically and environmentally sustainable food system that promotes self-reliance and social justice.
group care facilities:	A supervised residential dwelling unit, licensed or approved under provincial statute, for the accommodation of person, excluding staff, referred by hospitals, courts, government agencies or recognized social service agencies or health professionals.

HABITAT AREAS:	The area or environment where an organism or ecological community naturally occurs or lives.
heritage conservation:	The actions or processes that are aimed at protecting the physical elements of a historic place so as to retain its heritage value and extend its physical life.
HERITAGE CONSERVATION DISTRICT:	An area in the municipality that Council may, by bylaw, designate as a Municipal Heritage Conservation District because it contains or may reasonably be expected to contain heritage property that is not subject to any other designation pursuant to <i>The Heritage Property Act</i> . A Heritage Conservation District can be used to control the alteration and demolition of designated property. Council may, by bylaw, establish guidelines and controls necessary to preserve and develop the heritage characteristics of designated property.
Heritage Holding Bylaw:	The bylaw which identifies properties that have been formally recognized as having heritage value, but that are not designated under <i>The Heritage Property Act</i> .
heritage properties – designated:	Properties protected under a Municipal Heritage Property Designation Bylaw or a Municipal Heritage Conservation District Bylaw that are formally recognized by City Council to have heritage value. These properties are protected from exterior alterations, removal or demolition without the approval of City Council.
heritage properties – listed:	Properties listed on the Heritage Holding Bylaw that are formally recognized by City Council to have heritage value.

Heritage Property Register:	A list of properties designated (protected) under the authority of <i>The Heritage Property Act</i> .
heritage value:	The aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present or future generations. The heritage value of a historic place is embodied by its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meanings.
high-occupancy vehicle:	A vehicle travelling with two or more people, including the driver.
HISTORIC PLACE:	A structure, building, group of buildings, district, landscape, and/or an archaeological site that has been recognized by the appropriate jurisdiction (e.g. City Council, the Provincial Minister responsible for heritage, or the appropriate Federal jurisdiction) for its heritage value.
inclusion/inclusive:	A description of the community where all people have access to high-quality community necessities and amenities; the same opportunities, regardless of any difference to take part in all aspects of community life; and have a sense of belonging and respect in the community.
industrial plus:	Areas intended to increase flexibility for industrial enterprises when needed while protecting the industrial areas from destabilizing uses. Located at the edge of or central to industrial areas, industrial plus areas include industrial uses, plus others. Relatively small in land area, they are intended to support clustering and linkages between industrial and related non-industrial enterprises, and provide services to workers in industrial areas.

Intensify/intensification:	Construction of new buildings or addition to existing buildings on serviced land within existing built areas through practices of building conversion, infill or redevelopment.
INTENSIFICATION AREA:	A specific area where the creation of new development is accommodated within existing buildings or on previously developed land through common practices of building conversions, infill within vacant or underutilized lots and redevelopment of existing built areas.
LAND USE COMPATIBILITY TRANSITION AREA:	Includes transitional areas where consideration must be given to compatibility between uses or facilities due to noise, smell, sight or other nuisances and possible risks primarily associated with in no particular order: transport operations, oil and gas pipelines and storage facilities, heavy industry, high voltage lines, underground storage areas, and the landfill.
large-format retail:	Serves a regional or urban market typically within single or mixed-use developments with large building footprints.
live/work:	A unit designed and/ or zoned to allow for both residential and employment (business) uses of the proprietor are permitted, though these uses do not include home-based businesses.
LONG-TERM GROWTH AREA (500k):	Comprises lands conceptually identified, of sufficient quantity, to accommodate a total city population of 500,000 required to protect for and support the orderly and sustainable long-term growth of the city.

MAJOR EMERGENCY RESPONSE**FACILITIES:**

Include fire, ambulance and police services that serve to maintain public health and safety within the City of Regina.

MAJOR HEALTH FACILITIES:

Comprise buildings or set of buildings for medical services and associated support services such as private or public hospitals or other institutions and supportive services including medical services, pharmacies, hotels, supportive housing, short-term care facilities, and other services critical to the health of the public that generate significant traffic, have a large footprint and serve as employment hubs.

major institutional areas:

An area used for public, quasi-public and private institutional establishments of a citywide or regional significance, such universities, colleges, hospitals, large religious institutions and accessory uses that generate significant traffic, have a large footprint, and serve as employment hubs.

major office:

A purpose-built office building that is over 4,000 m² in size (gross floor area, including secondary uses, but excluding indoor parking areas).

medium office:

A purpose-built office building that is between 1,000m² and 4,000 m² in size (gross floor area, including secondary uses, but excluding indoor parking areas).

minor arterial:

A road designed to supplement major arterial roadways to provide connectivity between highways and expressways and local and collector road networks. Direct access to abutting properties is generally permitted with some access controls.

mixed-use:

Any urban, suburban or development, or a single building, that combines residential with various

uses such as commercial, employment, cultural, institutional or industrial where those functions are physically and functionally integrated and provide pedestrian connections, as well as access to multi-modal transportation options .

mode share:

The proportion of trips taken by a particular mode (or type) of travel (e.g. auto, transit, and active transportation); also known as mode split.

mode share targets:

Targets established by a planning or policy document for various modes of travel.

NATURAL AREAS:

Lands containing environmentally sensitive or ecologically significant natural prairie or naturalized areas, features and elements including wetlands, waterbodies, floodplains, habitat areas, riparian areas, streams, and other core areas within the City of Regina and region.

NATURAL CORRIDORS:

Lands comprising a linear network of private and public open space along Wascana Creek and Boggy Creek within one kilometer of the creek boundary inclusive of riverbank, floodplain, hillslope, upland interior, upland edge habitat as well as top-of-bank agricultural lands that provide habitat requirements to facilitate movement for a wide range of species.

NATURALIZED CORRIDORS:

Critical natural and open space linkages between environmentally sensitive areas and habitat or along watercourses that join to natural corridors and create a connected natural system.

NATURAL SYSTEM:

Lands containing core natural areas, natural corridors and linkages between them comprised of naturalized corridors, which together form an integrated system of protected areas.

NEW EMPLOYMENT AREAS:	Lands that will accommodate a full range of employment-generating uses primarily industrial or industrial-commercial in nature.
NEW NEIGHBOURHOODS:	Lands that are primarily undeveloped or vacant that will accommodate new residential development with supporting services and amenities. New Neighbourhoods are located on the periphery of, or adjacent to, existing areas of the city.
NEW MIXED-USE NEIGHBOURHOOD:	A new neighbourhood that is to be developed to accommodate multiple residential, commercial, and industrial uses, in stand-alone and mixed development, offering a range of services and amenities to residents and workers.
NOISE EXPOSURE FORECAST (NEF):	A single number rating of overall aircraft noise used in Canada. It combines the noise levels of individual aircraft and the numbers of aircraft to give a single number rating of the average negative impact of the aircraft noise. The Canadian Noise Exposure Forecast (NEF) was developed to encourage compatible land use planning in the vicinity of Airports. The City applies the 25 and 30 NEF contours to ensure land use compatibility.
OPEN SPACE SYSTEM:	<p>The outdoor environment which incorporates or includes natural physical or man-made elements to provide for passive and active recreation activities or serve a utilitarian function. It includes, but is not limited to:</p> <ul style="list-style-type: none">• Neighbourhood, zone or municipal parks;• Open space associated with recreation facilities;• Outdoor sports complexes;

- Municipal outdoor facilities such as golf course and cemeteries;
- Natural areas;
- Greenways such as bikeways and pedestrian links and corridors that connect open space elements into a cohesive system;
- Special use areas such as buffer strips, registered walkways, traffic islands, roadway medians and boulevards, utility parcels, floodplains, stormwater lakes and dry pond and storm channels;
- The Wascana Centre; and
- Plaza.

paratransit system:

A transit system designed to provide curb-to-curb passenger transportation for persons who are unable to use the conventional transit system due to specific physical, cognitive, or other needs

pathway:

An off-street facility that is typically shared by active transportation modes (e.g. a type of bikeway).

place making:

A holistic and community-based planning approach that capitalizes on unique assets and potential to promote personal well-being, community character and development, and places of lasting value.

POTENTIAL OPEN SPACE CONNECTIONS:

Potential future natural or man-made natural system connections through the implementation of purposely planned public open space

PRIVATE OPEN SPACE:

Lands which are privately owned containing areas of natural, semi-natural or landscaped spaces for active or passive recreation use that contribute to the network of open space within the city (e.g. golf courses).

PUBLIC ART:	Works of art in any media that have been planned and executed with the specific intention of being sited or staged in the public realm.
public realm:	Places and spaces that are shared by the public. This includes all public places, open spaces, and streetscapes.
quality of life:	An individual’s perception of his/her life in the context of the culture and value systems in which he/she lives and in relation to his/her goals, expectations, standards and concerns. Quality of life may be enhanced by a vibrant local economy, protecting and enhancing natural and built environments, opportunities for the attainment of personal goals, promotion of fair and equitable sharing of common resources, thereby enabling residents to meet basic needs and supporting rich social interactions.
rapid transit:	Higher-order transit that provides higher capacity and operating speed, typically in a dedicated or exclusive right-of-way.
REGIONAL GATEWAY:	Lands which are strategically located as a result of alignment or intersection of transportation, land use, access or other defining feature with shared importance to the City of Regina and surrounding municipalities where development will be considered that is appropriate to and supports regional integration, including economic and transportation-related activities. Gateways should be clearly defined through site design, signage and higher quality landscaping to reinforce Regina as the capital city.
road diet:	Sometimes used as a traffic-calming measure, a road diet is typically a reduction in vehicular lanes

of a roadway to improve safety and to accommodate other modes of travel, through inclusion of bike lanes, expanded sidewalks, or other means. The most common type of road diet is the reduction of a four-lane street to a two-lane street with a shared centre left-turn lane and the addition of bike lanes.

sense of place:

A strong identity and character felt by people in a location, often comprised of a mix of natural and cultural features that generally include, and are dependent on, the people who occupy and engage the place.

specific needs housing:

Housing (either whole or in part) for persons who require accessibility modifications or some form of social or financial assistance in order to live independently.

specific needs (groups):

Individuals, organizations and agencies representing the needs of those who require accessible modifications or some form of social or financial support in order to live independently.

SPECIAL STUDY AREA:

An area, determined by the City, which requires further, more detailed study to determine future land use and phasing or timing of development based on impact to the City.

start-up district:

Well-defined and relatively small areas intended to provide opportunities for start-up businesses, community organizations, arts groups and others that require a low-cost environment, flexible use of space, and would benefit from linkages with each other and beyond the district. They will likely be located in older areas of the city, and will require a clear and enforceable regulatory framework to ensure affordability.

Strategic Goods Route:	Includes routes designated for the movement of dangerous goods, as defined by the City of Regina Traffic Bylaw 9900, Pickup and Delivery Vehicle Routes and Heavy or Long Combination Vehicle Routes.
STREAM:	Surface water flowing year round or seasonally in a defined channel or watercourse, which are to remain in or returned to a natural state.
traffic calming:	Physical measures implemented on streets to reduce traffic infiltration an/or speed, usually in residential areas, but also in heavy pedestrian areas.
Trans Canada Trail:	The world’s longest network of recreational trails, which will stretch 23,000 kilometres from the Atlantic to the Pacific to the Arctic Oceans once connected.
(potential) transit nodes:	<p>Points identified in the transit network that meet one or more of the following:</p> <ul style="list-style-type: none">- serve as a major, city-wide destination, such as Downtown or the University of Regina;- is a major transfer location between multiple transit routes; and/or- is adjacent to mixed-use or denser areas. <p>A transit node should also provide for multi-modal connections and have potential for transit-oriented development to serve as anchors for transit in local communities.</p>
transit-oriented development:	Higher density development in proximity to transit with design qualities that encourage the use of

transit, such as high quality pedestrian environment and a mix of uses.

Transportation Demand Management (TDM):

Strategies and measures to encourage specific travel behaviours that reduce demand on the transportation network. Some of these measures could include carpooling, providing travel alternatives, encouraging shift to other modes of travel, providing incentives and disincentives. TDM is sometimes referred to as sustainable transportation choices.

tree canopy:

The aboveground portion (upper layer) of a plant/tree community formed by mature tree crowns.

universal design:

Design standards meant to create buildings and environments that are inherently accessible to people throughout the spectrum of age and physical ability.

URBAN CORRIDOR:

The lands along an established or new major road, urban arterial or transit corridor that have the potential to provide a focus for higher density or mid-rise, mixed-use development that facilitate active transportation modes. Urban corridors link NEW NEIGHBOURHOODS with the city centre and with each other.

urban design:

Urban design is the process of planning, designing and constructing buildings, public spaces, sites, neighbourhoods and cities to give them form, shape, and character. Urban design combines key aspects of urban planning, architecture and landscape architecture to create beautiful and functional places. It involves understanding the inter-relationships between the natural system, the

physical built environment, economic forces, and social context of a particular site or area.

urban forest:

The collection of all trees found within the city.

URBAN-RURAL FRINGE AREA:

The interface between urban and rural uses. This area lies on the periphery of Regina and is intended to act as an area of joint planning between the City and RM.

vegetated buffers:

An undeveloped area directly adjacent to a creek or water body that is comprised of either existing or planted aquatic plants in shallow water, moisture plants along the shore and upland plants in dry soils. The optimal size for a vegetated buffer is 15 metres for warm-water streams and 30 metres for cold-water streams on either side of the creek or waterbody.

Wascana Centre:

An area governed by Wascana Centre Authority that includes one of the largest urban parks in North America, the Legislative Building, various government buildings, cultural facilities and educational and other institutions.

WATERBODIES:

Any significant accumulation of water which is to be retained within the natural system.

wayfinding:

A system that assists travelers in orienting, navigating and moving through an environment through the use of visual or other measures, including signage.

WETLAND:

A fixed area with adjacent upland area with characteristic wetland soils and hydrophytic (“water-loving”) vegetation where the open water areas can vary considerably between seasons and years.

worker housing:

Housing that is targeted to essential workers whose housing needs might not otherwise be met by existing market housing options.

PART B
CONCEPT PLANS

DESIGN REGINA PART B

CONCEPT PLANS

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OFFICIAL COMMUNITY PLAN

SUB-PART B.1.1 Northeast Area Neighbourhood Plan



Regina OCP – Part B

Sub-Part B.1.1 – Northeast Area Neighbourhood Plan

1) Context

The *Design Regina Plan*, under the authority of *The Planning and Development Act, 2007* (as amended), provides for the adoption of concept plans (e.g. neighbourhood plans) to address specific issues affecting individual neighbourhoods. This neighbourhood plan is prepared to address issues affecting the Northeast Neighbourhood.

2) Background

The Northeast Neighbourhood began as a settlement for railway and industrial workers. The area, once known as North Regina, remained a village until 1951 when it became part of the City of Regina.

Currently, the Northeast Neighbourhood is a mature area in transition. In addition to a growing segment of senior citizens living in the area, some new and younger households are taking residence as first time home buyers and as tenants in more recently constructed rental accommodations. Between 1971 and 1991, the area's population has declined from 9,160 to 7,615. The decrease averaged approximately 0.8 percent annually. This population change is often typical of mature neighbourhoods.

Housing varies in age and quality in the neighbourhood. Generally, older housing is found in its southern part while newer development tends to be located in the north. Since 1976, the Residential Rehabilitation Assistance Program (RRAP) has helped to upgrade older housing stock with over \$1.3 million being spent on improving nearly 300 residences of the area. More rigorous enforcement of property standards bylaws in recent years has also helped to improve neighbourhood quality.

Strips of commercial development along Albert, Broad and Winnipeg Streets generate both local and City-wide automobile traffic. Industrial development is located on the southern and eastern edges of the neighbourhood. Map 1 illustrates general land use in the area.

3) Issues, Goal And Objectives

a) Issues

Issues that have been identified in consultation with the Northeast Community Association are:

- vacant residential lots in the southern part of the neighbourhood;
- potential for land use conflicts between residential and industrial uses; and
- the present and future need for the reuse and/or redevelopment of the Dover School and North Highland Community Centre sites.

b) Goal

The goal of this Plan is to stabilize and enhance the residential character of the Northeast Neighbourhood.

Objectives

The objectives of this Plan are:

- to promote residential infill development on vacant lots zoned for residential use;
- to minimize the negative impacts of industrial development and restrict its encroachment on residential areas; and
- to ensure that the future uses of the Dover School and North Highland Community Centre sites are compatible with the surrounding neighbourhood.

4) Policies

Infill Housing

The area of the Northeast Neighbourhood bounded by Albert Street, 2nd Avenue North, Broad Street, 5th Avenue North, Winnipeg Street and the Canadian National Railway right-of-way includes approximately 27 residentially zoned vacant sites. Historically, this area has also shown an incidence of placarded homes. Stimulation of residential infill development through the application of the Inner City Housing Stimulation Strategy will enhance the neighbourhood's physical environment and also assist in stabilizing its population. Other initiatives which foster general neighbourhood improvement may encourage investment in housing construction, renovation and maintenance.

- a) That opportunities to facilitate development of infill housing and general residential improvement be identified and encouraged through promotion, voluntarism and the coordination of mutually supportive initiatives of individuals, service and government organizations, private industry and other interest groups.

Industrial/Residential Interface

Potential for land use conflicts between industrial and residential zones had been identified as follows:

- the light industrial zone on the west side of the 100 and 200 blocks of Winnipeg Street North;
- the medium industrial zone south of First Avenue North, east of Albert Street; and
- the medium industrial zone south of First Avenue North fronting on Winnipeg Street.

Rezoning of the industrial land on the west side of Winnipeg Street North has occurred to ensure greater compatibility between existing and future uses in relation to existing residential development located immediately adjacent across the lane. While the latter two locations are not currently viewed as problems, the need to safeguard against potential conflicts remains.

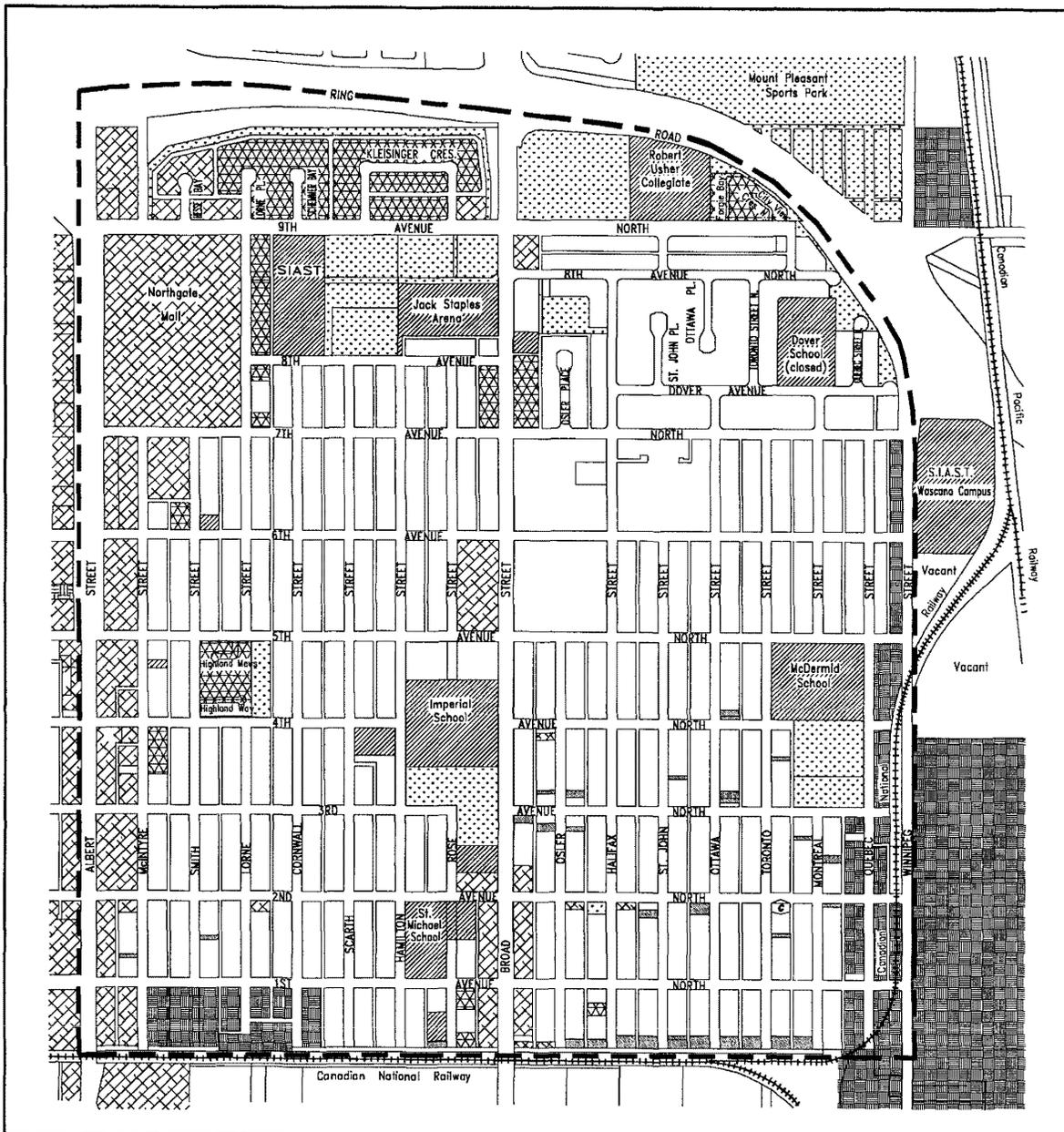
- b)** That any amendment to the Zoning Bylaw which would allow further expansion of industrial development in the established residential areas of the Northeast Neighbourhood shall be prohibited.
- c)** That industrial development located adjacent to residentially zoned land shall be subject to screening and buffering requirements as specified in the Zoning Bylaw.

Future Use Of The Dover School And North Highland Community Centre Sites

In 1993, City Council identified Imperial School as the location for a new community centre to replace the existing North Highland Community Centre. In addition to the future reuse of the North Highland site, Dover School remains available for reuse.

- d)** That the City of Regina facilitate redevelopment of the Dover School and North Highland Community Centre sites in a manner which is compatible with the surrounding residential neighbourhood. In assessing compatibility, specific consideration shall be given to mass, height, density, development setbacks, and open space.

MAP 1: NORTHEAST NEIGHBOURHOOD - GENERALIZED LAND US



Northeast Neighbourhood - Generalized Land Use

LEGEND

- | | | | |
|---|---------------------------------|---|-----------------------------|
|  | BOUNDARY OF NEIGHBOURHOOD |  | SINGLE DETACHED RESIDENTIAL |
|  | OPEN SPACE |  | MULTI-UNIT RESIDENTIAL |
|  | INSTITUTIONAL |  | COMMERCIAL - RETAIL/OFFICE |
|  | VACANT LOTS |  | MIXED INDUSTRIAL/COMMERCIAL |
|  | NORTH HIGHLAND COMMUNITY CENTRE | | |





OFFICIAL COMMUNITY PLAN

SUB-PART B.1.2 Inner City Neighbourhood Plan



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Regina OCP – Part B

Sub-Part B.1.2 – Inner City Neighbourhood Plan

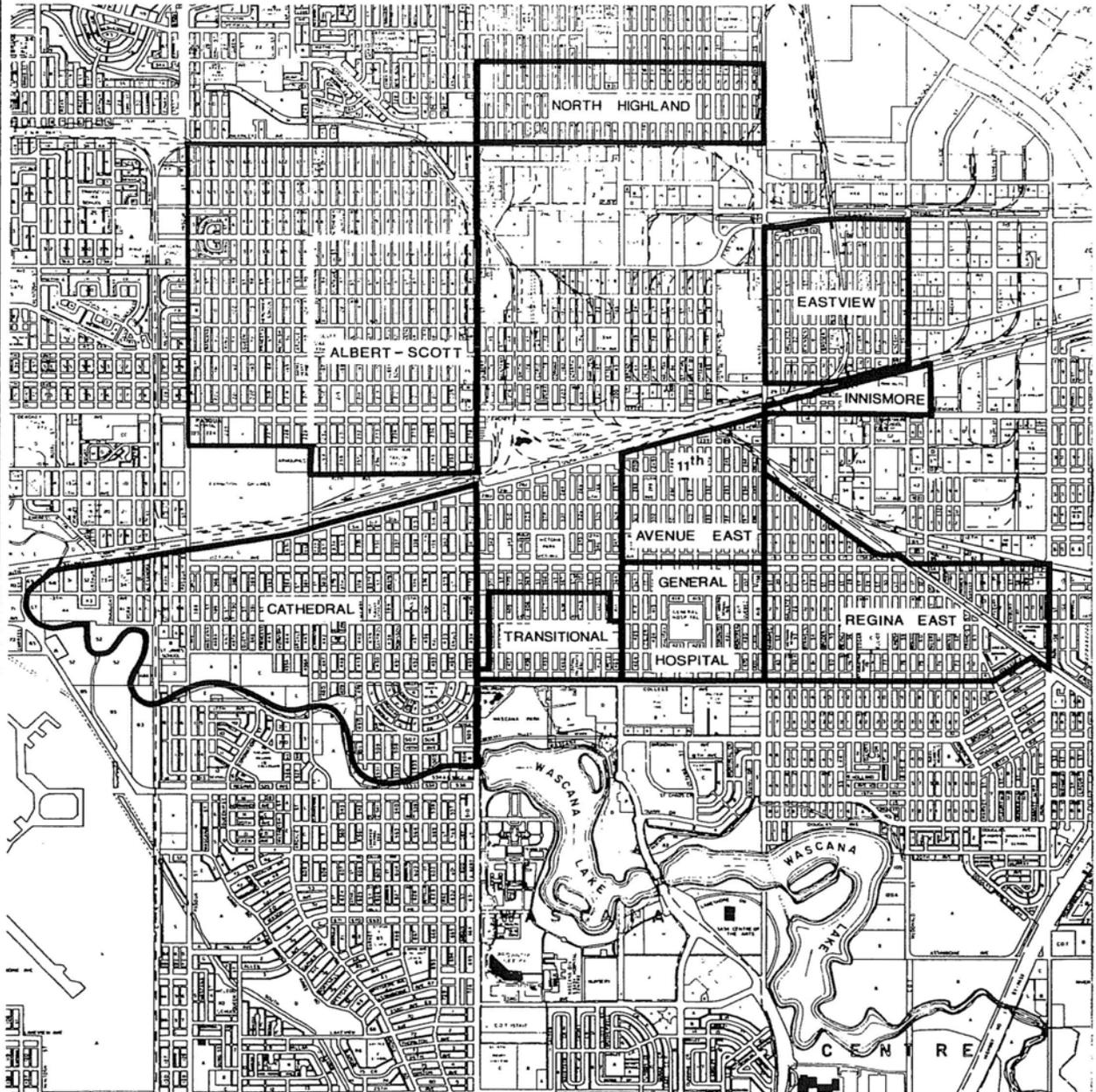
This Plan is intended to outline general objectives and more specific implementation recommendations for potential development in eight older neighbourhoods of Regina. It will also provide the basis for the zoning in older neighbourhoods contained in the Zoning Bylaw.

The older neighbourhoods, especially those that have been defined as the Inner City, are experiencing tremendous pressures for redevelopment as commercial or office uses. However, these areas also have many advantages for people who want a residential alternative to the suburbs such as proximity to the downtown with its services and employment opportunities, large trees on residential streets and older homes of varying and distinctive architecture.

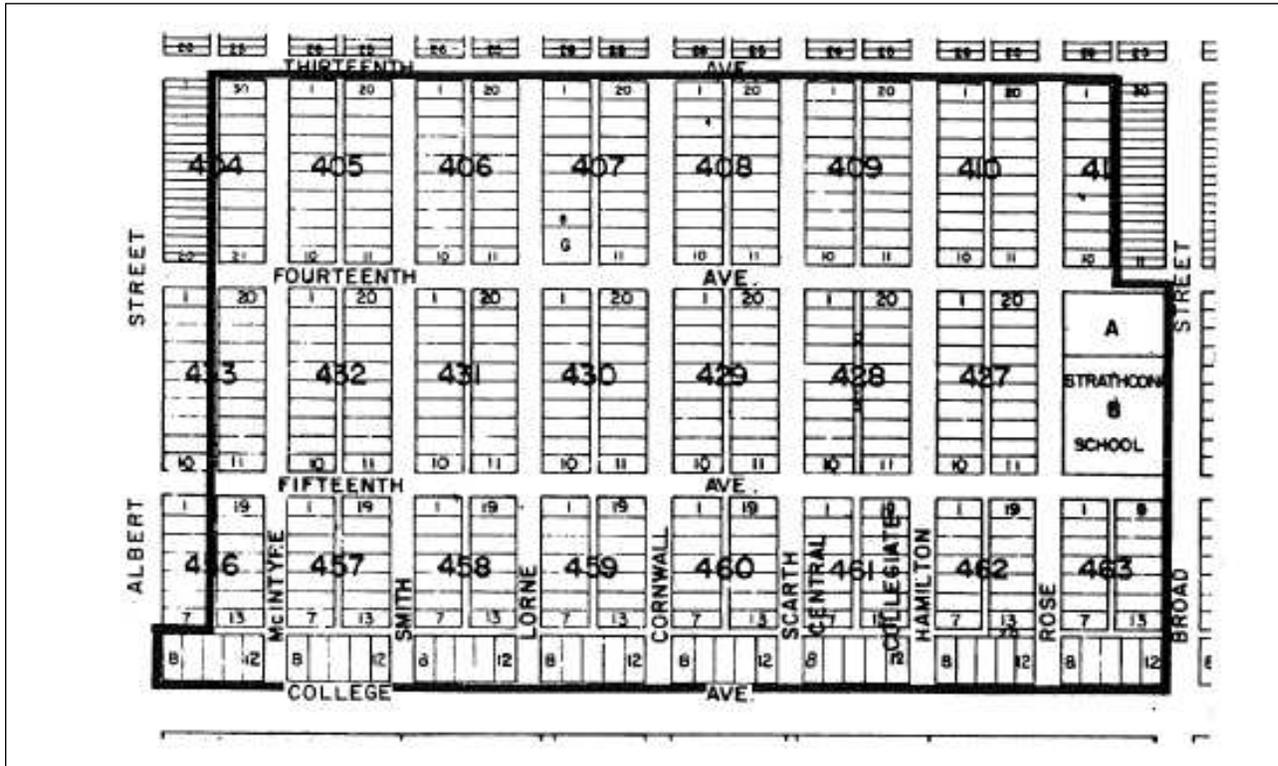
The objectives of the Inner City Neighbourhood Plan, in general, are to improve the residential viability of the neighbourhood and to control encroachment of non-residential uses into the neighbourhood. Problems relating to land uses that are particular to a neighbourhood have also been discussed.

Map 1

Older Neighbourhoods Included in the Inner City Development Plan



TRANSITIONAL NEIGHBOURHOOD



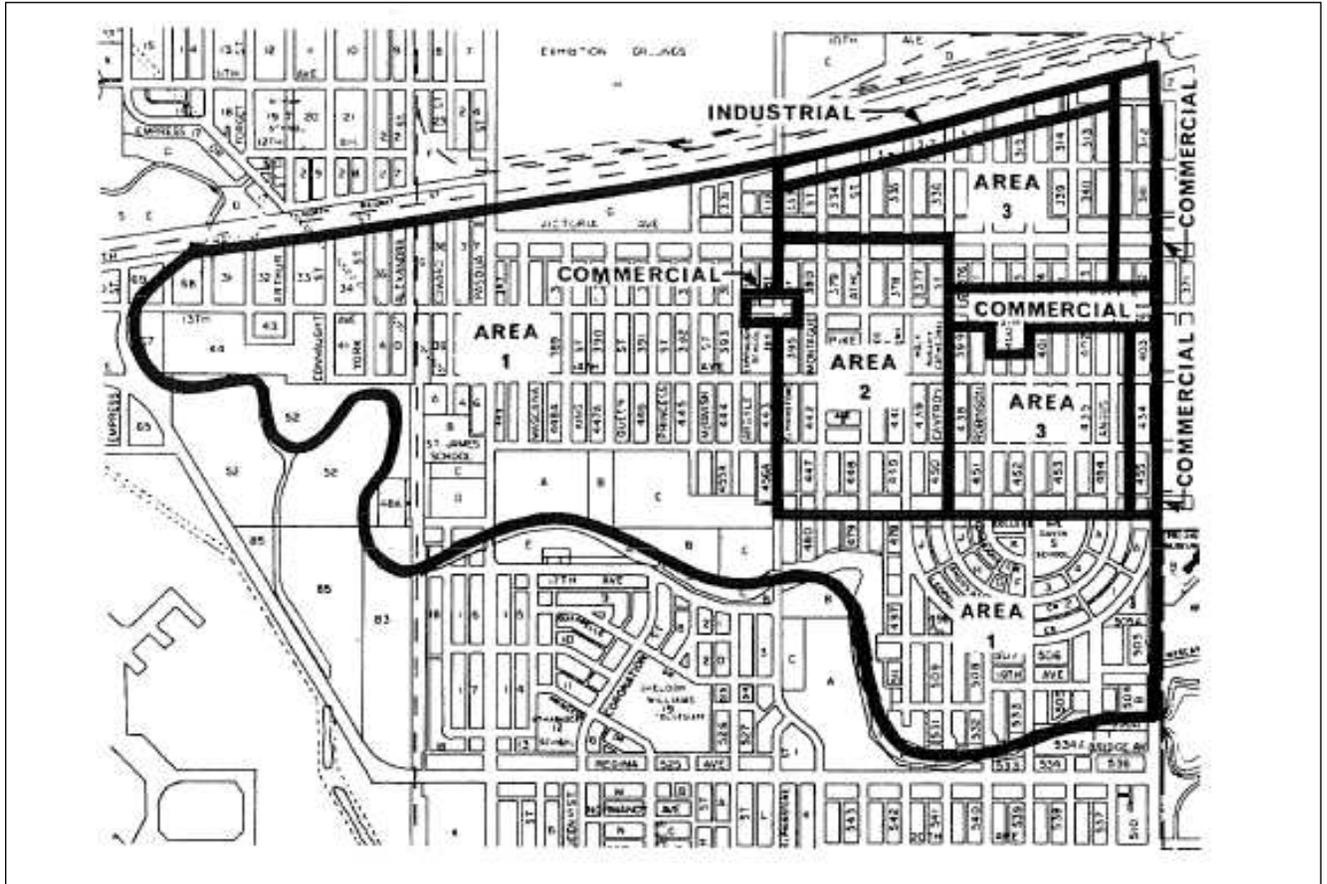
* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

1) Boundaries: See Map

a) Policy Objectives:

Policy objectives with respect to land use and planning issues in the Transitional Neighbourhood can be found in the Design Regina Plan Part B, Transitional Area Neighbourhood Plan.

CATHEDRAL NEIGHBOURHOOD



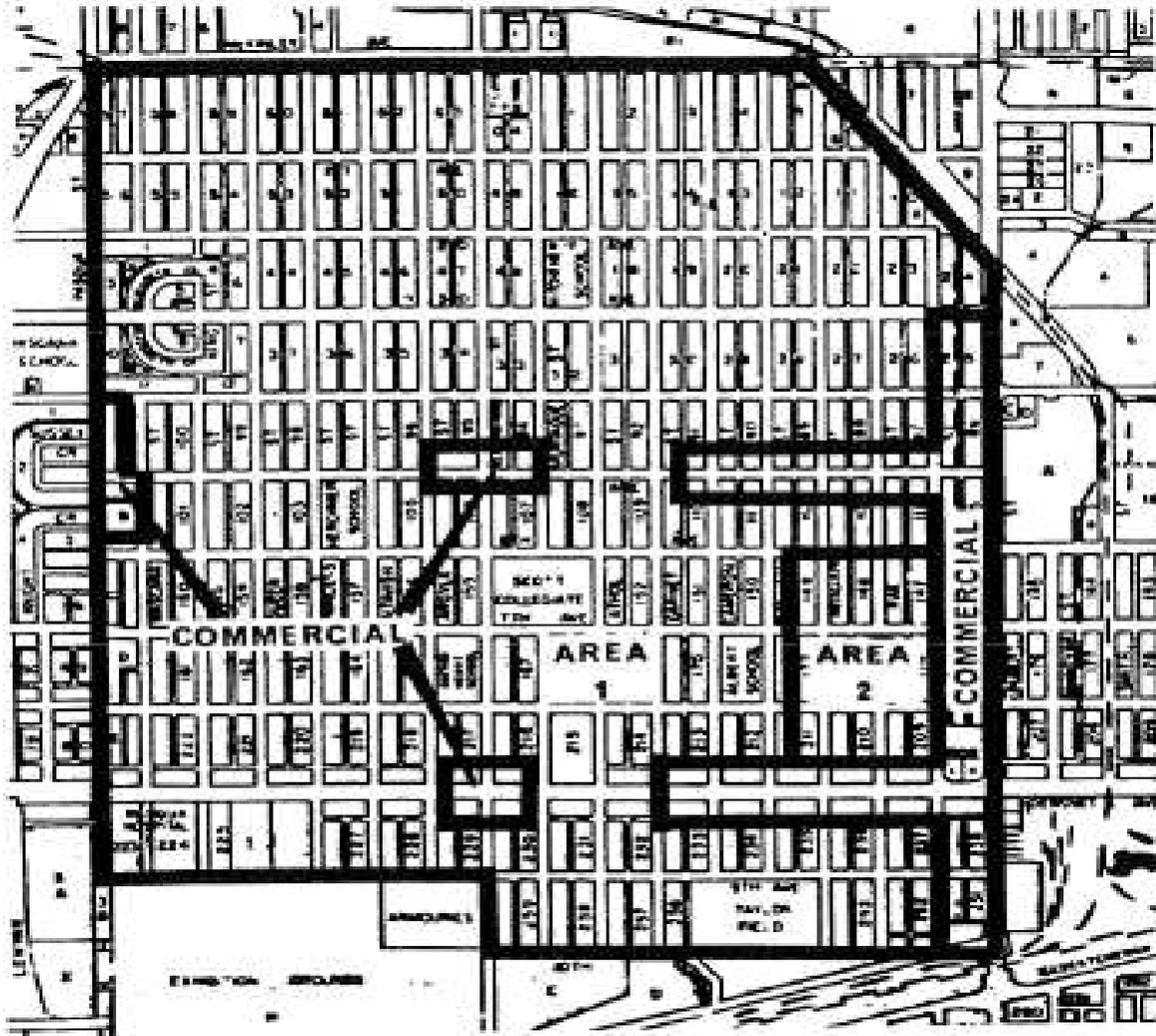
* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

2) Boundaries: CPR tracks, Albert Street and Wascana Creek.

a) Policy Objectives:

Policy objectives, recommendations and implementation with respect to land use and planning issues in the Cathedral Neighbourhood can be found in the Design Regina Plan Part B, Cathedral Area Neighbourhood Plan.

ALBERT-SCOTT NEIGHBOURHOOD



* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

3) Boundaries: Albert Street, Tenth Avenue, Pasqua Street and CNR Rail line

a) Policy Objectives:

Policy objectives, recommendations and implementation with respect to land use and planning issues in the "Albert Scott" Neighbourhood can be found in the Design Regina Plan Part B, North Central Neighbourhood Plan.

EASTVIEW NEIGHBOURHOOD

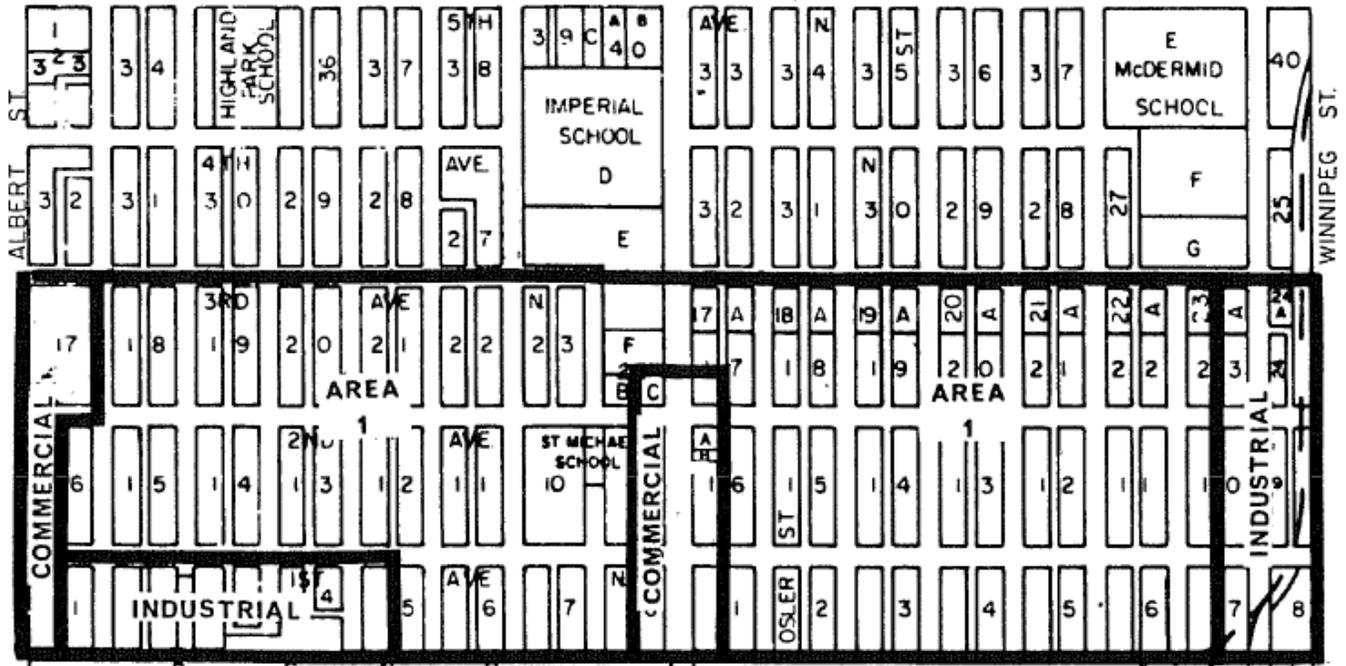


- The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

- 4) Boundaries: Winnipeg Street, CPR Tracks, McDonald Street and Ross Avenue
- a) Policy Objectives:

Policy objectives, recommendations and implementation with respect to land use and planning issues in the Eastview Neighbourhood can be found in the Design Regina Plan Part B, Eastview Neighbourhood Plan.

NORTH HIGHLAND NEIGHBOURHOOD



* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

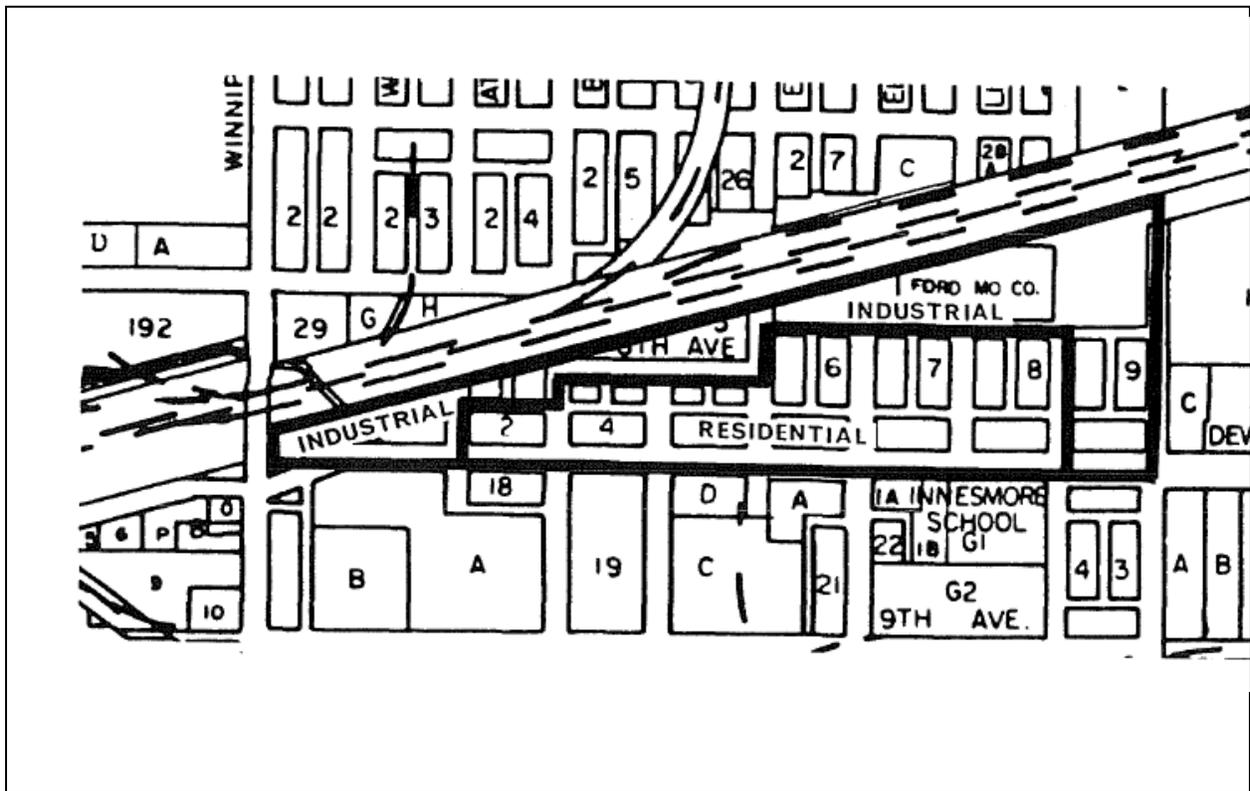
- 5) Boundaries: Albert Street, Third Avenue North, Winnipeg Street and CNR tracks
- a) Policy Objectives:

- i) To maintain the residential stability of the neighbourhood.
- ii) To protect the neighbourhood from commercial encroachment along Albert Street and Broad Street.
- iii) To prevent further encroachment of industrial uses into the neighbourhood.

6) Policy Recommendations and Implementation:

- a) That the single family and two family nature of Area 1 should be predominantly maintained.
- b) That the Commercial Use areas along the major arterials - Albert Street and Broad Street between the CNR tracks and Third Avenue North be recognized. There shall be no further commercial rezonings in Area I.
- c) That the existing industrial uses north of the CNR tracks and west of Winnipeg Street to the lane west of Quebec Street and the existing industrial uses from the CNR tracks north to First Avenue North between the lane east of Albert Street to the lane east of Cornwall Street be recognized with an improved enforcement of maintenance standards. There shall be no further industrial rezonings in the neighbourhood.

INNISMORE



* The lines delineating area boundaries within the neighbourhood are general in nature and do not indicate the exact boundaries of the zones. Zone boundaries are as established in the Zoning Bylaw.

- 7) Boundaries: CPR Tracks, McDonald Street, Dewdney Avenue and Winnipeg Street
 - a) Policy Objectives:
 - i) To allow the residential component of the neighbourhood to continue without further improvement of services as approved by Council in May of 1977.
 - ii) To provide for an orderly transition to industrial development in the neighbourhood.
- 8) Policy Recommendations and Implementation:
 - a) That the residential area be recognized.
 - b) That the industrial area be maintained with improved enforcement of maintenance standards.
 - c) That no new residential development be permitted in the Innismore neighbourhood.
 - i) The City of Regina become a facilitator and budget monies (approximately \$200,000.00) each year for the acquisition of Innismore property at fair market value of light industrial land if the property is offered for sale by the owner. This land would then be banked for future development.
 - ii) The banked land be developed by the City in contiguous parcels so that the money from the sales could be returned to the fund to purchase more lots in the neighbourhood.
 - iii) When the land is to be developed or sold by the City, the residents will be consulted for their input.
 - d) That new industrial development shall be examined in light of its impact on the surrounding neighbourhood.
 - e) That the industrial area be maintained with improved enforcement of maintenance standards.



OFFICIAL COMMUNITY PLAN

SUB-PART B.1.3 Transition Area Neighbourhood Plan



ADDENDUM

TRANSITIONAL AREA NEIGHBOURHOOD PLAN AMENDMENTS

Transitional Area Neighbourhood Plan was adopted by City Council at the meeting held on October 24, 1983 with the following amendment.

"All portions of the draft report dealing with Central Collegiate, Strathcona School and Central Park sites be deferred until such time as negotiations between the Regina Public School Board and the City have been finalized".

In accordance with the amendment, the following references in the report are considered to be inoperative pending completion of negotiations between the City of Regina and the Regina Public School Board.

1. Page 27, Paragraph 2

"It is recommended that the Strathcona School site be designated as Transitional Area Residential - High-Rise. As the use of the school building has now been terminated, this site is an appropriate location for high-rise residential development, presenting a unique opportunity to provide for an increased population within the Transitional Area".

2. Page 28, Implementation Recommendation #8

"That the Strathcona School site be zoned Transitional Area-Residential High-Rise".

3. Page 36, Implementation Recommendation #3

"That provision be made for the possible future rezoning of the portion of the Strathcona School site fronting Broad Street, in order to recognize the potential for redevelopment of that area, for uses appropriate to a major arterial location".

4. Page 40, Paragraphs 3 and 4

"The appropriate future use of the Strathcona School site, as described in Section 3.2.2 of this Neighbourhood Plan, is for high-rise residential purposes. Another consideration is the importance of an elementary school facility (not necessarily within Strathcona School) in or near the Transitional Area. If such a facility is not made available, families with small children will be deterred from moving to the Area".

5. Page 40, Paragraph 5

"If and when Central Collegiate is no longer required for educational purposes, reuse of the buildings on the site should be explored prior to any decision to demolish all or any portion of the buildings. Any alternative future uses should take into consideration that the school, particularly the oldest portion, is a structure of heritage merit. The first priority for reuse of these facilities should be to serve the social and recreational needs of the Transitional Area residents. Such uses could include, for example, a community centre, day care, or offices for non-profit community service organizations. The second priority should be for rental housing".

6. Page 40, Paragraph 6

"If the decision is made that the institutional use of the Central Collegiate buildings is not required to meet the social, recreational, and educational needs of Transitional Area residents, then alternate land uses would be appropriate. Appropriate rezonings to provide for these land uses would be: a) College Avenue Residential/Commercial for the south portion of the site; and b) Transitional Area Residential - Medium-Rise for the middle and northern portions of the site".

7. Page 41, Paragraph 1

These zones would reflect the proposed zoning of adjacent property and, in the case of the north, approximately two-thirds of the Central Collegiate site, would serve as a necessary intermediate height interface between adjacent land uses.

8. Page 41, Policy Objective #2

"That, if and when Central Collegiate is no longer required for educational purposes, reuse of the buildings on the site for the general benefit of the Transitional Area residents, be explored and encouraged by the City of Regina, prior to any decision to demolish all or any portion of the buildings on the site".

9. Page 42, Implementation Recommendation #2

"That a proposal call be undertaken by the City of Regina to explore adaptive reuse of Central Collegiate, if it is no longer required for educational purposes".

10. Page 59, Recommendation #4

"That a proposal call be considered to promote the adaptive reuse of Central Collegiate, if and when the facility is no longer required by the School Board.

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Regina OCP – Part B
Sub-Part B.1.3 – Transition Area Neighbourhood Plan

PREFACE

The Transitional Area, bounded by Victoria and College Avenues and Broad and Albert Streets, comprises 32 square blocks immediately south of downtown. The area, home to 3,300 Regina residents, is primarily high and low-density residential with a variety of commercial uses concentrated on Victoria and 13th Avenues. An elementary school and a high school are located in the Area.

In order to maintain the residential viability of the Area, it was recognized that a plan for future development was required. However, the direction new development should take became a subject of considerable study and debate. An initial study of the Area was undertaken by the Planning Department in 1976 as part of the groundwork for the Municipal Development Plan which is now in place. The ongoing investigation was initiated by a motion adopted by Council on November 13, 1979 and since that time several documents have been prepared. One such study, the Transitional Area Development Strategy, was released by the Planning Department in May, 1981. As was its intent, the document sparked public response in the form of numerous letters and submissions from individuals and groups with diverse interests in the Area.

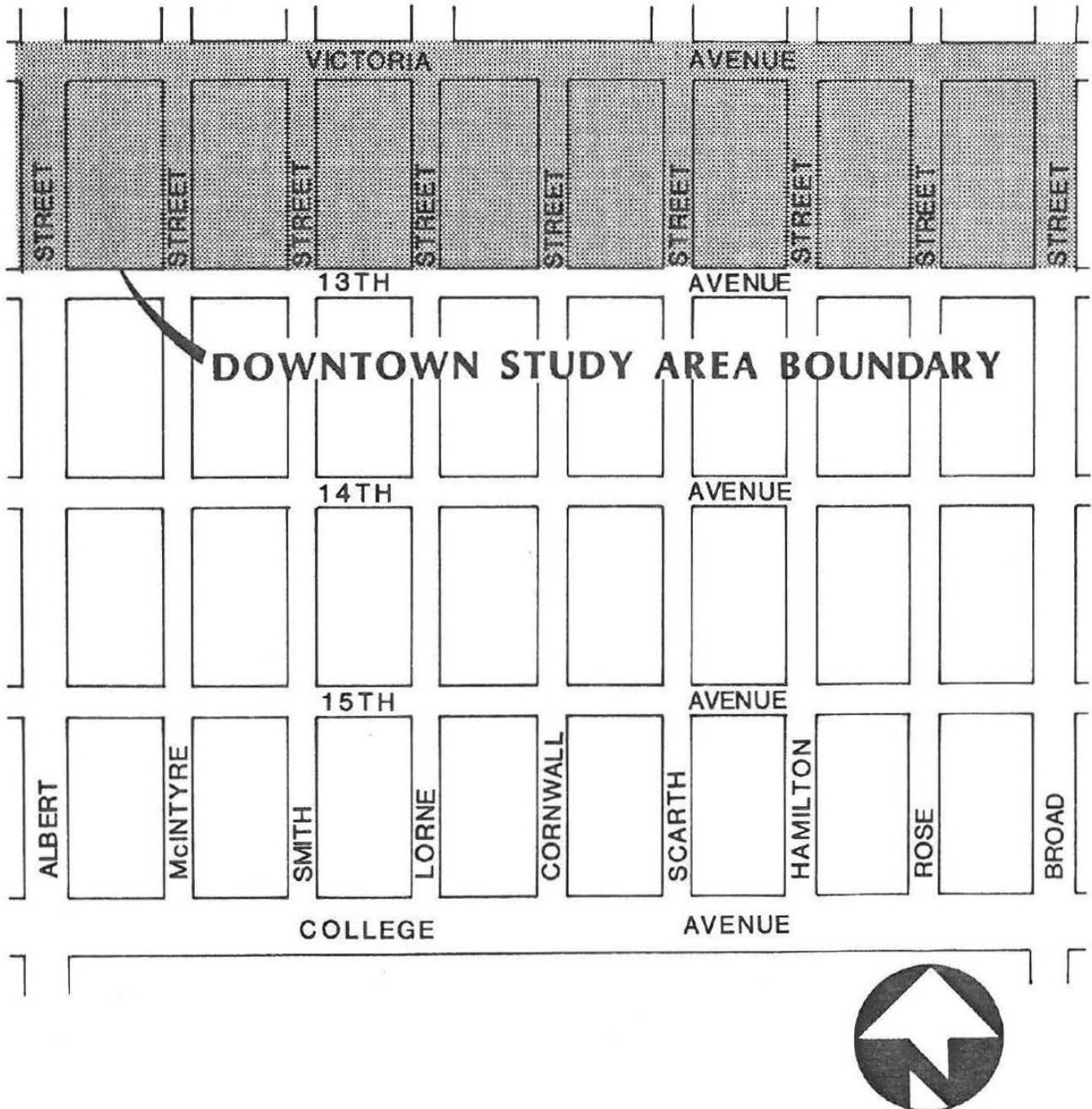
The most comprehensive response to date has come from the Transitional Area Community Society, a group organized in the Summer of 1981. The Society hired the consulting firm of Arnott, MacPhail Associates Limited to prepare a report on the Area. The resultant Concept Study for the Transitional Area sets out a conceptual plan and design guidelines for revitalization and future development initiatives in the Area. This study, submitted to the City in May, 1982, was reviewed and compared with the City-prepared Development Strategy. The Administration then submitted a status report to City Council which resulted in Council's approval of a work program for further study. Subsequently, a number of issues were identified by the City Administration in An Issue Paper for the Transitional Area. The Issue Paper was presented to the Regina Planning Commission and City Council for their consideration and was adopted by Council on December 20, 1982.

In formulating the following Neighbourhood Plan, the City has attempted to recognize the various groups with an interest in the Transitional Area and take their views into consideration. The recommendations contained in this report attempt to present the most appropriate and effective strategy for the revitalization and redevelopment of the Transitional Area.

For the last ten years, Interim Development Control (IDC) has enabled Council to review development proposals on a case-by-case basis. The adoption of this Neighbourhood Plan and supporting Zoning Controls by City Council will allow Interim Control to be terminated and the redevelopment and renewal of the Transitional Area to commence on the basis of clearly defined, but flexible, guidelines.

FIGURE 1

THE TRANSITIONAL AREA



1.0 NEIGHBOURHOOD PLAN CONTEXT

1.1 EVOLUTION OF THE AREA

The residential development of the Transitional Area began around the turn of the Century. Many of the existing house-form buildings and apartment blocks were built between 1900 and 1929. Little development occurred after that time until the 1960's when some house-form buildings were demolished and replaced by low-rise apartment and commercial buildings. From the 1970's until now, the traditional single-family inhabitation of house-form buildings has changed. The Area has developed into a patchwork of land uses and building forms. Many house-form buildings have been subdivided to house several households. Others are occupied by commercial uses only or in combination with a residential use. Both medium and high-rise apartment buildings and office buildings have continued to be built. In addition, several house-form buildings in the Area have been restored recently and occupied for office use. Finally, a substantial number of lots have been left vacant or are being used for off-street parking.

In general, the Transitional Area has been subjected to outside pressures such as overflow parking from the Downtown, through traffic, and redevelopment requests.

1.2 SOCIAL PROFILE

Based on the 1981 Census, 3,300 individuals live in 2,455 households in the Transitional Area.

The average household size for the Transitional Area is 1.3 persons per household--less than half of the overall Regina (specifically the Regina Census Metropolitan Area or C.M.A.) average of 2.7 persons per household. The only Regina area with a smaller average household size is the Downtown, with an average of 1.2 persons per household.

The tables below profile the age and sex distribution of the Transitional Area population of 1981.

Table 1
Transitional Area Population Profile by Age - 1981

Age	Number of Persons	Percentage of Total Transitional Area Population	Corresponding Percentage for Regina
0-4 years	70	2.1 %	8.3 %
5-9	40	1.2 %	7.6 %
10-14	40	1.2 %	7.7 %
15-19	180	5.5 %	9.7 %
20-24	415	12.5 %	11.2 %
25-34	530	16.0 %	17.9 %
35-44	200	6.1 %	10.8 %
45-54	245	7.4 %	9.4 %
55-64	400	12.1 %	8.2 %
65-69	305	9.2 %	3.2 %
70 years & over	885	26.7 %	6.0 %

TABLE 2
Transitional Area Population Profile by Sex - 1981

Age	Transitional Area		Regina	
	% Male	% Female	% Male	% Female
0-4 years	47.1	52.9	51.3	48.7
5-9	50.0	50.0	51.2	48.8
10-14	50.0	50.0	51.6	48.4
15-19	36.1	63.9	48.9	51.1
20-24	47.0	53.0	48.5	51.5
25-34	51.9	48.1	49.5	50.5
35-44	50.0	50.0	49.5	50.5
45-54	44.9	55.1	49.8	50.2

55-64	35.0	65.0	46.4	53.6
65-69	27.8	72.2	43.4	56.6
70 years and over	23.2	76.8	49.3	50.7

As can be seen from the above tables, the age profile of residents of the Transitional Area is not typical of that of Regina as a whole. On one hand, persons in the 0 - 19 year and 25 - 54 year age groups are under-represented in the Area, while on the other hand, persons in the 20 - 24 and the 25 and over age groups are over-represented. This age profile, which reflects the relatively large number of single-person households in the Area, is also typical of other inner city locations in Regina.

Compared with the Regina population as a whole, Transitional Area females are over-represented in the 5 - 24 and the 45 and over age ranges, with the differential particularly pronounced in the 15 - 19 age range and the 55 years and above group. This over-representation is consistent with the fact that many downtown workers in the clerical, sales, and service occupational categories (predominantly filled by women) live in the Area. The differential in the older population group reflects the longer life expectancy of women.

The mobility status of residents in the Transitional Area reflects the social heterogeneity of that area. Some residents are highly transient, while others are relatively immobile. In 1980, a Planning Department survey found that 22% of households had lived in one or more dwellings within the Area for no longer than the previous six months, while 30% had lived in one or more dwellings within the Area for five or more years.

The survey found that 31% of area households had lived in their present dwelling for no longer than six months. Sixteen per cent had lived in their dwelling for five or more years. The differential between the latter figure and the 30% area residency statistic described above may be partially attributed to the desire of a portion of the population to remain in the Area despite the loss of individual dwelling units through demolition or conversion.

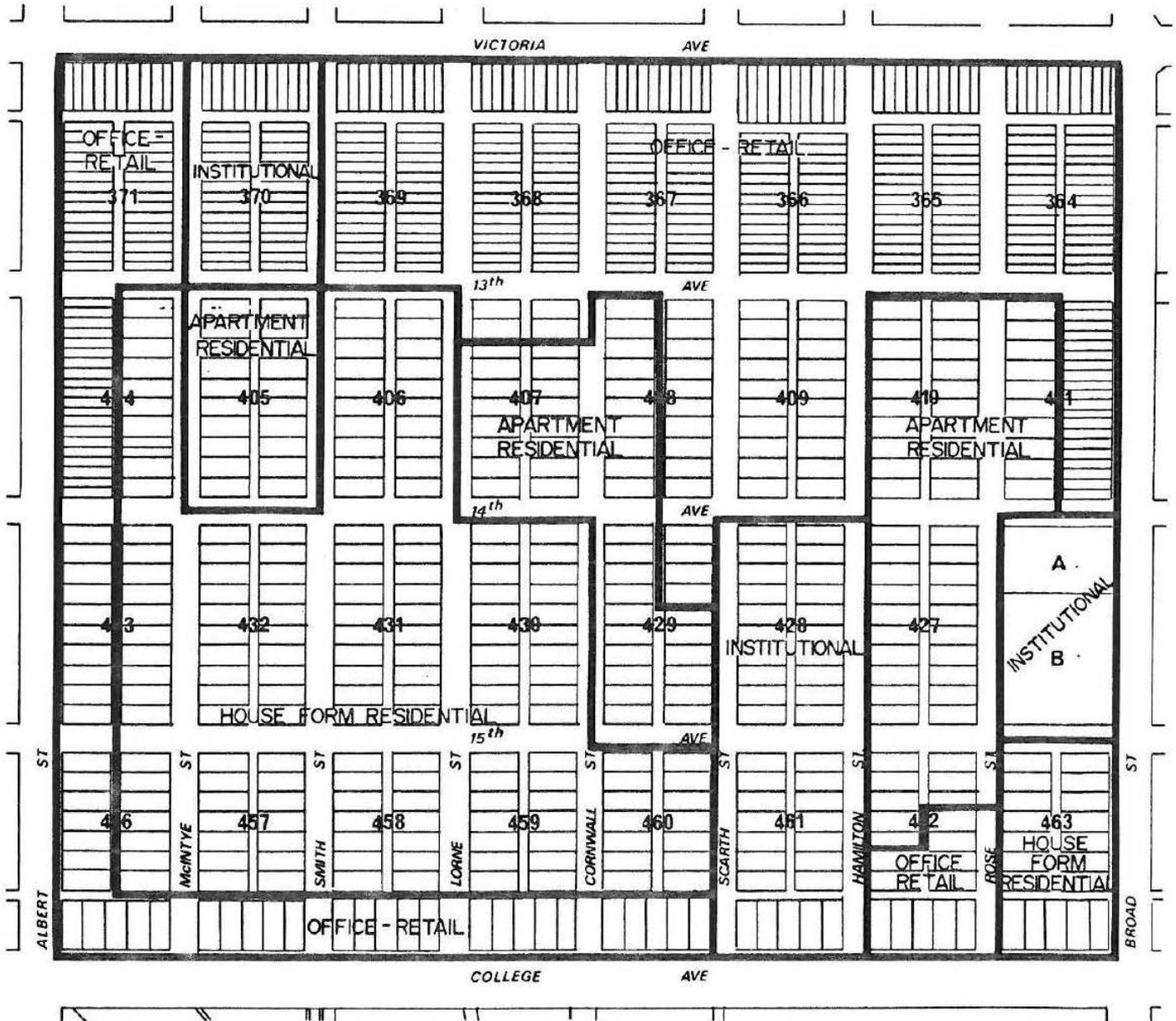
The 1980 survey found that 73% of households in the Transitional Area were single-person households, which corresponds closely with the 1981 Census finding of 77.5% single-person households. In comparison, the corresponding figure for the Regina C.M.A. was 23.9%. In 1981, 13.65% of all Regina single--person households lived in the Area.

There were 130 families with children living in the Transitional Area in 1981. Single parent families accounted for 65 of these, or 50% of the total number of families with children. The comparable statistic for the Regina C.M.A. was 17.9 %.

Based on the 1980 Planning Department survey, in an estimated 12% of the Transitional Area households at least one person is handicapped, that is, a person who as a result of some mental or physical limitation is unable to fully carry out normal day-to-day activities.

FIGURE 2

PRESENT GENERALIZED LAND USE



1.3 TRANSITIONAL AREA CHARACTERISTICS AND ISSUES

1.3.1 LAND USE

Background

Three land uses dominate the Transitional Area--house-form residential, apartment residential and office/retail with some institutional land use (see Figure 2). The southwest part of the Transitional Area is primarily single-family and converted single-family residential use composed mainly of house-form buildings with some low-rise and high-rise apartments. Approximately half of the house-form buildings have been converted to multiple dwelling units and half remain in the single-family category. As well, a number of houses have been converted to mixed residential and commercial use (shown on Figure 3).

Medium to high-rise residential land use predominates in three main sectors in the Transitional Area. Older apartment buildings dominate the east side of the Area. The two other apartment residential districts are smaller in size and occupy the middle part of the Transitional Area, tending to separate the house-form residential district to the south from the office commercial development to the north.

Office/retail land use in the Transitional Area is located in several districts. One is the northeast sector which contains the highest density and, specifically, buildings such as the Hotel Saskatchewan, Saskatchewan Power Corporation building, and Humford House. The second district flanks the Transitional Area on the west and south sides. The area along Albert Street serves primarily as a mixed retail and office district, while the north side of College Avenue functions mainly as an office area with a mixture of older houses converted into office use. In addition, large office structures such as the Co-operative Insurance building and Parkview Place are located on College Avenue.

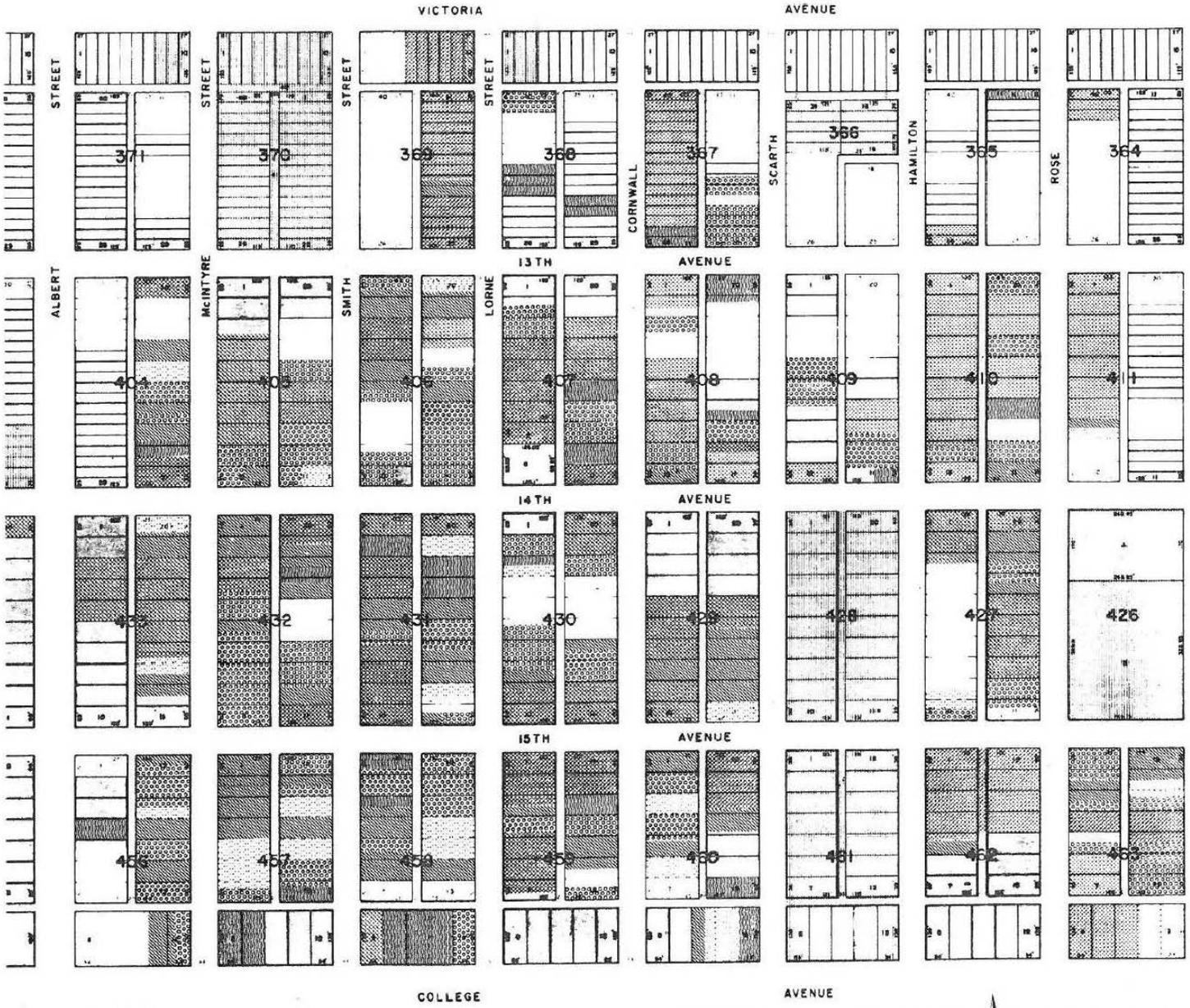
Institutional land use occupies three districts in the Transitional Area. The block in the northwest portion of the Area is utilized by the Court House and the YMCA. Central Collegiate occupies the two block area on the south side and Strathcona School occupies the one block on the east.

Issues

During the period from 1976 to 1981 a net loss of 280 housing units occurred in the Transitional Area. New residential units have been constructed, but have not matched the number of demolished units.

Maintenance of existing housing, particularly house-form buildings, has been inadequate, contributing to the demolition of many of these house-form buildings.

FIGURE 3



LEGEND

	HOUSE - FORM RESIDENTIAL - OWNER OCCUPIED
	HOUSE - FORM RESIDENTIAL - NON-OWNER OCCUPIED
	HOUSE - FORM COMMERCIAL/RESIDENTIAL
	APARTMENT BLOCK
	INSTITUTIONAL USE
	HOUSE - FORM COMMERCIAL
	NON HOUSE - FORM COMMERCIAL
	VACANT/BLVD

**TRANSITIONAL AREA
EXISTING LAND USE/BUILDING FORM**



PREPARED BY
CITY OF REGINA PLANNING DEPT
REVISED JUNE 9/83

Land use on the sites of demolished house-form buildings has too frequently changed, subsequent to demolition, from residential to other uses such as office buildings, vacant lots or parking lots. The office buildings represent an encroachment of commercial land use into residential areas. In addition, traffic resulting from such commercial intrusion has resulted in a negative impact on the residential environment of the Transitional Area as a whole. The vacant lots, or non-accessory parking lots, are a significant under-utilization of land, as well as an eyesore.

Significant Concerns and Opportunities

- 1) Loss of housing units.
- 2) Lack of maintenance and the resultant deterioration of existing housing.
- 3) Under-utilized land appropriate for residential infill development.
- 4) Encroachment of commercial land use into residential areas.
- 5) Encroachment of high-rise buildings into low-rise areas.
- 6) Encroachment of high noise/high traffic generating businesses into the Transitional Area.
- 7) Under-utilized land appropriate for the provision of residential neighbourhood-oriented stores and services, open space and community facilities.

Conclusions

The above land use concerns and opportunities in the Transitional Area can be addressed:

- 1) Through the retention, maintenance, renovation and construction of housing in the Transitional Area.
- 2) Through the recognition of existing districts of commercial office buildings.
- 3) Through ensuring that applications for any commercial land use outside of such districts be granted only insofar as they will positively contribute to the residential use and/or character of the Area.

1.3.2 BUILDING AND STREETSCAPES

Background and Issues

The Transitional Area is currently a patchwork of building forms and land uses, including lots which are vacant or used for off-street parking.

Demolition and incompatible redevelopment, as well as a lack of maintenance of many of the remaining buildings, has served to detract from the original character of the Area. This character has suffered not only through the demolition of specific buildings, but also through the resultant interruption of streetscapes. Streetscapes are characterized by rows of house-form buildings of traditional form and materials, tree-lined streets, and the vistas typically framed by these trees. As mentioned, another concern is the redevelopment of vacant sites with infill structures which are incompatible with the surrounding buildings in height, bulk and/or form. As a result, the opportunity to restore the streetscape to a character which is at least similar to the original is often lost. In addition, a lack of maintenance of existing structures has reduced the attractiveness of the Area for potential residents.

In spite of general deterioration over time, the streetscapes in the southwest portion of the Area are the most intact.

Significant Concerns and Opportunities

- 1) Lack of maintenance of buildings.
- 2) Demolition of house-form buildings and older apartment blocks.
- 3) Deterioration of streetscapes through building demolition.
- 4) Deterioration of streetscapes through redevelopment which is incompatible on the basis of height, bulk, and/or form.
- 5) The potential contribution of the remaining house-form buildings to the special character and heritage of the Transitional Area.
- 6) Vacant sites appropriate for the construction of infill buildings compatible with the adjacent streetscape.

Conclusions

The above building and streetscape concerns and opportunities in the Transitional Area can be addressed:

- 1) Through the retention, maintenance and restoration of buildings in the Transitional Area which, by virtue of their architecture or contribution to the surrounding streetscape, reinforce the residential character typified by the original buildings of the Area.
- 2) Through redevelopment in the Transitional Area which is compatible with the existing streetscapes of house-form buildings.

1.3.3 LANDSCAPING AND OPEN SPACE

Background and Issues

The abundance of mature trees is one of the most outstanding characteristics of the Transitional Area. Tree-lined streets of house-form buildings typify the Area. As well, additional trees have been planted in private yards since the initial development of the Area. Unfortunately, this resource of trees has been eroded over the years through redevelopment and decay of the trees themselves. Since the trees make a strong contribution to the residential character of the Area, there is a need to address the problem.

The Transitional Area lacks public open space in relation to its current population of approximately 3,300 people. Based on a generally recognized standard of 10 acres of urban open space per 1,000 people, a total of 33 acres would be required to serve the needs of the Area. However, the only major areas of open space within the Area are the basically-undeveloped playgrounds of Strathcona School and Central Collegiate (i.e. Central Park), which are approximately three acres in size.

In addition, there is little open space provision for activities with a neighbourhood focus which could, for example, range from outdoor skating to a more passive type of recreation such as "people-watching". The standard for specifically neighbourhood-oriented open space is approximately 7 acres per 1,000 people. (On this basis, 33 acres would be required for the Transitional Area).

The lack of developed open space will become a greater problem over time with the growth of the residential population of the Transitional Area, as provided for in this Neighbourhood Plan. Although the nearby Wascana Centre and Victoria Park can serve some of the open space needs of the Area, specialized local open space will still be required for neighbourhood-oriented activities. A number of commercial buildings and multi-unit residential buildings have been constructed in the Area, the landscaping of which has positively contributed to the environment. The yards of many other properties, however, are poorly landscaped and ill-maintained, detracting from the character and appearance of the Transitional Area.

Off-street parking lots in the Area represent a problem beyond an inappropriate under-utilization of land. The use of front yards for access to parking lots, in spite of the fact that access to buildings and parking lots can usually be made via the rear lane, is one component of this problem. As well, the lack of screening of these vacant lots from the street and adjacent properties creates an eyesore .

There is a need to provide for a wider range of landscaping than is currently prevalent in the Area. This increased flexibility is desirable given: a) the density and mixture of uses in the Transitional Area; and b) the diversity of residents in the Area. The former characteristic suggests that a side yard normally required to be grassed may provide less amenity than an alternate form of indoor or outdoor space which could be provided under more flexible regulations. The latter characteristic suggests that it may be appropriate to provide a different type of amenity for singles and childless couples than, for example, families or seniors.

Significant Concerns and Opportunities

- 1) General degeneration of the residential appearance and environment of the Transitional Area.
- 2) Street trees which, in spite of some deterioration, are an outstanding resource of the area.
- 3) Intrusion of off-street parking into front yards.
- 4) Lack of yard maintenance.
- 5) Lack of public amenity and open space appropriate to a residential area.
- 6) Undeveloped open space in the area.

Conclusions

That the above landscaping and open space concerns and opportunities in the Transitional Area can be addressed:

- 1) Through stricter regulation of off-street parking lots.
- 2) Through providing for increased maintenance of private yards.
- 3) Through providing for public open space and amenity which is both sufficient in magnitude and varied in type to meet the present and future needs of Transitional Area residents.
- 4) Through regeneration of the residential appearance and environment of the Area, including street trees.

1.3.4 CIRCULATION AND PARKING

Background and Issues

The Transitional Area faces a number of competing demands for transportation infrastructure and parking facilities. The variety of demands arises from the close juxtaposition of frequently incompatible land uses. The competition among these demands is related to the relatively high density of development in both the Transitional Area itself and the Downtown, as well as to the resultant generation of relatively high volumes of pedestrian and vehicular traffic.

The growth in downtown office and retail space over the years has created a significant demand for parking spaces in the adjacent Transitional Area. This demand has been amplified by office construction and conversion within the Transitional Area itself. Offices in the Area typically provide sufficient on-site parking for employees, but clients of these businesses often are forced to find short term parking on nearby streets. In general terms, the high demand for parking in the Area

has encouraged an increase in surface parking lots.

There is also a shortage of 24-hour low-cost parking spaces for residents. Much of the housing in the area was constructed in an era when the level of per capita automobile ownership was lower than that of today. In addition, most of the house-form buildings originally housed a single household, while today many of these structures have been subdivided into a number of households, thus increasing the potential number of automobile owners.

One of the major concerns of the Transitional Area residents is the high volume of vehicular traffic which passes through the Area. Volumes of 2000 - 4000 vehicles per day are typical for streets in the Area. Not only does the traffic create unpleasant noise and congestion problems, it presents an increased threat to pedestrian safety. For example, the danger to a senior citizen with a decreased level of mobility is much greater in the Transitional Area than in a suburban residential area.

Given the amount of pedestrian circulation in the Transitional Area, the quality of the pedestrian environment in terms of sidewalk maintenance and pedestrian amenities is also of importance.

The location of the Transitional Area between the Downtown and Wascana Centre affords a unique opportunity for enhancing the pedestrian circulation system of the Area. Based on the fact that: a) both the Downtown and Wascana Centre are focal points of a variety of activities in Regina; and b) many of these activities are pedestrian-oriented, the creation of a special pedestrian linkage between these two areas would be appropriate. Within the Transitional Area itself, such a linkage would complement and enhance the unique character of the Area, including its streetscapes, heritage, and open space.

Significant Concerns and Opportunities

- 1) Incompatibility of existing distribution and volume of traffic with residential land use.
- 2) Traffic noise and congestion.
- 3) Inappropriately high levels of on-street and surface lot parking.
- 4) Inadequate parking for area residents.
- 5) Lack of high quality well-maintained pedestrian walkways and amenities.
- 6) Threat to pedestrian safety from vehicular traffic.
- 7) Tree-lined streets of house-form buildings conducive to a pleasant pedestrian environment.
- 8) Creation of a distinctive pedestrian linkage between the Downtown and Wascana Centre which would complement and enhance the Transitional Area.

Conclusions

The above circulation and parking concerns and opportunities in the Transitional Area can be addressed.

- 1) Through reorganization of traffic distribution and volume in the Transitional Area to provide for a greater degree of compatibility with residential land use.
- 2) Through appropriate regulation of parking in the Area to support residential land use.
- 3) Through providing and maintaining the infrastructure necessary to support pedestrian circulation in the Transitional Area, including a pedestrian linkage between the Downtown and Wascana Centre.

1.3.5 SOCIAL AND COMMUNITY FACILITIES AND SERVICES

Background and Issues

The Inner City location of the Transitional Area results in both strengths and weaknesses regarding social and recreational services and facilities for neighbourhood residents. The central location of the Area provides high accessibility, at least in physical terms, to many services and citizens' organizations. Examples of services located in or adjacent to the Transitional Area include the YMCA and YWCA and a vast array of citizens' organizations, including, of course, the Transitional Area Community Society (TACS). At the same time, however, there is a relative lack of neighbourhood-oriented services. In particular, the Area is deficient in services for specific subsections of the population represented in significant numbers in the Area, i.e. students, office workers, senior citizens, renters, natives, low-income earners, single parents, and handicapped people.

The particular demographic and social characteristics of the Transitional Area outlined previously, accentuates the need for social support services, including the recreational facilities and citizens' organizations which have been mentioned.

Of major concern is the recent closure of the only elementary school in the Area, Strathcona School. Enrollment declined from 154 students in 1977 to 53 students in 1982.

The loss of an educational facility for elementary school age children may present a hardship to any family with young children locating in the Area. One of the goals of this Neighbourhood Plan is to provide for households in a wide range of age, income and family status, however, the range of households which would locate in the Transitional Area may be limited if there is no facility for elementary school age children.

The Regina Public School Board has also stated its intention to close Central Collegiate in 1986.

A final matter of fairly widespread concern in the Transitional Area is that of crime. Although crimes against persons and property unquestionably take place, in reality, crime is not nearly as common in the Area as the general public perceives it to be. Nevertheless, the perception and fear of criminal activity is a significant problem.

Significant Concerns and Opportunities

- 1) Lack of neighbourhood-oriented social and recreational facilities and services.
- 2) Lack of an educational facility for elementary school age children within the Transitional Area.
- 3) Existing buildings of special character potentially available for reuse as community facilities.
- 4) Central location of the Area affording ready access to many City-wide facilities and services.
- 5) Perception and fear of criminal activity.
- 6) Land and facilities with potential for social and community facilities and service uses.

Conclusions

The above community and social concerns and opportunities in the Transitional Area can be addressed:

- 1) Through provision of a range of social and recreational facilities and services in the Transitional Area.
- 2) Through the ensurance of an educational facility for elementary school age children within the Transitional Area.
- 3) Through measures designed to address the concern and perception of crime in the Transitional Area.

1.3.6 HOUSING

Background and Issues

Based on the 1981 Census, the Transitional Area had a population of 2,455 households on June 1 of that year. Based upon the survey carried out by the Planning Department in 1980, 54% of the households had a gross income of less than \$10,000 that year. One way of illustrating the potential for financial hardship this represents is by examining the amount of income expended on housing. Using the guideline of 25% of household income as the maximum comfortable allocation to housing costs, 1,344 households in the area could afford to pay no more than \$208 per month in rent. If the existing 652 units of co-operative or public senior citizen housing are subtracted from the amount, then 682 households, approximately half, have been faced with the prospect of attempting to obtain private market accommodation at that price level.

The Planning Department survey indicated that there was a sufficient amount of affordable rental housing stock in the Transitional Area. Specifically, the survey indicated that 52% of Area residents paid \$200 or less per month in rent. In summary then, the Transitional Area serves the important function of providing a portion of Regina's inexpensive housing.

There has been an ongoing net loss of housing units (1976-81: 280 units) despite the construction of new apartment buildings in the Area. The absolute number of units lost through demolition or conversion in the Area during this same period is approximately 750 units. If the depletion of low-cost housing stock in the Transitional Area continues, residents will be forced into either adjacent residential areas, with a resultant disruption of these areas, or into those suburban areas with relatively inexpensive housing. In addition to economic hardships, a whole range of social ills are potentially fostered by such dislocation, i.e. alcoholism, delinquency, school absenteeism, and family and marital problems. Such consequences not only pose a hardship for the displaced households, but also for the surrounding community and City as a whole, in the form of increased social service, community health, and policing costs.

Based on the primary importance of maintaining the residential viability of the Transitional Area, the chief housing concern, then, is the ongoing loss of residential units in the Area. In order to address the issue of housing loss and the more general concern of residential viability, land use and other supportive policies need to be implemented.

Significant Concerns and Opportunities

- 1) An existing variety of housing forms and tenure affordable to residents with a wide range of incomes.
- 2) The loss of low-cost housing in the Area and resultant displacement of low-income residents through demolition and/or conversion of housing.
- 3) Considerable potential for development and redevelopment of housing.

Conclusions

The above housing concerns and opportunities in the Transitional Area can be addressed:

- 1) Through the construction of housing units in the Transitional Area.
- 2) Through the construction and retention of housing in the Transitional Area which is affordable to low-income households.

1.3.7 HERITAGE

Background and Issues

The built environment of the Transitional Area was originally Regina's first upper class residential neighbourhood. Many of the house-form and apartment structures which remain from the early era of construction exhibit significant heritage merit. Such merit is based on a range of criteria which includes the architecture of the structure, the history of the building and the persons associated with the building, as well as the contribution to the local environment that the building may make as one element of a streetscape.

The accompanying map of potential heritage property (see Figure 4) illustrates the variety and extent of potential heritage structures in the Transitional Area. Three general categories of buildings may be discerned according to structural/locational characteristics. First, there are a variety of larger buildings located in the northern portion of the Transitional Area which are primarily occupied by institutional or apartment uses. Second, there is a collection of older apartment blocks along 14th Avenue in the Area. Third, there is a concentration of house-form buildings of potential heritage merit in the southwest portion of the Area.

The character of the Transitional Area and, in particular, specific streetscapes, have suffered as a result of the demolition of heritage buildings. Inappropriate renovation of buildings with heritage merit has also detracted from the character of the Area.

Specific heritage concerns are the possible demolition of Strathcona School and the older portion of Central Collegiate. Not only do these facilities provide a needed educational service for the Area, but the buildings themselves possess heritage merit.

Significant Concerns and Opportunities

- 1) A wide variety of heritage buildings which, if retained, and especially if restored, will make a substantial contribution to the unique character of the Transitional Area.
- 2) Demolition of heritage buildings in the Area.
- 3) Inappropriate renovation of heritage buildings.
- 4) Possible demolition of Central Collegiate.

Conclusions

That the above heritage concerns and opportunities in the Transitional Area can be addressed:

- 1) Through retention and restoration of heritage buildings in the Transitional Area.
- 2) Through renovations to heritage buildings which are appropriate to the character of these buildings.

FIGURE 4

POTENTIAL HERITAGE PROPERTY - TRANSITIONAL AREA

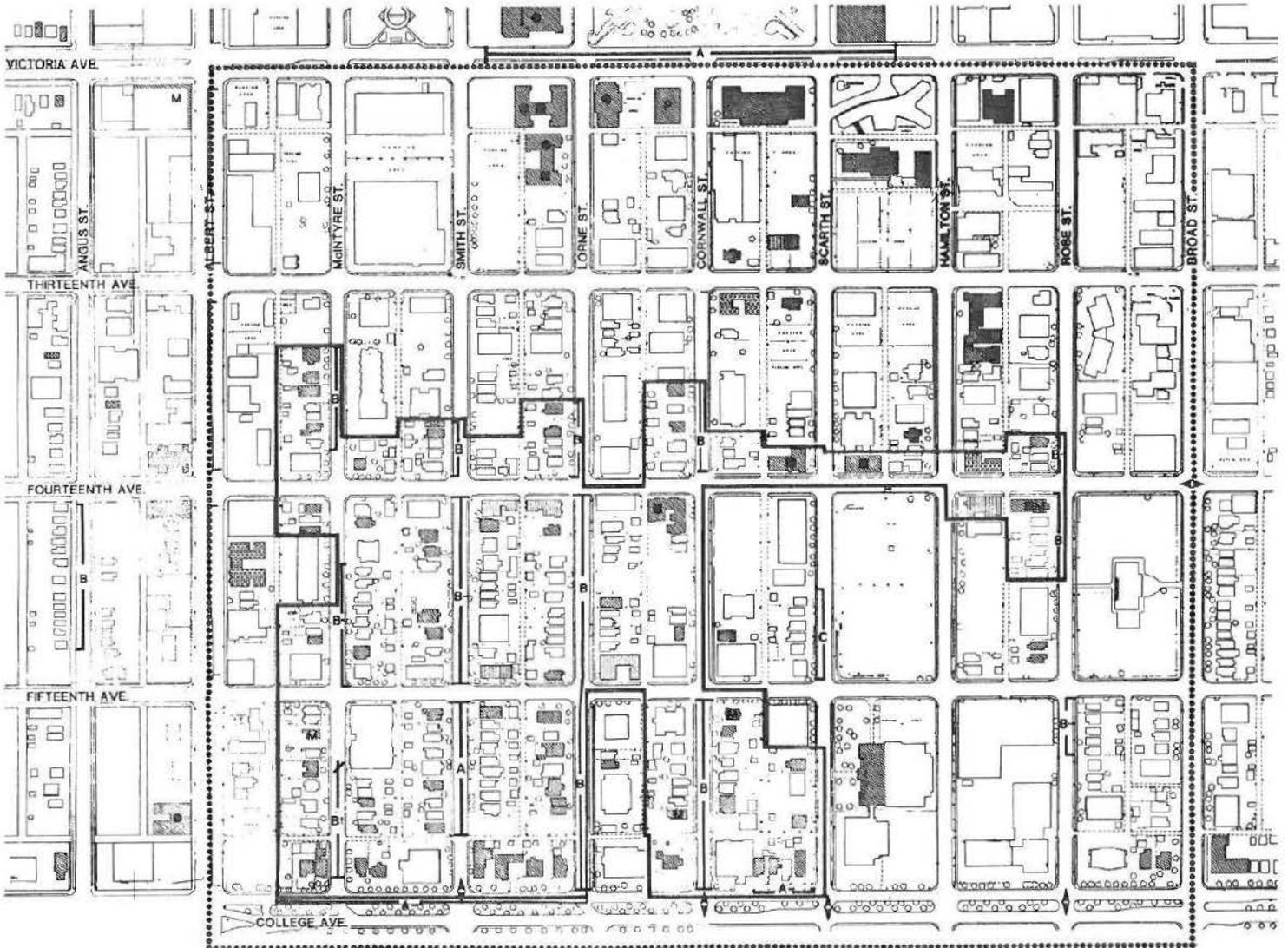
Revised : AUGUST, 1983

CITY OF REGINA
PLANNING DEPARTMENT



LEGEND

- vistas
- streetscapes are rated as: A B C
- properties have a rating of three and above on a scale of (1-10)
- higher than three
- three
- provincial historic site
- municipal historic site
- placed/endangered
- apartments have significance of:
 - very significant
 - less significant
 - poor significance
- potential municipal heritage sites outside of conservation district
- potential conservation district or zone
- transitional area boundary



2.0 TRANSITIONAL AREA POLICIES

2.1 EXISTING MUNICIPAL DEVELOPMENT PLAN POLICIES

The Municipal Development Plan currently in place for the City of Regina was approved by the Minister of Urban Affairs on December 14, 1979. Two component documents of the Plan contain policy objectives which are relevant to the Transitional Area. They are outlined below:

Regina RSVP, A Planning Strategy for Regina: Policy and Implementation

Policy Objectives

- 1) To maintain the Inner City neighbourhood as residential areas.
- 2) To provide for more citizen involvement in planning decisions made in the Inner City.
- 3) To improve the general quality of life in the Inner City.

Regina RSVP, Inner City Neighbourhood Plan

Policy Objectives (for the Transitional Area)

- 1) To improve the residential viability of the neighbourhood.
- 2) To control and maintain low density commercial development in the area.
- 3) To provide a humane and pleasant interface between the Downtown and Wascana Centre.

2.2 AN ISSUE PAPER FOR THE TRANSITIONAL AREA - GENERAL CONCLUSIONS

Both land use and human activity in the Transitional Area are affected by and have an effect upon the larger environment of the City of Regina as a whole. On this basis, An Issue Paper for the Transitional Area sets out general City-wide issues as a context for the specific land use planning of this Neighbourhood Plan. These issues are summarized below:

Cost of the Journey to Work

The cost of the journey to work in the City of Regina is borne by Government, by business, and by residents. The most effective approach to this issue is to adopt policies which will encourage the location of a residential population adjacent to the Downtown, particularly in the Transitional Area.

The Diffusion of Commercial Space from the Downtown

The concentration of businesses in the Downtown facilitates both the efficient provision of City services to such businesses and the exchange of goods and services among businesses. Furthermore, the diffusion of substantial office space from the Downtown to the Transitional Area

would displace potential residential land use which would be supportive of the Downtown.
Provision for a Middle to Upper-Income Population

The lack of neighbourhood amenities in the Transitional Area, and of specialized commercial establishments nearby, contributes greatly to the unattractiveness of the Area to middle and upper-income households. Furthermore, a more affluent residential population in the Transitional Area would itself support a range of specialty shops and services in the Downtown to the benefit of the City as a whole.

Finally, an adequate number of neighbourhood commercial outlets for day--to-day shopping is necessary to support the growth of the residential population.

The Displacement of Low-Income Residents

The Transitional Area provides a substantial amount of low-income housing stock and, because of its location, a high degree of environmental and social support to many of its residents. This function is not only important to the residents themselves, but is of significance to the operation of the City of Regina as a whole.

Conclusion

That a positive resolution of the above City-wide issues will be fostered through the support and encouragement of an ongoing primacy of residential land use in the Transitional Area.

3.0 LAND USE POLICY AND IMPLEMENTATION RECOMMENDATIONS

The purpose of this section of the Neighbourhood Plan is to set out a series of policy objectives and implementation statements. The policy objectives address:

- a) a variety of concerns that have been expressed by interest groups and the general public;
- b) the City-wide issues described in An Issue Paper for the Transitional Area and briefly outlined in Section 2.2 of this Neighbourhood Plan; and
- c) future development within the Transitional Area itself.

The last point is dealt with primarily through the objectives of land use policies which support the ongoing viability of the residential community. These policies, in turn, provide the basis for the accompanying implementation statements.

3.1 POLICY OBJECTIVES

At the time of the 1981 Census, the Transitional Area was the home of approximately 3,300 people in 2,500 households. It is an important area for low--cost housing in the City which provides a variety of environmental and social supports to its residents, largely based on its close proximity to Downtown. In addition, the central location of the Transitional Area provides a high level of

general convenience to its residents, including close access to Downtown workplaces. An increased Transitional Area residential population would provide support for the downtown and, in particular, its retail function.

The Transitional Area is the location of a unique low-rise district of house-form buildings, the character of which is of value to the City as a whole. However, there is also a district conducive to high-rise residential development where under-utilized sites are available. Thus, the Transitional Area has the potential to accommodate population growth. This potential must be acted upon, however, in order to ensure the future viability of the Area itself, its present and future residents, and the Downtown.

Primary Policy Objective

- 1) To provide for residential land use and a viable residential neighbourhood within the Transitional Area through the following General Policy Objectives.

General Policy Objectives

- 1) To provide housing of a variety of forms and tenure which is affordable to residents of a wide range of incomes and family types.
- 2) To provide for stores and services required by Transitional Area residents for convenience goods and services on a daily basis.
- 3) To provide for the retention, maintenance, and restoration of buildings in the Transitional Area which, by virtue of their individual architectural and/or heritage merit or by their contribution to the surrounding streetscape, reinforce the residential character typified by the original buildings of the Area.
- 4) To provide for vehicular circulation, vehicular parking and pedestrian circulation which is supportive of the residential nature of the Area.
- 5) To provide for a range of neighbourhood-oriented social and recreational facilities and services for residents of the Transitional Area.
- 6) To encourage, within or near the Transitional Area, an educational facility for elementary school age children.

Providing for a viable residential neighbourhood in the Transitional Area requires more than having sites available for residential land use. It also requires the development of supportive land uses in the Area, such as neighbourhood convenience stores and services, parks, and other community facilities (refer to Sections 3.3 and 3.4).

As well, a number of non-land use concerns must be addressed if the ongoing residential viability of the Transitional Area is to be achieved. These concerns are in the areas of: 1) housing, 2) circulation and parking, 3) streetscapes, 4) heritage, 5) landscaping and open space, 6) social and

community facilities and services; and are dealt with in separate sections of this Neighbourhood Plan (refer to Section 4.0).

3.2 RESIDENTIAL LAND USE

The appropriateness of providing for a viable residential neighbourhood in the Transitional Area has been well documented both in An Issue Paper for the Transitional Area and in this Neighbourhood Plan. However, the appropriateness of a mixture of future residential and commercial development for some sites is indicated by existing commercial land uses, commercial building forms, and locations adjacent to major arterials.

Policy Objectives

- 1) That those portions of the Transitional Area which are primarily residential in use and/or physical form be a principal location of future residential development in the Transitional Area. Commercial use of any given site within the residential portions of the Transitional Area shall occur only in accordance with this Neighbourhood Plan.
- 2) That those portions of the Transitional Area which are the locale of existing commercial office building developments and/or are adjacent to a major arterial be secondary locations of residential development within the Transitional Area. Within those portions of the Transitional Area, both residential and commercial development will be appropriate, provided that such development is in accordance with this Neighbourhood Plan.

Implementation Recommendations

- 1) That the Transitional Area Residential Zone be established for the primary purpose of providing for residential land use in the Transitional Area.
- 2) That the College Avenue Residential/Commercial, and Transitional Area Service Zones be established as secondary locations for residential land use within the Transitional Area in accordance with the purposes of each zone.
- 3) New developments shall be encouraged to reflect or respond to the typical building setbacks found in the vicinity of the project site in order to reinforce the streetscape and its qualities.
- 4) New developments shall, in the design, scale, form, articulation, and reflect or respond to streetscape qualities found in proximity to the project site.
- 5) Rear yard infill is encouraged in the low-rise residential district in a manner such that it does not impose itself on the streetscape.

3.2.1 RESIDENTIAL LAND USE DISTRICTS

Provision for residential land use is the primary purpose of the Transitional Area Residential Zone. A variety of housing types within the zone will serve to strengthen the residential viability of the

Transitional Area by providing a choice of housing for potential residents. Households of a wide range of age, income, family status, and lifestyle will be able to be accommodated.

Commercial land use in the Transitional Area Residential Zone, specifically within house-form buildings, is provided for in the policies of this Neighbourhood Plan in order to encourage the maintenance, renovation and restoration of these house-form buildings. This is one method of supporting the residential character of the Area typified by the existing streetscapes of house-form buildings, while still providing for alternate uses. This reinforcement of the residential character of the Transitional Area is intended to make a major contribution to the ongoing residential viability of the Area.

Accordingly, commercial land use within the Transitional Area Residential Zone shall occur only on the basis that the proposed commercial use will be a benefit to the area and be complementary to land uses in the area. It is imperative that this commercial use be small-scale, low traffic-generating, and otherwise compatible with residential land use and building forms. On this basis, the approval of commercial land use in the Transitional Area Residential Zone should not allow for the demolition of a house-form building and its subsequent replacement by another building with a commercial use.

The regulations for new development within the Transitional Area Residential Zone are to reflect existing buildings with similar uses, thereby providing for development which is compatible with the existing character of that portion of the Transitional Area.

For low-density residential and house-form commercial uses specifically, minimum lot areas and maximum lot coverage are to be in keeping with the historical standard in the Area. Lot coverage is to be relatively low, consistent with the amount of open space customarily associated with low-density residential use. The size of front, side and rear yards are to reflect the norm for these yards in the Area. Maintenance of the typical size of front yards is particularly important in order to preserve the existing streetscapes of the Transitional Area. Maximum floor area may vary according to the type of use in order to provide for residential dwellings at various relatively low densities.

For medium-density residential development, front yard setbacks will comply with the setbacks of similar existing buildings in the Area. The rear walls of new medium-rise residential development may, however, extend to the rear property line of the site, on the basis of other provisions of this Neighbourhood Plan and accompanying regulations. "Rear yard infill" residential development will thus be possible. This will help to provide for an increased residential population while maintaining and contributing to the streetscapes of the Area. The maximum floor area of development is to reflect the limitations of yard requirements and the height limits subsequently described on a district-by-district basis. The floor area ratios provide for a variety of medium-density residential development.

Within the Transitional Area Residential Zone it is important to have groupings of buildings which are compatible in various aspects of their physical form. In particular, districts of residential buildings which are compatible in height not only minimize potential negative impact from

surrounding properties, but can also result in streetscapes in which the component buildings enhance one another and the character of the district as a whole. On this basis, it is appropriate to have height districts within the Transitional Zone which reflect the following characteristics of portions of the Transitional Area and which are to provide for new development which is compatible in use and physical form.

Low-Rise District

Existing Characteristics:

- a predominance of house-form buildings,
- an environment characterized by relatively intact streetscapes, including house-form buildings and street trees.

Medium-Rise District

Existing Characteristics:

- the existence of low to medium-rise apartment buildings,
- an area of intermediate height interface between the buildings of surrounding zones and/or height districts of zones.

High-Rise District

Existing Characteristics:

- a higher proportion of apartments, including high-rise apartments, than in the Low-Rise District,
- a mixture of building forms.

The maximum height range of new development on each lot in the Low-Rise District is to be from 8.25 to 15 metres under an inclined plane. The former limit will apply to development at the limit of the front yard setback. The maximum height limit is to progressively increase towards the rear of the lot, according to a formula set out in the regulations accompanying this Neighbourhood Plan, to a maximum of 15 metres. This height limit will be the maximum for new development on each site, with the only exceptions being provided for in the Special Height Provision (Section 3.5.4) of this Plan.

The lower height limit reflects the height (approximately three stories) of the street front facades of existing house-form buildings, thereby ensuring that new development will be compatible in height with the existing streetscapes of house-form buildings, as viewed from the street. The greater height limit, in conjunction with other regulations, provides for "rear yard development" to accommodate an amount of floor space in a development consistent with a medium level of residential density.

The maximum height of new development in the Medium-Rise District is 15 metres, which will allow for four to five-storey development, and will apply to the entirety of the developable portion

of each lot in the District. This height allows for an increased residential density, while also being an appropriate transition height between the house-form buildings of the Transitional Area and existing and future high-rise apartments.

The maximum height of development in the High-Rise District is to be 30 metres which will allow for ten-storey development. This limit approximates the height of existing high-rise apartments in the District. As well, it will enable an increased residential population in the Transitional Area, and for the gradual redevelopment of this District, by providing for high-rise accommodation in a variety of developments.

It is recommended that the Strathcona School site be designated as Transitional Area Residential - High-Rise. As the use of the school building has now been terminated, this site is an appropriate location for high-rise residential development, presenting a unique opportunity to provide for an increased population within the Transitional Area.

College Avenue District [Bylaw No. 8850-ZO-B89]

On College Avenue, the sight lines to properties on the north side of the street are longer than in other portions of the Transitional Area, due to the wider street width and the ability to gain views from Wascana Centre. This is reflected in a height formula for buildings which ranges from 8.25 to 15m under an inclined plane, similar to that provided for in the low-rise residential district, but at an angle calculated to account for the longer sight lines. The height limits provided for on College Avenue are consistent with the height of the mature tree canopy and the existing house-form buildings which contribute to the unique prestige character of this streetscape. The height limits also provide an appropriate interface with Wascana Park. For properties east of Scarth Street, there are fewer house-form buildings, and areas to the north include the high-rise portion of the Transitional Area. For these reasons, it is less critical to maintain a height limit on this portion of College Avenue and is therefore included in the high-rise portion of the Transitional Area.

Policy Objectives

- 1) That the primary land use in the Transitional Area Residential Zone, as provided for in this Neighbourhood Plan, be residential. Commercial uses are a secondary use in the Zone, located only in house-form buildings.
- 2) That the retention and construction of a variety of housing and tenure types in the Transitional Area Residential Zone be encouraged.
- 3) That provision be made for the retention and development of contiguous residential land use districts of buildings compatible in height, bulk, siting and massing.
- 4) That retention of house-form buildings be encouraged by providing for rear yard infill development.

- 5) Redevelopment of property to commercial use in the Transitional Area Residential Zone will only be considered when residential use is proven to be uneconomical and in accordance with the provisions of this plan.

Implementation Recommendations

- 1) That a Low-Rise District be established within the southwestern portion of the Transitional Area Residential Zone, to provide primarily for low-rise residential land use and, secondarily, at the discretion of Council, for commercial use in existing house-form buildings.
- 2) That in this Low-Rise District the height of new development be subject to limits which will range from 8.25 metres nearest the street to 15 metres at the rear limit of development on a site.
- 3) In the Low-Rise District, building envelope penetrations will be allowed for architectural features including, but not limited to, gables, dormers, and other architectural features consistent with the area.
- 4) That a Medium-Rise District be established within the Transitional Area Residential Zone, comprising portions of the north side of 14th Avenue and an area to the west of Central Park, to provide primarily for medium-rise residential land use and, secondarily, at the discretion of Council, for commercial use in existing house-form buildings.
- 5) That in the Medium-Rise District, the height of new development be limited to 15 metres.
- 6) That a High-Rise District be established within the north and eastern portions of the Transitional Area Residential Zone south of 13th Avenue to provide primarily for high-rise residential land use and, secondarily, the use of existing house-form buildings for office/commercial use.
- 7) That in this High-Rise District the height of new development be limited to 30 metres.
- 7a) That a College Avenue District be established, and the height of new development be limited in the District by the following building envelope description:

The maximum permitted principal building height in metres (h) at a particular point on a specific lot is calculated using the formula $h = 0.3 (d) + 6.75$ where "d" is the minimum perpendicular distance in metres between the particular point on the site and the front lot line of the specific lot, and "h" shall not exceed 15 metres.

This height regulation provides for a maximum height of 15 metres across the rear portion of a lot, while ensuring that the form of development will not intrude upon the existing

streetscape by delimiting the maximum height across the front portion of a lot with a building envelope defined by an inclined plane. An example of the application of this building envelope is provided in the diagram below, for information purposes only.

SKETCH 1

[Bylaw No. 8850-ZO-B89]

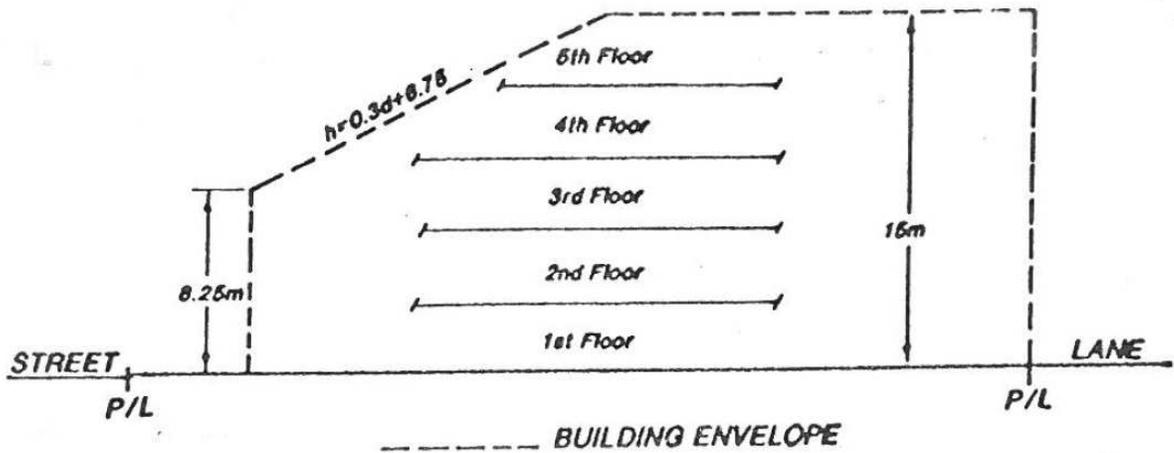
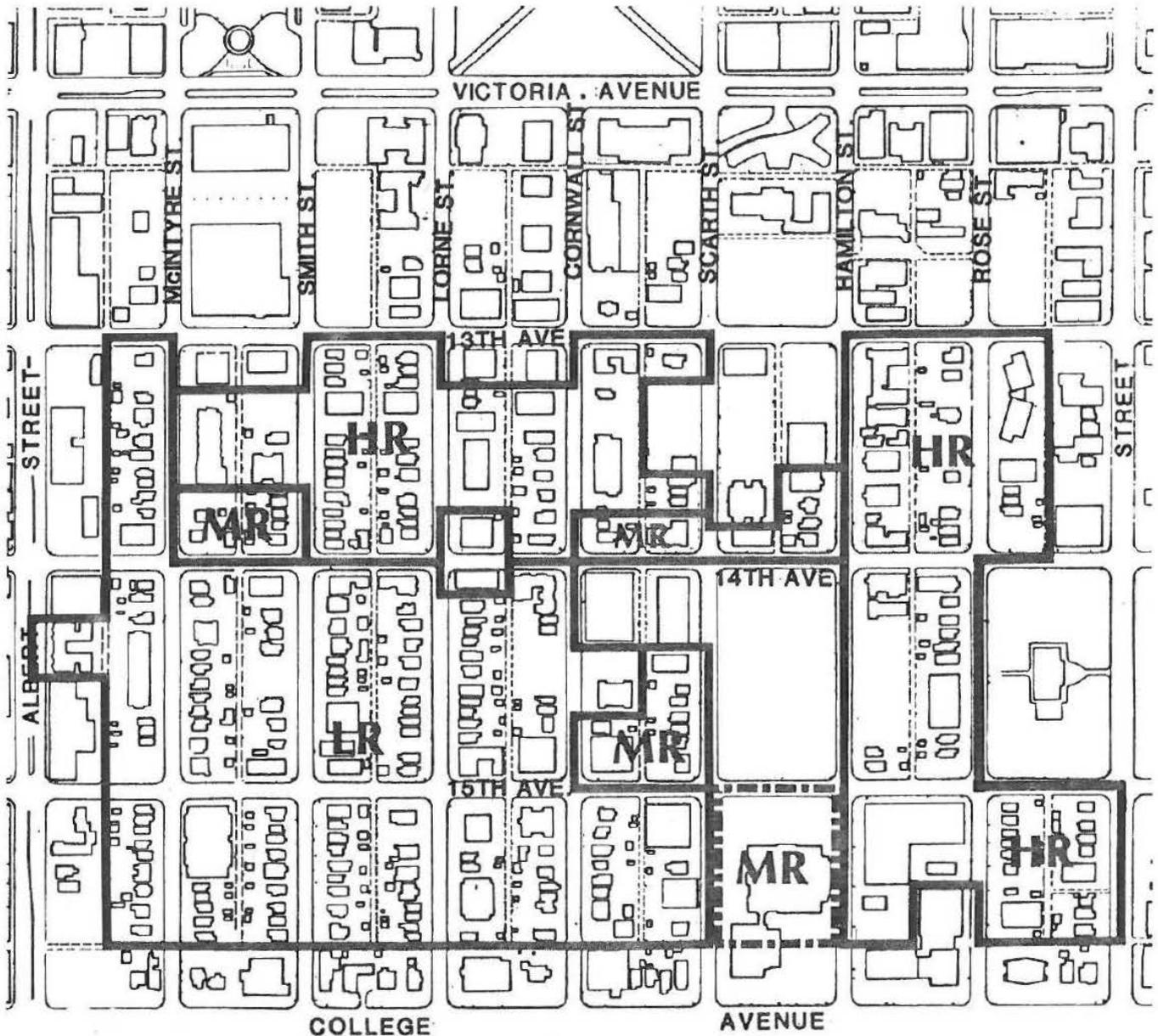


FIGURE 5*



* For current zoning, refer to Bylaw No. 9250

TRANSITIONAL AREA RESIDENTIAL
(TAR) ZONE

Legend:

- LR - Low-Rise Residential/
Commercial District
- MR - Medium-Rise Residential/
Commercial District
- HR - High-Rise Residential District

- District/Zone Boundary
- Areas for Possible Future Expansion of Zone



- 8) That the Strathcona School site be zoned Transitional Area Residential - High-Rise.
- 9) That office/commercial land use within house-form buildings in the Transitional Area Residential Zone shall occur on the basis of development applications being approved by City Council.
- 10) That every commercial use in a house-form building should reinforce the basic residential character of both the house-form containing the use and the surrounding neighbourhood, as well as provide for the conservation of the building.
- 11) That the approval of any 100% commercial or commercial/residential mixed use in a house-form building in the Transitional Area Residential Zone terminate with the demolition of that house-form building for which the approval was given.
- 12) That approval be given to any 100% commercial or commercial/residential mixed use in a house-form building in the Transitional Area Residential Zone, where the building has been partially or totally destroyed by fire, provided the building is restored to its original architectural form.

3.2.2 RESIDENTIAL AMENITY SPACE AND LANDSCAPING

In addition to providing for residential land use, other aspects of land use and the environment must be developed in order to support the residential nature of the Transitional Area. Two such important considerations are amenity space and landscaping.

Because of the relatively high density of development and lack of neighbourhood-oriented social and recreational facilities and services, the provision of amenity space on a project-by-project basis is of particular significance in the Transitional Area. The variety of households in the Area necessitates a wide range of facilities in the form of amenity space. The provision of such space for apartment dwellers should be on a per household basis to ensure that the amount of amenity space is adequate for the number of residents in a building.

Due to the small amount of open space in the Transitional Area, quality landscaping is important. The close proximity of a variety of land uses and building forms may preclude the practical provision of typical grassed yard space. Furthermore, this type of landscaping may not meet the requirements for open space of various types of households in the Area.

Policy Objectives

- 1) That provision of common amenity space within multi-unit residential developments, in an amount which reflects the number of households in the development, be encouraged in order to compensate for inadequacies in public amenities and to facilitate a broad range of activities.
- 2) That new developments provide landscaping for private and public enjoyment which contributes to the overall streetscape and visual amenity of the Transitional Area.

Implementation Recommendations

- 1) That the development of private amenity space shall be encouraged for low-rise apartment buildings, apartment buildings, senior citizens' homes, and commercial buildings containing four or more dwelling units at the rate of 4.6 square metres per dwelling unit.¹ This space shall be for the private and/or common use of building residents.
- 2) That a variety of landscaping forms including vegetation, non-vegetative materials, street furniture, and architectural features be encouraged to accompany developments in the Transitional Area in order to enhance individual buildings, complement the pedestrian circulation system, and generally support the residential character of the Area. Section 4.0 of this Plan identifies support policies to complement the implementation recommendations.
- 3) That for all land uses the total yard area, excluding parking stalls, loading stalls and driveways, shall be landscaped.

3.3 COMMERCIAL

Commercial land use within the Transitional Area should be accommodated in building forms and locations which are compatible with the residential land use and character of the Area. Commercial land use should also be secondary to residential land use within the Transitional Area Residential Zone.

The location of only low-noise, low traffic-generating commercial uses should be considered for house-form buildings within residential districts.

The area should be self-sufficient in both commercial and non-commercial establishments necessary to provide local residents with neighbourhood-based goods and services.

Large scale commercial buildings are to be provided for in locations where groupings of such buildings now exist and in areas which are clearly peripheral to residential districts.

3.3.1 TRANSITIONAL AREA SERVICES

Stores and services which provide residents with convenience goods and services on a daily basis are a necessity in residential areas. However, these facilities should be of a number, type and scale appropriate to the Transitional Area market area as it grows over time. In addition to being close to the neighbourhood which they are to serve, such land uses should be clustered together to provide shopping convenience and a focal point for the neighbourhood.

¹ Definitions and regulations are specified in Appendix 1 of this Neighbourhood Plan.

Fourteenth Avenue and Lorne Street is a node of existing neighbourhood commercial uses in the Transitional Area. This location is ideal for neighbourhood service uses based on the following:

- a) House-form residential land use which typically fronts upon streets in the Area is less likely to be disturbed by retail-generated traffic along avenues;
- b) Fourteenth Avenue is peripheral to the Low-Rise Residential District, which is particularly vulnerable to high levels of street traffic, and;
- c) Fourteenth Avenue is the location of existing neighbourhood service uses.

While the regulations for development in the Transitional Area Service (TAS) Zone are to reflect the Transitional Area residents' need for local commercial establishments, it should be taken into consideration that this demand will be limited. Therefore, the provision of these uses must be held secondary to the overall goal of providing for an increased Transitional Area population in a primarily residential setting.

On this basis, the regulations will be similar to those applied to medium--density residential uses in adjacent residential areas. In addition, however, it is appropriate to require a minimum size rear yard in order to provide a buffer between Transitional Area Service uses on avenues and the side yards of adjacent street-facing residential uses.

The height limit and amount of floor space in new Transitional Area Service developments will vary according to: a) the number of storeys of residential units that are included; and b) the height limits of the adjacent residential district.

The height of buildings in the TAS Zone not containing dwelling units will be limited to 6 metres in order to provide for a maximum of two storeys. The maximum floor area ratio (f.a.r.) of such buildings will be 1.30.

Buildings containing residential uses may be developed to a height and floor area ratio equal to the maximum permitted height and floor area ratio of firstly; the residential zone abutting the site on which the building is located, and secondly; the nearest residential zone to the site. Commercial uses shall be restricted to the first and second floors of such buildings.

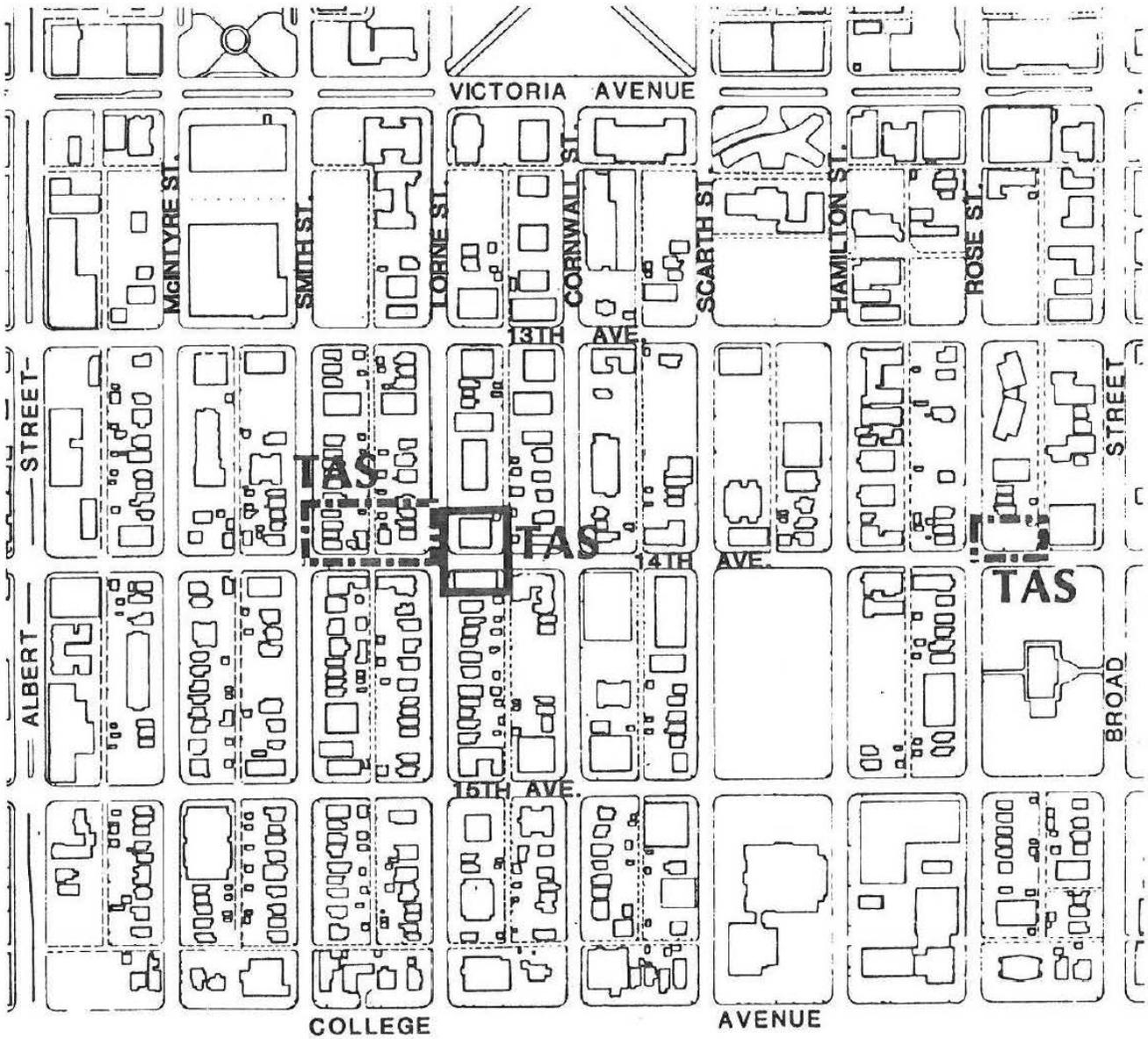
Thus, in the designated areas of Transitional Area Service zoned land proposed in this Neighbourhood Plan (refer to Figure 6), buildings with residential units could be developed to 30 metres (with a maximum F.A.R. of up to 7.5) north of 14th Avenue, and to 15 metres (with a maximum F.A.R. of 3.10) south of 14th Avenue.

Policy Objectives

- 1) That an appropriate neighbourhood convenience commercial use area be established in order to accommodate daily convenience stores and services of a number, type and scale

appropriate to the Transitional Area market area.

FIGURE 6



Note: The TAS zone is equivalent to NC - Neighbourhood Convenience zone (Bylaw No. 9250)

TRANSITIONAL AREA SERVICE (TAS) ZONE

Legend:

 - Zone Boundaries

 - Areas for Possible Future Expansion of Zone



- 2) That neighbourhood service used be clustered together in nodes which will serve as social focal points, with the potential for expansion to better serve current residents and accommodate a future increased Transitional Area population.
- 3) That provision be made for the construction of residential units in conjunction with the development of neighbourhood service uses in the Transitional Area.

Implementation Recommendations

- 1) That the existing neighbourhood service node at 14th Avenue and Lorne Street be designated as a Transitional Area Service Zone.²
- 2) That additional potential neighbourhood convenience land use along 14th Avenue be designated as illustrated in Figure 6 in order to provide increased service to current residents and accommodate a future increased Transitional Area population, particularly as the high-rise residential area develops.
- 3) That in the Transitional Area, the height of buildings in the Transitional Area Service Zone not containing dwelling units be limited to 6 metres, in order to provide for a maximum of two storeys.
- 4) That In the Transitional Area, buildings containing residential units in the Transitional Area Service Zone may be developed to a height equal to the maximum permitted height of the zone abutting the site on which the building is located. Commercial uses shall be restricted to the first and second floors of such buildings.
- 5) That examples of uses which are consistent with the purpose of the zone include confectionery stores, personal service establishments, service or repair shops, restaurants, and non-commercial services such as day cares and community centres.

3.3.2 COLLEGE AVENUE

[Bylaw No.8850-ZO-B89]

College Avenue from Albert Street to Broad Street is a broad tree-lined boulevard which serves as an entry to Wascana Centre as well as the Transitional Area. It is one of the most important and attractive streetscapes in Regina.

Existing land uses on the north side of College Avenue include commercial uses in commercial buildings (30%) and commercial uses in house-form buildings (30%). By allowing house-form commercial uses, the older houses which contribute to the streetscape have been effectively retained. The inclusion of freestanding commercial uses has generated the development of office buildings which are intrusive on the landscape. In keeping with the objectives for the area, new buildings should be residential. On the north side of the street there are contrasts in building styles,

² The Transitional Area Service zone is equivalent to the NC - Neighbourhood Convenience zone of Bylaw No. 9250.

materials and height which are related to the time of construction. The older house-form buildings predominate and contribute to the prestigious character of the street. The newer, taller office and apartment buildings are less sympathetic to human scale and limit the view of the park from buildings in the Transitional Area and downtown. Generally, additional new buildings should strive to maintain the style, materials and height of the existing older homes.

The prestigious character of College Avenue, derived from the quality of the trees, stately buildings, and Wascana Park, is an asset which enhances the Transitional Area. The older homes should be retained and redevelopment should occur on properties which do not contribute to the street character. Many prominent heritage buildings on College Avenue could be individually designated in addition to establishing a Heritage Conservation District. This District would act as an overlay to the zoning bylaw and guide the design of new infill housing, improvements to existing buildings and the boulevard landscaping.

Redevelopment is encouraged on the vacant site at College Avenue and Albert Street, and the Central Collegiate site. Existing house-form buildings make an important contribution to the streetscape and should not be replaced with higher, more dense or less complementary developments. Redevelopment of Central Collegiate should be undertaken in conjunction with the overall adaptive reuse study for the site in order that options are not precluded by premature development.

Policy Objective

- 1) College Avenue has a unique and desirable prestigious character resulting from the wide tree-lined street, stately house-form buildings and the amenity of Wascana Centre. In view of its importance as the gateway to the Transitional Area, the use and form of new development should contribute positively and perpetuate this desired character of College Avenue.

Implementation Recommendations

- 1) That a policy of "no new freestanding commercial development" be affirmed and applied to College Avenue, and new commercial uses be only in house-form buildings.
- 2) That residential use be encouraged for the north side of College Avenue in order to capitalize on the amenity of Wascana Park and in conformity with the overall objectives of this Plan.
- 3) That to the greatest extent possible, the older stately homes along College Avenue be retained and the architectural heritage resources as well as the Landscaping and Boulevard Plan of the College Avenue streetscape be included in a Heritage Conservation District.
- 4) That new development and redevelopment be encouraged on properties that do not presently contribute to the overall prestige of the street. New buildings should maintain, to the greatest extent possible the style, materials and height of the existing older homes. Except for properties east of Scarth Street where some flexibility is desired, building height should

reflect the height of existing houses and trees at their street elevation as provided for in the TAR College Avenue District. The vacant property at Albert Street and College Avenue should be treated as a special situation due to its relationship to Albert Street, the City's major traffic arterial. Similarly, the property located at 1810 College Avenue could also be considered for C-Contract Zone, as it is in the unique position of being surrounded by a 30m building on the west and a significant heritage building on the east and is near the corner of College Avenue and Broad Street which is one of the major entrances to the downtown area. A C-Contract zone can also be considered for the office buildings made legally non-conforming by the zoning amendments which will follow from the above policies, and allow for sensitive redevelopment of these properties in the event of their loss.

- 5) Landscaping should reflect the quality prevalent along College Avenue, and all mature trees should be retained. Opportunities for providing a landscaped pedestrian link through the site from Wascana Centre to Central Park which lies north of the Central Collegiate site should be examined.

3.3.3 MAJOR ARTERIAL COMMERCIAL

Two principal streets bordering the Transitional Area, Albert Street and Broad Street, are major arterials connecting the downtown with the south portion of Regina. As such, they are the appropriate location for commercial uses which require convenient access to a major roadway.

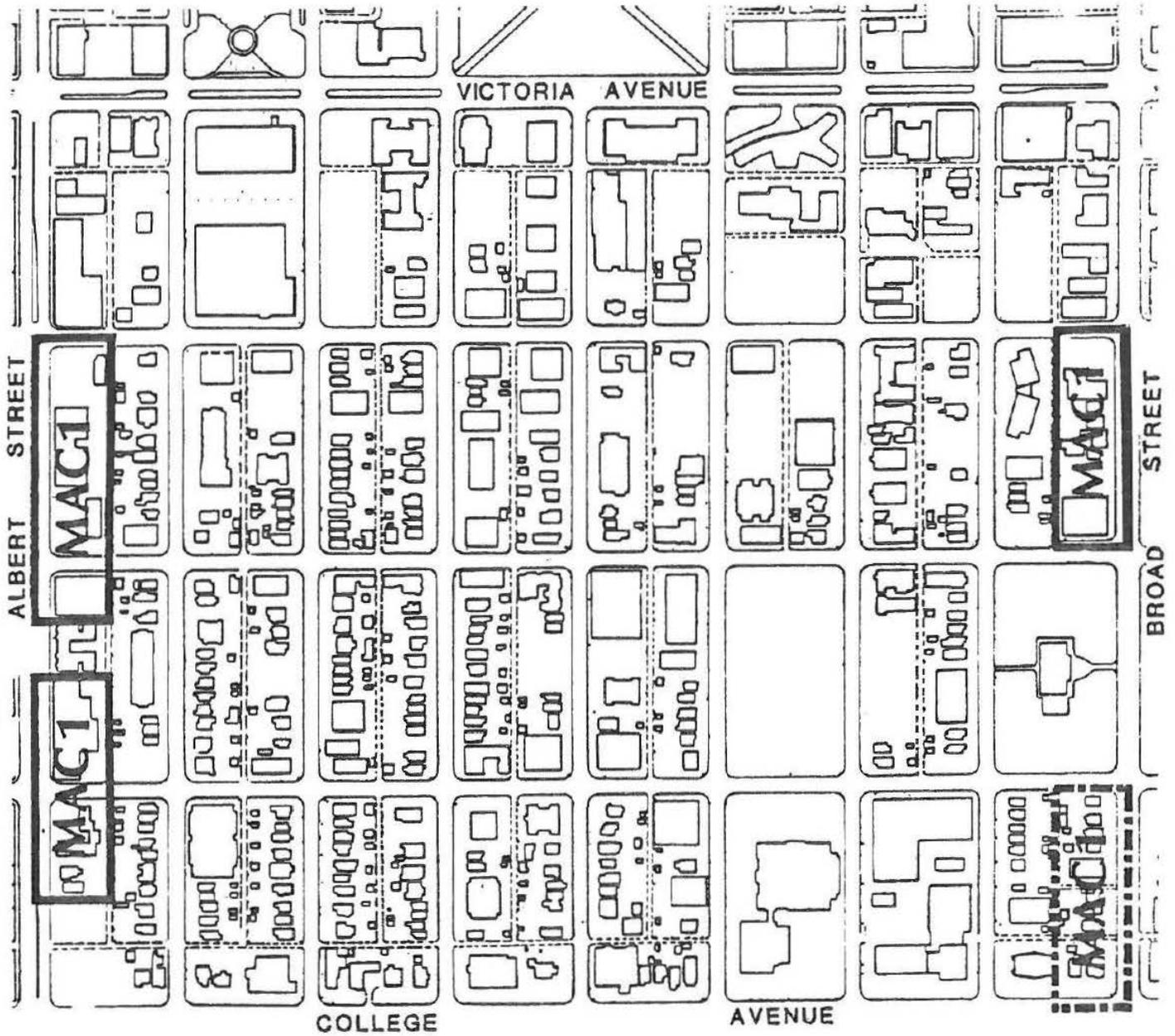
Within the Transitional Area, south of 13th Avenue, much of the land fronting either Albert or Broad Street is occupied by typical major arterial commercial uses and is designated by a Major Arterial Commercial (MAC) Zone.

The nature of these uses within the Transitional Area is essentially similar to those commercial uses within areas of Major Arterial Commercial zoned land across the City. Also, MAC uses, both within the Transitional Area and in other areas of the City, act as a buffer between the arterial roadway and the areas flanking the roadway, which are frequently residential.

The regulations for MAC-zoned land within the Transitional Area will, then, reflect this purpose and will be consistent with existing Major Arterial Commercial uses across the City.

Non-commercial land uses on the arterials include residential and institutional, specifically the portion of the Strathcona School site fronting Broad Street. It is recommended that the 2300 block of Broad Street within the Transitional Area be designated Transitional Area Residential - High-Rise at this time, based upon its present use and the primary intent of this Neighbourhood Plan, that is, to support and enhance the residential use and character of the Transitional Area. However, because of the location adjacent to a major arterial, the future rezoning of residential property to Major Arterial Commercial may be considered.

FIGURE 8



MAJOR ARTERIAL COMMERCIAL 1 (MAC1) ZONE

Legend:

-  - Zone Boundaries
-  - Areas for Possible Future Expansion of Zone



Policy Objectives

- 1) That commercial land use requiring a high level of vehicular access be accommodated in the Transitional Area along Broad and Albert Streets south of 13th Avenue.
- 2) That the commercial uses serve as a buffer between the residential areas and the high volume traffic of the arterial streets
- 3) That residential land uses along Broad and Albert Streets south of 13th Avenue, in the Transitional Area, be recognized as non-commercial at this time.

Implementation Recommendations

- 1) That commercial land use in the 2100 block of Broad Street and the 2100, 2200, and 2300 blocks of Albert Street, within the Transitional Area, be provided for by a Major Arterial Commercial Zone.
- 2) That the 2300 block of Broad Street within the Transitional Area be designated at this time as a High-Rise District of the Transitional Area Residential Zone, consistent with the residential policy objectives and implementation recommendations of this Neighbourhood Plan (refer to Section 3.2.1).
- 3) That provision be made for the possible future rezoning of the portion of the Strathcona School site fronting Broad Street, in order to recognize the potential for redevelopment of that area, for uses appropriate to a major arterial location.

3.3.4 DOWNTOWN COMMERCIAL

An eight block section of the Transitional Area immediately adjacent to the downtown core, specifically between Victoria and 13th Avenues and Albert and Broad Streets, provides a transition between the high-rise commercial land use of the downtown core and the residential land use further south within the Transitional Area. On this basis, this section of the Area is an appropriate location for residential and commercial use.

A number of issues have been identified in this report with respect to the area between 13th Avenue and Victoria Avenue. No detailed recommendations for zoning change are made for this area at this time. The identified issues will be taken into account in the preparation of zoning for the Downtown Plan, which will be brought forward in the near future.

High-rise residential use in those portions of the Transitional Area included in the Downtown Study is to be encouraged in order to provide for an increase in the population. In regard to commercial use, the location of this part of the Transitional Area makes it appropriate for a range of uses which are intermediary between those provided for in the Downtown Core and those of the Inner City Commercial Zone. The intent is to encourage residential land use by allowing, a relatively great amount of residential floor space in comparison with commercial.

Policy Objective

- 1) That high-rise apartment and low to medium-rise commercial uses be accommodated in the Transitional Area north of 13th Avenue.

3.3.5 INNER CITY COMMERCIAL³

Scattered within the central portion of the Transitional Area are several groupings of office buildings which generally range in height from two to five stories. These commercial office buildings are an intrusion into the Area and are clearly inappropriate to the residential character and the ongoing residential viability of the Transitional Area. For these reasons, there should be no expansion of land use occupied by commercial buildings in those portions of the Transitional Area which are primarily residential in use and/or physical form (the Transitional Area Residential Zone). The existing uses will, however, be recognized by the Inner City Commercial (ICC) Zone.

The regulations for redevelopment in the Inner City Commercial Zone are to accommodate the continued conformity of the land and buildings within the Zone which were previously zoned Transitional Area Commercial (TAC). The compatibility of new development with the form of existing and future residential buildings in nearby areas is to be provided for by regulations which are similar to those applied to these residential districts. The maximum height of the Inner City Commercial Zone is to be 15 metres--which is also to be the height limit of the Medium, Rise District of the Transitional Area Residential Zone. The site coverage of the ICC Zone will be somewhat greater than that of the Transitional Area Residential Zone, out of recognition of buildings that are already in place. Finally, the ICC Zone will act as a transition (in regard to building height) between house-form buildings and areas of high-rise development.

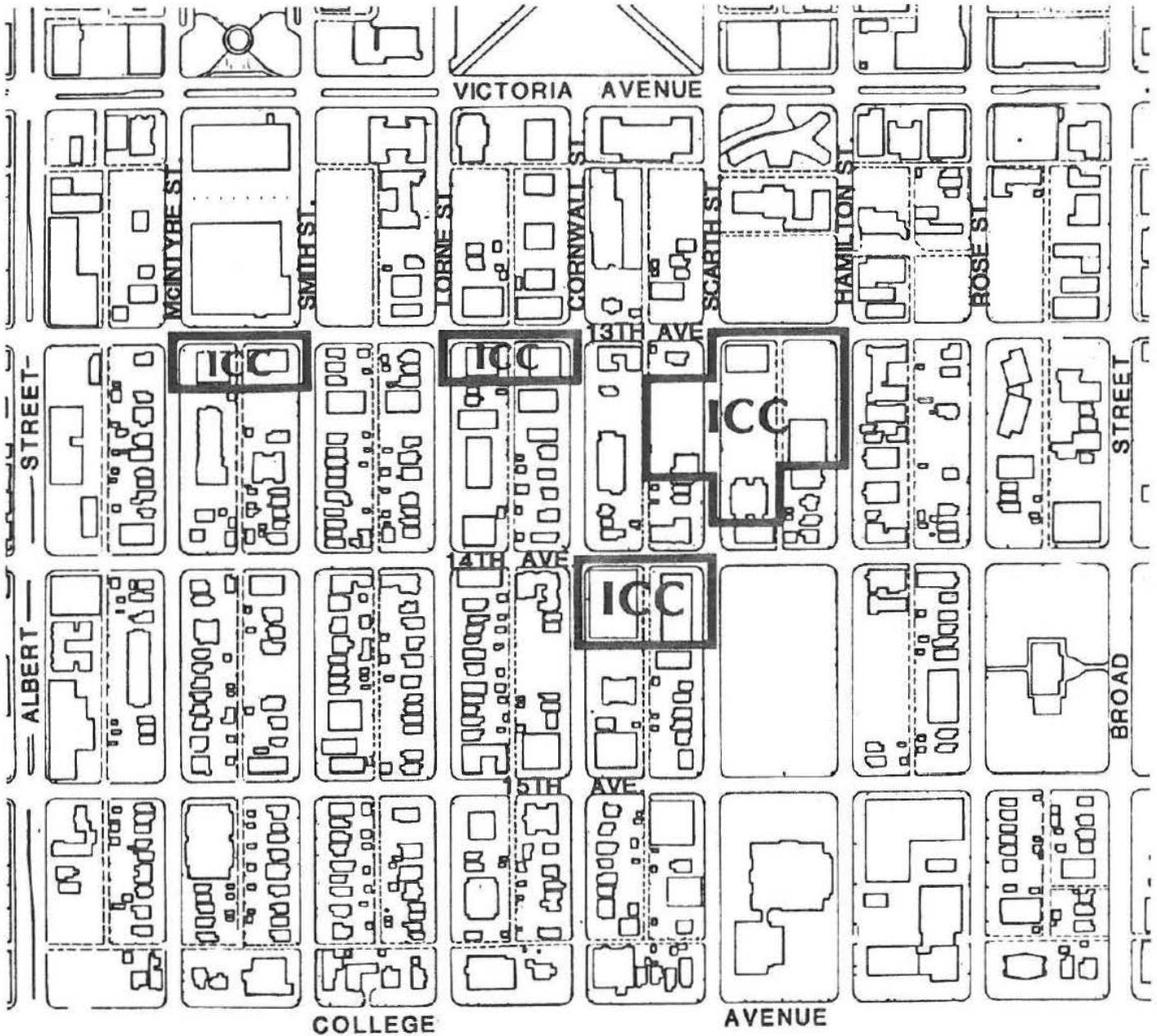
The uses to be provided for in the Inner City Commercial Zone are to be limited to those which are low traffic-generating and otherwise compatible with adjacent residential land use.

Policy Objectives

- 1) That existing groupings of office buildings within the Transitional Area be recognized.
- 2) That the recognized commercial office building groupings will not be extended into the adjacent residential areas.
- 3) That redevelopment of existing commercial sites occur so as to be compatible with the adjacent residential areas.

³ The Inner City Commercial zone is equivalent to the MX - Mixed Residential Business zone of Bylaw No. 9250.

FIGURE 9



Note: The ICC Zone is equivalent to the MX-Mixed Residential Business zone of Bylaw No. 9250

INNER CITY COMMERCIAL (ICC) ZONE

Legend:

— - Zone Boundaries



Implementation Recommendation

- 1) That only existing groupings of commercial office buildings in the Transitional Area, south of 13th Avenue, and not fronting on Albert or Broad Streets or College Avenue, which are not located within districts of residential land use (and thereby recognized by a Specific Use Designation), be accommodated by the Inner City Commercial Zone.
- 2) That the Inner City Commercial Zone recognize that there are sites presently used for non-commercial purposes which may be suitable for infill commercial development.
- 3) That future commercial development, which is compatible with adjacent residential areas in terms of land use and physical form, be provided for within the proposed Inner City Commercial Zone.

3.3.6 SPECIFIC USE DESIGNATION

In addition to the groupings of Inner City Commercial office buildings south of 13th Avenue, various office buildings are scattered across the residential portion of the Transitional Area.

Within the Transitional Area Residential Zone specifically, there are several commercial uses located in commercial office buildings rather than in house-form buildings. As a result, they would be non-conforming uses under the provisions of the Zone. In addition, there are several non-residential uses located in the Zone which, on the basis of the use itself, would be non-conforming without special provisions.

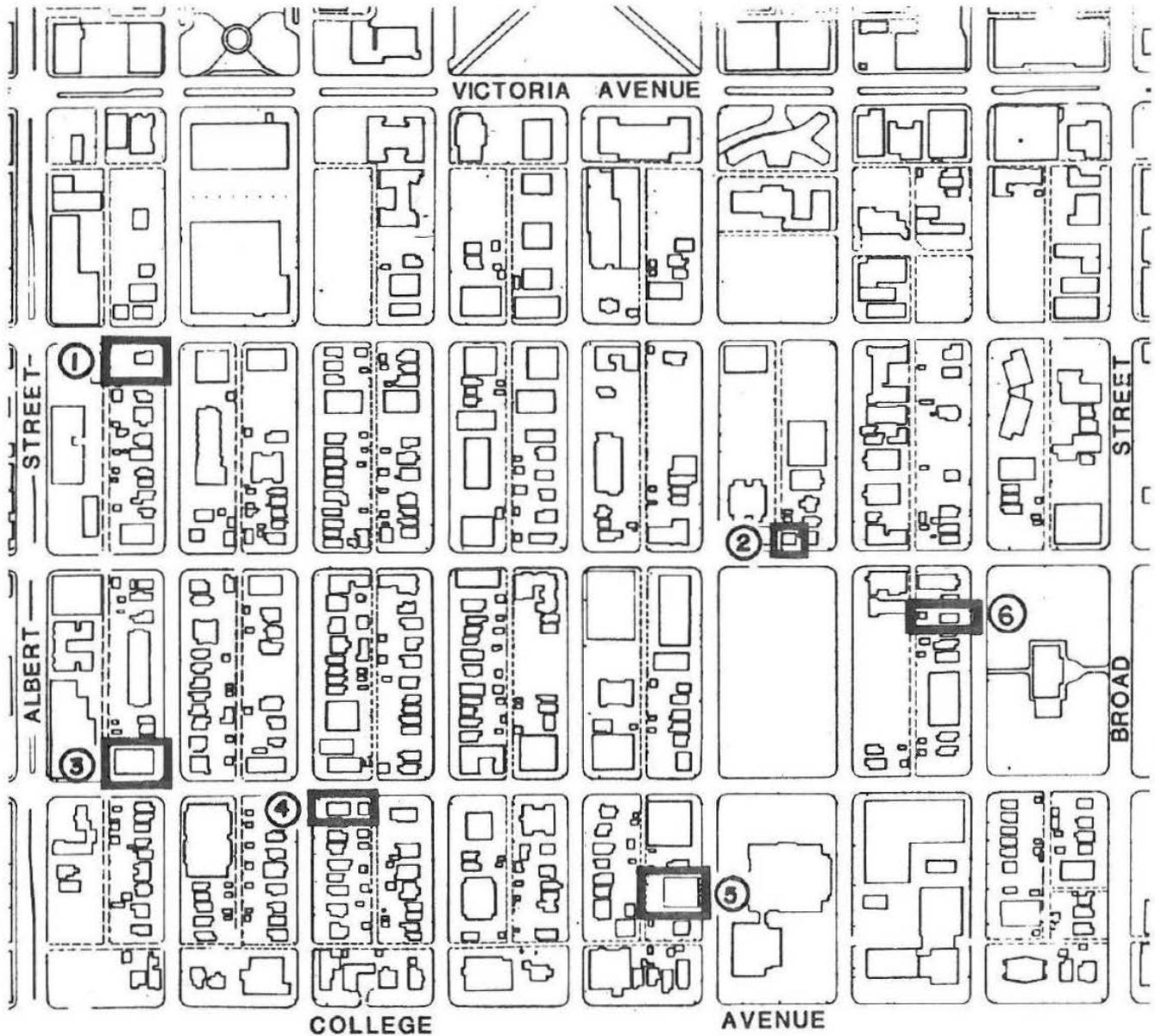
Policy Objective

- 1) That all existing commercial office buildings designed for commercial office purposes and all land uses within residential portions of the Transitional Area be provided with a legally-conforming status.

Implementation Recommendation

- 1) That a Specific Use Designation under Section 10.11 of the Zoning Controls, be assigned to the potentially non-conforming commercial office buildings and land uses located within the Transitional Area Residential Zone, listed in Table 3 and shown in Figure 10.

FIGURE 10



SPECIFIC USES -

To be provided for through
Section 10.11 of the Zoning Controls

Legend:

- ① 2104 McIntyre Street
- ② 2014 - 14th Avenue
- ③ 2270 McIntyre Street
- ④ 2305 Smith Street
- ⑤ 2332 Scarth Street
- ⑥ 2218 Rose Street



TABLE 3		
SPECIFIC USES		
Address	Building	Reason for Designation (Potential Non-Conformity)
2104 McIntyre St.	McIntyre House Apts	real estate office use in apartment block
2014 - 14th Avenue	office building	non house-form building
2270 McIntyre St.	office building	non house-form building
2305 Smith Street	Upstairs Downstairs	restaurant use
2332 Scarth St.	Teachers Credit Union	non house-form building
2218 Rose Street	Loa Sun Restaurant	restaurant use

3.4 INSTITUTIONAL AND PUBLIC SERVICE

The role of institutional land in a community is to accommodate public or private institutions providing a community service, such as schools, churches, community centres, day care centres, and museums. Such facilities, as permitted uses, exemplify the purpose of the Institutional Zone.

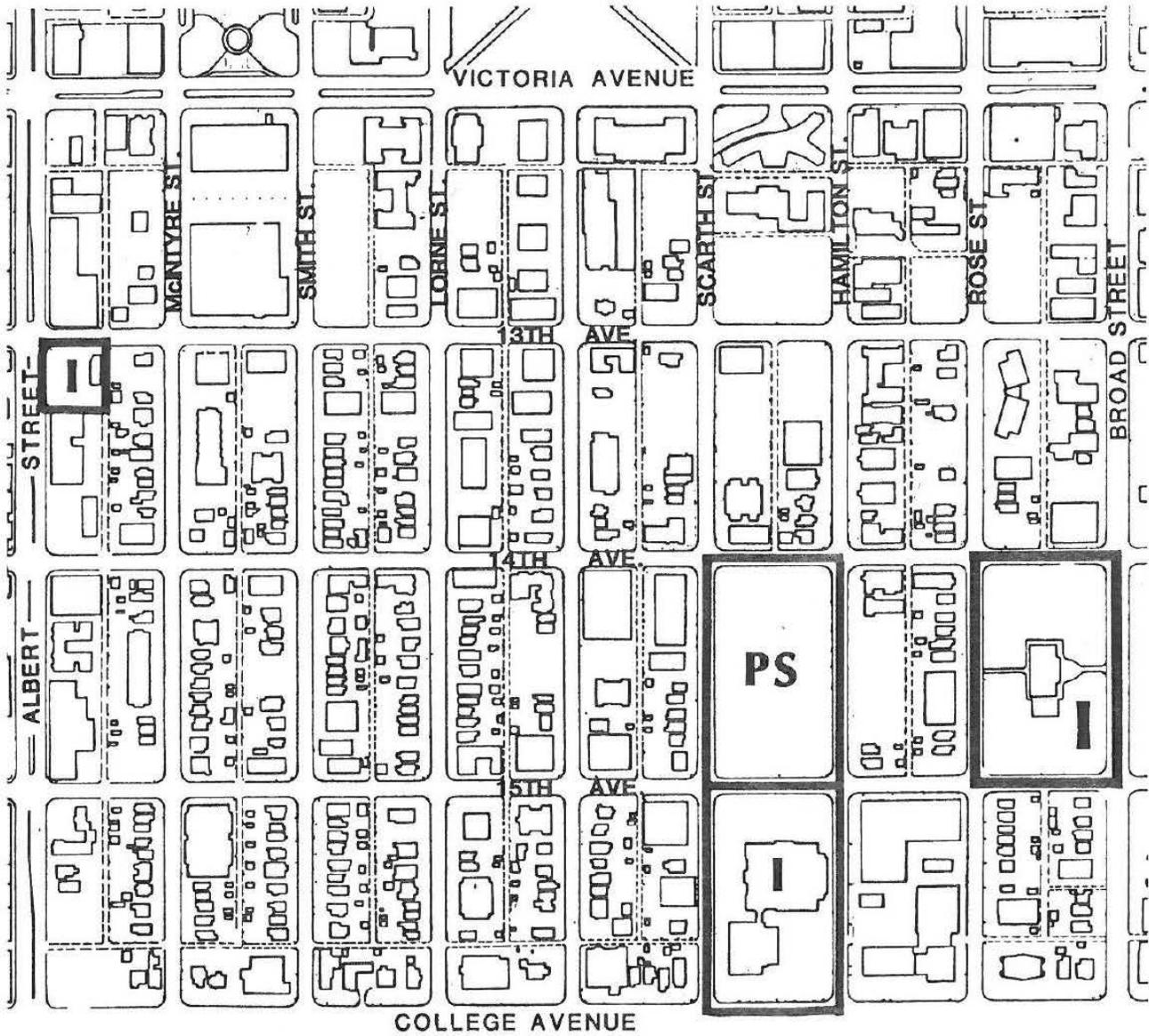
Two school buildings in the Transitional Area are Strathcona School, which is now closed, and Central Collegiate, due to be closed in 1986. The City of Regina is currently involved in discussions with the Regina Public School Board, interest groups and the general public concerning the future of Central Collegiate and the two school sites (including Central Park). However, no decisions have been made.

The appropriate future use of the Strathcona School site, as described in Section 3.2.1 of this Neighbourhood Plan, is for high-rise residential purposes.

Another consideration is the importance of an elementary school facility (not necessarily within Strathcona School) in or near the Transitional Area. If such a facility is not made available, families with small children will be deterred from moving to the Area.

If and when Central Collegiate is no longer required for educational purposes, reuse of the buildings on the site should be explored prior to any decision to demolish all or any portion of the buildings. Any alternative future uses should take into consideration that the school, particularly the oldest portion, is a structure of heritage merit. The first priority for reuse of these facilities should be to serve the social and recreational needs of the Transitional Area residents. Such uses could include, for example, a community centre, day care, or offices for non-profit community service organizations. The second priority should be for rental housing.

FIGURE 11



INSTITUTIONAL (I) AND
PUBLIC SERVICE (PS) ZONES

Legend:

 - Zone Boundaries



If the decision is made that the institutional use of the Central Collegiate buildings is not required to meet the social, recreational, and educational needs of Transitional Area residents, then alternate land uses would be appropriate. Appropriate rezonings to provide for these land uses would be: a) College Avenue Residential/Commercial for the south portion of the site; and b) Transitional Area Residential - Medium-Rise for the middle and northern portions of the site.

These zones would reflect the proposed zoning of adjacent property and, in the case of the north approximately two-thirds of the Central Collegiate site, would serve as a necessary intermediate height interface between adjacent land uses.

The purpose of public service land is to provide areas for active or passive recreational use by the public. Parks, playgrounds, tennis courts, skating rinks and other open space facilities are examples of appropriate land use.

The most significant public service use in the Transitional Area is Central Park. This area is an invaluable open space resource used by the general public, Transitional Area residents, and students of Central Collegiate for a variety of field sports.

In summary, there is a need within the Transitional Area for: a) recreational open space; b) facilities for indoor neighbourhood-based social, cultural, and recreational activities; and c) an educational facility for elementary school age children. Discussions regarding the future of Central Collegiate and Central Park should be undertaken with these basic needs in mind.

As set out in Section 4.4 (Community and Social Issues) of this Neighbourhood Plan, a Transitional Area Community and Social Needs Study should be undertaken. The aim of the study would be to identify and prioritize the social, recreational, and educational needs of Transitional Area residents and to devise an implementation program.

Policy Objectives

- 1) That the current institutional use of the Central Collegiate site be recognized.
- 2) That, if and when Central Collegiate is no longer required for educational purposes, reuse of the buildings on the site for the general benefit of Transitional Area residents be explored and encouraged by the City of Regina prior to any decision to demolish all or any portion of the buildings on the site.
- 3) That other existing institutional uses in the Transitional Area be recognized and provided for into the future.
- 4) That Central Park be recognized as the major open space component in the Transitional Area.
- 5) That an educational facility for elementary school age children be maintained within the Transitional Area.

- 6) That a facility to allow for an adequate level of indoor neighbourhood-oriented recreational and social activities be provided for within the Transitional Area.

Implementation Recommendations

- 1) That Central Collegiate be zoned Institutional.
- 2) That a proposal call be undertaken by the City of Regina to explore adaptive reuse of Central Collegiate if it is no longer required for educational purposes.
- 3) That Central Park be designated a Public Service Zone.
- 4) That the City of Regina continue to participate in discussions with the Regina Public School Board, interest groups, and the general public regarding the future of Strathcona School, Central Collegiate, and Central Park.

3.5 SPECIFIC PROVISIONS FOR RESIDENTIAL VIABILITY

The following recommendations set out a number of specific measures designed to support residential land use in the Transitional Area.

3.5.1 PUBLIC AMENITY SPACE

The first measure proposed is a regulation designed to encourage the development of various recreational, cultural, and social facilities for the use of residents of the Area. Such facilities can foster the communal enjoyment of the neighbourhood, as well as provide an opportunity for socializing among residents.

One manner in which indoor public space can be introduced into the Transitional Area is through its incorporation into private developments. In this way, facilities can be distributed throughout the Area in a variety of forms, depending on local needs, and at the same time contribute to the unique identity of a development. There should, however, be some benefit to the developer in recognition of the provision of this public space, such as the allowance of an increased amount of floor space for private use and benefit.

Policy Objective

- 1) That within the Transitional Area incentives be created to encourage the provision of space enclosed within buildings (Public Amenity Space) to accommodate facilities, services, and/or general amenities for the use by the public.

Implementation Recommendation

- 1) That Public Amenity Space may be developed in the Transitional Area. The provision of this space is to be recognized through the allowance of an extraordinary amount of floor area in

the same development for private use and benefit. The resultant increase in floor area for such use will not be included in the calculation of either gross floor area or site coverage.

3.5.2 HOUSE-FORM RESIDENTIAL/COMMERCIAL FLOOR AREA PROVISION

As has been documented in this Neighbourhood Plan, the retention of house-form buildings in the Transitional Area will contribute to the character and residential viability of the Area. Such retention however, would ordinarily involve a loss of floor area from a new development because a percentage of the total allowable floor area for the site would be taken up by any remaining house-form buildings.

In recognition of the benefit to the Transitional Area of the retention of house-form buildings, it is appropriate that compensation be made for the loss of potential floor area through the retention of a house-form. Accordingly, the floor area of a house-form building should not be included in the calculation of the total allowable gross floor area of a site. This would, in effect, allow for an extra amount of floor space in a development equal to the floor space of any house-form building on the site.

Policy Objective

- 1) That incentives be provided to encourage the retention of house-form buildings on sites to be redeveloped within the Transitional Area.

Implementation Recommendation

- 1) That the retention of a house-form residential/commercial building is to be recognized through the provision of a private benefit in the form of floor space on a development site. The floor area of a house-form residential/commercial building in the Transitional Area Residential, College Avenue Residential/Commercial, and Transitional Area Service Zones is not to be included in the calculation of gross floor area.

3.5.3 PARKING PROVISIONS

A major concern in the Transitional Area is the predominance of parking as a land use. High levels of on-street parking detract from the residential character of the Area. Off-street surface parking is particularly disruptive to existing streetscapes and, in general, works against the residential viability of the Transitional Area.

There are three main Transitional Area parking issues which require addressing:

- a) the proliferation of surface parking lots
- b) high levels of on-street parking
- c) on-site parking requirements for commercial land use in house-form buildings

These issues are examined below.

Surface Parking Lots

Some surface parking within the Transitional Area serves commercial developments located within the Area. This parking consists of stalls that were required under the zoning regulations at the time of building permit issuance, including parking for the accompanying use and any caveated parking. Other parking lots, which are not required under the zoning regulations, serve as "overflow" parking for land use in the downtown or elsewhere. These lots occupy land which would be used more appropriately for residential development and seriously detract from the residential character of the Area.

Surface parking in the front yards of existing buildings in the Area is also a concern. Although such parking is typically related to the principal on-site land use, it is, nevertheless, inappropriate.

Policy Objective

- 1) That, based on the inappropriateness of off-street parking lots as a land use and the visual and aesthetic impact of such lots, within the context of this Neighbourhood Plan, the future development of non-required parking lots shall be prohibited. Such existing lots are incompatible with the intent of this Neighbourhood Plan to provide for a viable neighbourhood in the Transitional Area which is residential in land use and character.

Implementation Recommendations

- 1) That no new principal use parking lot development be allowed in the Transitional Area.
- 2) That parking shall not be allowed in the front yard for any use in the Transitional Area, except where a driveway across a front yard provides side yard access, or where access or site limitations provide no alternative to front yard parking. Specifically, parking in the front yard shall not be permitted for any use in the Transitional Area, except where allowed in Sections 8.3.4. e), f), g) and h) of the Zoning Controls Text.
- 3) That principal or accessory parking lots in the Transitional Area shall be screened and such lots shall be integrated with adjacent landscaping and any adjacent pedestrian circulation routes.

On-Street Parking

The high level of on-street parking in the Transitional Area is a concern, as such parking detracts from the residential character of the Area. As well, commercially-related on-street parking aggravates the existing situation for those residents of the Area who must depend on on-street parking. On this basis, it is appropriate to apply more stringent parking regulations to commercial

land use.

Policy Objective

- 1) That on-street parking in the Transitional Area be restricted in a manner compatible with the viability of the residential use and character of the Area.

Implementation Recommendations

- 1) That parking requirements for offices in the Transitional Area Residential, College Avenue Residential/Commercial and Inner City Commercial Zones be comparable to the requirements for offices elsewhere in the City (excluding the less stringent requirements for Downtown Commercial zones and for specific Major Arterial Commercial-zoned property). These parking requirements are to be one space per sixty square metres (1:60) of gross floor area.
- 2) That parking requirements for restaurants in the College Avenue Residential/Commercial and Inner City Commercial Zones be identical to the requirement for restaurants in other zones in the City. These parking requirements are to be one space per five seats (1:5).

On-site Parking for Commercial Uses

A major objective of this Neighbourhood Plan is to provide for commercial use in house-form buildings. However, the size and configuration of many such sites may prevent a development proposal from meeting standard parking requirements. As a result, employees or patrons of the establishments in such buildings may be required to park on-street, potentially aggravating the on-street parking situation in the Area.

However, the position taken in this Neighbourhood Plan is that, as the shortfall in parking spaces in each instance will be minimal, the undesirable effects of such a shortfall are outweighed by the contribution the retention of a well-maintained house-form building can make to the residential character of the Area. Consequently, flexibility in parking regulations to allow for commercial uses in house-form buildings is appropriate, provided these uses are limited to those which are low traffic-generating (refer to Section 3.2.1).

Policy Objective

- 1) That parking requirements for commercial uses in the Transitional Area be flexible in order to allow for the establishment of such uses in house-form buildings (as provided for in this Neighbourhood Plan and the Zoning Controls).

Implementation Recommendations

- 1) That, notwithstanding Section 8.3A.1 of the Zoning Controls, when an existing

house-form building is reconstructed in the Transitional Area Residential or College Avenue Commercial/Residential Zones, no parking shall be required above and beyond that which was required for the building and use prior to the reconstruction. However, the number of parking stalls in existence prior to the reconstruction which would contribute to meeting the parking requirements of the subsequent use must be maintained.

- 2) That the option of payment in lieu of parking space provision shall no longer be applicable to the Transitional Area.

Other Concerns

A final concern related to parking is the possible impact of floors of parking when included in developments within the Transitional Area. A significant objective of this Neighbourhood Plan is to provide for zones of land use of compatible height (refer to Section 3.2.1). On this basis, the following recommendation is made.

Implementation Recommendation

- 1) That parking floors be included in the calculation of the height of developments in all zones in the Transitional Area.

3.5.4 SPECIAL IMPLEMENTATION AREAS

In this Neighbourhood Plan, a series of zones have been prepared in order to accommodate various types of future development within the Transitional Area. Regulations governing the height, bulk, massing and siting of the type of developments allowed in each zone are consistent with the purpose of the zone and the policies of the Neighbourhood Plan. However, several isolated existing developments do not conform to the use of the land and the proposed form of development for the site.

In the Transitional Area, the majority of such potential problems relate to building height. The solution to this situation is to provide a specific site and building height designation for each of these locations. In some cases, the existing buildings to be provided for by Special Implementation Areas are higher than the proposed maximum height of a zone or a height district of a zone. In other cases, they are lower than the maximum height limit on the zone, or district of a zone, in which they are located.

Usually, a zone provides for buildings of any height up to the maximum specified height limit of that zone. However, there are several buildings in the Transitional Area for which such a provision would be inappropriate due to the substantial contribution of these buildings to the heritage and residential character of the Area. For this reason, the contribution to the general public good of the maintenance of these structures at their existing height surpasses the public benefit that would result from the development of the sites to the maximum height. It would, therefore, be desirable for these sites to be given a height designation which would ensure the retention of the existing buildings.

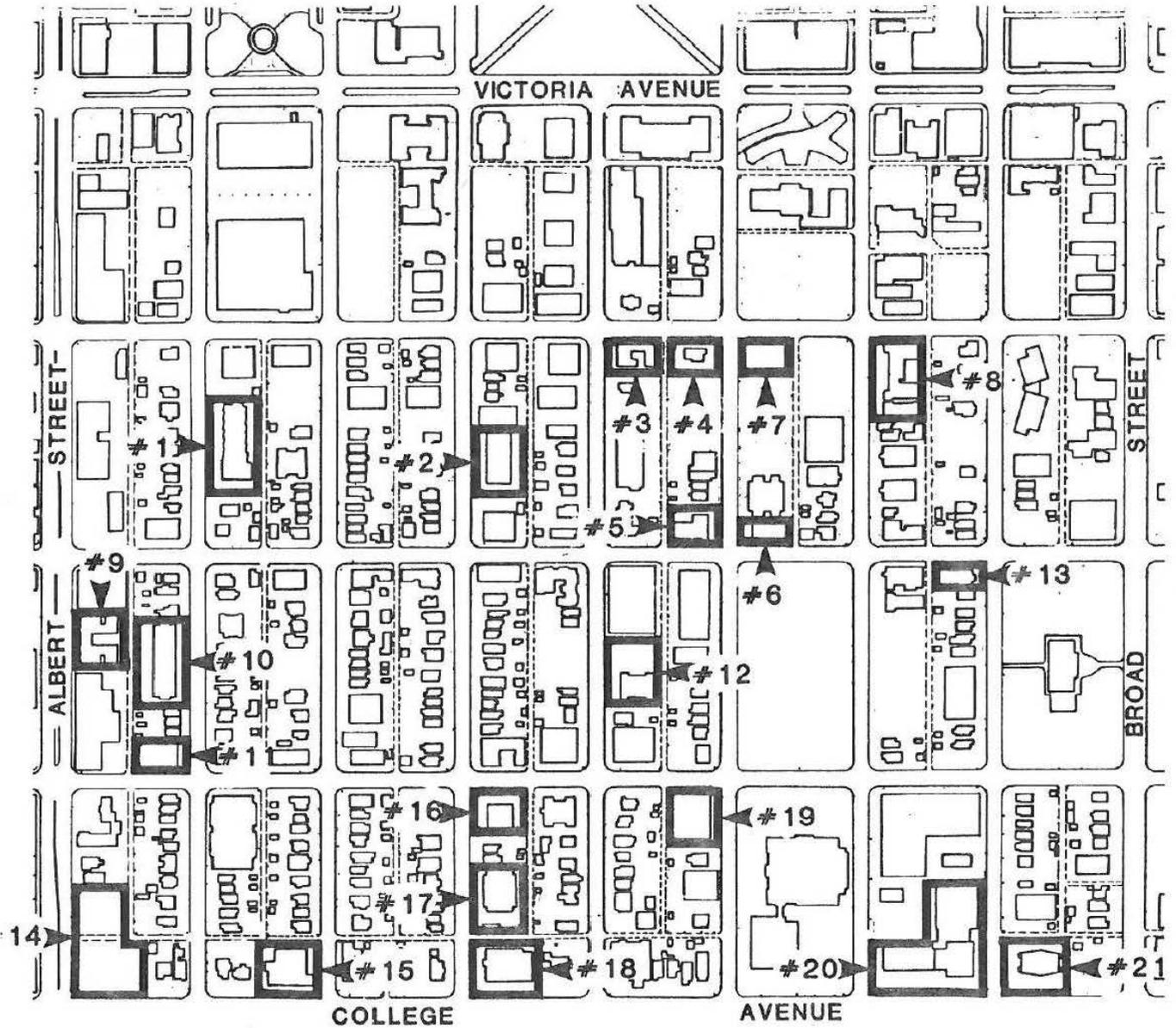
Policy Objective

- 1) That in the Zoning Controls of this Neighbourhood Plan, the following types of building height circumstances be provided for by Special Implementation Areas:
 - a) buildings of a height more than the maximum height of the zone or the height district of a zone in which they are located.
 - b) buildings of heritage and exceptional character of a height less than the maximum height of the zone or the height district of a zone in which they are located.

Implementation Recommendation

- 1) That the Special Implementation Areas within the Transitional Area indicated on the accompanying list and on Figure 14, be implemented with the approximate height of each such Area to be as indicated.

FIGURE 12



SPECIAL IMPLEMENTATION AREAS

Legend:

 Special Implementation Areas



1,2,3... Area Reference Number

Please refer to Table Sub-Part B.1.3 – Transition Area Neighbourhood Plan

Regina OCP – Part B

**TABLE 4
SPECIAL IMPLEMENTATION AREAS**

	Address	Building	Approximate Height	Zone and Bldg. Height Limit
1)	2141 McIntyre St.	The Horizon Apts.	35 m.	TAR-High-Rise District; 30 m.
2)	2153 Lorne St.	Heritage Apts.	32 m.	TAR-High-Rise District; 30 m.
3)	2105 Cornwall St.	Cornwall Court Apts.	12 m.	TAR-High-Rise District; 30 m.
4)	2102 Scarth St.	Haldane House	10 m.	TAR-High-Rise District; 30 m
5)	2104 - 14th Ave.	Chateau Apartments	13 m.	TAR-Medium-Rise District; 15 m.
6)	2024 - 14th Ave.	Linden Manor Apts.	12 m.	TAR-Medium-Rise District; 15 m.
7)	2101 Scarth St.	Financial Building (offices)	33 m.	ICC; 15 m.
8)	2105 Hamilton St.	Qu'Appelle Apts.	13 m.	TAR-High-Rise District; 30 m.
9)	2231 Albert St.	Braemar Apartments	12 m.	TAR-Low-Rise District; 10-15 m.
10)	2242 McIntyre St.	Prairie Place Apts.	29 m.	TAR-Low-Rise District; 10-15 m.
11)	2270 McIntyre St.	Office Building	15 m.	TAR-Low-Rise District 10-15 m.
12)	2249 Cornwall St.	Beacon Tower Apts.	22 m.	TAR-Low-Rise District; 10-15 m.
13)	1901-14th Avenue	Hampton House Apts.	12 m.	TAR-High-Rise District; 30 m.
14)	2315 Lorne Street	Windsor Tower Apts.	23m	TAR-Low-Rise District; 10-15m.
15)	2339 Lorne Street	The Champlain Apts.	23m	TAR-Low-Rise District; 10-15m.

**TABLE 4
SPECIAL IMPLEMENTATION AREAS**

	Address	Building	Approximate Height	Zone and Bldg. Height Limit
1)	2141 McIntyre St.	The Horizon Apts.	35 m.	TAR-High-Rise District; 30 m.
16)	2121 - 15th Avenue	The Prince Charles Apartments	36m	TAR-Low-Rise District; 10-15m
17)	1830 College Avenue	Waverley Manor	36m	TAR-High-Rise District; 30m
18)	1800 & 1810 College Avenue		8.25m	TAR-High-Rise to 15m District; 30m

[Bylaw No.8850-ZO-B89]

3.5.5 DESIGN REVIEW

The physical and social environment of the Transitional Area, as it has evolved over recent years, presents a challenging planning task. The significant aspects of this environment are as follows:

- a) a continuing need for redevelopment;
- b) a well-articulated public concern with the physical appearance and impact of redevelopment on its surroundings; and
- c) an existing patchwork of land uses and building forms in the Area.

Development regulations which are explicit, but also flexible, are required to deal with these circumstances--explicit, to ensure that developers are aware of the regulations governing potential development before the start of the review process, and flexible, to allow for the detailed compromises necessary to expedite decisions which are in the general public interest.

Consequently, the introduction of a design review function in the development process is of paramount importance. The function should, however, be an advisory part of development approval, based on the subjective nature of design evaluation.

Objective

- 1) To ensure that new developments in the Transitional Area complement and harmonize with existing developments and streetscape near the development site.

Recommendation

- 1) That a Design Review Advisory Body be established to review development proposals in the Transitional Area and advise Council of the merits of such proposals from a design perspective.

4.0 LAND USE SUPPORT POLICY OBJECTIVES AND RECOMMENDATIONS

The following section deals with a number of considerations which are vital to the support of the Land Use Policy and Implementation Recommendations of this Neighbourhood Plan. These topics are: 1) Buildings and Streetscapes, 2) Landscaping and Open Space, 3) Circulation and Parking, 4) Community and Social Issues, 5) Housing, and 6) Heritage.

Many of the concerns relating to these subjects are discussed in Section 1.3 (Characteristics and Issues) and addressed in Section 3.0 (Land Use) of this Neighbourhood Plan. However, there are additional aspects of each of these topics which cannot be directly addressed through the land use zones of this Plan. These additional concerns are, nevertheless, an important part of this Plan because of the prominent role they play in the support of residential land use and the general residential viability of the Transitional Area. On this basis, the following supportive Policy Objectives and Recommendations are presented.

Furthermore, there is a need to undertake specific studies of several of these supportive issues. Such studies would examine, analyze and make recommendations in order to support the land use provisions of this Neighbourhood Plan.

4.1 BUILDINGS AND STREETSCAPES

Where the original buildings of the Transitional Area have been demolished or have deteriorated to the point where rehabilitation is not feasible, an appropriate approach would be infill construction compatible with the adjacent house-form buildings in height, bulk, massing, and siting.

In order to establish design criteria for compatible infill, an inventory of existing streetscapes must be prepared. This inventory could provide a basis for both general and site-specific building envelope and design guidelines that may be referred to by prospective developers. Such guidelines could also assist the review of proposed developments by a Design Review Panel, the establishment of which is discussed in Section 3.5.6 of this Neighbourhood Plan.

Inappropriate signage can also disrupt the continuity of a streetscape. For this reason, a review of signage guidelines for the Transitional Area is required to ensure compatibility with the character of the Area.

Finally, subsequent to passage of the necessary Provincial legislation, the adoption of a revised maintenance and occupancy bylaw is required by the City. A revised bylaw would provide for the higher level of private property maintenance required to support the residential viability of the Transitional Area. However, two potential consequences of this provision--the upgrading or demolition of existing low-cost housing in the Area--could cause the displacement of a substantial number of low-income residents from the Area. This represents a financial and social hardship which should be avoided.

Objectives

- 1) To provide for the retention, maintenance and restoration of buildings in the Transitional Area which, by virtue of their individual architectural merit or contribution to the surrounding streetscape, reinforce the residential building form typified by the original buildings of the Area.
- 2) To provide for redevelopment in the Transitional Area Residential and College Avenue Commercial/Residential Zones which is compatible with the existing streetscapes of house-form buildings in the Area.
- 3) To accommodate new development, particularly in higher density areas, by allowing demolition except in cases of designated heritage buildings.
- 4) To monitor demolition applications, on a case by case review, in areas proposed for low-rise development.

Recommendations

- 1) That the City prepare an inventory of street elevations showing existing building facades in the Transitional Area.
- 2) That design guidelines based upon existing streetscapes of house-form buildings in the Transitional Area be prepared for the purpose of illustrating building renovation, infill, and redevelopment options compatible with these streetscapes.
- 3) That signage guidelines for the Transitional Area be reviewed with a view to enacting bylaw amendments appropriate to the residential use and character of the Area.

4.2 LANDSCAPING AND OPEN SPACE

As previously indicated in this Neighbourhood Plan, land is needed within the Transitional Area for outdoor neighbourhood-oriented social and recreational activities (refer to Section 1.3.5). It is also appropriate to provide for a general enhancement of the environmental qualities of the Area through measures directed towards the landscaping of individual properties (refer to Section 3.2.2).

Beyond these measures there are a variety of actions which may be undertaken to support the general amenity of the Transitional Area relating to landscaping spaces open to public view. One such significant opportunity is that associated with pedestrian circulation routes through the Area. Improved sidewalks and other possible pedestrian paths, integrated with landscaping undertaken on private property, would enhance the unique character of the Area.

In order to devise an implementation strategy for this concept, a proposal for pedestrian precinct enhancement should be developed in conjunction with the Transitional Area Circulation and Parking Study.

Objectives

- 1) To provide open space within the Transitional Area necessary to allow for a full range of neighbourhood-oriented recreational and social activities.
- 2) To encourage the provision of private yards, the character of which will support and enhance the residential land use and nature of the Transitional Area.
- 3) To enhance the unique character of the Transitional Area, including its open space, landscaping, and street trees, through the development of landscaping complementary to an improved pedestrian walkway system through the Area.

Recommendation

- 1) That a Transitional Area Pedestrian Precinct Enhancement Study be undertaken in conjunction with a Transitional Area Circulation and Parking Study.

4.3 CIRCULATION AND PARKING

Three specific aspects of circulation and parking in the Transitional Area need to be addressed:

- a) parking demand - the sources and locations,
- b) the levels and distribution of vehicular traffic, and
- c) pedestrian requirements for sidewalk improvement, as well as protection from hazardous conditions, e.g. icy sidewalks, vehicular traffic, etc.

The first matter, parking provisions, has been partially dealt with in Section 3.5.4. The need remains to examine the parking problem in the Area from a broader perspective than that of individual parking requirements for specific land uses. Before this can be done, current data on the level and distribution of street parking and its effect on adjacent land use must be obtained. Similarly, vehicular and pedestrian traffic require investigation before a set of specific proposals can be established.

One general objective which is appropriate to establish at this time is the provision for a special pedestrian linkage between the Downtown and Wascana Centre. This linkage would integrate the pedestrian circulation of these areas and complement and enhance the unique character of the Transitional Area.

Objectives

- 1) To provide for vehicular traffic in the Transitional Area which in distribution and volume is compatible with residential land use as it evolves over time.
- 2) To more stringently regulate parking in the Transitional Area, especially parking related to non-residential uses.
- 3) To provide an environment in the Transitional Area conducive to safe and pleasant pedestrian circulation.
- 4) To integrate within the pedestrian walkway system of the Transitional Area a pedestrian linkage between the Downtown and Wascana Centre which will complement and enhance the unique character of the Area, including its streetscapes, heritage and open space.

Recommendation

- 1) That a Transitional Area Circulation and Parking Study be undertaken to study, analyze, and make recommendations concerning vehicular circulation, vehicular parking, and pedestrian circulation. The study should examine the inter-relationships of these matters as they relate to land use and development.

4.4 COMMUNITY AND SOCIAL ISSUES

If the Transitional Area is to remain a viable residential community, a range of social and recreational facilities must be available to its residents. In particular, for the Area to be an attractive neighbourhood to households with children, an educational facility for elementary school age children should be easily accessible.

The land use provisions of this Neighbourhood Plan acknowledge the current existence of Central Collegiate and the Strathcona School site. In addition, provision has been made for the continued existence of Central Park and the Y.M.C.A., as well as other institutional land uses.

Further study, however, is necessary in order to identify the best methods for meeting the needs of Transitional Area residents for neighbourhood-oriented social, recreational and educational services.

Investigation of measures which will address the concern with crime in the Area is also necessary. Such measures could include: a) increased police surveillance; b) police counselling of senior citizens in the Area; and c) increased street lighting.

Objectives

- 1) To provide for a range of neighbourhood-oriented social and recreational facilities and services in the Transitional Area.
- 2) To encourage the School Board to provide an educational facility for elementary school age children within the Transitional Area.
- 3) To address the concern with, and perception of, crime in the Transitional Area.

Recommendations

- 1) That a Transitional Area Community and Social Needs study be undertaken to ascertain the need for social, recreational and educational services and activities in the Area and to provide recommendations for suitable facilities and programs.
- 2) That the City enter into discussions with the Regina Board of Education regarding elementary school services in the Transitional Area.
- 3) That the City review measures currently being undertaken to address the concern with, and perception of, crime in the Transitional Area.

4.5 HOUSING

Provision of housing is of prime importance to the residential viability of the Transitional Area. The residential land use recommendations of this Plan provide for the retention and construction of housing over the major portion of the Area.

Beyond this general provision for housing units, there is a specific need to provide affordable homes to low and middle-income households. The retention, conversion and construction of housing should be aimed at meeting this need.

Furthermore, on the basis of rationale outlined in Section 1.3.6 of this Neighbourhood Plan, any displacement of residents from the Area should be minimized through efforts to secure replacement housing.

There are several means by which affordable housing can be provided in the Transitional Area. The most basic approach is to simply retain the existing housing. An important characteristic of the older existing housing in the Area is its relatively low rental rates. Lower rent for older housing stock is practicable because costs associated with construction have already been paid through rental income.

Another significant quality of older housing, in the context of this Neighbourhood Plan, is the contribution that it makes to the residential character of the Area.

As well, the retention of existing housing in apartment blocks is appropriate in the Transitional Area. Apartments represent an efficient use of residential land, as more people can be housed, on less land, in apartments than in individual houses. Also, given land values in the Area, affordable rents would more likely result from the retention of apartment blocks than from the retention of detached houses.

For these reasons, it is appropriate for housing rehabilitation funds to be made available to repair apartment blocks in the Transitional Area. The implementation of a Residential Rehabilitation Assistance Program (RRAP) would promote the rehabilitation of apartments in the Area.

Another means of providing housing in the Transitional Area is through new construction. Housing may be developed in the majority of zones in the Area, but the Transitional Area Residential Zone, in particular, provides for a variety of housing types in its Low, Medium, and High-Rise Districts. Any of these districts would be suitable for compatible private or government-sponsored housing.

Another type of "new" housing which should be encouraged is newly-created units within existing houses. Rooms or suites in an owner-occupied house have the advantage of providing affordable housing in a home-like atmosphere. This type of housing would incur little or no public expense compared with traditional forms of government-subsidized housing. Such enterprises also provide a business opportunity to small-scale, individual entrepreneurs. Another advantage of the subdivision of owner-occupied houses would be the increased level of maintenance of such rental properties, based on the concern of the owners for their own homes.

The creation of rental units in owner-occupied houses, then, should be supported through City-initiated measures, such as provision of small loans, information on remodelling and subdividing houses, and the establishment of a City-operated tenant locator/placement service.

Finally, the City is currently undertaking a Housing Study in order to obtain the data necessary to develop a housing strategy for Regina, including the Transitional Area. The completed study will attempt to identify the possible roles of the City regarding the supply of a variety of accommodations for the full range of Regina residents.

Objectives

- 1) To promote the construction of housing units in the Transitional Area for households of a full range of age, income and lifestyle.
- 2) To promote the construction and retention of housing in the Transitional Area which is affordable to low-income households.
- 3) To minimize the displacement of existing residents from the Area as a result of the redevelopment, renovation or reuse of existing buildings.

Recommendations

- 1) That consideration be given to the establishment of a City-sponsored program which would provide financial and advisory support to small-scale entrepreneurs interested in owning and managing a residentially-occupied subdivided house-form building
- 2) That consideration be given to the establishment of a City-sponsored "tenant locator/placement" service, the purpose of which would be to "match up" potential renters and tenants to promote a more efficient use of existing rental housing.
- 3) That the City shall request Canada Mortgage and Housing Corporation to designate the Transitional Area a Residential Rehabilitation Assistance Program (RRAP) Area.
- 4) That the City shall request the Provincial Department of Co-operation and Co-operative Development to promote and assist in the development of co-op housing in the Transitional Area.
- 5) That the City work with Canada Mortgage and Housing Corporation, Saskatchewan Housing Corporation, and any other sponsoring organization, to promote and assist in the development of public and non-profit housing in the Transitional Area.

4.6 HERITAGE

The preservation of the heritage of the Transitional Area is of importance to this neighbourhood and to the City as a whole. There are cultural benefits in preserving the character and history of one of Regina's oldest neighbourhoods, as well as social and economic benefits from the adaptive reuse of older buildings as offices, hostels, etc.

The heritage resources of the Transitional Area have been identified through an inventory of potential heritage property. This inventory can serve as a basis for the evaluation of future municipal heritage designations, as well as for the evaluation of the impact on the community of demolitions and alterations to potential heritage property

The preservation of the character of a neighbourhood cannot be achieved solely through the retention of individual buildings of heritage significance. A cohesive neighbourhood and streetscape is required with infill development of a scale, form, color and/or material compatible with the existing adjacent buildings. The retention and enhancement of important streetscapes within the Transitional Area is addressed in greater detail in Section 4.1.

The development of public incentives such as Federal, Provincial and Municipal tax relief and grants can greatly encourage private rehabilitation efforts.

As well, Government lending policies can assist in the preservation of the character of the Transitional Area. The rehabilitation of "Meyer House" at the corner of Scarth Street and 13th Avenue is an example of successful adaptive reuse by the Province.

The City itself can take a leading role in demonstrating the potentials of adaptive reuse by recycling its own property. The use of a proposal call which invites design concepts has the advantage of promoting the adaptive reuse project, and involves that component of the design community which chooses to participate

Finally, the heritage of the Transitional Area must be promoted if it is to be appreciated and protected. Tours and publications can inform the community at large, as well as visitors, of the heritage resources of this Area. Promotion of successful rehabilitation efforts can also have spin-off effects within the Transitional Area and surrounding Inner City neighbourhoods

Objectives

- 1) To encourage the retention, preservation and appropriate rehabilitation of heritage buildings in the Transitional Area.
- 2) To encourage new development adjacent to heritage buildings which is compatible in form, scale, color and material.

Recommendations

- 1) That the inventory of potential heritage property, as identified in the Appendix to this Neighbourhood Plan, be adopted as a basis for the consideration of future heritage designations by the City of Regina.
- 2) That any proposed demolitions or alterations to properties on the inventory of potential heritage property be forwarded to the City of Regina Municipal Heritage Advisory Committee for review.
- 3) That any City-owned properties of heritage significance in the Transitional Area be maintained and preserved.
- 4) That a proposal call be considered to promote the adaptive reuse of Central Collegiate if and when the facility is no longer required by the School Board.
- 5) That other levels of government be encouraged to take appropriate action to promote the preservation, improvement and utilization of heritage buildings within the Transitional Area.
- 6) That the development of private and public financial resources and incentives in the preservation, improvement, and utilization of heritage buildings in the Transitional Area be encouraged by the City of Regina.
- 7) That the Federal and Provincial governments be requested to support the objectives of this Neighbourhood Plan by leasing space in rehabilitated structures rather than in new buildings.
- 8) That the City promote the heritage of the Transitional Area and successful rehabilitation

protects through the preparation of walking tours, slide presentations and an interpretive plaque program.

5.0 EXCEPTIONS

The following exceptions to the policies contained herein shall be allowed. These exceptions shall be limited to the specified locations and shall be subject to the described terms:

	Building	Address	Legal Description	Development/Use to be allowed
a)	Clifton Apartments	2330 15th Ave	Lot 10, Block 431, Plan Old 33	All uses permitted in house-form commercial/residential buildings except restaurants, licensed restaurants, licensed dining rooms and licensed cocktail rooms. [1994/9581]
b)		2236-2262 Smith	W. 1.29m of Lot 12, all Lots 13-16, both inclusive, Block 432, Plan Old 33	6 1/2 storey apartment building, to be accommodated through a Contract zone. [Bylaw No. 8601-ZO-B88]
c)		2164 - 2170 Hamilton Street	N. 12 1/2 feet of Lot 11, all of Lot 12, and the S. 25 feet of Lot 13, Block 409, Plan Old 33	Parking lot to be accommodated through a contract zone, to be used in conjunction with the buildings at 2208 Scarth Street and 2151 Scarth Street. [Bylaw No. 9669]
d)		2158 and 2160 Scarth Street	Lot 13, Block 408, Plan Old No. 33 Extension 35 and Lot 22, Block 408, Plan No. 101187648 Extension 36	Paved parking lot accommodated by means of a contract zone agreement, to be used by occupants of the office building at 2161 Scarth Street. [2003-73]

APPENDIX

Inventory of Potential Heritage Property in the City of Regina Transitional Area Highly Rated Sites					
No.	Address	Name of Important or Original Resident (Current Resident)	Date	Design	Architect or Contractor
College Avenue					
1.	1800	J. L. McKillop / G. H. Sneath Residence	1912	Arts & Craft	S.V.E.
2.	2210	F. W. Darke Residence (Helmsing-Forsberg)	1926	Jacobean	F. Portnall
3.	2310	H. Black	1921		H. Black
4.	2326	L. V. Kerr (Frances Olson)	1912		Clemesha & Portnall
5.	2424	Percy Gordon (IKOY)	1925		
6.	2520	M. McCausland (M. Shumiatcher)	1919		
Cornwall Street					
7.	2144	M. G. Howe (MacKay/MacLean)	1907- 10		
8.	2160	A. Duncan	1908	Cube	
9.	2167				
10.	2171				
11.	2177				
12.	2212 (2201 - 14th Ave.)	Bartleman Apartments	1914		S.V.E.
13.	2259	D. Woodward	1912		
14.	* 2305	Gollnick Residence	1907	Classical Revival	Hilton
15.	2313		1906		
Hamilton Street					
16.	2030-26	St. Mary's Club	1911		
17.	2105	Qu'Appelle Apartments	1928		
18.	2129	Bellevue Court	1928		
19.	2164	M. A. McPherson	1910	Craftsman	Clemesha

Lorne Street					
20.	2022-24	The Frontenac Apts.	1929	Spanish Mission	
21.	2150	E. A. McCallum	1911		
22.	2164	Walter Martin	1907-10		Walter Martin
23.	2216		1910	Queen Ann	
24.	2334	G. Palmer	1907-13	Arts & Craft	
25.	2370	McLeod - Black Res.	1927	Classical Revival	S.V.E.
McIntyre Street					
26.	2128	Harding Residence	1908-10	Arts & Craft	
27.	2138	J. S. Bartleman	1911		
28.	2204	C. Harding	1909		
29.	2310	Logan/Turgeon (Turgeon Int'l. Hostel)	1907		
30.	2363	Dr. Thomson (Laville Investments)	1926		Charles Coxall
15th Avenue					
31.	2301	Parsons (Grace Haven)	1912	Arts & Craft	
14th Avenue					
32.	2104	Chateau Apartments	1927	Chateausque	S.V.E.
33.	2024	Linden Manor	1928		S.V.E.
34.	1901	Eddy Apartments (Hampton House)	1914		S.V.E.
Victoria Avenue					
35.	1925	The Assiniboia Club	1912		S.V.E.
36.	2305	The Balfour	1929		S.V.E.
37.	2241	First Baptist Church	1912	Greek Revival	Hilton
38.	2125	Hotel Saskatchewan	1927		McDonald & Ross
Smith Street					

39.	2216	Newland/Weir	1909		
40.	2244	L. A. Thornton	1907		W. P. Gillespie
41.	2300	(Kraus Lawyers)	1910		Thomas Little
42.	2305	J. P. Brown (Upstairs/Downstairs)	1913	Cube	Mackenzie
43.	2338		1909-1 2		

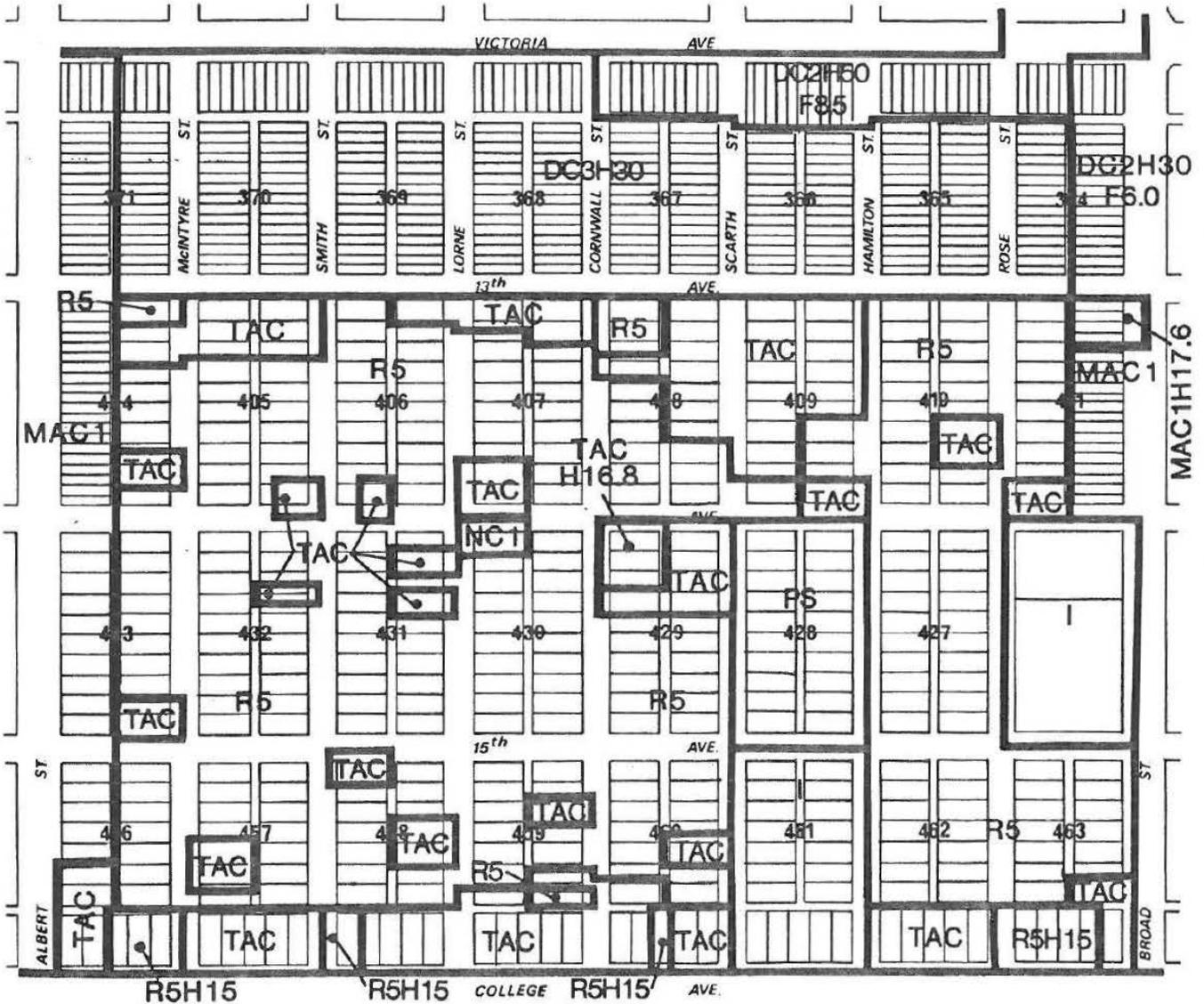
44.	2352	C. Wilson (Farm Light & Power)	1912		J. Walsh
45.	2353	J. A. Allan	1912		
Scarth Street					
46.	2049	St. Mary's (Blessed Sacrament)	1905	Gothic Revival	
47.	2076	James Duncan (Rosary Hall)	1905		
48.	2102	G. Barr Residence	1909		
49.	2331	Regina Coll. Institute (Central Collegiate)	1908		
50.	2398	T. B. Patton (Nicol Court)	1912	Classical Revival	Clemesha & Portnall
Rose Street					
51.	2266	John Weir	1911		
52.	2270		1912		
53.	2200 (2243)	Strathcona School	1910	Collegiate	
Albert Street					
54.	2231	Braemar Apartments	1928		
55.	2340	Saskatchewan Government Telephone Building	1924		S.V.E.
Date: August 20, 1982					
Abbreviations: S.V.E. - Edgar or Stan Storey and W.G. Van Egmond Architects * Designated Municipal Heritage Property					
For more detailed information, please consult the inventory forms in the Urban Planning Department.					

Figures 13 and 14 on the following pages summarize the present and proposed zoning for the Transitional Area.

Current zoning (1993) is found in Bylaw No. 9250.

FIGURE 13

PRESENT ZONING



LEGEND

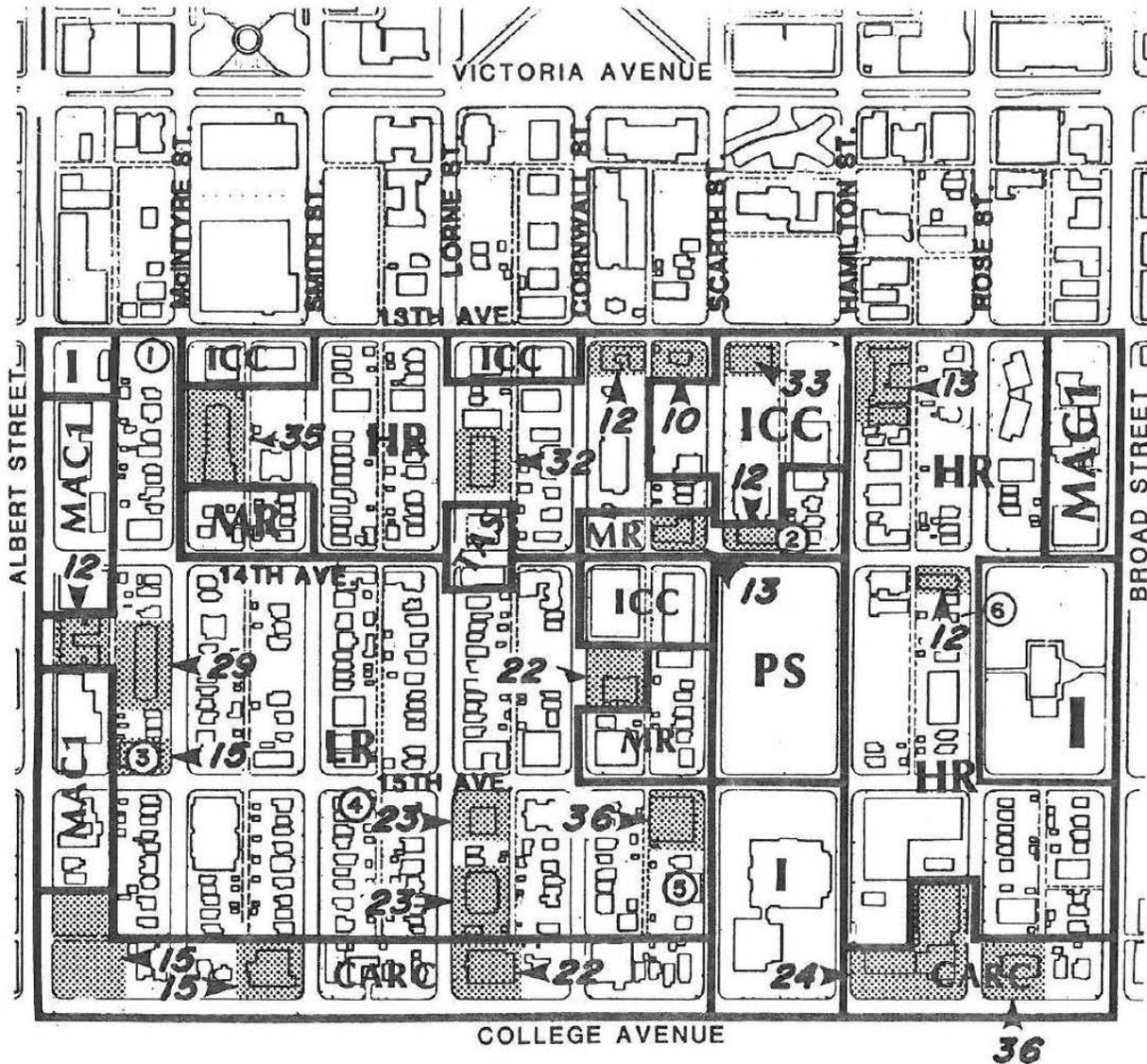
- DC - DOWNTOWN COMMERCIAL
- MAC - MAJOR ARTERIAL COMMERCIAL
- TAC - TRANSITIONAL AREA COMMERCIAL
- I - INSTITUTIONAL
- R5 - RESIDENTIAL
- PS - PUBLIC SERVICE
- H50 - 50 METER HEIGHT
- F6.0 - FLOOR AREA RATIO 6.0

Regina OCP - Part B
 Sub-Part B.1.3 - Transition Area Neighbourhood Plan
 SOURCE: TRANSITIONAL AREA DEVELOPMENT STRATEGY
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REVISED: JUNE, 1983

FIGURE 14*



LAND USE ZONES (Proposed Zoning)

* For actual zoning (1993) see Bylaw No. 9250

Legend

Transitional Area Residential

I - Institutional

LR - Low-Rise Residential/Commercial District
(Height = 8.25 to 15m; FAR = New infill 3.10,
House-Form Lot infill 3.30)

PS - Public Service

MR - Medium-Rise Residential District
(Height = 15m; FAR = 3.5)

SPECIFIC USES:

HR - High-Rise Residential District
(Height = 30m; FAR = 7.5)

① 2104 McIntyre Street

② 2014 - 14th Avenue

③ 2270 McIntyre Street

④ 2305 Smith Street

⑤ 2332 Scarth Street

⑥ 2218 Rose Street

MAC1 - Major Arterial Commercial I (15m)

ICC - Inner City Commercial (15m)

TAS - Transitional Area Service

CARC - College Avenue Residential/Commercial
(Height = 8.25 to 15m; FAR = New infill 3.10,
House-Form Lot infill 3.30)

Regina OCP - Part B

Sub-Part B.1.3 - Transition Area Neighbourhood Plan

Implementation Areas -
height limit in metres



OFFICIAL COMMUNITY PLAN

SUB-PART B.1.4 Regina Downtown Neighbourhood Plan



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PART 1 INTRODUCTION

1.0 Plan Approval Process

In the fall of 2007, Office for Urbanism, in association with UMA, Goldsmith Borgal & Company Architects, and urbanMetrics, was retained by the City of Regina to create a new downtown plan. Plan preparation included extensive community consultation, current policy context assessment, and best practices research and analysis.

On September 21, 2009 City Council considered the "Regina Downtown Neighbourhood Plan: Walk to Work" (August 31, 2009 draft) and directed the Administration to prepare a by-law amending Part G of the Regina Development Plan By-law No. 7877 (Official Community Plan). The Administration has put Council's instructions into effect through the preparation of the Regina Downtown Neighbourhood Plan By-law.

1.1 Purpose and Objectives

The purpose of the new Regina Downtown Neighbourhood Plan (the Plan) is to effectively guide future growth and strategic investment into infrastructure, development, and urban design for the next 20 years. Downtown Regina includes the area within the following boundaries: CPR railway line to the north; Osler Street to the east; 13th Avenue to the south; and Angus Street to the west, (see Figure 1.1). The Plan sets the stage for great urban living by creating a complete Downtown community; enhancing the role of the Downtown as the heart of Regina, the Capital City of Saskatchewan; and creating a clearer sense of place through strong urban design. To do so, the continued strength of the existing employment base is identified as a key asset upon which the future of Downtown Regina needs to be built.

The Plan identifies a number of strategies to direct decision-making related to infrastructure, development, programming, policy, and urban design investments that reflect the new Vision for Downtown Regina that was developed through an extensive public consultation process.

Specific objectives of the Plan are as follows:

- a) To fulfil the mandate of the Regina Development Plan's (By-law No. 7877) Downtown policies, including Downtown's function as a unique place with a one-of-a-kind retail area, as a residential community, as an economic centre, as an accessible place, and as a key element of city life.
- b) To determine current and future potential for development within the Downtown.
- c) To update and re-articulate the community Vision for Downtown Regina.
- d) To create a framework for development and land use with associated actions and policies for implementation, including recommendations for infrastructure and urban design enhancements.
- e) To identify a residential strategy and associated actions that consider Downtown's relationship with existing communities.
- f) To create a 10-year public realm and open space strategy that adds to and enhances the existing public realm and open space systems.

- g) To celebrate the historical and heritage aspects of Downtown Regina through the articulation of heritage protection policies.
- h) To recommend alternative parking management approaches and transit realignments for better Downtown movement and accessibility.
- i) To create a cultural activity hub that will inspire creativity and innovation.

These objectives will be met through the Plan's urban design guidelines and standards for physical change articulated within the Public Realm and Built Form frameworks. The Plan will be implemented through an Action Plan, which expresses the main objectives of the plan.



Figure 1.1: Boundaries of Downtown Regina

PART 2 The Downtown Neighbourhood Plan

2.1 The Importance of a Great Downtown

"We shape our buildings, and afterwards our buildings shape us".

– Winston Churchill

Great cities have great downtowns. A great downtown is memorable and dramatic; life is played out on its streets. A great downtown is the drum that sets the rhythm of the city; there is a unique tune to every place. A great downtown draws people in; it inspires, energizes, and tells the story of the people who inhabit it - their dreams, aspirations, where they have been, and who they are becoming.

Downtown, in a multitude of ways, is the heart of the city. It is the preeminent civic, cultural, and commercial district. Urbanists, architects, sociologists, environmentalists, philosophers, and countless public intellectuals have observed that an intelligently designed downtown fosters the development of the most resilient and creative community in the city; one characterized by elements acting individually and in combination, that engender and sustain a high quality of life.

Thriving downtown areas facilitate vibrant cultural activities and commerce, attract tourists, incubate local independent businesses, accommodate a variety of lifestyle choices, make efficient use of existing municipal services and infrastructure, and offer a place for all to be. These attributes are unique to well designed downtown areas because downtowns have the necessary population density, mix of uses, variety of activities, pedestrian charm, built quality, and sense of place that enables this vitality.

In an era when we are becoming increasingly aware of the unsustainable nature of suburban, sprawling, automobile dependent environments, great downtowns offer both an ancient and a new hope: a place where we can live in safe communities that allow us to undertake all of the activities of daily life - work, school, leisure - on a smaller geographical footprint and on foot.

Downtown Regina's opportunity is to become the great destination of Regina. By developing a truly pedestrian-oriented environment that is also unique from the rest of the city, living life on foot becomes a luxurious opportunity for all. The Regina Downtown Neighbourhood Plan offers a vision for a lifestyle that is more active and interactive; more entertaining and stimulating; more diverse and yet more identifiable as the national and international icon of the City.

2.2 Elements of a Successful Downtown Regina

2.2.1 Embracing the Winter City

It is possible to have active streets year-round in a Winter City. To do so it is necessary to embrace winter weather. In Winter Cities where winter is respected and celebrated, people prepare for winter by wearing proper weather protection, and by designing uses, open space systems, and forms of movement that acknowledge the need for frequent moments of reprieve from the weather.

The urban environment must comfortably accommodate people on the streets in all seasons. This can be achieved through the effective and efficient maintenance of the streets such as removing snow from all sidewalks and roads. It can also be addressed through urban design measures that mitigate wind, snow, and cold, as well as through building designs and land use planning decisions that explicitly seek to shelter people from winter conditions.

For example, providing a continuous building frontage at the edge of a street, with awnings that shelter a sidewalk, as well as multiple entrances, presents a significantly different winter condition, with fewer negative impacts, than walking through surface parking lots, which provide no shelter and provide no opportunity for reprieve. It is possible to plan to minimize these negative experiences, thereby making the Winter City less harsh.

Providing spaces that can be used for winter celebration is essential to creating a culture that uses winter to define its distinction. Flexible civic spaces that can be programmed for festivals year-round exist elsewhere. These festivals are celebrations, important tourist attractions, and cultural rituals - and they usually take place within these cities' downtowns.

2.2.2 A Resilient and Diverse Residential Population

Many North American cities recognize the tremendous demand for downtown living, particularly from among the increasing numbers of young professionals, empty nesters, and students who want to live in proximity to employment, unique shops, theatres, museums, bars, and restaurants. Most thriving downtowns are comprised of such a demographic.

A downtown neighbourhood provides a stable critical mass of people who in turn provide a market for retail districts, commercial office space, entertainment venues, and recreational destinations. This critical mass should be comprised of a diverse population characterized by a range of ages and socio-economic groups, making it feasible to establish a high diversity of downtown activities, niche-markets, and service options.

To support a diverse residential neighbourhood, a variety of housing types and employment opportunities are also necessary, as are neighbourhood amenities such as public schools. The housing stock should accommodate residents from all income levels who want to live downtown at any point in their life cycle. Diverse residential neighbourhoods in proximity to the downtown will benefit from nearby shopping, entertainment, and dining options. Correspondingly, downtown areas will benefit from the supplementary influx of pedestrian traffic supplied by adjacent neighbourhood inhabitants and by transit users who are attracted to the downtown's activities, shops, and other amenities.

2.2.3 Inviting Public Spaces

Designed correctly, public spaces provide opportunities for improving the quality of life for those who work, live, and visit the downtown. Public spaces inspire people to walk and to linger in the downtown. They offer opportunities for reinvestment; serve as the primary locations for civic

assembly to celebrate, protest, or mourn; accommodate a variety of seasonal events including concerts, festivals and artisan displays; provide a safe and inviting locale; and offer street level storefront activity opportunities in adjacent surrounding buildings.

2.2.4 A Clear Identity

A downtown becomes memorable when it possesses a clear visual identity; an identity that functions as a symbol of place and of city. Identity is a part of the distinction of a place, distinction that attracts people to live, work, and play. A cornerstone of placemaking is the protection and enhancement of the authentic, unique, and memorable qualities that distinguish an area and define its identity, such as heritage, natural features, and architecture.

Architectural landmarks not only contribute to creating a sense of place and history through distinctive details, materials, and spaces, they also offer opportunities for adaptive reuse and integration into the downtown's fabric. They increase economic value for residential tenants and business owners alike, and they become tourist attractions. The city's built form, expressed through the skyline, is a key part of its visual identity. The unique mix of heritage buildings in a downtown setting tell the story of a place over time, a story that is as specific and unique as the visible historic fabric.

Identity can be heightened through a distinctive wayfinding and signage strategy that connects downtown destinations and provides convenient navigation between places.

2.2.5 Pedestrian-Oriented

Walking is the most affordable, equitable, and sustainable of all forms of transportation and is essential both as a means of movement and as a form of recreation. It should be supported by the built form of the urban environment, as well as with safe and comfortable connections between downtown destinations. This will inspire people to walk.

Quality of life and community development are associated with, and directly affected by, pedestrian activity. Pedestrian-oriented urban places are critical, since they generate a lively streetscape and reason for people to interact with each other and contribute to the landscape of civic life. Local businesses and restaurants located in an urban setting rely on walk-by customers. By locating commercial amenities within walking distances, it becomes possible to shape the built environment and social infrastructure in a way that enhances pedestrian movement and in a form that ultimately reduces dependence on the automobile for short journeys.

2.2.6 Appropriate Density

In order for a range of commercial, institutional, and cultural amenities, as well as public transit, to be viable in the downtown, a critical mass of people is required. If densities are too low, businesses will not survive. If densities are too high, or inappropriately configured throughout an urban landscape, infrastructure will be insufficient and new development will detract from, rather than contribute to, the urban fabric. More specifically, if too much density is accommodated on limited sites in the short-term, many other sites that are currently "gaps" in the urban fabric will not be developed in the near term. As such, density needs to be accommodated in an appropriate form in order to create vibrant streetscapes and interesting public places.

When gaps in the urban fabric are filled, walking becomes more desirable. There is interest, amenity, and activity for the pedestrian. Distances seem shorter, weather is easier to mitigate, and the likelihood of interacting with others increases. Determining the appropriate density for any urban environment is linked to an assessment of the critical mass of people required, anticipated growth rates, and the amount of infill necessary to begin to create a continuous public realm.

2.2.7 A Creative Sector Anchor

Creative sectors include industries related to the visual arts, performing arts, knowledge-based sectors (such as academia and technical professions), hospitality and tourism, and of course the commercial sector. These symbiotic industries are recognized as a key driving force for economic development in urban environments. Further, the clustering - in which people, industries, and employment opportunities and interests locate in proximity to one another - of these professions is recognized to be essential to the economic health of cities and their regions.

Creative clustering allows individuals to interact as a community and to succeed both as individuals and as a cluster. Private businesses, small entrepreneurial initiatives, cultural organizations, non-profit organizations, and individuals involved in all stages of the creative process, ranging from full time workers to freelancers, all benefit from clustering in the downtown, due to shared interests and synergies. The existence and close proximity of different kinds of creative sector contributors produce a wide range of creative and cultural goods and services, lead to innovation, and contribute to the downtown's identity.

Downtowns should strive to become anchors for the creative community, recognized by many to be the core force of growth in our future economy. The synergies and benefits of becoming a creative sector anchor are many. These include: added value for commerce and housing; job creation, retention, and expansion in desirable sectors which in turn propagate a desirable built form and sense of place; and establishing the downtown as a hub for talent and tremendous economic development potential.

2.2.8 Accessible Movement Options

An important consideration for developing a complete, walkable, dense, and vibrant downtown is the improvement of transit service to truly become supportive of a more active downtown. Regular, reliable, and convenient transit service will encourage new residents to live a car-free downtown lifestyle and will enable visitors to travel downtown without automobiles, to enjoy the downtown's character, amenities, and activities on foot, and to frequent local businesses.

A key impact of improved transit will be to reduce the need for surface parking in the downtown, freeing-up existing lots to be redeveloped. The reduction of downtown surface parking lots will fill gaps in the public realm. New development will contribute to further improvement of downtown's character and physical coherence, attract new residents who in turn will support enhanced amenity, and create an increasingly vibrant environment.

2.3 Vision and Principles

The Vision Statement expresses the rationale for the Regina Downtown Neighbourhood Plan, on which all directions, recommendations, and actions have been based. This is a statement espoused by the public and reflects the desired outcome of this Plan. Future Downtown developments will be reviewed for consistency with the Vision and Principles that follow.

2.3.1 Vision Statement

In 20 years, Downtown Regina will be a new complete neighbourhood with a community of people from all walks of life who thrive in an active, accessible, green and historic urban setting, and who, if they choose, are able to walk to work.

This neighbourhood will include families, students, older and young adults, empty nesters and professionals, and will be sustained by a strong employment, retail, and commercial base.

Downtown Regina will also be a cultural hub, a place where residents from across the city and tourists alike come to meet one another, to experience beauty in an urban setting, to visit galleries, to attend events, to access services, to shop at one-of-a-kind specialty retail stores and to dine at one-of-a-kind restaurants. It will be a place where entrepreneurship flourishes.

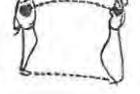
As a result of building standards that promote environmental sustainability and a high-quality living environment, as well as urban design investments that seek to create an exceptional public realm, the Downtown, as the central place for all Reginans, will be a place of distinction and beauty.



Figure 2.1: Conceptual Image of the Future of Downtown Regina

2.3.2 Principles

Twelve Principles stem from the Vision for Downtown Regina. These Principles are in keeping with the necessary elements of a great downtown and have been fundamentally informed by the public consultation process. The Principles function as a guiding framework to ensure that the Vision is clearly translated into the Regina Downtown Neighbourhood Plan's policies and actions, and are also rooted in every one of the Big Moves. More importantly, these Principles must be taken as a whole. All of these Principles, in equal measure, must be respected to fulfil the Vision. The Principles are the most static part of the Plan and should be used to guide decision-making over the long term.

	<p>Principle 1: For all Regina Downtown should be integral and integrated with the city and region, a welcome social gathering place for all of Regina.</p>
	<p>Principle 2: A Complete, Livable Community Downtown should be a neighbourhood where people live, work, meet, stroll, shop, congregate, observe, play, and worship.</p>
	<p>Principle 3: Gorgeous Downtown should be a source of civic pride, with a strong identity.</p>
	<p>Principle 4: Connected Downtown should connect to surrounding neighbourhoods and to the activities within.</p>
	<p>Principle 5: Dynamic Downtown should be animated and vibrant 24 - 7 - 12. Built form should encourage small enterprises, different-scaled spaces, and a mix of uses.</p>
	<p>Principle 6: A Hub Downtown should be a centre of arts, culture, creativity, innovation, and knowledge and an incubator for artists and entrepreneurs.</p>
	<p>Principle 7: Walkable + Multi-modal Downtown should offer a built form and open space system that encourages people to walk and enables transportation options.</p>

	<p>Principle 8: Safe</p> <p>Downtown should be an environment where people feel safe and welcome, providing “eyes on the street”, animation, and clear pedestrian environments.</p>
	<p>Principle 9: Healthy</p> <p>Downtown should foster healthy lifestyles and sustainable environments.</p>
	<p>Principle 10: Accessible, Inclusive, and Diverse</p> <p>Downtown should be open to all and should foster a diversity of uses, people, activities, and living choices.</p>
	<p>Principle 11: Adaptive Re-use</p> <p>Downtown should build upon its unique identity and heritage: buildings, streets, and landscapes.</p>
	<p>Principle 12: The Best Place to Invest</p> <p>Downtown Regina is, and should continue to be, the best place to invest both private and public sector dollars. New commercial developments – office, retail, and services – are welcome and will be supported.</p>

2.4 Conceptual Neighbourhood Plan

This Conceptual Downtown Neighbourhood Plan demonstrates one possible outcome of the Vision. It illustrates the inter-relationship between streetscape improvements, a new public open space strategy, defined new gateways, and the full build-out of currently vacant or under-built sites. (Map 1)

Conceptual Plan Key Design Moves:

- 1) Victoria Park is the focal point of the Downtown and is surrounded by active uses.
- 2) Plaza treatment extends the City Square and roads can be closed to host additional festivals and events.
- 3) Unique streetscape in heritage core (Victoria Park area) and in front of other historic buildings.
- 4) Pedestrian linkage from Queen Elizabeth II Court to Victoria Park.
- 5) Queen Elizabeth II Court animated with active edges including café spill-out, engaging summer and winter water features, and a variety of amenities.
- 6) Friendly façade treatments throughout the Downtown, particularly on all public buildings.
- 7) Gateways into the Downtown can include public art.
- 8) Pedestrian linkage to Mosaic Stadium/Evraz Place (Dewdney Avenue Corridor).
- 9) Possible small pocket parks or building features at the termini of north-south streets.
- 10) Broad sidewalks and double row of trees for Saskatchewan Drive, Broad Street, and Albert Street.
- 11) Possible new high quality transit shelters along a transit hub waiting area.
- 12) Create a train station park at the location of the historic park.
- 13) Immediate conversion to two-way east-west streets.
- 14) Pedestrian crosswalks at all Downtown intersections.
- 15) Bike lanes on key Downtown streets.
- 16) Special crosswalks at intersections along Victoria Avenue.
- 17) Reinstate grand landscaping treatment for Victoria Avenue.
- 18) New or revitalized pocket parks (shown as conceptual; locations to be determined).

2.5 Plan Policy Interpretation

The Regina Downtown Neighbourhood Plan uses language that is both general and very specific. Where specific language is used, it is meant to give clear and unambiguous direction to both the Development Officer and the development industry.

All maps included in this plan are considered to form part of the Regina Downtown Neighbourhood Plan by-law. All figures in this plan are considered to form part of the Regina Downtown Neighbourhood Plan by-law. Should an inconsistency arise between a policy and a map or figure, the policy will take precedence. All Appendices attached to this plan are considered to be supporting information and do not form part of the Regina Downtown Neighbourhood Plan by-law. Appendices are included to provide context for the Plan's policies and to assist with policy interpretation.

All development applications within the Downtown are subject to the provisions of the Plan. Amendments will be prepared for the Downtown area in Regina Zoning By-law No. 9250 guided by the Regina Downtown Neighbourhood Plan's Public Realm and Built Form frameworks.

In order to ensure the Plan continues to meet its objectives, the Administration will provide regular reporting. Reports will consider and summarize the following Plan components:

- an overview of the Action Plan status, an update on the implementation of individual Actions, and recommendations related to emerging issues and proposed new Actions to address them; and
- implementation of the urban design review process, including proposed amendments to the process and proposed refinements to the bonus framework and community amenities requirement.

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and must be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable features of fixed boundaries such as property lines, roads, or utility rights-of-way.

Where a purpose or rationale statement accompanies a policy, it is provided for information purposes only in order to enhance understanding of the policy. Should an inconsistency arise between the purpose or rationale statement and a policy, the policy will take precedence.

Where "must" or "shall" are used in a policy, the policy is considered mandatory. In most cases, policy standards apply to whole street blocks or entire districts. Individual development sites must comply with the standards in order to ensure the full extent of the policy direction is attained and that maximum benefit accrues to the broader area. Often, a variety of options are available in order for a development to comply with the policy standard. In other circumstances, additional development rights are available to proponents in exchange for specified community amenity contributions. It should be noted, too, that all other applicable codes and by-laws remain in force and effect.

Where "should" is used in a policy, the intent is that the policy is to be complied with to the extent possible in the specific development circumstance. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy. In such circumstances and where the proponent has demonstrated achievement of the policy intent, development can proceed without

need for Plan by-law amendment. It should be noted, too, that all other applicable codes and by-laws remain in force and effect.

Where “may” or “encourage” are used in a policy, they are provided as a guideline or suggested means of implementing the intent of the policy.

2.6 Action Plan and Implementation Strategy Interpretation

In order to realize the potential of the Downtown as envisioned in the Regina Downtown Neighbourhood Plan, the key will be the successful implementation of its Public Realm and Built Form Frameworks and its Action Plan. The Action Plan’s list of projects, studies, and programs should not be interpreted as final or comprehensive. At the same time, it should be understood that the actions identified have been carefully selected in order to improve the Public Realm and set the stage for private sector investments. Additional projects and studies should also be based on these factors. Time frames for these projects will depend on City of Regina work programs and priorities as well as on the priorities of other Downtown stakeholders. Specific timing of projects and studies identified in Part 5 will in some cases be set by Council, either through reporting on specific projects or studies or through approving corporate work programs. The Action Plan list of actions serves to guide the development of future work programs.

Being a visionary, strategic, and policy document, the Plan does not include specific financial cost estimates for individual projects or initiatives. Costing will be done at the time of further reporting to Council on specific actions or initiatives or through the budget process. Funding may come from Bonusing Framework contributions, partnerships, local improvement by-laws, community revitalization levies, the operating budget, the capital budget, combinations of sources, or new yet to be determined sources.

The Action Plan details will be worked out as part of the plan implementation process.

PART 3 PUBLIC REALM FRAMEWORK

3.1 Purpose and Objectives

The Public Realm Framework is the general plan that defines and guides the implementation of the Regina Downtown Neighbourhood Plan with respect to the existing and potential Downtown elements that are primarily in public ownership. This includes public uses, all public open spaces, and streetscapes. The Public Realm Framework shapes the most prominent and visible aspects of the urban environment and, therefore, determines the character and the quality of the Downtown experience.

Consistent with the Vision for Downtown Regina, the purpose of the Public Realm Framework is to ensure that the quality and character of the public realm will enhance Downtown's livability, economic vitality, aesthetic quality, and pedestrian environment. The key objective of the Public Realm Framework is to develop a legible, coherent, and appealing physical environment. This is accomplished by identifying and coordinating improvements to the public realm in keeping with the Vision.

By articulating the objectives for the public realm that are necessary for bringing the long-term Vision to fruition, this framework serves as the primary guide for informing and making decisions with respect to capital improvements and strategies. The City of Regina must lead by example, creating a splendid public realm that exhibits the highest quality in design and materials. Regina's leadership must extend beyond the physical infrastructure to include regular maintenance and upkeep, programming of public spaces, and monitoring and enforcement. Together, these actions will set a high standard for Downtown public spaces, providing public benefit and inspiring private investment to follow suit.

The components that comprise the Public Realm Framework are:

- Creating a Successful Public Realm (section 3.2)
- Streetscapes and Rights-of-way (section 3.3)
- Open Spaces (section 3.4)
- Visual Prominence (section 3.5)

Each component is a strategy on its own and contains detailed guidelines and/or standards that make reference to specific locations, streets, and typologies.

3.2 Creating a Successful Public Realm

Introduction

A successful public realm is and is perceived as safe, is easy to navigate, and is barrier-free. Safety, wayfinding, and accessibility improvements will enhance the Downtown for all users and will encourage still more users attracted by a successful public realm.

3.2.1 Safety

Intent

How the public realm is designed, programmed, and interfaces with surrounding streets and land uses are crucial to its capacity to attract and delight a broad spectrum of users and to ensure the Downtown is a place where people feel safe and comfortable. Accordingly, principles that build on Crime Prevention Through Environmental Design (CPTED) are to be applied to all Downtown public open spaces.

CPTED is a proactive crime prevention strategy utilized by planners, architects, police services, security professionals, and everyday users of space. It is a world-wide strategy based on common sense. CPTED advocates the proper design and effective use of the built environment to lead to reductions in the incidence and fear of crime and to overall improvements in quality of life.

Objectives

Building upon CPTED, design objectives for the public realm include:

- a) Provide active building frontages facing public spaces, including entrances and windows, to ensure people's "eyes" are on the space, thus enhancing the sense of safety and discouraging inappropriate behaviour.
- b) Facilitate active uses within public spaces including sidewalk patios, outdoor displays, buskers, festivals, and the like.
- c) Design the public realm to enable ease of access and egress and avoid the creation of entrapment spots that are not highly visible or well-used.
- d) Include a variety of activities and a mix of surrounding uses to facilitate constant public use and/or surveillance of the space in all hours and seasons.
- e) Ensure clear views of surrounding areas of streets and open spaces.
- f) Incorporate adequate lighting to ensure all areas of circulation, entrance, and connection are lit.
- g) Use legible signs and orienting devices such as landmarks and pathways.

Policy 1:

THAT the City of Regina shall use CPTED principles to enhance safety in the design of public spaces in the Downtown.

3.2.2 Wayfinding

Intent

Wayfinding orients all Downtown users to ensure they are able to move with ease and confidence. All elements of the public realm and built form have the potential to contribute to this orientation. Wayfinding tools include signs, graphic communications, spatial markers, streetscape elements, building design, the street network and space planning. All elements should work together to ensure that routes are easily understood and navigated and that destinations are clear. The Public Realm Framework is designed to contribute to clear wayfinding, such as designing for visual prominence and providing unique streetscape treatments. These approaches are useful for both residents and visitors.

Of particular assistance to visitors are graphic communications, including street signs, directional signage, and maps. Downtown Regina should establish a continuity of signs throughout, with all key cultural destinations identified by signage and maps. This may require the co-ordination or redesign of signage for transit routes.

Objectives

Design objectives for wayfinding are:

- a) Ensure the built form reinforces a clearly navigable environment.
- b) Ensure street signs are easily legible for pedestrians and vehicles.
- c) Ensure building addressing is clearly seen from the street for all buildings.
- d) Design public spaces and landscapes to maintain and reinforce views of landmark buildings, public art, and open spaces.

Policy 2:

THAT the City of Regina shall collaborate with downtown stakeholders to implement a signage and wayfinding system for Downtown Regina.

3.2.3 Accessibility

Intent

Downtown Regina should promote barrier-free accessibility for all users throughout, particularly to improve opportunities for employment and education. This includes careful attention to navigation: through smooth grading of surfaces, clear routes, and obvious wayfinding cues.

Objectives

Design objectives for accessibility are:

- a) Ground surfaces should be stable, firm, and slip-resistant and have smooth transitions in level.
- b) Circulation routes and building entrances should be barrier-free and utilize contrasting materials, textures, and/or colours for visual guidance. Locate trees, poles, benches, utilities, and other streetscape elements outside of main circulation routes.
- c) Provide flat areas at building entrances, crosswalks, transit stops, and other waiting areas.
- d) Ensure all pedestrian spaces including sidewalks, walkways, crosswalks, and open spaces are linked in a continuous network and provide connections to buildings, parking, and transit, that are also wheelchair accessible.
- e) Public spaces and wayfinding signage should be well lit at night.
- f) Encourage universal design principles for new developments and redevelopment projects.
- g) Provide extensive snow clearing to maintain surfaces for pedestrians, cyclists, strollers, and wheelchairs throughout the winter.

Policy 3:

THAT the City of Regina shall consider barrier-free accessibility in the design of public spaces in Downtown Regina to promote accessibility for all users.

3.3 Streetscapes and Rights-of-Way

Introduction

The design of streetscapes is intended to enhance the Downtown experience and nurture a culture of walking. Streets are the primary component of the public realm and supplement the open space network by providing pedestrian and green amenities. Downtown streets also function as access routes to key services for rural Saskatchewan. Maintaining Downtown permeability through the conservation of street functions is important in this regard. Streetscapes strengthen precinct and heritage area identities and reinforce visual and physical connections across the Downtown and to adjacent neighbourhoods. Buildings play an important role in shaping the character of the street and the Public Realm Framework has been designed to reinforce this relationship.

Intent

The use of space within the public right-of-way should reflect the importance placed on its various users and modes of movement. The Regina Downtown Neighbourhood Plan seeks to shift the culture of vehicle use in the Downtown to one focused on active transportation – walking, cycling, and transit. As a consequence, space given to sidewalks and bike lanes must be generous and consistent throughout the Downtown, such that it creates a safe environment for active transportation, validates these users, and signals the importance of these forms of movement to drivers. To achieve this, space in the public right-of-way should be reallocated.

The Public Realm Framework, as it relates to streetscapes, seeks to rebalance the configuration of streets to provide for and emphasize the primacy of the pedestrian. To realize the desired character and function of Downtown streetscapes, it will be imperative to ensure that pedestrian movement and the importance of cycling inform decisions about lane widths. Inevitably, more urban lane width standards will be required. Also, particular consideration will need to be given to transit needs, such as the integration of bus stops on streets with bulb-outs or with on-street parking.

Policy 4:

THAT the City of Regina shall, over time, amend policies and standards to prioritize active transportation over vehicle use in the Downtown.

3.3.1 Heritage Streetscapes

Intent

Public realm elements should bring attention to and complement the Downtown's historic buildings and landscapes. This includes a distinct public realm treatment for the Heritage Heart, the area focused around Victoria Park and Victoria Avenue (from Albert Street to Broad Street), and its heritage streetscape shown in Map 2 where there is a significant number of contiguous heritage buildings and landscapes.

A special streetscape treatment should be designed for both the Heritage Heart as a distinct district and for stand-alone heritage buildings elsewhere in the Downtown, where it can be applied to the sidewalk immediately in front of these buildings (also see section 3.3.2).

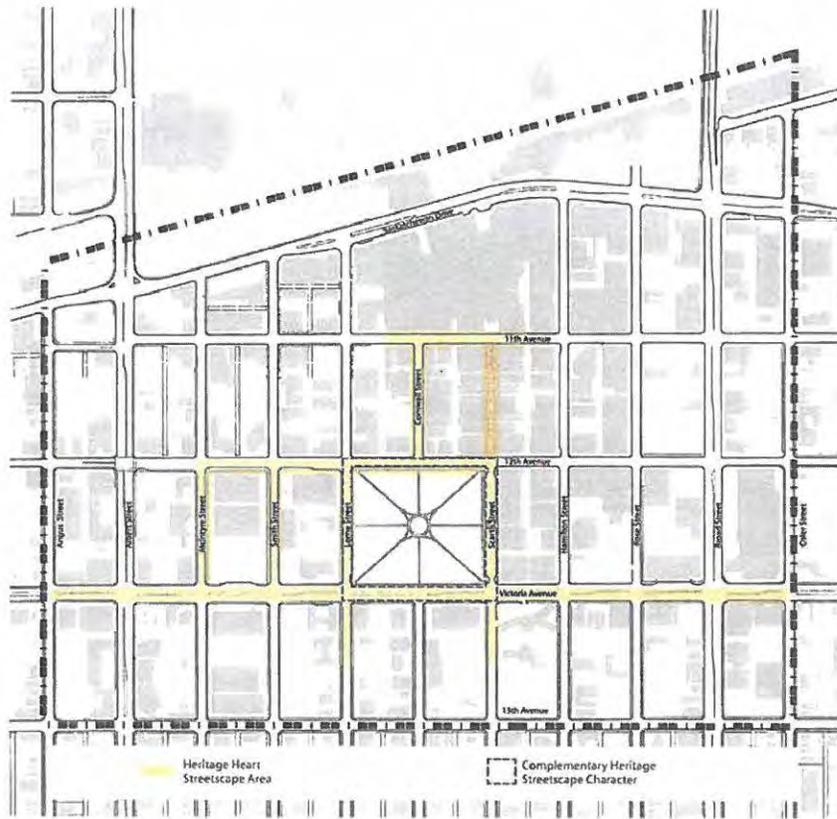
Objectives

Design objectives for heritage resources located along Heritage Streetscapes include:

- a) Contribute to the conservation of significant historic places and to the heritage character of the district.
- b) Create a high quality and consistent image for the Heritage Heart. This area corresponds to the core of the Downtown and the primary tourist area.
- c) Emphasize the visual prominence of heritage buildings, for example by spacing street trees further apart or locating them to emphasize special features such as entrances or architectural elements.
- d) Provide an enriched cultural environment by communicating historical information through interpretive signs and elements.
- e) Use hard vertical landscape elements such as bollards, lighting, and/or signage to define spaces such as the edge of the sidewalk in place of street trees where desirable.
- f) Emphasis should be placed on design measures that are winter friendly because vertical elements are visible and can be experienced in all seasons.
- g) Incorporate historical references into the design of hard landscape elements, for example the name of the building and its date of construction in the paving.
- h) Incorporate subtle variation in the streetscape treatment, for example by varying paving, materials, hard landscape elements, tree species, colour palette, and/or texture.

Policy 5:

THAT the City of Regina should ensure the visual prominence of heritage streetscapes and heritage buildings in Downtown Regina through the implementation of complementary public realm improvements and the application of design standards and controls in the zoning bylaw.



Map 2: Heritage Heart

3.3.2 General Streetscape Elements

Intent

A variety of elements – street trees, paving materials, street furnishings, signage, and others – combine with the buildings and uses that line the public realm to create a streetscape. The streetscape typologies direct how the right-of-way elements should be organized, depending on the function of the street and its role within the overall Downtown system. Direction is also provided for other right-of-way elements including: crosswalks, transit facilities, cycling facilities, and the relationship between buildings that line the street edge (particularly at street level) and the right-of-way itself.

Objectives

- a) As part of creating a great pedestrian realm and creating a green Downtown, trees should line all streets.
- b) As streets are renewed, sufficient space must be allocated within rights-of-way to accommodate tree growing conditions, including rooting medium, irrigation, aeration, space to grow, and access to light.
- c) Urban trees undergo high stress and tend to have shorter life spans, no matter how extensive their supporting conditions. The City of Regina should provide a high level of care and maintenance and, when necessary, replacement.
- d) Streetscape elements and materials should be of high quality, inclusive of paving, lighting, bollards, benches, waste receptacles, utility boxes, paving materials, tree grates, vending boxes, signage, wayfinding, and transit shelters, among others.
- e) These elements should be coordinated along streets to create a well-designed, cohesive, and legible public realm consistent throughout the Downtown.
- f) Streetscape elements should be used sparingly and consolidated where possible, in order to reduce clutter and create a clean, legible streetscape environment.
- g) Subtle variation in streetscape character should occur for special circumstances, such as for the Heritage Heart Streetscape Area (see Map 2).

Policy 6:

THAT the City of Regina shall standardize streetscape elements and typologies to ensure the Downtown maintains a healthy urban forest and consists of a well-designed, legible and consistent streetscape.

3.3.3 Streetscape Typologies

Intent

A hierarchy of streetscapes is proposed that distinguishes streets by unique characteristics. The hierarchy is intended to reinforce the original urban design functions with respect to land uses; level of pedestrian, cycling, and vehicular use; and their visual and physical connectivity to features, landmarks, and destinations.

The components that together comprise the Streetscape Typologies are:

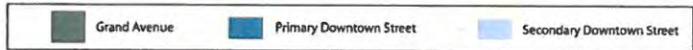
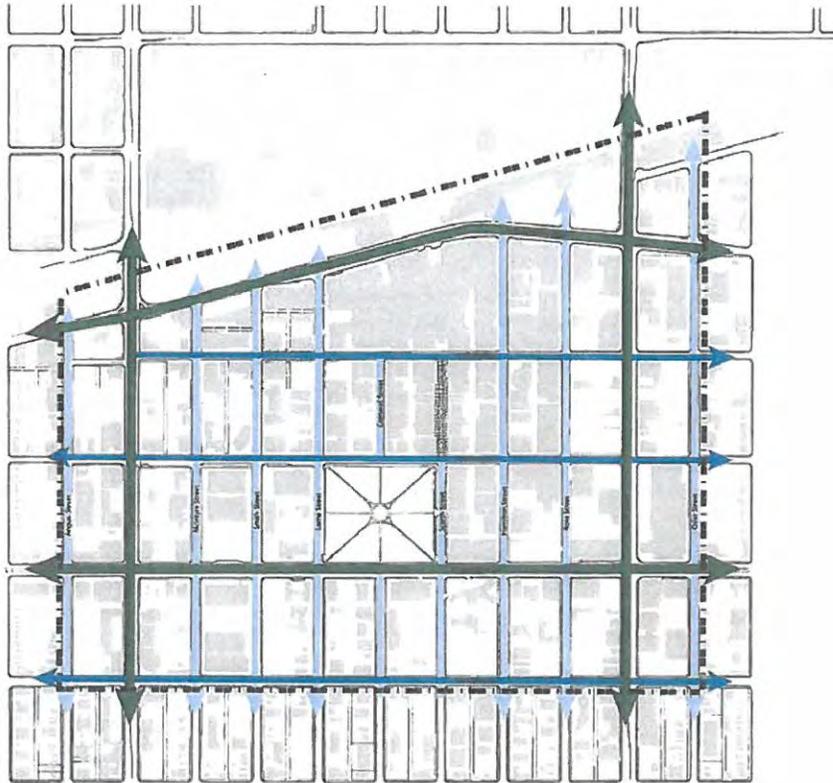
- Grand Avenues
- Primary Streets
- Secondary Streets
- Alternative Street Configurations

The Streetscape Typologies, as illustrated on Map 3, organize streets by type based on their current or planned character and function. The diagrams and descriptions in Appendix 2 represent prototypical conceptual design qualities for each streetscape type. They are not meant to illustrate particular Downtown locations; instead, they provide recommendations for the allocation of space and the look and feel of each typology.

As examples, the streetscape typologies demonstrate how the right-of-way could be allocated for various street types to be in keeping with the Vision. It is expected that these street sections will be refined, in the context of the development of alternative Downtown street standards. These streetscapes will require revised approaches to road maintenance and operational services.

Policy 7:

THAT the City of Regina shall recognize the following streetscape typologies for Downtown streets and develop new Downtown street standards based on them: Grand Avenues, Primary Streets, Secondary Streets, and Alternative Street Configurations.



Map 3: Streetscape Typologies

3.3.4 Crosswalks

Intent

Crosswalks serve two functions: the clear demarcation of a safe route for a pedestrian to cross and a traffic calming measure. Frequent crosswalks will help promote slower traffic speeds and cautious driving in the Downtown.

Objectives

All Downtown intersections should have crosswalks, with the following design objectives.

- a) When streets are renewed, surfaces such as stamped coloured asphalt may be incorporated as the new minimum crosswalk standard. Crosswalks should be as wide as the adjacent sidewalks or a minimum of 3 metres.
- b) Materials will need to be explored that are tolerant of snow plow equipment and extreme cold. Some testing may be required to find the most durable treatment.
- c) Crosswalks at special locations should incorporate higher quality treatments. These locations include:
 - i. The four primary Gateways (see section 3.5 and Map 6), which should have a unique treatment and wider crosswalk zone of a 6 metre minimum.
 - ii. Along Victoria Avenue, between Albert and Broad Streets, to enhance Victoria Avenue's civic presence.
 - iii. Around the City Square Project (see section 3.4.3.1) including at mid-block locations along the east and west sides.
 - iv. At all intersections near the Downtown transit mall (see section 3.3.5.1).
- d) The Grand Avenues should have sidewalk "bump-outs": widened sidewalk areas at intersections in place of on-street parking. This creates a more generous pedestrian zone and shortens the road crossing distance for pedestrians.
- e) Bollards should be incorporated into the design of bump-outs to delineate where the curb ends.
- f) Crosswalks should provide smoothly graded transitions including depressed curbs.
- g) Every intersection should have two ramps; one for each corresponding direction, rather than one ramp directed towards the centre of the intersection.

Policy 8:

THAT the City of Regina shall, over time, upgrade crosswalks to ensure barrier-free accessibility, pedestrian safety, clarity in the design of special areas, and to encourage walking as a form of active transportation in the downtown.

3.3.5 Transit Facilities

Intent

Reduced transit time and more reliable service will encourage more people to choose transit to visit, shop, and work in the Downtown. This section provides direction on encouraging transit use through increased customer convenience, comfort, safety, and operational efficiency. The system will become more legible by being more firmly ingrained into the overall Regina transportation system, through establishing a focused Downtown transit mall and improved transit shelters at all transit stops.

3.3.5.1 Transit Mall

Intent

The conversion of the east-west Primary Streets (Map 3) to two-way traffic enables consolidation of both directions of transit along one street, which facilitates a more intuitive system, including access and transfers. Eleventh Avenue could become the primary transit mall and exchange location, although further analysis is required to ascertain the ideal location for this activity (Map 4).

Transit infrastructure provides the opportunity to emphasize the primacy of the pedestrian realm, since all transit users are pedestrians at the beginning and end of their trips. Access to and the quality of transit infrastructure should take precedence over the private automobile.

Objectives

Design objectives for the transit mall include:

- a) High quality transit shelters, of generous proportion (continuous canopy or multiple individual shelters).
- b) Locate shelters to maximize circulation space for sidewalk users, while providing sufficient space for embarking and disembarking transit users. On 11th Avenue, for example, since space is constrained, this may mean innovative shelter design (cantilevered from buildings, single pole, etc.).
- c) Partner with adjacent buildings to create highly visible, glass enclosed, heated indoor transit waiting areas. They should be large enough for seating, standing, circulation, information display, and ticket vending (minimum 2.5 metres from glass to back wall).
- d) Decorative crosswalks at all intersections to facilitate pedestrian movement.
- e) Highly visible bus lanes. Distinct paving, painting, and/or labelling for several years will help establish the priority of transit and a distinct identity.
- f) A signage and wayfinding system that identifies schedule and routing information for each transit stop or platform. Signs should be large enough to be visible within the proposed transit mall.

3.3.5.2 Transit Shelters

Intent

Transit shelters are significant elements in the public realm and an opportunity to help support Downtown's unique identity. Enhanced transit shelters will be strategically introduced into the Downtown, beginning with key locations such as the new transit mall.

Objectives

Design objectives for transit shelter areas include:

- a) Create paved, barrier-free access to the shelter and transit vehicle.
- b) Provide well-designed, durable transit shelters of high-quality materials that include:
 - i. An overhead canopy that provides shelter from precipitation and sunlight.
 - ii. Highly transparent sides. Advertising should be permitted only on the side facing away from the direction of traffic.
 - iii. Seating.
 - iv. Standing room for additional persons.
 - v. The name of the transit stop or adjacent street.
 - vi. A route map and information on frequency and other service information.
 - vii. Heating.
 - viii. Night lighting.
 - ix. Adaptability to changing technologies such as display of real-time service, plug in or wireless network connections, and other media.
 - x. Maximize pedestrian circulation and waiting space, particularly where sidewalks are narrow.
- c) Provide a nearby cluster of newspaper boxes, vending machines, and waste receptacles.

Policy 9:

THAT the City of Regina should consider developing a permanent, legible, and convenient transit mall in Downtown Regina and invest in innovative and well-designed transit shelters throughout the Downtown.

3.3.6 Bicycle Infrastructure

Intent

Places that thrive because people choose to move around on bikes do so as a result of a concerted strategy designed to create a cycling culture over time.

Facilitating safe and convenient cycling as a form of Downtown transportation is a key objective of the Public Realm Framework. New cycling infrastructure will need to be developed to clearly articulate the importance cycling will play to the future of the city.

3.3.6.1 Bike Lanes

Intent

Bike lanes are recommended for almost all Downtown street typologies with the exception of roadways recommended for transit lanes and Victoria Avenue because of its intended ceremonial function.

Objectives

Design objectives for bike lanes are:

- a) Bike lanes should be highly visible including bright paint on the road surface with clear lane markings, and overhead or street-side signs.
- b) Lane widths should be generous, particularly along the arterial roads, in order to create a sense of security for cyclists.
- c) Bike Boxes are recommended at intersections. These are areas where cyclists, at a red light, can advance ahead of stopped vehicles while waiting for the light to turn green. Cyclists are therefore more visible to vehicles and are prioritized as a road user. In the fullness of time, when streets are renewed, Bike Boxes should become coloured asphalt.

3.3.6.2 Bike Parking

Intent

Additional bike parking facilities should be provided throughout the Downtown, in a variety of configurations.

Objectives

Design objectives for bike parking are:

- a) Bike parking quantity should be based on the importance of the destination. Cornwall Centre and Victoria Park should have significant bike parking available in close proximity. Major office buildings should also have lots of bike parking in proximity.
- b) Bike parking should not be located in pedestrian travel zones or gathering areas. Along streets, bike racks should be located at regular intervals in line with other street furniture and street trees. Bike racks should not be located in immediate proximity to street corners and transit stops.

- c) Individual bike racks are appropriate along all streets and should be provided along retail frontages at a frequency similar to vehicle parking.
- d) Enclosed bike lockers should only be located where there is sufficient space, generally in plazas, forecourts, and parking garages. They should generally not be located along streets. Ensure they are sited where they do not obstruct sight lines, but where they can be clearly observed from surrounding streets and spaces.

3.3.6.3 Cyclist Facilities for New Development

Intent

Major new Downtown developments should provide facilities for cyclists. All new parking garages should provide dedicated bicycle parking at or near the main entrance. Existing garages should be encouraged to add bike parking.

Objectives

Design objectives for cyclist facilities for new development are:

- a) For residential buildings, secure bike parking should be provided at a rate of one bike parking space for every unit.
- b) For employment uses, secure bike parking should be provided at a rate of one bike parking space to every 500 square metres of floor space. Additionally, they should provide showers and change facilities.

Policy 10:

THAT the City of Regina should incorporate cycling lanes, bike boxes, and bike parking facilities in all infrastructure upgrades and require bicycle parking and amenities in new downtown developments through the development review process.

3.3.7 Public Street/Building Interface

Intent

There are a variety of typologies for the interface of public streets with buildings that should occur in the Downtown. They are distinguished by the desired character of the right-of-way as well as by the adjacent use. It is important to appreciate the link between the public right-of-way and adjacent buildings. A strong public realm cannot be achieved without correspondingly quality private development. Conversely, without a legible and carefully designed public realm, the benefits of well-designed buildings may be squandered. This section provides direction for a variety of common building-to-public right-of-way interfaces.

3.3.7.1 Typical Interface

Objectives

Design objectives for typical street/building interfaces are:

- a) A continuous sidewalk treatment generally should extend from the curb to the building edge and building access should be provided at street level (Figure 3.1).
- b) Buildings should be located to define a consistent edge to the public realm.
- c) In most cases the building will be located at the front property line, while in the case of the Grand Avenues, buildings will be set back to a build-to line to create a wider pedestrian environment (Figure 3.2 and see Map 3).

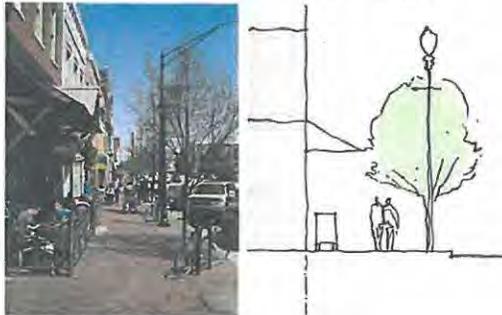


Figure 3.1

Typical interface along Primary and Secondary Streets with continuous sidewalk to building edge at property line.

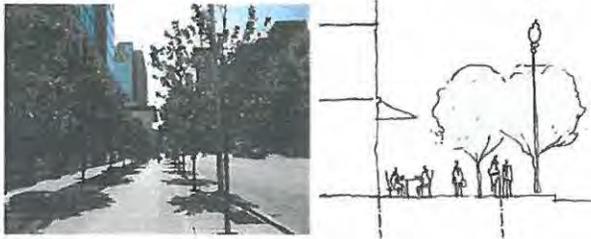


Figure 3.2
 Typical interface along Grand Avenues. Building is set back from edge of right of way creating a more spacious sidewalk and public realm zone. In this example, the second row of street trees is privately owned and maintained, but publicly accessible.

3.3.7.2 Individual Residential Units Interface Objectives

Design objectives for residential unit interfaces are:

- a) Individually accessed units are appropriate on most Downtown streets.
- b) Residential buildings should have a modest setback to accommodate a semi-private zone for steps, front landscaping, and a stoop/entrance (Figure 3.3).
- c) These elements should be designed to have an urban character with durable materials.



Figure 3.3
 Interface along individual residential units. Individually accessed units face the street. Modest setback includes a small grade change (steps up), portico treatment, and landscape treatment.

3.3.7.3 Institutional Interface

Objectives

Design objectives for institutional interfaces are:

- a) Where there are existing institutional buildings set back from the street (for example, churches), or where significant new buildings are proposed (for example, a major public art gallery), a forecourt treatment should frame the building while providing a public amenity (Figure 3.4).
- b) The forecourt design should reinforce the street edge:
 - i. Provide landscaping that reinforces architectural features including bays in the façade. Landscaping should emphasize entrances and allow clear views of all accessible areas.
 - ii. Provide public amenities such as seating, a gathering area, art, and/or street furniture.



Figure 3.4

Interface along institutional buildings. This library sets back a part of the building mass to create a seating/amenity area and a forecourt entrance.

Policy 11:

THAT the City of Regina shall, through Zoning Bylaw No. 9250, establish development standards for frontage conditions, build-to lines and ranges, and street wall heights to ensure appropriate street and building interfaces in Downtown Regina.

3.4 Open Spaces

Introduction

Downtown Regina is organized around its key open space: Victoria Park. This is the focal point of the Downtown and the anchor of the public space network. It is complemented by the City Square, the F. W. Hill Mall, which provides a direct linkage between the Cornwall Centre and Victoria Park. Both pedestrian-oriented spaces are destinations in their own right. Another key open space is Queen Elizabeth II Court, City Hall's forecourt. These four spaces provide for a wide range of open space needs and amenities for current and future users.

It is imperative to note the proximity of Downtown Regina to Wascana Centre, a key Regina green space amenity that provides a diversity of parks ranging from wetlands to active areas for sports, picnicking, and entertainment. Only several blocks from the Downtown and already serving as a key area for lunchtime recreation, Wascana Centre will play an important role in the future as a public "backyard" for residents living in new urban residential neighbourhoods.

3.4.1 Open Space Types

Intent

Downtown will benefit from the introduction of a variety of new open space types to create a complete open space network. High-quality pocket parks are proposed to complement adjacent land uses, provide foci for precincts, add amenities for an increasing Downtown population living at higher densities, and serve as catalysts for Downtown revitalization. They are supplemented by a variety of other public amenities such as mid-block linkages and a public transit mall.

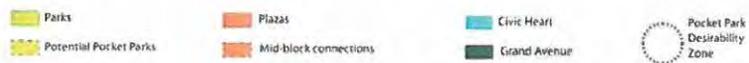
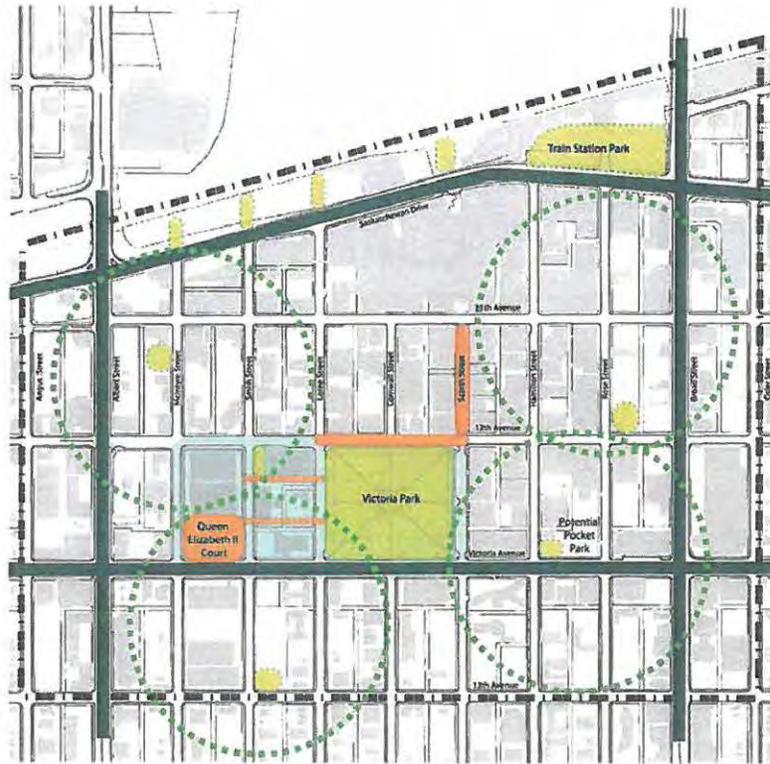
Objectives

Design objectives for open spaces are:

- a) These new open spaces should be implemented strategically.
- b) They may be constructed up front as catalysts or incentives to development or in conjunction with major new redevelopment projects.
- c) Public parks may be complemented by privately owned but publicly accessible open spaces, such as building courtyards or forecourts.

Policy 12:

THAT the City of Regina shall recognize the following open space types for Downtown Regina: Civic Heart Type, Plaza Type, Pocket Park Type, and Mid-block Connections and Linkages Type.



Map 4: Open Spaces

Open Space Types, illustrated on Map 5, are:

- Civic Heart Type (section 3.4.2)
- Plaza Type (section 3.4.3)
- Pocket Park Type (section 3.4.4)
- Mid-block Connections and Linkages Type (section 3.4.5)

The diagrams and descriptions on the following pages represent prototypical conceptual design qualities for each open space type. Some are site specific while others are conceptual in nature.

3.4.2 Civic Heart Type

Intent

The Civic Heart has a concentration of civic uses and destinations. The public realm treatments of streetscapes and open spaces in this area should be of high quality and create a seamless pedestrian environment.

Demonstration sites provide an opportunity to consider, in a specific geographic area of the city, what change might look like in the future if it is in keeping with the Vision and Principles. Both City Hall and the Central Library are key anchors in the Civic Heart. They are public destinations that need improvement in order to fit with the Downtown Vision. As such, this area was chosen for a key demonstration site. The following comprehensive planning approach takes advantage of their proximity to one another and to Victoria Park to create a clear and distinct public and civic focal point in the city.

Together, the City Hall Block and Library Block should become a civic cluster with a unique local identity. Generally, the revitalization of these sites will create:

- a) New programmable spaces for festivals, performances, and artistic displays;
- b) increased street animation and vibrancy; and,
- c) a tremendous opportunity to develop examples of sustainable building technology and to practice good urban design.

3.4.2.1 City Hall Block

Objectives

Design objectives for the City Hall Block (bounded by 12th Avenue, Smith Street, Victoria Avenue, and McIntyre Street) are:

- a) City Hall block should include a refreshed Queen Elizabeth II Court which becomes a primary gathering space for all Reginaans, hosting official ceremonies, concerts, and new cultural events.
- b) The mature trees should be maintained and pruned to ensure visual and physical access to the Plaza, while providing visual interest and shade for users.
- c) The City Hall cafeteria should be moved to the front of the building, such that it could be enhanced by an adjacent outdoor terrace on the Plaza and outdoor vending services that spill pedestrian activity back onto the streets.
- d) The plaza could also include a splash pad for children, an all-season water feature, comfortable outdoor seating and shelter areas, and permanent public art. These local neighbourhood scale amenities would ensure the plaza is animated at all times, becoming a true civic focal point in the heart of the Downtown.
- e) On the north half of the block, storefront street level uses should face the street. To achieve this, a 3- to 4-storey podium could be built to the street edge which would add significant new space for a possible City Hall expansion, new community services, office space, or residential uses.
- f) The podium should have a highly transparent façade appropriate to a public building, with elements showcasing sustainable building technology such as moving sun shades and green roofs.

- g) The east side of the podium could also include an entrance that is designed and aligned specifically to connect with the mid-block connection through the Library Block (see section 3.4.5 and Figure 3.5).

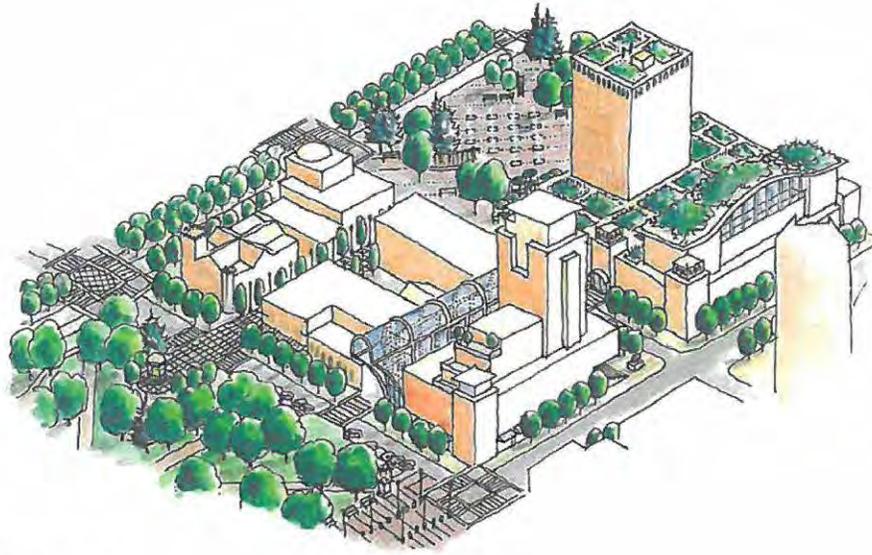


Figure 3.5
Potential City Hall Block

3.4.2.2 Library Block

Objectives

Design objectives for the Library Block (bounded by 12th Avenue, Lorne Street, Victoria Avenue, and Smith Street) are:

- a) The Library Block could respond to the popularity of the mid-block connection from Smith Street to Lorne Street with a transparent and enclosed galleria that could also become the primary entrance to the Central Library and Dunlop Art Gallery (see section 3.4.5).
- b) In addition to being a redesigned entry point, the galleria could include other activities that keep the space animated during most hours of the day with services such as small variety shops or other vendors that might cater specifically to on-site residents.
- c) The option to simply improve the landscaping treatment of this mid-block connection, which emphasizes a pedestrian priority area, is also desirable. A covered, mid-block connection, however, would be a welcome reprieve from cold weather for pedestrians crossing the Downtown during winter months.
- d) The Library Park should be maintained and enhanced with a building facade treatment that becomes a new and animated entrance and seating/reading space.
- e) This space should rotate from an indoor space in the winter to a shaded outdoor space in the warmer months. This space could also be a programmable space exclusive to the Dunlop Art Gallery, adding interest and cultural vibrancy to this side of the block. (Figures 3.6 and 3.7).



Existing Condition



Summer Condition



Winter Condition

Figure 3.6

Library Park

In the warmer months, Library Park becomes a welcoming reading nook where library patrons will be well-sheltered by the shade of the existing trees and accompanied by permanent and dynamic art pieces of the Dunlop Art Gallery.

3.4.2.3 Programming the Civic Heart

Intent

Currently, given its relatively small residential population, Downtown Regina is most successful when its public realm spaces are programmed. Regular events in the F.W. Hill Mall and City Square take advantage of the Downtown's huge daytime office population, packing these spaces with people for a variety of performances and celebrations. The Regina Farmers' Market and events such as the Folk Festival are city-wide magnets that draw residents Downtown to Victoria Park.

Objectives

Objectives for programming the Civic Heart are:

- a) Regular programming will continue to be an important approach to animating public realm spaces in the short term. City staff and budget resources allocations should be focused in order to ensure Civic Heart open spaces are well programmed. In fact, it has been demonstrated that regular programming is a bigger priority than the final fit and finish of an open space. Programming will be particularly important during the Plan's first five to ten years. It will establish these spaces as the cultural heart of the Downtown and will ensure they are animated, until a significant residential population begins to do this naturally.
- b) Partnering with volunteer groups, businesses, and arts organizations is an effective way to extend resources and offer more and a greater variety of programming. It will continue to be imperative to draw upon existing resources that already play an essential role in Downtown programming, such as Knox Metropolitan United Church and the Central Library.
- c) As the Downtown residential population increases, the role of programming will become less important as a strategy for public realm space animation (see Figure 3.7).

Policy 13:

THAT the City of Regina should consider and encourage investments in the public realm of the Civic Heart, including the City Hall Block and Library Block, and events programming of these spaces as well as City Square, F.W. Hill Mall and Victoria Park.

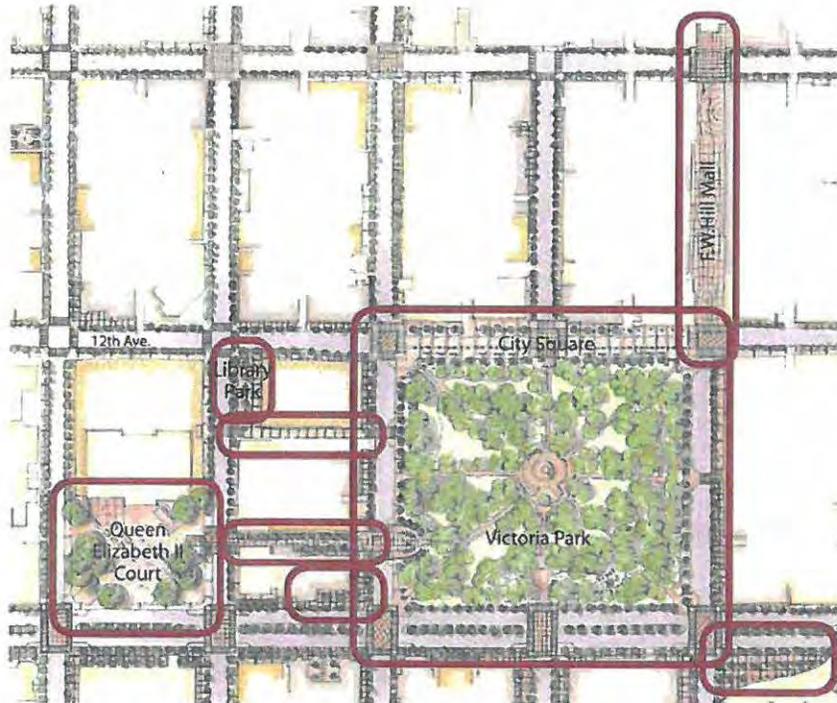


Figure 3.7

Locations for Civic Heart programming. A variety of public realm spaces, and combinations of spaces, around the Civic Heart can accommodate a wide range of programming.

3.4.3 Plaza Type

Intent

Plazas are hard surface spaces often associated with civic or commercial functions. They vary in size and shape based on their location, adjacent uses, and purpose. An important component of plazas is often an open, flexible, hard surface area that can host a variety of public activities including large gatherings, performances, and outdoor cafes. Other amenities include seating, landscaping, and public art.

Plazas do not have to be large spaces; they should be furnished with the highest quality materials and elements. Storefront street, or civic/institutional are the primary uses adjacent to plazas where buildings front directly onto them. Plazas should be designed and programmed with a greater emphasis on the daily activities appropriate to their location; for example, lunchtime seating for

surrounding offices. In Downtown Regina, key plazas include City Square, Queen Elizabeth II Court, and F.W. Hill Mall.

3.4.3.1 City Square

Intent

Today, Victoria Park functions well as a gentle urban oasis, used on occasion for special events. It is a green space surrounded by roads on four sides. The Regina Downtown Neighbourhood Plan conceived of the City Square as a public realm space that extends to the building facades that surround it. It means the building edges and the activities they contain are part of the plaza. The goal was to transform the perception and use of the public realm space, including Victoria Park, into a public square—the City Square.

In order to kick-start Downtown change and build momentum for the Plan, a specific, identifiable, and memorable project was chosen to be undertaken immediately, even before the Plan was finished. The City Square Project was chosen based on public consultation, when the notion of Victoria Park as the heart of the Downtown emerged.

The City Square Project involved transforming a portion of 12th Avenue adjacent to Victoria Park into an urban, public square that includes the width of the street and both sidewalks, from park edge to the building faces on the north side, from Lorne Street to Scarth Street. A new space for the programming of events and festivals has been introduced in the Downtown. The street was re-graded to enhance pedestrian activity, new paving materials were introduced, and the square has its own identity - an identity that makes it welcoming to all Reginans. Lighting elements, art, and new street furnishings have been integrated into the design to contribute to this uniqueness.

The City Square Project, with hard surfaces on its edges, will have the capacity to host an unlimited number of events, particularly the high-impact events that have been limited due to concerns over the health of the park's grass and trees.

Objectives

Objectives for the City Square Project are:

- a) Event programming will establish the public square as the place for artists, markets, festivals, performances, buskers, and all sorts of formal and informal gathering. This is part of an incremental strategy to animate the Downtown. In the future, a greater Downtown residential population will do this naturally, particularly once the City Square is firmly established in the heart of the Downtown.
- b) The City Square Project has been designed to be flexible and accommodate a range of programming. Depending on the nature and formality of the event and its size, it can take place in the park, on the sidewalks, carry over into F.W. Hill Mall, and even into Queen Elizabeth II Court.
- c) Linkages to the City Square are important. Most importantly this includes the interface between the park and the broader square, which must be visually and physically accessible.
- d) Great edges will promote the everyday use and animation of the heart of the city. Sidewalk patios, benches, public art, and other attractions are located around the edges.

- e) The Central Library is recognized as a key urban amenity - its redevelopment presents a unique opportunity to create a clear connection between the new public square and a key public destination.
- f) Implementation should involve collaboration with land owners and the Regina Downtown Business Improvement District to encourage the clustering of the kinds of uses that will best celebrate the park edges and add to the public amenity of the City Square Project (see Figure 3.7)

3.4.3.2 Queen Elizabeth II Court

Intent

Currently the plaza in front of City Hall is not as well used as it could be, due in part to the lack of active uses around it and its design – which can be characterized as a primarily visual landscape. Queen Elizabeth II Court should be transformed into an active amenity that functions as the main formal civic gathering space for the entire city, as well as a local amenity for the Downtown and surrounding neighbourhoods (Figures 3.8A and 3.8B).

Objectives

Design objectives for Queen Elizabeth II court are:

- a) Provide transparency and interaction of street level active uses, such as the City Hall cafeteria which can have an outdoor patio on the Plaza and extend city departments and programs.
- b) Provide outdoor programming and vending, if viable.
- c) Introduce the ability to host large gatherings for speeches, ceremonies, and performances - open areas and decorative paving, space for a temporary stage, infrastructure for electrical connection, lighting, sound, and so on.
- d) Include prominent public art.
- e) Ensure winter interest and animation, such as a convertible summer/winter water feature.
- f) Maintain mature vegetation wherever possible, but pruned to ensure clear sight lines throughout the plaza.
- g) Provide a map of the Downtown with amenities, attractions, and destinations identified.
- h) Include information posting for current events, public meetings, community notices, bills, and so on.
- i) Introduce amenities for day-to-day use and local amenity, such as splash pads or interactive water features, a sheltered area such as a gazebo or trellis, and seating.



Figure 3.8A, 3.8B

Queen Elizabeth II Court

An outdoor terrace to service the City Hall cafeteria brings life back to the streets during the day. This space is complemented by a permanent sculpture and a transparent at-grade façade with at-grade uses such as offices for community groups or retail.

3.4.3.3 F. W. Hill Mall

Intent

F.W. Hill Mall exhibits qualities of good public spaces including pedestrian amenity, public art, storefront street level uses, and programming. Maintaining its current character and function is important for the Downtown as other public realm enhancements are undertaken. In the future, however, consideration should be given to allowing vehicular traffic through the mall, as a way to add much needed vibrancy and accessibility. Also, this area will benefit from its direct connection with City Square and Victoria Park by hosting components of the same programming and events.

Policy 14:

THAT the City of Regina should consider and encourage investments in downtown plazas, including City Square, Queen Elizabeth II Court, and F.W. Hill Mall.

3.4.4 Pocket Park Type

Intent

Pocket Parks are intended to provide small, intimate, yet high quality open spaces for an immediate neighbourhood or catchment area. They should generally be smaller than 1,000 square metres. Their design and amenities should vary based on surrounding uses and their immediate built edges.

Objectives

Design objectives for Pocket Parks are:

- a) Include a patio seating area, particularly if there is a restaurant adjacent.
- b) Include children's play structures, particularly in residential areas, near day-cares, or near institutional uses (e.g. near the YMCA).
- c) Introduce public art (e.g. near the Dunlop Art Gallery).
- d) Ensure a healthy and abundant tree canopy is maintained or introduced.
- e) Provide seating, a shade structure, a short walking path, decorative planting, a water feature, and/or other amenities.

Downtown has been divided into four general quadrants, within which it is desirable to locate a Pocket Park. The location of the park can be flexible and should be negotiated in conjunction with a quadrant's gradual intensification. The specific locations shown on Map 5 are conceptual.

3.4.4.1 Pocket Parks North of Saskatchewan Drive

Intent

The City of Regina should ensure that the termini of the north-south streets north of Saskatchewan Drive are, whenever redevelopment occurs, maintained in public ownership or easement to protect for the long-term re-connection of these streets to the Warehouse District. These street end locations would make excellent temporary Pocket Parks, serving new residential buildings along Saskatchewan Drive. A Pocket Park location along the Scarth Street axis would also be beneficial, coinciding with this street's important role and function in creating future linkages to the north (see section 3.4.5.2).

3.4.4.2 Train Station Park

Intent

A public desire to reinstate the former open space in front of the train station has emerged. Design possibilities for this park are numerous and may include references to the former open space at this location. A partnership with Casino Regina will be required. The park will need to accommodate program needs of the Casino including circulation, drop-off, parking, among others. The park design should ensure that sight lines to the historic train station from Rose Street are preserved. This park has the potential to create a great Gateway to Downtown (see section 3.5.2 and Map 6) at or near the corner of Saskatchewan Drive and Broad Street and to serve as destination amenity for local residents and employees. A new, pedestrian-oriented frontage should be created on Broad Street, through landscaping and/or built form (Figures 3.9A and 3.9B).



Figure 3.9A and 3.9B

The design of Train Station Park (historically named Stanley Park) should help create a neighbourhood focus for the Grand Avenues, contribute to the Primary Gateway to Downtown, and accommodate complex functional needs.

Policy 15:

THAT the City of Regina should consider and encourage investments in Pocket Parks in Downtown Regina. Areas of focus include the termini of the north-south streets north of Saskatchewan Drive.

3.4.5 Mid-block Connections and Linkages Type

Intent

In order to further pedestrianism in the Downtown, it is important that desirable pedestrian routes are sustained and enhanced and that opportunities to introduce key new pedestrian routes are capitalized upon. In general, pedestrians should be encouraged to walk along public streets where there are well-designed buildings, storefront street level uses, cyclists, motor vehicles, and most importantly other people. Streets are where pedestrian energy should be directed.

This section provides direction on enhancing existing or establishing new mid-block connections and improving or adding new linkages between the Downtown and its neighbouring areas to the north.

3.4.5.1 Mid-block Connections

Intent

Opportunities to increase the Downtown's pedestrian permeability should be provided wherever desirable through mid-block connections. Areas of highest density, public activity, and traditionally long block sizes (approximately 150 feet) are the most appropriate locations for mid-block connections. Two key mid-block connections have been identified which enhance the connectivity between uses in the Civic Heart, connecting Victoria Park to City Hall (see section 3.4.2 and Map 5).

Given the fine scale and frequent spacing of the Downtown's street grid, mid-block connections are generally not warranted or desired. They should only be considered when there is good reason, such as significant population infill or intensity of use, or where they will add to the pedestrian environment and not negatively impact active streetscapes.

Two mid-block connections are proposed within the Civic Heart, between Victoria Park and City Hall. These are to reinforce the key public spaces and uses in the heart of the Downtown. Both should be designed such that they have functions beyond a mid-block connection for pedestrians. In the case of the linkage north of Knox Metropolitan Church, this is as a public lane. In the case of the linkage north of the Central Library, it might be as a library/gallery galleria and/or a lobby entrance.

Objectives

Design objectives for mid-block connections are:

- a) Mid-block connections should be designed with the same built form relationships as all other public spaces, including storefront street level uses and building transparency facing onto them.
- b) Ensure sight lines are good, preferably with the ability to see the entrance and exit of the linkage at the same time. Avoid hidden or dead areas and blank façades.
- c) Ensure landscaping is high (trees) or low (ground covers) to permit clear views.
- d) Provide clear wayfinding and signage, including highly visible building entrances.
- e) Provide continuous and seamless connections to surrounding streets and spaces.
- f) Ensure the design incorporates fire safety features.

3.4.5.2 Improved Linkages to the North

Intent

In the short term, linkages between the Downtown and the north must be made by the Albert Street and Broad Street railway underpasses. Currently, they are spaces designed primarily for motor vehicles and are perceived as unsafe for pedestrians and cyclists. While the underpasses should continue to function as linkages for vehicular traffic, their physical and visual environments should be improved for increased pedestrian and cycling comfort and safety.

Objectives

Design objectives for the underpasses include:

- a) Provide dedicated cycling lanes clearly separated from motor vehicle lanes by painted markings, and possibly a physical separation (grade separation and/or barrier).
- b) Provide wide, decoratively paved pedestrian sidewalks, physically separated from the roadway. Ensure they are well lit at night with no hidden areas.
- c) Provide a decorative or artistic treatment to the walls, abutments, and overpass, coordinated as part of the Gateway Treatment to the Downtown. Artwork in the CPR right-of-way needs to be co-ordinated with the CPR.
- d) Ensure sidewalks leading to the underpasses are landscaped consistent with the Downtown streetscape typology objectives, in order to create a continuous pedestrian experience on both sides of the underpasses.

3.4.5.3 Linkage to Mosaic Stadium and Evraz Place

Intent

Saskatchewan Drive has a wide right-of-way west of Albert Street that can be utilized as a pedestrian promenade forming a Downtown connection to Mosaic Stadium and Evraz Place. This route should include a double-wide sidewalk in the Albert Street underpass and continue along North Railway Street, or beside the railway line, as a pedestrian promenade (Figure 3.10).

Objectives

Linkages design features should include:

- a) A double or triple row of trees.
- b) Pedestrian crosswalks across all road and driveway crossings.
- c) Street furniture including lighting, seating, and directional signage.

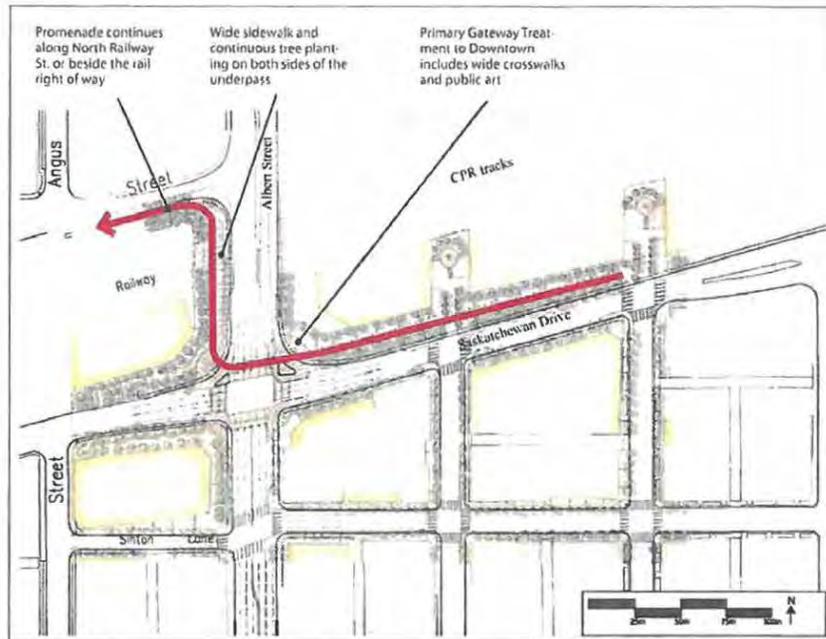


Figure 3.10
 Conceptual conditions for an improved connection to the north overlaid on the existing street configuration.

Policy 16:

THAT the City of Regina should consider and encourage investments in mid-block connections in specific locations in Downtown Regina, enhance the conditions of the underpasses, and create better connections to Mosaic Stadium and Evraz Place.

3.5 Visual Prominence

Introduction

Sites that are visually prominent have a greater impact on Downtown's image and character. Enhanced design should create memorable landmarks, orient pedestrians, and strengthen civic pride. The public realm and built form at these locations have a greater civic responsibility to provide the highest possible design, materials, and amenities (Map 6). Public realm and built form design should be coordinated at these locations.

3.5.1 Visual Prominence Types

Intent

Visual prominence Downtown can be created by a combination of well designed gateways, street views, and landmarks. Key Downtown intersections, junctions, existing landmarks, and street views have been strategically identified as parts of a co-ordinated set of opportunity sites where visual prominence should be created.

Objectives

Visual prominence types should:

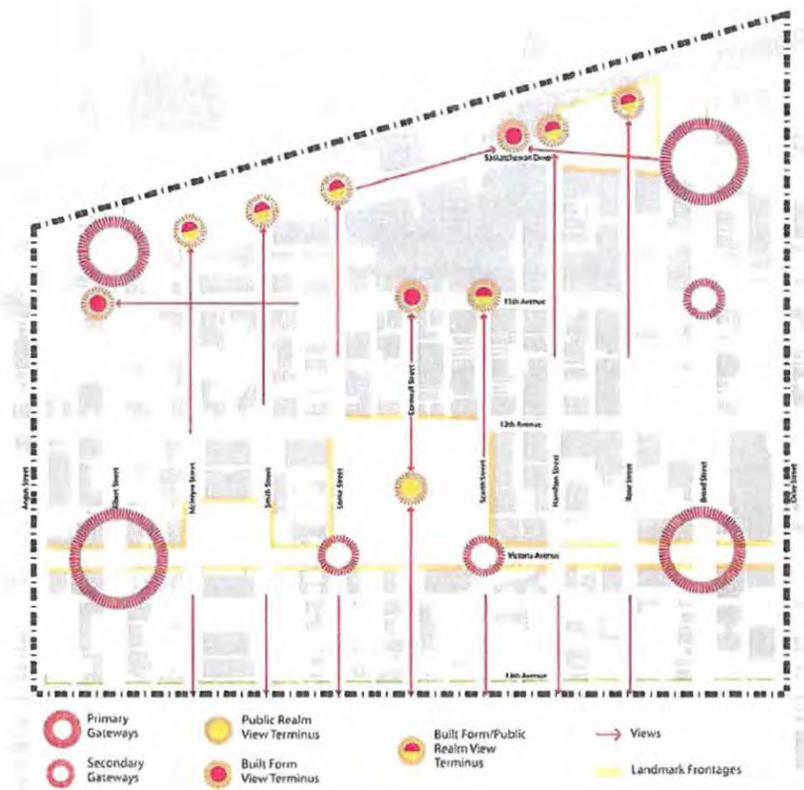
- a) Be co-ordinated in their design elements throughout Downtown;
- b) incorporate public art and interesting design features that create identity of place and a sense of direction Downtown; and,
- c) complement their surrounding context by relating to design elements found in adjacent and nearby buildings and/or public art, and to significance of place.

Visual prominence types include:

- Gateway Type (section 3.5.2)
- View Type (section 3.5.3)
- Landmark Frontages Type (section 3.5.4)

Policy 17:

THAT the City of Regina shall recognize the following visual prominence types for Downtown Regina: Gateway Type, View Type, and Landmark Frontages Type.



Map 6

Visual Prominence. This map shows key Downtown Gateways, important views, and Landmark Frontages. The diagrams and descriptions on the following pages represent prototypical conceptual design features for each. Some are site specific while others are conceptual in nature.

3.5.2 Gateway Type

Intent

Gateways are locations where a significant number of people enter and exit the Downtown. Gateways occur at a variety of scales including to the Downtown as a whole, to precincts, to specific streets, or to open spaces. Only primary and secondary gateways to the Downtown as a whole are shown on the visual prominence map (Map 6). Clearly defining gateway locations helps to enhance orientation, lends to a sense of place, and can generate civic pride. These locations provide key opportunities where coordinating the design of landscapes, signage, public art, and buildings can create a sense of entrance and orientation. The expression of a gateway can take on many forms (Figures 3.11 and 3.12).

Objectives – Primary Gateways

There are four Primary Gateways for the Downtown, located at the intersections of the Grand Avenues. Their gateway character will result primarily from coordinated streetscapes, public art, and built form. These locations have good potential for new buildings designed to create a gateway character.

Design objectives for public realm design at Primary Gateways include:

- a) Provide broad, distinctively paved crosswalks across the road surface. This is important visually and creates safer and more comfortable pedestrian crossings at these high traffic intersections.
- b) Coordinate the colour and material palette among all public realm elements (crosswalks, sidewalks, benches, lighting, etc.) and the buildings' materials.
- c) Provide distinctive vertical elements at or near the intersection, such as unique lighting, signage, columns, or tree planting.
- d) Provide public art. This can include freestanding sculpture, art treatments integrated with building design (such as a marquee or frieze), or alternative treatments (such as lighting or installation pieces).
- e) Provide a modestly larger public realm area at the intersection through subtle building sculpting and/or setback.

Bonusing provisions should allow for reductions in setback requirements at Primary Gateways, in keeping with the intent of the overall public realm vision.

Objectives – Secondary Gateways

There are two Secondary Gateways to the Downtown along Victoria Avenue on either side of Victoria Park, at Scarth and Lorne Streets. Buildings at these intersections are of landmark quality, though not in the same style. The Broad Street at 11th Avenue Secondary Gateway is an important link between the Downtown and the Heritage neighbourhood to the east.

The design objectives for public realm design at Secondary Gateways include:

- a) Enhancement through a coordinated public realm.
- b) Similar design treatments to Primary Gateways but smaller in scale and extent.

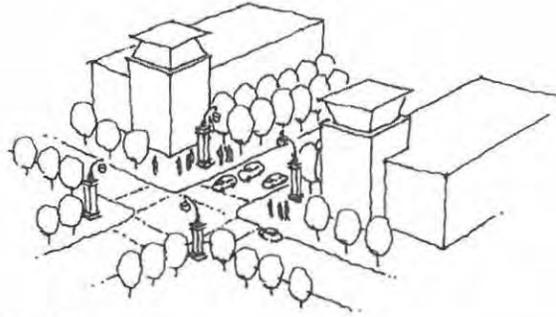


Figure 3.11

This example exhibits Gateway elements including crosswalks, distinctive vertical elements (decorative lighting), double row of street trees, and coordinated built form massing (corner treatment).



Figure 3.12

Artist's concept of Gateway treatment at Broad Street and Victoria Avenue: buildings at corners at angle with main entrances, public art, and crosswalks.

Policy 18:

THAT the City of Regina consider and encourage investments in Primary and Secondary Gateways in Downtown Regina through the application of design guidelines and controls in the zoning bylaw.

3.5.3 View Type

Intent

Views include both View Corridors and View Termini. View Corridors are long, straight streets in the Downtown and the surrounding neighbourhoods where views terminate. For example, Cornwall Street provides views to Victoria Park and Smith Street provides a view south to the Saskatchewan Legislative Building. View Corridors should be preserved and enhanced.

View Termini are features that terminate View Corridors. Appropriate public realm View Termini include parks or public art. Appropriate built form View Termini are buildings that respond with a deliberate, enhanced design response, such as a Tower, portico, or the like.

Where Regina's street grid is interrupted, a View Terminus is created. Public realm and built form elements at these locations are visible from a long distance, and must be of high visual quality. Victoria Park is the Downtown's most important View Terminus, terminating the views north and south along Cornwall Street. Future changes to Victoria Park should enhance the terminus including the view to the Cenotaph and the landscape treatment in the park. Views out of the Downtown include all streets terminating at College Avenue. Some have landmark buildings at the end, and others are terminated by Wascana Park. These views should also be preserved and enhanced.

An important strategy for the Downtown will be to provide View Termini for these same streets looking north. Many of these streets end at Saskatchewan Drive, while a few terminate at the Cornwall Centre. Where there is potential for streets to reconnect to the Warehouse District in the long term, it is recommended that no buildings be constructed impeding this opportunity. The land at the end of the streets, sufficient to continue the rights-of-way, should be dedicated to the City at the time of redevelopment and used temporarily as public parks until it is feasible to reconnect the streets at-grade.

Objectives

Design objectives for View Corridors and View Termini include:

- a) Create a sense of spatial enclosure through shaping of built form and/or landscaping.
- b) Provide a hard landscape element as a focal point such as low wall or fence, column, seating grouping, or public art.
- c) Ensure landscaping reinforces the view along the View Corridor, including regular planting of street trees.

Policy 19:

THAT the City of Regina should ensure the visual prominence of View Corridors and View Termini in Downtown Regina through the application of design guidelines and controls in the zoning bylaw.

3.5.4 Landmark Frontages Type

Intent

Landmark Frontages are locations which are prominent because of their context, such as adjacency to a public open space or important street, or because of their content, such as heritage resources.

Creating Landmark Frontages increases visual interest along the street wall through contextually sensitive architectural features to building faces, and the co-ordination of streetscape features. It also contributes to creating a sense of place along streets that are of civic or public importance, and function as a welcoming face into the Downtown.

Objectives

Design objectives for Landmark Frontages include:

- a) Create visual interest and importance along Landmark Frontages through the incorporation of public art and co-ordination of streetscape elements.
- b) Ensure landscaping reinforces the view along Landmark Frontages, including regular planting of street trees.

3.5.4.1 Public Art

Intent

Downtown Regina has excellent examples of public art in a variety of contexts that enhance Downtown experiences. Public art provides an opportunity to celebrate and showcase local arts and culture, establishes a unique identity, and should contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot. Public art should be considered at a variety of scales and in diverse contexts. This includes larger installations at visually strategic locations such as the terminus of view corridors, at gateways, on prominent corners, or in public open spaces. It also includes smaller or more unexpected installations such as along sidewalks, in interior courtyards, in building entrances or lobbies, and parking lots and garages. All gateway locations and public view terminus sites identified on the Visual Prominence Map (Map 6) are candidates for public art. Public art should be incorporated in the design of Victoria Avenue, particularly its central median.

Objectives

Objectives for public art located along Landmark Frontages include:

- a) Public art may include memorials, sculpture, water features, murals, lighting, or individual art installations and may combine with building and landscape design. It may also include street furniture, utility boxes, and other elements not commonly displayed as art in a gallery setting.
- b) Public art should include pieces that serve as orienting devices for wayfinding or as focal points in public open spaces (Figures 3.13 and 3.14).
- c) The scale of a public art piece should correspond to the visual prominence of its site.
- d) Public art can also contribute to the animation of public spaces through its design and use as street furniture or other interactive uses.



Figure 3.13 and 3.14

Public Realm Amenity at a View Terminus can include public art, seating, and decorative streetscape furnishing.

Policy 20:

THAT the City of Regina should ensure the visual prominence of Landmark Frontages in Downtown Regina through the application of design guidelines and controls in the zoning bylaw.

PART 4 BUILT FORM FRAMEWORK

4.1 Purpose and Objectives

Built Form is the shape of buildings, not only individually, but as a collective. How buildings relate in terms of height, scale, and character determines the extent to which they will define the public realm – the outdoor rooms that are the streets and gathering places of the city. Buildings, through their individual beauty and idiosyncrasies, collectively define a sense of place.

The Built Form Framework is intended to shape individual buildings, one by one, to create the collective whole for Downtown Regina. The Built Form Framework works together with the Vision and Public Realm Framework to create a cohesive Downtown environment. It is primarily concerned with creating a comfortable, safe, and interesting pedestrian environment as perceived from sidewalks and public spaces, by focussing on creating a fine-grained, human scaled building fabric.

The Built Form Framework responds to and enhances Downtown Regina's unique circumstances including the grid pattern of streets and blocks, Victoria Park and its Heritage Conservation District, numerous other historic buildings, and the role of the Downtown in Regina and in Saskatchewan.

Downtown Regina is a complex environment with a significant obligation to create a lasting legacy of the highest quality for its citizens. It is also the most organic place in Regina, continually changing, renewing, and evolving. The Built Form Framework includes design standards that shape the qualitative aspects of the built environment. Most importantly, it defines a cohesive structure and pattern for the Downtown as a whole and places it in context with its surroundings.

The framework provides policies related to the scale, character, and design of new public and private developments. While it is primarily concerned with buildings, it also influences how access, parking, and privately owned outdoor spaces should be configured. Goals of the framework include:

- a) To shape new development to respond to the Downtown's unique existing and potential opportunities.
- b) To provide clarity and predictability in design outcomes.
- c) To provide a guide for adapting planning policies and regulations.

The framework is intended for all new Downtown buildings, including infill of vacant sites or parking lots, redevelopment of existing buildings, and additions to existing buildings, including heritage buildings. The framework sets out the intended built form outcome for all Downtown blocks. It sets out the desired condition for all sites, because some buildings will change, despite expectations, and they should do so in compliance with the broader Downtown Vision.

The Built Form Framework is composed of the following sections.

- General Design Standards (section 4.2)
- Heritage Standards (section 4.3)
- Urban Structure (section 4.4)
- Bonusing Framework (section 4.5)

Each component of the framework should be considered in concert with the others, as well with as the Regina Downtown Neighbourhood Plan Vision and the Public Realm Framework.

Policy 21:

THAT the City of Regina will amend Zoning Bylaw No. 9250 to guide development to achieve the Regina Downtown Neighbourhood Plan Vision and the Public Realm Framework. The zoning bylaw shall include descriptions of the following topics:

- **General Design Standards**
- **Heritage Standards**
- **Urban Structure**
- **Bonusing Framework**

4.2 General Design Standards

Introduction

The general design standards inform the look and feel of buildings in general with a focus on creating a continuously connected network of pedestrian friendly streetscapes. Standards focus on building placement, orientation, façade design, and special conditions in the Downtown.

Design standards cannot anticipate every possible contingency. From this perspective, the standards should be interpreted with some degree of flexibility, based on the merits of individual proposals and their unique contexts and conditions. The standards collectively establish a high expectation for design. Wherever a proposed new development cannot meet one or more specific standards, it should provide exemplary compliance with other standards, not just meet minimum standards. Creative solutions that meet the intent of the Regina Downtown Neighbourhood Plan's Vision will be considered at the discretion of the Development Officer.

Policy 22:

THAT the City of Regina shall create General Design Standards for new development in the Downtown and incorporate the standards in the zoning bylaw. The goal of these standards is to create a human scaled environment, a characteristic of all great downtowns. The City of Regina shall use these standards as guidelines when evaluating the merits of new development using the following criteria:

- a) Makes a positive contribution to the city, to the Downtown, and to the streetscape.
- b) Relates to, and builds upon, its existing context.
- c) Contributes to pedestrianism.
- d) The façade is as interactive as possible at street level, through transparency, multiple entrances, and storefront and active uses.
- e) Will stand the test of time.

Applying these standards will have the greatest positive impact on new development in the Downtown.

4.3 Heritage Standards

Introduction

Regina's historic places are diverse. They include some outstanding assets such as the virtually intact historic street and block structure, most of the original laneways, and the heart of Regina, Victoria Park. Regina also has some excellent examples of modern architecture, which are beginning to be recognized as heritage buildings - as they should be. Unfortunately, a significant number of historic places have been lost, including Train Station Park in front of the old train station and a great number of buildings. Notable among those lost buildings is the McCallum Hill building, Regina's first skyscraper at the edge of Victoria Park.

The enactment of the Victoria Park Heritage Conservation District in 1996 has protected some of the most significant remaining buildings around the park and along the F.W. Hill Mall. However, Regina has continued to lose buildings of heritage value outside of the district at an alarming rate. Today, Downtown Regina's historic places are fragmented, scattered throughout the Downtown in a non-continuous environment that is interrupted by surface and structured parking. Many new buildings are of questionable long-term value. There is a need to conserve what remain of Downtown's historic places and to ensure that new development evolves in a manner that is compatible with these resources.

Policy 23:

THAT the City of Regina shall consolidate a set of Heritage Standards to provide a framework for the conservation of Downtown's historic places and provide guidance on managing change. Their purpose is to ensure new development makes a positive contribution towards the conservation of valuable resources, thereby leveraging these resources to achieve an increasingly successful Downtown.

4.3.1 Heritage Objectives

Heritage landscapes – including Victoria Park and Victoria Avenue – should be beautiful public spaces that foster pedestrian activity and comfort. Heritage buildings should be celebrated for their unique contributions to the Downtown building stock. To do this, Downtown's historic places should be visually distinct. Public Realm and Built Form interventions to and around historic places (renovations, additions, improvements) should:

- a) Contribute to the conservation of historic places and to their heritage character.
- b) Ensure good sight lines to historic places.
- c) Provide information about them and/or orientation to them, including wayfinding cues.
- d) Create a pedestrian-friendly environment in the Downtown's Heritage Heart (Map 2).

Heritage Conservation is not only about saving old buildings; instead, it is fundamentally about enhancing the meaning of and quality of life in a specific place by maintaining its uniqueness and supporting the cultural and economic vitality that accompanies areas with strong conservation.

Areas of a city that embrace heritage as part of contemporary urban life thrive, becoming cherished places for residents to live and work, and are rewarding destinations for visitors. Regina will benefit from conservation in many ways: by increasing the identity and character of the city, by bringing the history of the city to life in tangible ways that people can experience, as well as by enhancing the Downtown's distinction.

Policy 24:

THAT the implementation of the City of Regina Heritage Standards should be based on the following assumptions and process:

- a) When heritage value exists in a historic property, or on adjacent properties, it has been properly identified and its character defining elements determined.
- b) When the potential for heritage value has yet to be identified, a Heritage Impact Assessment will be undertaken by the Development Officer to determine what, if any, character defining elements require conservation.
- c) Heritage value may reside in buildings, structures, properties, landscapes, and/or whole districts. When the district is of significance, the subject property will need to be studied to determine if it is, or is not, part of the district.
- d) When heritage value has been demonstrated to exist on the site, adjacent to the site, or as part of the district, expertise in heritage conservation will be retained by the property owner to assist with the process of conservation. The resulting Conservation Plan will be used to manage the impacts of change, including: alterations to existing heritage structures and landscapes, additions to them, and the introduction of new structures and landscapes in proximity to historic places.

Policy 25:

THAT the City of Regina review the current policies and guidelines related to heritage, which include the Victoria Park Heritage Conservation District By-law. The City should adopt Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* and replace the Municipal Architectural Heritage Design Guidelines. This document provides a foundation for conservation that is useful for all contexts. Further, it is recommended that the language of municipal heritage policy be consistent with that of the federal standards. This can be accomplished incrementally, as specific heritage policies are reviewed or added from time to time.

4.3.2 Heritage Guidelines for the Victoria Park Heritage Conservation District

The existing Victoria Park Heritage Conservation District was created with a focus on Victoria Park and F.W. Hill Mall. Protecting the historic places within and surrounding these spaces that give these spaces their unique character, was an important first step (Map 7).

Forming part of the Victoria Park Heritage Conservation District By-law, the existing heritage Guidelines give authority to the City of Regina's Development Officer with respect to alterations

to historic places and new development within the Victoria Park Heritage Conservation District. The Development Officer reviews all new proposals to ensure compliance with the Guidelines. The Development Officer may refer an application for a Heritage Conservation District permit to the Municipal Heritage Advisory Committee for its consideration and recommendation. The Guidelines are intended to ensure new development is compatible with the established heritage character of its immediate surroundings and with the Victoria Park area in general.

Other historic places exist just outside of the Heritage Conservation District boundaries, forming part of a contiguous heritage area. For this reason, the District boundaries ought to be studied to consider incorporating these places. This would allow the City to manage change within its Heritage Heart to ensure that all new development shares a consistent level of quality and compatibility.

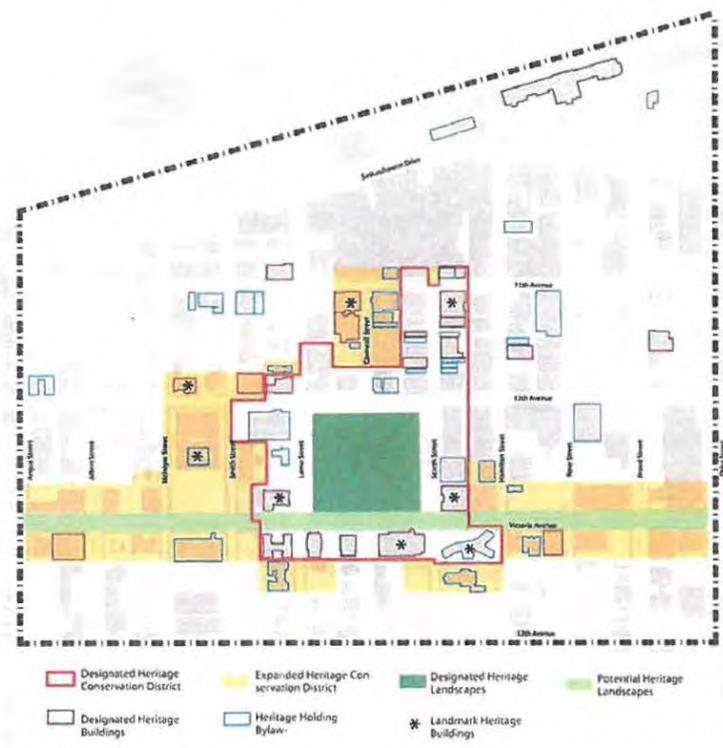
Policy 26:

THAT the Victoria Park Heritage Conservation District Bylaw Guidelines and Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* should be strongly enforced, to ensure all new development is of the highest design and material quality, and is compatible with the character of the Victoria Park Heritage Conservation District. As a fundamental starting point, this means that no buildings of heritage value should be demolished. Rather, their heritage characteristics should be identified, maintained, and enhanced by new construction.

Policy 27:

THAT the City of Regina:

- 1) Ensure the existing Victoria Park Heritage Conservation District conforms with the objectives established in section 4.3.2;**
- 2) Study and consider an expansion to the Victoria Park Heritage Conservation District to ensure the City can require new development to be consistent and contiguous with the existing heritage area. Potential expansion of the Victoria Park Heritage Conservation District should consider:**
 - a) East and west along Victoria Avenue to the edges of the Downtown, including all properties located along it.**
 - b) North along Cornwall Street to include 1840 Cornwall Street, the Royal Canadian Legion Memorial Hall, the SUMA building, the Darke Block, Merchant's Bank, and the Canada Life Assurance building.**
 - c) West to include the Saskatchewan Revenue building, St. Paul's Anglican Cathedral, City Hall and Queen Elizabeth II Court (public plaza), and the Regina Court House.**
 - d) South to include the Frontenac apartments, Blessed Sacrament Church, and the properties directly across the street from each, to ensure compatibility.**
- 3) Develop new standards or guidelines for the Victoria Park Heritage Conservation District with more explicit design direction to ensure they reflect the overall Downtown Vision.**



Map 7
 Victoria Park Heritage Conservation District Expansion

4.3.3 Downtown Heritage Standards

Heritage standards serve two purposes. First, to provide a framework for future standards for the expanded Victoria Park Heritage Conservation District. Second, to provide additional direction or clarification for the existing Victoria Park Heritage Conservation District Guidelines. However, it should be reiterated that the Development Officer should interpret the existing guidelines as is seen to be fit in order to achieve the highest quality development within the District, consistent with the heritage objectives (see section 4.3.1).

While only one, larger Victoria Park Heritage Conservation District is proposed, all development and redevelopment proposals should recognize that the Downtown is a district in itself and, therefore, proposals should contribute to the overall heritage character through consistency with the Public Realm and Built Form standards.

New development outside of the Victoria Park Heritage Conservation District is to contribute to the conservation of significant historic places, where they exist. This is accomplished by addressing buildings, structures, and landscapes as they are seen from the Public Realm (i.e. from the street, from parks, plazas and open spaces, or from any other place where significant views exist). These standards presume that the integration of new development with historic places will:

- be governed by the Victoria Park Heritage Conservation District Guidelines;
- be compatible with historic places located outside the District; and
- comply with the findings of a Heritage Impact Assessment and/or other heritage policies and documentation (e.g. a Conservation Plan).

Policy 28:

THAT the City of Regina will incorporate Heritage Design Standards in the zoning bylaw or in a stand-alone document to guide new development in a heritage context with respect to such aspects as street wall height, building envelopes, setbacks, street level heights, articulation and rhythm.

4.4 Urban Structure

Introduction

Urban Structure guides the shape of the Downtown as a whole, including its overall height and density, street wall heights, setbacks/build-to lines, and distinct functional and character areas. The Urban Structure builds on existing and historic development characteristics and considers linkages and interfaces with the surrounding context.

4.4.1 Character Framework

Downtown Regina has a simple structure: an urban core, surrounded by the Grand Avenues, with transitions to the edges (Map 8). The character of each area responds to its unique conditions and opportunities.

The Character Framework map expresses two related and overlapping ideas:

Precinct Character: The areas outlined in black are Precinct Areas, each characterized by a distinct combination of different uses, built forms, and landscapes.

Built Form Character: The coloured areas represent specific built form characteristics responding to particular streets or conditions. For example, the Grand Avenues built form character lines both sides of Albert Street, Saskatchewan Drive, Broad Street, and Victoria Avenue.

4.4.2 Precinct Character Areas

The edges of the Downtown today have abrupt transitions to surrounding neighbourhoods, particularly to the east, north, and west. These edges are primarily characterized by parking lots and a lack of street trees. In addition, a few tall buildings are located immediately adjacent to the Cathedral and Core neighbourhoods, creating inappropriate juxtapositions against the low-rise building fabric.

These precincts are in need of greater continuity and cohesion in the built form. This includes the need to introduce a more generous, appealing, and green public realm: regular street tree planting, site landscaping, and building setbacks to create forecourts or urban front yard landscaping. New buildings should be built in the parking lots, including a greater emphasis on new residential development. The transition shouldn't necessarily be a smooth gradation between adjacent neighbourhoods and the Downtown, but rather an intermixing of the best characteristics of each.

4.4.2.1 Cathedral Interface

This Precinct Area may benefit from proximity to a neighbourhood that has become more desirable. A key goal is the continuity of residential development from this neighbourhood into the Downtown. Public realm investments in this precinct, particularly along Albert Street to help create the Grand Avenue, may assist this transformation. Building Typologies should include multiplex housing forms, low-rise, as well as mid-rise types.

4.4.2.2 Core Interface

As is the case with the Cathedral Interface, a key goal is the continuity of residential development into the Downtown from the Core neighbourhood, now referred to as the Heritage Neighbourhood. However, this area will be more flexible in character, including a mix of institutional, employment, and other uses. This reflects the mixed character of the Core neighbourhood itself, as well as better linkages in general with eastern Regina due to continuous street connections. Broad Street also has an existing height peak at Victoria Avenue. In this respect, this Precinct Area is an ideal location for facilities such as a University of Regina downtown campus or student housing. Building types will be mixed, from high-rise at Victoria Avenue to mid- and low-rise further north and south.

4.4.2.3 Centre Square Interface

Centre Square complements the Downtown with its mix of lower and higher density residential development, commercial/office development, and small businesses. The existing transition through Centre Square works well: from lower house forms in the south, to mid-rise, to higher forms near Victoria Avenue. Thus, this Precinct Area will benefit from parking lot infill with mid-rise mixed residential/commercial. The existing Centre Square policies (Regina Development Plan – Part F, Transitional Area Development Plan) are consistent with this approach.

4.4.2.4 Downtown Edge Interface

This Precinct Area forms the edge to the Canadian Pacific Railway line, to the former Superstore site, and to the inter-modal yard. The only linkages to the north are at Albert and Broad Streets. By necessity, this area will tend to orient to the south, towards the existing Downtown. Higher building forms are appropriate, consisting of both residential and commercial development. In future, this Precinct Area may become a transition area to a new, more urban development to its north (when the existing CP intermodal yard is relocated) and, therefore, should be designed to facilitate linkages. The future development would itself create appropriate transitions between the Warehouse District and the Downtown Edge precinct.

4.4.2.5 Central Downtown

Central Downtown is the heart of the city. It has a mix of uses and is the most urban condition, where buildings are built out to the property line. It is the focus of tall buildings, with a recognizable peak, and is the focus of continuous storefront retailing. Future cultural/recreational destinations should also be concentrated here.

4.4.3 Built Form Character Areas

4.4.3.1 Grand Avenues

The four arterial roads that define the edge of the Downtown are intended to transform into Grand Avenues. They will be gateways into the Downtown defined by their generous public realm treatments and mid-rise buildings. Buildings along the Grand Avenues should be a little “grandier” than most, in the sense that they will have careful attention focused on their quality and details. Victoria Avenue may have taller buildings along it, as well as Landmark buildings, reflecting its ceremonial character.

4.4.3.2 Cathedral/Core Neighbourhood Edge

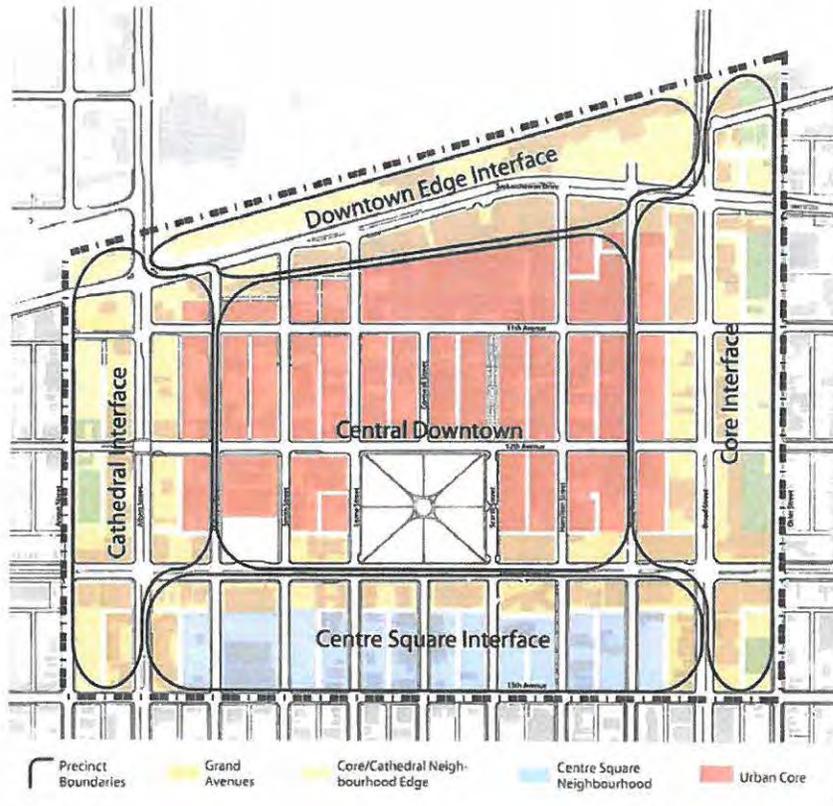
The blocks along Angus Street and Osler Street that face Cathedral and Core neighbourhoods should have buildings of a scale compatible with the adjacent low-rise neighbourhoods.

4.4.3.3 Centre Square Neighbourhood

The blocks south of Victoria Avenue (specifically, the laneway behind the blocks facing Victoria Avenue), east of Albert Street and west of Broad Street (and those that do not front onto these streets) are part of the Centre Square neighbourhood. Buildings should be designed consistent with the current policy direction for this neighbourhood as expressed in Part F of the Regina Development Plan. Commercial buildings should be low-rise in scale while residential buildings should be mid- to high-rise, forming a transition in height between the Downtown to the north and the low- to mid-rise scale of Centre Square further south.

4.4.3.4 Urban Core

All of the blocks contained by the Grand Avenues are the Urban Core. Buildings in this area will generally be located at the street edge and occupy 100% of their frontages. New buildings will tend to be built with side party walls, particularly at the podium level, in expectation of future change or infill. Buildings within the Urban Core should be granted the greatest latitude with respect to individual design expression, while creating a pedestrian scaled, legible environment consistent with the Built Form Framework.



Map 8

Character Framework

Policy 29:

THAT the City of Regina will adopt in the zoning bylaw an urban structure based on precinct character areas and built form character areas to guide the shape of the Downtown as a whole, including its overall height and density, street wall heights, setbacks/build-to lines, and distinct functional and character areas.

4.4.4 Frontage Condition

Storefront uses located at street level are encouraged and will be accommodated along all Downtown streets. This includes a wide range of uses such as retail stores, restaurants, galleries, and personal services such as hair salons, laundromats, and day care centres. These street-engaging uses are critical for creating a successful Downtown. They animate streets, help provide a critical mass of activities, provide neighbourhood convenience for Downtown residents, and fill the niche for one-of-a-kind stores serving the city as a whole. All new developments or significant redevelopments of Downtown buildings are encouraged to provide storefront uses at street level.

Policy 30:

THAT the City of Regina will incorporate a frontage conditions in the zoning bylaw to ensure development decisions result in active and animated streets, provide a critical mass of activities and neighbourhood convenience for Downtown residents, and fill the niche for one-of-a-kind stores serving the city as a whole.

4.4.5 Build-to Lines and Build-to Ranges

The placement of buildings relative to the front property line contributes to the character of the street and sense of place. Generally, the Downtown is defined by buildings placed to the front property line. This creates an immediate relationship with the sidewalk and a consistent street wall.

Build-to line denotes a specific distance from the property line to which the street wall of all new buildings should be constructed. All new construction should be built to the build-to line. The build-to line is measured at grade.

A setback, on the other hand, denotes the minimum distance (implying a building can be located further back) from the property line at which a building should be built.

Policy 31:

THAT the City of Regina will incorporate build-to lines and build-to ranges in the zoning bylaw outlining the placements of buildings relative to the front property line. This will ensure development decisions result in an enhanced character of the streets and a sense of place.

4.4.6 Street Wall Height

The first three to four storeys of buildings are the most important in defining the character of the public realm, particularly concerning the articulation, fenestration, materials, and detailing of the façades and in expressing the uses within.

The street wall is the lower portion of a building or collection of buildings that defines the street edge or public realm, typically between 3-6 storeys in height. The street wall refers to the façade portion of the building.

Above the street wall height, buildings may be subject to above-grade step backs. This ensures that the street wall is formed by buildings of comfortable pedestrian scale, while taller elements are stepped back. Above-grade step backs also alleviate wind conditions and provide more sunshine into the public realm, which result in more comfortable pedestrian experiences. Requirements for pedestrian level wind studies and solar access modelling will also assist in determining the appropriate built form mitigation techniques

Policy 32:

THAT the City of Regina will incorporate restrictions in the zoning bylaw for street wall heights and standards for wind minimization and solar access in the zoning bylaw to ensure development decisions result in a comfortable pedestrian scale and experience.

4.4.7 Climate Controlled Pedestrian Linkages

In November 1992, City Council adopted the concept of climate controlled pedestrian linkages for the downtown and approved a plan for specific locations and types of climate controlled pedestrian linkages. The plan was prepared involving input from the downtown business community, developers, heritage organizations and the general public. That plan resulted in a set of policies that guided the creation and management of the current climate controlled pedestrian linkages throughout the downtown.

The desire for comfortable pedestrian experiences in the downtown must be balanced with the goal of active downtown streets. While climate controlled pedestrian linkages are used frequently, particularly in the winter months, many linkages have their access controlled allowing only employees of certain buildings to use them. The future downtown experience for pedestrians does not envision more publicly accessed climate controlled pedestrian linkages, however, the possible negotiation of future linkages cannot be dismissed, therefore the following policy and the document titled "Design Guidelines for Climate Controlled Pedestrian Linkages" (Appendix 3) will guide any discussions around this topic.

Policy 33:

THAT the City of Regina will encourage active streets and discourage the development of climate controlled pedestrian linkages subject to the following:

(a) No additional climate controlled pedestrian linkages shall be permitted without an amendment to this Plan following a full and appropriate public participation process.

(b) If a climate controlled pedestrian linkage is approved, it shall be guided by the document titled "Design Guidelines for Climate Controlled Pedestrian Linkages".

(c) Notwithstanding (b), no climate controlled pedestrian linkages, either individually or in combination, shall provide a convenient connection between major retail centres which would encourage pedestrians to bypass the street level shopping environment in the downtown.

(d) All current, and any future, climate controlled pedestrian linkages over or under a public right-of-way shall be subject to an agreement between the City of Regina and the adjacent property owner(s) addressing all cost, design, operational and maintenance issues, and shall be consistent with the policies in this Plan and the terms of a standard agreement. The standard agreement shall address, but not be limited to, the following:

- i. Public access to climate controlled pedestrian linkages shall be permitted during hours agreed to by the City of Regina and the affected property owners;
- ii. The responsibility and all costs of operating the climate controlled pedestrian linkages (including utilities and public security) and provision of maintenance (including cleaning, repair and reconstruction shall be borne entirely by the abutting property owner(s), and shall be to the satisfaction of the City of Regina;
- iii. Construction shall be undertaken by the City of Regina or subcontracted by the City of Regina subject to its approval of design, construction cost estimates, and construction supervision.
- iv. The City of Regina may fund construction of the portion of approved climate controlled pedestrian linkages which are on or over public rights-of-way, and exempt property tax and encroachment fees for the climate controlled pedestrian linkages on or over public rights-of-way.

[Bylaw No. 9432]

4.4.8 Parking

Parking should not be the dominant image of streets. An important goal of the Regina Downtown Neighbourhood Plan is to cultivate an image where parking, while present, goes relatively unnoticed in the streetscape. Generally, no new surface parking lots will be allowed in the Downtown that are not screened by storefront or active uses along the street. In the rare circumstances where they are accommodated (e.g. improvements to a site that currently includes a surface parking lot) exemplary parking standards must be met.

Policy 34:

THAT the City of Regina will incorporate parking standards and restrictions in the zoning bylaw to ensure development decisions result in an active and animated public realm and limits the amount of visible parking from the street.

4.4.9 Building Height and Density

Introduction

Height and density standards must be implemented as complementary components. These standards will accommodate an appropriate amount of development as-of-right.

Depending on the size and configuration of any given site, development may first reach the maximum allowable density or it may first reach the maximum allowable height. As such, development will be constrained by either a density standard or a height standard, depending on site specific considerations. A small site, for example, may reach its density maximum first and, therefore, be limited by this maximum. Conversely, a large site could allocate greater amounts of density to a high-rise form and may be constrained by the height standard, rather than by the density maximum.

In order to accommodate the potential for sites to be assembled and/or developed in different ways, density bonusing can be used that can sensitively accommodate the unique circumstances of each development scenario. In specified areas, height bonusing may be considered.

Both the height and density standards will be considered maximums. Development must not exceed either, except through bonusing, where eligible. The maximum allowable height and density and the bonusing framework, in combination, will be designed to ensure that more consideration is required of developments that are larger/taller, given that they will be correspondingly more prominent and significant.

4.4.9.1 Building Height

Building heights will reflect the overall Downtown Vision, which includes the goals of the Public Realm Framework and the other goals of the Built Form Framework.

4.4.9.2 Density

Density permissions need to ensure that new development fills in under used or vacant sites, rather than concentrating significant development on only a few sites.

Furthermore, development alternatives and incentives become more viable in a more restrictive development context where the City can gain public amenities in exchange for bonuses on height and density.

Policy 35:

THAT the City of Regina will incorporate building height and density standards in the zoning bylaw to reflect the overall Downtown Vision, which includes the goals of the Public Realm Framework and the Built Form Framework, and ensure new development fills in under used or vacant sites, rather than concentrating significant development on only a few sites.

4.5 Bonusing Framework

Introduction

The Built Form Framework assumes the zoning bylaw will identify maximum as-of-right heights and densities for Downtown development and identify areas where additional development rights may be achieved as a bonus, in exchange for public benefit.

The Downtown Bonusing Framework is a system designed to achieve specific public benefits above and beyond those required in the Regina Downtown Neighbourhood Plan, in exchange for increased development rights.

As it is implemented, the Bonusing Framework will contribute to a rising Downtown residential population and at the same time encourage new development to contribute to the desired character, livability, and sustainability of the Downtown neighbourhood.

It must be noted that the value of public benefits achieved through bonusing will vary with the peaks and troughs of real estate development activity. Thus, it is important to bear in mind that while bonusing can be a valuable tool to encourage the contribution of Downtown amenities, bonusing is not a substitute for stable, predictable, and ongoing sources of funding to support Downtown services, development, amenities, and improvements to the public realm.

Bonusing of development proposals can only be considered with respect to the granting of additional height (see section 4.4.9.1), additional density (see section 4.4.9.2), and/or reductions to build-to lines and build-to ranges at Primary Gateways (see section 4.4.5).

4.5.1 Bonusing Eligibility Criteria

All development proposals must meet the following bonusing eligibility criteria:

- a) Bonuses can only be granted: for additional height, additional density, or for reductions to build-to lines and build-to ranges at Primary Gateways as identified in the zoning bylaw.
- b) Development proposals that include bonusing must meet all Plan requirements. In particular, both the development proposal and the contributed community amenity must be in keeping with the objectives and design standards in the Public Realm Framework and Built Form Framework.

4.5.2 Bonusable Community Amenities Evaluation

Proposals to contribute community amenities in exchange for development bonuses will be evaluated on the basis of the following factors:

- a) Bonusable community amenities should be selected from a community amenities list.
- b) Bonusable community amenities must be located in the Downtown.
- c) Bonusable community amenities must be enduring.
- d) Buildings have a long life; correspondingly, the resulting community amenity contribution must have a long-term effect. This means that the quality of the benefit and its long-term use must be considered priorities.
- e) Bonusable community amenities must be in keeping with the Vision and Principles of the Plan.

Community amenity contributions will be evaluated as a component of the development review process.

4.5.3 Bonusable Community Amenities List

Creating a list of Bonusable Community Amenities, projects and initiatives eligible in exchange for additional development rights, is an important step in adding transparency and predictability to the Downtown development process. It is also important in ensuring the benefits of a bonusing system are not diluted by community amenity contributions that produce little public benefit.

The list will reflect the community amenities that are currently considered desirable for the Downtown, in accordance with the objectives of the Plan. The list should only be considered as a guide. In the context of specific development proposals, additional new community amenities will be considered and may be added to the community amenities list at the Development Officer's discretion. To be eligible, those suggesting alternative community amenities must demonstrate the amenities are consistent with Plan objectives and are, therefore, desirable additions to the Downtown.

Policy 36:

THAT the City of Regina may consider public benefits through the provision of community amenities when assessing development applications seeking additional height, additional density, or for reductions to build-to lines and build-to ranges at Primary Gateways as identified in the zoning bylaw. Provisions shall be set out in the zoning bylaw to guide negotiations of desirable community amenities.

Policy 37:

THAT the City of Regina will conduct regular reviews of the bonusing framework and community amenities requirements to ensure consistency with this plan and future community needs.

PART 5 ACTION PLAN

5.0 Introduction

The Action Plan contains a set of actions divided into five categories, which expresses the main objectives and foci of the Regina Downtown Neighbourhood Plan. Each action is derived from the initial observations of opportunities and constraints, is influenced by the extensive public consultation process that took place during the development of this Plan, and is a step towards fulfilment of the Public Realm and Built Form Frameworks. Each action should be recognized as imperative to realizing the Plan's Vision. Individual actions are grouped into five action categories:

Leadership: Actions relating to leadership roles necessary to begin the implementation process.

Neighbourhood: Actions relating to creating a Downtown neighbourhood.

Business: Actions relating to enhancing Downtown commercial activities.

Culture: Actions relating to improving cultural programming, public art, Heritage Conservation, and Downtown lifestyle marketing.

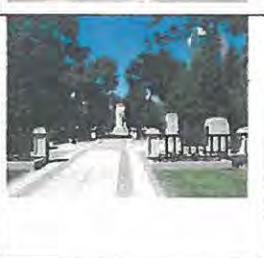
Transportation: Actions relating to pedestrians, cycling, transit, automobiles, and parking.

Some of the actions do not require significant capital investment. Rather, some Plan objectives will be achieved through policy changes, incentives, partnerships, and department work programs. However, in instances where significant investments in infrastructure are required, it is imperative to also consider implications for establishing new operating and maintenance budgets that may be required.

It will be a corporate responsibility to implement the Plan. The Plan will be a living document and become engrained in City department work plans, strategic planning, and operations.

5.1 The 8 Big Moves

Downtown Regina's Big Moves are the driving ideas for change that form the basis for the proposed Public Realm Framework, the Built Form Framework, and the Action Plan. They are tangible concepts that bring the Vision and Principles to life. The Big Moves assimilate comments and suggestions from the public and are the justification for future actions and implementation strategies.

	<p>Big Move 1: Walk to Work</p> <p>A Downtown that is defined and framed by residential neighbourhoods.</p> <p>Regina is an exceptional place – exceptional because it bucked the trend, embraced sustainability and became one of the first medium-sized cities in Canada to provide a big-city opportunity – the opportunity to own one less car and to use active transportation as a primary way of moving about. Stop and say hello to your neighbours, grab a coffee, get some exercise, and know that you are doing something to address climate change – all as you walk to work. Downtown Regina should accommodate up to 25% of the city's annual residential growth, creating the critical mass of people necessary for a vibrant lifestyle.</p>
	<p>Big Move 2: The City Square</p> <p>Victoria Park is the jewel, the organizing element of the City.</p> <p>Victoria Park is the city square, the community living room of the Downtown core, a place that is symbolic of "Regina the Queen City", beautiful, active, vibrant, connected, and inspirational. It is the starting point in the city – every design move and every programmatic initiative builds on the geography of Victoria Park and emanates outwards. It is embedded within an identifiable historic district that tells the story of the city through buildings, furnishings, the character of the streets, and public art.</p>
	<p>Big Move 3: Pedestrians First</p> <p>All streets designed for walking.</p> <p>Streets for walking are streets with wide sidewalks; with pedestrian amenities such as lighting and benches; and with great buildings that interest pedestrians, make them feel safe, and offer them opportunities to take shelter from the cold and to interact with the city.</p>
	<p>Big Move 4: A Green Zone</p> <p>A well maintained urban forest that adds seasonal ambience and urban wildlife habitat.</p> <p>Every street is a warm and inviting public space lined with lush trees that bring warmth and life back into the Downtown, in all seasons. Aside from creating beautiful views, the trees offer shaded places to rest or walk under, they recharge the air, and provide friendly urban wildlife habitat. Green roofs and community gardens add a level of sustainability to the urban landscape and buildings are retrofitted for energy efficiency.</p>

	<p>Big Move 5: A Cycling Culture</p> <p>Cultivate and support cycling as a viable means to move about.</p> <p>Every street has been designed with the cyclist in mind. Broad cycling paths provide a key clue: this is a great city in which to cycle. Employers encourage cyclists by providing the amenities they need, such as safe bike storage and showers, and reward them with incentives. The City hosts an Annual Bike to Work Week, closing some roads for cyclists and holding celebrations in the park.</p>
	<p>Big Move 6: Exceptional Public Transit</p> <p>A Downtown that is best accessed by public transit.</p> <p>Public transit is the best motorized way to get to work and school or to shop and play. Public transit is a tool that links the city's diverse destinations through direct routes that are as efficient as other modes of travel.</p>
	<p>Big Move 7: Friendly Façades</p> <p>Existing buildings, at street level, remediated to create a lively, animated pedestrian realm.</p> <p>Following the lead of the Atlantis Coffee site, existing buildings that do not support the experience of the pedestrian will be transformed to enhance it. The Cornwall Centre, on all sides, will be opened to the street; existing parking structures will be transformed to have active uses at grade; and office buildings will have greater transparency at the street.</p>
	<p>Big Move 8: Festival Places</p> <p>Create places for gathering, to allow arts and culture to flourish and to be celebrated.</p> <p>The transformed portion of 12th Avenue adjacent to Victoria Park will act as the new festival and market street that includes the width of the street and both sidewalks, from park edge to the building faces, and will contribute to a renewed concept of the City Square. Queen Elizabeth II Court will become a ceremonial space for formal events and year-round civic celebrations and, together with the City Square project, will clearly mark the festival centre and cultural heart of the Downtown.</p>

5.2 Action Items

Leadership

- L.1 Establish a City Centre Branch and Manager.

Neighbourhood

- N.1 Secure a residential pilot project Downtown.
- N.2 Create a Downtown Housing Strategy.
- N.3 Rezone the Downtown as a Direct Control District.
- N.4 Include an urban design review step in the development permitting review process.
- N.5 Reflect Downtown as a complete community in City policy.
- N.6 Encourage Downtown community gardens as part of new residential projects.
- N.7 Create a Downtown Urban Forest Strategy.
- N.8 Encourage Downtown locations for unique community services and non-profit organization offices.
- N.9 Co-ordinate existing and developing initiatives for Downtown safety and security.
- N.10 Conduct a servicing and capacity review for water, wastewater, stormwater, and solid waste management in order to devise new management strategies.
- N.11 Revise the Winter Maintenance Policy to prioritize the Downtown.

Business

- B.1 Identify clusters or blocks of uses.
- B.2 Establish a permanent Farmers' Market venue Downtown.
- B.3 Measure changes in employment composition, market composition, and vacant properties.
- B.4 Foster a symbiotic partnership between businesses and artists.
- B.5 Create a façade renewal and improvement incentives program.

Culture

- C.1 Create a City of Regina Cultural Plan.
- C.2 Complete the City Square Project.
- C.3 The City Square programming strategy.
- C.4 Revise the approach to heritage management.
- C.5 Establish a University of Regina presence Downtown.
- C.6 Create a Signage and Wayfinding Strategy.
- C.7 Create a Patio Management Strategy.

C.8 Establish a Civic Heart Revitalization Working Group.

Transportation

- T.1 Study the cost and impact of converting all one-way east-west streets to two-way vehicle movement both in the Downtown and immediately south of the Downtown.
- T.2 Create alternative road standards.
- T.3 Refocus transportation planning on pedestrians.
- T.4 Prioritize cycling within transportation planning.
- T.5 Prioritize and enable the efficient operation of public transit.
- T.6 Minimize, mitigate, and control Downtown Surface Parking.

5.3 Implementation Strategy

Introduction

The Implementation Strategy is a document to outline the timeframe and resources required for implementing the Action Plan component of the Regina Downtown Neighbourhood Plan. In order to begin Action implementation, certain cultural, political, and financial foundations should be set. These foundations are intrinsically linked to a set of critical success factors, which determine Priority Actions. It is important that the stage be properly set for orchestrating the implementation of the recommendations in a sequenced manner. In turn, once the implementation process is underway, it must be monitored with measures of success as determined for each implementation Action. Foundations, success factors, sequencing, and success measures will be identified during the project scoping phase for each Action.

Successful implementation will depend on a variety of initiatives unfolding simultaneously. Certain actions are mutually supportive or are only possible when completed in a sequenced manner - certain contexts and foundations need to be created to successfully complete the next action. A sequencing chart will outline a recommended course of action for implementation that should result in timely completion of the actions, while accommodating some flexibility as the development context evolves.

APPENDIX 1: PLAN BACKGROUND

Today, the City of Regina finds itself on the cusp of significant change. It has an unprecedented growth rate that has toppled once stable housing prices and an administration that understands the importance of investing in urban infrastructure to ensure the improvement of quality of life for all residents of the city.

Regina is also being shaped by national and global trends. As a society, we have become acutely aware that our patterns of development are adversely affecting the settlements within which we live. Sprawling auto-dependant communities are raising questions about equity, sustainability, accessibility, social inclusivity, our health, and about the best places for people to age gracefully. Across North America, walkable Downtowns and main street communities are undergoing a revival as people seek solutions to these issues. And more than ever, citizens are aware of best practices elsewhere.

Downtown Regina has historically been the economic engine of the city. Today, Downtown establishments provide over 25,000 jobs. For a mid-sized Canadian city, this concentration of employment is enviable. It results in an urban vibrancy during daylight hours that is challenging to find in similar sized Canadian cities that do not have this critical mass of people coming together five days a week. This significant clustering of employment also secures Victoria Park as an important and beautiful place to lunch in the summer and is fundamental to the success of the Regina Farmers Market, enabling a small but growing cluster of local, unique restaurants and services. Downtown is also a place for gathering, as demonstrated annually at Regina's treasured Folk Festival, and during impromptu moments such as when the Roughriders won the 2007 Grey Cup. It is a place for civic organization, for cultural activities such as the events offered at the Globe Theatre and the Central Public Library, and for entrepreneurship.

Some of the Downtown development that has occurred since the early 1990s includes the Hill Centre Tower 2, FCC Tower and Canada Life Place. These constitute nearly 10% of the downtown office stock. More recently, Hill Centre Tower 3 is now under construction and several applications have been submitted for residential, office and commercial buildings in the downtown. As well, in the last few years several buildings have been adapted for reuse such as the residential conversion of the TD building and Renaissance Plaza, and the Leader Building. Office conversions have also taken place, including the transformation of former retail spaces such as the Army & Navy and the Bay Building to office uses.

In contrast, since the creation of the 1985 Downtown Plan there has been minimal investment in the public realm. In addition, more historic buildings have been torn down to make way for new parking lots. Indeed, a full 26 per cent of the surface area Downtown is now reserved for parking. While Downtown Regina has many of the critical elements required to create a thriving Downtown, it does not yet have the critical mass of activities necessary for the Downtown to thrive beyond regular work hours. This, in turn, limits the viability of restaurants, galleries, services, cafés and niche retail. Similarly, since public spaces are empty at night and weekends, the streets do not feel safe. What is needed is a direction for Downtown development that leads to a critical mass of activity, increasing the viability of an active and safe Downtown at all times.

Great places are not created by accident. They are the result of a vision, leadership, planning, unrelenting tenacity on the part of city champions, and strategic, meaningful public investment. The Regina Downtown Neighbourhood Plan has been created to provide such direction for the next 20 years to come.

The Downtown Neighbourhood Plan celebrates Downtown Regina as a place for people to thrive. It refocuses Downtown Regina as a place of pedestrianism, heritage and culture, entrepreneurship, great urban design, environmental sustainability and as an ideal place to live. It does so by recognizing the existing employment base Downtown as the City's greatest asset, and encourages future growth that further entrenches Downtown as the economic hub of Regina.

The primary goal of the Plan is to match the employment base with great new urban housing, so people can choose to walk to work. Living and working in close proximity has a number of corollaries and spin-offs. People living Downtown will shop and eat Downtown, supporting a vibrant retail and restaurant scene. People will be on the streets at all hours, fostering a safer environment. New cultural destinations, entertainment attractions and service providers will choose to locate Downtown, where the people are. This new critical mass will bring urban vitality to Regina.

To accomplish this vision, two objectives must be met, both of which are inseparable as a strategy for growth. The first objective is to attract up to 25% of the projected residential growth for Regina to new Downtown accommodations. The goal of 2,500 to 5,000 new residents, over the course of the next 15 years, will effectively establish a Downtown neighbourhood. To attract new residents, the second objective is to create a collection of quality amenities Downtown, of the types necessary to support a thriving neighbourhood and community. Whereas the reasons people choose to live in urban environments typically include proximities to arts, culture, retail and restaurants, the most compelling reason to live in Downtown Regina, in the short term, is the opportunity to walk to work. If people are given the opportunity to walk to work, their sustained presence Downtown after working hours will soon begin to have an impact on the other kinds of amenities that are necessary to create a thriving Downtown - shops, a grocery store, galleries, a community centre and niche retail all become more viable as the population increases. In the longer term, as the Downtown population base both increases and begins to stabilize, the urban environment will become more complete and sustainable.

Improved transit service is essential to a complete, walkable Downtown. Many walking trips are made to, and from, the bus. Improving transit service Downtown will allow visitors to access Downtown, and to enjoy it on foot, as well as allowing Downtown residents to conveniently travel to the rest of the City. It will be possible to live Downtown without owning a car. As people begin to live in the Downtown, it will become more and more viable for "car share" enterprises to operate. This in turn will give more people the option to forgo car ownership, or to own one less car. Accommodating population growth through Downtown infill will also make it possible for the City of Regina to choose to reduce sprawl.

Making Downtown a great place to live requires investment: great tree-lined streets, an efficient transit system, a variety of interesting parks, new cultural destinations, neighbourhood shopping

and amenities to support new residential developments. It is a circle of public and private sector investment that builds overall value. The more attractive Downtown becomes, the more people will want to live there. The more people live there, the more businesses and government will invest.

Accessible public spaces and shared amenities, in the future, will be the draw to Downtown living. People will choose to live with smaller ecological footprints in exchange for cleaner air, a high quality of life, and affordable movement options. Downtown will also provide an opportunity for a diversity of people to live in close proximity to one another.

To implement the Downtown Neighbourhood Plan, Action Plans have been generated and categorized under the themes “Leadership”, “Neighbourhood”, “Business”, “Culture”, and “Transportation”. These specify actions that are necessary to undertake to realize the Plan and are listed in order of priority. Many actions are interdependent and should be implemented together, while others are part of a sequenced or phased implementation strategy that is driven by measurable benchmarks. A signature component of the Downtown Neighbourhood Plan is the City Square project, the objective of which is to revive the idea of a city square around Victoria Park by accommodating year-round public festivals and a variety of forms of recreation.

This Downtown Neighbourhood Plan puts forth a Vision for a bold and sustainable future for the City of Regina. At the policy level, significant change is required to shift the trajectory of Downtown towards what it is seeking to become, while respecting and enhancing the current concentration of employment. The guidelines and recommendations in the Plan refocus the Downtown as a priority area for capital investment, for the benefit of all residents, and recommend a reallocation of resources. In addition, the Plan assumes that more will be required from the private sector than has been required in the past. A series of players must come together to create a great urban environment: City staff, Council, land owners, developers, community leaders and citizens. Leadership and strategic public and private investment are now needed.

Plan Development Process

To date, development of the urban context has been guided by a Downtown Plan created in 1985. It allows a mix of uses and built form types, and prioritizes efficient parking and traffic management. The Regina Downtown Neighbourhood Plan project was initiated in September 2007, when the contract was awarded to Office for Urbanism, in association with UMA, Goldsmith Borgal & Company Architects, and urbanMetrics following a competitive bidding process.

This study was organized into five phases that were framed by a public engagement process, and designed to generate a new Vision for the future of Downtown Regina in collaboration with a wide range of stakeholders. Three forums were held as an opportunity to both generate and test ideas, and to ensure that the refinement of the Downtown Neighbourhood Plan was in keeping with the overall Vision. Collaboration between the Consultant Team and City staff, through weekly and bi-weekly conference calls, site visits, exchange of information and ideas, and strategies about how to move forward with the process, were essential to shaping its success.

Phase 1: Project Kick-Off and Background Research

Phase 1 commenced with a project Kick-Off meeting in September 2007 where the Consultant Team met with City staff to establish roles and review the timeline of the study. A Steering Committee of senior City staff was established, and meetings were held at strategic points throughout the process. A detailed walking analysis was undertaken to gather visual information. Policy information, past studies and base maps were thoroughly reviewed and relevant Downtown policies were extracted to inform the content development. An opportunities and constraints analysis was completed.

Phase 2: Visioning + Concept Plan Development

To begin the public engagement process, a media kick-off event was held in October 2007 where the Consultant Team introduced the project with the assistance of the General Manager for Planning and Development, Jason Carlston, and Mayor Pat Fiocco. A presentation to Council was also made to encourage Council involvement moving forward. A series of stakeholder focus group sessions were held to engage key players in the process and to assess the needs and goals of various groups. Those consulted included representatives from: heritage, arts and culture, adjacent neighbourhood representatives, resident's groups, developers, land owners, various City departments, special interest groups, transportation experts, and members from the business community.

In December of 2007, "Forum 1: Downtown Planning Symposium" was held at the Royal Canadian Legion and was attended by over 200 people. The three-day event included a walking tour and a "fresh eyes" analysis presentation on the first day, Visioning Workshops on the second and third day, and a final Open House on the evening of the third day. The key concepts related to the Vision and Principles for the Downtown Plan, as well as the 8 "Big Moves", all emerged during this first Forum.

In the workshops, the Downtown was divided into five "Demonstration Sites". Each group of participants explored, with pen and paper, a future development scenario for one of the sites, in keeping with an overarching vision for the site. The "Big Moves" were then used to inform the development of the Downtown Concept Plan toward the end of this phase and, subsequently, the "Action Plans" (Phase 3). A newsletter outlining the outcomes of the forum was distributed broadly.

Phase 2 concluded with the January 2008 announcement of a \$1 million initial implementation project intended to visually signal change Downtown, specifically for the public realm, in the 2008 operating year. Initially branded the "WOW" project, the City Square Project was proposed to redefine the function and edge of Victoria Park along 12th Avenue to recapture the historic idea of Victoria Park Square. Forum 1 identified Victoria Park as the heart of Downtown Regina, and as a key public space where memorable civic events occur year-round. Accordingly, the City Square Project involves transforming the portion of 12th Avenue along Victoria Park into a beautiful year-round programmable space with a strong pedestrian focus.

Phase 3: Development of Action Plans

Following the establishment of the Vision and Principles for the Downtown Neighbourhood Plan, the Consultant Team worked towards creating the Concept Plan and Draft Action Plans along with associated implementation strategies and tools. This began to frame the recommendations and ideas generated from the background research, technical analysis, and public consultations into a plan and policy structure.

In March 2008, the Consultant Team conducted a workshop with the City Project Team specifically to address transportation planning. Furthermore, a special meeting with representatives of the File Hills Qu'Appelle Tribal Council was held to identify specific needs that ought to be recognized in the Downtown Plan, giving precedence to future actions related to making Downtown truly for all people. The project and Consultant Team also met with a representative from GBLUR Centre for Sexuality and Gender Diversity at the University of Regina to better understand the needs of this group.

In April of 2008, "Forum 2: The Downtown Plan" was held at the Knox-Metropolitan Church in Downtown Regina. The three-day forum began with a public introduction of the draft Downtown Plan, which included a concept drawing and key design moves. The public was given a variety of opportunities to question and comment on the draft Downtown Plan through a series of interactive panels, comment sheets, and during a question and answer period.

On the second and third days of the Forum, focus group sessions were held during which the draft Downtown Plan and draft Action Plans were tested with 7 different stakeholder groups: developers, business associations, community groups, environment, transportation, heritage, and arts & culture. The evolving draft Plan was also presented to City Council during a working lunch.

A key outcome of Forum 2 was a list of risks, mitigating actions and critical success factors for successfully implementing the Plan. A refined list of draft Actions, and champions for each, was also generated. A second newsletter outlining the outcomes of Forum 2 was distributed broadly.

Phase 4: Presentation of Action Plans

Forum 2 identified the need to conduct further workshops to help create a Built Form Framework for Downtown. Workshops were held on June 5, 2008 with City staff, and members of the development and heritage communities, to review and refine draft recommendations. The Built Form Framework comprises a significant component of the Downtown Neighbourhood Plan and should function as a tool to guide future development to ensure that it is in keeping with the original Vision, Principles, and overall intent of the Downtown Plan.

In June of 2008, "Forum 3: Actions and Implementation" was held at the Knox-Metropolitan Church. The Consultant Team presented the overall implementation strategy which included the refined Action Plans, as categorized under the five themes of Live, Work, Play, Movement, and Leadership, to a public audience of approximately 200 people. Feedback was received during an interactive panel session and during a question and answer period.

Forum 3 provided an additional opportunity to present the refined Downtown Plan to City Council, whose enthusiasm had grown for the planning project. A media event following this meeting gave the opportunity for City Councillors and the Mayor to speak to the press about the Plan. From July 2008 to August 2008, the Consultant Team worked towards finalizing the Downtown Plan and writing a draft report. A third newsletter was also produced which outlined the outcomes of Forum 3.

Phase 5: Final Downtown Plan

A first draft of the Downtown Plan was completed in August of 2008. It was presented to the project team and Steering Committee for consideration and review. Subsequently, the Plan underwent a series of refinements and revisions as per the involvement of key stakeholder groups, the Steering Committee, and City staff. The process of refining the Plan included a series of meetings held with land owners to assess the viability and likely impacts of the proposed Built Form Framework that resulted in minor adjustments being made.

The Regina Downtown Neighbourhood Plan clarifies the future form and function of Downtown Regina for 20 years to come and identifies the strategic actions necessary to transform it into a dynamic urban centre. It defines Downtown as the heart of the City of Regina and as a valuable neighbour to its surrounding neighbourhoods. It recognizes that in order to create a great Downtown, the value of the existing employment base to the City must be leveraged; the distinct history and cultural setting of Downtown must be highlighted; civic pride must be strengthened; policies must be put in place to encourage the necessary critical mass for a mixed-use, live-work environment; and, both public and private investment will be required.

The Plan considers a complex array of factors that shape Downtown including, but not limited to the planning and policy context, the urban fabric and built form, street patterns and functions, transit and traffic systems, walking and cycling networks, general land uses, heritage, arts, culture and society, retail function, residential population, and pedestrian behaviour.

Conditions, Constraints, and Opportunities

An examination of existing conditions was conducted using map analyses, photo interpretation, policy review, background document reviews, traffic modelling, and stakeholder interviews. The existing conditions analysis revealed a set of constraints towards a thriving Downtown environment as well as a set of general opportunities for improvement.

Existing Conditions

Downtown Regina is a completely urbanized area located in the centre of the City of Regina (population just below 200,000) and is surrounded by the neighbourhoods of the Warehouse District to the north, Centre Square (formerly the Transitional Area) to the south, Cathedral Area to the west, North Central neighbourhood to the northwest, and the Heritage neighbourhood (formerly Core) to the east.

Downtown Regina has a tremendous opportunity to be renewed as a pedestrianized, active, and dynamic Downtown. The walkable scale of the street grid, the availability of developable land, the beauty of Victoria Park, and the character created by numerous iconic buildings are just a few of its great foundational elements upon which to build.

The City of Regina has a dramatic presence in the prairie landscape. The carefully laid-out inner city neighbourhoods with their tree-lined streets are a testament to an environment that is both deliberate and relatively recent. Wascana Centre, with its varied and breathtaking parks, further points to a history in Regina of long-term visioning, planning, and place-making.

Downtown too has a dramatic presence. It has a well developed skyline that has continued to evolve and change over time, and a diverse assortment of modern buildings. Unfortunately, certain aspects of change have come at a cost. Whereas the Downtown of yesteryear was the heart of the city, with bustling sidewalks and diverse businesses and institutions, today a significant amount of land is dedicated to parking cars.

Planned outward growth and suburban development over the years, into the northwest and southeast areas of the city, combined with a popularization of the automobile, drew residents out of Downtown – amenities and services followed. Consequently, rather than functioning as a once mixed-use neighbourhood with a residential population, Downtown is now largely an office/commercial area, used mainly by government and including a few hundred small businesses, shops, and restaurants. Today, Downtown employs roughly 25,000 professionals, and is home to just under 1,500 residents according to 2006 Census data. This is just 0.8% of the City of Regina's total population.

The study area includes all parcels of land located inside of the boundaries formed by the CPR rail line north of Saskatchewan Drive, Osler Street, 13th Avenue, and Angus Street. The area includes 40 city blocks created by a rectilinear grid of streets (Figure 1.1). This area is an historic part of the city, containing many of the early elements that contributed to the identity of the Township of Regina just prior to its incorporation in 1882. Victoria Park, the rail station, and various heritage buildings such as the Hotel Saskatchewan, the Knox-Metropolitan United Church, and the Saskatchewan Power building on Victoria Avenue, are just some contributions from Regina's rich past that shape its identity today.

Constraints

a) Engrained social patterns – Downtown is no longer the heart of the action – people do not expect to live, to dine, or to be entertained Downtown; new development has not necessarily focused on quality; people expect to drive everywhere.

b) Decentralized civic and cultural institutions – Regina has not developed a critical mass of important arts, culture, and retail facilities and activities in the Downtown; rather, these amenities are scattered throughout the city and currently best accessed by driving.

c) The railway divide – crossings are limited and are designed for vehicles; they make poor connections between Downtown and important areas to the north (the Warehouse District and Mosaic Stadium) from which pedestrian movement into the Downtown should take place.

d) Under-investment in the public realm – there has been little investment in the past 20 years; past investment has been of an inconsistent character and quality.

e) Car-oriented infrastructure – Downtown is designed for cars: wide roads, wide lanes, one-way streets, an abundance of surface and structured parking, few pedestrian crosswalks or signals, and weak transit infrastructure.

f) Car-oriented culture – despite Downtown Regina's compact and walkable scale, a car-oriented culture is evident in the travelling behaviour of those who work Downtown and in Downtown's overall physical form. Parking structures and surface parking lots dominate views, and negatively impact the pedestrian experience.

g) A limited residential population Downtown - while employment uses remain strong, the limited residential population, combined with the dispersal of arts and cultural institutions throughout the city, results in a Downtown that is underutilized on evenings and weekends. This constrains the viability of the restaurants, services, and specialty retail which ought to distinguish the Downtown from other parts of the city.

Opportunities

a) Regina as the capital city – its role as a ceremonial and gathering centre; the focus of government; a location for regional corporate headquarters.

b) Concentration of government and office employment uses Downtown – an extraordinary concentration for a city of Regina's scale; provides a tremendous daytime population.

c) Diverse historic neighbourhoods – adjacent neighbourhoods are planned on a grid, and have populations that are loyal to the Downtown and that use Downtown amenities.

d) Beautiful Wascana Centre – is a tremendous recreational asset for all of Regina, but in particular for Downtown, where people living at higher densities in the future will benefit most from it.

e) The grid – a compact and walkable Downtown results from an intact, well-connected, fine-grained street network.

f) Victoria Park – a central oasis, just the right size for Downtown; has the potential to evolve, adding people, activity, and amenity to become the Regina's main square.

g) Cultural activities – potential to develop cultural partnerships and programs given the interest of the arts community in playing an active role in its future.

h) Significant opportunity areas – Broad Street, Albert Street, and Saskatchewan Drive are today underutilized; with imagination and commitment, they can transform to places of vitality and value.

i) Remaining heritage – needs to be protected and revitalized: these jewels exist only here. There is a significant stock of heritage properties that creates a distinct character in Downtown.

Beyond Costing the Plan: Understanding the Plan as an Economic Development Tool

The Regina Downtown Neighbourhood Plan has three key functions relevant to understanding the costs of its implementation. Unlike a capital project, where specific costs related to project implementation are identified and detailed, the Plan functions as a Vision, a Policy Framework, and as a City Building Tool. In each of these realms, the Plan has implications for economic growth, which in turn has implications for the fiscal health of Regina.

In essence, the transformation of the Downtown is an investment in the future of Regina. Some aspects of the Plan will be implemented with minimal expense to the municipality – adopting a new policy framework, for example. Other Plan actions entail attracting investors (public, private, and institutional) who will act as catalysts for further investments. Investment in the Downtown will have an impact on the economic development of the city as a whole – it will attract private investment and tourism dollars, it will increase property values and result in a destination within the city for all Reginans.

As a Vision

The Regina Downtown Neighbourhood Plan provides a rationale for decision making, giving direction to the municipality and key stakeholders as it reinforces the Downtown's commercial character and transforms it into a complete and walkable neighbourhood. It functions as a key tool to leverage investment from other sources, such as through the Urban Development Agreement fund and through the Bonusing Framework (see section 4.3). It will both direct public sector investment, ensuring coordination among departments as capital investments are made, as well as attract outside investment by demonstrating the Downtown's future character, and the municipality's commitment to the Downtown as a priority. The Vision provides certainty in the Downtown's future for Council, the development industry, residents, and City staff. Certainty and a commitment to quality are critical to attracting outside investment.

As a Policy Framework

The Regina Downtown Neighbourhood Plan is also a Policy Framework that specifies how the Downtown should grow and develop over the next 20 years. It shapes growth and investment by directing future decision making and instilling higher design quality requirements. Studies that will refine key ideas related to the Vision are outlined as specific actions in the Plan; they will be undertaken in sequence and in accordance with priority as funding becomes available. Many of these studies will lead to capital projects, which will then be assessed during annual budget cycles.

As a City Building Tool

The Regina Downtown Neighbourhood Plan positions Downtown Regina as a local and regional destination, a draw to tourists and business, a place to invest, and a healthy place to live. Plan actions express the City of Regina's ongoing commitment and are a blueprint for Downtown growth and development such that the Plan, in its entirety, functions as a tool that: increases development potential, generates momentum, directs attention to Downtown activities, and focuses energy towards the Downtown's continued enhancement.

Plan fulfillment will enhance the Downtown's livability and thereby strengthen Regina's strategic position in relation to other cities as it competes for businesses, entrepreneurs, young professionals, and tourists, all of whom are drawn to settle, invest, and visit based on the breadth of evident quality of life opportunities.

It is this same vibrancy and attractiveness that will draw others to live in Regina, which will also drive economic growth. To locate, businesses require a stable critical mass of educated employees. To thrive, businesses require a strong consumer base. Enhanced livability and enhanced business opportunities are fundamentally entwined.

New capital investments Downtown, to be made by both the private and public sectors, will generate land value, which in turn will increase tax revenues. As the Downtown grows as the hub of the city, with animated streets and businesses all hours of the day and all days of the week, existing businesses will thrive and new businesses will be inspired to locate in the heart of the action.

Downtown development also has the potential to maximize the use of municipal infrastructure. Utility lines, roads, and lanes, are already in place and may only need minor upgrading when new developments evolve on infill greyfield and brownfield sites. There are also potential operational efficiencies to be gained in the long term. A more compact urban core minimizes operational costs for services and may lead to opportunities to offer higher levels of service in areas such as public transit, solid waste management, and snow clearance/sidewalk maintenance given the advantages of providing these services at higher densities. Over time, as the Downtown becomes increasingly diversified and as new businesses establish, real estate will become more competitive and the Downtown business economy will continue to grow, resilient to changing market conditions.

APPENDIX 2: STREETSCAPE TYPOLOGIES

The Streetscape Typologies, as illustrated on Map 3, organize streets by type based on their current or planned character and function. The diagrams and descriptions in this appendix represent prototypical conceptual design qualities for each streetscape type. They are not meant to illustrate particular Downtown locations; instead, they provide recommendations for the allocation of space and the look and feel of each typology.

As examples, the streetscape typologies demonstrate how the right-of-way could be allocated for various street types to be in keeping with the Vision. It is expected that these street sections will be refined, in the context of the development of alternative Downtown street standards. These streetscapes will require revised approaches to road maintenance and operational services.

Grand Avenues – Albert Street, Saskatchewan Drive, Broad Street

Intent

Albert Street, Saskatchewan Drive, and Broad Street define three of the edges or thresholds to the Downtown. Currently dominated by fast moving traffic within the right-of-way, as well as suburban character buildings and parking lots adjacent, it is intended that these streets transform into grand, tree-lined avenues edged by high quality buildings (Figure A2.1).

Features of Grand Avenues should include:

- a) Broad sidewalks with a double row of street trees on each side of the street. To help accomplish this, a 5 metre build-to line setback is proposed for new buildings.
- b) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. In a few places, this will include distinctive heritage streetscape treatment.
- c) Crosswalks at all intersections, including special crosswalks at the four Primary Gateways intersections.
- d) Permanent on-street parking. This helps buffer pedestrians from traffic and creates activity.
- e) Bump-outs of sidewalks at intersections, creating more substantial pedestrian zones and shorter road crossings.
- f) Bike lanes of 1.75 metres width, slightly wider than the minimum 1.5 metres, due to these streets' high vehicular volumes.
- g) Bike Boxes at all signalized intersections, which requires no vehicular right turns on red lights.
- h) Where left turn lanes are not required, the sidewalks on each side of the road should be expanded.

Grand Avenues – Victoria Avenue

Intent

Victoria Avenue is the great street of Regina, a grand civic gesture through its centre uniting many neighbourhoods, including the Downtown. Unfortunately, its character through the Downtown has eroded over time. Victoria Avenue should be restored to its former splendour as a boulevard with a special treatment through the Downtown (Figure A2.2).

Features of the Victoria Avenue Grand Avenue should include:

- a) A broad central island with a double row of ornamental trees.
- b) Broad sidewalks with a double row of street trees on each side of the street. To help accomplish this, a 5 metre build-to line setback is proposed for new buildings.
- c) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. This will include a distinctive heritage streetscape treatment through the Heritage Heart.
- d) Decorative crosswalks at all intersections between Albert and Broad Streets, inclusive.
- e) Permanent on-street parking. This helps buffer pedestrians from traffic and creates activity.
- f) Bump-outs of sidewalks at intersections, creating more substantial pedestrian zones and shorter road crossings.
- g) Left turn lanes should be minimized.

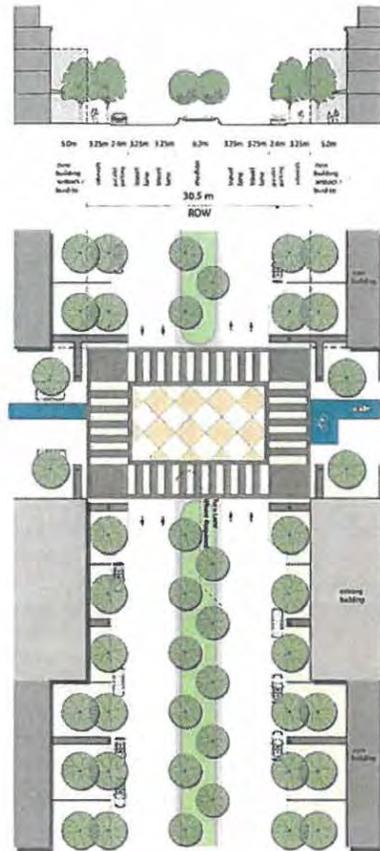


Figure A2.2
Victoria Avenue section

Primary Streets – 11th Avenue, 12th Avenue (Angus to Osler), 13th Avenue

Intent

All east-west streets are recommended to be two-way through the Downtown (Figure A2.3). This creates better linkages to adjacent neighbourhoods as well as a more legible environment to navigate. Further, two-way streets better support retail vibrancy and minimize driving distances within downtown environments – since it is always possible to take a direct route. Primary Streets are active for all modes of transport, but have less vehicular traffic than the Grand Avenues, so they are the most balanced Downtown streets. Conversion of 11th and 12th Avenues occurred in June 2010. Detailed analyses will be necessary to determine feasibility and phasing of the remaining conversions.

A new Downtown transit hub is required and detailed analysis will show the best location and configuration. Bus stops on each side of the street will service transit travelling in opposite directions, and facilitate transfers across the street. Travel lanes on 11th Avenue will generally need to be 3.65 metres wide. Special streetscape treatments in this area are proposed.

12th Avenue adjacent to Victoria Park has become part of the City Square Project, a special plaza treatment designed to extend the perception and use of public space. It has a high quality treatment designed primarily as a pedestrian space, but through which vehicles may be able to pass.

Features of Primary Streets should include:

- a) Wide sidewalks with a single row of street trees on each side of the street.
- b) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. This will include a distinctive heritage streetscape treatment through the Heritage Heart.
- c) Crosswalks at all intersections, including decorative crosswalks in pedestrian priority areas.
- d) Permanent on-street parking on one or both sides of the street. This helps buffer traffic and pedestrians and creates activity. Where transit facilities are required, on-street parking should be accommodated only where possible.
- e) Bike lanes and Bike Boxes on 12th and 13th Avenues should be accommodated.

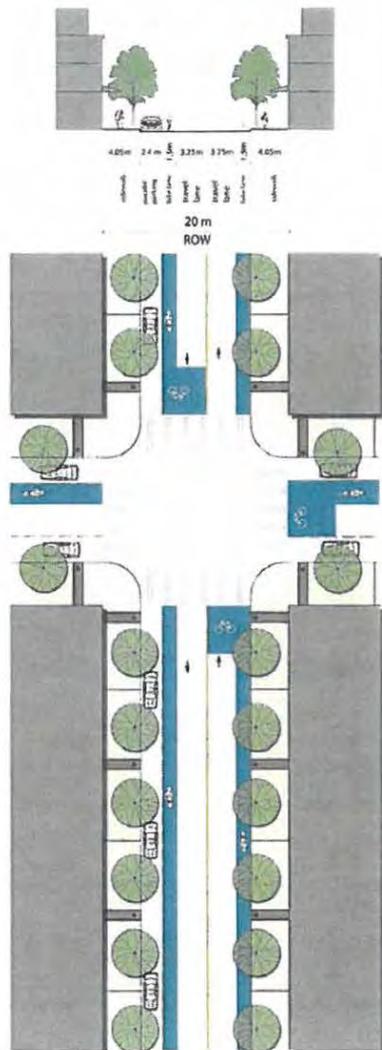


Figure A2.3
Primary Street section

Secondary Streets

Angus Street, McIntyre Street, Smith Street, Lorne Street, Cornwall Street, Scarth Street, Hamilton Street, Rose Street, Osler Street

Intent

The north-south streets are envisioned to remain one-way into the foreseeable future. Given that these streets are not through streets, they have the greatest potential to focus on active transportation and a high quality pedestrian realm (Figure A2.4).

In the future, with increased intensity, particularly an expanded street retail scene and significant infill of currently vacant lots, these streets should be considered for conversion to two-way with parking in only one direction.

Features of Secondary Streets should include:

- a) Wide sidewalks with a single row of street trees on each side of the street.
- b) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. This will include a distinctive heritage streetscape treatment through the Heritage Heart.
- c) Crosswalks at all intersections, including decorative crosswalks in pedestrian priority areas and at Victoria Avenue between Albert and Broad Streets.
- d) Permanent on-street parking on one or both sides of the street. This helps buffer pedestrians from traffic and creates activity. Where transit facilities are required, on-street parking should be accommodated only where possible.
- e) Bike lanes and Bike Boxes at all signalized intersections should be accommodated.

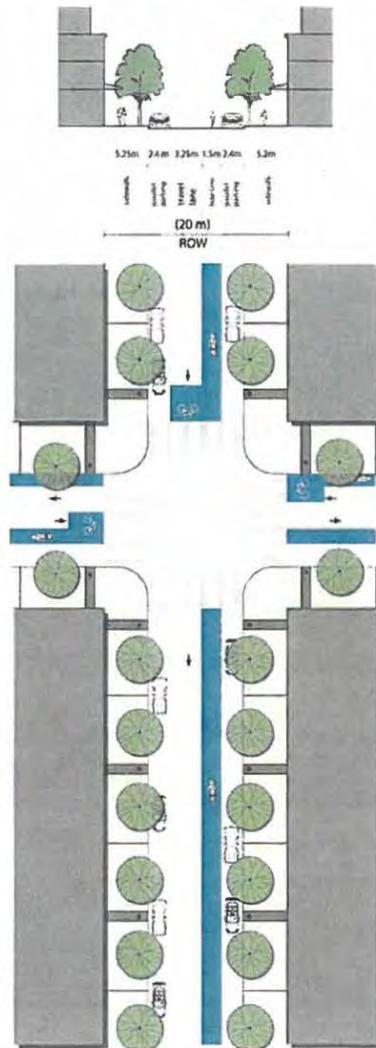


Figure A2.4
Secondary Street section

Alternative Street Configurations

Intent

Several streets currently exhibit features that distinguish them from the streetscape typologies (i.e. Grand Avenues, Primary Streets, Secondary Streets). In other cases, in order to complement recommended public realm improvements, specific streets should be designed in concert with these improvements.

Secondary Streets – Blocks between Victoria Ave. and 13th Ave.

Centre Square neighbourhood's existing secondary streets have mature street trees located between the sidewalk and pavement (Figure A2.5). This is an appropriate condition in this neighbourhood, particularly given the desire to infill these streets with predominantly residential development.

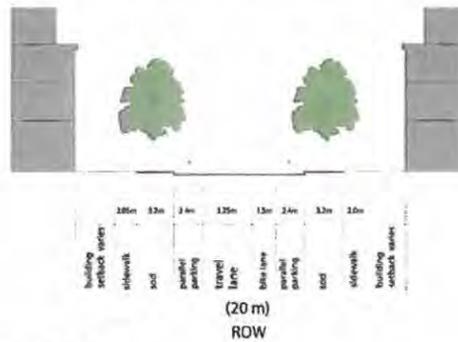


Figure A2.5

Secondary Streets – Blocks between Victoria Avenue and 13th Avenue

Secondary Streets – Lorne Street and Scarth Street adjacent to Victoria Park.

Currently, Lorne and Scarth Streets have angle parking beside Victoria Park. This condition is appropriate since it provides plenty of short-term parking for the park and the animated uses around its edge (Figure A2.6).

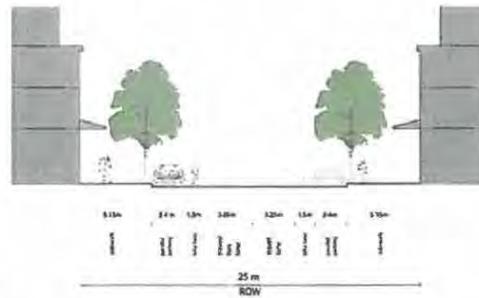


Figure A2.6

Secondary Streets – Lorne Street and Scarth Street adjacent to Victoria Park

12th Avenue – Blocks between Albert Street and Lorne Street.

12th Avenue has a wider right-of-way through the west side of the Downtown, at 25 metres (Figure A2.7). This additional width can be utilized by providing on-street parking on both sides of the street and wider sidewalks. In front of the library (and in proximity to the City Square Project) and/or along the City Hall block, the additional width can be utilized for a generous transit stop and waiting area.

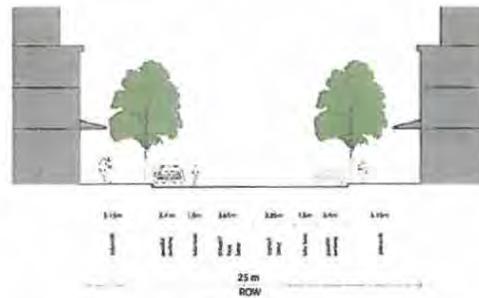


Figure A2.7

Secondary Streets – Blocks between Albert Street and Lorne Street

APPENDIX 3: DESIGN GUIDELINES FOR CLIMATE CONTROLLED PEDESTRIAN LINKAGES

1.0 Introduction

The purpose of these guidelines is to provide a qualitative basis for evaluating the design of approved climate controlled pedestrian linkages. They will be used by development proponents, those responsible for reviewing proposals and City Council. The guidelines are used as a standard of design from which variation is possible in specific cases where appropriate.

2.0 General Design Principles

The design guidelines are based on, and consistent with, the following general design principles which respect Regina's specific context and needs:

- a) Emphasize ground level retail activity.
- b) Provide a comfortable and safe pedestrian environment within the retail core.
- c) Encourage diversity and detail in ground level climate controlled pedestrian linkages, consistent with a vital shopping environment, but unified within an overall theme.

3.0 Design Guidelines

The following guidelines are applied to climate controlled pedestrian linkages:

3.1 Physical Dimensions

- a) The minimum height from the ground of above ground climate controlled pedestrian linkages over public rights-of-way shall be 4.75m (15.6 ft.).
- b) The minimum corridor width for climate controlled pedestrian linkages shall be 3.0m (10.0 ft.) except for those over rear lanes abutting parkades which shall be a minimum of 2.44m (8.0 ft.) in width.
- c) The minimum ceiling height in all climate controlled pedestrian linkages shall be 2.44m (8.0ft.).

3.2 Access

- a) Stairs shall be a minimum of 2.0m (6.6 ft.) in width. Each flight shall have a maximum vertical rise of 2.44m (8.0 ft.). The tread shall be a minimum of 28cm (.92 ft.), the rise shall be a maximum of 15cm (.49 ft.), and the product of the rise and tread shall be between 450 and 485.
- b) Access points to the street from climate controlled pedestrian linkages shall be clearly identified by the design of the entrance and the provision of standardized signage.

- c) Provision shall be made for level changes which allow easy and convenient movement of pedestrians between above ground and ground level climate controlled pedestrian linkage elements, at such strategic locations which maximize pedestrian orientation to street level shopping of Scarth Street and Hamilton Street.

3.3 Exterior Design

- a) Above ground climate controlled pedestrian linkages over streets shall be as close as practical to 90° from the face of the adjacent buildings.
- b) The horizontal orientation of above ground climate controlled pedestrian linkages over streets shall be level to the greatest extent practical. Where deviation from level is necessary, the exterior design shall compensate for such deviation by maintaining level roof, deck and window lines.
- c) The exterior design and materials of above ground climate controlled pedestrian linkages over streets shall be compatible with that of the adjacent buildings. Where the adjacent buildings are of markedly different styles, the exterior design of the climate controlled pedestrian linkages shall be in keeping with one of the buildings. Priority shall be given to compatibility with adjacent buildings having heritage significance.
- d) Reflective surfaces which create glare should not be utilized.
- e) The exterior of ground level climate controlled pedestrian linkages in existing buildings should respect the original building façade and maintain or enhance compatibility with the streetscape.

3.4 Interior Design

- a) The use of natural light is encouraged by the provision of substantial glazing including skylights where applicable.
- b) The minimum interior illumination levels are:
 - 21.5 lux for walkway areas
 - 10.7 lux for seating areas
 - 43 lux for entrances, stairs and ramps
- c) Doorways shall not obstruct the free flow of pedestrians within climate controlled pedestrian linkages. Doors shall be held open with magnetic stays connected to the fire alarm system, or utilize another acceptable method.
- d) Directional signage shall be provided at exits and key nodes within climate controlled pedestrian linkages.
- e) Facilities encourages on ground level climate controlled pedestrian linkages include landscaping, seating areas, and public art. The location of these facilities should maintain an uncluttered appearance which does not detract from the provision of display windows and small scale storefronts.

- f) The interior design of ground level climate controlled pedestrian linkages in the retail area should consider the "Heritage" theme established for the Scarth Street Mall.
- g) Materials used should be durable as well as aesthetically pleasing.
- h) Climate controlled pedestrian linkages shall be appropriately insulated.
- i) Visibility from climate controlled pedestrian linkages to the street shall be provided where possible to aid the orientation of users.

3.5 Security and Safety

- a) Climate controlled pedestrian linkages shall be as open and visible as possible. Blind corners and unnecessary jogs which screen areas from view should be avoided.
- b) Consideration may be given to utilizing closed circuit T.V. cameras for surveillance, especially in screened, infrequently used or other high risk areas.
- c) All adjacent uses which have direct access to climate controlled pedestrian linkages must be able to be securely closed from the linkage.

APPENDIX 4: URBAN DESIGN GLOSSARY

- Above Grade Parking:** Vehicle parking that is above ground level, usually in a structured facility.
- Active Uses:** Land uses that result in frequent and varied forms of pedestrian activity along a building frontage, such as lingering along storefronts, entering and exiting buildings, and delivering or receiving small packages.
- Adaptability:** The capacity of a building or space to be changed so as to respond to changing social, technological and economic conditions.
- Affordable Housing:** Housing which costs less than 30% of household income (CMHC definition), or, home ownership for low-income families where less than 30% of household income is spent on housing.
- Amenity:** Aesthetic or other features of a development that increase its marketability or usability to the public.
- Articulation:** Detailing of building mass, location or orientation of fenestration, and design of building elements. The "base" articulation is generally within the first three storeys of a building, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation, and material quality. The "middle" articulation is the body of the building above the base, this should contribute to the physical and visual quality of the overall streetscape. The "top" articulation generally includes the entire top portion(s) of a building involving the roof and one floor below.
- Atrium:** A fully enclosed or semi-enclosed rectangular court surrounded by a single building or between buildings that is open air.
- Back Lot Parking:** Parking that is contained behind buildings, in the middle of a block, linked yet hidden from the pedestrian's experience of a street.
- Bay:** A part of a building marked off by vertical elements, such as columns or pilasters.
- Below Grade Parking:** Vehicular parking that is below ground level.
- Bike Box:** Delineated areas where cyclists, at a red light, can advance ahead of stopped vehicles while waiting for the light to turn green. Cyclists are therefore more visible to vehicles and are prioritized higher as road users.
- Bollards:** Vertical columns used to physically block or visually guide vehicular traffic in an area.
- Build-to Line:** Build-to Line denotes a specific distance from the property line to which the street wall of all new buildings must be constructed. The build-to line is measured at grade.
- Build-to Range:** Build-to Range denotes a specific distance range from the property line to which the street wall of all new buildings must be constructed.

- Building Typology:** The general shape, mass, and articulation of a building, categorized by type.
- Built Form:** The shape of developments including buildings, and other structures, not only individually, but as a collective. How buildings relate in terms of height, scale, and character determines the extent to which they will define the public realm.
- Civic Heart:** An open space that has a concentration of civic uses and destinations.
- Community Amenities:** A built form or public realm feature, element, or structure, that provides a desirable or favourable service or benefit to the local community, and at no cost to the community.
- Compatibility:** The size, form, and character of a building element relative to other elements around it. This may be determined by the size and proportion of windows in a building façade are usually related to one another, the spaces between them, and the scale of surrounding buildings.
- Conservation Plan:** A management plan to promote the conservation of heritage resources through the establishment of incentives and protective measures to preserve, protect, enhance, and improve existing heritage resources as well as educate and advocate for heritage conservation.
- Convertible Frontage:** Residential street level units designed so that they can be converted for retail uses, and should be designed to the standards of retail uses (i.e. building code requirements), but be authorized to have non-retail uses within them.
- Corner Treatment:** A unique built feature on a corner building that acknowledges its prominence on the street in terms of views and architectural presence. Can be achieved by adding to building articulation with elements such as a turret, or by subtracting from the building volume resulting in conditions such as recessed entrances.
- CPTED:** CPTED is Crime Prevention Through Environmental Design. It is a pro-active crime prevention strategy utilized by planners, architects, police services, security professionals, and everyday users of space. CPTED provides universal design principles relating to the improvement in natural surveillance, natural access control, territorial reinforcement (i.e. fencing), and maintenance.
- Datum Lines:** The horizontal or base line, from which the heights of points are measured.
- Density:** The floorspace of a building, or buildings, in relation to a given area of land.
- Enclosure:** The use of buildings to create a sense of defined space.
- Fine Grain:** The pattern of the arrangement and size of buildings and uses and their plots in an area, usually along a street. Fine urban grain refers to a pattern of street blocks and building sites that is small and frequent, thereby creating a dynamic and animated urban environment for the pedestrian.

- Floor Area Ratio:** The ratio of the floor area of a building divided by the total area of the property (lot size). The ratio gives a general sense of the mass, or size, of a building.
- Gateway Treatment:** A design feature intended to signify entrance to a distinct area, usually a place where a new character or sense of identity should be recognized. Achieved through details of the built form, or through landscaping and signage.
- Gateways:** Locations where a significant number of people enter and exit Downtown. They occur at a variety of scales, including to Downtown as a whole, to precincts, or to specific streets or open spaces.
- Grand Avenues:** Gateways into the Downtown defined by their generous public realm treatments and mid-rise buildings. Buildings along these should be a little 'grander' than most, in the sense that they will have careful attention to the building quality and articulation.
- Green Roof:** A building feature located on the roof of buildings designed to capture rain, sequester carbon locally, provide micro-habitats for urban wildlife, and reduce urban heat. Secondary benefits include a reduction in building heat consumption and an added visual amenity. This feature typically involves covering the roof with fast-rooting vegetation such as grasses and mosses. The green roof is designed to be self-sustaining, with a waterproof membrane at the base of the roof, overlain with a rooting membrane for the vegetation.
- Heritage Conservation:** Refers to saving significant buildings (retaining parts or places that are valued for their heritage contribution), and to enhancing the meaning and quality of life in a specific place by maintaining its uniqueness, and supporting the cultural and economic vitality that accompanies areas with strong conservation.
- Heritage Impact Assessment:** A process to integrate the objectives of a heritage management plan into the planning process. The assessment is aimed at identifying the potential impacts to heritage resources of development proposals and plans, and recommending solutions to mitigate any negative impacts.
- Human Scale:** The impression of a building when seen in relation to its surroundings by a pedestrian, or the size and proportion of parts of a building or its details, that relates in a positive way to the visual and physical experience of a pedestrian.
- Infill Development:** The development of vacant parcels in urbanized or suburbanized areas, typically bringing the density of the area closer to that allowed by the existing zoning regulations.
- Landmark:** A building or structure that stands out from its background by virtue of height, size or some other aspect of design.
- Landmark Frontages:** Locations which are prominent because of their context, such as adjacency to a public open space or important street, or because of their content, such as heritage resources or public art. These are closely related to gateways.

- LEED Certification:** Leadership in Energy and Environmental Design. A system of measurement which rates new buildings (or their plans) on their level of energy use and environmental consideration. It is meant to encourage new developments to become more energy efficient and environmentally sensitive.
- Massing:** The combined effect of the height, bulk, and silhouette of a building or group of buildings.
- Mid-Block Connections:** Linkages between two streets in the middle of larger blocks. They should be designed to have uses other than as mid-block pedestrian links (i.e. laneway or library/gallery galleria).
- Mixed Use:** A mix of uses within a building, or a site, or within a particular area, possibly including employment, residential, commercial, live/work, or retail.
- Mixed Use Row House:** Units attached at sides, generally a single ownership for each unit. Can have ground level commercial uses or in some cases can be purely residential.
- Modal Split:** How the total number of journeys in an area or to a destination is split between different means of transport, such as train, bus, car, walking and cycling.
- Multiplex:** Multiple residential units within a house form building.
- Pedestrian Orientation:** The characteristics of an area where the location and access to buildings, types of uses permitted on the street level, and storefront design are based on the needs of persons on foot.
- Placemaking:** The art, and science, of making successful public places with significant local meaning. It involves the design of public space as well as the proper programming of public space. It is also considered a process whereby communities can generate a sense of ownership and belonging to a place.
- Pocket Park:** Small outdoor areas intended to provide intimate, yet high quality open spaces for an immediate neighborhood or catchment area. Generally are no larger than 1,000 square metres.
- Podium:** The lower portion of a building that defines the street edge or public realm, typically between 3-6 storeys in height. The podium refers to the overall massing of this portion of the building, and can be considered as the base of a building.
- Point Tower High Rise:** High rise buildings with a slender profile tower and small floor plates, typically less than 700m². Often placed in areas adjacent to other tall buildings, for context and transition.
- Primary Street:** Active for all modes of transport, but have less vehicular traffic than do avenues, so they are the most balanced streets downtown. Used to move people within the downtown.
- Public Realm:** Places and spaces that are shared by the public, for use by the public, and are typically in public ownership. This includes all public open spaces, and streetscapes. It is also the most

prominent and visible aspects of the urban environment that determines the character and the quality of the urban experience.

Public/Private Interface: The point at which public areas and buildings meet private ones.

Rhythm: The recurrence at regular intervals of design elements that help structure their visual character and definition. For example, a vertical line dividing buildings every 6 to 12 metres, will create a rhythm for the street that supports a pedestrian scale and intimate character.

Right-of-Way (ROW): A strip of land, including the space above and below the surface, that is platted, dedicated, condemned, established by prescription or otherwise legally established for the use of pedestrians, vehicles, or utilities.

Secondary Street: Streets used to access destinations within Downtown, rather than to access Downtown itself.

Setback: The minimum distance from the property line at which a building must be built.

Slab High Rise: Lower tower with big floor plates, typically more than 700m². Require careful location and design due to their longer building mass.

Stacked Row House: One or more residential units stacked above one or more residential units.

Step Back: A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge. Usually articulated at the top of the podium or street wall.

Storefront: The face of a retail store, ground-level office, or service centre, that faces into the public realm. It usually includes an entryway into the building with windows that showcase products and services inside.

Street Level Condition: The way that a building is experienced at street level. Active uses (e.g. retail, public spaces); with an open and public presence (i.e. windows and doors) provide engaging ground level conditions. Blank facades result in inactive street level conditions.

Street Wall: The Street Wall is the lower portion of a building or collection of buildings that defines the street edge or Public Realm, typically between 3-6 storeys in height. The Street Wall refers to the façade portion of the building.

Street Wall Elements: The components that, taken together, give a street wall its unique character, such as recessed entries or bay windows or signage treatments or canopies.

Surface Parking: Parking which is at ground level and off the street (on a parcel of land).

Third-Party Signage: A sign that promotes a business, product, or service that is not located on or available for purchase at that site.

Traffic Calming: The reduction of traffic volume within an area and/or the reduction of traffic speed. This usually involves various road design strategies that physically restricts traffic into an area,

and/or causes a driver to reduce speed and pay attention to pedestrian activity. Design strategies also communicate pedestrian priority with clear markings and signals on the road to both pedestrians and drivers.

Transition: Occurs between buildings to help create continuity and cohesiveness in a streetscape, with buildings that are beside each other, across the street from each other, or are otherwise part of a building grouping which has design elements that reference one another. Can be articulated through a wide range of design elements (i.e. overall building height, massing, setback, materials etc.)

Transparency: The degree of visibility through a building façade.

Tower: Upper portion of a building that is high in proportion to the width and length of the base.

Urban Structure: The shape of Downtown as a whole, including its overall height and density, street wall heights, setbacks/build-to lines, and distinct functional and character areas. It builds on existing and historic development characteristics, and considers linkages and interfaces with the surrounding context.

View Corridor: View Corridors are long, straight streets in the Downtown and the surrounding neighbourhoods where Views terminate.

View Terminus: The end point of a view corridor. Often accentuated through design elements – public art, adding/subtracting from the building mass, or landscaping.

Walkable: A condition of a system of routes which are barrier free, interesting, safe, well-lit, comfortable and inviting to pedestrian travel.

Wayfinding: Tools which orient users of an area to ensure the ability to navigate through an area. Tools include signs, graphic communications, spatial markers, streetscape elements, building design, and the street network.

ABSTRACT

BYLAW NO. 2012-68

THE REGINA DEVELOPMENT PLAN AMENDMENT BYLAW, 2012 (No. 4)

PURPOSE:	To amend The Regina Development Plan, Bylaw No. 7877.
ABSTRACT:	This bylaw amends the policies of <i>The Regina Development Plan</i> that guide the regulation of development within the downtown.
STATUTORY AUTHORITY:	Section 39 of <i>The Planning and Development Act, 2007</i>
MINISTER'S APPROVAL:	Required, pursuant to s. 39 of <i>The Planning and Development Act, 2007</i>
PUBLIC HEARING:	Required, pursuant to s. 207 of <i>The Planning and Development Act, 2007</i>
PUBLIC NOTICE:	Required, pursuant to s. 207 of <i>The Planning and Development Act, 2007</i>
REFERENCE:	Regina Planning Commission Meeting July 25, 2012 RPC12-56
AMENDS:	Amends Bylaw 7877
CLASSIFICATION:	Regulatory
ORIGINATING DEPARTMENT:	Planning and Sustainability Department Community Planning and Development



OFFICIAL COMMUNITY PLAN

SUB-PART B.1.5 Eastview Neighbourhood Plan



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Regina OCP – Part B
Sub-Part B.1.5 – Eastview Neighbourhood Plan

SUMMARY OF RECOMMENDATIONS

NIA Implementation (Neighbourhood Improvements in the next Five Years)

- 1) That the Traffic and Circulation Study scheduled to be finalized in summer, 1986, be implemented in 1987 in accordance with overall city transportation needs and in a manner acceptable to the residents and City Council. An amount of \$195,000 has been allocated from the NIA #3, 1987 budget for this project.
- 2) That negotiations, initiated by the Planning and Parks and Recreation Departments, begin immediately with the Public School Board for the construction of a neighbourhood centre of approximately 4,000 square feet, attached to Haultain School. An amount of \$630,000 is allocated from the NIA #3 budget for this project.
- 3) That negotiations, initiated by the Planning and Parks and Recreation Departments, begin with the Public School Board for the upgrading of the Haultain School yard (following the construction of the neighbourhood centre). An amount of \$50,000 of the NIA #3 budget is allocated for this project. The NIA funding allocation is additional to funding under joint use agreements to redevelop school sites.
- 4) That the Planning and Parks and Recreation Departments initiate negotiations with the Separate School Board for the upgrading of the St. Paul School yard. An amount of \$50,000 of the NIA #3 budget is allocated for this project. This allocation is conditional on the basis of an equitable agreement being reached between the City and the Separate School Board for project funding.
- 5) That the Planning Department initiate the redesign of Haultain Park in a way that would meet the expressed needs of the residents. An amount of \$150,000 of the NIA #3 budget is allocated for this project in 1987.
- 6) That NIA funds of \$205,000 be budgeted for walk, curb, and watermain replacement in 1986.
- 7) It is recommended that \$10,000 of the proposed NIA #3 budget be allocated for bus shelters at the following locations:

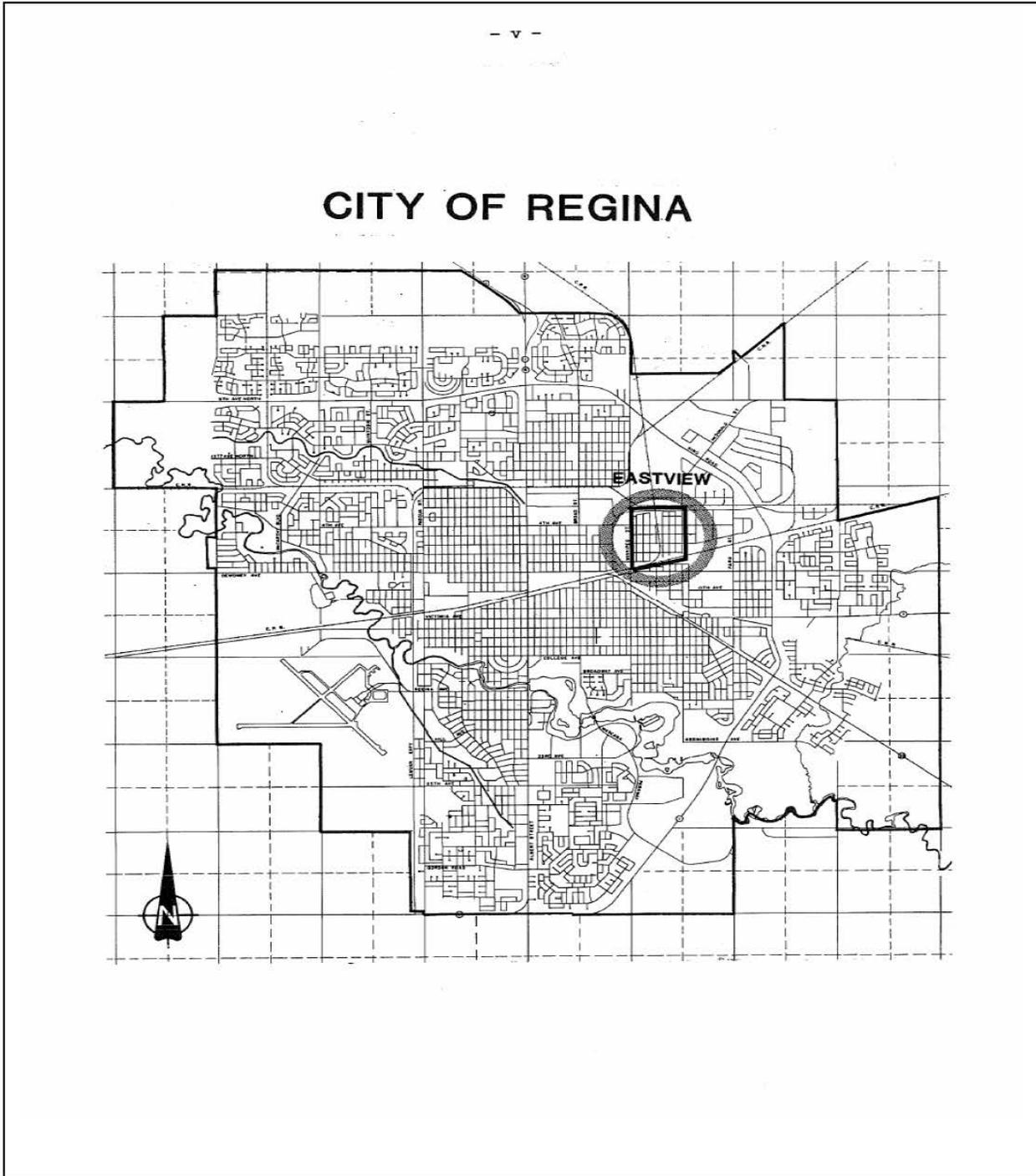
4th Avenue and Broder Street	west bound
6th Avenue and Broder Street	east bound

Neighbourhood Plan (Long Term Directions)

- 8) The Planning Department commence a rezoning initiative when appropriate for the industrial area west of the rail tracks, south of 7th Avenue, consisting of the east 1/2 of Block 22, all of Block 23, all of Block 24, and all of Block 25 from industrial to residential zoning (R4A) (See Map 3).
- 9) The Planning Department and Buildings and Properties Department assist existing industrial operators to find more suitable industrial sites in other appropriate locations within the city.
- 10) The Economic Development Department actively seek out investment groups and developers who may be interested in participating in a comprehensive redevelopment scheme for this area.
- 11) The Buildings and Properties Department should be prepared to consider land swaps on a fair market transaction basis to aid the redevelopment process.
- 12) That the Planning Department amend the Zoning Bylaw to include landscaping and screening standards as part of the IA zone where it abuts a residential zone. The new standards will only apply to new businesses or when changes in land use occur.
- 13) That the present R3 (Residential Older Neighbourhood) Zone be maintained and no non-residential rezonings be considered for the established residential portion of the Eastview neighbourhood with the exception of the 900 block of McDonald Street.
- 14) Deleted - Bylaw No. 9603.
- 15) Deleted - Bylaw No. 9603.
- 16) The Planning and Parks and Recreation Departments encourage and provide organizational support to help the neighbourhood develop programs such as day care, play school, a community school, and neighbourhood clean-up, etc.
- 17) That a lane lighting program be considered as a long term possibility for the Eastview neighbourhood provided that all costs can be recovered through local improvement assessments.
- 18) That the Public Works and Engineering Department continue to implement the storm retention plan recommended by the 7th Avenue Drainage Area, Flood Relief Study, 1980 to help reduce basement flooding in Eastview.
- 19) That residents take action to prevent sewer backup and flooding by:
 - keeping sewer caps on when not in use or installing back up valves that close automatically when back pressure occurs;
 - draining eavestroughs onto lawns and driveways not into the domestic sewer system; and,

- by maintaining the grade of residential property away from the house towards the street or lane.

- 20) That 1301 Wallace Street - Tannery Co. Ltd. be added to the City of Regina Priority List of Heritage Buildings to screen against possible future demolition.



1.0 INTRODUCTION

On December 3, 1984, Regina's City Council approved a NIA Site Selection Report designating Eastview as the fifth neighbourhood in Regina to receive the benefits of the NIA Program, with a budget of \$1,300,000 allocated over three years beginning in 1986. Council also authorized the preparation of an Eastview Neighbourhood Plan. The Plan expresses a commitment to improving the social and physical qualities of the neighbourhood, not only in conjunction with City initiatives, but also through community-sponsored programs and activities. In recognition of the community emphasis, this Plan has been co-authored by the Eastview Community Association.

This report will:

- 1) Outline the process developed for issue identification;
- 2) Make recommendations for NIA project implementation; and
- 3) State policies for the long-range enhancement of the Eastview neighbourhood.

1.1 BACKGROUND

The Neighbourhood Improvement (NIP/NIA), Residential Rehabilitation Assistance Programs (RRAP), and Catch-Up programs initiated in the late 1970's were a response to deteriorating social and physical living conditions, and declining populations in the inner city neighbourhoods. The objectives of the Neighbourhood Improvement Area programs are to improve and conserve older neighbourhoods and to encourage the development of a high quality community environment with the cooperation and participation of neighbourhood residents. Resident involvement is a vital component of the NIA Program to ensure an ongoing neighbourhood response to overall planning issues affecting their neighbourhood. The NIA Program objective is to see neighbourhood improvements undertaken within four or five years. Housing stock would be upgraded through the Residential Rehabilitation Assistance Program (RRAP), while NIP/NIA funds would be allocated for the upgrading of municipal services and public utilities, and the improvement of social and recreational amenities. The Catch-Up program would replace worn out infrastructure such as walks, curbs and watermains. These programs are an ongoing demonstration of the City's commitment to the stabilization and revitalization of Regina's inner city neighbourhoods.

The City of Regina, from 1974 to 1982, has previously designated four neighbourhood improvement areas. A commitment of approximately \$5,500,000 of municipal funds, in combination with federal and provincial funds of \$2,600,000, has resulted in substantial improvements to inner city neighbourhoods, making them more liveable and attractive for residents. The RRAP Program has generated approximately \$10,000,000 in home repairs over the past decade in the inner city.

General policy objectives set out in the Inner City Neighbourhood Plan, 1984, are to improve the residential viability of the neighbourhoods and to control encroachment of non-residential uses into the neighbourhoods.

The following general Inner City objectives, which enhance the objectives of NIP/NIA, in summary are:

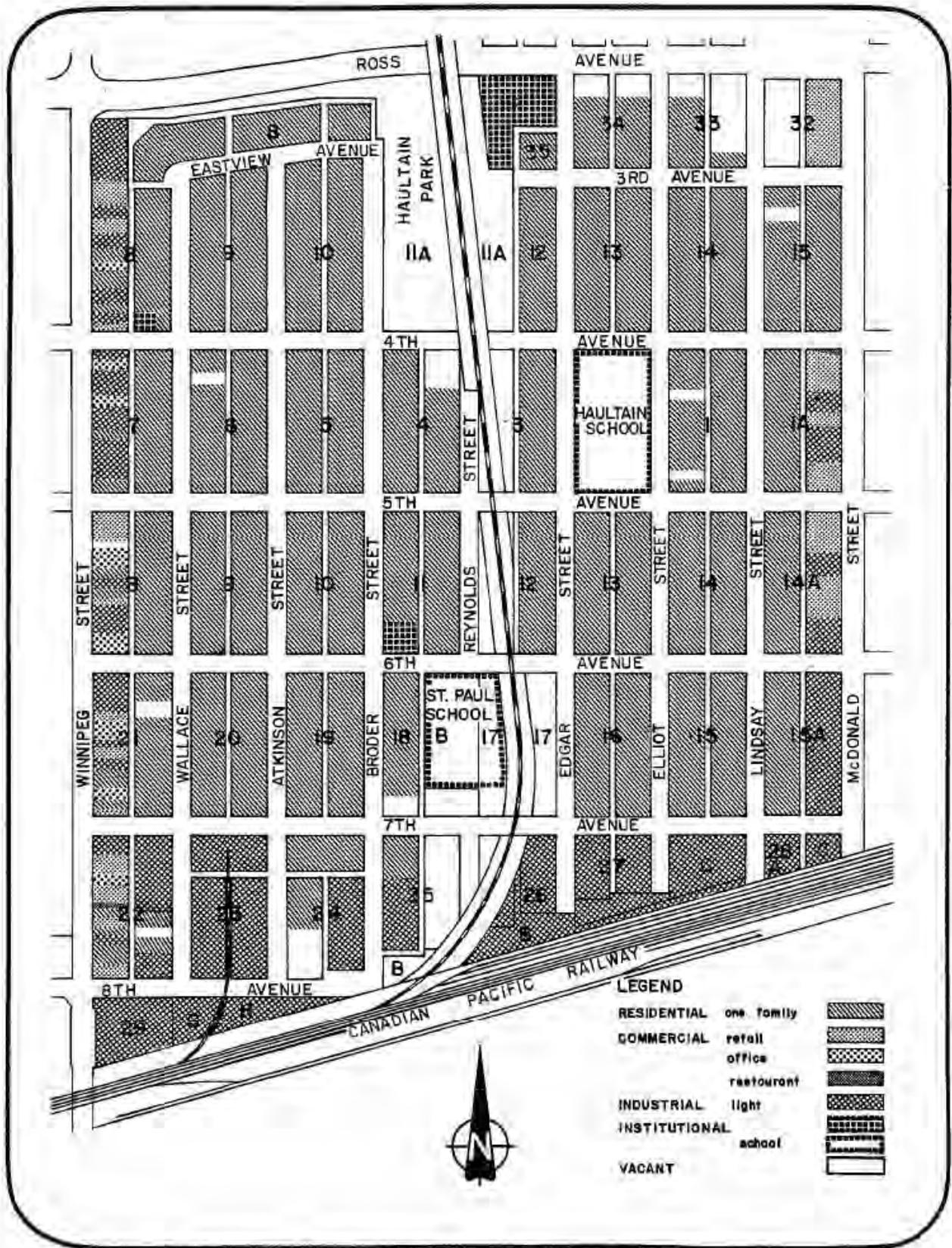
- 1) To maintain the residential stability of the neighbourhood;
- 2) To prevent encroachment of commercial, warehouse and industrial uses into the neighbourhood;
- 3) To prevent encroachment of public parking into residential areas;
- 4) To control and maintain commercial development in traditional commercial areas.

The results of pursuing objectives of NIP/NIA programs and the Inner City Neighbourhood Plan have been the development and completion of the following projects in the first four designated neighbourhoods:

- 1) Neighbourhood Community Centres
 - North Highland Community Centre
 - Albert Scott Community Centre
 - Cathedral Neighbourhood Centre
 - Core/Ritchie Neighbourhood Centre
- 2) Park and Schoolyard Redevelopments
 - 2nd Avenue North and Toronto Street Tot Lot
 - Dewdney Park and Pool
 - Grassick Park
 - Holy Rosary Park
 - Greenberg Park
 - Imperial Playground
 - Rae Street and 7th Avenue Park
 - Taylor Field Court Games
 - Victoria Schoolyard
 - 13th Avenue Closure Park (in progress)
- 3) Replacement or Upgrading of Walks and Curbs, Watermains, Pavement Recapping, Lane Paving
 - Extensive under NIP/NIA and Catch-Up programs in all four neighbourhoods.
- 4) Other Projects
 - pedestrian corridors
 - bus shelters
 - lane lights
- 5) Community Development
 - Strong, effective community associations, prepared to respond to any neighbourhood related issue have also resulted in most areas.

MAP 1

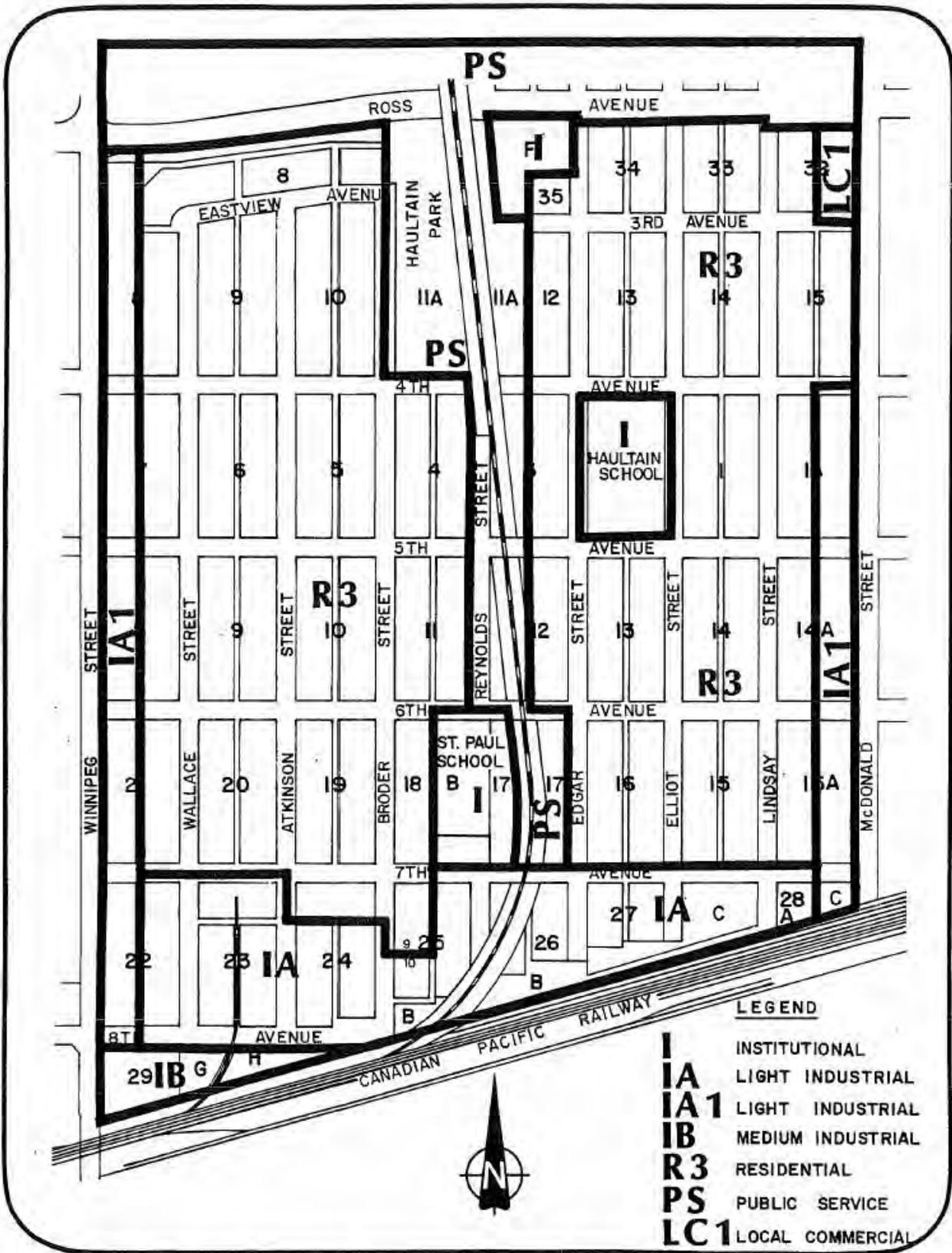
LAND USE



Source: Field survey, 1985
 Regina OCP - Part B
 Sub-Part B.1.5 - Eastview Neighbourhood Plan
 Page 6 of 26

MAP 2

ZONING



Source: Regina OCP - Part B
 Planning Department, 1985
 Sub-Part B.1.5 - Eastview Neighbourhood Plan
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2.0 NEIGHBOURHOOD PARTICIPATION

A program of neighbourhood participation began in spring, 1985 to involve residents in the planning process for the development of the Eastview Neighbourhood Plan, including the identification of issues and projects.

This input translates into community pride, a sense of ownership of the improvements which take place, and a strong community association. It creates a better understanding of the whole City process and reasons why some of their wishes cannot be complied with.

Planning Department staff made initial contact with the Eastview residents in January, 1985, at a neighbourhood public meeting. The intent of the program was outlined and a group discussion followed which identified neighbourhood issues and needs. Meetings were held with the principals of Haultain and St. Paul Schools to discuss issues and obtain names of people who might get actively involved in NIA activities. This was followed by a community newsletter, delivered to every household, describing the NIA Program and planning process.

The NIA/RRAP site office was relocated to 1025 Winnipeg Street in March, 1985 and a program of community involvement was implemented in Eastview.

2.1 EASTVIEW PLANNING ADVISORY COMMITTEE (EPAC)

The purpose of EPAC is to help the Eastview community and City Administration determine and prioritize issues, and formulate recommendations based on resident input. The neighbourhood is divided into eight zones and each zone has a captain represented on EPAC. Each block has a block captain who helps the zone captain obtain input from residents and distributes information.

2.2 BLOCK MEETINGS

A total of 20 block meetings were organized between April and June of 1985. About 200 households gave their opinions on how their neighbourhood could be improved. All issues and concerns raised were listed and then prioritized by the Eastview Planning Advisory Committee. These issues and recommendations form the basis for the Eastview Neighbourhood Plan. The issues and recommendations were endorsed at a public meeting held February 11, 1986 at Haultain School.

2.3 PUBLIC MEETINGS

Ideas were also obtained from residents at various meetings and socials sponsored by ECA or the schools. Planning Department staff talked to many residents, noting any ideas for NIA projects or issues in the neighbourhood. These were added to the list of issues that were considered by EPAC.

2.4 QUESTIONNAIRES

The opinions of the students were sought in a questionnaire distributed to the schools. The students were asked questions regarding the activities and equipment that was needed for their activities. Their suggestions will be considered in the design stage of any community centre or park developments approved for Eastview.

DEMOGRAPHIC HIGHLIGHTS

POPULATION IN EASTVIEW*				
Year	Population	Average # Per Household	# of Children 19 Yrs. & Under	# of Seniors
1976	2510	3.3	1035	200
1981	2150	3.0	815	190
% Change	-14.3%	-9.02	-21.3%	-5.0%
* Source: Statistics Canada 1976, 1981				

HOUSING				
Year*	# Dwelling Units	Condition of Residential Structures*		
			Number	%
1976	760	Good	288	45%
1981	715	Fair	222	35%
% Change	-6.0%	Poor	116	20%
* Source: Statistics Canada		* Source: City Planning Department September, 1985		

SCHOOLS				
Schools	Enrollments			
	1982-83	1983-84	1984-85	1985-86
Haultain	180	225	190	185
St. Paul	110	115	115	110
TOTAL	290	340	305	295
*Source: Principals				

The schools are physically in good condition. Both have gymnasium facilities and they provide neighbourhood open space of approximately 7.0 acres in area.

3.0 ISSUES AND RECOMMENDATIONS

3.1 TRAFFIC

A major issue is the amount of truck traffic in Eastview. Truck traffic is damaging streets, houses, causing air and noise pollution, and is hazardous to pedestrian safety. The residents are concerned that hazardous materials are being transported through their neighbourhood.

Parking along Winnipeg Street and the avenues adjoining it (especially Sixth and Seventh Avenues) is obstructing access to and from Winnipeg Street and creating a potentially dangerous situation as a result of poor site lines.

A Traffic and Pedestrian Study has been commissioned by the City to address identified concerns and recommend appropriate traffic management solutions. The City Administration will be bringing forth a recommended strategy in 1986.

Recommendations:

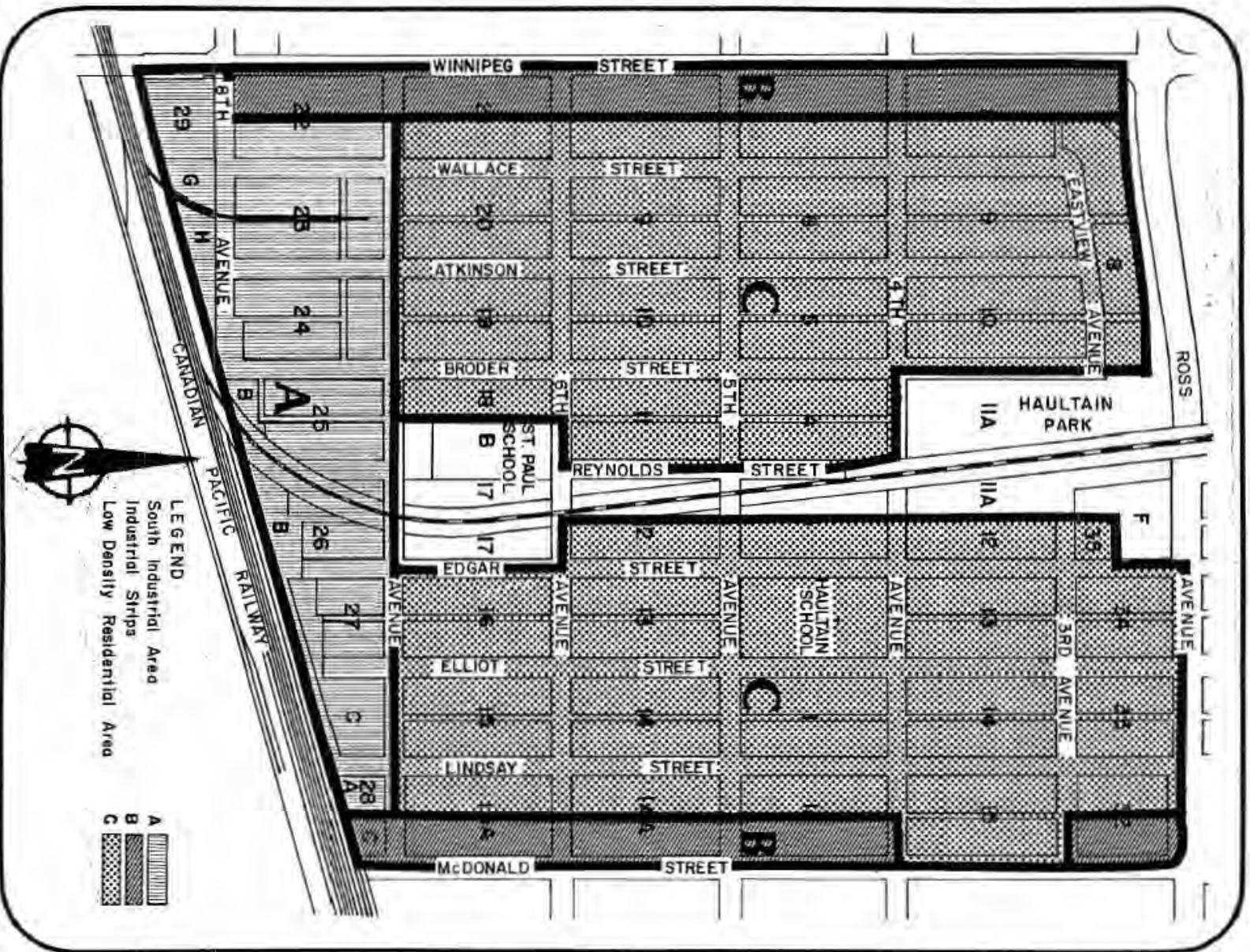
- That the Traffic and Circulation Study scheduled to be finalized in summer, 1986, be implemented in 1987 in accordance with overall city transportation needs and in a manner acceptable to the residents and City Council. An amount of \$195,000 has been allocated from the NIA #3, 1987 budget for this project.

3.2 LAND USE POLICY DISTRICTS

Eastview is a quiet residential neighbourhood located within an area which features a wide range of industrial and commercial activities. The historical evolution of the area has contributed to a physical environment which can be greatly improved through the removal of obnoxious uses, redevelopment of the rail right-of-way, and site improvements to businesses which border the area. The objective at this time is to provide a series of land use policies to address some of those issues affecting Eastview residents. Three policy districts have been identified in the Eastview Neighbourhood as shown on Map 3.

MAP 3

EASTVIEW POLICY DISTRICTS



Source:

Regina OCP - Part B
 Sub-Part B.1.5 - Eastview Neighbourhood Plan
 Page 12 of 26

3.2.1 Policy District "A" - South Industrial Area

This district is located south of 7th Avenue between Winnipeg and McDonald Streets and extends south to the CPR tracks.

The area is used by a wide range of industries including salvage yards, trucking operations, and engineering offices. There are several houses located in the area. Most of this area is zoned IA.

7th Avenue was identified as the principal roadway which separates the residential and industrial areas. The uses which exist in the area, greatly contribute to an image problem for the Eastview neighbourhood. The large amount of outdoor storage increases the harboring of pests and poses a potential health risk.

Policy Objective:

The objective for this area is to facilitate the relocation of obnoxious uses such as salvage yards to other more appropriate sites within the city and to provide for redevelopment of the area for residential use.

Redevelopment of the area cannot be undertaken immediately because concern exists with residential development in close proximity to rail lines carrying hazardous materials.

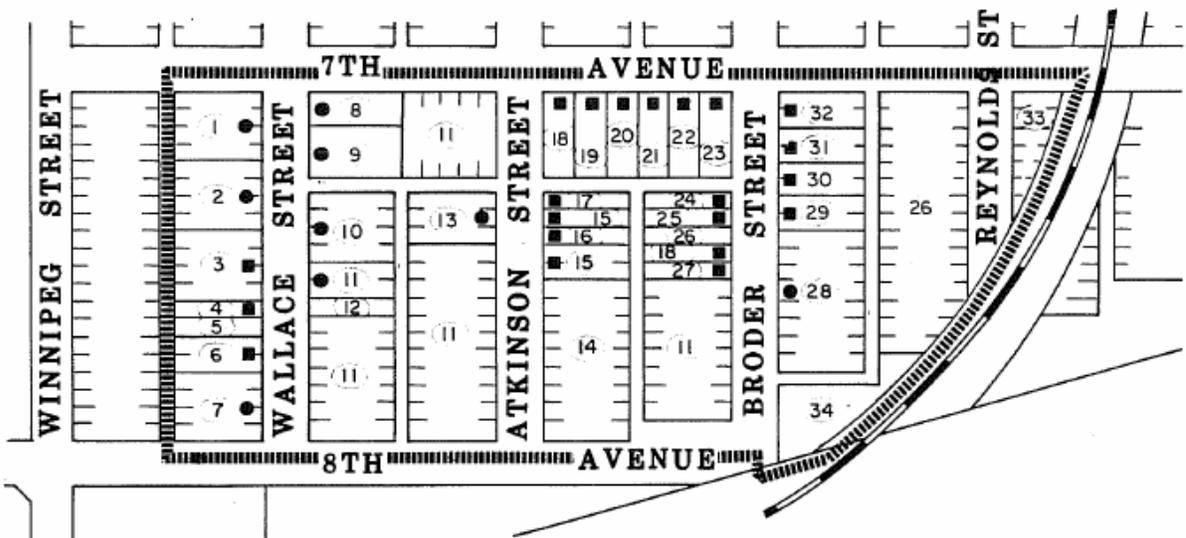
Consequently, redevelopment of the area to residential use cannot be considered until a decision is made on a Neighbourhood Plan amendment which would restrict residential development within a 300 metre area adjacent to the CPR Mainline.

If the Neighbourhood Plan amendment is not approved, the City will consider redevelopment proposals to multiple residential use on a block basis for the east 1/2 of Block 22, all of Block 23, all of Block 24, and all of Block 25. The strategy will be to rezone the subject properties to a residential zone. This will make the existing uses legally non-conforming. This action will also prohibit new industrial uses from locating in the area.

The area proposed for the rezoning includes approximately 3.9 hectares of land. There are 34 different property owners within the area, but several major parcels which could provide the redevelopment catalyst constitute a major part of the total area. These parcels (approximately 1.9 hectares) are used for salvage material storage or are vacant (See Map 4). A field survey of the area shows nine significant commercial buildings and twenty-one residential buildings (See Map 4). On an overall basis the extent of buildings in the area should not be a significant economic impediment to a major redevelopment initiative.

MAP 4

PROPOSED REZONING IA TO R4A



LEGEND

● Significant Commercial Buildings

■ Residential Buildings

▨ Area to be rezoned

PROPERTY OWNERSHIP

- | | |
|---------------------------------------|---------------------------|
| 1. W. Anderson | 18. H. Price |
| 2. Deausy & Co. Ltd. | 19. C. Scrimbit |
| 3. B. & M. Quon | 20. SHC - Silversage |
| 4. F. James | 21. SHC - Namerind |
| 5. F. Albus | 22. D. Hudec |
| 6. MVG Patrick | 23. A. Palasty |
| 7. Artistic Autobody | 24. N. Supynuk |
| 8. Central Tire & Battery | 25. R. Wood |
| 9. Arnold Gallinger | 26. City of Regina |
| 10. Saskatchewan Trucking Association | 27. S. Brooks & M. Goldie |
| 11. Canadian Metal & Supply | 28. Al Pring Const. Ltd. |
| 12. Great West Builders | 29. J. & C. Barton |
| 13. Welldone Plumbing & Heating | 30. N. Curtis |
| 14. Western Metal & Supply | 31. F. & E. Gnam |
| 15. Leo Bourjet | 32. J. Balaski |
| 16. R. Urjasz & S. Andreas | 33. Naylor Holdings Ltd. |
| 17. H. & B. Drysdale | 34. CPR |

During formulation of the proposed policy, information brochures were distributed to business operators in the area outlining the proposals and the lack of response on this circulation suggests an ambivalence on the part of the property owners on this matter. Personal contact with some of the principal property owners in the area has indicated that the proposal should be pursued to the formal rezoning stage.

A zoning change would only affect assessment rates if a use change would occur. For instance, the land assessment on an industrial zoned and industrial use area is \$150 per front foot while the land assessment for single family use is \$70 per front foot. If the area is rezoned and used for multi-family development the assessment rate would be \$245 per front foot. If industrial uses remain and the R4A zoning is introduced, they would continue at the industrial assessment rate of \$150 per front foot. In terms of the net effect on the assessment roll, the optimum choice would be to convert and develop the area to multi-family development.

In the long term, the Plan also proposes a change of land use from industrial to residential for the area south of 7th Avenue between Reynolds and McDonald Streets.

An opportunity exists for a replotting scheme in the area south of 7th Avenue which would involve street closures and resubdivision to create land parcels with more residential design opportunities than presently exist. This type of action would require the cooperation of all affected property owners, with the final product being the creation of sites with more site design opportunities for residential use and improved traffic movements.

Recommendations:

- The Planning Department commence a rezoning initiative when appropriate for the industrial area west of the rail tracks, south of 7th Avenue, consisting of the east 1/2 of Block 22, all of Block 23, all of Block 24, and all of Block 25 from industrial to residential zoning (R4A) (See Map 4).
- The Planning Department and Buildings and Properties Department assist existing industrial operators to find more suitable industrial sites in other appropriate locations within the city.
- The Economic Development Department actively seek out investment groups and developers who may be interested in participating in a comprehensive redevelopment scheme for this area.
- The Buildings and Properties Department should be prepared to consider land swaps on a fair market transaction basis to aid the redevelopment process.

3.2.2 Policy District "B" - Industrial Strips

These two industrial strips consist of those portions of the blocks which front onto Winnipeg Street between 8th and Ross Avenues, and McDonald Street between the CPR rail yards and 4th Avenue (See Map 3). The Fort Ignition site on McDonald Street (zoned LC-Local Commercial) north of 3rd Avenue is also included. The two strips are fairly intensively developed with a range of uses including truck depots, auto body repair shops, and wholesale/retail outlets. The two areas are presently zoned IA1.

There are approximately seven blocks in Eastview where industrial uses back onto residential rear yards. Generally, there is a considerable amount of outdoor storage associated with industrial uses which detracts somewhat from the residential environment. The situation can be improved if more attention is given to fencing by both industrial operators and resident property owners.

Policy Objective:

The policy for this area is to ensure the commercial/light industrial activities are compatible with the adjacent residential uses and to ensure an appropriate interface between the industrial and residential areas .

The following two options were considered in addressing this issue:

Option 1 - Rezone the IA1 areas to IP (Prestige Industrial Zoning).

The advantages of this option are that the range of industrial uses would be restricted, there would be less intense development, and outdoor storage would be prohibited. The major disadvantage is that there are a significant number of uses which would become legally non-conforming. The uses would be allowed to continue but property owners could not undertake structural alterations or additions.

Option 2 - Implement landscaping and screening standards as part of the Zoning Bylaw for the IA zone where it abuts a residential zone.

The advantages are that Option 2 will not effect existing business property values, plant expansions or changes. The principal disadvantage is that any changes would only affect new developments. Option 2 is the most reasonable solution since it has the least impact on existing properties.

Recommendation:

- That the Planning Department amend the Zoning Bylaw to include landscaping and screening standards as part of the IA zone where it abuts a residential zone. The new standards will only apply to new businesses or when changes in land use occur.

3.2.3 Policy District "C" - Low Density Residential Area

This area consists of the major residential areas of Eastview as shown on Map 3. The housing stock is predominantly single-family and some semi-detached dwellings.

Policy Objective:

The policy for this area is to preserve and conserve the one and two unit character of the neighbourhood.

Many of the houses are in good or fair condition with seventy-two houses having been repaired and improved through the RRAP Program as of April, 1986.

There is expressed community interest in having a low-rise senior citizen housing project constructed in the neighbourhood. A rezoning will be required to allow such a project. In the event that rail relocation occurs, vacated rail property would provide a suitable site.

The 900 Block McDonald Street is currently zoned residential. There are currently eleven houses on this block which are surrounded by industrial uses to the north, south, and east. McDonald Street is also a designated truck route. In the long term, the property owners on this block may wish to dispose of their properties and consideration should be given to changing the zoning for this block to industrial.

Preferred locations for commercial facilities to meet neighbourhood needs are and should continue to be along Winnipeg and McDonald Streets. No commercial rezonings should be considered for neighbourhood facilities within this policy district.

Recommendation:

- That the present R3 (Residential Older Neighbourhood) Zone be maintained and no non-residential rezonings be considered for the established residential portion of the Eastview neighbourhood with the exception of the 900 block of McDonald Street.

3.3 RAIL RELOCATION

[Repealed by Bylaw No. 9603]

3.4 COMMERCIAL FACILITIES

Residents of Eastview have identified a need for commercial services such as a post office, drugstore, and another confectionary/convenience store.

Neighbourhood based commercial facilities locate in areas where there is a large population or high-traffic areas that will make the operation viable. Demand for these services is not high enough in

Eastview to attract additional facilities.

Many existing commercial facilities along McDonald and Winnipeg Streets are in need of upgrading. (Examples: Facades, signage, painting, general clean-up and maintenance.) The ECA will contact the businesses in the neighbourhood to discuss the condition of yards and buildings. This community based action is a neighbourhood self-help effort and awareness campaign aimed towards improving the physical condition of both residential and commercial areas.

3.5 RECREATIONAL FACILITIES

Eastview residents raised the issue of the lack of recreational facilities, (one boarded skating/hockey rink and one sparsely developed park). Several requests were made for a city-wide facility to be located in Eastview because of the long distances they must travel to city-wide facilities.

Suggestions for an indoor or outdoor swimming pool, indoor skating rink, tennis courts, bicycle trail, or jogging track were quite common.

Due to the cost of construction and maintenance, city-wide facilities are intended to serve a population of seventeen to twenty thousand people. Given their geographic isolation, city-wide facilities are unlikely to be located in Eastview.

The neighbourhood facility most requested was a neighbourhood center. The residents were advised that free standing centers present an affordability problem, due to construction and maintenance costs. However, a center attached to an existing facility with minimal land, construction and maintenance costs, would be considered appropriate. Existing staff from other centers would be responsible for the programming, but not necessarily based in a center in Eastview.

The City recognizes that transportation is a major barrier to access of public recreation facilities. Consequently in developing a policy for neighbourhood centres, support is given to Eastview's desire to have a community based facility because of its isolated location.

The Parks and Recreation Department has indicated support for a facility attached to an existing building. The Eastview Planning Advisory Committee considers the Haultain School site to be the best location because of its centrality. A joint use agreement currently exists between the City and the School Board and the request for a facility attached to Haultain School will be raised. A site specific agreement will have to be negotiated with the School Board to cover operational aspects of a neighbourhood centre.

Recommendation:

- That negotiations, initiated by the Planning and Parks and Recreation Departments, begin immediately with the Public School Board for the construction of a neighbourhood centre of approximately 4,000 square feet, attached to Haultain School. An amount of \$630,000 is allocated from the NIA #3 budget for this project.

3.6 PARK AND OPEN SPACE

Eastview is lacking in adequate quantity and quality open space. For example, Haultain Park has play equipment for small children, but does not have even one bench for a parent to sit on while accompanying tots to the park.

The residents have identified, as priority projects, the upgrading of both school grounds and Haultain Park. The agreement that currently exists between the Public School Board and the City provides for the development of the grounds to a neighbourhood level standard. The proposed NIA funding will provide for a higher level of development. Students at Haultain School have designed a creative playground that will be considered in any upgrading plan.

Residents also requested that when the rail lines are removed, Haultain Park and St. Paul school yard both be extended into that area and developed as additional open space. Another suggestion is that the whole rail corridor be turned into a green strip with such amenities as a bicycle trail and jogging strip.

Recommendations:

- That negotiations initiated by the Planning and Parks and Recreation Departments begin with the Public School Board for the upgrading of the Haultain School yard (following the construction of the neighbourhood centre). An amount of \$50,000 of the NIA #3 budget is allocated for this project. The NIA funding allocation is additional to funding under joint use agreements to redevelop school sites.
- That the Planning and Parks and Recreation Departments initiate negotiations with the Separate School Board for the upgrading of the St. Paul School yard. An amount of \$50,000 of the NIA #3 budget is allocated for this project. The funding is conditional on the basis of an equitable agreement being reached between the City and the Separate School Board for project funding.
- That the Planning Department initiate the redesign of Haultain Park in a way that would meet the expressed needs of the residents. An amount of \$150,000 of the NIA #3 budget is allocated for this project in 1987.

3.7 COMMUNITY AND SOCIAL SERVICES

There are a number of community and social support services that would make Eastview a better place in which to live. This would in turn attract more families to the neighbourhood, ensuring Eastview's continued residential stability and viability.

A wide range of these activities fall into the category of neighbourhood self-help. The key to implementing

self-help programs is community organization and raising the residents' level of neighbourhood consciousness and pride in their neighbourhood.

Eastview residents have identified the following community needs:

a) Neighbourhood day care or pre-school facilities.

Currently the Eastview Community Association has implemented a play school at Haultain School in addition to the existing play school at St. Paul School. The Eastview Community Association recognizes there is still a need for day care due to the number of working mothers in the neighbourhood.

b) Establishing Haultain School as a community school.

The implementation of the community school concept rests with negotiations between the Regina Board of Education and area residents. In 1985 a submission was made by the Eastview Community Association to the Regina Board of Education, Department of Education and the Minister of Education requesting the community school.

c) Improved neighbourhood image.

Eastview has traditionally had the image of the junkyard neighbourhood. From a community perspective, this label must be removed and a sense of pride be promoted in the neighbourhood.

d) After-school programs for children.

These activities are required to fulfil a social and recreational need.

Recommendation:

- The Planning and Parks and Recreation Departments encourage and provide organizational support to help the neighbourhood develop programs such as day care, play school, a community school, and neighbourhood clean-up, etc.

3.8 UTILITY SERVICING

A number of streets in Eastview have had local improvement work done. The Public Works and Engineering Department has identified a number of streets in Eastview that require local improvement work that are scheduled for replacement in 1986 and beyond.

A portion of NIA funds have traditionally been committed improvement work. In Eastview, watermain, and walk and curb replacement is being undertaken on several blocks in the neighbourhood.

Storm drainage is a major problem that has affected many households in Eastview when heavy rains or spring

runoff from a quick thaw overloads the system. Storm drainage in Eastview is provided by the Ross Avenue storm channel for those properties north of 4th Avenue. The rest of Eastview is serviced by the 7th Avenue storm trunk. The 7th Avenue storm trunk extends across Regina servicing many of the older areas. The 7th Avenue Drainage Area, Flood Relief Study, 1980, (Paul Theil Report) indicated improvements are required on the 7th Avenue system. The City intends to spend 3.175 million dollars in its capital program over the next five years to improve storm drainage on the 7th Avenue system. All of these funds are not necessarily allocated to the Eastview area. Eastview has benefitted to the extent of having one surface storm retention tank installed at 7th Avenue and Reynolds Street (south of St. Paul's school.) The purpose of the tank is to receive storm water and release it into the trunks as storm flows permit.

A second problem with the storm system is that domestic and storm sewers have common manholes. Thus, when one system (e.g. storm) overflows, it goes into the other system (domestic). This has partially contributed to basement flooding. The City since 1981 has undertaken improvements in the system to reduce the problem of storm water overflowing into the domestic system through physical separation of the two drainage systems.

In many cases, the source of flooding problems begins with management of storm water on the individual's property. For example, the practice of connecting eavestroughs to domestic sewer systems should be discontinued. Storm water should be drained away from the houses and allowed to reach the catch-basins at the curb through overland routes (driveways and streets.) In some cases, road grades require improvements to provide more effective drainage to catch basins and eliminate water ponding on roadways.

The condition of streets and sidewalks is another problem affecting many households in Eastview. A public meeting was held on July 16, 1986 to discuss the problems with engineers from the Public Works and Engineering Department. A number of problems were identified by the 30 residents who attended the meeting. On August 21, 1985, a committee consisting of Eastview residents conducted a survey of all streets and lanes in the Eastview neighbourhood to identify all maintenance items that needed attention. This list was submitted to Public Works and Engineering who verified some of the problems and outlined a comprehensive maintenance program to remedy them. Repairs will be completed in the 1986 construction season.

Lane Lighting

Lane lighting is a project that residents feel would enhance the safety and usability of their back lanes at night. They are convinced that lane lighting would discourage vandalism and increase safety for their back lanes. The City is currently investigating the possibility of installing lane lighting as a local improvement.

The City has initiated a lane lighting program in the Core neighbourhood. Before additional lane lighting will be installed in the City, the Core project will be evaluated. Additionally, legislative changes will be required to provide total project cost recovery through local improvement assessments. The City Solicitor is continuing to pursue legislative changes to have lighting covered as a local improvement. Consequently, lane lighting is not foreseen as a program which the City will be delivering in the immediate future.

Recommendations:

- That NIA funds of \$205,000 be budgeted for walk, curb, and watermain replacement in 1986.

- That a lane lighting program be considered as a long term possibility for the Eastview neighbourhood provided that the cost can be recovered through local improvement assessments.
- That the Public Works and Engineering Department continue to implement the storm retention plan recommended by the 7th Avenue Drainage Area, Flood Relief Study, 1980 to help reduce basement flooding in Eastview.
- That residents take action to prevent sewer backup and flooding by:
 - keeping sewer caps on when not in use or installing back up valves that close automatically when back pressure occurs;
 - draining eavestroughs onto lawns and driveways not into the domestic sewer system; and,
 - maintaining the grade of residential property away from the house towards the street or lane.

3.9 HISTORICAL BUILDINGS

A heritage building survey of the Eastview neighbourhood indicates that one building of Heritage significance exists. The building is the Tannery Company Limited building located at 1301 Wallace Street. It is currently owned and operated by Central Tire and Battery Ltd.

The building has heritage significance because of its age, form of construction (post and beam), and it is a distinctive type of early industrial building in Eastview.

Recommendation:

- That 1301 Wallace Street - Tannery Co. Ltd., be added to the City of Regina Priority List of Heritage Buildings to screen against future demolition.

3.10 TRANSIT

The primary issue with respect to transit service is the need for more bus shelters. Four locations meet warrant requirements for shelter installation on 4th Avenue. Of these, old-style shelters are currently located at 4th Avenue and Winnipeg, and 4th Avenue and Lindsay, while a new-style shelter is currently located at 4th Avenue and Edgar. A new shelter is recommended for 4th Avenue and Broder Street. Area residents also requested that a new shelter be located at 6th Avenue and Broder Street, because riders many of whom are senior citizens living on the west side of the tracks off 6th Avenue need the protection of a shelter. The Transit Department has indicated that

the site does not meet the warrant standard. A new shelter is recommended for 6th Ave. and Broder Street to be funded through the NIA Program. The existing and proposed bus shelter sites are shown on Map 6.

Another transit issue which arose was the concern that Eastview students attending Usher, Balfour, and Miller Collegiates were in need of transportation via feeder bus to and from school. A total of 4 students from Eastview are presently attending Usher, and 80 students are currently attending Miller and Balfour Collegiates. These numbers of students do not overload buses on regular or rush-hour service; therefore, a feeder bus is not justified for the Eastview high school students.

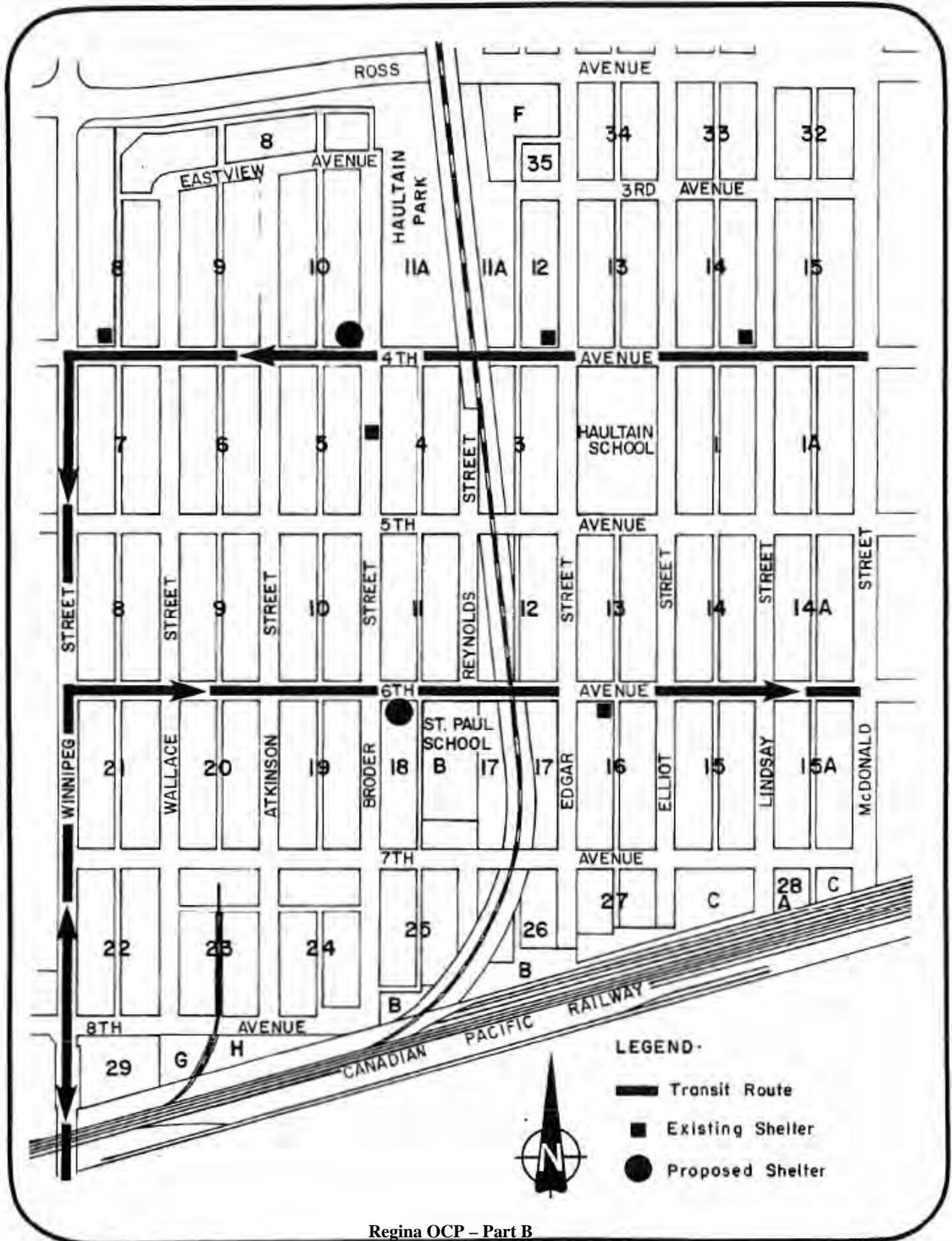
Recommendation:

- It is recommended that \$10,000 of the proposed NIA #3 budget be allocated for bus shelters at the following locations:

4th Avenue and Broder Street	West-bound
6th Avenue and Broder Street	East-bound

MAP 6

TRANSIT FACILITIES



Source:

4.0 NIA #3 PROJECT IMPLEMENTATION PLAN

PROPOSED N.I.A. #3 BUDGET - \$1,300,000

Neighbourhood Centre

4,000 square feet x \$123/sq.ft.	\$495,000	
Architects fee	35,000	
Site work and furnishing	60,000	
Contingency	<u>50,000</u>	
	\$640,000	\$ 640,000

Local Improvements

1986 Program

Watermain, Walk and Curb (one side) 400 feet of the 9 Block Atkinson Street 11 and 12 Blocks Atkinson Street 10 Block Broder Street 9 Block Elliott Street		
Residents assessed for 1/2 watermain cost		\$ 205,000
Traffic Improvements		\$ 195,000
Haultain park Redevelopment		\$ 150,000
Haultain School Yard Development		\$ 50,000
St. Paul School Yard Development		\$ 50,000
Bus Shelters		\$ <u>10,000</u>
Total of Proposed Projects		\$ <u>1,300,000</u>

5.0 POLICY IMPLEMENTATION

5.1 MONITORING

The land use policy proposals contained in this Plan will take time to implement since there is a legal process which must be followed. It is the City Administration's responsibility, once Council approves the policy initiatives, to move in an expeditious manner. It is appropriate therefore, to measure progress on a regular basis. Upon adoption of the Plan, the Planning Department will meet on a semi-annual basis with the Eastview Community Association and provide a status report on the land use policy changes. This will be in addition to ongoing Eastview Planning Advisory Committee meetings which will be held to obtain input on NIA projects. This process will facilitate ongoing dialogue between community leaders and City staff with the final result being the strengthening of Eastview as a viable residential community.

5.2 REVIEW

A formal neighbourhood plan review is proposed five years after formal adoption of the Plan. It is felt this period will allow sufficient time for physical and policy changes to be effected. If certain initiatives are not being implemented, this process will afford the opportunity to review the Plan, consider alternative courses of action, and if necessary, formulate amendments to the neighbourhood plan.



OFFICIAL COMMUNITY PLAN

SUB-PART B.1.6 Cathedral Area Neighbourhood Plan



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SUMMARY OF RECOMMENDATIONS

The following is a summary of the recommendations of the Plan.

A. LAND USE AND ZONING

Medium Density Residential District (R4A)

1. That the 13 metre height limitation in the R4A zone be reduced from 13 metres to 11 metres.
2. That no commercial development be permitted in this district.
3. That developers consult with the Community Association and the Urban Planning Department before submitting formal applications to the City for discretionary use approval.

Medium Density Residential District (R4)

4. That the following properties be rezoned from R4A to R4:
 - a) Lots 21-30, Block 315; Lots 11-16, Block 316; Lots 11-30, Block 333; Lots 11-46, Block 334; Lots 1-38, Block 335; Lots 1-13, 16-22, 26-40, Block 336; Lots 1-40, Block 337; Lots 1-18, W. 13' of 19, 22-25, Block 338; Lots E. 8' of 4, 5-10, 29-40, Block 375; Lots 1-23, 32-40, Block 376; Lots 1-10, Block 399; Lots 2-10, Block 435; Lots 1-20, Block 436; Lots 5-18, S. 33' of 19, Block 437; Lots 1-6, 8-14, Block 438; Lots 11-20, Block 439; Lots 13-19, Block 450; Lots 1-7, 13-19, Block 451; Lots 1-7, 13-19, Block 452; Lots 1-5, N. 17' of 14, 15-19, Block 453; Lots 1-5, Block 454; Plan Old 33.
 - b) Lots 1-5, 1A-5A, Block 376, Plan CE5560.
 - c) Lots 1-5, Block 499, Plan K4654.
5. That no commercial development be permitted in this district.

Low Density Residential District (R3)

6. That the following properties be rezoned from: (Bylaw No. 9461; 2002-13)
 - a) R4 to R3 – Lots 47, 48, 49, 5, 6, 50 and 51 (formerly Lots 1 – 8 and the W. 14' of Lot 9), Block 377; Lots 1-23, 26-40, Block 378; Lots 1-7, W. 6' of 8, 11-40, Block 379; Lots 1-23, N. 15' of 24, 29-40, Block 380; Lots 3-20, Block 395; Lots 3-10, Block 396; Lots 1-16, Block 396A, Los 1-10, Block 439; Lots 1-20, Block 440; Lots 1-18, Block 441; Lots 1-20, Block 442; Lots 1-7, 13-19, Block 447; Lots 1-7, 13-19, Block 448; Lots 3-7, 13-19, Block 449; Lots 1-7,

Block 450, Plan Old 33.

b) R4 to R4A – Lots 1-2, Block 449; Lots 1-2, Block 396, Plan Old 33.

7. That no commercial development be permitted in this district.

Low Density Residential District (R1A)

8. That the existing R1A zoning of the district be maintained.

9. That no commercial development be permitted in this district, with the exception of Lot 11 and the North 5 feet of Lot 12, Block 332, Plan DV4420, Regina Saskatchewan (to be developed under a contract zone agreement as an off-site employees' parking lot and landscaped outdoor eating area). [1996/9814]

10. That the Henderson Terrace apartments (Lots 1-5, Block 499, Plan K4654) be rezoned to R4 – Residential Older Neighbourhood from R4A – Residential Older Neighbourhood.

CPR Annex Low Density Residential District (R1A)

11. That the existing R1A zoning of the district be maintained.

12. That the City consider a voluntary purchase program for dwellings located in flood way lands should designation occur.

13. That no commercial development be permitted in this district.

Albert Street Commercial District

15. That the existing commercial areas between College Avenue and Saskatchewan Drive along Albert Street be recognized. There shall be no further extension of commercial development into the residential neighbourhood from the lane west of Albert Street.

16. That the parking lot located on 2200 block of Angus Street (Lots 4-10, Block 434) is subject to a time limited contract which expires on August 1, 1997. The parking lot shall subsequently be redeveloped for residential purposes. (Bylaw No. 9368)

Saskatchewan Drive Commercial District

17. That the existing IA zoning be maintained.

2056 Repealed by Bylaw No. 9505.

13th Avenue Shopping District

19. That the existing shopping district zoned LC3 and LC1 be recognized. No extension of the commercial areas should be permitted along 13th Avenue or in the adjacent residential area.
20. That the development of a town square concept focusing on the Safeway Plaza, the west side of Robinson Street and the east side of Retallack Street as outlined in the 13th Avenue Commercial Study be encouraged.
21. That street enhancement of 13th Avenue between Angus Street and Cameron Street be maintained.
22. That SPC be approached to consider replacing overhead power lines and poles on 13th Avenue with underground service.

B. TRAFFIC AND PARKING

1. That the City Administration and the Community Association continue to work together to improve traffic conditions in the Cathedral Area.
2. That changes in parking restrictions on north-south streets be determined on a block-by-block basis as per established City policy.

C. OPEN SPACE AND BOULEVARD TREES

1. That the Community Services, Parks and Recreation Department work with the Community Association to develop conceptual plans and determine costs for the upgrading of both Connaught and Davin School grounds.
2. That the Community Services, Parks and Recreation Department propose to the Joint Use Development Committee that Connaught and Davin Schools be advanced on the priority list for development.
3. That Block 498A, Plan 65R31964 be rezoned from R1A to PS and be included in the open space inventory of the neighbourhood. The portion of Cameron Street between Leopold Crescent and 18th Avenue be legally recognized as a street right-of-way. That the Community Association take an active role in the identification of trees lacking in care and that they support the Community Services, Parks and Recreation Department in the maintenance and replacement of such.

D. CATHEDRAL NEIGHBOURHOOD CENTRE

1. That the Cathedral Area Community Association and the Community Services, Parks and Recreation Department establish a Neighbourhood Centre Committee to explore ways to better use the facility and to promote its availability and purpose in the Cathedral Area.

E. SOCIAL ISSUES

1. That the Cathedral Area Community Association establish a Community Program Planning Committee consisting of the Community Association, the Community Services, Parks and Recreation Department, the Social Development Unit, Regina Police Service and representatives from neighbourhood schools, churches, Native groups and senior citizen groups to:
 - a) identify community social issues,
 - b) formulate strategies and programs to address these issues,
 - c) inventory programs being offered in the community in order to determine where duplications and deficiencies in services exist.
2. That a special effort be made by the Cathedral Area Community Association and the Community Services, Parks and Recreation Department Special Initiatives Section to involve Native groups and individuals in the development of community programs and events,

F. RECREATION PROGRAMMING

1. That the Community Program Planning Committee facilitate the sharing of program information, and the discussion of joint programming and shared promotion.

G. PROPERTY AND BUILDING MAINTENANCE AND ENFORCEMENT OF BYLAWS

1. That the City work with the Community Association in the implementation of the bylaws dealing with building maintenance and untidy properties.
2. That the Community Housing Worker, employed by the City, work with tenants to find suitable housing and counsel them on housing maintenance. That the Community Association continue and expand its programs to create greater pride by area residents in their residences and develop programs to teach residents property maintenance. That the Community Association and the City encourage replacement of derelict housing stock with appropriately designed replacement housing stock.

H. CRIME AND PERSONAL SAFETY

1. That the Cathedral Area Community Association work with the Regina Police Service to:
 - a) ensure that crime prevention is a priority in the neighbourhood;
 - b) support and expand the Neighbourhood Watch Program;
 - c) develop children's programs that reinforce respect for the law.
2. That the Cathedral Area be considered a priority if a lane lighting program is implemented by the City.

I. DRAINAGE

1. That the Municipal Engineering Department review and consider upgrading the maintenance and monitoring program for the operation of the dikes along Wascana Creek.
2. That the Municipal Engineering Department develop a strategy for the replacement and upgrading of the storm water pipe system where required. The Department currently has a plan to review storm sewer drainage areas throughout the city.
3. That □egarding of the street network (where necessary and feasible) to improve surface run-off capacity occur simultaneously with any renewal projects That new development include storm water management and ensure buildings can withstand major storm events without excessive flood damage.

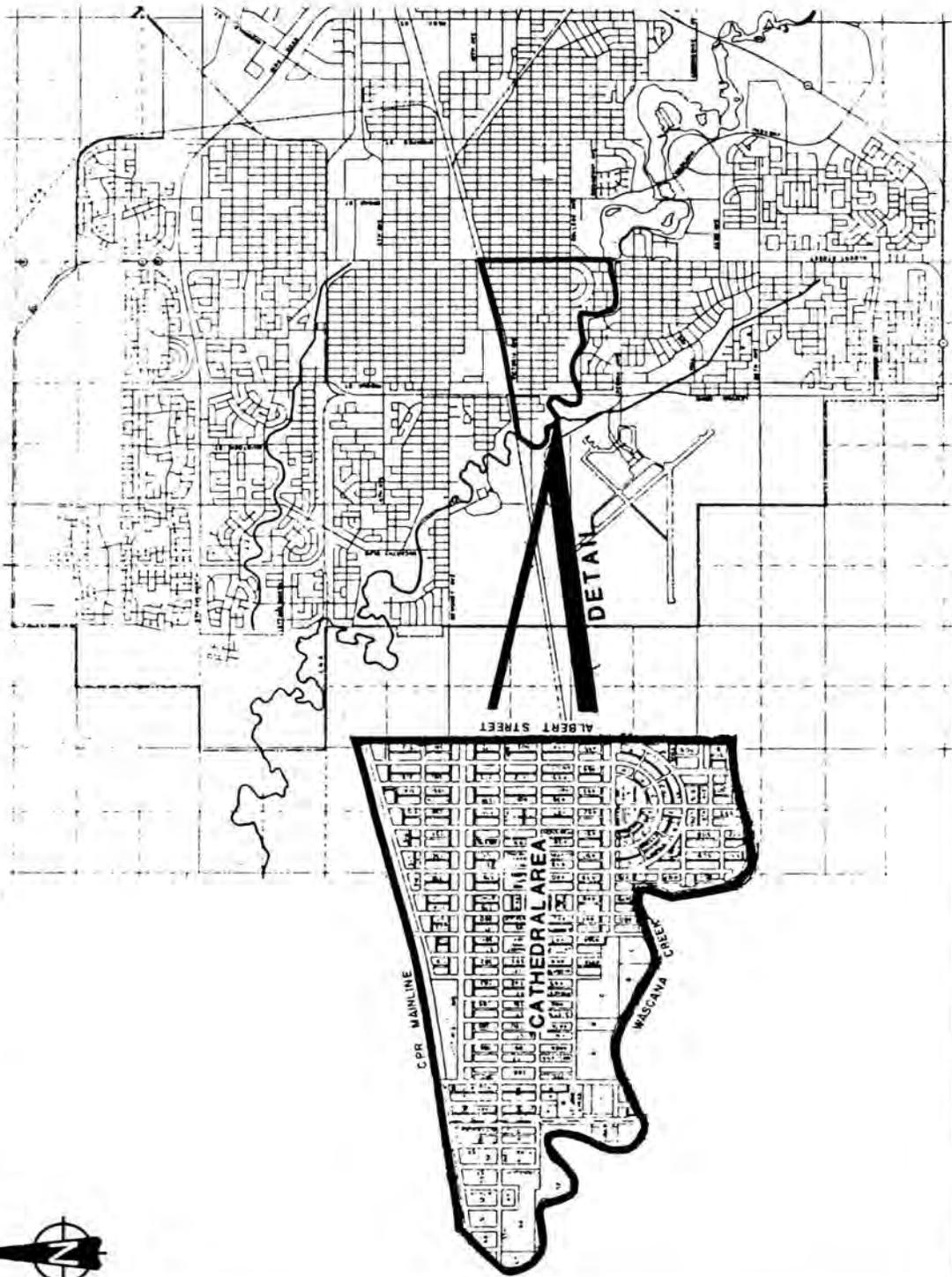
J. DOMESTIC SEWER SYSTEM

1. That the Municipal Engineering Department identify connections between the domestic and storm water sewer systems and develop plans for their complete separation.
2. That the Municipal Engineering Department continue to monitor problems with the aging domestic sewer system and develop plans for replacement of deteriorating sections.

2056 That the Municipal Engineering Department examine options to provide relief to the Valley Trunk Sewer which passes through the area.

MAP 1

STUDY AREA



Regina OCP – Part B
Sub-Part B.1.6 – Cathedral Area Neighbourhood Plan

1.0 INTRODUCTION

1.1 BACKGROUND

On April 8, 1987 City Council authorized the preparation of a neighbourhood plan for the Cathedral Area, one of five inner city residential communities subject to a neighbourhood plan. A previous study of this neighbourhood by the Cathedral Area Community Association was appended to the 1979 Regina RSVP Development Plan. A new neighbourhood plan is needed at this time to address current land use, zoning and social issues and to incorporate the recommendations of a recent major neighbourhood traffic study.

The Cathedral Area Neighbourhood Plan is a joint effort of the City of Regina and the Cathedral Area Community Association.

1.2 STUDY AREA

The Cathedral Area is a 235 hectare residential neighbourhood located immediately to the west of the downtown (Map 1). In fact, the blocks east of Angus Street and north of 13th Avenue are considered to be part of the downtown area. Boundaries of the neighbourhood include Albert Street on the east, Wascana Creek on the south and west and the CPR Mainline on the north. While the area is primarily residential, commercial uses define the northerly and easterly edges as well as the 13th Avenue shopping district.

1.3 PURPOSE OF THE PLAN

The purpose of the Cathedral Area Neighbourhood Plan is to:

1. Develop a strategy to help preserve and enhance the residential character of the neighbourhood.
2. Provide an opportunity for the community to articulate its goals for the neighbourhood within the context of overall City development policy.
3. Establish policies and an implementation strategy to address neighbourhood issues and concerns identified by the community.

1.4 EVOLUTION OF THE NEIGHBOURHOOD

The Cathedral Area was among the earlier and more affluent residential neighbourhoods to be developed in the city. By 1903 a large block of land west of Albert Street and south of Victoria Avenue had been purchased by W.H.A. Hill and the McCallums for residential development. The new neighbourhood, originally known as the West End, was first established in the blocks immediately west of Albert Street and north of College Avenue in keeping with the gridiron subdivision design imposed by the 1884 town plan. Development quickly spread further to the west and to the crescents area south of College Avenue. Although infill development has continued up to the present day, most of the neighbourhood was completed in the period between 1910 and 1929.

One of the first important buildings to locate in the Cathedral Area was Sacred Heart Academy, constructed in 1910. Two years later Holy Rosary Cathedral (which gave the neighbourhood its present name) and Westminster Presbyterian Church (now Westminster United) were completed. At one time the Cathedral Area had a firehall and a hockey rink, but these facilities were demolished and replaced by apartment buildings in the late 1950's.

The first zoning bylaw of the City in 1927 fixed the land use pattern of the neighbourhood still evident today. Saskatchewan Drive properties were zoned for industrial and commercial uses, reflecting their location adjacent to the CPR mainline. Thirteenth Avenue was zoned Business "B" from Albert Street to Argyle Street. Downtown functions were beginning to spill over into the blocks north of 13th Avenue and east of Angus Street while Albert Street was zoned for commercial strip development. The remainder of the neighbourhood was designated for residential use.

In 1949, zoning bylaw changes established the westerly boundary of the 13th Avenue business district at Cameron Street, with the exception of the north side of 13th Avenue between Montague and Argyle Streets. Subsequent zoning bylaws have not fundamentally changed the initial development pattern, except that higher density residential was designated for a large area in the easterly portion of the neighbourhood. Consequently, apartment development replaced the older housing stock in scattered locations throughout this area and in small concentrations east of Retallack Street. Parking lots serving the commercial uses along Albert Street began to become more evident along Angus Street.

By the mid 1970's the Cathedral Area suffered from a number of problems characteristic of established inner city neighbourhoods including a rapidly declining population, decreasing quality and quantity of the housing stock, increasing crime and social problems, more automobile traffic and lack of parking space. In order to address these problems, the 1979 Regina-RSVP Development Plan established general policy objectives for the inner city residential areas as follows:

1. to improve the residential viability of the neighbourhoods, and
2. to control the encroachment of non-residential uses into the neighbourhoods. Programs, including Neighbourhood Improvement Area, Residential Rehabilitation Assistance (RRAP), Catch-Up (Utility Infrastructure) and Infill Housing, were implemented to help achieve these objectives. In addition, there has been considerable private renovation of existing homes in recent years as residents have been demonstrating renewed confidence in the neighbourhood. The Cathedral Area Neighbourhood Plan is intended to continue this commitment to the neighbourhood's future as a viable residential community.

2.0 COMMUNITY PROFILE

This chapter examines some of the population and housing characteristics as well as community and education facilities, municipal services, and heritage resources of the Cathedral Area.

2.1 POPULATION

At the time of the preparation of the Plan, only preliminary population figures were available from the 1986 census. As a result, information on income, age groups and household composition is still based on 1981 census data. It is the view of the Community Association that the neighbourhood has undergone considerable demographic change since 1981, particularly an increase in the percentage of families with young children.

The total population of the neighbourhood declined by 32% from 10,896 in 1966 to 7,415 in 1981. In contrast, the population of Regina increased by 22.5% during the same period. The decrease in the Cathedral Area can be attributed to a large decline in occupancy rates and a reduction in the housing stock. Infill housing development since the 1981 census, however, has stabilized the neighbourhood's population. The 1986 census shows a population of 7,292, a drop of only 22. There was no increase because of continuing declining occupancy rates from 2.2 to 2.1 persons per household between 1981 and 1986.

Seniors (65 and over) form an increasing percentage of the population although their actual numbers have fallen from 1,392 (12.5%) to 1,040 (14.7%) between 1966 and 1981. The city as a whole had a much lower proportion of seniors during the same time period (7.5% in 1966 and 9.2% in 1981).

Persons 19 years and under comprised 26.1% of the Cathedral Area's population in 1981, considerably below the city percentage of 33.3%. Given the higher proportion of seniors and the lower proportion of children, it can be assumed that

the Cathedral Area population is generally older than the city average.

One person private households increased from 24.3% (883) of all households in 1966 to 39.4% (1,395) in 1981. In the city as a whole such households formed 23.9% of the total in 1981. The higher proportion of singles characteristic of the Cathedral Area is likely attributable to the large number of apartment dwelling units, the higher proportion of seniors, the availability of lower cost rental housing, and the neighbourhood's proximity to the downtown.

The percentage of lone parent families in the Cathedral Area increased from 12.1% to 17.4% of the population between 1976 and 1981 while the city percentage increased from 11.2% to 15.7%. A higher proportion of lone parent families in the neighbourhood is attributable to the lower housing and transportation costs as well as easier accessibility to the downtown and other services required by these families.

According to the 1981 census both the family and non-family incomes (average \$20,049) was considerably lower than the city average of \$25,828. The incidence of lower incomes appears to be a reflection of the large number of elderly on fixed incomes and the number of lone parent families with only one income.

2.2 HOUSING

Table 1 shows the changing patterns of dwelling unit types from 1966 to 1981. Over two-thirds of the housing stock is detached and duplex dwellings, similar to the city average. However, the proportion of apartments is higher than the city average while the proportion of single attached housing is lower. The loss of 241 dwelling units in the neighbourhood over the years has been greatest among apartments. It is difficult to determine what parts of the neighbourhood may have experienced the loss in apartment units. Along with the demolition of buildings such as the McCarthy Apartments on Albert Street, possibly a number of older subdivided houses have been converted back to detached dwellings. This trend would also account for the large drop in duplex units between 1976 and 1981.

Since 1981 building permit records show that the number of dwelling units has increased by 390, largely through Saskatchewan Housing Corporation's (S.H.C.) former Infill Housing Program. This program added 145 infill units (in the form of semi-detached, fourplex and townhouse units) and 144 senior citizen units to Cathedral's housing stock. There also has been a number of privately initiated apartment dwelling units developed since 1981. At the same time 71 existing housing units were demolished (partly as a result of the Infill Housing Program), resulting in a net gain of 319 units in the neighbourhood as of December 1, 1986.

The Community Association views the S.H.C.'s infill program as a positive neighbourhood influence and an example (to developers) of sensitive multiple housing projects that reflect the house-form characteristics of the Cathedral Area. In addition, the program, along with RRAP, was seen as an impetus for homeowners to renovate their dwellings.

A slight majority (54%) of the Cathedral housing stock is owner occupied, below the city figure of 64.3%. The lower ownership rates in the area result from the higher proportion of apartments that are normally rented. Since detached dwellings account for 69% of the housing stock, a significant proportion must also be rented.

Sixty-nine percent of the housing stock in the Cathedral Area was built before 1946, compared to 16.1% for the City. Of greater concern, however, is that 38.8% of the housing stock was in need of major or minor repairs compared to 21% for the City as a whole according to the 1981 census.

In response to the need to rehabilitate existing housing in the Cathedral Area RRAP was introduced in 1979. Since that date 473 units have been funded under the program representing an expenditure of \$2,190,207. Only a portion of the neighbourhood (bounded by Elphinstone Street, Saskatchewan Drive, Albert Street and College Avenue) was included in the program at that time. Since 1986 there have been no geographically defined boundaries for RRAP.

TABLE 1 DWELLING UNIT TYPE BY NUMBER AND PERCENTAGE						
Year	Single Detached	Single Attached	Duplex	Apartments	Total Units	Cathedral Units % City Units
1981 Cathedral	2,285	40	50	925	3,300	
	(69.2)	(1.2)	(1.5)	(28.1)	(100)	5.6
City of Regina	40,765	3,515	756	13,390	58,420	
	(69.8)	(6.0)	(1.3)	(22.9)	(100)	
1976 Cathedral	2,115	55	135	1,385	3,690	
	(57.3)	(1.5)	(3.7)	(37.5)	(100)	7.5
City of Regina	33,310	2,480	1,565	12,150	49,505	
	(67.3)	(5.0)	(3.2)	(24.5)	(100)	
1971 Cathedral	2,300	90	-	1,430	3,820	
	(60.2)	(2.4)	-	(37.4)	(100)	8.9
City of Regina	29,050	1,910	-	11,330	42,290	
	(68.7)	(4.5)	-	(26.8)	(100)	
1966 Cathedral	2,215	126	-	1,300	3,541	
	(60.8)	(3.5)	-	(35.7)	(100)	9.5
City of Regina	25,603	1,723	-	9,823	37,194	
	(68.8)	(4.6)	-	(26.4)	(100)	
Source: Statistics Canada, 1966, 1971, 1976 and 1981 Census						

In sum, the implementation of RRAP has added additional years to many existing houses, while S.H.C.'s infill housing program and private infill projects have increased the housing supply in the Cathedral Area.

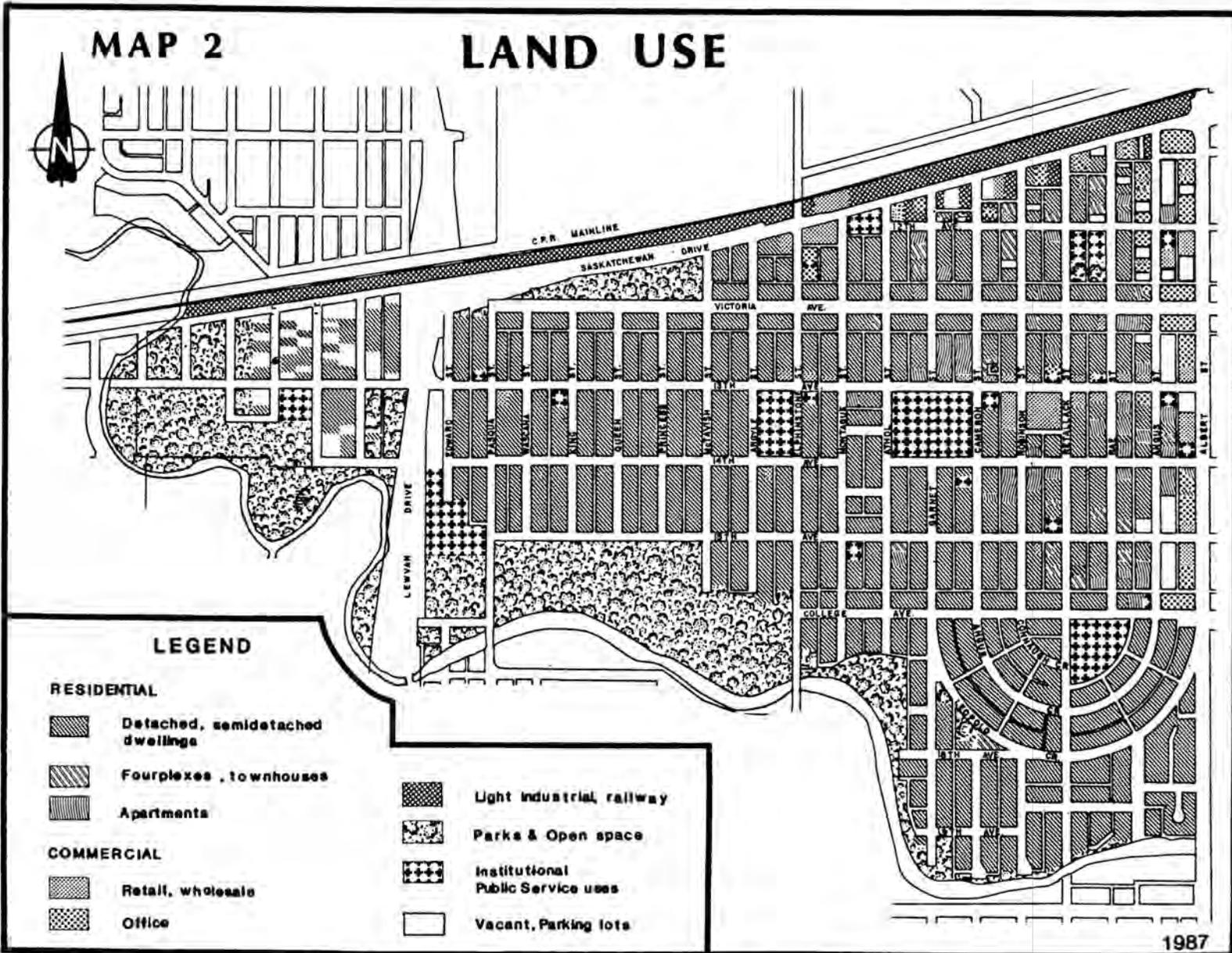
2.3 LAND USE AND ZONING PATTERNS*

The primary land use of the Cathedral Area is residential (Map 2). Detached dwellings predominate in the area south of Victoria Avenue and west of the lane between Robinson Street and Cameron Street while the remaining residential districts consist of a mixture of detached dwellings, fourplexes, townhouses and low rise apartments.

*Note: Based on Zoning Bylaw No. 8484, 1988

MAP 2

LAND USE



1987

Commercial development is concentrated in three distinct districts – along the west side of Albert Street and in portions of the east side of Angus Street – along 13th Avenue from Angus Street to the lane west of Cameron Street (plus a node at 13th Avenue and Elphinstone Street), and along the south side of Saskatchewan Drive between Angus and Argyle Streets. The Albert Street commercial area consists of a variety of office developments, gas stations, banks, retail and food stores and parking lots. Thirteenth Avenue contains a range of more neighbourhood oriented facilities including retail and food stores, doctor and insurance offices, a egarding, confectionaries, restaurants and the community centre. Saskatchewan Drive contains a mixture of light industrial, commercial and residential uses, including building supplies, warehouses, auto services, and an animal hospital.

Zoning of the Cathedral Area generally reflects the land use patterns of the neighbourhood (Map 3) except a portion of the residential area. There are three residential zones – R1A and R4 – Residential Older Neighbourhood and R4A – Residential Infill Housing.

The R1A zone, located south of the lane immediately north of College Avenue and west of Elphinstone Street, is particularly restrictive in that only detached dwellings are permitted as residential uses. The R4 and R4A zones are less restrictive in that the R4 zone includes townhouses and the R4A zone includes low rise apartment dwelling units as discretionary uses. However, there are large areas zoned R4 and R4A that are mostly blocks of detached dwelling units.

Commercial uses are accommodated by four zones including D – Downtown, MAC – Major Arterial Commercial, and LC1 and LC3 – Local Commercial.

Properties along Saskatchewan Drive and adjoining streets are zoned IA and IA1 Light Industrial.

2.4 EDUCATIONAL FACILITIES

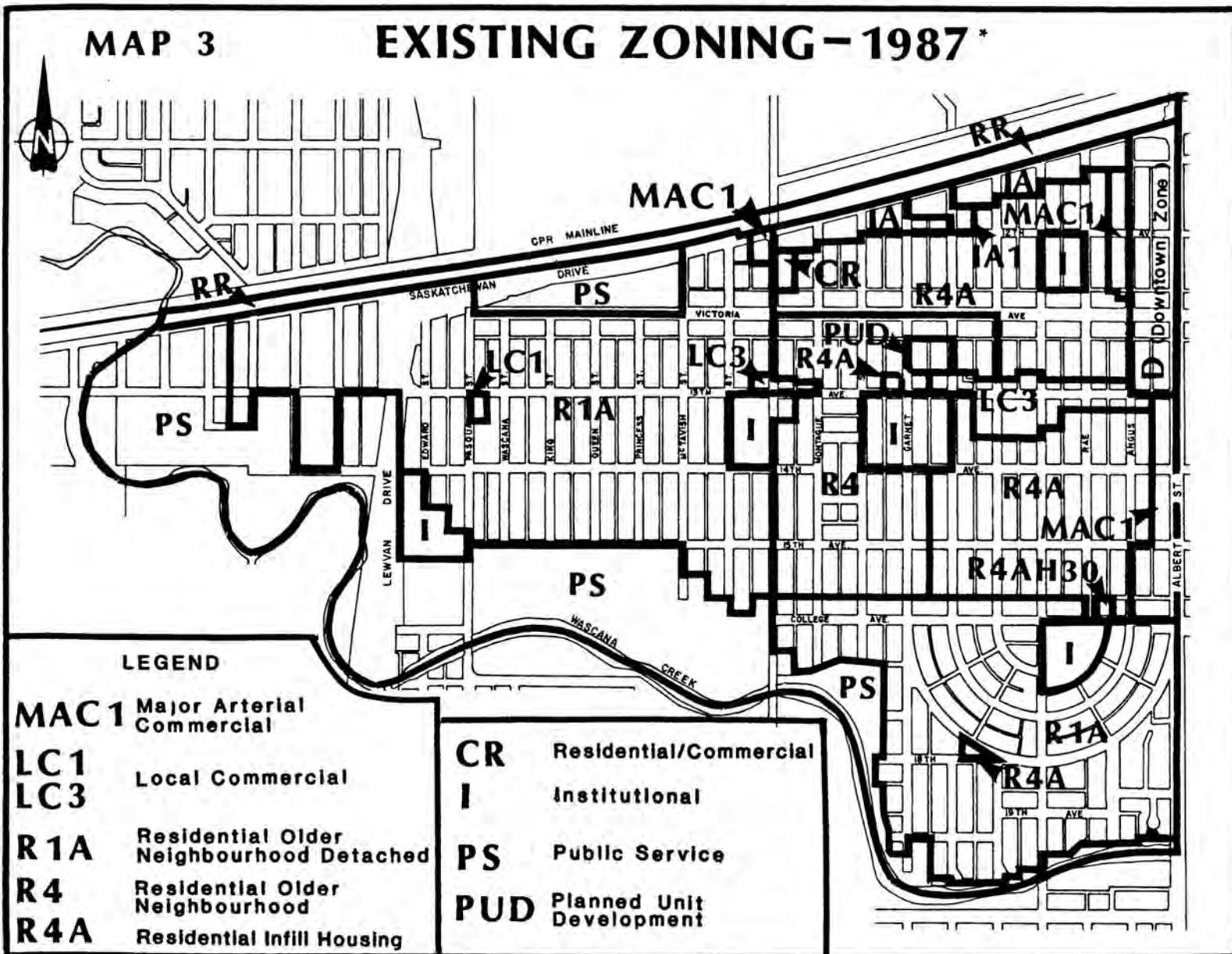
Four elementary schools, two public and two separate (one English, one French), are located in the Cathedral Area. The School Boards consider these schools to be stable in terms of student population and not in danger of being closed at this time. Table 2 shows □egarding trends between 1981 and 1987.

TABLE 2 SCHOOL ENROLLMENTS							
SCHOOL	1987	1986	1985	1984	1983	1982	1981
Connaught	358	316	343	352	323	296	276
Davin	203	197	271	290	269	278	308
Holy Rosary	105	120	120	113	105	123	121
Ecole Monseigneur De Laval	115	81	66	61			

Sources: Boards of Education, October 1987

MAP 3

EXISTING ZONING - 1987*



* Based on Zoning Bylaw No. 8484

Two schools were closed in the last decade – Victoria School, now used by the Plains Community College as an adult education centre and St. James School (renamed Ecole Monseigneur Laval), now used as a special all French school, drawing students from across the city.

Davin School will be closely monitored if enrollment falls below 120. The School Board is prepared to undertake a small renovation and repair project estimated at approximately \$375,000 or more if parents continue to send their children to Davin instead of nearby renovated schools such as Lakeview. To show their commitment to keep the school open, Davin parents have formed a committee to review the renovation proposal once it is prepared.

2.5 COMMUNITY AND OPEN SPACE FACILITIES

The Cathedral Area contains a number of community facilities as outlined on Map 4. Among these facilities are the Cathedral Neighbourhood Centre, Connaught Library, Neil Balkwill Civic Arts Centre, Rotary Senior Citizen Centre, schools noted earlier, churches, and parks and open spaces, most notably along Wascana Creek.

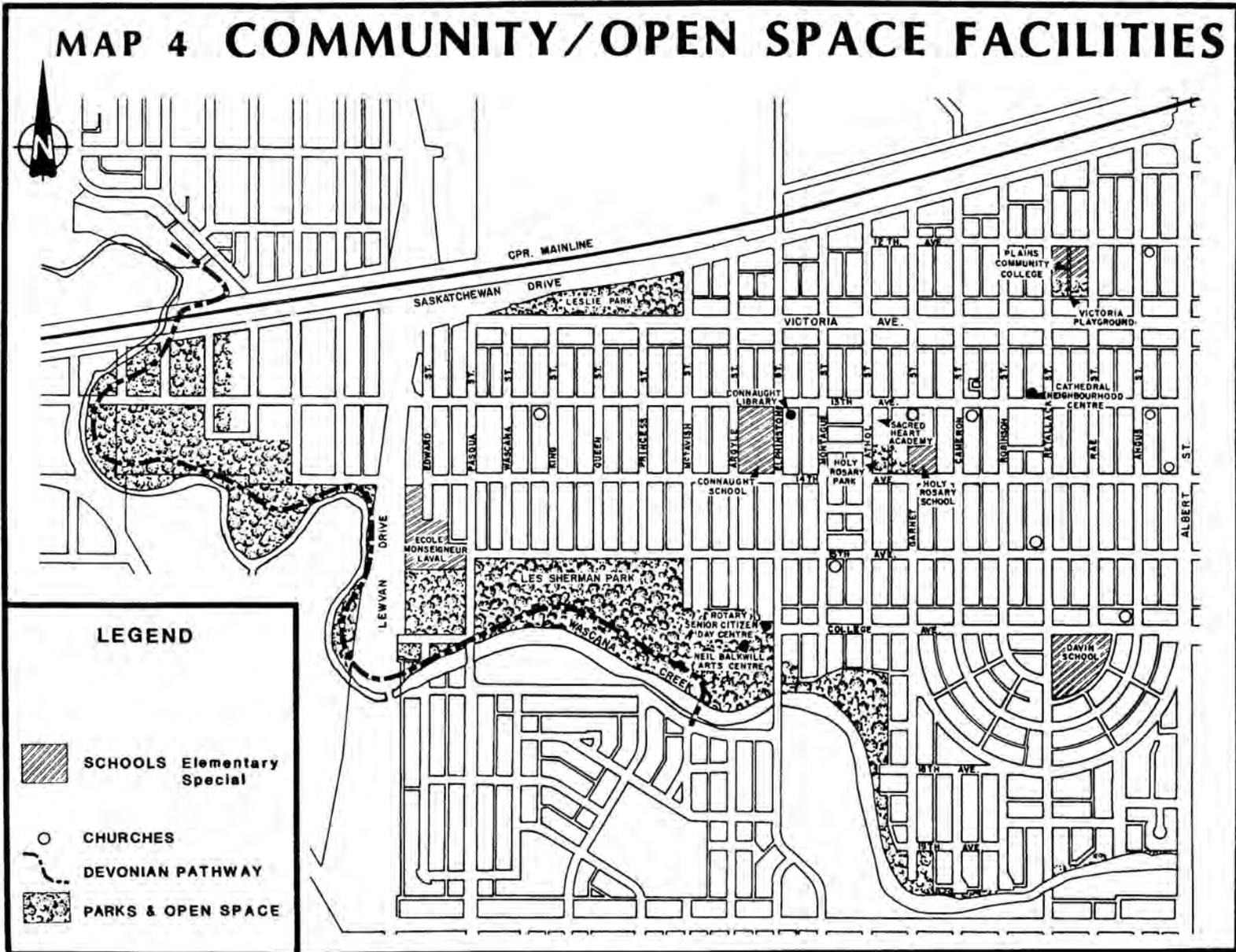
2.6 HERITAGE

The eastern half of the Cathedral Area neighbourhood (located between Elphinstone and Albert Streets) contains a large stock of older (1910 – 39 vintage) residential and institutional buildings, some of which have heritage significance. Of particular interest is the crescents area, located immediately south of College Avenue between Garnet and Albert Streets, and the boulevard segment of Victoria Avenue running from Angus Street to Elphinstone Street. These areas retain a considerable number of architecturally significant older residences as well as streetscapes that are original elements of Thomas Mawson's Urban Development Plan commissioned by the City in 1914. Various elements of the Mawson Plan were put into effect between 1914 and 1930. As Victoria Avenue has been under some development pressure, it should be considered for a future Heritage Conservation District.

Also of particular interest is the concentration of institutional buildings with significant heritage value that front onto 13th Avenue from Cameron Street to Elphinstone Street. These include the Holy Rosary Cathedral, The Chancery Office, Westminster United Church, Connaught School and the Connaught Library. The Connaught Library is a municipally designated heritage building. Davin School is under consideration for heritage designation.

Other municipally designated heritage buildings in the neighbourhood are the Mahan Residence (269 Leopold Crescent), Kenora Apartments (2601 – 14th Avenue), Henderson Terrace (3038-3060 – 18th Avenue), Marshall Residence (3022 Victoria Avenue) and the Wood Residence (1862 Retallack Street).

MAP 4 COMMUNITY/OPEN SPACE FACILITIES



On the eastern periphery of the neighbourhood, an important heritage project is the restoration of the Albert Memorial Bridge and the implementation of the Albert Street Boulevard Concept Plan. The purpose of the latter plan is to preserve and improve the landscaping, enhance the aesthetic and cultural environment, improve the pedestrian environment and consider the development of a Heritage Conservation District.

2.7 MUNICIPAL SERVICES

As one of the earliest developed neighbourhoods in Regina, the Cathedral Area has among the oldest municipal utility services (streets, walks, curbs, watermains and sewers). In response, a major upgrading of these facilities has been undertaken in much of the neighbourhood. Between 1979 and 1986, \$645,946 was spent on local improvements.

2.8 ROADWAY NETWORK

The roadway network in the Cathedral Area is based on the gridiron layout typical of older Regina neighbourhoods (Map 5). Both Wascana Creek on the south and the CPR Mainline on the north create physical barriers restricting the number of north-south roadways linking the neighbourhood to other areas of the city. Only the major north-south streets spaced 0.8 km apart (Albert, Elphinstone, and Pasqua Streets, Lewvan Drive) cross these barriers. One other exception to the grid layout is the crescent area (Leopold, Angus and Connaught Crescents), which forms a half concentric ring street pattern.

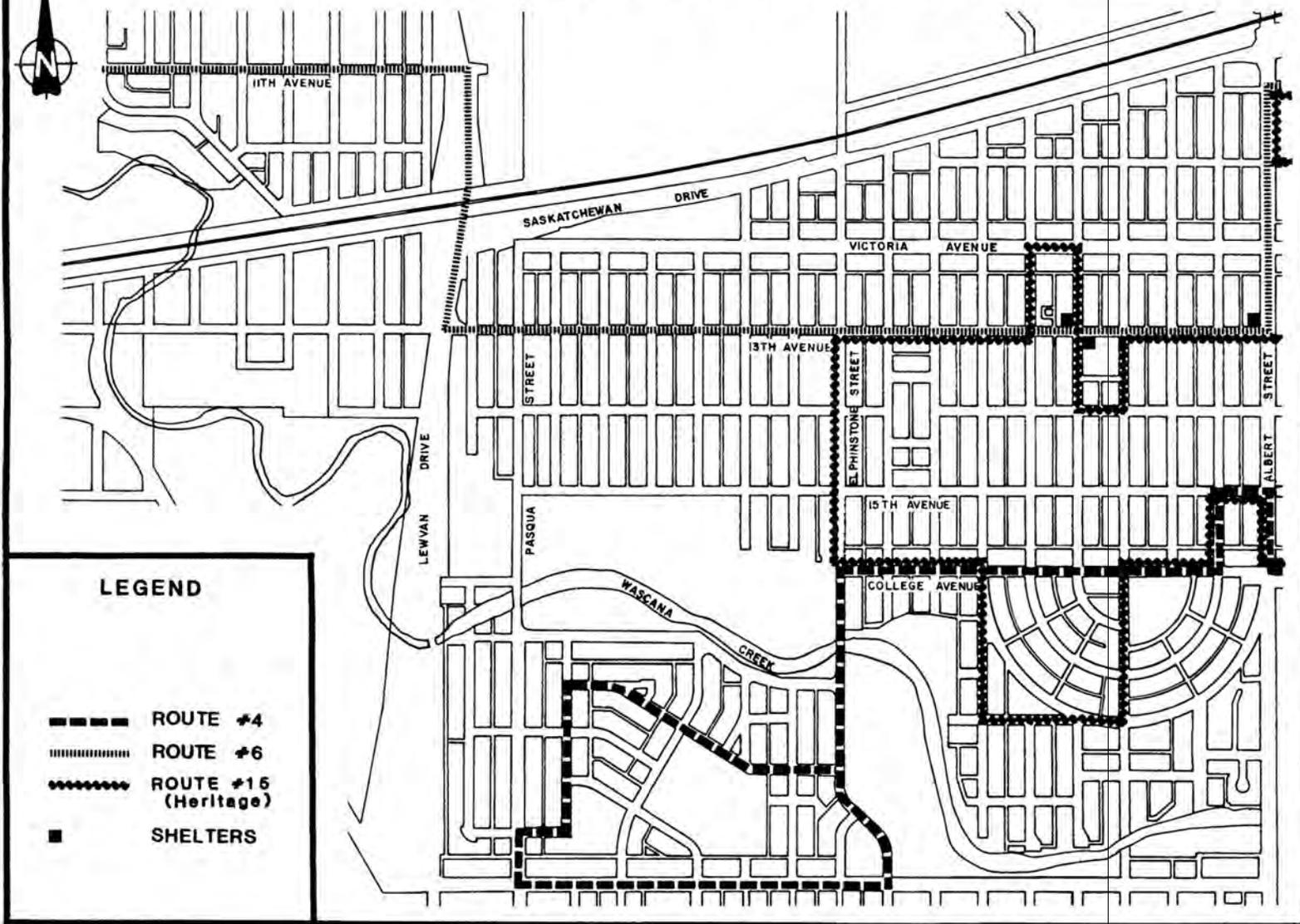
A major problem of the gridiron layout is the lack of differentiation between local and through traffic movements in a neighbourhood. For example, most of the east-west streets carry traffic from other parts of the city to and from the downtown, unnecessarily subjecting the neighbourhood to non-local traffic. The traffic management study, discussed in Chapter 4, addresses this traffic issue.

2.9 TRANSIT

Three bus routes link the Cathedral Area (Map 5) to the downtown. Route #4 (Normandy Heights) runs along College Avenue and also serves Lakeview. Route #6 (RCMP) runs along 13th Avenue to the RCMP barracks. The Heritage bus (Route #15) also serves the transportation needs of senior citizens in the neighbourhood. The bus shelters are located along 13th Avenue. Cathedral Area residents appear to be satisfied with the transit service in their neighbourhood as it was not raised as an issue during the issue identification process.

MAP 5

TRANSIT FACILITIES



LEGEND

- ROUTE #4
- ROUTE #6
- ~~~~~ ROUTE #15 (Heritage)
- SHELTERS

3.0 COMMUNITY INVOLVEMENT

3.1 ISSUE IDENTIFICATION

Community involvement is an integral part of the planning process, from the initial identification of neighbourhood issues to the formulation of policies to address them. It is the residents themselves who will help to ensure the future success of the neighbourhood. Community participation in the preparation of the Plan began with the discussion and revision of the Terms of Reference. Once the terms had been agreed to and interest groups identified, the Community Planning Committee of the Cathedral Area Community Association held a special meeting with these groups to discuss neighbourhood issues. Representative from the business, native and religious communities raised concerns about the extent of the R4A zoning (which includes apartment blocks as a discretionary use), maintenance of property and enforcement of bylaws, zoning of Saskatchewan Drive, traffic management and parking, and 13th Avenue street enhancement.

As part of the issue identification process, four public meetings were held in different geographic areas of the neighbourhood to encourage participation by a wide range of Cathedral residents. Two of the meetings were well attended, one focusing on the traffic management study and the other on general issues of the neighbourhood. At the latter meeting, residents raised similar issues as the interest groups, and in addition identified a need to upgrade Connaught, Victoria and Davin school grounds, lane lighting, and the replacement of dying Victoria Avenue boulevard trees.

In addition, a questionnaire was distributed by the Community Association to all households in the neighbourhood. A total of 212 responses were received. An analysis of the results is contained in Appendix A.

In general the questionnaire respondents clearly indicated the following principal areas of concern:

- need to improve traffic and parking conditions in the neighbourhood.
- need for improved property and building maintenance and enforcement of City bylaws.
- neighbourhood crime with respect to law enforcement, prevention, and safety of both residents and property.
- commercial encroachment and existing zoning regulations.

3.2 TASK FORCE – PREPARATION OF THE DRAFT PLAN

Following the issue identification process the Community Association was involved in the Cathedral Area Neighbourhood Plan Task Force. In addition to the Community Association, Task Force members were the Social Development Department, Urban Planning Department, Municipal Engineering Department, Community Services, Parks and Recreation Department and the Urban Development Department. The role of the Task Force was to develop and evaluate policy options and propose a strategy to respond to the neighbourhood issues identified by the community.

Based on the recommendations of the Task Force, a draft plan was released to the community before consideration by the Regina Planning Commission. On November 17, 1987 a Public Open House attracted approximately 120 residents, most of whom supported the recommendations of the draft Plan. A few individuals were opposed to the traffic plan which had been implemented three weeks previous to the meeting.

As well as having a major input into the drafting of the Plan, the Community Association will have an ongoing role in the implementation of its recommendations.

3.3 CATHEDRAL AREA COMMUNITY ASSOCIATION NEIGHBOURHOOD GOALS

The Community Association also formulated neighbourhood goals to help articulate its role in the enhancement of the Cathedral Area. These goals are:

1. To help develop and monitor the implementation of land use and transportation planning policies that reflect and promote the residential stability of the community.
2. To promote an appreciation of the values of the ethnic, social, economic and age diversity within the community.
3. To be vigilant, and actively campaign for positive influences which will promote the integrity of the community.
4. To undertake new, and continue present, upgrading and enhancement projects which show tangible, long-term benefits for the community as a whole.
5. To take active steps to promote/publicize the community's character and unique qualities and attract citizens who will work to maintain them.

6. To become a better organized, united body of citizens and volunteers who promote maintenance, safety and order within the community.
7. To undertake measures to increase community property values, popularity and attractiveness.
8. To have a positive influence on the City of Regina and contribute to its future success.
9. To develop neighbourhood based social and recreation programs that address the needs of all Cathedral residents, particularly the less advantaged members of the community.

The policy objectives and recommendations establish general time frames and concrete measures to implement these community goals.

4.0 NEIGHBOURHOOD ISSUES AND POLICY RECOMMENDATIONS

The purpose of this section is to examine the neighbourhood concerns raised by Cathedral Area residents during the issue identification process. These concerns are addressed by a number of policy statements which help to support the overall objective of maintaining and enhancing the residential character of the neighbourhood.

4.1 LAND USE AND ZONING

Issue: Cathedral Area residents want land use and zoning policies that maintain the residential viability of the neighbourhood while directing non-residential development to appropriately designated locations.

The Cathedral Area is a large neighbourhood containing a number of identifiable sub-areas having distinct land use and zoning issues. Consequently, separate land use policy districts (see Map 6) have been developed to help formulate policy statements that address the issues relevant to each district. Specific land use/zoning issues include the following:

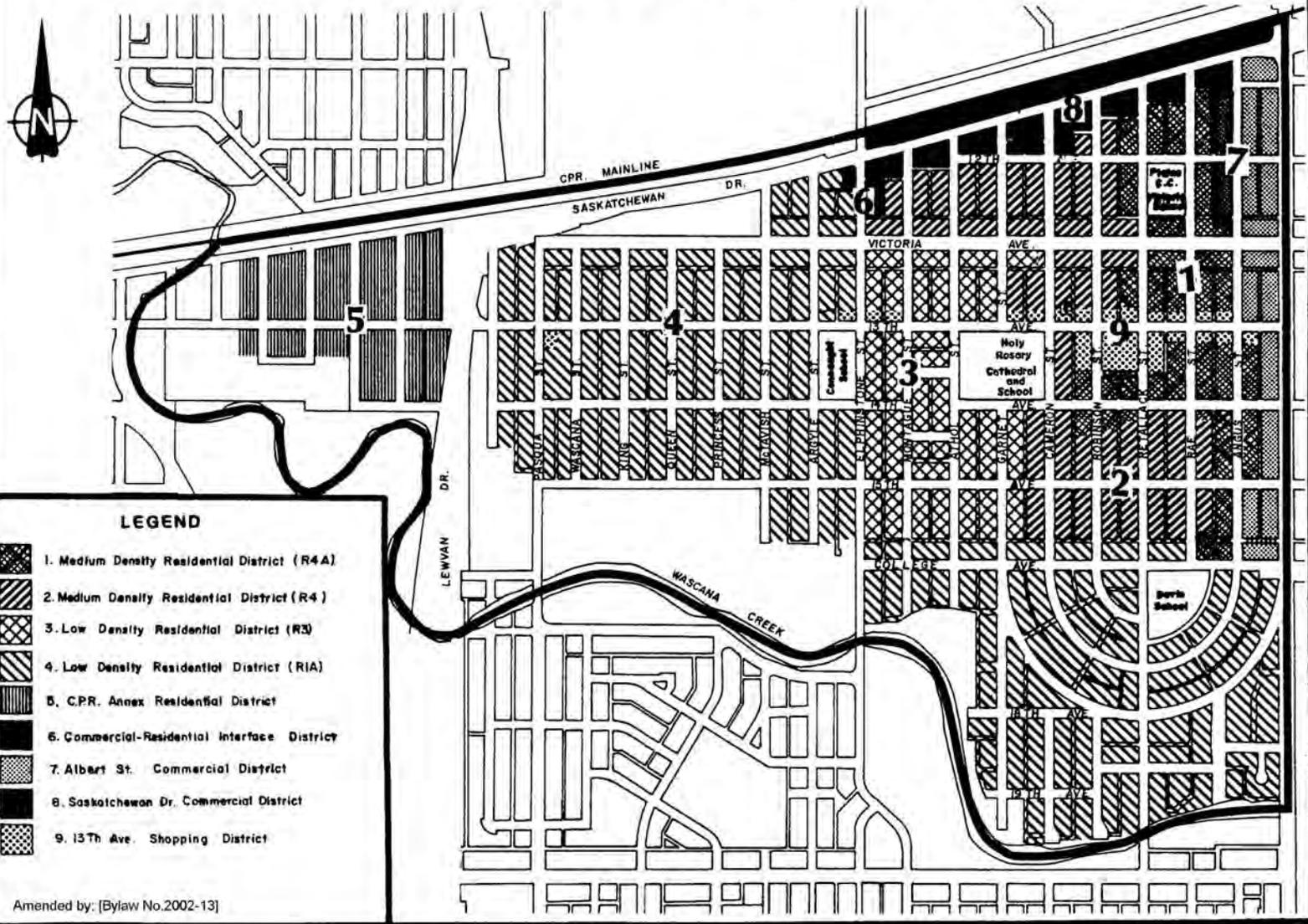
- 1) The large area of R4A (which includes apartments as a discretionary use) zoning which is seen to act as a destabilizing influence on the lower density residential character of the neighbourhood.
- 2) Commercial encroachment into the neighbourhood and the continuing existence of the parking lots along Angus Street.
- 3) The IA/IA1 – Light Industrial zoning and land use along Saskatchewan Drive.

- 4) Appearance and extent of the 13th Avenue Shopping District.
- 5) The isolated CPR Annex area west of Lewvan Drive.

Map 7 illustrates all lands affected by the zoning changes proposed in the Plan while Map 8 outlines the recommended zoning for the neighbourhood.

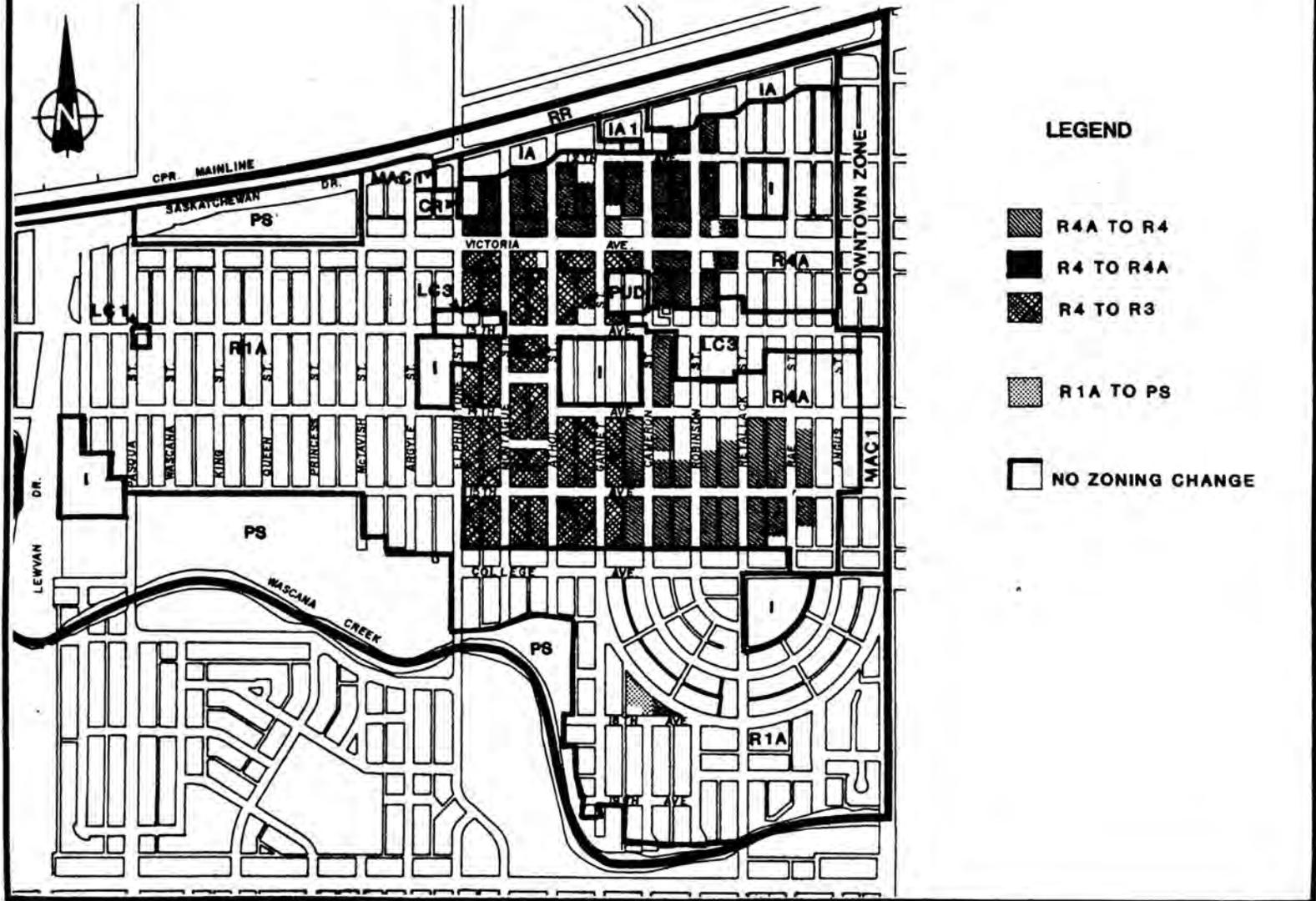
MAP 6

LAND USE POLICY DISTRICTS



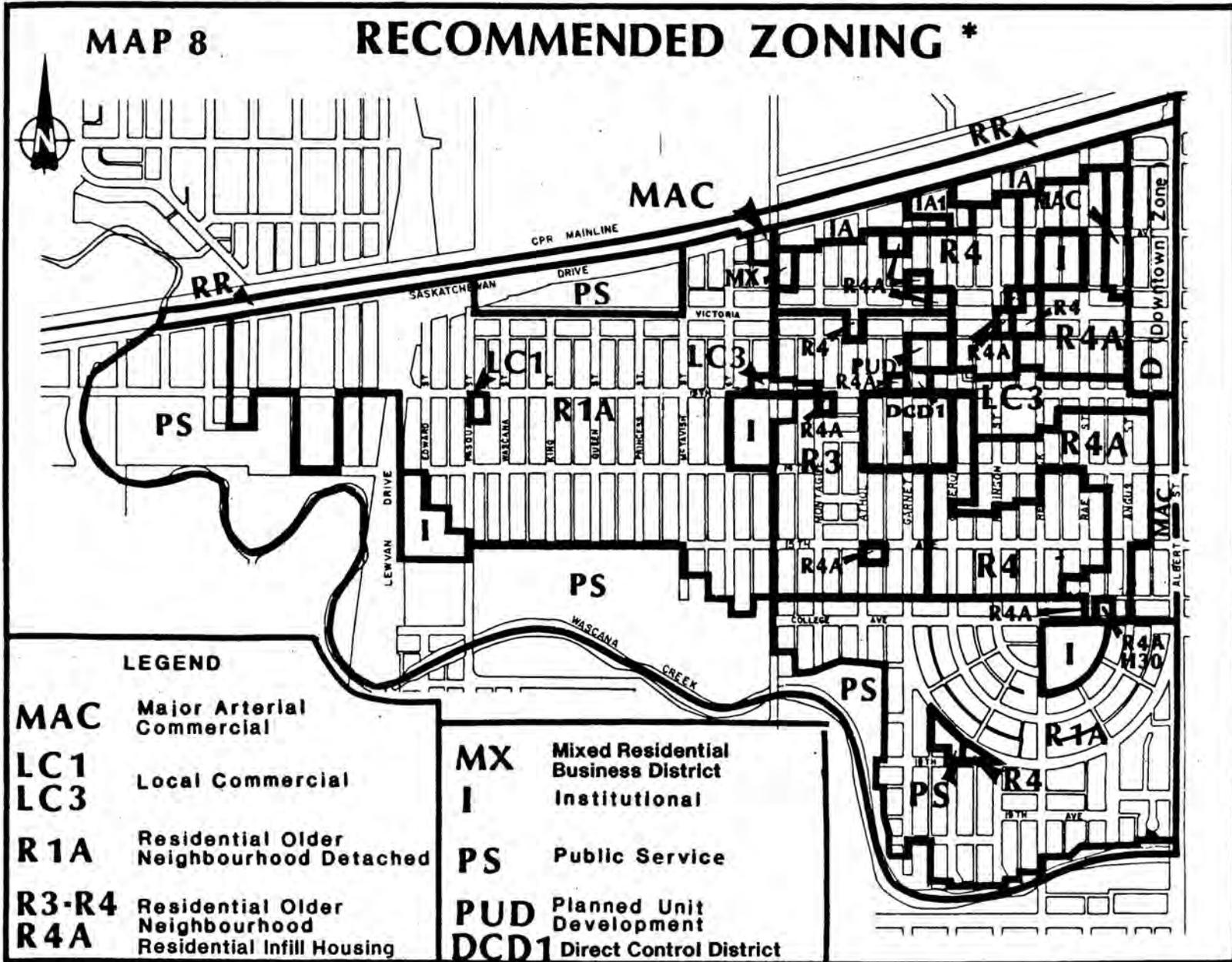
MAP 7

LANDS AFFECTED BY PROPOSED ZONING CHANGES



MAP 8

RECOMMENDED ZONING *



LEGEND

MAC	Major Arterial Commercial	MX	Mixed Residential Business District
LC1	Local Commercial	I	Institutional
LC3		PS	Public Service
R1A	Residential Older Neighbourhood Detached	PUD	Planned Unit Development
R3-R4	Residential Older Neighbourhood Residential Infill Housing	DCD1	Direct Control District
R4A			

* For current Zoning, refer to Zoning Bylaw No. 9250.

4.1.1 MEDIUM DENSITY RESIDENTIAL DISTRICT (R4A)

This district encompasses the easterly portions of the existing R4A – Residential Infill Housing zone located closest to the downtown. It includes a mix of low-rise apartment buildings, townhouses, fourplexes, duplexes, semi-detached dwellings, converted dwellings, and detached dwellings. Apartments tend to be concentrated along Angus and Rae Streets and on 14th Avenue east of Cameron Street, although there are a few apartment buildings scattered throughout the district.

However, the existing R4A zone includes a much larger area of the neighbourhood than is necessary to accommodate redevelopment opportunities for infill and medium density housing, (approximately 7225 front metres of property frontage). In order to maintain the lower density house-form character of most of the neighbourhood, the R4A zoning should be considerably reduced.

Blocks and properties proposed to remain zoned R4A are located close to the downtown and the 13th Avenue Shopping District, and/or have an existing concentration of apartment buildings. An appropriate location for higher density housing is close to community services and facilities. In addition, restricting apartment buildings to blocks with existing concentrations of medium density housing will preserve the integrity of other blocks that are mostly of a lower density house-form character. The proposal will reduce the amount of R4A zoning to 3325 front metres, less than half of what exists now. Of that frontage, 1190 metres is already developed as apartment uses, leaving 2135 metres for potential apartment redevelopment.

Existing apartment buildings outside of the proposed R4A area will be spot-zoned R4A to avoid making them legally non-conforming uses. Non-conformity prevents structural renovations from being undertaken although normal building maintenance can continue. It is not the intent of the Plan to create any obstacles, such as non-conformity, that discourage upgrading of existing apartment buildings.

The Community Association would have preferred to see a much larger reduction of the R4A zoned district to a very few blocks in the Cathedral Area. Most apartment building development, in its view, is insensitive to and devalues the established community, encourages property speculation, and diminishes the quality of life for nearby residents. Another concern is the box-like and massive appearance of some apartment buildings which are out of character with adjacent house-form structures. The R4 zone is seen by the Community Association to be a more appropriate means of accommodating medium density redevelopments in the form of townhouse projects similar to the type of units constructed under the S.H.C. Infill Program.

The concerns of the Community Association have been frequently voiced in many neighbourhoods of the city. City policy, however, is that provision be made for some low-rise apartment development in the inner city residential areas because of their particular location within easy walking distance of the downtown. The Development Plan specifically states that all neighbourhoods in the city should accommodate higher density new development and a mix of dwelling unit types. By this means the Cathedral Area may be home to a wide range of residents who will have a full choice of accommodation which suits their lifestyle and income level. This Plan has tried to address both the Community Association concerns and existing City policy by maintaining the R4A zoning, but substantially reducing its coverage to those blocks considered to be most appropriate for apartment development.

The Planning and Development Act, 1983 explicitly excludes the City's use of design controls regulating colour, texture or type of materials, and the architectural detail of buildings. However, building shape, size, height and setbacks can be regulated.

For example, the existing height limitation in the R4A zone, 13 metres, is greater than necessary to accommodate a 3 storey building. Reduction of the maximum height to 11 metres would still accommodate a 3 storey building, but will encourage a scale of development more in keeping with the height of the 2 ½ storey homes typical of the Cathedral Area.

Developers are encouraged to consult with the Community Association and the Urban Planning Department before submitting formal applications to the City for discretionary use approval. An informal consultation process should help produce site plans that are more sensitive to the residential character of the neighbourhood.

Policy Objective

- 1) To maintain the residential stability of the district while providing opportunities for medium density infill housing development.

Policy Recommendations

- 1) That the 13 metre height limitation in the R4A zone be reduced from 13 metres to 11 metres.
- 2) That no commercial development be permitted in this district.
- 3) That developers consult with the Community Association and the Urban Planning Department before submitting formal applications to the City for discretionary use approval.

4.1.2 MEDIUM DENSITY RESIDENTIAL DISTRICT (R4)

The Medium Density Residential District incorporates the westerly and northerly portions of the existing R4A zone. Although the predominant land use is detached dwellings, there are a few scattered apartment buildings (including Davis Mews, the PUD-zoned Senior Citizen's project), duplexes and semi-detached dwellings. Several townhouse developments have been constructed in the district under S.H.C.'s infill housing program during the early 1980's.

This district is proposed to be rezoned from R4A to R4 as it contains few apartment buildings and could be downzoned to provide a transition in density from the R4A zone to the east to the proposed R3 zone to the west. The R4 zone will provide greater stability and help maintain the house-form character of the district.

Policy Objective

- 1) To maintain the residential stability of the district while providing opportunities for lower to medium density redevelopment.

Policy Recommendations

- 1) That the following properties be rezoned from R4A to R4:
 - a) Lots 21-30, Block 315; Lots 11-16, Block 316; Lots 11-30, Block 333; Lots 11-46, Block 334; Lots 1-38, Block 335; Lots 1-13, 16-22, 26-40, Block 336; Lots 1-40, Block 337; Lots 1-18, W. 13' of 19, 22-25, Block 338; Lots E. 8' of 4, 5-10, 29-40, Block 375; Lots 1-23, 32-40, Block 376; Lots 1-10, Block 399; Lots 2-10, Block 435; Lots 1-20, Block 436; Lots 5-18, S. 33' of 19, Block 437; Lots 1-6, 8-14, Block 438; Lots 11-20, Block 439; Lots 13-19, Block 450; Lots 1-7, 13-19, Block 451; Lots 1-7, 13-19, Block 452; Lots 1-5, N. 17' of 14, 15-19, Block 453; Lots 1-5, Block 454; Plan Old 33.
 - b) Lots 1-5, 1A-5A, Block 376, Plan CE5560.
 - c) Lots 1-5, Block 499, Plan K4654.
- 2) That no commercial development be permitted in this district.

4.1.3 LOW DENSITY RESIDENTIAL DISTRICT (R3)

This district includes most of the lands currently zoned R4 – Residential Older Neighbourhood. The district consists predominantly of detached dwellings, although there are a few duplexes and semi-detached dwellings, townhouses, and two apartment blocks. The Plan proposes to rezone the district to R3 – Residential Older Neighbourhood to provide a further step down in density from the R4 zone located to the east and a transition to the more restrictive detached dwelling R1A zone located to the west and south. R3 zoning, which permits duplex and semi-detached dwellings, recognizes the existing low density nature of the district (with isolated apartments and townhouses spot-designated) and ensures any redevelopment will be in character with the surrounding land use. (Bylaw No. 9461)

Policy Objective

2056 To maintain the low density residential nature of the district while allowing some opportunity for lower density redevelopment.

Policy Recommendations (Bylaw 2002-13)

- 1) That the following properties be rezoned from:
 - a) R4 to R3 – Lots 47, 48, 49, 5, 6, 50 and 51 (formerly Lots 1 – 8 and the W. 14' of Lot 9), Block 377; Lots 1-23, 25-40, Block 378; Lots 1–7, W. 6' of 8, 11-40, Block 379; Lots 1-23, N. 15' of 24, 29-40, Block 380; Lots 3-20, Block 345; Lots 3-10, Block 396; Lots 1-16, Block 396A, Lots 1-10, Block 439; Lots 1-20, Block 440; Lots 1-18, Block 441; Lots 1-20, Block 442; Lots 1-7, 13-19, Block 447; Lots 1-7, 13–19, Block 448; Lots 3-7, 13-19, Block 450; Plan Old 33.
 - b) R4 to R4A – Lots 1-2, Block 449; Lots 1-2, Block 396; Plan Old 33.
- 2) That no commercial development be permitted in this district.

4.1.4 LOW DENSITY RESIDENTIAL DISTRICT (R1A)

The Low Density Residential District includes all lands presently zoned R1A-Residential Older Neighbourhood with the exception of the CPR Annex west of Lewvan Drive. The principal land use is detached dwellings, reflecting the restrictive nature of the zoning which permits only those types of dwellings as residential uses.

One exception is the Henderson Terrace townhouses located at the intersection of Leopold Crescent and 18th Avenue, zoned R4A. This zone would permit redevelopment of the site for higher density apartment units, which would be out of character with the low density nature of the district. Rezoning the property to R4 will maintain the legally conforming status of the existing use but will not permit higher density redevelopment.

The second exception is 1922 Elphinstone Street (Lot 11 and the North 5 feet of Lot 12, Block 332, Plan DV4420, Regina) which is to be developed under a contract zone agreement as an off-site employees' parking lot and landscaped outdoor eating area for the restaurant located at 1916 Elphinstone Street. The zoning of the former property would revert to its previous R1A designation, or to the zone designation then applied to the surrounding residential properties to the south and west, if operations at the existing or a subsequent restaurant at 1916 Elphinstone Street were discontinued for a period of six consecutive months. [1996/9814]

Policy Objective

2056 To maintain the low density residential nature of the district.

Policy Recommendations

- 1) That the existing R1A zoning of the district be maintained.
- 2) That no commercial development be allowed in this district, with the exception of Lot 11 and the North 5 feet of Lot 12, Block 332, Plan DV4420, Regina, which property is contemplated as being developed under a contract zone agreement as an employees' parking lot and landscaped outdoor eating area. [1996/9814]
- 3) That the Henderson Terrace apartments (Lots 1-5, Block 499, Plan K4654) be rezoned to R4 – Residential Older Neighbourhood from R4A – Residential Older Neighbourhood.

4.1.5 CPR ANNEX LOW DENSITY RESIDENTIAL DISTRICT – (R1A) (SEE MAP 9)

The CPR Annex (west of the Lewvan) is somewhat isolated from the remainder of the neighbourhood by Lewvan Drive. Land use consists of detached dwellings, separated by parcels of vacant land, and the legally non-conforming Italian Club, all zoned R1A.

No building permits are issued for new dwellings in over half the area which is located in the 1:500 flood plain, although additions to existing dwellings and garages are allowed. Designation under the Canada-Saskatchewan Flood Damage Reduction Program could further restrict improvements to existing dwellings located in the portion of the flood plain most susceptible to flooding. If designation occurs, the City should consider reviving a previous proposal to purchase (on a voluntary basis) remaining homes which are prone to flood damage.

The future Lewvan/Saskatchewan Drive interchange will eventually encompass the northeasterly portion of the CPR Annex. At that time the 13th Avenue access to the area will be removed. However, because this interchange will not likely be developed for twenty years, there is no need to consider acquisition of the affected properties at this time.

Policy Objective

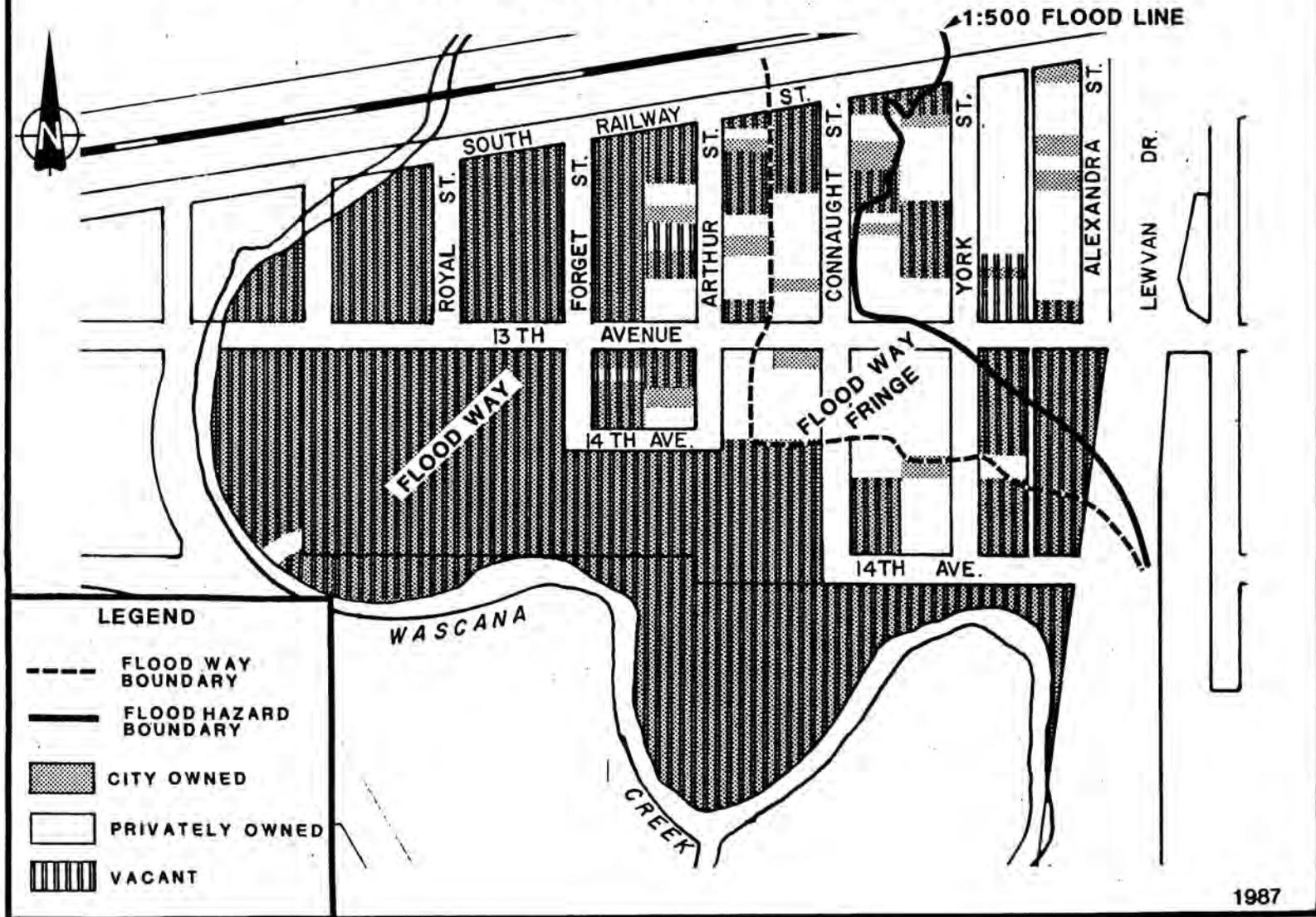
- 1) To maintain the low density residential nature of the CPR Annex.

Policy Recommendations

- 1) That the existing R1A zoning of the district be maintained.
- 2) That the City consider a voluntary purchase program for dwellings located in flood way lands should designation occur.
- 3) That no commercial development be permitted in this district.

MAP 9

CPR ANNEX-FLOOD PLAIN



1987

4.1.6 MIXED RESIDENTIAL BUSINESS DISTRICT (MX)

One area is proposed to be included in the mixed residential business district. (Bylaw No. 9250)

- 1) Lots 31-40, Block 333, 1900 Block Elphinstone Street.

These lots were rezoned from MAC – Major Arterial Commercial to CR – Commercial Residential Interface in 1987. Land use consists of small office buildings and an SPC substation.

Policy Objective

- 1) To provide a transition or buffer between the high traffic generating commercial and light industrial zones and the adjacent residential neighbourhood.

4.1.7 ALBERT STREET COMMERCIAL DISTRICT

The easterly fringe of the Cathedral area north of 13th Avenue, with the exception of Lots 31-35, Block 312, Plan Old 33, is considered to be part of the downtown and is regulated by the provisions of the D – Downtown Zone. Major uses include the Saskatchewan Wheat Pool, Sherwood Place, Saskatchewan Place and the former Dairy Producers' Office buildings, a furniture store and the Co-op Service Station. Between 13th Avenue and College Avenue, Albert Street is zoned MAC – Major Arterial Commercial and contains a mix of retail and office uses. (Bylaw No.9072-ZO-B90)

Encroachment of commercial uses and parking lots into the residential portion of the neighbourhood is the major concern related to the Albert Street Commercial District. Such uses detract from the residential character of the neighbourhood. Existing commercial uses should be recognized, but no commercial rezonings should be permitted outside of this district.

A parking lot located on the east side of the 2200 block of Angus Street (Lots 4-10, Block 434) is subject to a time limited contract which expires on August 1, 1997. The parking lot shall subsequently be redeveloped for residential purposes. (Bylaw No. 9368)

Policy Objective

- 1) To prevent further encroachment of commercial uses along Albert Street and public parking areas along Angus Street into the residential neighbourhood.

Policy Recommendations

- 1) That the existing commercial areas between College Avenue and Saskatchewan Drive along Albert Street be recognized. There shall be no further extension of commercial development into the residential neighbourhood from the lane west of Albert Street.
- 2) That the parking lot located on 2200 block of Angus Street (Lots 4-10, Block 434) is subject to a time limited contract which expires on August 1, 1997. The parking lot shall subsequently be redeveloped for residential purposes. (Bylaw No.9368)

4.1.8 SASKATCHEWAN DRIVE COMMERCIAL DISTRICT

The south side of Saskatchewan Drive and portions of the adjacent north-south streets are zoned IA and IA1 – Light Industrial. The major difference between the two categories is that the IA1 zone allows development on narrower, smaller lots. Development along the street consists of a mix of light industrial, commercial and residential uses. Maintenance and condition of buildings and properties varies considerably from block to block.

Saskatchewan Drive initially developed as a light industrial district because of its location adjacent to the CPR Mainline on the north. A Direct Control District has been established to regulate the land uses and development standards applicable to the north side of Saskatchewan Drive between Elphinstone Street and Albert Street. (Bylaw No. 9505)

Some of the light industrial uses along the street, such as auto body shops, small manufacturing establishments, and warehousing are not compatible with the adjacent residential area to the south. Considerable infill housing has been developed by SHC in this area to replace deteriorating housing stock. Although IA zoning is not appropriate for the long term development of the district, two other zoning options, MAC and R4A, have some drawbacks if either was implemented at this time.

MAC zoning was initially considered for the district because the Major Arterial Commercial Study recognized Saskatchewan Drive as a potential new MAC area. The types of uses allowed under this zoning category would be more compatible with the adjacent residential area, including the requirement for a landscaped buffer and screen between a MAC property and adjacent residential development.

However, MAC zoning allows development on 6 metre frontage lots, which would potentially increase the number of driveways exiting onto Saskatchewan Drive. Given the road's designation as an expressway, driveways which can conflict with traffic movements should be minimized. In addition, up to 7.5 metres depth of property along the south side of Saskatchewan Drive may eventually be required for road widening in 10 to 15 years.

Rezoning to R4A would permit redevelopment for medium density housing. However, the present orientation of the properties along Saskatchewan Drive facing the rail lines and lumber yards on the north side is not desirable for residential development. In order for residential development to be viable, the properties would have to be resubdivided and re-oriented to face the north-south streets. Consideration could be given to this option or an MX-Mixed Residential Business zoning once plans for widening Saskatchewan Drive are further advanced.

The Plan proposes that no changes to the existing IA zoning take place at this time. In addition, no rezoning to IA1 should be undertaken since this would permit development on 6 metre frontage lots with driveway access to Saskatchewan Drive.

Policy Objective

- (l) To encourage the long-term redevelopment of Saskatchewan Drive properties more in keeping with the residential area to the south.

Policy Recommendations

- (1) That the existing IA zoning be maintained.
- (2) That Parcel B Elphinstone Street to Albert Street be designated as a direct control district as follows: (Bylaw No. 9505)

- 1) Direct Control District (DCD-2)

- i) Designation

A Direct Control District shall be established for Parcel B, Plan 16074, 2600 – 3400 Saskatchewan Drive. The guidelines for the Direct Control District (DCD-2) are established herein. Regulations and development standards for the Direct Control District shall be established in the City of Regina Zoning Bylaw in accordance with the following.

ii) Guidelines for Development – Direct Control District (DCD-2)

Regulations and development standards shall be established in the Zoning Bylaw in accordance with the following guidelines:

- a) Existing businesses shall continue pending redevelopment of the sites. Major alterations and additions shall require the approval of City Council.
- b) Warehousing, freight forwarding, or other storage of hazardous materials shall not be permitted.
- c) Development shall be restricted to light industrial uses which are compatible with surrounding uses.
- d) Development shall enhance Saskatchewan Drive as a major thoroughfare and entrance to the Downtown.
- e) Outdoor storage shall generally not be permitted.
- f) Access to Saskatchewan Drive shall be restricted as identified in Zoning Bylaw No. 9250.
- g) All developments require plan and drawing approval.

4.1.9 13TH AVENUE SHOPPING DISTRICT

The 13th Avenue Shopping District is comprised of three distinct commercial areas; a shopping street precinct from Angus Street to Garnet Street, including the Safeway store and businesses along Robinson Street, and commercial nodes at the intersections of 13th Avenue and Elphinstone Street and 13th Avenue and Pasqua Street. Although the district provides commercial services primarily to neighbourhood residents, it is also patronized by a significant population outside the Cathedral area. Most businesses have developed with little or no setback from the street excepting the Safeway Plaza. This arrangement has encouraged a

pedestrian orientation to the street.

In 1985, City Council approved the establishment of an LC3 – Local Commercial Shopping Street Zone based on the recommendations of the 13th Avenue Commercial Study. The purpose of the LC3 zone is to recognize the development characteristics of older neighbourhood shopping streets and to allow for infill development which relates to the existing buildings and shopping environment. The 7-11 store at 13th Avenue and Pasqua Street retains the LC1 zoning.

Among the conclusions of the 13th Avenue Study were that an opportunity exists to develop a town square concept, based around the Safeway store, parking lots, and businesses on the west side of Robinson Street and the properties on the east side of Retallack Street. Emphasis is to be placed on the consolidation of the present commercial area rather than extension of commercial uses onto abutting residential areas or extending the commercial uses along 13th Avenue. Dwelling units in the same building as a permitted or discretionary use are also included in the zone.

One of the priorities for the expenditure of the remaining NIA funds is street enhancement for the blocks between Angus Street and Cameron Street. Included in the improvements installed during the summer of 1987 are benches, garbage receptacles, and flower boxes. In addition, Saskatchewan Power Corporation (SPC) should be approached to consider moving overhead power lines and poles underground.

Policy Objectives

- 1) To ensure that commercial development occurs in a manner which is compatible with adjacent residential areas.
- 2) To encourage the consolidation of the existing commercial area and to prevent further commercial encroachment along 13th Avenue and into abutting residential areas.

Policy Recommendations

- 1) That the existing shopping district zoned LC3 and LC1 be recognized. No extension of the commercial areas should be permitted along 13th Avenue or in the adjacent residential area.
- 2) That the development of a town square concept focusing on the Safeway Plaza, the west side of Robinson Street and the east side of Retallack Street as outlined in the 13th Avenue Commercial Study be encouraged.

- 3) That street enhancement of 13th Avenue between Angus Street and Cameron Street be maintained.
- 4) That SPC be approached to consider replacing overhead power lines and poles on 13th Avenue with underground services.
- 5) That Lots 41-45, Block 377 (3100 Block of 13th Avenue) be designated as a Direct Control District (DCD-1). See Appendix C for policy details. (Bylaw No. 9461)

Guidelines [Bylaw 2006-1]

The following guidelines are provided to aid developers, builders, and existing property owners when considering building improvements or new construction along the 13th Avenue shopping street precinct.

- a) Architectural Design
 - i) Existing structures in sound or rehabilitable condition and of worthwhile architectural character should be reused where feasible to retain the unique character of the neighbourhood commercial district.
 - ii) The design of new buildings, building additions and alterations, and façade renovations should reflect the positive aspects of the existing scale and design features of the area. Building forms should complement and improve the overall neighbourhood environment.
 - iii) Retail buildings are encouraged to provide architectural or design features which protect the shoppers from harsh climatic elements (e.g., awnings, canopies, sheltered areas, vegetation and sheltered areas with southern exposures).
 - iv) Buildings should be constructed to provide for ground floor retail activity. Office and residential use is encouraged above the ground floor.
 - v) The shopping street precinct should have a multitude of shops lining the street to create a lively and enjoyable space. Shop fronts should be narrow to allow for variety. Where larger stores are desirable they should have minimal frontage and appropriate façades with abundant window displays to give an impression of intimacy.

b) Fronting

- i) Façades of new development should be consistent with design features of adjacent façades that contribute to the visual qualities of the neighbourhood commercial district.
- ii) To encourage continuity of retail sales and services, at least one-half of the total width of any new or reconstructed building, parallel to and facing the commercial street should be devoted to entrances, show windows, or other displays. Where a substantial length of windowless wall is found to be unavoidable, eye-level display, a contrast in wall treatment, offset wall line, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian vitality.
- iii) Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings. Mirrored, highly reflective glass or densely-tinted glass should not be used except as an architectural or decorative accent.
- iv) Where unsightly walls or adjacent buildings become exposed by new development, they should be cleaned, painted or screened by appropriate landscaping.

c) Height and Bulk

The height of a proposed development should relate to the individual neighbourhood character and the height and scale of adjacent buildings to avoid an overwhelming or dominating appearance of new structures. Transitions between high and low buildings should be provided if the proposed height exceeds twice the existing height of adjacent buildings.

d) Landscaping and Street Design

- i) Suitable landscaping can greatly enhance the image of the commercial district and contribute to establishing an identity of the shopping area. A district streetscape plan should be developed. A district streetscape plan would include design features such as the color and texture of the sidewalk and crosswalk pavement, lay-out of the sidewalk with bus bulbs and spaces for street vendors, and design and location of street furniture such as benches, bus shelters, newspaper racks and waste receptacles.

- ii) When parking is required, it should be at the rear of the buildings.
- iii) Commercial lighting should be of sufficient illumination to provide for safety and effective marketing. It should be confined to the commercial component of the site and not produce glare or spillover lighting on adjacent residential development.
- iv) Certain open uses such as parking lots should be visually screened along the street frontage and from abutting residential properties by low walls, earth berms and/or landscaping. However, the safety of the lot should not be reduced through these measures.

4.2 TRAFFIC AND PARKING

Issue: The most important issue for Cathedral Area residents is traffic management in the neighbourhood. Specific concerns are pedestrian safety, level of non-local traffic movements, speeding and on-street parking.

A major traffic management study was undertaken by the City in 1986-87 to examine how changes to traffic movements could improve the residential environment of the neighbourhood. The study, approved by City Council on May 26, 1987, emphasized increased operational efficiency of the bordering arterial roadways, reduced non-local traffic passing through the neighbourhood, and improved pedestrian safety.

Community input into the study included a questionnaire and public open house. There was generally strong support for most of the recommendations before their initial implementation, especially for those proposed within the area where residents lived.

Major recommendations of the study for traffic management in the Cathedral Area are illustrated on Map 10. It has been necessary to prioritize the recommendations due to the availability of funds. The Community Association identified the following measures likely to have the most significant impact on addressing traffic concerns and improving the neighbourhood environment:

- a) Reclassifying College Avenue and 15th Avenue between Elphinstone and Albert Street as local collectors by:
 - converting both avenues to two-way flow;

- closing the intersection of College Avenue and Elphinstone Street;
 - restricting College Avenue to right-turn access only at Albert Street;
 - installing diverters on 15th Avenue at Rae and Montague Streets.
- b) Improving pedestrian safety at the intersection of 13th Avenue and Elphinstone Street by intersection narrowing and centre median installation;
- c) Improving pedestrian safety in the neighbourhood through the installation of pedestrian half-signals where warranted.

The cost of implementing these traffic measures is being allocated from the remaining NIA funds for the Cathedral Area (see Appendix B). With the exception of the pedestrian half-signals, the implementation of the measures on October 25, 1987 was scheduled to be on a minimum six month temporary basis to allow monitoring and evaluation of their effectiveness. However, because of subsequent opposition by some neighbourhood residents (which had not been evident during the public review process), on December 7, 1987 Council directed that a Cathedral Traffic Task Force (consisting of 8 neighbourhood residents) be established. The mandate of the Task Force was to review the Cathedral Traffic and Parking Study and hold public meetings with neighbourhood residents. Its findings are to be presented to the Works and Utilities Committee in March, 1988.

Other proposed traffic changes were considered to be too costly to implement immediately or were viewed to be more desirable in the medium rather than the short term. These include:

- a) Traffic signals at Saskatchewan Drive and Angus Street;
- b) The extension of 11th Avenue westward from Albert Street to Angus Street;
- c) Signal phasing modifications at Elphinstone Street and Saskatchewan Drive to encourage the use of Saskatchewan Drive;
- d) A series of cul-de-sac and one-way streets south of Saskatchewan Drive to discourage short-cutting.

Revisions proposed at the Leopold Crescent intersections with Albert and Garnet Streets were not supported by the community.

With regard to on-street parking, the questionnaire revealed that the community prefers that parking restrictions be determined by established City policy (eg. 2/3 majority of residents on a block-by-block basis). Each block would determine whether to permit parking on both sides of north-south streets (excepting along bus routes and adjacent to schools) or on one side only.

Policy Objectives

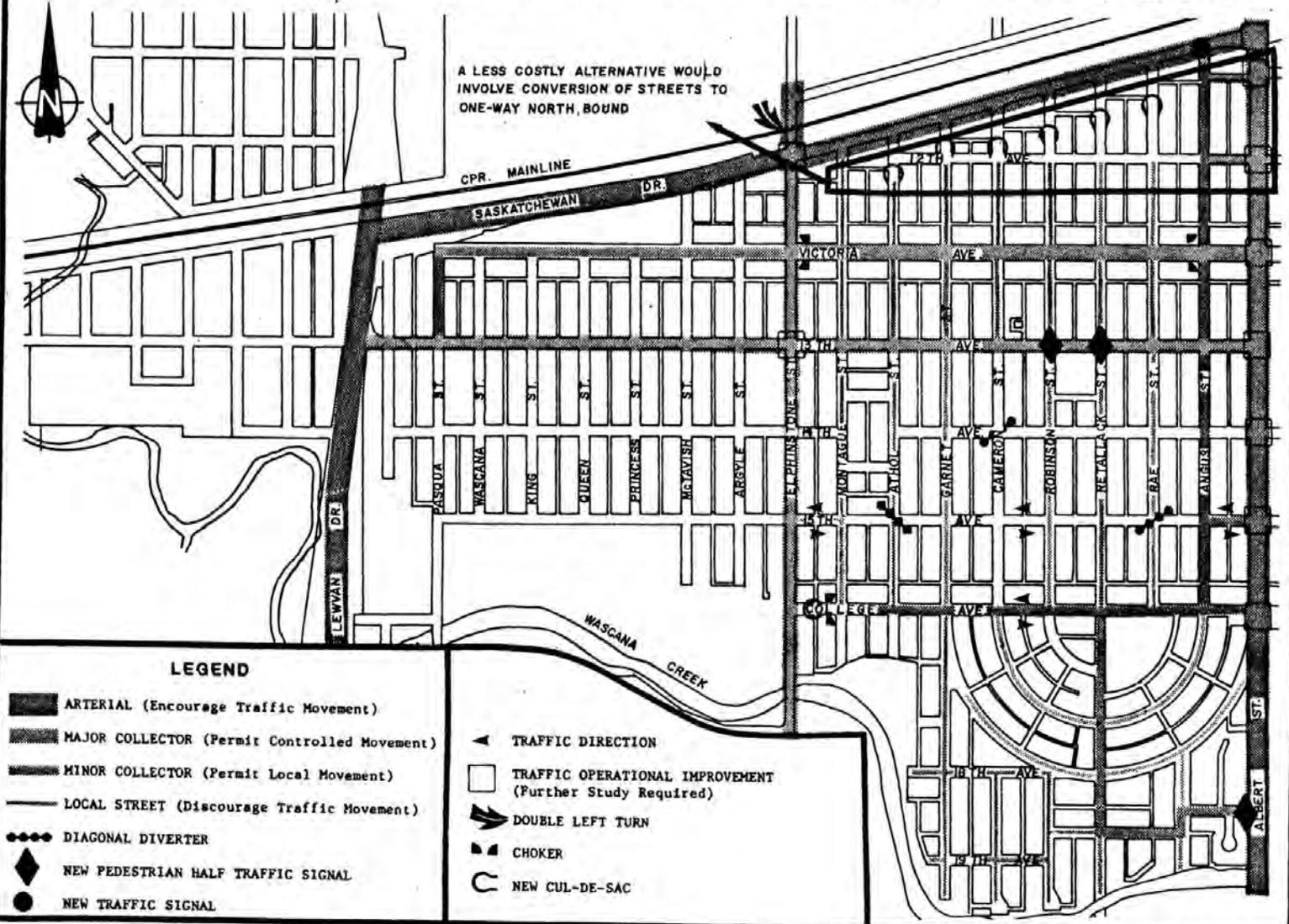
1. To enhance the residential environment of the neighbourhood by the implementation of a traffic management scheme.
2. To allow residents to determine on street parking restrictions on a block-by-block basis.

Policy Recommendations

1. That the City Administration and the Community Association continue to work together to improve traffic conditions in the Cathedral Area.
2. That changes in parking restrictions on north-south streets be determined on a block-by-block basis as per established City policy.

MAP 10

RECOMMENDED TRAFFIC PLAN



LEGEND

- ARTERIAL (Encourage Traffic Movement)
- MAJOR COLLECTOR (Permit Controlled Movement)
- MINOR COLLECTOR (Permit Local Movement)
- LOCAL STREET (Discourage Traffic Movement)
- DIAGONAL DIVERTER
- NEW PEDESTRIAN HALF TRAFFIC SIGNAL
- NEW TRAFFIC SIGNAL
- TRAFFIC DIRECTION
- TRAFFIC OPERATIONAL IMPROVEMENT (Further Study Required)
- DOUBLE LEFT TURN
- CHOKER
- NEW CUL-DE-SAC

SOURCE: Cathedral Traffic and Parking Study 1987

4.3 OPEN SPACE AND BOULEVARD TREES

Issue: Cathedral Area residents have identified a need to upgrade existing neighbourhood open spaces (specifically the elementary school grounds) and to maintain and enhance boulevard trees.

4.3.1 OPEN SPACE

The 1987 Open Space Management Study identified deficiencies in both the quantity and quality of neighbourhood level open space in portions of the Cathedral Area. There are 9.29 hectares of open space, a deficiency of 2.57 hectares based on the 1981 population. Only 2.26 hectares were developed to an acceptable standard in 1987.

However, there is little vacant land available to reduce the deficiency in quantity and the purchase and development of such would be quite costly. Consequently, the study recommends the upgrading of the quality of current open space over acquisition of new space. The upgrading of the existing school grounds is therefore a feasible prospect for reducing this deficiency. Improving the quality of open space is also seen by Cathedral Area residents as a contributing factor in the use of such space and the image of the community as a whole.

In recent years NIA funds have been used to upgrade Holy Rosary School and the former Victoria School grounds. The Community Association is prepared to spend a portion of the remaining NIA funds (see Appendix B) to upgrade Connaught and Davin School grounds. Some residents also feel that the former Victoria School grounds require additional upgrading.

The Community Services, Parks and Recreation Department and the Community Association will work together to develop conceptual plans and determine costs for Connaught and Davin Schools since both school grounds are scheduled to be upgraded under the Regina Board of Education's School Site Redevelopment Program. The Community Services, Parks and Recreation Department will propose to the Joint Use Development Committee that Connaught and Davin be advanced in the priority list for development.

To help reduce the deficiency in quantity of neighbourhood open space, the Plan proposes that Block 498A, a vacant 0.33 hectare City-owned parcel located at Leopold Crescent and 18th Avenue, be rezoned from R1A – Residential Older Neighbourhood to PS – Public Service and be included in the open space inventory of the neighbourhood. The parcel was not previously subdivided for residential development due to potential drainage problems and neighbourhood opposition. The most easterly portion of the parcel is an extension of Cameron Street which links 18th Avenue and Leopold Crescent. This roadway should be legally

recognized as a street right-of-way since it is used by local residents as a convenient access to the southerly portion of the neighbourhood.

Policy Objective

1. To improve the quality of open space, particularly existing school sites, in the neighbourhood.

Policy Recommendations

1. That the Community Services, Parks and Recreation Department work with the Community Association to develop conceptual plans and determine costs for the upgrading of both Connaught and Davin School grounds.
2. That the Community Services, Parks and Recreation Department propose to the Joint Use Development Committee that Connaught and Davin Schools be advanced on the priority list for development.
3. That Block 498A, Plan 65R31964 be rezoned from R1A to PS and be included in the open space inventory of the neighbourhood. The portion of Cameron Street between Leopold Crescent and 18th Avenue be legally recognized as a street right-of-way.

4.3.1 BOULEVARD TREES

The Cathedral Area Community Association feel the boulevard trees are an important aspect of the neighbourhood's character and aesthetics and are concerned with care of such by certain landowners in the area. The Community Services, Parks and Recreation Department also perceive the trees as a valuable resource in the overall enhancement and landscape of the City of Regina. Regina City Council and the Community Services, Parks and Recreation Department have identified the urban forest as a high priority with the details of maintenance and replacement to be included in the Forestry Marketing Plan.

Policy Objective

1. To maintain and enhance boulevard trees as a valuable landscape resource of the neighbourhood.

Policy Recommendation

1. That the Community Association take an active role in the identification of trees lacking care and that they support the Community Services, Parks and Recreation Department in the maintenance and replacement of such.

4.4 CATHEDRAL NEIGHBOURHOOD CENTRE

Issue: Cathedral Area residents feel that the Cathedral Neighbourhood Centre could benefit area community groups and individuals more than it presently does.

The Cathedral Neighbourhood Centre was constructed to provide the neighbourhood with a facility for social and recreational programs and to provide a focal point for the community. The centre is operated by the Community Services, Parks and Recreation Department and is available for bookings and programming 24 hours a day.

The Cathedral Area Community Association office is housed within the centre and the Association utilizes the building for its program facility needs. Typical programs offered by the Community Association and affiliated groups are: playschool, art classes, ballet, gymnastics, Tae Kwon Do, fitness, calligraphy, and seniors programs such as the Jolly Hoppers, the Golden Group and the Wellness Group. The centre is also utilized by community residents for drop in activities and individual rentals.

The Community Association desires to have more input into the programming and operation of the centre to encourage new opportunities that relate particularly to program needs of Cathedral Area residents.

Involvement of the Cathedral Area Community Association is an essential part of the continuing viability of the neighbourhood centre as a community facility. To better achieve the goals of the Community Association and the various user groups there is a need to establish a Neighbourhood Centre Committee to communicate and make recommendations on Centre use, community needs and cooperative programming. Another role of this committee is to promote and identify the Neighbourhood Centre as a facility available for Cathedral Area community use and enjoyment.

Policy Objective

1. To ensure that the Cathedral Neighbourhood Centre meets the needs of neighbourhood residents.

Policy Recommendation

1. That the Cathedral Area Community Association and the Community Services, Parks and Recreation Department establish a Neighbourhood Centre Committee to explore ways to better use the facility and to promote its availability and purpose in the Cathedral Area.

4.5 SOCIAL ISSUES

Issue: There is a need to provide programs that serve a diverse range of social needs and interests in the community.

The existing demographic characteristics of the Cathedral Area indicate that there is a high proportion of seniors, single parent families and low income residents in the neighbourhood compared to the City as a whole. Additional effort is required to meet their special needs.

For seniors, initial indications suggest the need for seniors programs that include local dental and health care, grocery delivery, recreational programs and social events. These are in addition to neighbourhood level programs currently enjoyed by a number of seniors.

Single parent and low income families in the neighbourhood require the provision of social programs because of lack of funds or time to devote to such activities. Issues that need to be further investigated include:

1. Child Hunger

The report, “On the Breadline: Hunger in Regina” suggests that many children in the city are not getting enough to eat. Both community schools in the neighbourhood are interested in starting a breakfast and snack program for hungry students but lack of funds prevent it. Currently, the Coalition on Child Hunger is working with the school boards to address the problem and welcomes any available community support.

2. Child Care

The Neighbourhood Plan questionnaire indicated some interest in child care. Although some opportunities currently exist, further investigation is needed to verify to what extent child care is deficient in the neighbourhood.

3. After school care for latch key kids

Due to the increasing numbers of two working parent families and single parent families a program of this nature merits consideration. After school programs are currently offered on a daily basis at the Cathedral Neighbourhood Centre although this program may not address the entire need. A formalized program for after school care of latch key kids is needed beyond the existing

informal drop in program.

4. Educational tutoring programs for children

Some neighbourhood residents believe that more children would benefit from programs of this type.

5. Lack of evening social and recreational opportunities for families.

6. The need for drop in centres to provide meeting places for the disadvantaged of all age groups.

Through City of Regina Special Initiatives, drop-in programs are available at the Cathedral Neighbourhood Centre. Youth Unlimited currently offers evening youth drop-ins at Davin and Holy Rosary Schools. There may be a need to provide more of the above type of activities for the disadvantaged.

7. Teen Programs

Such programs would provide teens with constructive projects to do in their free time and offer them an opportunity to develop new skills and interests. Rainbow Youth offers a teen drop-in program at Connaught School while Special Initiatives is establishing a teen drop-in at the Cathedral Neighbourhood Centre.

There is a concern that the Native community in the neighbourhood is not being reached by existing programming. Native organizations must be invited to participate in the programming process to create a vehicle for Native involvement in community events. Special efforts must be made to make the Native community feel welcome and to make them aware of what is available to them at the neighbourhood level.

These issues could best be addressed by the creation of a Community Program Planning Committee. The committee would be initiated by the Cathedral Area Community Association with assistance from the Social Development Department and the Community Services, Parks and Recreation Department and would include all interested community based organizations. The committee would be responsible for identification and investigation of social problems and the formulation of strategies for resolution of these problems.

Policy Objective

1. To identify the social needs of community residents and ensure that programs offered by various groups in the neighbourhood are meeting those needs.

Policy Recommendations

1. That the Cathedral Area Community Association establish a Community Program Planning Committee consisting of the Community Association, the Community Services, Parks and Recreation Department, the Social Development Department, Regina Police Service and representatives from neighbourhood schools, churches, Native groups and senior citizen groups to:
 - a) identify community social issues,
 - b) formulate strategies and programs to address these issues,
 - c) inventory programs being offered in the community in order to determine where duplications and deficiencies in services exist.
2. That a special effort be made by the Cathedral Area Community Association and the Community Services, Parks and Recreation Department Special Initiatives Section to involve Native groups and individuals in the development of community programs and events.

4.6 RECREATION PROGRAMMING

Issue: There is a need to improve communication among groups offering recreation programs in the neighbourhood.

The Cathedral Area Community Association and its affiliated groups offer a number of recreational programs and activities previously mentioned in the discussion of the neighbourhood centre. The Association uses not only the neighbourhood centre, but also the schools and open space within the community for the delivery of these programs. There are many other associations or organizations offering program services in the Cathedral Area. These include, but are not limited to: community schools, Boy Scouts, Girl Guides, Youth Unlimited, neighbourhood church groups, and the Community Services and Parks Department. These groups must communicate in order to determine need and to alleviate overlap of services. Communication would be facilitated initially by the Community Program Planning Committee consisting of the Community Association, the Community Services, Parks and Recreation Department, the Social Development Department and any interested neighbourhood groups to share program information and to discuss the feasibility of joint programming and shared promotion.

Policy Objective

1. To ensure that neighbourhood recreation programs are well publicized and made available to all community residents and that duplication of service is eliminated.

Policy Recommendation

1. The Community Program Planning Committee facilitate the sharing of program information, and the discussion of joint programming and shared promotion.

4.7 PROPERTY AND BUILDING MAINTENANCE AND ENFORCEMENT OF BYLAWS

Issue: The level of maintenance and repair of buildings and properties is a significant concern of Cathedral Area residents, who wish to see stricter enforcement of the City's Maintenance and Building Bylaws.

Similar to other inner city neighbourhoods, some of the Cathedral Area housing stock is in need of repair and improved property maintenance. The quality of the residential environment is dependent upon residents taking proper care of the appearance of their homes and yards. Lack of such care has been caused by a number of factors, including the age of buildings, slum landlords, blockbusting, low incomes and indifference by both tenants and resident owners about the appearance of their properties.

To address this issue the City and the Community must work together in the areas of education and bylaw enforcement. With regard to the former, residents need to acquire skills in property maintenance techniques and knowledge of available services. The Community Association has an important educational role to play and should consider expanding its role in this area as follows:

1. Develop a Property Improvement and Yard Beautification Program to assist and educate those residents unable to maintain their premises.
2. Provide volunteers and organizational support for neighbourhood clean-up drives in conjunction with the proposed Clean City Program.

Equally important is the need for the City to increase its efforts in the area of bylaw enforcement. In the past limited resources were available, but with the Maintenance Bylaw and Untidy and Unsightly Bylaw being implemented in 1987, the legal mechanisms are now in place to address the Community's concerns. A Property Standards Section of the Urban Development Department has been

created to administer these bylaws on a city-wide basis.

Initial bylaw enforcement efforts will concentrate on properties for which complaints have been received and have been evaluated as being in very poor condition, as identified in a City survey. Efforts will then focus on the areas of the city that have a concentration of poor condition properties.

Policy Objective

1. To improve the level of property and building maintenance in the neighbourhood.

Policy Recommendations

1. That the City work with the Community Association in the implementation of the bylaws dealing with building maintenance and untidy properties.
2. That the Community Housing Worker, employed by the City, work with tenants to find suitable housing and counsel them on housing maintenance.
3. That the Community Association continue and expand its programs to create greater pride by area residents in their residences and develop programs to teach residents property maintenance.
4. That the Community Association and the City encourage replacement of derelict housing stock with appropriately designed replacement housing stock.

4.8 CRIME AND PERSONAL SAFETY

Issue: Cathedral Area residents are concerned about property crime and personal security in their neighbourhood. Crime in the areas of law enforcement, prevention and safety was the second most important issue identified by respondents to the neighbourhood questionnaire.

Crime and personal security is an issue that is common to all residential neighbourhoods. Statistics supplied by the Regina Police Service confirm that both personal and property crime in the Cathedral Area are higher than the City average. While the Cathedral area had only 4.5% of Regina's population in 1981, it had 6.7% of the total crime committed in 1985. Personal crime was 4.9% and property crime was 7.0% of the total.

Neighbourhood residents have taken the initiative to deal with crime problems by forming a Neighbourhood Watch Program which now includes almost 1,000 households. However, other efforts can be made to help reduce the occurrence of crime in the neighbourhood. The Community Association and the Police Service need to work together to develop crime prevention strategies, including programs for children, in the Cathedral Area.

Lane lighting is a project that some residents feel would improve personal safety and reduce property crime. However, before such a project may be considered for the Cathedral Area, an evaluation of a pilot lane lighting program implemented in the Core neighbourhood is needed. Additionally, legislative changes are required to permit cost recovery through local improvement assessments. The City is pursuing legislative changes that will make lighting a local improvement. If this issue is resolved and the City decides to deliver a lane lighting program, the Cathedral Area should be considered a priority neighbourhood.

Policy Objective

2056 To reduce the incidence of crime in the neighbourhood and increase the sense of personal security for Cathedral Area residents.

Policy Recommendations

1. That the Cathedral Area Community Association work with the Regina Police Service to:
 - a) ensure that crime prevention is a priority in the neighbourhood,
 - b) support and expand the Neighbourhood Watch Program,
 - c) develop children's programs that reinforce respect for the law.
2. That the Cathedral Area be considered a priority if a lane lighting program is implemented by the City.

4.9 DRAINAGE AND DOMESTIC SEWER SYSTEMS

4.9.1 DRAINAGE

Issue: Drainage is a concern in the Cathedral Area because of its proximity to Wascana Creek, the limited capacity and aging of the storm water sewer system, and the need to accommodate surface run-off.

Portions of the neighbourhood adjacent to Wascana Creek, particularly in the crescents and the CPR Annex, are protected from potential creek flooding by dikes. A recent consultant's study recommended improvements to the dikes to increase protection of these areas. Allowances, based on these recommendations have been included in the Five Year Capital Works Program for 1988-1992. Local drainage also collects in low-lying areas behind the dikes. Additional pumping capacity to remove this water and monitoring of the operation of the dikes should form part of any upgrading plans for the system.

The condition of the existing storm water sewer system is deteriorating, requiring more repairs and replacement. Additional capacity is also needed to reduce ponding and splashing. A strategy for the replacement and upgrading of the system where necessary needs to be developed to address these concerns. The City has engaged a consultant to investigate particular drainage problems in the crescents area. The study will be presented to City Council once it is completed late in 1987.

Surface run-off uses the street network as flow routes when the storm sewers are overloaded or clogged. Regrading of the street network in certain locations could improve these flow routes during major storms. New development should also identify areas for ponding to occur on private property and should be built to withstand storm events without excessive flood damage.

Policy Objective

1. To ensure proper drainage, to minimize flooding (during a major storm event) through an efficient storm water sewer system, and to upgrade Wascana Creek dikes to protect against creek flooding.

Policy Recommendations

1. That the Municipal Engineering Department review and consider upgrading the maintenance and monitoring program for the operation of the dikes along Wascana Creek.
2. That the Municipal Engineering Department develop a strategy for the replacement and upgrading of the storm water pipe system where required. The Department currently has a plan to review storm sewer drainage areas throughout the city.
3. That regarding of the street network (where necessary and if feasible) to improve surface run-off capacity occur simultaneously with any renewal projects.
4. That new development include storm water management and ensure buildings can withstand major storm events without excessive flood

damage.

4.9.2 DOMESTIC SEWER SYSTEM

Issue: Limited capacity, aging and overloading of the domestic sewer systems has resulted in overflows into Wascana Creek and sewer backup into basements in some locations in the area.

Overloading of the domestic sewer system, which occurs at both the local and trunk levels, should be reduced. The principal cause of overloading (and overflow into the creek) is storm water entering the domestic sewer system on public or private property. The long term solution is the complete separation of the two systems where combined sewers still exist. As an initial step, connections between the two systems need to be identified and plans formulated for their separation. In addition, where aging lines are showing signs of major deterioration, plans are needed to monitor the situation and install replacements where required. Some of the preliminary planning work has already been done in the crescents area by the consultant noted in the discussion of the drainage issue.

Policy Objective

1. To improve the operation of the domestic sewer system in the neighbourhood.

Policy Recommendations

1. That the Municipal Engineering Department identify connections between the domestic and storm water sewer systems and develop plans for their complete separation.
2. That the Municipal Engineering Department continue to monitor problems with the aging domestic sewer system and develop plans for replacement of deteriorating sections.
3. That the Municipal Engineering Department examine options to provide relief to the Valley Trunk Sewer which passes through the area.

5.0 IMPLEMENTATION

Responsibility for implementing the Neighbourhood Plan rests with both the City of Regina and neighbourhood residents, in particular the Cathedral Area Community Association. The Social Development Department will meet on a regular basis with the Community Association to evaluate the impact of the Plan once it has been formally adopted. This process will provide an opportunity for ongoing dialogue between community leaders and City staff to ensure that the Plan continues to reflect neighbourhood goals and priorities.

Relevant City departments, most of whom participated in the Task Force to help develop the Plan, will also be required to implement its recommendations pertinent to their mandates.

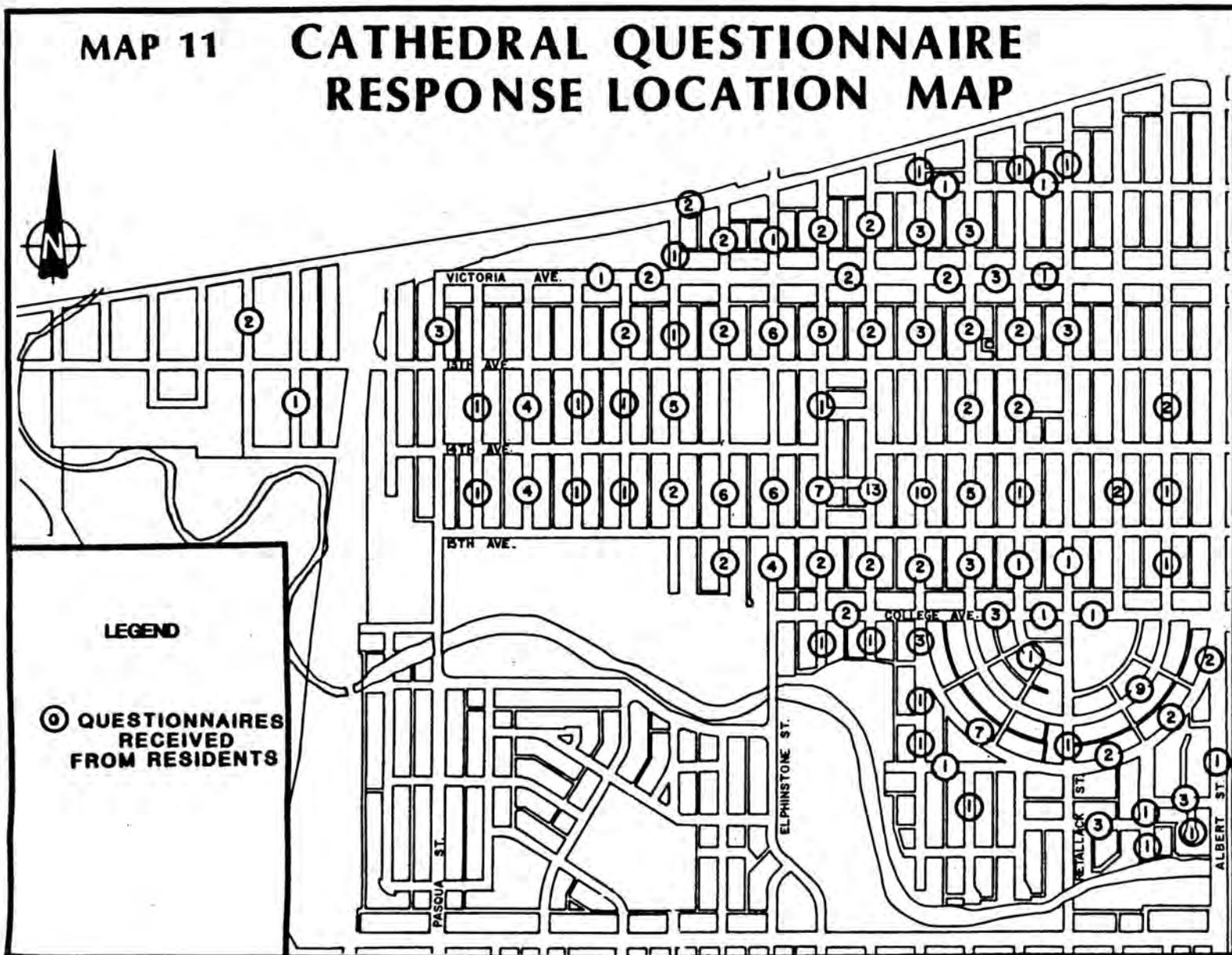
6.0 EXCEPTION

The exception to the policies contained in this Part shall be only as specified in this section as follows:

Civic Address	Legal Description	Development Use
2703 Victoria Avenue	Lot 42 Block 373 Plan 98RA28311	Personal Service Establishment within an existing house form structure, including any uses that are permitted with the R4A Zone.
3524 13 th Avenue [2004-87]	Lot 44, Blk/Par 381, Plan 101188896, Extension 21; and Lot 45, Blk/Par 381, Plan 101188896, Extension 22	LC3 – Local Commercial.
3528 13 th Avenue [2004-87]	Lot 26, Blk/Par 381, Plan DV4420 Extension 19; and Lot 27, Blk/Par 381, Plan DV4420 Extension 20	Office within an existing building and including any uses which are permitted in the R1A zone.
2152 Robinson Street [2004-97]	Lot 14 Block 399 Plan Old 33	LC3 – Local Commercial Zoning.
3301 College Avenue [2008-22]	Lot 29, Block 479, Plan No. K4654	Yoga instruction facility, Office and permitted and discretionary uses in the R1A zone.
2056 & 2066 Retallack Street [2008-60]	Lots 49 and 50, Block 375, Plan No. 98RA28311	Office space and any other occupancies which are permitted used in the

		LC3 zone.
3206, 3208, 3230, 3232 13 th Avenue [2009-7]	Lots 55-58, Block 378, Plan No. 99RA05074	Direct Control District- DCD-10 as established in <i>Regina Zoning Bylaw No.</i> <i>9250.</i>
2110, 2156 and 2160 Retallack Street; 2115, 2155 and 2161 Robinson Street [2012-8]	Lots B and C, Block 400, Plan No. 60R05332, and Lots 15, 22, and portions of Lots 16 and 21, all in Block 400, Plan No. 98RA28311	Properties to be consolidated with existing commercial site and public lane to form parcel for expanded grocery store (proposed Lot D, Block 400), to be rezoned from R4A – Residential Infill Housing to LC3 – Local Commercial.

MAP 11 CATHEDRAL QUESTIONNAIRE RESPONSE LOCATION MAP



1987

APPENDIX A
 QUESTIONNAIRE RESULTS
 CATHEDRAL NEIGHBOURHOOD PLAN
 March, 1987

1.1	Where do you live in the Cathedral Area?		
	Map depicting questionnaire responses by block and street. (Attached)		
1.2	Sex		%
	Male	94	44
	Female 112	53	
	No Response	<u>6</u>	<u>3</u>
	TOTAL	<u>212</u>	<u>100%</u>
2.1	How long have you lived in the Cathedral Area?		To nearest %
	a) Less than 1 year	14	7
	b) 1 - 5 Years	60	28
	c) 6 - 10 years	36	17
	d) Over 10 years	98	46
	e) No Response	<u>4</u>	<u>2</u>
	TOTAL	<u>212</u>	<u>100%</u>
2.2	Why did you choose to live here? (Note - more than one response per person possible).		To nearest %
	a) Character of Neighbourhood	123	38
	b) Central location	84	26
	c) Neighbourhood Facilities (Library, church, Parks, Bus Service, shops, schools, etc.)	56	17
	d) Affordability of Housing	38	12
	e) Born here	15	5
	f) Chance 8	2	
	g) No response	<u>2</u>	<u>0</u>
	TOTAL	<u>326</u>	<u>100%</u>
3.1	What do you think the neighbourhood will be like in 5 - 10 years?		To nearest %
	a) Same	89	42
	b) Improved	61	29
	c) Worse	18	8
	d) More developed (Increased commercial uses, apartments, Infill housing)	12	6
	e) More Young people	7	3
	f) No response	<u>25</u>	<u>12</u>
	TOTAL	<u>212</u>	<u>100%</u>

3.2 What would you like to see? (Note - more than one response per person possible).

		To nearest %
a)	Restore older homes (renovate)	55 21
b)	Maintain character	42 16
c)	Improved property maintenance	28 11
d)	Traffic Control (less traffic)	17 6
e)	More parks and recreation facilities	16 6
f)	Maintain neighbourhood services (library, medical, schools)	13 5
g)	Restrict commercial development	12 5
h)	More owner occupied homes	11 4
i)	Local improvements (walks, curbs, lanes, watermains)	10 4
j)	Restrict number of apartments and condominiums	8 3
k)	Apartments for low, middle income and seniors	7 3
l)	Increased law enforcement (better Police protection)	7 3
m)	More small business	7 3
n)	More community involvement	3 1
o)	13th Ave. Street Enhancement	2 1
p)	Crime prevention programs (Neighbourhood Watch, etc.)	1 0
q)	No response	<u>25</u> <u>9</u>
	TOTAL	<u>264</u> <u>100%</u>

4.1 What are the three most important neighbourhood issues in the Cathedral Area?

		To nearest %
a)	Traffic and Parking	92 19
b)	Crime (Law enforcement, prevention, safety)	81 17
c)	Maintenance of Property	60 12
d)	Commercial encroachment	40 8
e)	Zoning	35 7
f)	Local improvements and maintenance	22 5
g)	Housing (Seniors, infill, etc.)	21 4
h)	Schools20	4
i)	Parks	17 4
j)	Small business development	15 3
k)	Maintain character of neighbourhood	14 3
l)	Flooding, sewers	7 1
m)	Recreation and recreational facilities	7 1
n)	Natives 7	1
o)	Heritage buildings	5 1
p)	Unemployment (low incomes)	4 1
q)	Bus Service	3 1
r)	Garbage Collection	3 1
s)	Noise	2 0
t)	Rail Relocation	2 0
u)	Seniors' services	2 0
v)	Day Care	2 0
w)	Neighbourhood Information Line	1 0
x)	No response	<u>22</u> <u>5</u>
	TOTAL	<u>484</u> <u>100%</u>

5.1	Are you satisfied with the quality and/or quantity of park space in the neighbourhood?		To nearest %
	a) Yes	144	68
	b) No	55	26
	c) No opinion	9	4
	d) No response	<u>4</u>	<u>2</u>
	TOTAL	<u>212</u>	<u>100%</u>
5.2	If no, what need to be improved?		To nearest %
	a) More and better parks	14	7
	b) Parking facilities	13	6
	c) Smaller parks on vacant lots	8	4
	d) Schoolyard upgrading	8	4
	e) Improve children's playgrounds	7	3
	f) Flowers along walkways and benches in parks	4	2
	g) Maintenance	3	1
	h) Laws on pet droppings	3	1
	i) Dikes	1	.5
	j) More outdoor rinks	1	.5
	k) Street enhancement (13th, 15th, etc.)	1	.5
	l) CPR Annex	1	.5
	m) No response	<u>48</u>	<u>70</u>
	TOTAL	<u>212</u>	<u>100%</u>
5.3	Are you satisfied with the social/recreational facilities in the Cathedral neighbourhood?		To nearest %
	a) Yes	147	69
	b) No	28	13
	c) No opinion	27	13
	d) No response	<u>10</u>	<u>5</u>
	TOTAL	<u>212</u>	<u>100%</u>
5.4	If no, what do you suggest? (Note - More than one response possible per person).		To nearest %
	a) More access to Cathedral Centre (or access to other facilities)	11	5
	b) More children's, teen's and young adult programs	8	4
	c) More family activity programs	5	2
	d) Outdoor skating rinks	4	2
	e) More children's playground facilities	3	1
	f) More social events	2	1
	g) Coffee house	2	1
	h) Supervision	2	1
	i) Activities for seniors and adults	2	1
	j) No response	<u>175</u>	<u>82</u>
	TOTAL	<u>214</u>	<u>100%</u>

6.1 Where should new apartment buildings be located in the Cathedral Area?

		To nearest %	
a)	Nowhere	50	23
b)	No opinion	36	17
c)	Where infill and redevelopment are required	20	9
d)	Albert, Angus and Rae Streets	16	8
e)	Near facilities and services	13	6
f)	North of 13th Avenue	8	4
g)	In certain areas with restrictions	8	4
h)	Along Saskatchewan Drive	8	4
i)	Along 13th Avenue	6	3
j)	Near arterials	5	2
k)	Scattered through neighbourhood	5	2
l)	No more apartments	4	2
m)	Victoria Avenue	4	2
n)	Anywhere	4	2
o)	Around existing apartment buildings	4	2
p)	Albert to Robinson Streets	2	1
q)	Between 13th Avenue and Victoria Avenue	2	1
r)	North of Victoria Avenue	2	1
s)	Just on corners	2	1
t)	West of Elphinstone	2	1
u)	In crescents	1	0
v)	No response	<u>10</u>	<u>5</u>
TOTAL		<u>212</u>	<u>100%</u>

7.1 Is new replacement housing needed in the Cathedral Area?

		To nearest %	
a)	Yes	140	66
b)	No	28	13
c)	No opinion	30	14
d)	No response	<u>14</u>	<u>7</u>
TOTAL		<u>212</u>	<u>100%</u>

7.2 If yes, what kind? (Note - More than one response per person possible).

		To nearest %	
a)	Single family, duplex	50	22
b)	Like Sask. Housing Infill (multi)	26	11
c)	Housing that maintains character	22	10
d)	Upgraded existing housing	18	8
e)	Low rise apartments	10	4
f)	Subsidized housing (Seniors, families)	8	3
g)	No response	<u>97</u>	<u>42</u>
TOTAL		<u>231</u>	<u>100%</u>

8.1 At present it is the position of the City and the Community Association that existing commercial development be recognized, but that there be no further extension of commercial development into the residential areas of the neighbourhood. What is your view?

		To nearest %
a)	Agree	171 81
b)	Disagree	26 12
c)	No opinion	7 3
d)	No response	<u>8</u> <u>4</u>
	TOTAL	<u>212</u> <u>100%</u>

8.2 Why? (Note - More than one response per person possible).

		To nearest %
a)	Agree - promote development on 13th Avenue	16 7
b)	Agree - enough commercial	16 7
c)	Agree - fine as is	14 7
d)	Disagree - a commercial/residential mix is an advantage	9 4
e)	Agree - opportunity for commercial on Saskatchewan Drive	5 2
f)	Agree - because commercial development increases traffic	5 2
g)	Agree - commercial areas designated for development	2 1
h)	Disagree - IA uses not compatible	1 1
i)	Agree - control conversion of residential to business use	1 1
j)	Agree - maintain residential	1 1
k)	No response	<u>145</u> <u>67</u>
	TOTAL	<u>215</u> <u>100%</u>

9.1 The south side of Saskatchewan Drive between Elphinstone and Angus Streets contains a mixture of retail, office, automotive repair and tradesman shops as well as residential uses. What type of uses should be located in this area? (Note - More than one response per person possible).

		To nearest %
a)	Remain as is (mixed use)	136 60
b)	Office/retail	36 15
c)	Light industrial	28 12
d)	Residential	20 8
e)	No opinion	6 2
f)	Compatible with Rail Relocation Plan	1 0
g)	No response	<u>8</u> <u>3</u>
	TOTAL	<u>235</u> <u>100%</u>

10.1 Any other comments or concerns? (Note - More than one response per person possible?.)

		To nearest %
a)	Traffic	20 9
b)	Maintain character of neighbourhood	14 6
c)	Property maintenance	11 5
d)	Local Improvements needed	8 3
e)	Crime	8 3
f)	Park improvements and maintenance	7 3
g)	Renovation and redevelopment of residential area	4 2
h)	Transit 4	2
i)	Encourage commercial on 13th Avenue and Saskatchewan Drive	4 2
j)	Commercial encroachment	4 2
k)	Parking 3	1
l)	Snow removal	3 1
m)	Control of pets	3 1
n)	Lane lighting/street lighting	2 1
o)	Paved lanes	2 1
p)	Zoning controls	2 1
q)	New garbage receptacles	2 1
r)	Schools2	1
s)	13th Avenue street enhancement	2 1
t)	New business needed	1 .5
u)	Need subsidized Seniors housing	1 .5
v)	No response	<u>123</u> <u>53</u>
	TOTAL	<u>230</u> <u>100%</u>

APPENDIX B

PRIORITIES FOR EXPENDITURE OF REMAINING NIA #1 FUNDS

Priority Project	Cost Estimates	
		\$ 25,000
1. 13th Avenue Street Enhancement		
2. Traffic Improvements (13th Ave. and South)	\$60,000	
- 3 diverters (\$20,000. each)	50,000	
- 2 pedestrian 1/2 signals (\$25,000 each)	30,000	
- 13th Ave./Elphinstone intersection mod.	60,000	
- 2 College Ave. closures	<u>5,000</u>	
(Albert & Elphinstone \$30,000 each)		
- Centre Median (Elphinstone & 13th Ave.)	<u>\$205,000</u>	\$205,000
3. Connaught School Yard Upgrading (\$40,000) NIA Share		20,000
4. Davin School Yard Upgrading (\$40,000) NIA Share		20,000
5. Victoria School Yard Upgrading (soccer field replacement, plantings)		15,000
6. Neighbourhood Identification Signage		<u>5,000</u>
TOTAL ALL PROJECTS		\$290,000
AVAILABLE NIA #1 FUNDS		<u>\$282,000</u>
SHORTFALL		<u>\$ 8,000</u>

** Cost estimates are approximate figures only

APPENDIX C

DIRECT CONTROL DISTRICT (DCD-1) 3100 BLOCK OF 13TH AVENUE (Bylaw No. 9461)

i) DESIGNATION

A Direct Control District shall be established for Lots 41-45, Block 377, Plan AV2705, 3100 Block of 13th Avenue. The guidelines for the Direct Control District (DCD-1) are established herein. Regulations and development standards for the Direct Control District shall be established in the City of Regina Zoning Bylaw in accordance with the following:

ii) GUIDELINES FOR DEVELOPMENT - DIRECT CONTROL DISTRICT (DCD-1)

Regulations and development standards shall be established in the Zoning Bylaw in accordance with the following guidelines:

- a) The existing house forms (as of January 1, 1993) shall be retained. Major alterations and additions shall be approved by City Council.
- b) Commercial development on the subject properties shall be small in scale and unobtrusive.
- c) Commercial establishments shall cater mainly to local pedestrian traffic in order that the demand for parking is not excessive.
- d) A specialty shopping district that characterizes 13th Avenue shall be retained on the north side of the 3100 Block of 13th Avenue.



OFFICIAL COMMUNITY PLAN

SUB-PART B.1.7 North Central Neighbourhood Plan



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NOTE:

Due to the adoption of Zoning Bylaw No. 9250 on July 20, 1992, this document may contain zoning discrepancies. Refer to Part 1C, Subsection 1C.4 of Zoning Bylaw No. 9250 for zone equivalencies.

SUMMARY OF RECOMMENDATIONS

Following is a summary of the recommendations presented in this report.

Property and Building Maintenance

1. The City actively enforce and administer its bylaws dealing with building maintenance and untidy properties.
2. The Community Housing Worker, employed by the City work with tenants to find suitable housing and counsel them on proper housing maintenance, and accepted standards of residency in the neighbourhood.
3. NCCS continue and expand its programs to create greater pride by area residents in their residences and develop programs to teach residents about property maintenance.
4. NCCS promote programs aimed at upgrading existing housing and yards.
5. NCCS and the City encourage replacement of derelict housing stock with appropriately designed replacement housing stock.
6. NCCS consider developing urban lifestyle programs designed to teach residents about the opportunities and resources that exist in the city.

Personal Security and Safety

1. The NCCS in conjunction with Regina Police Service and other neighbourhood based organizations make delivery of crime prevention an ongoing priority community program
2. The City recognize North Central as a neighbourhood which could benefit appreciably from a lane lighting program.

Traffic Management

1. The City Administration continue its work towards improving traffic conditions in the North Central neighbourhood in conjunction with the community and other affected interest groups.
2. The North Central Traffic Study be presented to the public and affected parties when it is completed.
3. NCCS requests that the City give due consideration to noise attenuation along Lewvan Drive when a noise attenuation policy is adopted.

Parks and Recreation

1. The City consider the upgrading of existing open space, particularly school sites, a priority over creation of new sites, and plans for upgrading open space be prepared in consultation with the community. Upgrading plans should emphasize lighting and winter use in the design.
2. The City consider providing additional developed open space areas south of Dewdney Avenue in conjunction with Taylor Field expansion, increased facility parking or through a street closure.
3. NCCS review the effectiveness of its community programming in order to serve a wider population particularly the large youth population in the neighbourhood.
4. The City Administration maintain the Albert Scott Advisory Committee with representation from various City departments and community organizations to address community concerns with respect to the operation and programming of the community centre.
5. NCCS be a participant in any planning process established related to the possible expansion of Taylor Field.
6. NCCS requests that consideration be given to using Taylor Field as a site for a wider range of athletic activities, such as track and field, soccer, and other similar activities.

Bylaw Enforcement

1. The City of Regina direct an appropriate level of resources to bylaw enforcement, to ensure resident complaints are dealt with in an expeditious manner.
2. North Central Community Society express its concerns about the need for more traffic enforcement to the Regina Police Commission and Regina Police Service.
3. The Planning Department, in consultation with NCCS, review the appropriateness of commercial land use regulations in their neighbourhood.

Land Use and Zoning

1. The following properties be zoned R4A - Residential Older Neighbourhood from R3 - Residential Older Neighbourhood:
 - i) 802 to 878 Angus Street.
 - ii) 902 to 978 Angus Street.
 - iii) 1002 to 1070 Angus Street.

Reason: To provide for the long term redevelopment of these areas from low to

medium density residential use.

The intention is to provide a transition between the commercial uses on Albert Street and the low density residential areas to the west, and provide for long-term redevelopment.

2. The following properties be zoned MAC - Major Arterial Commercial from R1A - Residential Older Neighbourhood Detached:

- i) 4210, 4216, 4220, 4224, 4230, 4238 Dewdney Ave.

Reason: To provide for a continuous commercial area on the north side of Dewdney Avenue between Pasqua and Edward Streets. The residential properties are currently between two commercial areas on Dewdney Ave., near the intersection of Lewvan Drive.

3. A study be undertaken of development standards of the 27 to 31 Blocks of Dewdney Avenue.

Reason: For the purpose of evaluating front yard requirements affecting future new developments.

4. The following properties be zoned MX - Mixed Residential Business from R3 - Residential Older Neighbourhood: (Bylaw No. 9250)

- i) 38 and 39 blocks of Dewdney Avenue.
 - ii) 4020, 4024, 4028, 4032, 4038 Dewdney Avenue.
 - iii) 4138 Dewdney Avenue.

Reason: To provide for the future use of this area for low rise apartments and mixed use projects.

5. The multiple housing project at 1176 Wascana Street be zoned R4A - Residential Older Neighbourhood from MAC - Major Arterial Commercial.

6. Properties currently zoned MAC - Major Arterial Commercial in the vicinity of Pasqua Street and 5th Avenue be zoned LC1 - Local Commercial.

7. The property at 1015 Pasqua Street be zoned LC1 - Local Commercial from R3 - Residential Older Neighbourhood.

Reason: Pasqua Street no longer serves as an arterial roadway. The zoning and range of potential land uses should be adjusted to reflect this change. The housing project should be rezoned to reflect its residential use. The dwelling at 1015 Pasqua Street is currently isolated between two commercial businesses, and in the long term commercial zoning is more appropriate.

8. The property along 5th Avenue between Angus and Garnet Streets currently zoned LC1 - Local Commercial be zoned LC3 - Local Commercial.

Reason: To have zoning standards in place which foster the creation of a shopping street.

9.* The following properties be rezoned CR - Commercial/Residential Interface from MAC - Major Arterial Commercial:

i) 15 and 16 blocks of Angus Street.

Reason: The intent is to provide a transition from major arterial uses on Albert Street to the residential area to the west. The Major Arterial Commercial Study approved by City Council identified this area as being inappropriately zoned since it is not a major arterial location. While no zoning changes were recommended as part of the MAC Study, it is appropriate as part of the Neighbourhood Plan to initiate a zoning change.

*Note:

This recommendation was not approved by the Deputy Minister of Urban Affairs on March 6, 1989. The 1500 and 1600 blocks of Angus Street will receive further study to determine appropriate zoning. (Bylaw No. 8673-ZO-B89)

AMENDMENTS

City Council at its meeting on April 11, 1988 approved the North Central Neighbourhood Plan with the following additional recommendations:

1. In recognition of the importance of school facilities to the long term viability and desirability of existing neighbourhoods, the issue of school closures and possible alternative strategies be brought forward for discussion by the Joint Planning Committee of the City and School Boards.
2. In light of the declining enrollments at Scott Collegiate and the subsequent possibility of closure of the Collegiate and in consideration of the importance to the future of the North Central neighbourhood of maintaining Scott Collegiate as a vital education facility, the North Central Community Society be requested to initiate discussions with the Board of Education to identify possible options and strategies for maintaining the Collegiate.
3. That the Administration be requested to facilitate, coordinate and cooperate in the creation of Business Associations for businesses along Dewdney and 5th Avenues.
4. That Council endorse and support a long term improvement and upgrading approach to infrastructure replacement for this area.

Regina OCP – Part B

Sub-Part B.1.7 – North Central Neighbourhood Plan

1.0 INTRODUCTION

1.1 BACKGROUND

The review of the North Central Neighbourhood Plan, at this time, is a continuation of the process which started in 1979, culminating in the adoption of the North Central Neighbourhood Plan in 1980. The Plan was approved by City Council with some minor amendments but never became part of the City's Development Plan. The intention at this time is to review and reformulate the plan to keep it in accordance with current neighbourhood aspirations and with evolving policy directions for the City, and formally adopt the North Central Neighbourhood Plan as part of the City's Development Plan.

1.2 PURPOSE OF THE PLAN

The purpose of the Plan is:

- 1) To provide an opportunity for the community and the City to review the community goals in conjunction with overall City goals.
- 2) To develop a strategy for the future economic, social and physical development of the neighbourhood reflecting the community's aspirations compatible with overall City goals.
- 3) To develop policies to address emerging neighbourhood issues.

1.3 COMMUNITY GOALS

The goals for the North Central neighbourhood for the next five to seven years are:

- 1) To maintain and improve the residential character of the area and promote the neighbourhood as a desirable and safe place to live.
- 2) To implement a strategy for the overall development of the neighbourhood, recognizing its social, economic, and physical needs.
- 3) To promote the continued maintenance and upgrading of dwellings, parks, and facilities in North Central.
- 4) To develop social programs to meet the needs of the disadvantaged or unserved groups in the community.

1.4 STUDY AREA

The study boundaries are the CPR line on the south, Albert Street on the east, Lewvan Drive on the west, and McKinley Avenue to the north (See Map 1).

The North Central neighbourhood is comprised of four recognized smaller subdivisions including: Washington Park, Exhibition, Albert-Scott, and a portion of the Rosemont subdivision (See Map 2). The four subdivisions combined, form the larger more cohesive North Central Neighbourhood which has its edges defined by major roadways and rail lines.

1.5 COMMUNITY INVOLVEMENT

Community participation is an essential part of the planning process, since it is the residents' identification of issues and concerns that have helped formulate the policies and it is the residents themselves who will help ensure the future success of the neighbourhood.

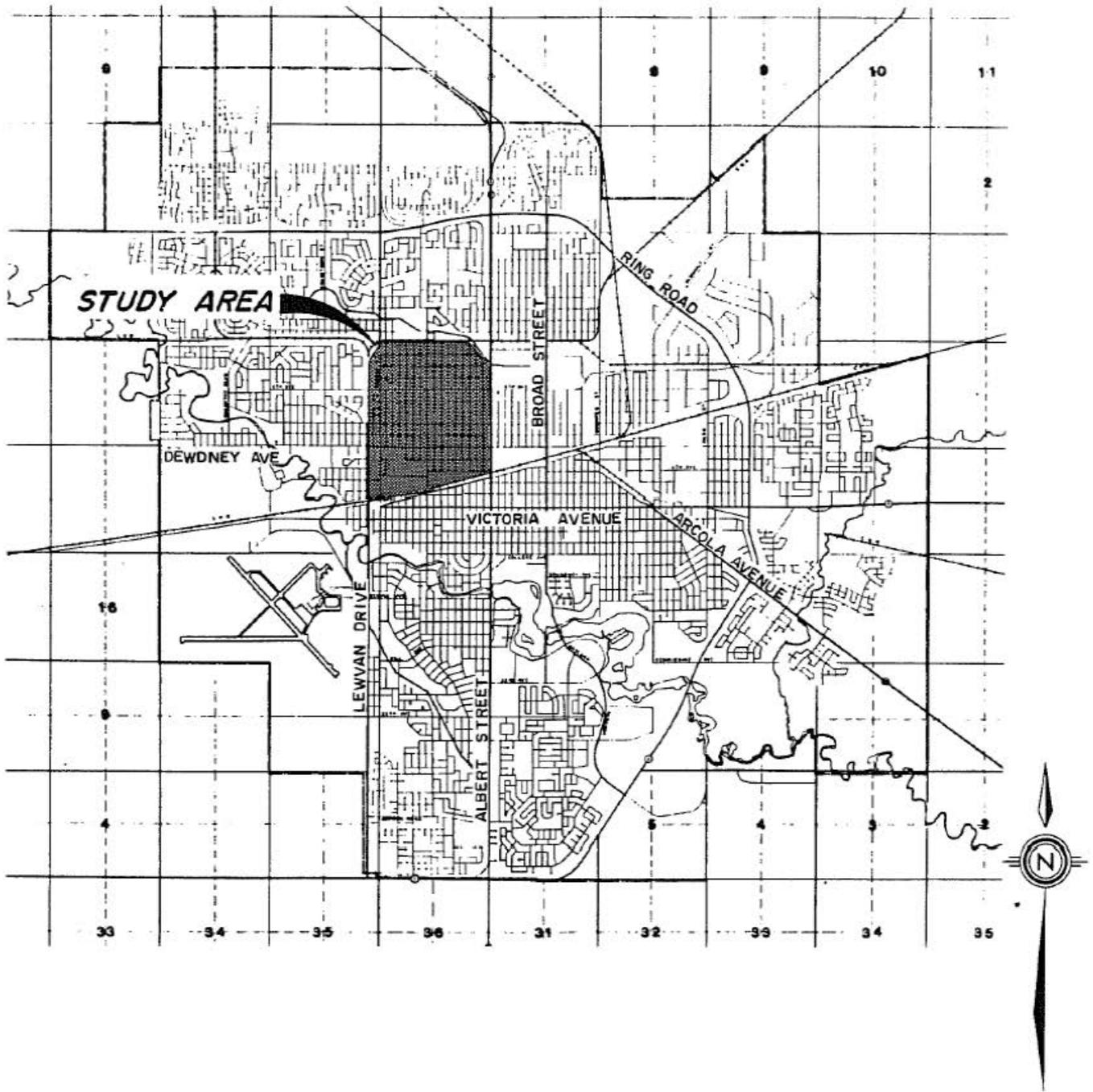
The first step in the community input process was the approval of the Terms of Reference by the North Central Community Society (NCCS) at a general meeting. The City sent out letters to interest groups identified, with input by NCCS, asking them to outline their issues and concerns. Scott Collegiate and the Exhibition Association responded noting the following:

The Scott Collegiate Administration would like to see Scott Collegiate playing fields upgraded immediately to include a paved outdoor basketball court, 200 metre track; outdoor volleyball court; and a jogging trail; as well as a paved parking lot, upgrading landscaping, and fence repair.

The Regina Exhibition Association would like to see improvements to traffic management near the exhibition grounds including the possible creation of a permanent entrance at 10th Avenue and Elphinstone Street and the establishment of an identifiable northern entrance from Dewdney Avenue.

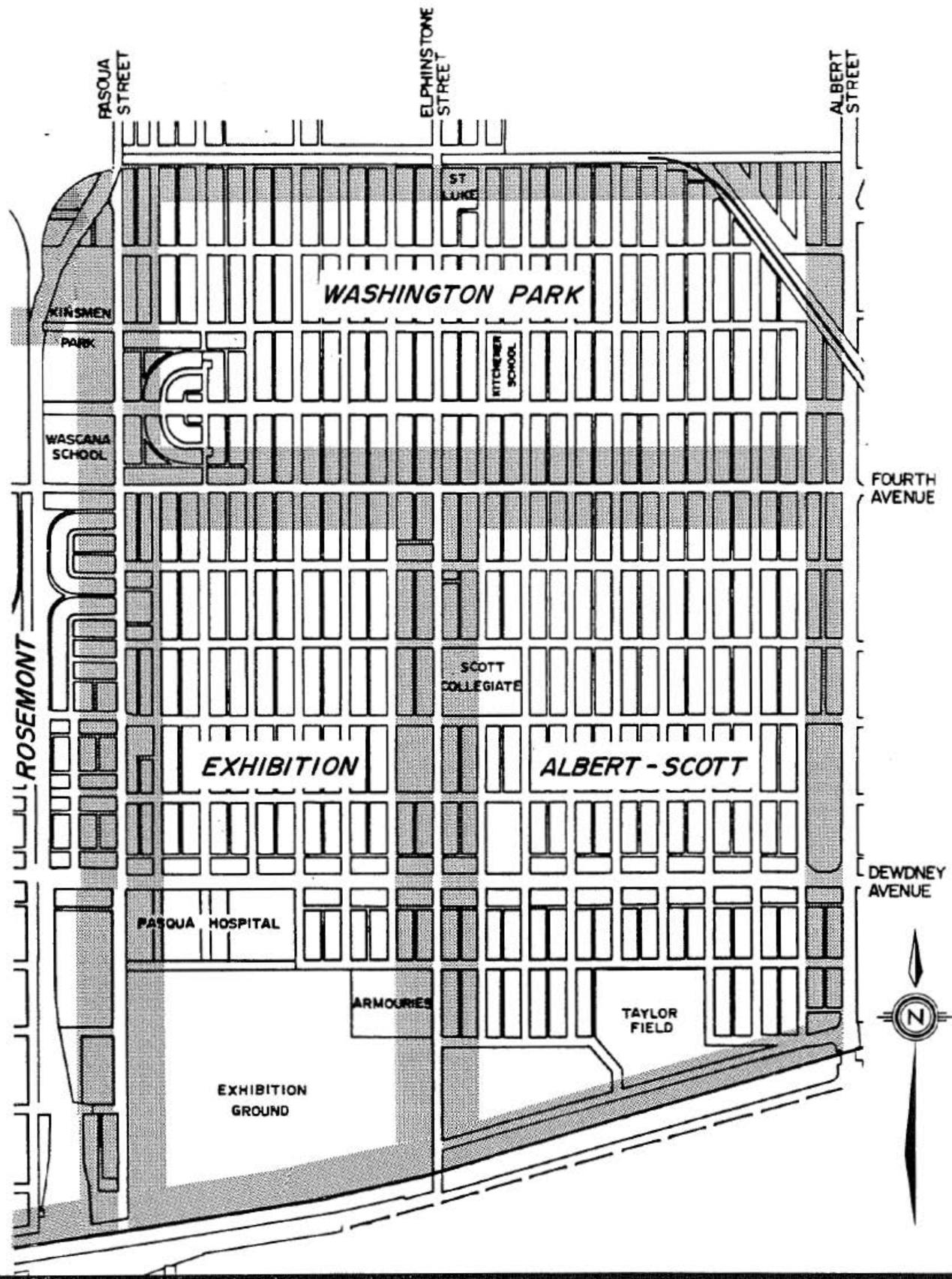
A public meeting for all interested persons was then held with a number of issues identified. People were concerned with the unsightliness of junk vehicles in yards. The open space and existing facilities for almost all the schools was felt to be in need of repair and upgrading. A major issue was the lack of maintenance for many homes in the area and weed control for properties. In addition, the need for lane lighting, especially for the areas near Taylor Field, arose. Also for the area south of Dewdney Avenue, traffic and parking were identified as concerns. Lastly, concerns were expressed that the commercial development should be concentrated in the already existing retail area. In addition to the public meeting, a questionnaire was distributed by NCCS to all households within the community. A total of 215 responses were received and the results are contained in Appendix A.

The results of the questionnaire clearly indicated the following principal areas of concern to neighbourhood residents:



STUDY AREA

MAP 1



NORTH CENTRAL SUBDIVISIONS

MAP 2

- Concern about the level of building and property maintenance in the neighbourhood.
- Concern about security and safety of both residents and property.
- Concern about the level of bylaw enforcement as it relates primarily to maintenance of structures, untidy yards, and traffic violations.
- Concern about the amount of non-local traffic using local residential streets.

City staff have met on an ongoing basis with members of the NCCS Planning Committee to discuss issues raised by the community, present their views and formulate recommendations for consideration by the community and City Council.

The Neighbourhood Plan was presented to the community at a public meeting and presented in a condensed manner in the community newspaper.

Formal opportunity for public input will occur when Council considers the bylaw to include the Neighbourhood Plan as part of the City's Development Plan.

2.0 COMMUNITY PROFILE

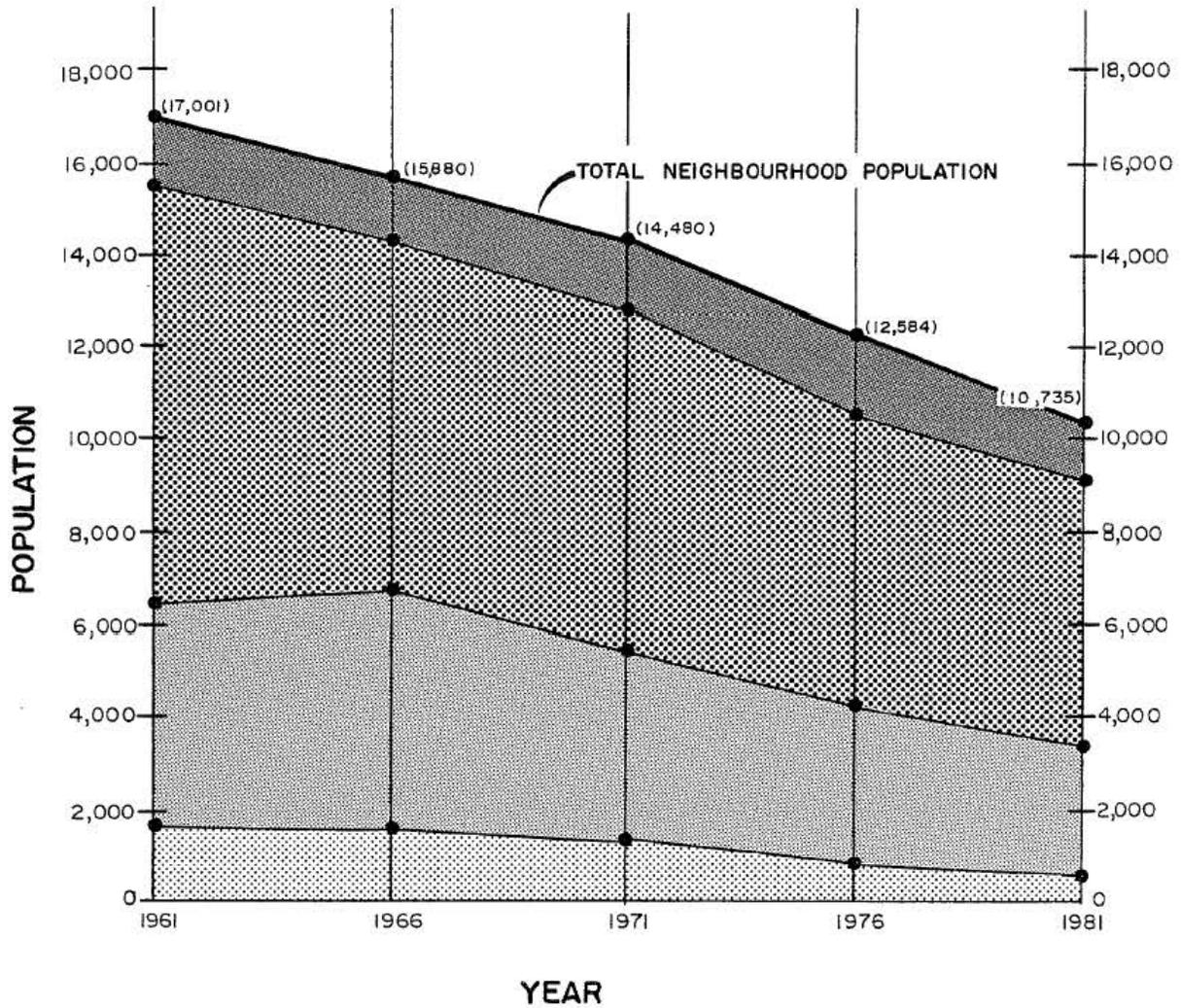
This section of the report highlights some of the population and housing characteristics and facilities in the North Central neighbourhood.

2.1 POPULATION

- The total population of the neighbourhood has decreased 37% from 17,000 in 1961 to 10,735 in 1981. The population of the City increased 45% from 112,176 to 164,313 during the same time period.
- The proportion of North Central's population 65 years or older increased from 8.8% (1,413) to 15.4% (1,655) between 1961 and 1981. Comparable figures for the City are 7.4% in 1961 and 9.2% in 1981.
- Persons 19 years and under comprised 36.72 of North Central's population in 1961 and 30% in 1981 compared to 39% in 1961 and 33.3% in 1981 for the City as a whole.
- The number of one person private households increased from 4.32 (188) of all households in 1961 to 26.5% (1,100) in 1981. In the City as a whole, one person private households made up 10.6% of all households in 1961 and 23.9% in 1981.
- The number of lone parent families in North Central increased from 500 in 1976 to 560 to 1981.
- The average family income in North Central in 1981 was \$20,287 compared to \$29,423 for the City as a whole.

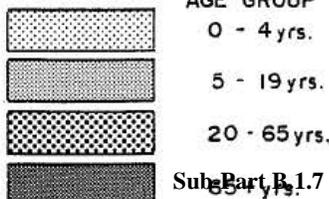
2.2 HOUSING

- In 1981, North Central had 4,150 dwelling units compared to 58,420 for the City as a whole.
- In 1981, 90.5% of the dwellings were single detached as compared to 70.0% for the City as a whole.
- 69.3% of the housing in North Central in 1981 was owner-occupied, slightly higher than the overall City at 64.3%.
- In 1981, 45% of the housing stock in North Central was built before 1946, compared to 16.1% for the City.
- In 1981, minor or major repairs were needed for 37.3% of the housing stock compared to 21% for the City as a whole.



NORTH CENTRAL POPULATION (1961-1981)

LEGEND



AGE GROUP

0 - 4 yrs.

5 - 19 yrs.

20 - 65 yrs.

65+ yrs.

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Sub-Part B.1.7 - North Central Neighbourhood Plan

- The Residential Rehabilitation Assistance Program (RRAP) has resulted in 800 units being rehabilitated to a value of \$3.9 million dollars. The average expenditure for rehabilitation was \$4,916 per unit.

2.3 COMMUNITY FACILITIES

- North Central is served by five elementary schools and one collegiate. In 1986, St. Luke's School was closed due to low enrolments and is now used for special education programs. The other schools have exhibited fairly stable enrolments over the past five years.
- North Central has community-based and community-run library services offered by Albert Library located at Robinson St. and 8th Avenue.
- The Albert-Scott Community Centre is a facility designed to meet the needs of community based social and recreation activities.

3.0 ISSUES AND RECOMMENDATIONS

3.1 PROPERTY AND BUILDING MAINTENANCE

Issue: The level of maintenance and repair of private buildings and condition of property is a concern to North Central residents.

Discussion:

The North Central neighbourhood's housing stock is seen by many residents as needing an extensive amount of repairs and improved yard maintenance. This situation has evolved largely as the result of a combination of factors including the age and type of original housing construction, an absentee landlord problem, and lack of concern by both tenants and resident property owners on the appearance of their houses and property.

To overcome this problem, two other elements are required; knowledge and techniques of property maintenance, and knowledge of available services. The community has had a role and should consider expanding its role in lifestyle education.

This issue is not limited to the North Central Neighbourhood but is a City wide issue. The City passed two bylaws in April, 1986 to provide the legal mechanisms to address these concerns. The two bylaws are Bylaw 8212 - A Bylaw to Regulate and Control Untidy and Unsightly Lands or Buildings and Bylaw 8211 - A Bylaw of the City of Regina to Establish and Enforce Minimum Standards of Maintenance and Repair of Buildings in Regina. A Property Standards Section of the City Administration has been created to administer these Bylaws.

In the summer of 1986 the City undertook a "sidewalk" survey of the older residential areas of the city. The exterior of 23,000 single family properties (including yards and accessory buildings) were surveyed and graded as to good, fair, poor, and very poor condition.

In the spring of 1987, City efforts were concentrated on Junked Vehicles. Later in 1987, emphasis has shifted to those properties for which complaints have been received since April, 1986 when the Bylaw was passed. Top priority will be given to the 160 properties which have been evaluated as very poor.

The final phase will entail a program of inspections and enforcement in those areas of the City where there are concentrations of poor condition properties. All properties in the chosen areas will be evaluated. The method of choosing the areas will involve input from Community Organizations.

The Residential Rehabilitation Assistance Program has resulted in improvements to the housing stock. Since the RRAP Program was introduced in the neighbourhood in 1978 up to December 31, 1986, 800 units have been rehabilitated at a total cost of 53.93 million dollars or \$4,900 per unit. Private rehabilitation and redevelopment is additional.

To further increase the level of civic pride in private property a number of suggestions are made:

- NCCS continue and expand its Property Improvement and Yard Beautification Program. The Program provides assistance to those unable to maintain their premises.
- NCCS develop and deliver community programs in the neighbourhood to teach residents how to maintain their dwellings and yards
- NCCS continue to provide volunteers and organizational support for neighbourhood clean up drives

Recommendations:

1. The City actively enforce and administer its bylaws dealing with building maintenance and untidy properties.
2. The Community Housing Worker, employed by the City work with tenants to find suitable housing and counsel them on proper housing maintenance, and accepted community standards of residency in the neighbourhood.
3. NCCS continue and expand its programs to create greater pride by area residents in their residences and develop programs to teach residents about property maintenance.
4. NCCS promote programs aimed at upgrading existing housing and yards.
5. NCCS and the City encourage replacement of derelict housing stock with appropriately designed replacement housing stock.
6. NCCS consider developing urban lifestyle programs designed to teach residents about the opportunities and resources that exist in the city.

3.2 PERSONAL SECURITY AND SAFETY

Issue: North Central residents are generally concerned about personal security and property protection in their neighbourhood. Residents suggested that a more visible police presence was desirable in their neighbourhoods to increase personal safety.

Discussion:

This issue is of prime importance to neighbourhood residents. Statistics supplied by Regina Police Service confirm the magnitude of the problem. The Albert-Scott portion of the neighbourhood (between Albert and Elphinstone Streets) had 3.7% of the City's population in 1981. In 1983 and 1984, this area had 6.2% of the City's crime and in 1985 it had 7.5% of the City's crimes against persons and property.

The North Central Community is already being served by a Neighbourhood Watch Program and other crime prevention programs. The programs have had problems in getting residents, particularly short term residents, actively involved on a continuous basis. Subsequently, the Community appears to need to direct more resources to publicizing and attracting volunteers to deliver crime prevention programs.

The Regina Police Service has been actively involved in community based policing. Programs using community leaders and summer students have been tried in the neighbourhood to reduce crime with limited success. Public meetings have been held but only a few interested parties attended.

Lane lighting is a project that residents feel would improve personal safety in their neighbourhood. It is also felt that it may reduce the number of property related crimes in the neighbourhood.

The City has initiated a lane lighting program in the Core neighbourhood. Before additional lane lighting will be installed in the City, the Core project will be evaluated. Additionally, legislative changes will be required to provide total project cost recovery through local improvement assessments. The City is continuing to pursue legislative changes to have lighting covered as a local improvement. Consequently, lane lighting is not foreseen as a program which the City will be delivering in the immediate future. NCCS is of the view that the area would improve appreciably as a desirable place to live if lane lighting could be introduced into the neighbourhood. Recognition should be given to establishing North Central as a neighbourhood which could benefit from lane lighting.

Specific suggestions from residents regarding police service were to be able to know and identify police officers and to introduce foot patrols into the neighbourhood. Regina Police Service have tried various experiments using foot patrols, however demand has resulted in these resources being reassigned to maintain response commitments.

In conclusion, both the neighbourhood organizations and Regina Police Service will have to evaluate their strategies for crime prevention as they apply in North Central.

Recommendations:

1. The NCCS in conjunction with Regina Police Service and other neighbourhood based organizations make delivery of crime prevention an ongoing priority community program.
2. The City recognize North Central as a neighbourhood which could benefit appreciably from a lane lighting program.

3.3 TRAFFIC MANAGEMENT

Issue: Residents are concerned about the amount of non-local traffic using local residential streets. Specific concerns are the perceived lack of traffic law enforcement (e.g. speeding) and the number of uncontrolled intersections.

Discussion:

A variety of traffic related concerns were identified in the resident questionnaire, many of which are directly attributable to individual driving practices including speeding, traffic sign violations, and noise. High traffic volumes were cited in 222 of the responses, whereas 23% indicated no concerns on traffic matters.

The major north-south roadways in North Central are clearly defined (Lewvan Drive, Albert Street, and Elphinstone Street). The east-west roadway functions are not as clearly defined with the exception of Dewdney Avenue. For example, 7th and 4th Avenues run continuous through the neighbourhood across Albert Street and Lewvan Drive. 5th Avenue serves as a commercial street and 3rd Avenue has a wide centre boulevard, but serves primarily as a local road.

The grid system's principal advantage is that it allows considerable flexibility to residents in selecting a route to their destination. The disadvantage of course is that all roadways are local roads but can also evolve to serve a collector function. The latter situation explains resident requests for more controlled intersections and the need to redirect traffic around the neighbourhood.

Traffic conditions in the neighbourhood are also affected by the number of major facilities in the neighbourhood which have contributed to parking problems in parts of North Central.

The City's Municipal Engineering Department is in the process of studying traffic and parking conditions in the North Central Neighbourhood south of 7th Avenue. The principal study objective is to look at ways of improving traffic management in the area for the benefit of both the facilities and area residents. Community involvement is an integral part of the review which requires participation by the Exhibition Board, Pasqua Hospital, civic and community representatives.

NCCS has expressed interest in the City's Noise Attenuation Study. In particular, the community's specific concern is noise generated by traffic on Lewvan Drive and its impact on adjacent residents between Dewdney Avenue and 4th Avenue. While no decision has been made to date with respect to noise attenuation policy, NCCS requests that due consideration be given to noise attenuation along Lewvan Drive.

Recommendations:

1. The City Administration continue its work towards improving traffic conditions in the North Central neighbourhood in conjunction with the community and other affected interest groups.
2. The North Central Traffic Study be presented to the public and affected parties when it is completed.
3. NCCS requests that the City give due consideration to noise attenuation along Lewvan Drive when a noise attenuation policy is adopted.

3.4 PARKS AND RECREATION

Issue: The quality of open space, particularly school sites, in North Central is a concern to North Central residents. The condition of school yards, particularly the Scott Collegiate site, is seen as a contributing factor to an unfavourable neighbourhood image, and a poor image of Scott Collegiate as an educational facility.

Discussion:

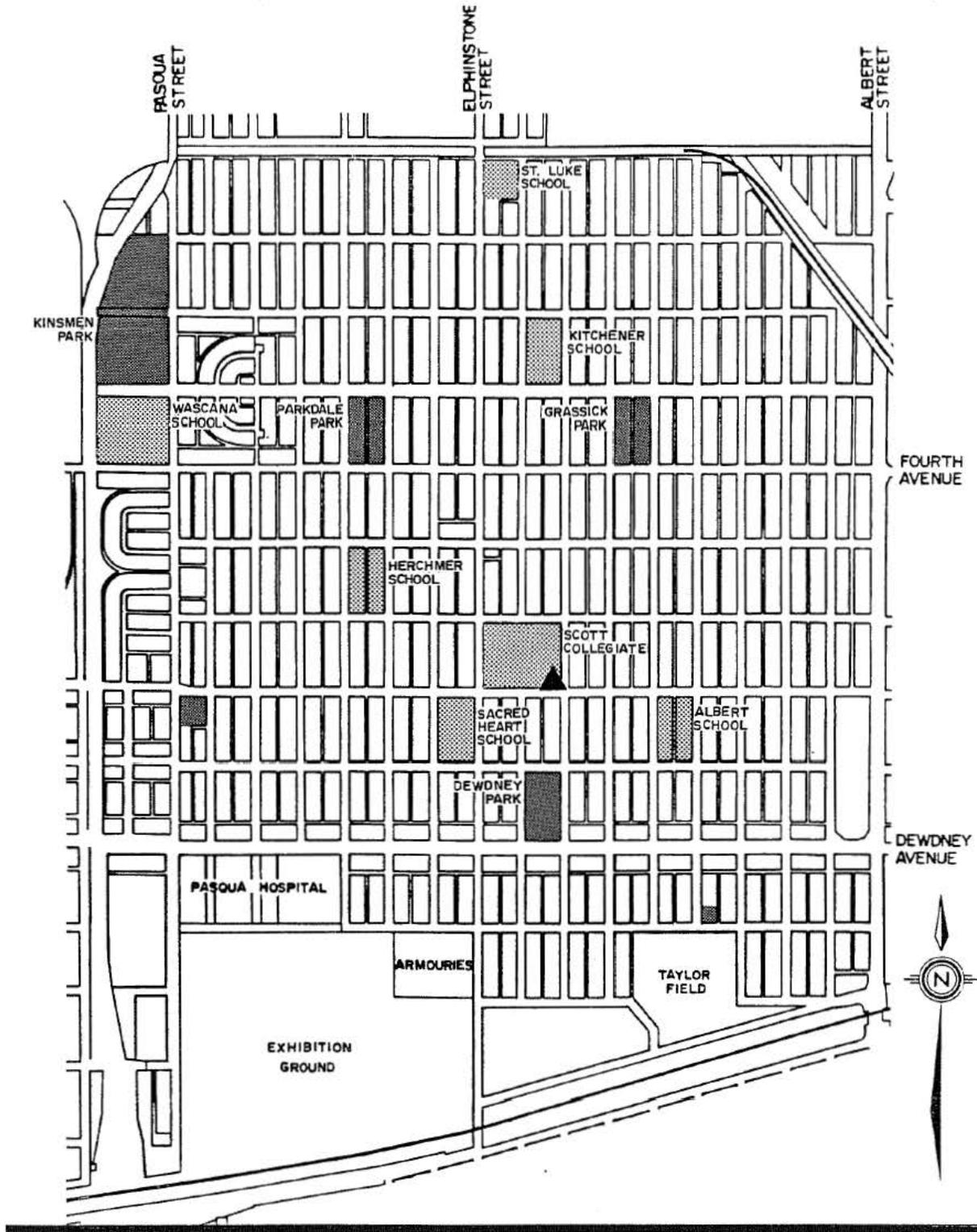
North Central has twelve major open space sites including seven school sites and five public parks including Kinsmen Park (See Map 3). A number of these parks have been constructed or upgraded in recent years including:

- Dewdney Park and Pool
- Grassick Playground
- Parkdale Park
- Taylor Field Court Games
- Robinson and 9th Playground.

The most visible area for improvement in the provision of open space from the community's perspective is improvement to existing school grounds. The City's Open Space Management Study, Phase I Public Recreational Open Space, confirmed not only a deficiency of neighbourhood open space (6.01 ha) in North Central, but also points out that of 11.17 hectares of neighbourhood space, only 3.63 hectares is developed to an acceptable standard. The study also recommends that open space upgrading be the first priority for open space development before open space acquisition.

The Regina Board of Education has initiated the School Site Redevelopment Program to upgrade existing school grounds. Under the Program, the two elementary school sites, Kitchener and Herchmer, are scheduled for upgrading in 1987 and 1988, according to work programs as of February, 1987. The Public School Board is upgrading the Albert School site as part of its reconstruction plans.

The Board of Education plans to undertake structural work to the Collegiate, tentatively scheduled for 1987-88. The proposal has been submitted to the Board of Education for approval. The possible closure of Scott Collegiate has been an emerging issue as a result of continued stable but low enrolments, combined with the apparent desire by neighbourhood students to attend collegiates offering a wider range of education programs and extracurricular activities. The upgrading and timing of the Scott Collegiate site improvement has been deferred until a decision is made on the facility upgrading. It is appropriate that site upgrading be deferred until the facility redevelopment work is completed. To ensure the continued existence of Scott Collegiate, it is important that students living in North Central attend Scott Collegiate.



PARK AND SCHOOL LOCATIONS

MAP 3

LEGEND

ALBERT SCOTT COMMUNITY CENTRE

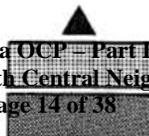
SCHOOL SITES

PARK SPACE

Regina OCP - Part B

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The distribution of open space within the neighbourhood is such that most residents generally are in close proximity (within 2 or 3 blocks) to open space. The exception is the area south of Dewdney Avenue where there is limited open space. A small playground is located at Robinson Street and 9th Avenue. Consideration should be given to creating a small park in this area in conjunction with expanded major facility parking, Taylor Field expansion, or street closure.

NCCS is of the opinion that community input is essential in the park planning process to ensure that the product serves the needs of the resident population. NCCS concurs with the observation in the Open Space Management Study that park site design should be more sensitive to winter use. Additionally, NCCS places emphasis on lighting in public open spaces to extend the use in the evening hours and improve safety and security conditions.

The Albert-Scott Community Centre, adjacent and linked to Scott Collegiate, was constructed to provide a community facility for social and recreational activities and health care programs. A wide range of health services is provided by the Health Centre, including but not limited to: preventive screening, foot care clinic, yoga classes, Overeaters Anonymous, and similar types of programs. Art programs, community socials, and youth recreation programs are also delivered at the Centre.

In the past, the North Central Community Society was of the opinion that the Albert-Scott Community Centre could be run in a manner more suited to serving neighbourhood needs. Particular concerns included the operating hours of the facility and staffing levels. For example, "the facility was not open weekends, and was often closed over the supper hour, and some evenings."

Since the Community Services and Parks Department believes in the role of the community in influencing community centre hours, usage and programming, several initiatives have occurred to address the community's concerns. Changes have been made to extend the centre hours and ensure the availability for community use. Also, the Albert-Scott Community Centre Advisory Council has been re-established with the mandate to ensure there is effective and cooperative use made of space and improve the effectiveness of centre operations.

NCCS would like to see a continuation of the current practice of integrating the Dewdney Park and Territorial Building site as one comprehensive site, although it has two owners. Cooperative management of the site has contributed to its value to the community.

The park space at 7th Avenue and Pasqua should be maintained as permanent open space to meet the needs of residents in the area.

The Albert Library, community based and operated, provides not only library resource services, but children programs (films, crafts, storytelling, etc.), and adult programs (calligraphy, films, cooking demonstrations, knit-a-round, moccasin-making, etc.). Youth Unlimited in 1986 provided after-school programming ("Think Tank") three nights a week at the Library.

The neighbourhood survey indicated that residents were generally satisfied with social and recreational facilities and programs (60% were satisfied, 13% not satisfied, 27% no opinion). The community may, however, consider continuously reviewing the effectiveness of its program

publicity in order to service a wider population base, particularly the large youth population in the neighbourhood.

The uncertain status of Taylor Field expansion is a concern to the North Central residents. NCCS position on the matter is that decisions may be made on the future of the facility without consulting the community. NCCS requests that they be an active participant in any Taylor Field expansion plans. NCCS would also like consideration given to using Taylor Field as a site for other athletic competitions, such as track and field, soccer, and other similar activities.

Recommendations:

1. The City consider the upgrading of existing open space, particularly school sites, a priority over creation of new sites, and plans for upgrading open space be prepared in consultation with the community. Upgrading plans should emphasize lighting and winter use in the design.
2. The City consider providing additional developed open space areas south of Dewdney Avenue in conjunction with Taylor Field expansion, increased facility parking or through a street closure .
3. NCCS review the effectiveness of its community programming in order to serve a wider population particularly the large youth population in the neighbourhood.
4. The City Administration maintain the Albert Scott Advisory Committee with representation from various City departments and community organizations to address community concerns with respect to the operation and programming of the community centre.
5. NCCS be a participant in any planning process established related to the possible expansion of Taylor Field.
6. NCCS requests that consideration be given to using Taylor Field as a site for a wider range of athletic activities, such as track and field, soccer, and other similar activities.

3.5 BYLAW ENFORCEMENT

Issue: There is a general concern that the City has a large number of bylaws, but to date little emphasis has been placed on bylaw enforcement. The City has given consideration to the creation of a Bylaw Enforcement Unit.

Discussion:

Concerns were expressed about the City's lack of bylaw enforcement on matters such as unsightly properties, abandoned vehicles, and vehicular traffic violations such as speeding. This concern is not specific to North Central but is a city-wide issue which appears to be growing. The impact on the neighbourhood is that the area is perceived as a less desirable place to live.

The City Administration is aware of the need to direct more resources to bylaw enforcement. Consideration is being given to the creation of a centralized bylaw enforcement unit.

NCCS is concerned that present commercial use regulations do not adequately address or provide for community input on matters which affect their neighbourhood. Specifically, concern exists about outdoor display of merchandise in front yards, electronic game establishments (arcades), second hand stores, pawn shops, and similar types of uses.

Recommendations:

1. The City of Regina direct an appropriate level of resources to bylaw enforcement, to ensure resident complaints are dealt with in an expeditious manner.
2. North Central Community Society express its concerns about the need for more traffic enforcement to the Regina Police Commission and Regina Police Service.
3. The Urban Planning Department, in consultation with NCCS, review the appropriateness of commercial land use regulations in their neighbourhood.

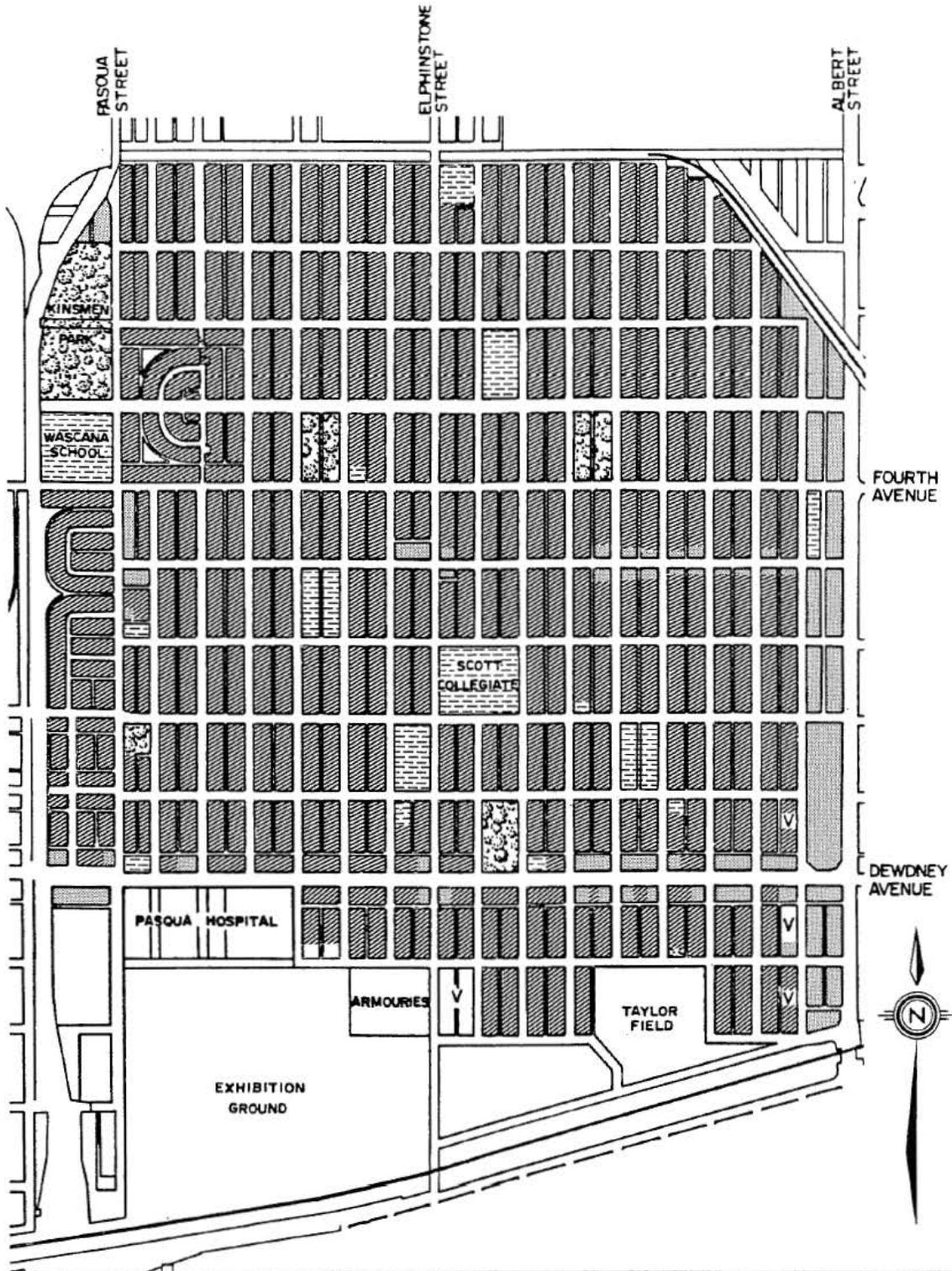
3.6 LAND USE AND ZONING

Issue: The NCCS wants to clarify community desires with respect to land use policy and zoning with the purpose of maintaining the residential viability of the neighbourhood while accommodating non-residential activities in appropriate locations.

Discussion:

The land use of North Central is predominantly residential single detached dwellings with several dispersed low-rise apartments (See Map 4). The area is bordered by railway tracks to the north and south and by commercial development to the east along Albert Street. As well, major strips of commercial development occur along Dewdney and 5th Avenues to Cameron Street and along Pasqua Street between 4th and 6th Avenues. A multiple unit housing project at Pasqua Street and 5th Avenue is the most significant new land use in North Central. Commercial development along Albert Street and Dewdney Avenue consists of a variety of restaurants, car lots, gas stations, repair shops, banks, doctors offices and confectioneries. Along the 5th Avenue strip there is a range of retail, banking, confectionery, grocery, gas station and medical services as well as a laundromat and day care center.

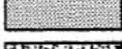
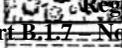
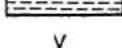
Other major land uses include the Exhibition Grounds, Lawson Aquatic Center, Field House, Taylor Field, Pasqua Hospital, playgrounds, an outdoor swimming pool, and seven school sites.



NORTH CENTRAL GENERALIZED LAND USE

MAP 4

LEGEND

- RESIDENTIAL 
- COMMERCIAL 
- PARKS 
- INSTITUTIONAL 
- VACANT 

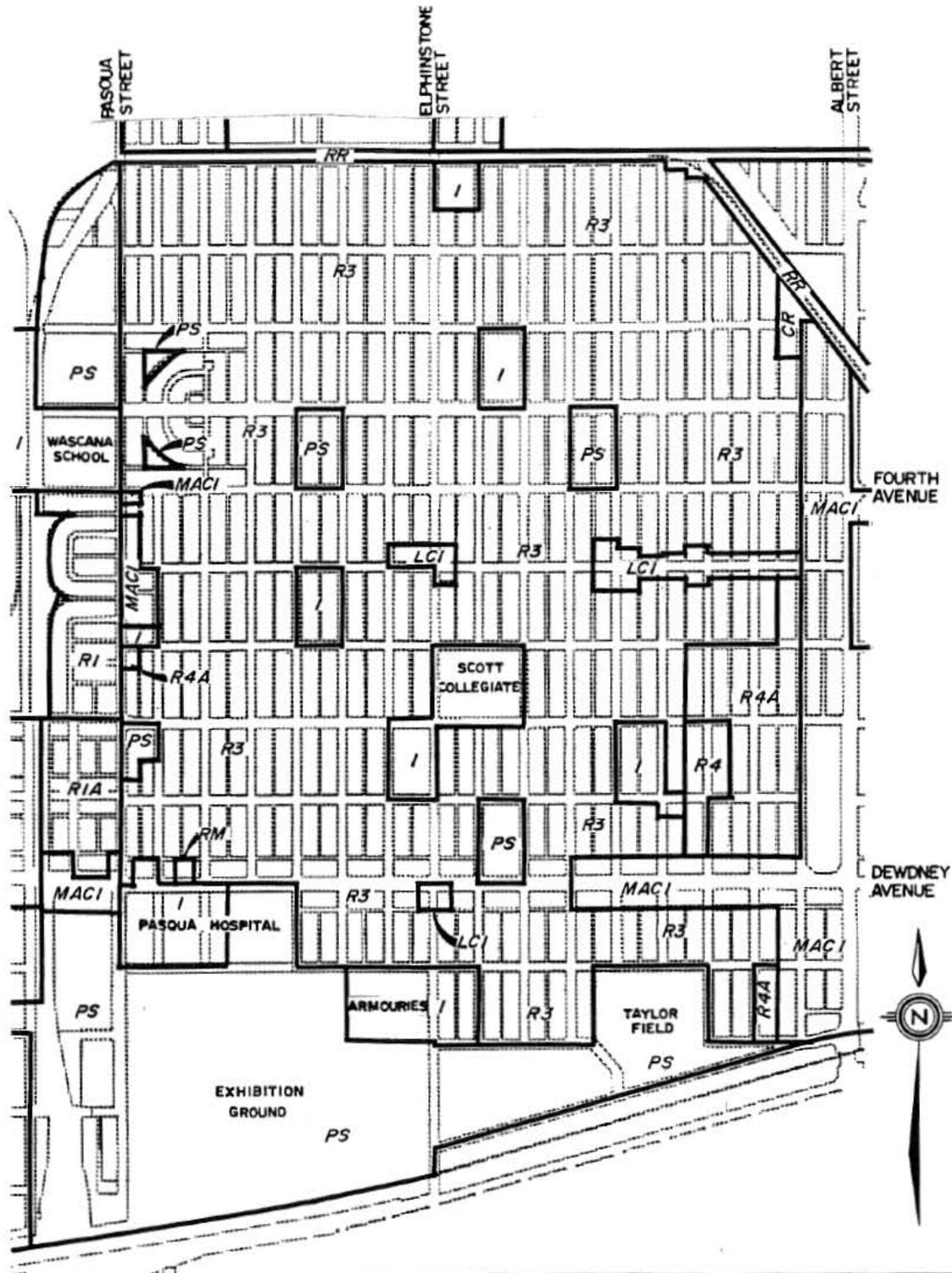
The land use zones of North Central (See Map 5) reflect the land use patterns of the neighbourhood. North Central is predominantly zoned R3 - Residential Older Neighbourhood, whose purpose is to stabilize older, low density residential areas. There are also various pockets of R4 - Residential Older Neighbourhood and R4A - Residential Older Neighbourhood (the largest continuous area is between Angus Street and Robinson Street and Dewdney Avenue to 6th Avenue). These zoning designations are much the same as R3 except discretionary uses of these areas include low-rise apartments and townhouse developments.

Commercial areas are zoned either MAC1 - Major Arterial Commercial which includes the eastern boundary of the neighbourhood between Albert and Angus Streets, the strip along Dewdney Avenue between Albert and Garnet Streets and the parcel at 5th Avenue and Pasqua; or LC1 - Local Commercial which is applied to 5th Avenue between Angus and Cameron Streets and smaller parcels at major intersections such as 5th Avenue and Elphinstone Street and Dewdney Avenue and Elphinstone Street.

Since North Central covers approximately 170 blocks, a number of land use policy districts have been developed (See Map 6) with the purpose to clearly present land use policy in that they:

- 1) Reaffirm the overall goal of maintaining, and improving, the North Central neighbourhood as a place to live, work and play.
- 2) Provide the opportunity for land use changes in locations which complement the overall development objectives for North Central.

The policies are generally a reaffirmation of present thinking. The land use policies are outlined below and shown on Map 6.



NORTH CENTRAL ZONING (1986)

MAP 5

LEGEND

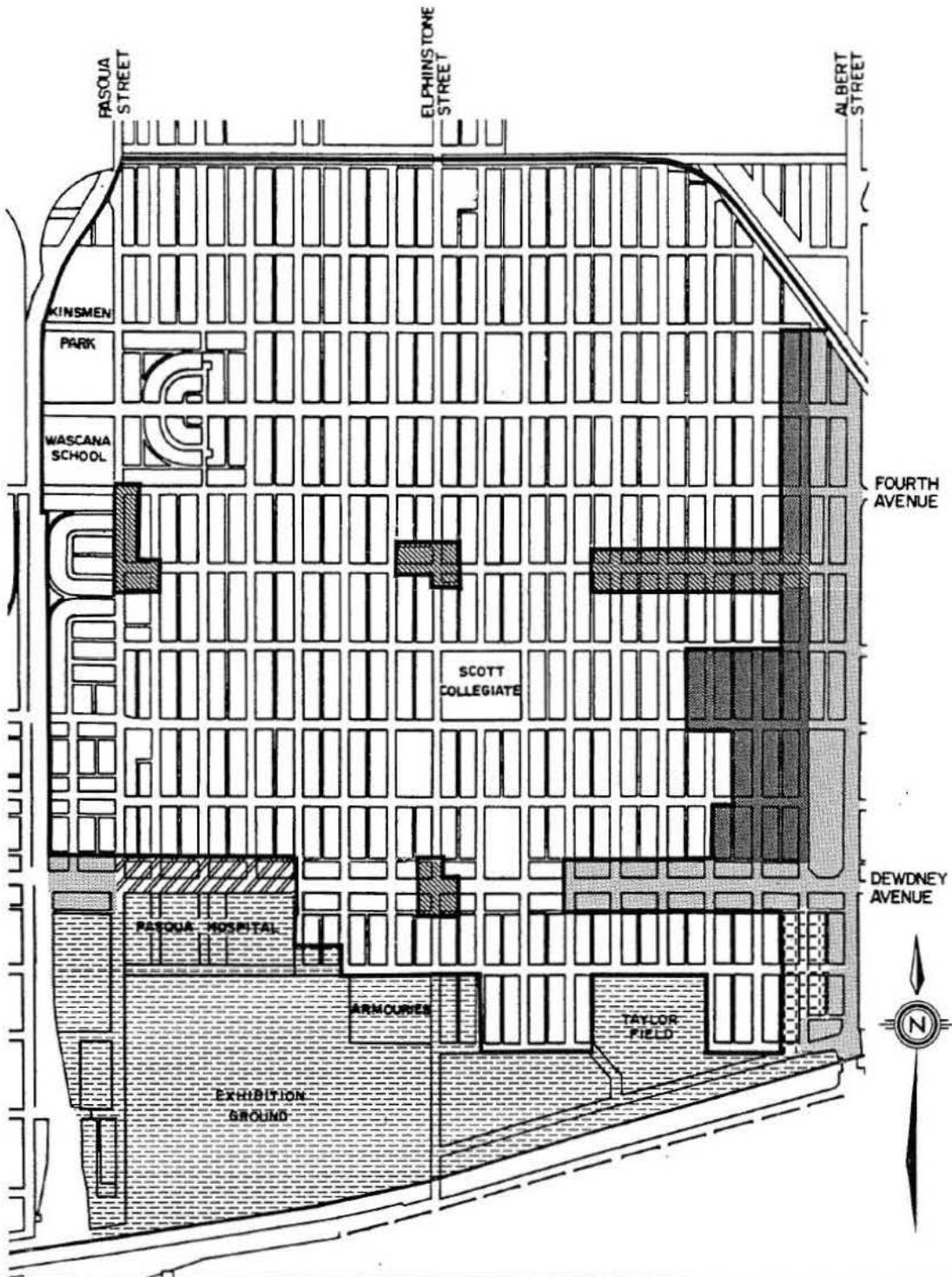
- RM - RESIDENTIAL MIXED USE
- CR - COMMERCIAL RESIDENTIAL INTERFACE
- I - INSTITUTIONAL
- PS - PUBLIC SERVICE
- LC1 - LOCAL COMMERCIAL
- MAC1 - MAJOR ARTERIAL COMMERCIAL

(For detailed regulations, please consult the City of Regina Zoning Bylaw)

Regina OCP - Part B

Sub-Part B.1.7 - North Central Neighbourhood Plan

R3, R4, R4A - RESIDENTIAL ZONES



LAND USE POLICY DISTRICTS

MAP 6

LEGEND

- LOW DENSITY RESIDENTIAL DISTRICT
- MEDIUM DENSITY DISTRICT
- ALBERT STREET - DEWDNEY AVENUE COMMERCIAL DISTRICT
- PASQUA HOSPITAL BUSINESS DISTRICT

- LOCAL COMMERCIAL DISTRICT
- ANGUS STREET MIXED USE DISTRICT *
- MAJOR FACILITIES - INSTITUTIONAL DISTRICT

*Not approved by the Deputy Minister of

Regina OCP - Part B
Urban Affairs on March 6, 1989. (Bylaw No. 8673)

3.6.1 POLICY DISTRICT A - LOW DENSITY RESIDENTIAL DISTRICT

General Intent

To maintain the low density residential nature of the neighbourhood by encouraging and requiring maintenance of existing houses and providing for redevelopment to one and two unit dwellings.

Existing Land Use

The principal use in the area is detached dwellings.

Residential Use

Family housing is provided in this area. Special purpose housing (e.g. senior housing) is expected to locate in the neighbourhood. Specific projects should be dealt with on a rezoning basis. Such housing projects should be smaller scale, low rise in form and contribute to an improved residential environment.

An ongoing issue near Pasqua Hospital has been the conversion of one and two unit dwellings into multiple units. This practice is illegal and necessitates regular enforcement of the zoning regulations. The community supports the current zoning regulations in effect. The matter of converting existing dwellings to multiple units is a matter which must be addressed as a city-wide concern.

Commercial Use

With the exception of the E.40 feet of Lot 10, Block 93, Plan Old 33 (a contract zone for an antique store) commercial uses should not be extended into the established residential precinct.(Bylaw No. 9

Urban Design Context

The residential area should continue to have the traditional building setbacks with low density single and two unit dwellings. Tree-lined boulevards should remain and continued efforts are required to maintain and upgrade the public open areas.

Recommendation

No zoning changes are recommended for this area.

3.6.2 POLICY DISTRICT B - MEDIUM DENSITY RESIDENTIAL DISTRICT

General Intent

To provide a residential area which features a mixture of low and medium density housing types in close proximity to arterial roadways and transit service. The area provides a land use transition between the high activity commercial areas and the low density residential area.

Existing Land Use

The principal use in the area is detached dwellings with only a few apartment buildings.

Residential Use

A mixture of low rise apartments and low density housing is proposed.

Commercial Use

Commercial use is not appropriate for this area.

Urban Design Context

The established residential setbacks should be maintained with relatively low site coverage for new development. Ground access units are preferred where multiple projects are proposed. Townhouses and medium density (walk-up) apartments are acceptable.

Recommendation

The following properties be zoned R4A - Residential Older Neighbourhood from R3 - Residential Older Neighbourhood:

- i) 802 to 878 Angus Street.
- ii) 902 to 978 Angus Street.
- iii) 1002 to 1070 Angus Street.

Reason: To provide for the long term redevelopment of these areas from low to medium density residential use. The intention is to provide a transition between the commercial uses on Albert Street and the low density residential areas to the west and provide for long term redevelopment.

3.6.3 POLICY DISTRICT C - ALBERT STREET - DEWDNEY AVENUE COMMERCIAL DISTRICT

General Intent

To provide for a wide range of commercial activities normally located along arterial roadways. This district should not be extended beyond the area identified.

Existing Land Use

A wide range of commercial uses are located in this district. Recent trends indicate that the area will be developed in a more intense manner than in the past.

Residential Use

Residential uses are not proposed for this area.

Commercial Use

Commercial uses should serve both the travelling public and the residents of the city at large, and should be located on major arterials. Along Dewdney Avenue, commercial uses should be concentrated in the existing defined commercial area, with no extensions to be considered westward or onto flanking residential streets.

Urban Design Context

Commercial uses should be oriented towards the major arterials, be low-rise in nature and accommodate parking for the volumes of traffic that are attracted to the use. Parking areas should be landscaped in a manner to ensure that this area is attractive given that the arterial roadways are gateways to the City, and sympathetic to the fact that they border on residential properties where appropriate front yard landscaping should be coordinated with bus stop and shelter locations.

NCCS has expressed concerns about the MAC development standards as they apply to the 27 to 31 Blocks of Dewdney Avenue. In particular, building setbacks from Dewdney Avenue vary between old, new, and residential buildings. NCCS's position is that in the long-term the development standards should require a more uniform building setback. It is appropriate that this investigation be undertaken as a follow-up study to the neighbourhood plan.

Recommendations

1. The following properties be zoned MAC - Major Arterial Commercial from R1A - Residential Older Neighbourhood Detached:
 - i) 4210, 4216, 4220, 4224, 4230, 4238 Dewdney Ave.

Reason: To provide for a continuous commercial area on the north side of Dewdney Avenue between Pasqua and Edward Streets. The residential properties are currently

between two commercial areas on Dewdney Avenue, near the intersection of Lewvan Drive.

2. A study be undertaken of development standards of the 27 to 31 Blocks of Dewdney Avenue with the purpose of evaluating front yard requirements affecting future new developments.

3.6.4 POLICY DISTRICT D - PASQUA HOSPITAL BUSINESS DISTRICT

General Intent

To direct hospital related ancillary uses to the area consisting of four block faces on the north side of Dewdney Avenue immediately north of Pasqua Hospital between Pasqua and Princess Streets. No extensions north of the lane for commercial purposes should be allowed. Redevelopment should consist of mixed residential, commercial and office space usage in a low rise form (two to four stories). Mixed use development with main floor office/retail and upper floor residential is the preferred building form.

Residential Use

Residential usage can be expected to be apartment accommodation.

Commercial Use

Office and retail space in this area can be expected to meet the ancillary service needs created by the presence of Pasqua Hospital. Medical clinics, medical offices, pharmacies and similar types of uses are appropriate.

Urban Design Context

A high quality streetscape environment should be created with buildings built close to the Dewdney Avenue property line, enclosed or underground parking provided, quality landscaping, bus stop and shelter upgrading, and lighting with the objective to maintain and develop a functional linkage with the hospital. The treed boulevard should be maintained and improved. Vehicular access from Dewdney Avenue should be minimized.

Recommendation

The following properties be zoned MX - Mixed Residential Business from R3 - Residential Older Neighbourhood. (Bylaw No. 9250)

- i) 38 and 39 blocks of Dewdney Avenue.
- ii) 4020, 4024, 4028, 4032, 4038 Dewdney Avenue.
- iii) 4138 Dewdney Avenue.

Reason: To provide for the future use of this area for low rise apartments and mixed use projects.

3.6.5 POLICY DISTRICT F - LOCAL COMMERCIAL DISTRICTS

General Intent

To provide for several commercial areas within the neighbourhood to primarily meet the day to day shopping requirements of area residents. Four areas have been identified: Pasqua Street and 5th Avenue, 5th Avenue and Elphinstone Street, the 5th Avenue Commercial Strip and Elphinstone Street and Dewdney Avenue.

i) Pasqua Street and 5th Avenue

Commercial uses should be limited to the area fronting 5th Avenue between Wascana Street and Pasqua Street. Uses should be limited to those generally required by the immediate neighbourhood. As such, consideration should be given to change the zoning from MAC to another more appropriate designation. In addition, the housing project located immediately south of the 5th Avenue businesses should also be rezoned from MAC to a residential designation.

Recommendations

1. The multiple housing project at 1176 Wascana Street be zoned R4A - Residential Older Neighbourhood from MAC - Major Arterial Commercial.
2. Properties currently zoned MAC - Major Arterial Commercial in the vicinity of Pasqua Street and 5th Avenue be zoned LC1 - Local Commercial.
3. The property at 1015 Pasqua Street be zoned LC1 - Local Commercial from R3 - Residential Older Neighbourhood.

Reason: Pasqua Street no longer serves as an arterial roadway. The zoning and range of potential land uses should be adjusted to reflect this change. The housing project should be rezoned to reflect its residential use. The dwelling at 1015 Pasqua Street is currently isolated between two commercial businesses, and in the long term, commercial zoning is more appropriate.

ii) Elphinstone Street and 5th Avenue/Elphinstone Street and Dewdney Avenue

These sites should be maintained for local commercial purposes only and with the exception of the E.40 feet of Lot 10, Block 93, Plan Old 33 (a contract zone for an antique store), no extensions beyond those already commercially zoned lots should be considered. (Bylaw No. 9212)

Recommendation

No zoning changes are recommended.

iii) 5th Avenue (Angus Street to Garnet Street)

Consideration should be given to encouraging a local shopping street with both public transit and pedestrian orientation. Developments should be built up to or near the 5th Avenue property line, with all commercial uses oriented towards 5th Avenue. Mixed use developments should be encouraged to maintain a residential element.

The older commercial buildings along the street are built close to the sidewalk with many sites 50 feet deep from 5th Avenue. In some instances, the commercially zoned property extends deeper. At Cameron Street and 5th Avenue, for example, three commercial sites are 100' in depth.

To achieve the creation of a pedestrian-oriented shopping street served by public transit, future developments should exhibit the following characteristics:

- i) Buildings should be built up to or near the 5th Avenue property line.
- ii) Commercial activity (entrances, display windows, signage) should be oriented onto 5th Avenue.
- iii) Commercial frontage should be as continuous as possible.
- iv) Mixed-use projects are encouraged.
- v) Preferred locations for parking are in rear yards.
- vi) The design of new buildings, building additions or alterations should reflect the existing scale and design features of the area. Building forms should complement and improve the overall neighbourhood environment.

The shopping street at this time should consist only of land used for and zoned for commercial and ancillary type uses. Emphasis is placed on concentrating commercial activity in the established commercial precinct, rather than extending it along 5th Avenue or deeper into the residential area. As a guideline, new commercial uses should not extend greater in depth than 50 feet from 5th Avenue. Sites which presently are of greater depth than 50 feet should not be extended further into the residential area.

Recommendations

It is recommended that:*

- 1) the property along 5th Avenue between Angus and Garnet Streets, with the exception of Lots 11 and 12, Block 91, Plan Old 33, (a contract zone for a service station), currently zoned LC1 - Local Commercial be zoned LC3 - Local Commercial; and

- 2) the south 24.98 feet of Lot 9, Block 90, Plan Old 33 and the north half of Lot 19, Block 111, Plan Old 33 be rezoned from R3 - Residential Older Neighbourhood to LC3 - Local Commercial.

Reason: To have zoning standards in place which foster the creation of a shopping street. (Bylaw No. 9212)

*Rezoning to LC3 was approved May 8, 1989 (Bylaw No. 8809)

3.6.6 POLICY DISTRICT G - ANGUS STREET MIXED USE DISTRICT (10TH AVE. TO DEWDNEY AVENUE)*

General Intent

To provide a transition between major arterial commercial uses and low density residential uses. The future uses should complement the abutting uses. In addition, they should be low traffic generating to reflect the limited capacity of Angus Street.

Existing Land Use

The area includes limited detached dwellings, apartments, retail businesses, and automotive uses including a muffler shop and a commercial bus operation.

Residential Use

The residential uses should be of a medium to high density to help act as an interface. Multiple unit development should consist of apartments or units in mixed use buildings.

Commercial Use

Commercial uses should be low traffic generating and generally be limited to daytime operations, such as offices, to reduce the potential impact on the abutting residential neighbourhood. The uses should not be exclusively intended to accommodate neighbourhood oriented services, but should provide for a more gradual transition between higher density arterial commercial uses and medium density residential. Consideration should also be given to encouraging mixed-use buildings, with commercial limited to the main floor.

Urban Design Context

This area should allow for a mixture of buildings and use types with appropriate landscaping and minimal outdoor storage.

Recommendation

The following properties be rezoned CR - Commercial/Residential Interface from MAC - Major Arterial Commercial:

- i) 15 and 16 blocks of Angus Street.

Reason: The intent is to provide a transition from major arterial uses on Albert Street to the residential area to the west. The Major Arterial Commercial Study approved by City Council identified this area as being inappropriately zoned since it is not a major arterial location. While no zoning changes were recommended as part of the MAC Study, it is appropriate as part of the Neighbourhood Plan to initiate a zoning change.

*Note: Section 3.6.6 was not approved by the Deputy Minister of Urban Affairs on March 6, 1989 (Bylaw No. 8673-ZO-B89).

3.6.7 POLICY DISTRICT H - MAJOR FACILITIES - INSTITUTIONAL DISTRICT

Major Facilities/Institutional Subarea

General Intent

To provide for the existence of these major City wide facilities within the defined area while minimizing the impact of the facilities on the adjacent neighbourhood with particular reference to traffic movements and parking conditions during major events.

This area includes the Exhibition Grounds, Pasqua Hospital, Armouries Building, Taylor Field, Lawson Aquatic Centre, Field House.

Urban Design Context

The buildings are large with considerable parking areas. Perimeter site treatment (tree-planting, fencing, lighting, and signage) should be undertaken in a manner sensitive to an area abutting a residential neighbourhood. Entrance and exit points should be clearly marked, permanent, and integrated appropriately into the overall traffic system. With rail relocation, major access points to these facilities should be from Saskatchewan Drive.

Recommendations

No zoning changes are recommended for this area except for the establishment of a Direct Control District to regulate the land use and development standards applicable to Lot 1, Block A, as follows: (Bylaw No. 9505)

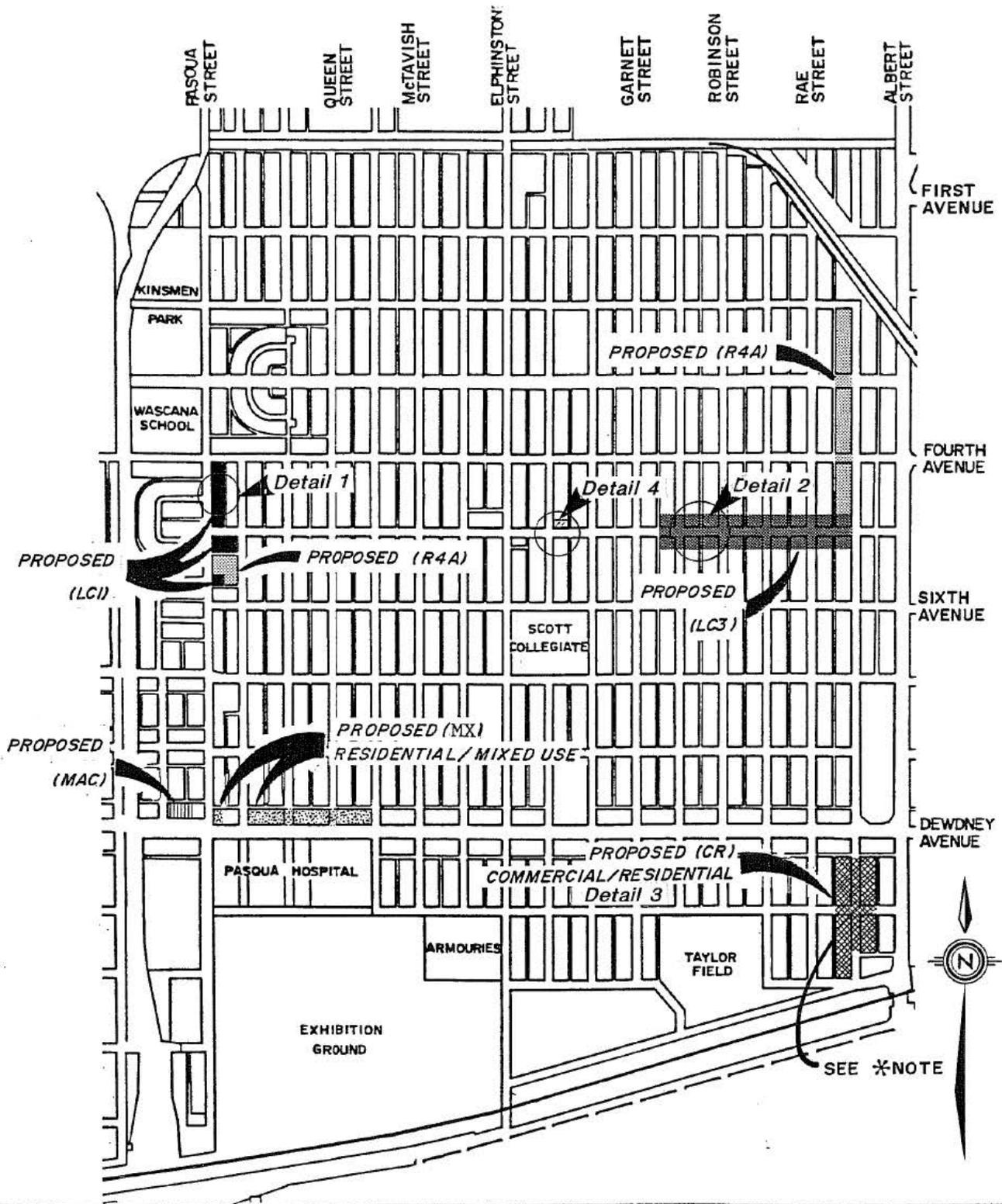
1) Direct Control District (DCD-2)

i) Designation

A Direct Control District shall be established for Lot 1, Block A, Plan 16074, Elphinstone Street and North Railway Street. The guidelines for the Direct Control District (DCD-2) are established herein. Regulations and development standards for the Direct Control District shall be established in the City of Regina Zoning Bylaw in accordance with the following.

ii) Guidelines for Development - Direct Control District (DCD-2)

- a) The existing businesses shall be permitted to continue. Major alterations and additions shall require the approval of City Council.
- b) Warehousing, freight forwarding or other storage of hazardous materials shall not be permitted.
- c) Development shall be restricted to light industrial uses which are compatible with surrounding uses.
- d) New development shall enhance Elphinstone Street and North Railway Street as an entrance to the major institutional/recreational/athletic facility area of Regina.
- e) Outdoor storage shall not be permitted.
- f) Redevelopment of the site will be subject to soil contamination reports and site remediation as required.
- g) All developments require plan and drawing approval.



PROPOSED ZONING CHANGES

For detailed description of the proposed changes please refer to Section 3.6 of this report or the Summary of Recommendations.

MAP 7

*NOTE: This Recommendation was not approved by the Deputy Minister of Urban Affairs on March 6, 1989. The 1500 and 1600 Blocks of Angus Street will require further study to determine appropriate zoning.

Regina OCP - Part B (Bylaw No. 8673-ZO-B89)
 Sub-Part B.1.7 - North Central Neighbourhood Plan

4.0 IMPLEMENTATION AND REVIEW

Responsibility for implementing the Neighbourhood Plan rests with both the City of Regina and the neighbourhood, in particular the North Central Community Society. Upon adoption of the Plan, the Social Development Department will meet on an annual basis with NCCS to measure progress. This process will provide the opportunity for on-going dialogue between community leaders and City staff with the final result being the strengthening of the North Central Community.

City departments will be required to implement recommendations of the Plan pertinent to their mandate.

APPENDIX A

The results of the neighbourhood questionnaire distributed by NCCS are provided below:

North Central Neighbourhood Plan Identification of Issues and Concerns

1. Are you satisfied with the social/recreational or senior citizens' facilities in your neighbourhood? Does the Albert-Scott Community Centre meet your neighbourhood needs?

Yes:	128
No:	28
No opinion:	<u>59</u>

TOTAL	<u>215</u>
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If no, what do you suggest?

Do not use facilities:	5
Not aware of services or activities available:	8
Need activities for seniors:	4
Need senior citizens centre:	5
Need senior citizens housing:	3
Need supervised activities for children and adolescents:	3
Need outdoors programs and activities	4
Need more recreation facilities:	4
Unable to walk to existing facilities:	3
Day care centre:1	
No response: (Not included in Total)	<u>75</u>

TOTAL	<u>40</u>
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2. a) Do you feel your neighbourhood is a safe place to live?

Yes:	77
No:	129
No Opinion:	<u>9</u>

TOTAL	<u>215</u>
-------	------------

If no, why?

High incidence of break and entry, theft, vandalism, etc.:	62
Lack law enforcement by police:	10
Racial tension:	20
Too many alcohol and drug abusers:	8
Too many low income families in rental houses:	11
Dogs and cats running at large:	5
Too much traffic:	18
Poor lighting:	8
Too many youths and adults on the streets at night:	16
Slum houses:	2
No Response: (Not included in Total)	<u>92</u>

TOTAL	<u>160</u>
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b) How could it be improved?

Stiffer penalties for law breakers:	8
Improved police protection:	60
Implement neighbourhood watch program:	21
Improved garbage receptacles:	3
Stricter maintenance of property bylaw:	13
Training program on home maintenance:	3
Improved screening of tenants:	7
Lights in lanes:	12
Better street lighting:	9
Rumble strips, signs, etc.:	7
Restrict parking: 1	
No response: (Not included in Total)	<u>93</u>
TOTAL	<u>144</u>

3. Are you satisfied with the quality and/or quantity of park land/open space in your neighbourhood?

Yes:	138
No:	48
No opinion:	27
No response: (Not included in Total)	<u>2</u>
TOTAL	<u>213</u>

If no, what could be improved?

More park space:	22
Spend less on parks and recreation:	5
More quality park development:	7
Existing park space is adequate:	4
Supervision of park space:	2
Improve school grounds:	1
Use of parking lots for recreation when not in use:	10
Location of park spaces is poor:	59
Police surveillance to ensure child safety:	65
Control of dogs and dogs owners:	3
Poor lighting:	1
Maintenance:	10
No response: (Not included in Total)	<u>159</u>
TOTAL	<u>65</u>

4. Currently, commercial development within your neighbourhood is restricted to a few locations (i.e. along 5th Avenue from Albert - Cameron, Dewdney from Albert - Garnet). Should commercial development continue to be restricted?

Yes:	137
No:	41
No opinion:	<u>37</u>
TOTAL	<u>215</u>

Comments:

No need for commercial development:	57
More commercial development:	15
More commercial development in selected areas:	18
More small neighbourhood commercial development:	8
Need for neighbourhood grocery stores:	4
Other:	4
No response: (Not included in Total)	<u>109</u>
TOTAL	<u>106</u>

5. What is your opinion on the major facilities in your neighbourhood? (i.e. Lawson Aquatic Centre, Regina Exhibition Association, Pasqua Hospital, Taylor Field). How do they affect you?

Enjoy use of:	13
Convenient for use:	35
Don't use, not affected:	6
Poorly maintained:	4
Noise:	29
Cause parking problems:	39
Traffic problems:	25
Facilities good:	63
Enough or too many or too expensive:	8
No opinion:	27
No response: (Not included in Total)	<u>9</u>
TOTAL	<u>249</u>

6. a) What concerns, if any, do you have about traffic in your neighbourhood?

Too much traffic:	49
Parking:	20
Safety of pedestrians:	12
Noise:	12
Speeding, accidents, traffic violations:	69
Incompetent drivers:	1
Heavy trucks on neighbourhood streets:	6
None:	51
Bicycles using sidewalks:	1
Too many cats and dogs:	1
No response: (Not included in Total)	<u>13</u>
TOTAL	<u>222</u>

b) Could traffic movements be improved in your neighbourhood?

Yes:	119
No:	31
No opinion:	53
No response: (Not included in Total)	<u>11</u>
TOTAL	<u>203</u>

How?

Enforce traffic laws:	44
Provide for resident parking ON street:	2
Improve traffic access to major roads:	15
Redirect traffic around neighbourhood:	13
Controlled intersections:	31
Yield or stop signs:	9
Restrict parking: 8	
Restrict heavy trucks to truck routes:	9
No improvements needed:	2
Don't know:	5
No response: (Not included in Total)	<u>93</u>

TOTAL 138

7. What other concerns do you have about your neighbourhood?

Safety:	10
Crime:	13
Dogs and cats running at large:	16
Maintenance of property:	79
Parking: 7	
Noise:	19
Natives: 13	
Use of new garbage receptacles:	6
Large trucks using neighbourhood streets:	2
None:	24
Sewer backup:	4
Traffic:	5
Junk cars, litter, dirty streets:	7
Neighbourhood becomes slum or ghetto:	10
Local improvements needed:	11
Lack of schools: 1	
No response: (Not included in Total)	<u>28</u>

TOTAL 227

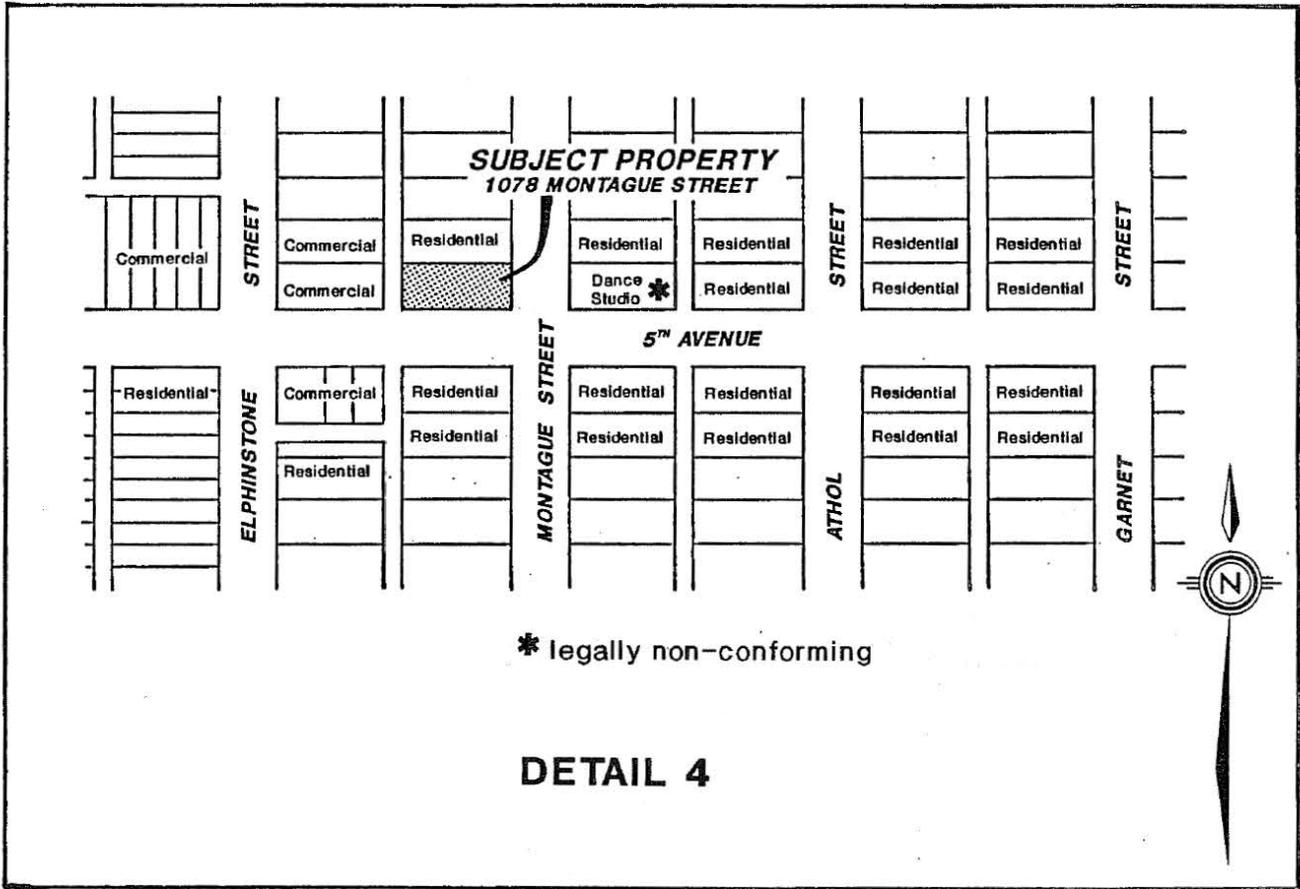
8. What do you think your neighbourhood will be like in 5-10 years?

Slum, ghetto:	33
Same as present:	29
Get worse, decline:	33
Decent place to live:	10
Improve:	16
Dirty neighbourhood:	3
Don't know:	39
No response: (Not included in Total)	<u>52</u>

TOTAL 163

What would you like to see?

Crime reduction:	5
More parks space:	4
Better residential neighbourhood:	18
Better maintenance of property:	59
Reduced racial tension:	12
More commercial development:	3
Less commercial development:	3
No more commercial development:	2
Benches at bus stops and improved bus service:	3
Better traffic control:	4
More police protection:	5
More young families:	5
Mix of age and ethnic groups:	5
More local improvements:	3
Home repair programs:	2
No response: (Not included in Total)	<u>96</u>
TOTAL	<u>133</u>





OFFICIAL COMMUNITY PLAN

SUB-PART B.1.8 Core Area Neighbourhood Plan



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Regina OCP – Part B
Sub-Part B.1.8 – Core Area Neighbourhood Plan

Context

The *Design Regina Plan*, under the authority of *The Planning and Development Act, 2007* (as amended) provides for the adoption of neighbourhood plans to address specific issues affecting individual neighbourhoods. This Neighbourhood Plan is prepared to address issues affecting the Core Neighbourhood.

Issues and Objectives

The Core Neighbourhood is one of the oldest residential areas in Regina. Issues and concerns requiring attention are:

- a) aging housing stock
- b) declining population
- c) lack of adequate open space
- d) through traffic on local streets
- e) street prostitution

This Plan has been prepared in response to these concerns and their impact on the quality of life in the neighbourhood, as expressed by the community through ongoing consultation including a series of public meetings.

The goal of this Plan is to improve the Core Neighbourhood by enhancing its viability as a residential neighbourhood.

The objectives of this Plan are:

- a) to improve the overall quality of housing in the Core Neighbourhood by promoting the upgrading of existing housing stock and supporting sensitively designed redevelopment projects;
- b) to enhance community based recreation to meet the needs of Core Neighbourhood residents;
- c) to encourage the revitalization of 11th Avenue as a neighbourhood shopping precinct;
- d) to minimize the impact of through traffic on local residential streets;
- e) to reduce the impact of street prostitution on the residential viability of the neighbourhood.¹

Policies

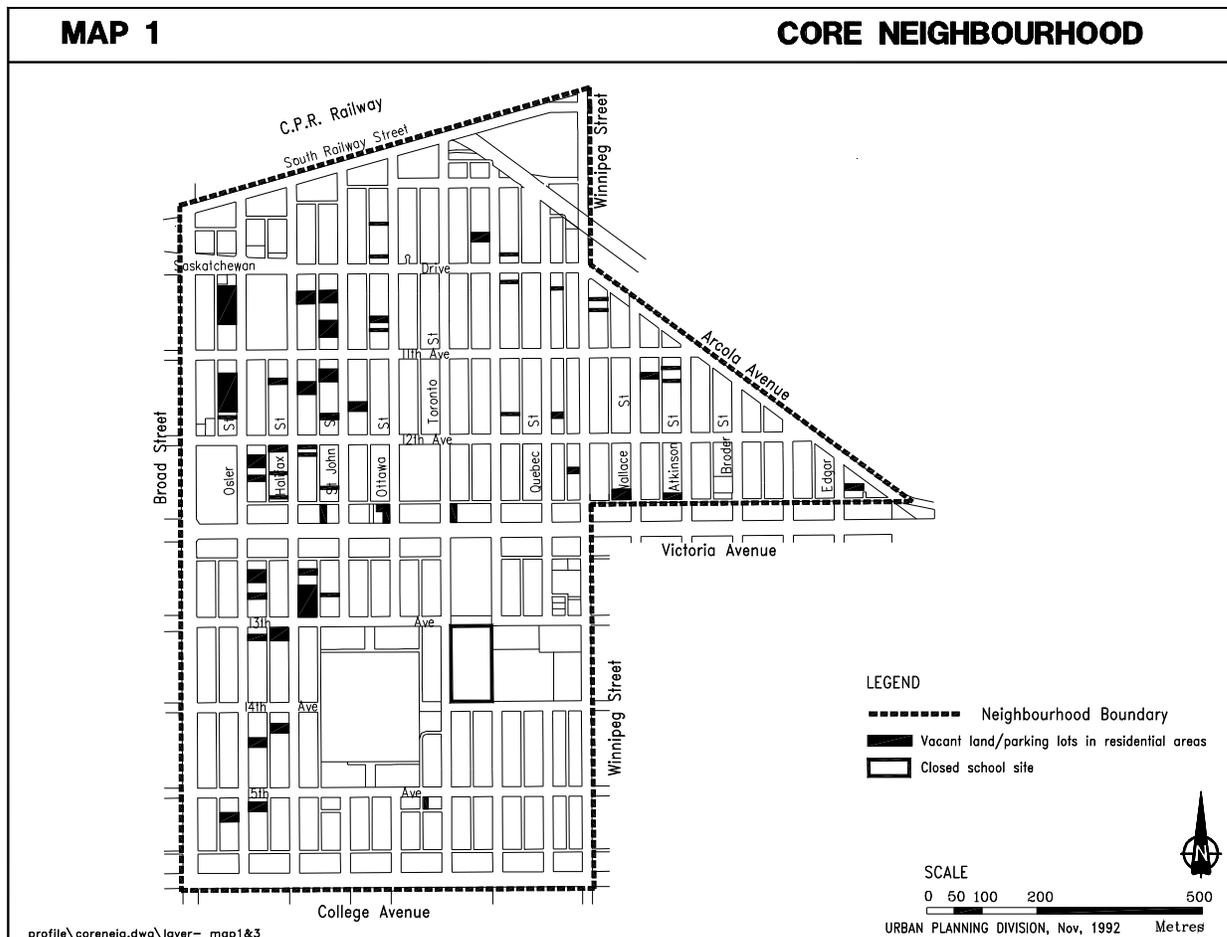
¹ While this is an important objective to be acknowledged, it cannot be resolved strictly through this Plan under the authority of The Planning and Development Act, 1983.

Housing

This policy is intended to address the declining population and need for residential improvements in the Core Neighbourhood. A positive climate for investing in infill housing and renovations will be facilitated by zoning changes which reflect the predominantly low rise residential character of the area, and that direct higher density redevelopment activity to the most appropriate areas adjacent to the downtown core. Potential residential infill sites (see Map 1) are primarily within the area designated for higher density residential development (see Map 2).

Other initiatives (e.g. residential infill development) may contribute to improvement of the residential character and enhance the stability of the Core Neighbourhood.

1. THAT infill housing, both private and public, shall be encouraged in the Core Neighbourhood through the application of zoning standards which reinforce the primarily residential nature of the area.
2. THAT opportunities to facilitate development of infill housing and general residential improvement be identified and encouraged through promotion, voluntarism and the coordination of mutually supportive initiatives of individuals, service and government organizations, private industry and other interest groups.



Open Space

Resources are not available to acquire and develop parkland to fully address the previously identified shortage of open space in the Core Neighbourhood. This policy is therefore intended to direct the limited available resources from the Neighbourhood Improvement Area (NIA) Program to the area north of Victoria Avenue where the deficiency is greatest.

3. THAT the City of Regina shall continue to seek opportunities to upgrade park space in the Core Neighbourhood with priority given to open space north of Victoria Avenue.

Neighbourhood Shopping Area

Improvements have been made to support the role of 11th Avenue as a multi-ethnic shopping area in the Core Neighbourhood, including the restoration of Old No. 1 Firehall, instituting 2-way traffic and streetscape enhancement including murals and Chinese street signs. The policies in this Plan reinforce these initiatives by establishing compatible zoning and suggesting complementary actions which can be undertaken by the business community.

4. THAT The City of Regina shall apply zoning standards which ensure that continuous retail frontage is provided on 11th Avenue.
5. THAT the 11th Avenue business community should be encouraged to develop a marketing plan for 11th Avenue in keeping with the multi-cultural character of the area. This may be achieved through formation of an Association or a Business Improvement District (BID) in consultation with the Core Community Group.

Traffic

This policy is intended to enhance the role of the area as a residential neighbourhood by limiting the impact of through traffic to properties on arterial roadways.

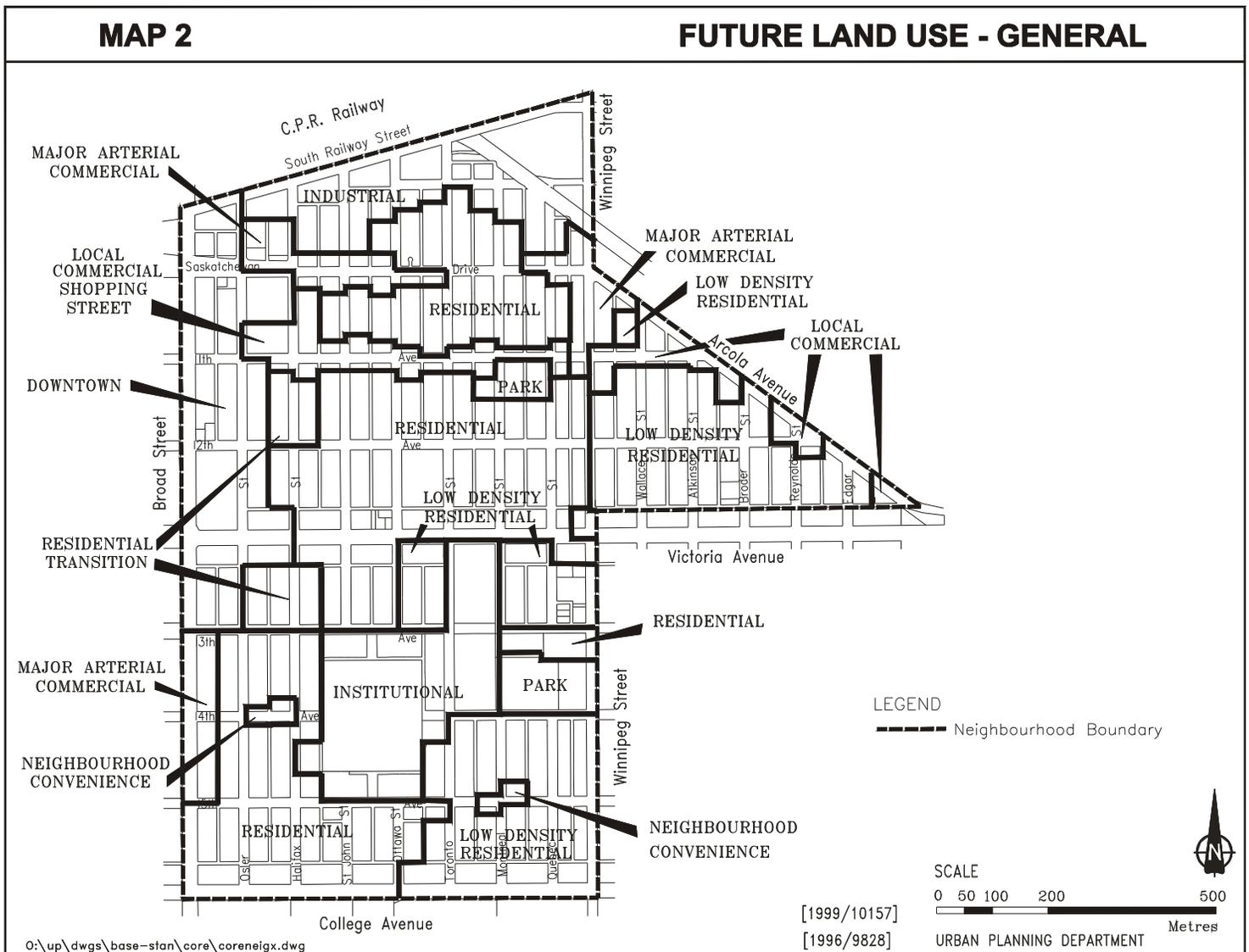
6. THAT Saskatchewan Drive, Victoria Avenue and College Avenue shall be identified as the east-west arterial roadways, and Broad Street and Winnipeg Street shall be the north-south arterial roadways. 11th Avenue is a commercial street and shall provide good vehicular access to support the businesses located there. Future traffic plans should examine measures for limiting through traffic on local streets.

Implementation

The Core Neighbourhood is diverse in terms of its land use and zoning. The conflicts among some uses, including commercial and industrial uses adjacent to residential areas, have contributed to the weakening of the residential nature of the area.

To enhance the area there is a need for zoning to:

- a) direct residential redevelopment to those areas most suitable in terms of location, existing land use and life expectancy of existing housing stock;
- b) encourage the rehabilitation and continuance of existing family oriented housing stock while providing for redevelopment with similar types of housing;
- c) introduce more appropriate commercial zoning on sites adjacent to residential areas.



Zoning

7. THAT The Zoning Bylaw shall regulate development in the Core Neighbourhood in a manner which is compatible with the general character of the land use areas shown on Map 2 and as described in Table 1 - Land Use and Zoning.
8. THAT the Zoning Bylaw shall be amended as shown on Map 3. The specific amendments to the Zoning Bylaw are described in Table 1 - Land Use and Zoning.

Exceptions (2005-11)

9. The exceptions to the policies in this Part are only as follows:

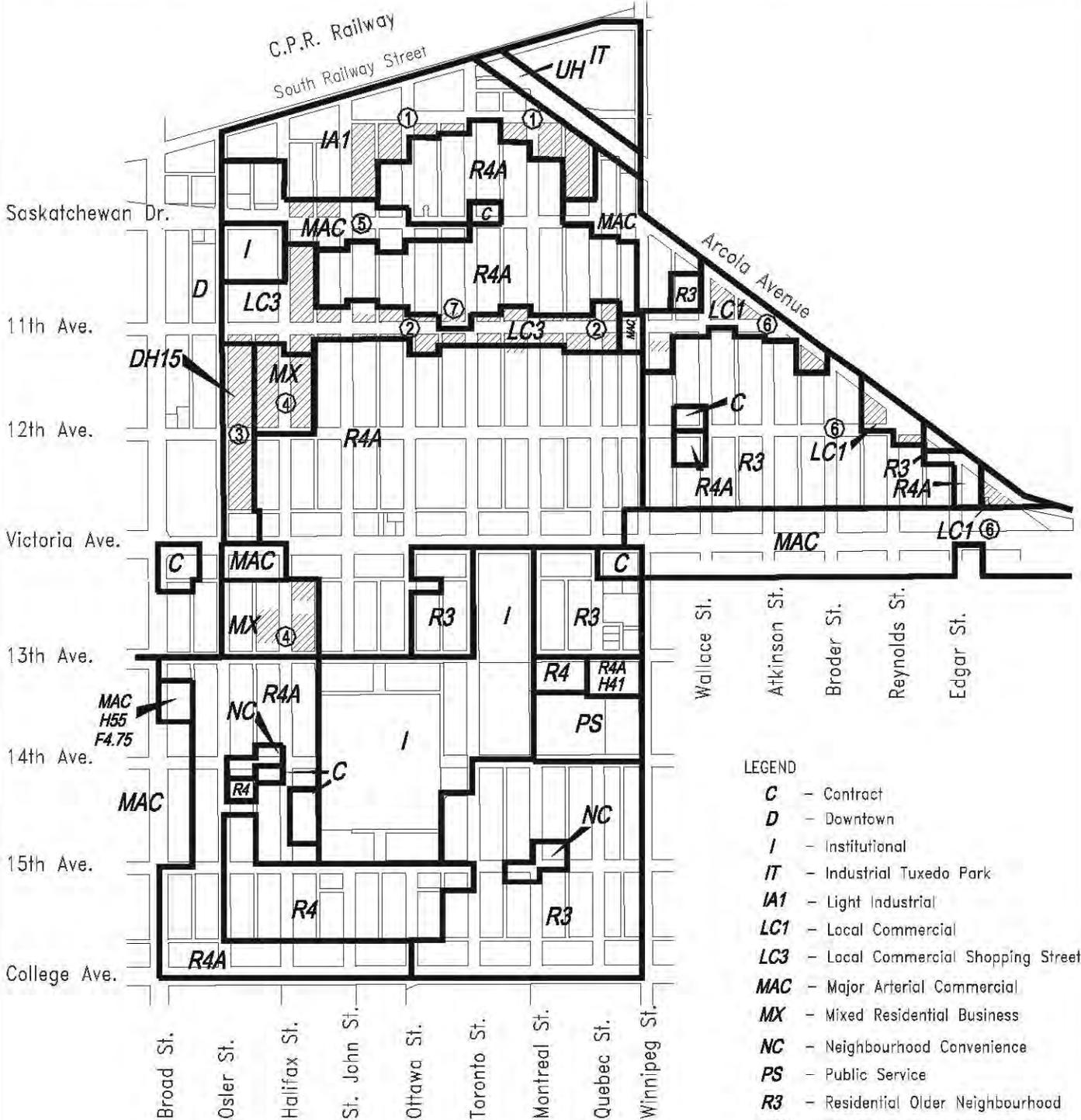
Building	Address	Legal Description	Use to be Allowed
a) Office building	2323 Broad Street	Lot 32, Block 464 Plan 101169109 Ext. 201 and Lot 3, Block 464, Plan Old 33	Office building and accessory parking

TABLE 1 - FUTURE LAND USE AND ZONING			
LAND USE AREA (see Map 2)	EXISTING GENERAL CHARACTER	PROPOSED REZONING (see Map 3)	RATIONALE
1. Industrial	Predominantly industrial storage, automotive repair, salvage and warehousing uses.	MAC - Major Arterial Commercial to IA1 - Light Industrial	To recognize existing light industrial uses and rectify inappropriate location for MAC zoning on non-arterial street.
2. Local Commercial Shopping Street	Restaurants, retail stores, personal service, offices.	MAC - Major Arterial Commercial to LC3 - Local Commercial *The properties at 1769 to 1777 Quebec Street may remain zoned MAC to permit the existing repair shop, but rezoning to LC3 is to be undertaken if the repair shop use is terminated.	To reinforce development of a pedestrian oriented local shopping street and rectify inappropriate location for MAC zoning on non-arterial street.
3. Downtown	Restaurants, service uses, hotels, offices, parking, hostel.	MAC - Major Arterial Commercial to DH15 - Downtown	To recognize existing commercial and residential uses and rectify inappropriate location for MAC zoning on non-arterial street.
4. Residential Transition	Detached houses, commercial uses, vacant development sites.	a) MAC - Major Arterial Commercial to MX - Mixed Residential Business b) R4A - Residential Infill Housing to MX - Mixed Residential Business c) NC - Neighbourhood Commercial to MX - Mixed Residential Business	To establish a transitional district between the Downtown and residential neighbourhood which reflects an appropriate mix of commercial and residential uses.
5. Major	Automotive	IA1 - Light Industrial	To provide consistent zoning

TABLE 1 - FUTURE LAND USE AND ZONING			
Arterial Commercial 1	sales, detached houses.	to MAC - Major Arterial Commercial	for commercial uses along a major arterial street.
6. Local Commercial 1	Repair, office and warehousing uses.	IA1 - Light Industrial to LC1 - Local Commercial * The property at 1905 Reynolds Street may remain zoned IA1 to permit existing artist's studio, but rezoning to LC1 is to be undertaken if artist's studio use is terminated.	To establish commercial zoning which is compatible with the adjacent residential neighbourhood.
7. Residential	Detached housing, apartments, vacant development sites.	MAC - Major Arterial Commercial to R4A - Residential Infill Housing	To recognize an existing group care facility and rectify inappropriate location for MAC zoning on non-arterial street.

MAP 3

PROPOSED ZONING



- LEGEND**
- C** - Contract
 - D** - Downtown
 - I** - Institutional
 - IT** - Industrial Tuxedo Park
 - IA1** - Light Industrial
 - LC1** - Local Commercial
 - LC3** - Local Commercial Shopping Street
 - MAC** - Major Arterial Commercial
 - MX** - Mixed Residential Business
 - NC** - Neighbourhood Convenience
 - PS** - Public Service
 - R3** - Residential Older Neighbourhood
 - R4** - Residential Older Neighbourhood
 - R4A** - Residential Infill Housing
 - RR** - Railway
 - UH** - Urban Holding

Properties proposed to be rezoned

⑦ Reference to Land Use Area in Table 1



Appendix 'A'

Neighbourhood Profile

Note: This profile is based on the 1986 Census of Canada. The 1991 Census information will be used to update the profile when it becomes available.

- The 1986 total population was 5,295, a loss of 6.0% since 1981. This is less than the 8.9% decline experienced between 1976 and 1981, and future projections are for stable population of approximately 5,100 until the year 2001.
- The Core Neighbourhood has 1,015 senior citizens (65+). Senior citizens comprise 19.2% of the neighbourhood's population. Senior citizen population is 9.2% city wide.
- 24.5% of the Core Neighbourhood's population was comprised of children (19 and under), compared to the city average of 30%.
- The Core Neighbourhood's population had an average of 2.1 persons per household, while the city average was 2.7.
- Almost half (47.8%) of the households in the Core Neighbourhood are one-person households, which was twice as high as the city-wide average.
- In the Core Neighbourhood, 23.5% of all families were lone-parent families, as compared to 13.5% for the city overall.
- The total average family income in the Core Neighbourhood was \$21,047, or 42% less than the city-wide average family income of \$36,555.
- The incidence of low-income families in the Core Neighbourhood was 41.3%, more than twice the 16.4% average for the city.
- 47.1% of the housing units in the Core Neighbourhood were apartments or townhouses, compared to 30.4% for the city overall.
- 36.3% of Core residents lived in owner-occupied dwellings, compared to 65.7% city wide.



OFFICIAL COMMUNITY PLAN

SUB-PART B.1.9 East Regina Industrial Plan



Regina OCP – Part B

Sub-Part B.1.9 – East Regina Industrial Plan

1) Application and Objectives

The following policies and guidelines apply to the area referred to as the East Regina Industrial and Business Lands located in northeast Regina. The area is located east of Ross Industrial and north of the Glencairn neighbourhood. Ross Industrial has a traditional industrial character with limited visual or pedestrian amenities and lacks a clear identity or image. A mix of production, distribution and storage services, surrounded by parking, dominate the landscape. Glencairn is a mature, predominantly single family residential neighbourhood that is located across the CP and CN rail lines to the south.

The purpose of these policies and guidelines is to assist applicants in preparing, and staff, Planning Commission and Council in assessing development applications and approving structure plans and zoning regulations. The guidelines reflect the desire to establish an appropriate level of design quality and environmental sensitivity in both the public and private realms.

2) General Considerations

a) Land Use

There will be five key land use sub-areas as identified on the Map 11.8 – Land Use Concept for the East Regina Industrial Lands including:

- the Light Industrial and Business District;
- the Mixed Industrial and Business District;
- the Rail Service District;
- an interconnected open space system; and
- a Commercial Service District.

b) Overall Character

New development should improve and enhance the quality of the public realm and help create a distinct and coherent area image through careful site planning, strategic building placement, public and private landscaping and appropriate vehicular and pedestrian circulation. The policies and guidelines also seek to foster sustainable and contemporary building design.

c) Commercial Service

The opportunity for a centralized commercial service node within the development should be provided to enable the provision of local services for the surrounding areas of employment, such as cafes, coffee shops, banks, specialty/small-scale retail and amenities such as daycare facilities, etc. It could be a focus for transit should Regina Transit extend service to this area.

d) Open Space Character

Open space linkages should be developed along existing pipeline corridors and right-of-ways as identified in Map 11.8. A multi-use (walking/bicycle) path should be developed to encourage alternate forms of transportation throughout the site and from other areas of the city. The pathway should be designed to integrate into and become part of the storm channel pathway system and along the major east/west pipeline corridor. Natural landscaping should be utilized to ensure low maintenance costs. Seating areas should be strategically placed along the pathway.

e) Transportation

Highway 46 runs along the northern edge of the site and is a major route that connects to several communities east of Regina. Views from Highway traffic along Hwy 46 into the area should be identified within the Concept Plan where consideration is given to a higher level of urban design and landscaping treatments within highly visible sites and public right-of-way.

The area is served by a hierarchy of roads that will be extended into the area. There will be no direct access to Highway 46. Access to Prince of Wales Drive and Fleet Street is generally limited to properly spaced arterial or collector intersections (generally 400m spacing and set back from the rail crossing) to provide access to each of the identified land use districts.

The internal roadway system shall be determined by a concept plan that will strive to maintain flexibility to create development sites of various sizes and shapes with an appropriate level of access. It is desirable to have at least one north/south crossing of the pipeline.

3) Land Use Policy

a) Light Industrial and Business District

i) Intent

The Light Industrial District, located north of the pipeline corridor, will be made up of industrial development with little to no off-site impacts or nuisances (noise, odour, visual or hazardous impacts). The area will incorporate higher standards of design, landscaping and open space, especially along high traffic corridors and within nodes/corridors/clusters of increased employment density, than the Mixed Industrial and Business District, and Rail Service District.

ii) Uses

The Light Industrial and Business District will provide for a broad range of industrial and business uses. Appropriate uses include production, distribution, storage, and repair facilities that may incorporate accessory office or retail services. It will also include limited office uses not appropriate for the downtown such as business and office support, engineering and contractors offices. Inappropriate uses include outdoor storage, large scale logistics and distribution, or 'big box' retail. This area also includes the existing Saskatchewan Power Corporation electrical sub-station.

iii) Policy

- (1) Outdoor storage is not encouraged but if developed, should not be visible from walkways, pathways or roadways.
- (2) Development applications that include outdoor storage should submit plans showing the location of outdoor storage and loading areas in addition to the types of materials being stored and/or loaded.
- (3) All nuisance or impact (odour, visual, noise or dust) associated with the proposed use should be entirely contained within the subject property. Under no circumstances should nuisances or impacts associated with the proposed use be allowed to extend beyond the property line.

b) Mixed Industrial and Business District

i) Intent

The Mixed Industrial and Business District is intended to provide for a wide range of industrial and business uses that may have some outdoor operations. It transitions between the Light Industrial and Business District to the north and the Rail Service District to the south.

ii) Uses

The Mixed Industrial and Business District will include manufacturing, processing, assembly, distribution, service and repair activities that carry out some of their operations outdoors or require outdoor storage. Appropriate uses include most of the uses in the Light Industrial and Business District plus other uses such as concrete plants and materials handling, small scale logistics and distribution, welding shops, construction service yards, and light manufacturing and fabrication. Inappropriate uses include a petrochemical facility, steel mill, meat packing plant, large scale logistics and distribution or stand-alone offices that are more appropriate downtown.

iii) Policy

- (1) Outdoor storage should generally be at the rear of a site and be screened from arterial or collector roadways.
- (2) An Industrial Use Application will be required for all new development within the Rail Service District to identify any potential environmental impacts that could result from the development.
- (3) Prior to approving development in the Mixed Industrial and Business District, the Development Officer should ensure that all development applications also identify all potential off-site impacts or nuisances related to odour, noise or dust. The applicant should then be responsible for preparing and submitting an impact mitigation plan that ensures nuisances do not impact other business operations, residents in residential areas to the south, the Commercial Service District or the multi-use pathways prior to receiving development approval.

c) Rail Service District

i) Intent

This area is located on the southern portion of the site adjacent to the CN Rail line where potential for a rail spur(s) exists if/when needed. Therefore, industrial uses locating within this area should be compatible with, or be able to utilize rail access provided the opportunity exists. Over time, if rail service is not required, the area will evolve similar to the Mixed Industrial and Business District.

ii) Uses

The Rail Service District will provide opportunity for production, distribution and repair uses that carry out a portion of their operations outdoors, require outdoor storage areas or require frequent truck or rail transportation service. Appropriate uses include food manufacturing, machinery manufacturing, pre-fabricated home assembly, rail and/or truck transportation centres or industrial and commercial machinery or equipment repair or maintenance. Inappropriate uses include meat

packing plant, petro-chemical processing facility, steel mill, major offices or office related services.

iii) Policy

- (1) Uses shall not include any nuisance that would extend beyond the boundaries of the district.
- (2) Outdoor storage areas should be located at the rear of the site.
- (3) An Industrial Use Application will be required for all new development within the Rail Service District to identify any potential environmental impacts that could result from the development.
- (4) Prior to approving development in the Rail Service District, the Development Officer should ensure that all development applications also identify all potential off-site impacts or nuisances related to odour, noise or dust. The applicant should then be responsible for preparing and submitting an impact mitigation plan that ensures nuisances do not impact other business operations, residents in residential areas to the south, the Commercial Service District or the multi-use pathways prior to receiving development approval.

d) Commercial Service District

i) Intent

The Commercial Service District will provide an opportunity for a Commercial Service District that would provide a mix of local services to the businesses and employees of the general area as well as some services to the broader community. It is shown as an asterisk on the plan and its extent will be confirmed through a structure plan process.

ii) Uses

Appropriate uses include personal services, cafes, coffee shops, financial services, office and business support services, recreation, specialty/small-scale retail, and other services. Inappropriate uses would be large-format/district level retail.

e) Guidelines

i) Site Design and Urban Design

Building and site design is a priority and should be addressed through design guidelines, to be included in the concept plan and administered by the developer.

ii) Public Realm

The public realm should encourage alternate forms of movement in addition to vehicular and truck traffic. Accessibility for transit, bicycles and pedestrian movement should be facilitated through appropriate area, site and building design set out in the structure plan and regulated through zoning.

Public realm treatments should be consistent with the character of the area. For example, within the Light Industrial and Business District, a higher level of public realm improvement is appropriate as compared to the Rail Service District where a lower level of public realm improvements may be appropriate.

iii) Density

The density of development should be maximized to ensure efficient and effective use of industrial land. Strategically placed nodes, corridors or clusters of employment that foster higher densities of development will encourage alternate forms of mobility, higher levels of public realm improvements and should express a unique sense of place. These areas should be identified within the concept plan and regulated through zoning. Where possible, industrial and business density should be maximized along park and open space, possible transit routes or pedestrian and bicycle corridors.

f) Structure Plan

i) Overview

A structure plan(s), consistent with the policy and guidelines found in this Industrial Plan, shall be submitted to the City for review and approval, as prerequisite for rezoning. The structure plan will provide an overall framework for which future stages of rezoning and subdivision must conform, shall include the location of various land uses and transportation connections. The structure plan shall also demonstrate compliance with other City policies and regulations, and address elements such as access, serviceability, servicing efficiency, staging, compatibility with existing and proposed surrounding land uses, aquifer protection, environmental impacts and impact on the existing transportation and servicing infrastructure. It shall indicate the location and configuration of the various industrial and business areas, other non-industrial commercial areas, open spaces and other dedicated spaces such as pipeline corridors, drainage corridors and others that may exist or be proposed.

ii) Vision

The structure plan(s) shall be accompanied by any supporting information that articulates the developer's objectives and vision for development of the area.

iii) Sustainability

The structure plan(s) shall include sustainability principles (Social, Economic, and Environmental) that are demonstrated through site design and layout, a servicing strategy and through any other means deemed appropriate.

iv) Servicing

Submission of a servicing strategy will be required as part of the concept plan review. Innovative approaches to this are encouraged to facilitate a reduction in overall infrastructure investment where possible. If required, alternative interim servicing techniques, such as storage and off-peak pumping, should be explored to facilitate the first stages of subdivision through existing servicing capacity prior to major new infrastructure being developed.

v) Mobility

Submission of a traffic impact study will be required as part of the structure plan review. The concept plan shall demonstrate accommodation of alternate forms of transportation and indicate the location of collector and arterial streets, possible transit routes, greenways, bicycle routes, and pedestrian connections.

vi) Buffering and Screening

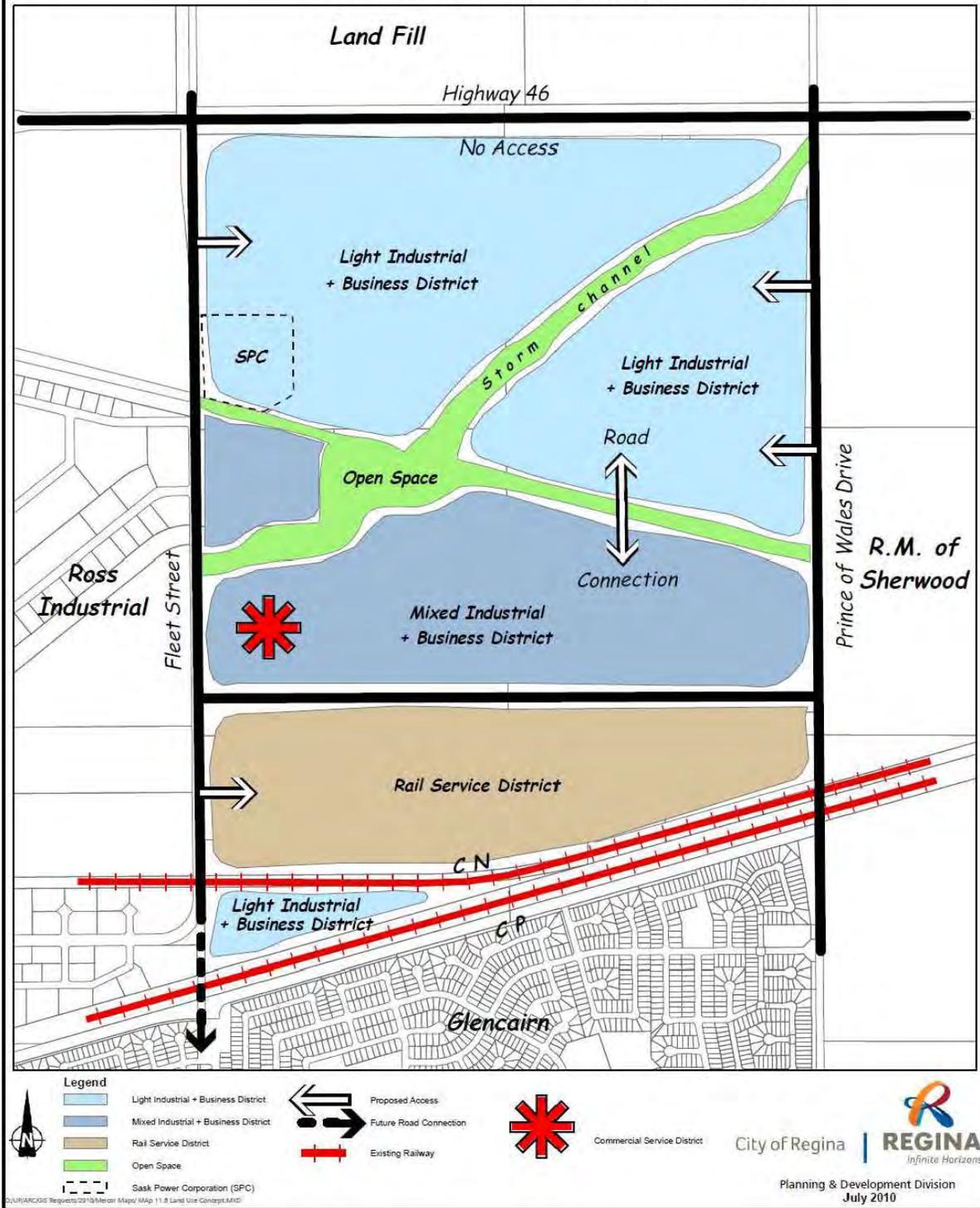
The structure plan shall include a strategy to address visual impacts that could potentially result from outdoor storage and loading, primarily from the vantage point of the Glencairn residents. The strategy should address and mitigate potential noise or visual impacts that could arise from outdoor storage areas, loading areas and potential rail spur lines within the Rail Service District through appropriate site design and screening. This may include building positioning on site, tree planting, fencing, berming or any other means of screening deemed appropriate by the approving authority.

vii) Supporting Information

The structure plan submission shall include a strategy(s) to address concerns such as mitigating potential impacts (in addition to those outlined above regarding Buffering and Screening) on nearby residential areas (Glencairn), ensuring development is sensitive towards the Regina Aquifer, and environmental protection.

Map 11.8:

LAND USE CONCEPT FOR THE EAST REGINA INDUSTRIAL LANDS





OFFICIAL COMMUNITY PLAN

SUB-PART B.2.1

Former Diocese of Qu'Appelle Structure Plan



Regina OCP – Part B

Sub-Part B.2.1 - Former Diocese of Qu'Appelle Structure Plan

1) Background

The former Diocese of Qu'Appelle site was designated in 1980 as a Provincial Heritage Property and has played a significant role in Regina's and Saskatchewan's past. In 1912 and 1914, the Anglican Church of Canada purchased the property from the Province of Saskatchewan for education and missionary activities across southern Saskatchewan. Constructed between 1912 and 1926, the five buildings – St. Cuthbert's House, St. Chad's College, Anson House, Bishop's Court, and Harding House – were designed by the prominent architects Brown and Vallance, Story and Van Egmond, and Francis Portnall, and bear a close resemblance to the original buildings of the University of Saskatchewan in Saskatoon. The elaborate landscape plan for the grounds, patterned after the Union Jack flag, complemented the stately nature of the buildings and reflected the British heritage of the Anglican Church.

The centrally-located site is situated on the southeast corner of Broad Street and College Avenue, and is adjacent to the General Hospital Area and Centre Square neighbourhood, both of which contain numerous historically significant buildings that date from the early 1900s. The Diocese site is home to a few of the many heritage buildings that front onto College Avenue, including the former Normal School (Teachers College) constructed in 1913, the former Regina College dating from 1912, and several restored residences.

The 8.19 hectare site is surrounded by low to medium density residential uses to the north, a high school and seniors' residence to the east, Wascana Centre (containing park and institutional uses) to the west, and a mix of commercial, recreational and institutional uses to the south.

The portion of the site south of the existing heritage buildings is presently vacant, and infill development on this site offers the potential to create a new inner city development that respects the value of the site's heritage buildings as well as the character of the site and the surrounding neighbourhood.

The site is a strategic location in terms of achieving the purposes of the *Design Regina Plan*, including:

- enhancement of the downtown area through increased residential population and compact urban form that can facilitate efficient use of infrastructure and transportation systems;
- ensuring the conservation, restoration and reuse of Regina's heritage resources;
- fostering cultural appreciation through the innovative reuse of heritage buildings and the preservation of historic streetscapes and other historic sites and structures;
- achieving a mix of housing types and densities;
- encouraging infill development to minimize the need for annexing additional land on the periphery of the city;
- encouraging the revitalization and redevelopment of inner city residential neighbourhoods;
- promoting energy conscious land development practices and development of an energy efficient urban form;
- safeguarding the natural environment and improving the quality of the man-made environment;
- encouraging the review of the design of new development in relation to its development context, particularly in areas identified as having special design characteristics or constraints; and

- encouraging the adaptive reuse of heritage properties through zoning relaxations.

This neighbourhood plan will assist in ensuring that these purposes are achieved.

2) Goal

The overall goal of this secondary plan is to establish the optimum design and relationship of uses for the entire site, which includes:

- the conservation and reuse of the existing heritage buildings;
- the provision of complementary amenity areas and a pedestrian-oriented form that will integrate and enhance the site in its relationship with the surrounding community; and
- the development of an urban fabric that places priority on the pedestrian and reflects a degree of urbanity while respecting the open atmosphere of the site.

3) Land Use and Development Form

Objectives

- To ensure that development of the site complements, links, and forms part of surrounding residential neighbourhoods, the Broadway Avenue commercial precinct, and adjacent lands within Wascana Centre.
- To assist with the retention of the heritage buildings by allowing for a wide range of adaptive reuse opportunities.
- To ensure that a mix of uses and densities are developed to accommodate and promote pedestrian activity, and to serve as a place-making function.

Policies

- a) Land Use Policy Areas include a Low-Density Residential Policy Area, Medium-Density Residential Policy Area, Mixed-Use Policy Area, Heritage Policy Area, and two High-Rise Residential Policy Areas. They are illustrated on Map 1.
- b) The required degree of flexibility and the need for site-specific considerations shall be achieved through the application of a Direct Control District (DCD) zoning designation to the site, and if required, Contract Zoning designations to smaller, individual sites that contain heritage buildings.
- c) While a variety of housing types shall be allowed in the Residential Policy Areas – including detached, semi-detached, townhouses, and apartment buildings – multi-unit residential development shall be the predominant land use since it is the highest and best use for this site. As such, individual parcels shall be configured to allow for a range of building forms and densities.
- d) The provision of rental accommodation, affordable housing and housing for seniors is encouraged.
- e) Buildings within the Mixed-Use Policy Area may contain a mix of residential, live/work and commercial uses. Commercial uses shall be small in scale and local in nature, and confined to the ground floor of the mixed-use buildings. Uses such as restaurants and small-scale retail will provide services for residents on the site and in surrounding areas, and serve as a place-making function. Except for the existing heritage buildings and home occupations, no other commercial development shall be allowed outside of this Policy Area.
- f) Vehicle-oriented commercial uses such as drive-in or drive-through businesses, fast food outlets, gas bars, service stations, and convenience stores are inappropriate for the site and shall be prohibited as part of the DCD zoning designation.

- g) Development at the intersection of Broad Street and College Avenue (the northwest corner of the site) is encouraged, and shall be at a scale that is compatible with existing development on the north side of the intersection and the nearby heritage buildings. Development should enhance the function of this intersection as an important gateway to the adjacent neighbourhoods and Downtown.
- h) Density on the site shall be as follows:

Low-Density Residential Policy Area	< 25 dwelling units per net hectare
Medium-Density Residential Policy Area	25-50 dwelling units per net hectare
High-Rise Residential Policy Area	>50 dwelling units per net hectare
- i) The maximum height of the buildings along Broad Street Area shall be 13 metres to comply with the guidelines in the Wascana Centre Master Plan for development on the periphery of Wascana Centre.
- j) Building height and massing surrounding heritage buildings shall not overpower the existing heritage buildings and shall ensure they maintain their prominence. Increased heights and density shall be allowed in areas of the site that will not interfere with views to the heritage buildings but will benefit the overall density of the development.
- k) High-rise buildings (i.e. greater than 13 metres in height) shall be located within the site's interior, away from College Avenue and Broad Street, and in designated areas on Map 1.
- l) All buildings – with the exception of the towers – shall be no higher than four stories.
- m) A wide range of commercial, institutional, and residential adaptive options for the five heritage buildings will be accommodated through zoning, in order to assist in their reuse and restoration. Examples of possible uses are identified in Table 1, and are based on an appropriateness of occupancy of the buildings relative to their size and footprint, discussions with various stakeholder groups, and a review of tangible market material. Greater detail concerning the reuse of these buildings is provided in the October 2000 final report of the Former Diocese of Qu'Appelle Property Development Study conducted by Saunders Evans Architects.

Table 1: Possible Reuse Options for the Heritage Buildings on the Former Diocese of Qu'Appelle Site

Building	Reuse Options
St. Cuthbert's (Synod House)	continued use as offices of the Synod-Anglican Diocese of Qu'Appelle
St. Chad's College	inter-faith chapel, seniors' lodge/enriched living facility, banquet and reception facility, private school/academy
Anson House	small office, interpretive centre, centre for artists' guild (studio), thematic shop (books, antiques), museum, Montessori school, day care facility, detached dwelling
Bishop's Court	bed and breakfast, small corporate office, hospice, Ronald McDonald House, detached dwelling
Harding House	hostel, multi-unit residence, restaurant, health/fitness centre

4) Urban Design

Objectives

- To foster a sense of place that borrows strongly from the heritage buildings and the urban fabric of adjacent neighbourhoods.
- To create a safe, walkable environment that elevates the enjoyment and status of pedestrians through the application of neo-traditional planning and design principles.
- To significantly reduce vehicular dominance.
- To ensure design incorporates important environmental considerations, including energy conservation.

Policies

- a) Urban design codes as prepared by Jenkins and Associates Architecture & Town Planning Inc. shall be established as the development standards for the Direct Control District (DCD).
- b) Except for College Avenue, buildings shall be built up or close to the sidewalk in order to establish an urban character, enhance the pedestrian experience, improve streetscape aesthetics, and bring activities closer to the sidewalk. Standards vary between Policy Areas.
- c) Short frontage widths and regularly spaced entry points shall be provided in mixed-use and multi-unit residential buildings for increased surveillance and an active streetscape.
- d) All buildings and primary entrances shall be oriented toward adjacent streets to define the streetscape, reinforce pedestrian activity and promote a sense of continuity. Main entrances shall not be oriented to the interior of blocks or to parking lots.
- e) Attached garages with access from the street, and front yard parking, shall be prohibited unless it is impractical to provide rear access. In those situations where rear access is not practical, garage design shall aim to reduce the dominance of the garage on the streetscape. Map 1 illustrates how rear yard access may be accommodated.
- f) A distinct street enhancement style shall be developed to address the decorative treatment of features such as paving, sidewalks, landscaping, lighting, street furniture and tree grates, and shall be provided by the developer through a servicing agreement with the City of Regina.
- g) Designated spaces for public art shall be incorporated into the concept plan and considered in the design of buildings, streets and open spaces.
- h) The design of public spaces, parks, pathways, buildings and parking areas shall incorporate the principles of Crime Prevention Through Environmental Design (CPTED) to ensure a safe and secure environment. In this respect, the building and site design should include solutions which encourage “eyes on the street” through placement of windows, porches, balconies, reduced setbacks and street level activities.
- i) In order to reduce fossil fuel consumption and greenhouse gas emissions, buildings shall be designed to optimize the effects of solar exposure and reduce overshadowing effects on surrounding buildings and public spaces.

5) Heritage

Objectives

- To support the preservation of significant heritage buildings and landscaping without unduly restricting the area of new development.
- To ensure that all new development is sympathetic to heritage elements on the site.
- To ensure that architectural styles and materials used in the construction of new building façades and roofs are complementary to the original buildings.
- To ensure that new development enhances the quality of the streetscapes on College Avenue and Broad Street, and is sympathetic to heritage architectural elements in adjacent neighbourhoods.

Policies

- a) In order to ensure that new development on the site is complementary to heritage elements and adjacent neighbourhoods, an Architectural Control District (ACD) shall be established for the site. The ACD will ensure that development responds to the existing heritage buildings and defining character of the adjacent properties.
- b) The ACD shall be implemented through the use of architectural, material and color codes that will complement the design of the heritage buildings on the site as well as the defining character of the General Hospital and Centre Square neighbourhoods.
- c) The majority of new development shall occur outside of the Heritage Policy Area.
- d) Visual corridors and physical connections between and among the heritage buildings, in groupings and/or in sequence, should be maintained and reinforced. This involves the provision of generous parcels to contain each heritage building and in order to avoid view obstructions and crowding, and thereby maintain the integrity of its setting.
- e) Any new development along College Avenue frontage shall minimize negative impacts on significant landscape features.
- f) The architectural styles and materials used in the construction of new building façades and roofs that are to be complementary to the original buildings shall be listed in the ACD.

6) Landscaping and Open Space

Objectives

- To provide landscaped open areas that are conducive to pedestrian use, safety, and enjoyment, and that will provide focal points for vistas to significant heritage features on the site.
- To ensure that planting in the general areas of the existing buildings and along College Avenue is preserved wherever possible, while allowing some flexibility for development to occur.
- To provide for landscaped buffers and other areas of landscaping in keeping with the general ambience of the existing development on the site.
- To encourage the incorporation of urban agriculture into the site design in order to reduce energy consumption, enhance quality of life, strengthen social networks, increase amenities and aesthetics, contribute to local food security, reflect the Core Neighbourhood Sustainability Action Plan process, and address public interest in urban agriculture given its former use on the site.

Policies

- a) A landscape plan shall form part of the Concept Plan and will protect and maintain as much of the existing site landscaping as possible, particularly along the College Avenue frontage, while addressing the age and condition of individual plantings and the need to simplify and open up areas that have experienced overgrowth.
- b) The landscape plan shall retain any substantial planting areas, especially where they contribute to the overall heritage significance of the site, as may be determined by the Provincial Heritage Branch. To the extent possible, the integrity of the major grove plantings, located northeast and northwest of St. Chad's College, should be protected. Plantings on public property (e.g. street trees, hedges) shall be retained, but may also be replaced or enhanced where appropriate.
- c) Mature trees and their root systems shall be protected during construction through the use of appropriate techniques and processes, including barricades, fencing and on-site consultations.
- d) The area shown as "Public Open Space" on the Map 1 shall be dedicated as a Municipal Reserve.
- e) Crime Prevention Through Environmental Design (CPTED) principles shall be employed in the design of landscaped and open spaces.
- f) In general, landscaped areas that are conducive to pedestrian use and enjoyment should also provide focal points for vistas to heritage features. The tower block of the former St. Chad's College building has been identified as an element of major significance in this regard.
- g) Parking areas shall generally be buffered by landscaping, while adhering to CPTED principles.
- h) Urban agriculture could be incorporated into new development as a means to reflect previous use of the site and related community values, and to help meet a number of environmental and social objectives. Urban agriculture may be developed in the following ways:
 - i) Provision of space and water access for community gardens and/or a allotment gardens, wherever it is most feasible;
 - j) Provision of edible landscaping, which includes the planting of fruit or nut-bearing trees/shrubbery into new required landscaping; and
 - k) Provision of raised beds for gardening along sidewalks.

7) Transportation and Circulation

Objectives

- To focus on the pedestrian rather than the vehicle as the primary user of the site.
- To ensure parking is concealed, and roadways and vehicular access points are designed in a pedestrian-oriented manner.
- To ensure suitable vehicular access to the site and internal site circulation, which will provide the greatest opportunity for marketing and sale of the site through subdivision as may be required.
- To ensure safe, efficient, and enjoyable pedestrian access and circulation through the entirety of the site.

Policies

- a) A cohesive pedestrian network shall be shown on the concept plan, which shall include the provision of pedestrian connectivity and circulation routes in both public and private spaces.
- b) Pedestrian movement shall be facilitated between College Avenue, Broad Street and the southeast corner of the site in order to allow for pedestrian access through the site from adjacent neighbourhoods. Pedestrian connections along College Avenue should invite pedestrians to get a closer look at the heritage buildings.
- c) Safe and direct pedestrian connections to bus stops and shelters shall be provided.
- d) All streetscapes shall be pedestrian-friendly and not dominated by vehicular access points.
- e) Public sidewalks shall be provided on both sides of all internal streets.
- f) Pedestrian connections shall be developed in accordance with Crime Prevention Through Environmental Design (CPTED) principles, which includes the overlooking of sidewalks and streets from adjacent buildings.
- g) A safe and attractive pedestrian connection shall be provided near the southeast corner to accommodate pedestrian movement to and from destinations further to the south, including the Broadway Avenue commercial precinct.
- h) The site layout shall maintain the opportunity for establishing a direct roadway connection between Broadway Avenue and the southeast corner of the site. This would require further study, and would necessarily involve acquisition of a portion of the Balfour Collegiate property from the Public School Board.
- i) Street tree planting shall occur along both sides of all streets to soften the street environment and enhance the pedestrian experience.
- j) The site layout shall minimize the amount of paved surfaces, including streets, while maintaining efficient vehicular access and circulation.
- k) On-street parking should be provided on both sides of all internal collector streets and generally on one side of local streets to increase parking opportunities and to serve as a traffic-calming measure. Exceptions may occur to help preserve existing trees or for traffic safety reasons.
- l) All off-street parking shall be underground or enclosed, except for a minimal amount of parking stalls which shall be situated in rear yards or in the interior of lots, behind buildings and screened from the street. Parking standards shall be established as part of the DCD zoning for the site.
- m) As a general rule, vehicular access to properties shall be afforded via the rear or side yard.
- n) At-grade, indoor parking on the ground floor of buildings shall be prohibited unless it is concealed behind habitable spaces. All other parking for multi-unit residential developments shall be provided underground.
- o) Parking shall not be permitted in front yards.
- p) Total site planning with respect to on-site (shared) parking and traffic circulation is encouraged for parcels encompassing the Mixed-Use Policy Area on the west side of the property.
- q) Vehicular access and on-street parking shall be prohibited for 30 metres from the intersection at Broad Street and College Avenue, to ensure internal functions are safe for pedestrians and drivers.
- r) Traffic islands and centre medians should not be incorporated into the design of public streets.

- s) In order to create a more pedestrian-oriented environment, street widths shall be designed to no greater than minimum standards, which will be determined after the completion of a Site Impact Transportation Study.

8) Phasing

Objectives

- To ensure that site services and utilities are provided in accordance with the City of Regina's requirements.
- To ensure development proceeds in a timely and logical manner, and is complimentary to the reuse and restoration of the heritage buildings.

Policies

- a) The reuse and restoration of existing buildings shall be concurrent with the development of new buildings.
- b) Phasing of services shall occur from west to east to help reduce front-end costs related to the sanitary sewer system and storm drainage. While there may be some flexibility in phasing approaches, the design of the entire system must occur at the beginning of the project.

Map 1: Structure Plan for the Former Diocese of Qu'Appelle Property

The overall site configuration and land use districts shown on this map are generally consistent with the concept plan proposed for this site by the owner. The detailed depiction of buildings, parking areas and driveways is for illustrative purposes to show an option for development which is in keeping with the policies in this Structure Plan. Variance from the buildings, parking and driveways as depicted in this map will be considered through the normal development review and approval process (i.e. structure plan, *Zoning Bylaw*, discretionary use approval, development permit), and will be approved where in keeping with policies of this Structure Plan.

MAP 1: STRUCTURE PLAN FOR THE FORMER DIOCESE OF QU'APPELLE PROPERTY



Regina OCP – Part B



OFFICIAL COMMUNITY PLAN

SUB-PART B.2.2 Lakeview/Albert Park Structure Plan



Regina OCP – Part B

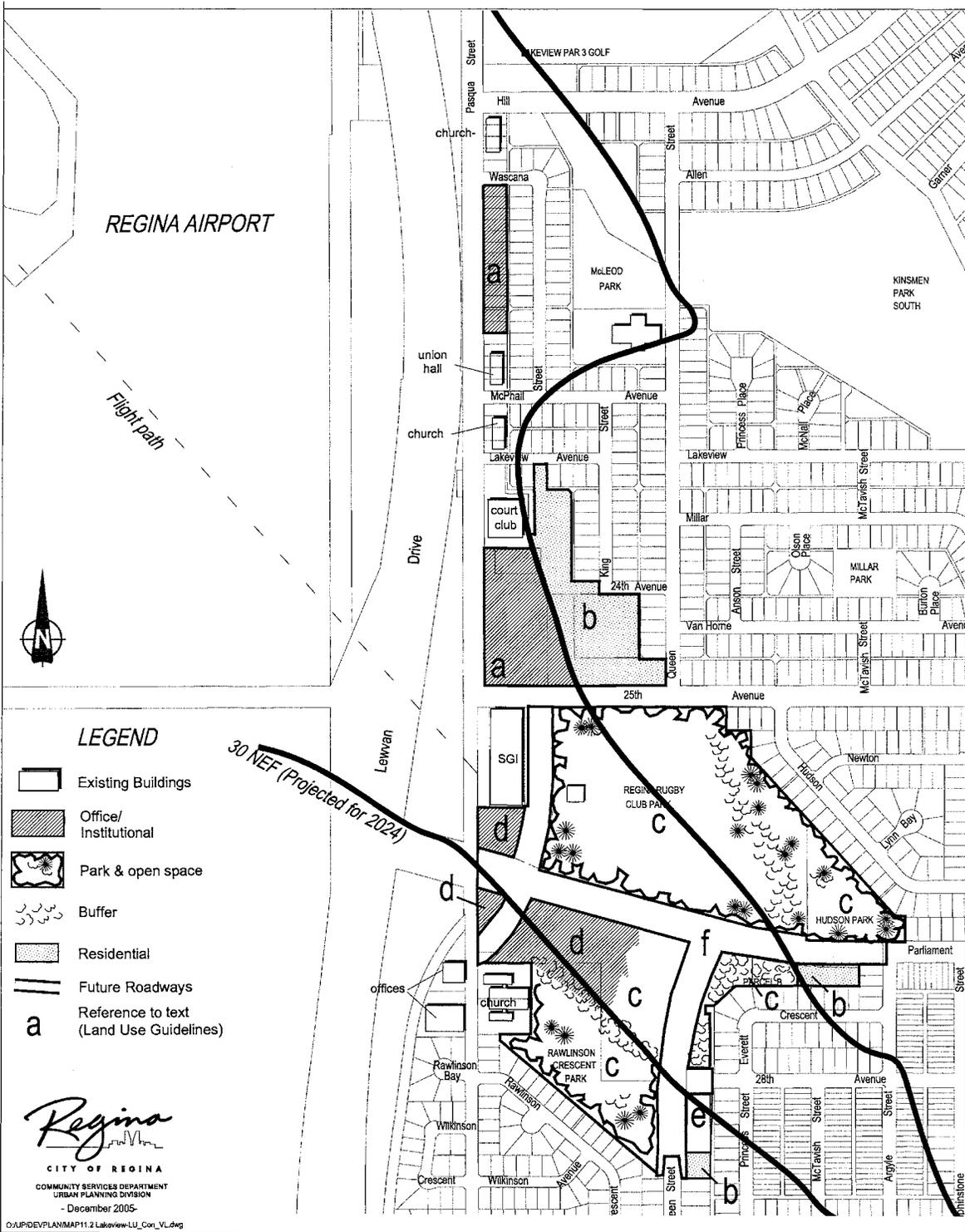
Sub-Part B.2.2 – Lakeview/Albert Park Structure Plan

Interest in development of vacant lands near the Regina Airport in Lakeview and Albert Park has highlighted the need for a plan to guide the orderly development of this area. A public opinion survey was conducted which provided information and confirmed that development of vacant lands is the single significant planning issue in Lakeview/Albert Park.

The areas north, south and east of the vacant lands in Lakeview/Albert Park consist of stable low-density residential development and related neighbourhood parks and schools. Lewvan Drive and the Regina Airport are located to the west. Development along Pasqua Street is constrained for residential development by airport noise, and includes non-residential uses such as offices, recreational uses and churches.

At the time areas in Lakeview and Albert Park were being developed in the 1950s and 1960s, vacant lands were retained to protect aircraft approach routes to the Regina Airport. Over time, development of offices, the Regina Court and Fitness Club, rugby fields and churches have occurred at the edges of the vacant lands. These developments were reviewed individually to determine their suitability. This Plan provides for a more coordinated approach, based on the following general planning considerations.

MAP 1: LAND USE CONCEPT FOR VACANT LANDS IN LAKEVIEW/ALBERT PARK



1) General Planning Considerations

The following general planning considerations are applied to:

- a) respect airport operations and prohibit residential infill development in high noise areas exceeding 30 NEF projected for 2024 as shown on Map1;
- b) ensure compatibility of new infill development with existing residential neighbourhoods in terms of use, development form and adequate buffering;
- c) reflect existing and approved plans for parks and for roadway extensions; and,
- d) generate revenue from the sale of surplus City-owned lands.

2) Land Use Guidelines

The following land use guidelines shall apply to the infill development of the respective areas shown on Map 11.2:

- a) Area a): Prestige Office, Institutional, or Limited Service and Retail Uses:
 - buffer from houses via landscaping and setback of buildings.
 - maximum 2 storey height.
 - architectural control through agreements for sale to ensure compatible design.
 - access from Pasqua Street.
 - consult with Transport Canada regarding possible electronic navigation equipment interface.
 - Limited Service and Retail Uses consistent with General Planning Considerations above be considered for 3775 and 3725 Pasqua Street (being Lots 1 and 2, Block E, Plan No. 101879860).
- b) Area b) Residential – Single Family Housing:
 - Development Plan policies permit new housing only where aircraft noise is less than the 30 NEF projected for 2024 as shown on Map1.
- c) Area c) Open Space:
 - develop in consultation with Community Associations and South Zone Board.
 - buffer passive park areas (Hudson Park and Rawlinson Crescent Park) via landscaping from athletic fields and prestige office developments.
 - maintain linkage between park areas by ensuring common frontage on both sides of Parliament Avenue.
- d) Area d) Prestige Offices:
 - office development guidelines are as per a) above.
 - access from Parliament Avenue or Pasqua Street.
 - contingent upon extension of roadways.
 - minimum building setback, 120m from back of lots on Rawlinson Crescent.

e) Area e) Vacant Land

- development subject to further review of uses compatible with adjacent housing.
- Area f) Parliament Avenue and Queen Street Extension
- approved roadway plans, development subject to the availability of capital funding.

3) Policies And Implementation

- a) That vacant lands identified on Map 1 be developed consistent with the Land Use Guidelines of this Plan.



OFFICIAL COMMUNITY PLAN

SUB-PART B.2.3 General Hospital Area Structure Plan



Regina OCP – Part B

Sub-Part B.2.3 – General Hospital Area Structure Plan

1) Goal

The goal of this secondary plan is to strike a balance between enhancing the viability of the residential community while enabling the hospital to meet the needs of the Regina Qu'Appelle Health Region in accordance with its mandate to provide tertiary health services to residents of Regina and southern Saskatchewan.

2) Objectives

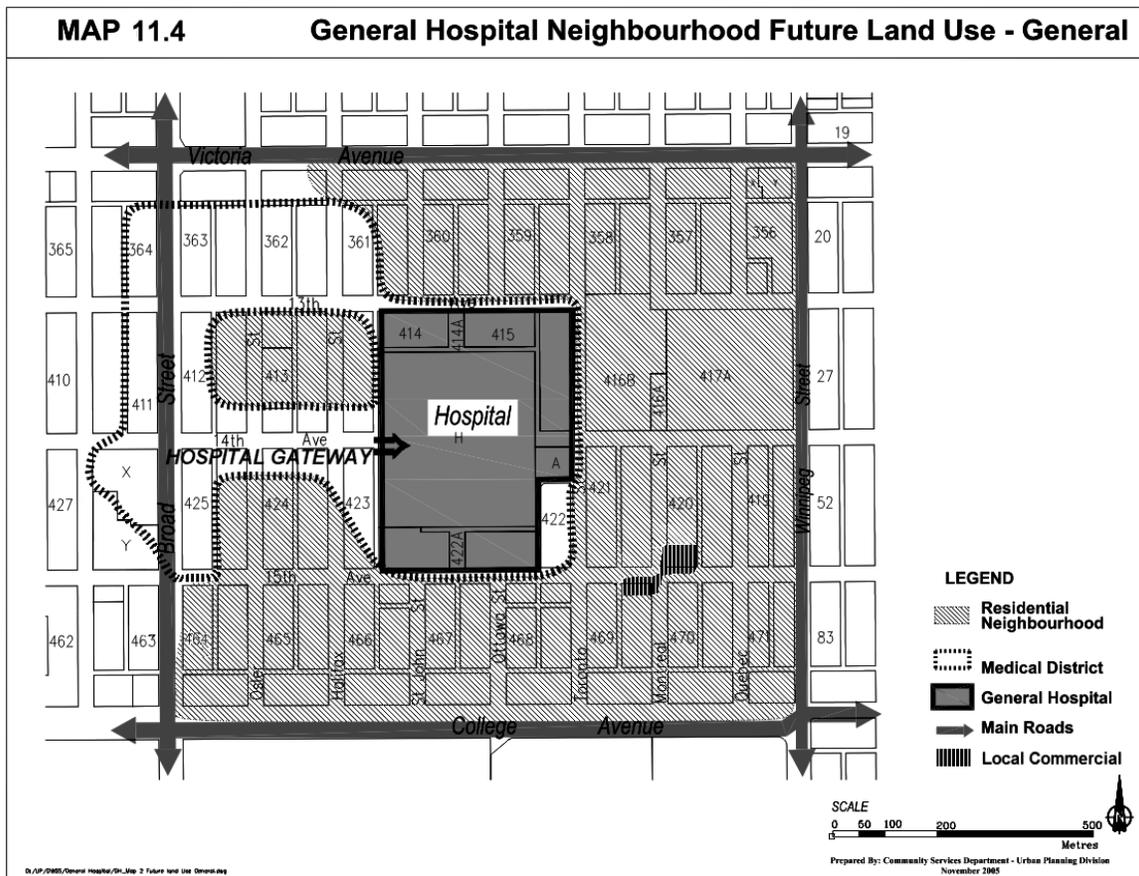
The following objectives have been developed to address the specific needs of the General Hospital area:

- a) To direct the location of future medical related development to locations consistent with preservation of the residential character of the area;
- b) To enable the redevelopment of the former St. Joseph school site for residential use;
- c) To minimize the parking impacts generated by General Hospital staff and visitors;
- d) To improve traffic circulation in the area by finding better ways to direct hospital related traffic to their appropriate destinations; and
- e) To improve the interface between the hospital and adjacent residential properties.

3) Medical District

This plan proposes the creation of a Medical District to provide guidance for the location of hospital expansion and other medical related uses (e.g. medical offices, clinics and short term accommodations for hospital visitors) that may be proposed in the future. These uses will be directed to locations that are primarily non-residential at the periphery of the area, and will therefore not jeopardize the viability of the existing residential community.

The Medical District is shown on Map 11.4. This area is comprised of the Regina General Hospital, and a range of commercial, mixed uses and vacant lots. The lands within the medical district are zoned institutional (I), commercial (MAC, NC, D, C), or mixed use (MX). Most medical uses such as doctor's offices and clinics are accommodated within these zones, in addition to the other permitted residential and commercial uses which are allowed. However, future rezoning applications for land uses which are not currently accommodated such as medical laboratories in the MX zone would be considered on a case by case basis. Off-site parking for the hospital may be considered on the site at the northeast corner of 13th Avenue and Halifax Street, but not elsewhere.



This plan preserves future growth options for the hospital on their existing site, expanding the building onto the adjacent Block 422, and construction of standalone medical facilities elsewhere in the Medical District.

- a) That future medical related uses be directed to the Medical District shown on Map 11.4.
- b) That there be no encroachment of medical related land uses into the residential neighbourhood as shown on Map 11.4.

4) Hospital Access

The General Hospital is located in the centre of the neighbourhood, and does not have direct access to arterial streets such as Broad Street, Victoria Avenue, College Avenue and Winnipeg Street. Hospital traffic therefore impacts on the local residential streets within the neighbourhood.

This plan proposes to enhance the portion of 14th Avenue between Broad Street and the General Hospital as the gateway for visitors to the hospital, in order to direct visitor traffic to the main entrance, while limiting traffic on residential streets. In order to implement the gateway concept, co-operation between the City, Core Community Association and the Regina Qu'Appelle Health Region will be required. An example of the type of elements that may be considered is shown on Map 11.5. Supporting the gateway function for 14th Avenue will mean that priority be given for some municipal services (snow removal and landscaping). Existing emergency routes would be maintained and are appropriately marked.

- a) That a Hospital Gateway be established as part of the Medical District, along 14th Avenue using banners, signs, street furniture and architectural cues to direct visitors to the General Hospital.
- b) That emergency routes as shown on Map 11.6 be recognized as the preferred routes for emergency vehicles

5) Former St. Joseph’s School Site

This plan recognizes and anticipates the reuse of the former St. Joseph’s school site as shown on Map 11.6 on Toronto Street for residential redevelopment.

- a) That the former St. Joseph’s school site accommodate medium density residential development.

6) Parking

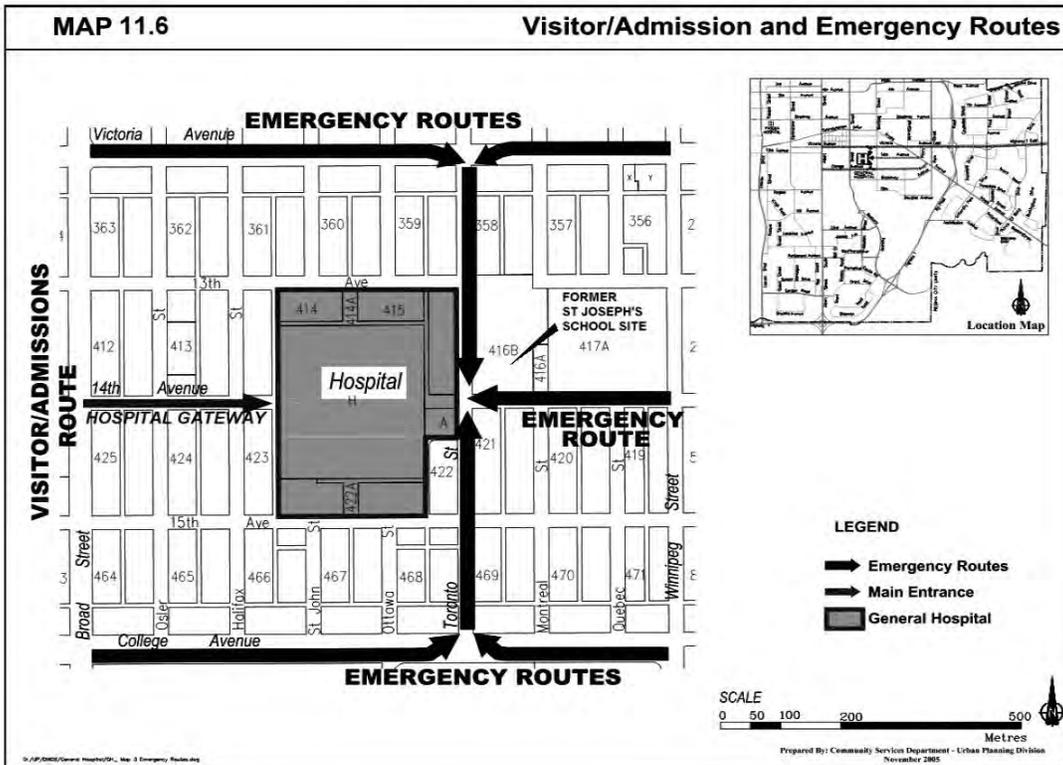
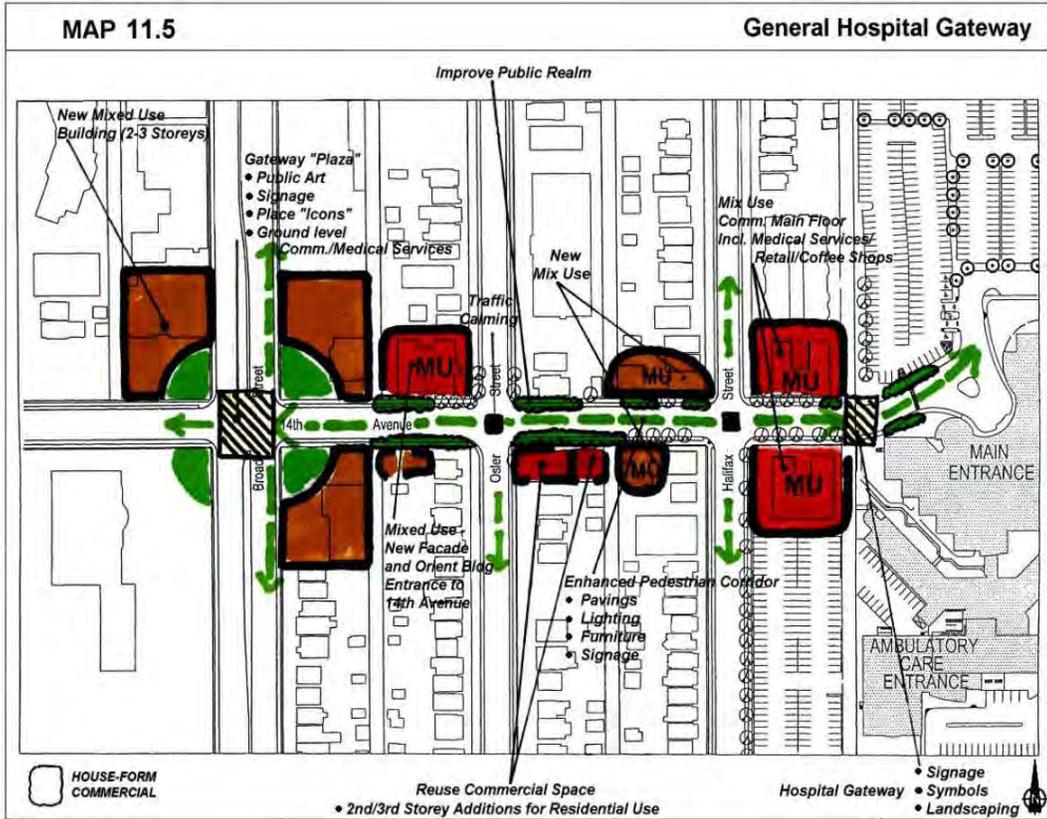
On-street parking in the neighbourhood is an issue affected by insufficient on-site parking for hospital staff and visitors as well as downtown users. On- street parking can be managed through parking enforcement and the residential parking permit system. The provision of an off-site hospital parking lot on the northeast corner of Halifax Street and 13th Avenue can be considered. Applications for off-site parking lots elsewhere in the Secondary Plan area are impractical or detrimental to the residential area and will not be considered.

- a) That sustained rigorous enforcement of parking near the General Hospital be maintained to discourage long term staff and visitor parking on the streets.
- b) That the Regina Qu’Appelle Health Region be encouraged to increase the supply of available off street parking for hospital employees and visitors within the Medical District as shown on Map 11.4.
- c) That the City’s residential parking permit program be promoted in this neighbourhood.

7) Hospital/Residential Interface

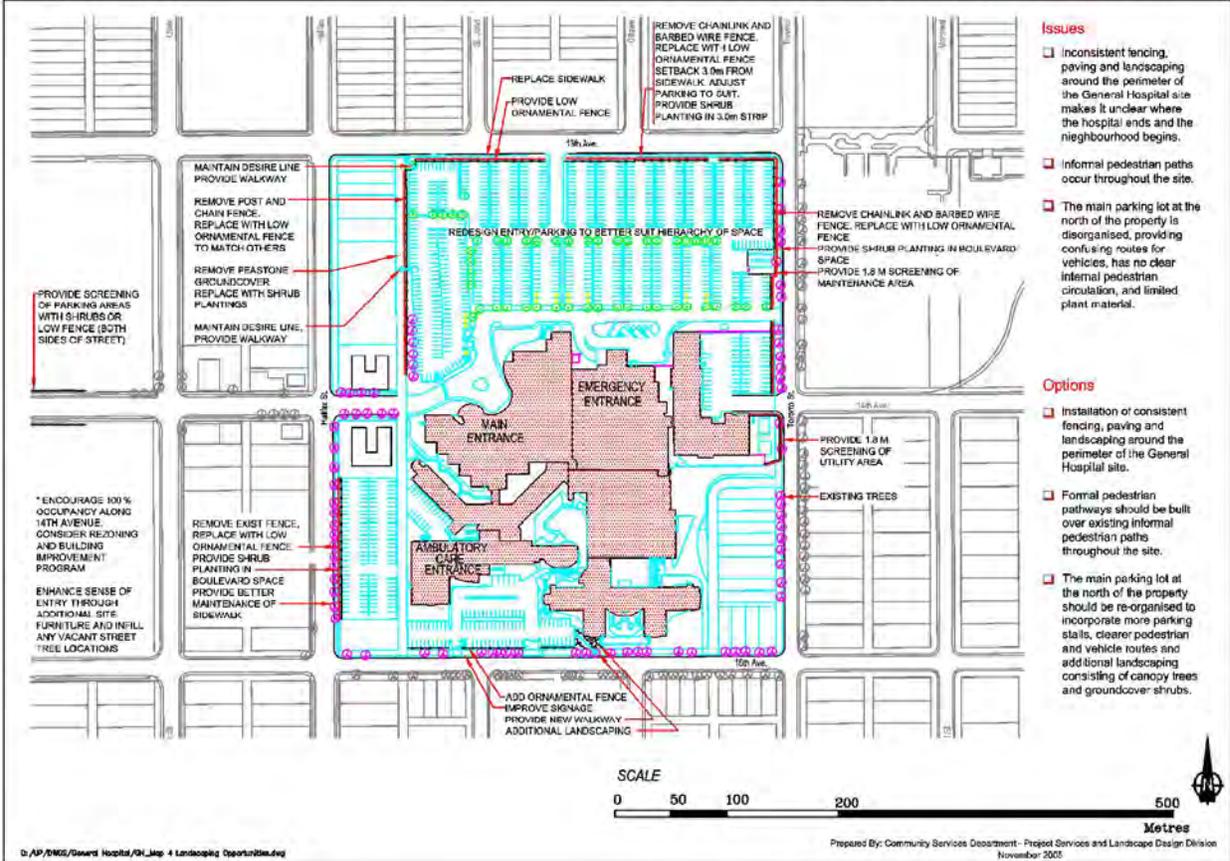
This plan recognizes the need to improve the interface between the hospital and the adjacent residential properties to enhance the residential character of the neighbourhood. A sample of landscaping opportunities identifying some possible landscape enhancements was prepared by the city and reviewed with the Regina Qu’Appelle Health Region (Map 11.7). If any additional development occurs on the hospital site, these enhancements would form the basis of a landscape plan. Development in Block 422 would require high standards of landscaping to ensure compatibility with the houses facing this site on Toronto Street.

- a) That the Regina Qu’Appelle Health Region be encouraged to install consistent fencing, paving and landscaping around the perimeter of the hospital site.
- b) That the Regina Qu’Appelle Health Region be encouraged to recognize and replace informal pathways throughout the site with pedestrian pathways.
- c) That the Medical District, which includes lands directly abutting the hospital on the west side of Toronto Street will require high standards of landscaping to ensure compatibility with the nearby residential uses.



MAP 11.7

Landscaping Opportunities



Issues

- Inconsistent fencing, paving and landscaping around the perimeter of the General Hospital site makes it unclear where the hospital ends and the neighbourhood begins.
- Informal pedestrian paths occur throughout the site.
- The main parking lot at the north of the property is disorganised, providing confusing routes for vehicles, has no clear informal pedestrian circulation, and limited plant material.

Options

- Installation of consistent fencing, paving and landscaping around the perimeter of the General Hospital site.
- Formal pedestrian pathways should be built over existing informal pedestrian paths throughout the site.
- The main parking lot at the north of the property should be re-organised to incorporate more parking stalls, clearer pedestrian and vehicle routes and additional landscaping consisting of canopy trees and groundcover shrubs.

D:\AP\NWS\General Hospital\Map 4 Landscaping Opportunities.dwg



OFFICIAL COMMUNITY PLAN

SUB-PART B.2.4 Warehouse District Structure Plan



Regina OCP – Part B

Sub-Part B.2.4 – Warehouse District Structure Plan

BACKGROUND

The Warehouse District is defined as the area bounded by the Canadian Pacific Railway (CPR) yards, 4th/Ross Avenue, Albert Street and Winnipeg Street (Map 1).

This area is unique in containing many multi-storey warehouses built prior to the 1930's. Rail line spurs that once crossed the area have been removed or abandoned, excepting the line connecting the Canadian National Railway (CNR) to the Canadian Pacific Railway (CPR) yards, and the tracks located adjacent to 4th Avenue. Newer development is interspersed throughout, particularly along Albert, Broad and Winnipeg Streets.

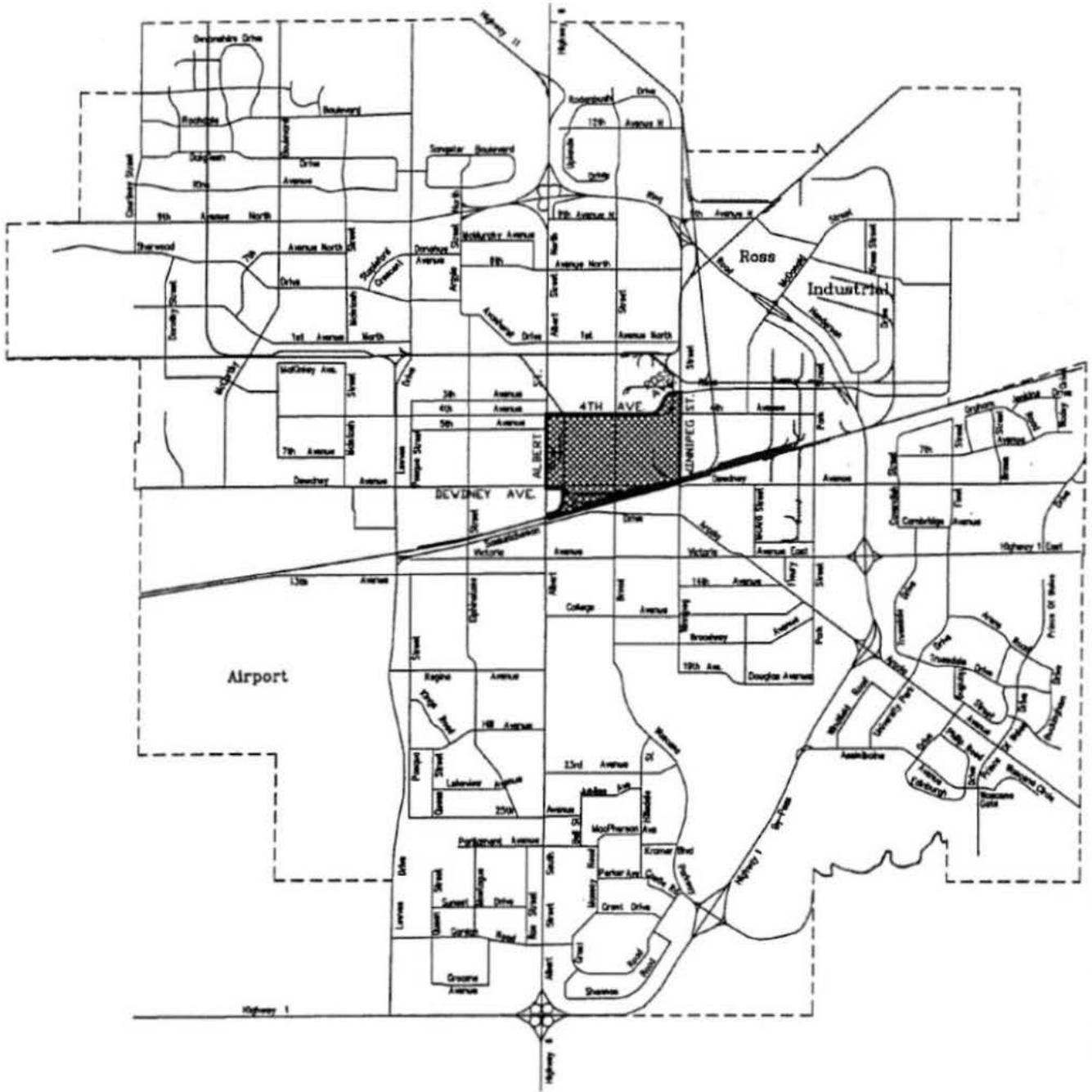
Historically, development of the Warehouse District complemented the CPR station and freight yards. The need to serve the surrounding farming community also encouraged the development of farm machinery and implement dealerships in the District. Other commercial enterprises followed, strengthening Regina's position as an important wholesale and distribution centre. Simpson's and Eaton's established mail order facilities in the Warehouse District during World War I. A rise in the trade and business activity of Regina contributed to Eaton's converting a portion of its mail order operations into a retail outlet in 1926. During the same period, sale of farm equipment grew to great proportions enhancing the operations of implement dealers in the District. In 1928, the General Motors assembly plant began its operations. Economic depression during the 1930s resulted in general commercial and industrial stagnation until the onset of World War II.

The post-World War II period saw economic resurgence generated primarily by improved agricultural practices and a growing demand for farm produce. This prosperity provided a solid base for Regina's economy and growth. Up until the mid- 1950s, the Warehouse District remained the focus of local industry. However, rapid population growth and a need for land for industrial development resulted in the establishment of Ross Industrial Park to the northeast.

The role of the Warehouse District in Regina's development has changed considerably since its early formative period. Rail dominance gave way to the car and truck as the primary means of transportation of goods and people to, from and within Regina. Suburban residential growth, coupled with the decentralization of retail, warehousing and industrial land uses, diminished the importance of the Warehouse District.

More recently, many new businesses representing a great diversity of land uses have become established in the Warehouse District. Its central location and the low cost of rental space are identified as primary reasons for locating in the District.

WAREHOUSE DISTRICT - LOCATION



LEGEND



Warehouse District

city of 
Regina
 Planning & Building Department



MAP 1

PLANNING CONTEXT

The *Design Regina Plan* provides for the adoption of concept plans.

Current conditions providing a new context for the area's development include:

- the new *Design Regina Plan* adopted in 2013 which identifies the need for the preparation of a concept plan for this area;
- The Planning and Development Act, 2007 and The Heritage Property Act which provide for municipal authority to apply design controls or guidelines as may be warranted in an area;
- changing economic circumstances;
- recognition of Dewdney Avenue as "Saskatchewan's Heritage Street" to promote cultural appreciation, tourism and economic development;
- the potential for development of some of the lands associated with the existing C.P. Rail yards;
- the emergence of a cultural, arts, entertainment and hospitality area having a focus on Dewdney Avenue.

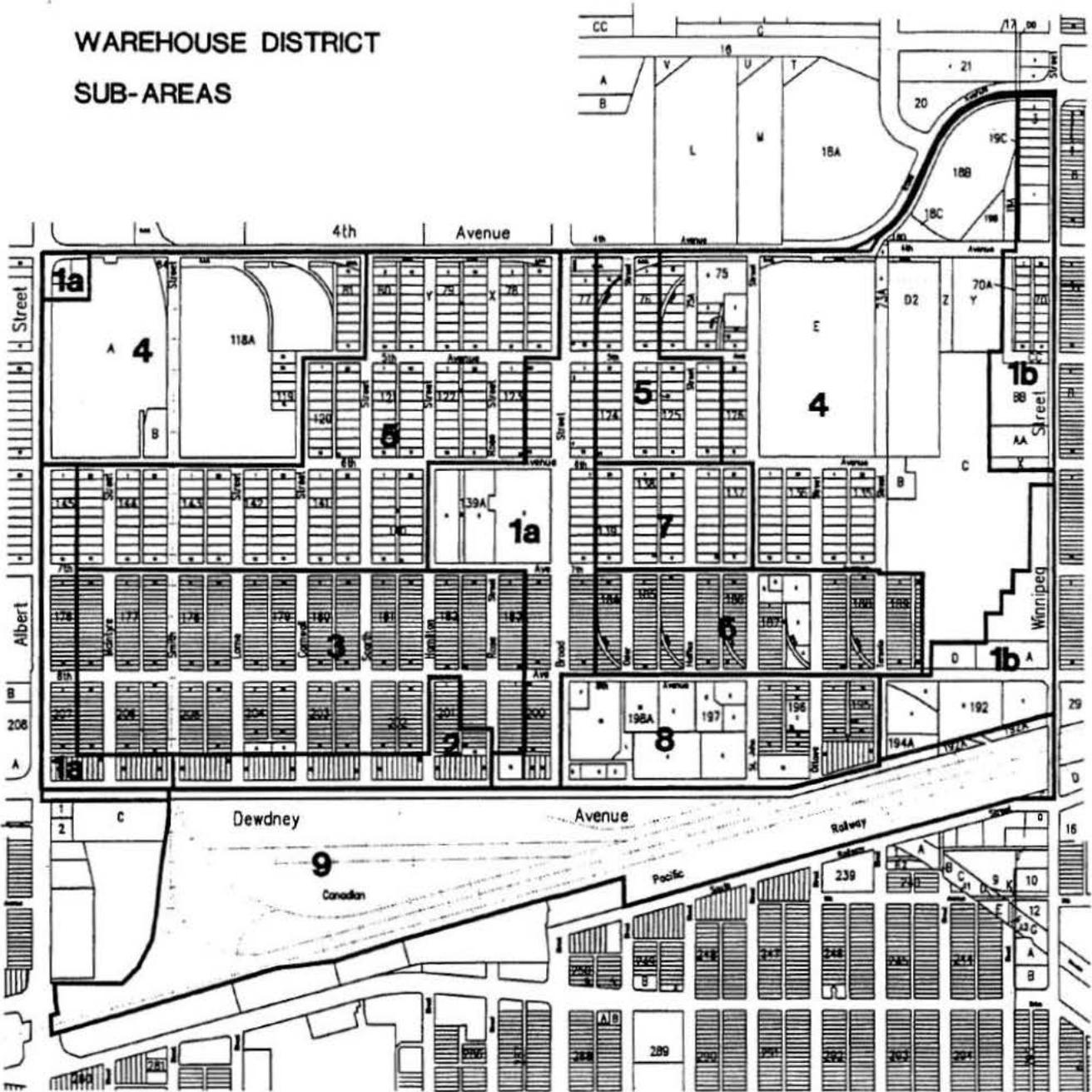
SUB-AREAS

The Warehouse District consists of approximately 80 city blocks occupied by nearly 600 businesses on over 400 individually owned properties. Sub-areas having common land use characteristics can be categorized as shown on Map 2 and described as follows:

<u>Sub-Area</u>	<u>Description</u>
1a	High Traffic, Newer Development, Retail/Service Uses
1b	High Traffic, Service/Office/Industrial Uses
2	Historic Dewdney Avenue Streetscape, Multi-Storey Warehouse Buildings, Limited Parking, High Traffic, Adaptive Reuse (Mixed Commercial/Industrial, Entertainment)
3	Diverse Mix of Commercial/Industrial Uses, Small/Old Buildings on Small Sites, Limited Parking
4	Industrial, Large Sites, Storage/Maintenance (eg. City and Sask Power Yards)
5	Industrial/Commercial Mix, Large Sites, Outdoor Storage
6	Industrial/Commercial Mix, Limited Retail/Service Use
7	Historic Multi-Storey Warehouse Buildings, Adaptive Reuse (Retail Specialization - eg. Furniture Sales)
8	Industrial, Large Sites, Large Buildings, Public Utilities
9	C.P.R. Lands

In recognition of this diversity, smaller, more manageable sub-areas will be defined with concept plans prepared and adopted accordingly. Definition of sub-areas and Plan preparations will occur in consultation with businesses and property owners, and through the formation of citizen advisory committees. This will assist in identifying differences between areas in terms of issues, strengths and weaknesses, which will lead to more specific action/s for each, as appropriate. However, common goals will link sub-areas of the Warehouse District which share similar characteristics. Planning based on this approach will provide a greater chance for the successful development and implementation of more focused initiatives.

WAREHOUSE DISTRICT SUB-AREAS



LEGEND

SUB-AREAS

- 1a Albert/Broad Street Strip Development
- 1b Winnipeg Street Strip Development
- 2 Dewdney Avenue (Albert Street to Broad Street)
- 3 Small Business Commercial Core
- 4 Land Extensive Industrial
- 5 Industrial Commercial Transition (1)
- 7 Industrial Commercial Transition (2)
- Warehouse Commercial
- 8 Industrial
- 9 C.P.R. Lands

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MAP 2
Not To Scale

1.0 AREA 1 - DEWDNEY AVENUE AND ENVIRONS

Based on consultation with a citizen advisory committee, Area 1 (bounded by Dewdney Avenue/C.P. Rail, 8th Avenue, Albert Street and Broad Street - Map 3) was defined as the first priority for Plan preparation.

1.1 GENERAL LAND USE

Dewdney Avenue provides a distinctive streetscape representing an historic era in Regina's urban development. The street offers almost continuous frontage of large old buildings, typically multi-storey and of masonry construction. Several properties are listed in the City's Heritage Holding Bylaw as potential municipal heritage properties. Two properties, the Ackerman Building (2128/32 Dewdney Avenue) and the Campbell, Wilson and Strathdee Warehouse (2206 Dewdney), have been designated as municipal heritage properties.

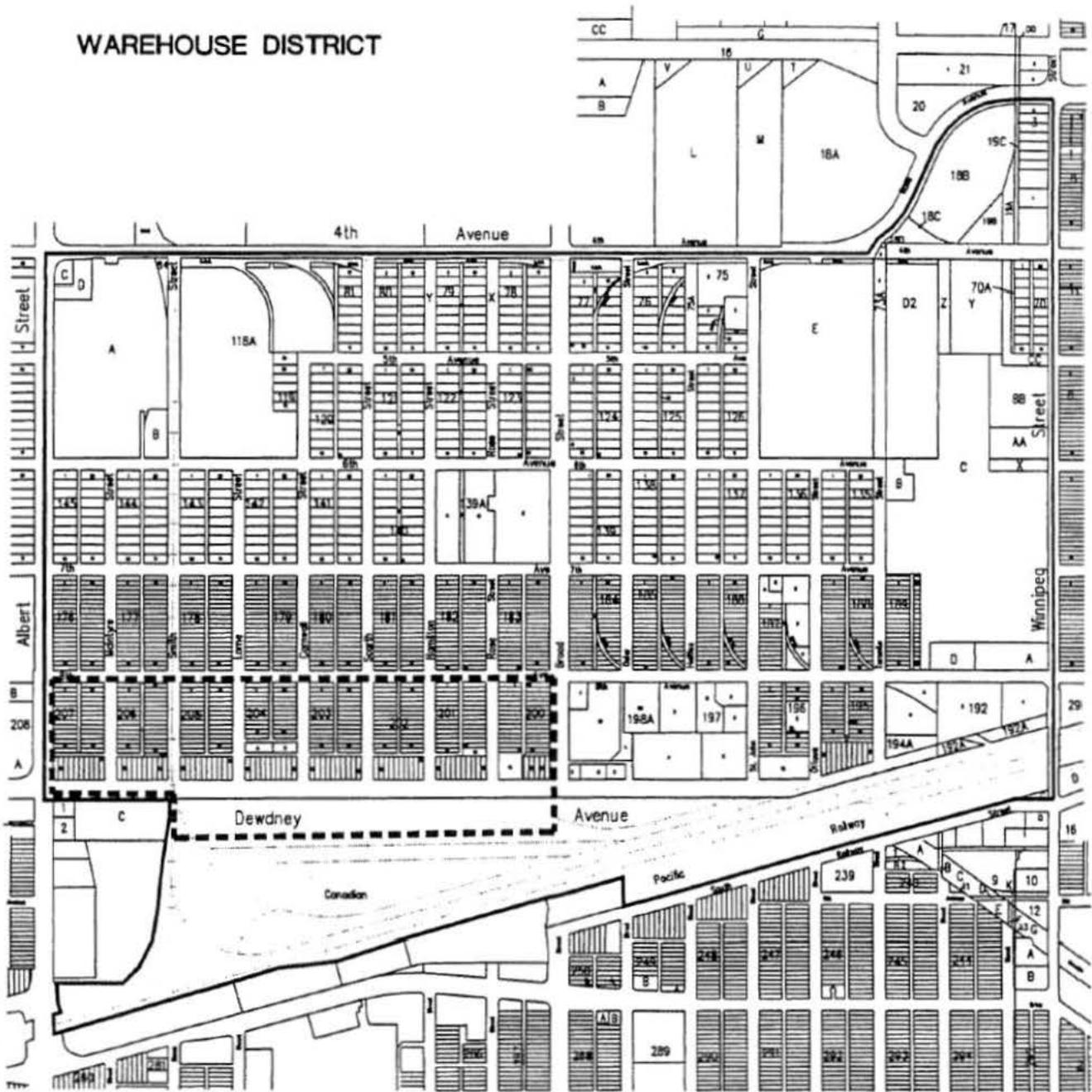
Historically, buildings on Dewdney Avenue were used primarily for wholesaling and warehousing. Some wholesale and warehouse activities continue on the street, but retail, office, entertainment, and residential condominium uses are becoming increasingly evident. The adaptive re-use of historic structures is creating a distinctive commercial precinct along Dewdney Avenue.

Land use immediately to the north of Dewdney Avenue is characterized by a wide variety of smaller sized commercial enterprises many of which occupy older, one-storey buildings located on fully developed and often small sites.¹ Many businesses have indicated that competitive pricing of space for sale or lease attracted them to the area.

Approximately seven single detached residential buildings are located in the area on Cornwall and Lorne Streets, and are generally in poor condition. Given the surrounding commercial/industrial development, these few remaining single detached residences will likely be redeveloped to more compatible uses. However, residential condominiums are being developed on the upper floors of the old warehouses on Dewdney Avenue.

¹ Newer development has occurred on properties fronting Albert and Broad Streets on the edges of Area 1.

WAREHOUSE DISTRICT



LEGEND

 Area 1

city of 
Regina
Planning & Building Department


MAP 3
Not To Scale

1.2 OPPORTUNITIES AND CONSTRAINTS

A special development theme is emerging in Area 1 with arts, entertainment and hospitality establishments locating there. A dynamic mix of uses amid architecturally prominent and historic buildings contributes to this uniqueness. These characteristics, combined with a central location and association with Regina's downtown area, offer opportunities for enhancement. The location of a major casino at the VIA Rail Station site furthers the potential for development relating to tourism, culture and general hospitality.

In addition to arts, entertainment and hospitality, many other commercial and light industrial uses are currently operating in Area 1 north of Dewdney Avenue. These businesses contribute to the area's diversity.

While the area's historical development provides a unique setting, these same features present constraints to its use and development. The adaptive reuse of many older buildings is not always economically viable as more current building code regulations may require substantial building alterations. Sites are almost fully developed leaving little opportunity to provide off-street parking for patrons and employees. Convenient pedestrian access from the downtown is restricted by the C.P. Rail yards. Some businesses have expressed concern that business taxation is excessive and affects their on-going viability.² Competition from home-based retailers (eg. arts/crafts "cottage" industries) offers a further challenge to small business development in the area.

1.3 ISSUES

Several specific issues have been identified as concerns in Area 1.

1.3.1 Organization and Identity

While the area's physical uniqueness may be leading to the emergence of cultural, arts and entertainment activities, there is no organization to identify, coordinate and promote common interests.

1.3.2 Built Environment

While the City has been renewing streets, sidewalks and underground services, all needs have not been fully addressed. Dewdney Avenue, the area's potential showcase street, is in need of renewal.

Varying levels of property maintenance also contribute to some unsightliness in the area. Proximity to the C.P. Rail yards provides an abrupt interface between the prominent warehouse architecture and the rail marshalling yards and freight terminals immediately to the south.

1.3.3 Parking and Traffic Safety

² While this concern is noted, it cannot be resolved through this Plan under the authority of The Planning and Development Act, 1983.

The adequacy of on- and off-street parking in the area requires consideration. The availability of on-street parking is limited by extensive driveway crossings which serve area businesses. Customer traffic combines with truck service/freight deliveries to create traffic conflicts.

Off-street parking is limited, partially due to many sites being fully developed prior to the widespread use of the private automobile. In order not to stifle the adaptive re-use of older buildings, associated off-street parking requirements are reduced.³ Parking and traffic congestion have been intensified as a result. Estimates indicate that required off-street parking is deficient by 50 - 75 % if normal development standards are applied.

Some under-developed or vacant lands are being used for parking but in a relatively uncontrolled/haphazard manner. In particular, the south side of Dewdney Avenue is used for parking, encouraging uncontrolled pedestrian crossings to/from businesses located on the north side.

Poor lighting in parts of the area also contributes to the concern for pedestrian safety.

1.4 GOAL AND OBJECTIVES

A unique commercial environment is evolving in Area 1. Its on-going development may be enhanced by:

- emphasizing arts, entertainment and hospitality including a focus for artisans (ie. production, display, sales);
- retaining a mix of compatible commercial and industrial land uses;
- providing unique residential living opportunities (eg. mixed residential/commercial use of upper floors of historic warehouse buildings);
- encouraging specialty shops offering hand crafted items;
- providing opportunities for special events/festivals;
- improving its image and creating a distinctive identity associated with its role(s) in local history.

These attributes may be best cultivated within a safe and pleasant environment.

Goal

The goal of this Plan is to encourage the development of a unique commercial area which includes arts, entertainment and hospitality as part of its development.

³ In the WH - Dewdney Avenue Warehouse Zone parking requirements are reduced by 50 %. Further reductions are often granted by the Development Appeals Board upon appeal by developers. Payment in-lieu of actual parking provision is also an available option, albeit one that is seldom used.

Objectives

The objectives of this Plan (Area 1) are:

- a) to coordinate area interests which would facilitate business/cultural development and property improvement;
- b) to encourage the adaptive re-use of historic buildings and physical development/redevelopment which is sensitive to the area's historic character;
- c) to improve pedestrian and vehicular traffic safety/access;
- d) to encourage commercially-oriented light industrial development; and
- e) to maintain existing stable and compatible industrial uses.

1.5 POLICIES AND IMPLEMENTATION

1.5.1 Organization to Promote Common Interests

In order that common interests can be established and advanced, a formal organization is required. This organization would be best constituted by representatives from the area's businesses and cultural organizations. Initially, an association could be formed to assist in meeting this Plan's objectives in addition to fostering other mutually beneficial interests. Other forms of organization such as a Business Improvement District may become viable and effective in the future, perhaps incorporating other businesses and interests of the larger Warehouse District as a whole.

1.5.1.1 THAT the property owners and businesses be encouraged to:

- a) form an appropriate organization to coordinate area interests relating to:
 - promotion and marketing,
 - business/cultural development,
 - physical maintenance and enhancement, and
 - accessibility and parking.
- b) initiate the establishment of a Business Improvement District in order to plan and initiate improvements in the area.

1.5.2 Built Environment

Area 1 derives much of its uniqueness from the built environment, particularly along Dewdney Avenue. Prominent historic architecture dating from the period 1910 to 1930 provides a distinctive heritage streetscape contributing to Dewdney Avenue's identification as "Saskatchewan's Heritage Street".

Presently, there are no general standards or guidelines in place to assure that the architectural characteristics that define the streetscape are maintained in future development. Further, the pedestrian streetscape lacks the identity and appeal required to complement the historic avenue.

In order to encourage a heritage theme, preserve the distinctive architectural character of prominent historic properties, and enhance the related pedestrian streetscapes with regard to urban design, landscaping, lighting and signage, development guidelines are required. These guidelines may be implemented through designation of an Architectural Control District pursuant to The Planning and Development Act, 1983.

- a) THAT a Capital Works Program be initiated to affect sidewalk enhancements along Dewdney Avenue to improve the pedestrian environment consistent with the historic character of Dewdney Avenue and should include both hard and soft forms of landscaping. A heritage theme should characterize enhancements and provide a common basis for future extension along the rest of Dewdney Avenue (outside of Area 1) in its development as Saskatchewan's Heritage Street.
- b) THAT C.P. Rail and associated intermodal transport facilities be encouraged to improve and develop their properties in a manner which is sensitive to the development and enhancement of Dewdney Avenue as Saskatchewan's Heritage Street and unique commercial area.
- c) THAT the following guidelines be established for consideration in the development of properties in the WH - Dewdney Avenue Warehouse Zone (Zoning Bylaw No. 9250), including the alteration and maintenance of buildings, structures and landscapes:

General

- i) New development should enhance or complement the common design features of the existing and related historic structures and streetscape with regard to:
 - architectural detail, both structural and ornamental;
 - building facing materials, including colour, texture and design;
 - placement of windows and doors;
 - height;
 - scale, proportion and massing;
 - roof shape and pitch;
 - building setbacks and orientation to property lines; and
 - landscaping of yards and pedestrian walks.
- ii) New development located adjacent to a designated Municipal Heritage Property or a property listed on the Heritage Holding List (Schedule "A" to Bylaw No. 8912-HR-B89) should incorporate building materials that are compatible with those of the subject heritage property(ies) with regard to type, colour and texture.

- iii) A use proposed for an existing building should be compatible with the building's structure such that only minimal alterations are required to the building's exterior. The removal or alteration of any historical materials or features should be avoided whenever possible.
- iv) Careful consideration should be given to the placement of mechanical equipment in order to maintain the visual integrity of the architectural characteristics that are appropriate to the WH - Dewdney Avenue Warehouse Zone.

Rehabilitation

- v) Exterior design alterations to existing buildings should be consistent with the building's original architecture and period of construction.
- vi) Distinctive stylistic features and examples of skilled craftsmanship should be preserved and treated sensitively. Where repair or replacement of such features is required, materials and design should match the original as much as possible.
- vii) Cleaning of building exteriors should be undertaken to minimize damage to surfaces and architectural features.
- viii) Rehabilitation of existing properties having minimal or limited historic architectural qualities should be undertaken in a manner which relates to and respects the design elements of neighbouring properties of greater significance and the general historic streetscape.

Landscaping and Lighting

- ix) New street furniture including, but not limited to, light standards, benches and trash receptacles, shall be of a design that complements the historic character of the WH - Dewdney Avenue Warehouse Zone.
- x) New light standards shall be of a scale and lighting intensity so as to enhance the pedestrian environment.

Signs and Awnings

- xi) Signs should be designed to complement the building to which they will be attached with regard to the size, typeface, graphics and materials used for the sign.
- xii) No sign should be of a size or situated in such a manner as to conceal any significant architectural features of a building.
- xiii) Signs shall be limited to the identification of the business being carried out on the premises.

- xiv) Repealed. [Bylaw 2001-98]
- xv) Indirect lighting or neon tube lighting are preferred to back-lit fluorescent sign illumination. When back-lit fluorescent signs are used:
 - only the lettering should be lit;
 - the background of the sign should be a dark or subdued colour that blends in with the building; and
 - light intensity should not conflict with pedestrian-level street lighting.
- xvi) The size and shape of awnings should be compatible with the sizes and shapes of windows and other architectural features.
- xvii) Colours of awnings should be compatible with the colour of the building on which they are situated.
- xviii) Awnings should be installed within masonry openings in a manner that does not obscure details in the masonry or distort the architectural features of the building.

1.5.3 Traffic Management

Pedestrian and vehicular traffic conflicts occur partially due to uncontrolled pedestrian street crossings. Proper provision of off-street parking is lacking in the area. Extensive driveway crossings and unrestricted physical access to properties in some locations have reduced the availability of on-street parking and have contributed to disruptive traffic movements.

- a) THAT off-street public parking be encouraged to develop at suitable locations, particularly in the area north of Dewdney Avenue.
- b) THAT on-street taxi loading zones be established at locations selected in consultation with area businesses.

APPENDIX B
Feedback by Policy Topic Section

Feedback received at stakeholder sessions, online, by email, and at the public open houses is summarized by the following topic areas and is accompanied by the response.

- Regional
- Environment
- Transportation
- Infrastructure
- Land Use and Built Environment
- Housing
- Parks, Recreation and Open Space
- Culture
- Health and Safety
- Economic Development
- Social Development

Regional: Feedback Summary

Stakeholder sessions, public open houses, online engagement and submitted emails

FEEDBACK	RESPONSE
Regional Transportation System	
Provide bus service so rural people can drive to White City and bus into Regina.	As per Goal 2, the City wishes to explore feasibility of Regional transit in the future with surrounding municipalities and the province.
Collaboration	
Provide some clarity on how the City will work jointly with the RM.	Goal 3 references joint planning. "Establish beneficial growth and development patterns within the Urban-Rural Fringe Area through effective joint planning with the Rural Municipality of Sherwood (RM)." Draft policy exists in both the City's and RM's proposed OCP's supporting the creation of a joint planning and development review committee to review development in the Urban-Rural Fringe <u>surrounding the city</u>
Strengthen the relationship between the City and RM of Sherwood.	Goal 3 relates specifically to the RM-City relationship.
Include a dispute resolution mechanism. What happens when collaboration goes wrong?	Dispute resolution mechanisms are currently being discussed by the City and RM. This concern is more appropriately addressed outside of the OCP.
Clarify the role that each municipality plays in the region.	The Regina region is currently being defined in collaboration with <u>surrounding municipalities</u> .
500,000 Population	
A population increase to 500,000 people is unrealistic.	The City has always planned for long term growth. The City's existing OCP (Regina Development Plan) identifies growth areas to support a population beyond 300,000. The new Design Regina OCP is a detailed plan for a population of 300,000; however, it also provides guidance for protecting land beyond a population of 300,000 to a population of 500,000. When the city reaches this population will depend on growth rates. It is important for the City to be future oriented and plan for the longer-term to be prepared for the opportunities and challenges that will occur beyond the life of this Plan.
Food	
Dedicate a percentage of newly annexed land to growing food.	When land comes into the City's jurisdiction through annexation it is typically rezoned to UH-Urban Holding, a designation that is intended to accommodate the continuation of farming until the land is needed for development.
Water	
Initiate partnerships that would result in sharing of water and resources.	The City is exploring the feasibility of shared regional servicing through the Regina and Region Water and Wastewater Study.

Environment: Feedback Summary

Stakeholder sessions, public open houses, online engagement and submitted emails

FEEDBACK	RESPONSE
Alternative Energy	
<p>Explore and implement opportunities for solar and wind energy power generation.</p> <p>Lower corporate and community carbon footprint / lower GHG emissions.</p> <p>Provide alternative energy and/or green building incentives (or remove disincentives).</p>	<p>In goal 4 of the Environment section of the proposed plan:</p> <p>Policy exists to encourage the reduction of greenhouse gas emissions through the use of alternative energy sources.</p> <p>Policy exists to reduce corporate and community greenhouse gas (GHG) emissions</p> <p>Policy exists to promote more energy efficient new construction</p>
Water	
<p>Remove barriers at municipal level to grey water and/or rain harvest.</p>	<p>Use of greywater is outside of the City's jurisdiction. Rain barrels are permitted for rain water re-use.</p>
<p>Suggest collaborative relationship with other levels of government on creative ways of water use to maximize potable water.</p>	<p>Policy in Goal 3 is about working with stakeholders to establish a aquifer management framework to protect aquifers.</p>
Waste	
<p>Offer recycling for more materials than currently allowed in Blue Bins</p>	<p>The City's new curbside recycling program under Waste Plan Regina allows for more recycling beyond paper.</p>
<p>Introduce programs to reduce littering</p>	<p>Goal 3 in Social Development directs the City to collaborate and partner to improve the mgmt of litter</p>
Environmental Assessment	
<p>Does the City have the authority to ask for information outlined in environmental assessment?</p>	<p>Yes. The City can ask for different assessments through the <i>Planning and Development Act</i>. Policy exists regarding ecological assessments for certain developments to identify features including natural systems, contaminated lands, and air quality.</p>
<p>Outdoor air quality should be included in environmental assessments.</p>	<p>There is a policy to improve Regina's air quality and will be following up on ways to implement this policy.</p>
<p>Clean up current contaminated sites over a set period of time, perhaps through the cooperative development of the property between City and developer.</p>	<p>The City is currently looking at redevelopment of contaminated sites and there are policies related to brownfield sites in the Plan.</p>
Trees	
<p>Protect the trees and add more trees in the city.</p>	<p>Policies exist to maintain and continually expand a healthy and diverse urban tree canopy by increasing the overall number of trees in the city, and requiring tree planting and conservation in all development.</p>
<p>Consider a cosmetic pesticide ban in Regina, or at the least, within parks.</p>	<p>Within the Parks, Rec and Open Space area, there is a policy to manage the open space system in a comprehensive and environmentally sensitive manner. The city is not pursuing a pesticide ban at this time.</p>

Food Systems

Incorporate fruit trees into urban tree canopy and park vegetation.

The City of Regina does not plant fruit trees on City-owned public space due to maintenance challenges. Residents can plant and maintain fruit bearing trees on their own property.

Transportation: Feedback Summary

Stakeholder sessions, public open houses, online engagement and submitted emails

FEEDBACK	RESPONSE
Infrastructure	
Property protection and acquisition/ jurisdictional boundary reviews for key corridors for road capacity/connectivity.	Addressed under Transportation Goal 1. Actual implementation to be developed.
Protection for future rights-of-way to improve connectivity in the network (ex. bypasses).	Addressed in existing policy in the Plan.
Remove or improve rail crossings within city boundaries.	Various rail crossings have been identified on the Design Regina Transportation Map. Additional direction on rail crossings may be found in the Transportation Master Plan. Any future rail crossing improvements would be subject to project/ site-specific studies.
Transit	
Expand Transit service and improve frequency.	Policies exist that address Transit service and frequency. Additional policies to be developed in Transportation Master Plan.
Improvements to Paratransit or accessible Transit overall.	Policies exist in regards to Paratransit, however, specific improvements would be more appropriate at the level of a paratransit study.
Explore and plan for a light rail system.	Addressed in policy which speaks to protecting corridors for future rapid transit which would likely involve bus rapid transit to start with possible light rail, if it is feasible.
Parking Downtown	
Increased enforcement	The issue of enforcement is not addressed in Design Regina. The City is currently undertaking a Downtown Parking Study that considers enforcement.
Address parking demands	Addressed in existing policy regarding the need to balance parking demand with encouraging alternative modes of transportation.
Remove parking downtown to make room for bus lanes	This is being reviewed at the level of the Downtown Transportation Study.
Winter Sidewalk Maintenance	
Focus on schools, high traffic walking routes, transit stops, and transit routes.	Addressed in overall policy regarding winter sidewalk maintenance. The policy does not specify schools or any other individual land uses. The TMP will include additional winter maintenance policy, but a comprehensive winter maintenance review is required to determine details of winter maintenance with respect to priority locations, etc.
Active Transportation	
Improve cycling infrastructure and expanded connectivity.	Addressed in policies in this section and touched on in the Land Use & Built Environment section.
Winter maintenance	Noted within policy in this section. The TMP will include additional winter maintenance policy.

Bicycle parking

Addressed in policy in this section which calls for bike storage needed at the types of land uses that will be included at transit nodes. Specific regulations are included in the Zoning Bylaw.

Infrastructure: Feedback Summary

Stakeholder sessions, public open houses, online engagement and submitted emails

FEEDBACK	RESPONSE
Infrastructure Maintenance	
Does the plan require funding for the repair and maintenance of assets, such as utility infrastructure, curbs, sidewalks, etc.?	<p>Infrastructure Goal 3 and Financial Goal 2 require the development of asset management strategies for infrastructure, which would consider the life cycle costs for capital construction and repair and maintenance.</p> <p>Financial Goals 2, 3 and 4 also speak to the need to ensure that growth pays for growth, repair and maintenance costs are considered when planning new assets, new assets are built at the lowest life cycle cost possible and that the City looks for new ways to fund its infrastructure.</p>
How does the plan address the infrastructure deficit?	Infrastructure Goal 2 through requires the development of a continual improvement framework to begin to address the current infrastructure gap.
Roads	
Snow storage and snow clearing should be improved.	Winter road maintenance plans are too detailed for the OCP, but Transportation Goal 1 does require the provision of viable, multi-use transportation options through all four seasons. A winter maintenance policy review will need to be done in the future to detail how winter maintenance will change with respect to the Plan.
Need more overpasses.	The Transportation Map shows the potential locations of future interchanges. More information will be provided in the Transportation Master Plan being prepared in tandem with the OCP.
South East bypass needs to be built further from Regina.	Construction of the Southeast Bypass is the responsibility of the Ministry of Highways and Infrastructure. The City is a participant in the planning and design process but does not control the location of the bypass or when it is constructed.
Utilities	
Focus on renewable energy.	Infrastructure Goal 4 explores waste-to-energy processes, while Environment Goal 4 and the Guidelines for Complete Neighbourhoods encourage the use of renewable energy options.
Concerns over new wastewater treatment plant	Design Regina does not have policies that specifically address the Wastewater Treatment Plant project, but the Plan includes policies related to wastewater.
Consider communications utilities	Infrastructure Goal 5 encourages collaboration with other utility providers related to maintenance.
Incorporate innovation and technology	Infrastructure Goal 1 requires that new infrastructure incorporate industry best practices.
Water	
Water conservation should be a priority.	Infrastructure Goal 4 addresses the need for water conservation strategies.
Concerns about water quality and source water protection at Lake Diefenbaker.	Infrastructure Goal 4 requires the City to develop and adopt stormwater quality standards, while Environment Goal 3 addresses the protection of surface and ground water sources.

Servicing	
Lifecycle costing	<p>Infrastructure Goal 3 and Financial Goal 2 require the development of asset management strategies for infrastructure, which would consider the life cycle costs for capital construction and repair and maintenance.</p> <p>Financial Goal 2, 3 and 4 all speak to the need to ensure that growth pays for growth, repair and maintenance costs are considered when planning new assets, new assets are built at the lowest life cycle cost possible and that the City looks for new ways to fund its infrastructure.</p>
Match future land use to infrastructure capacity. Does inner city have capacity for type of density?	<p>Goal 3 requires the development of infrastructure plans. Neighbourhood plans for new or intensified areas will also require infrastructure plans. The Downtown Serviceability Study is also recently complete and will inform part of the City Centre Plan for intensifying this neighbourhood.</p>
Services should be equal to taxes.	<p>Financial Goal 2, 3 and 4 all speak to the need to ensure that growth pays for growth, repair and maintenance costs are considered when planning new assets, new assets are built at the lowest life cycle cost possible and that the City looks for new ways to fund its infrastructure.</p>
Regional Concerns	
Concerns that pace of development has outstripped capacity for City to respond.	<p>The City is responding to the fast pace of development that is currently being seen and planning for long term sustainable growth and infrastructure. The OCP itself is critical in ensuring the City is prepared for its growth and the growth of the region.</p>

Land Use and Built Environment: Feedback Summary

Stakeholder sessions, public open houses, online engagement and submitted emails

FEEDBACK	RESPONSE
City Centre	
is there a framework being considered for built form to encourage design that contributes to an attractive built environment into the future?	The Regina Downtown Neighbourhood Plan was recently approved and provides guidance on the design and built form of development and public spaces in the Downtown. The Plan calls for a neighbourhood plan for the City Centre, which would be an <u>expansion of the recently approved Downtown Plan</u> .
Concerns with parking or movement of traffic if all of the large buildings are located in the same area.	The City is currently undertaking a Downtown Parking Study.
Encourage retail on ground level for any office buildings that are build/renovated in the downtown.	The Downtown Plan currently encourages retail on ground level throughout the Downtown and it is required on certain streets.
No mention of infrastructure upgrades in the City Centre.	The City has recently completed the Downtown Serviceability Study which identifies future infrastructure upgrades. Findings will be incorporated into The City Centre Plan.
Intensification	
Would like to see higher density supported, especially in downtown.	Higher density is supported in the Plan in the Downtown / City Centre and along urban corridors and urban centres. The highest density will be located in the Downtown portion of the City Centre. The plan targets 10,000 new residents in the City Centre.
Complete Neighbourhoods	
Development in all areas should include a mix of commercial and residential elements.	Policies under the Complete Neighbourhoods goal ensure a mix of uses, including residential and commercial.
Improved public realm needs definition and examples (ex. restaurant patio space).	The Definitions section includes "public realm".
Connectivity should be a key element in complete communities.	Connectivity is a key element of complete neighbourhoods and transportation.
A comprehensive listing of neighbourhood needs and desires would be a valuable assessment tool and could direct better communities	The Complete Neighbourhoods definition and policies are intended to apply to all neighbourhoods. The needs of individual neighbourhoods are addressed through the creation of new or <u>updating existing neighbourhood plans</u> .
Retrofitting Neighbourhoods	
A review of connectivity in existing neighbourhoods should be undertaken.	A more detailed review of street connectivity will be looked at as <u>part of neighbourhood plans</u> .
In-fill developments should be of scale and appropriate design to maintain neighbourhoods.	The Plan includes policy to ensure that infill development is appropriately scaled with its context. Guidelines for determining compatible urban design, appropriate built forms, densities and design controls will be created through an intensification development strategy.
Commercial Land Use	
Concern that no future growth for the airport is indicated. Have they raised any issues?	The Regina Airport Authority has been consulted throughout the Design Regina process.

Industrial Land Use	
Buffer is lacking around upgrader.	There is no regulatory buffer in place for the refinery; however, the City will ensure appropriate setbacks to new development.
Is the buffer around Evraz adequate for air quality concerns?	Residential development is prohibited within 1,000 m of the Evraz steel mill to mitigate potential noise and odour concerns.
Under special policy areas, Regina has one of highest density of pipelines, aquifer overlay zones, and floodplains, etc. Should this be included in the plan?	There is policy dealing with pipelines, aquifers and floodplains in other sections including Health and Safety and the Environment sections.
Accessibility	
Further clarification on accessibility would be helpful.	A definition for accessible has been added to the Definitions section.
Food Systems	
Important to have community garden spaces incorporated into the green space.	Community garden policies are found in the Social Development section.
Could the City zone or lease land specifically to farmers to provide food for City residents?	The City encourages compatible agricultural use on UH-Urban Holding where farming is intended to continue until the land is required for development.
Would like to see edible vegetation in urban forest.	The City of Regina does not plant fruit trees on City-owned public space due to maintenance challenges . Residents can plant and maintain fruit bearing trees on their own property.

Housing: Feedback Summary

Stakeholder sessions, public open houses, online engagement and submitted emails

FEEDBACK	RESPONSE
Attainable Housing	
Revisit definition of "affordable housing" – use CMHC definition (<30% of income)	Definition of attainable housing has been used to address housing across the spectrum considering the 30% of income rule and the housing needs of all groups. This definition aligns with provincial and federal definition for consistency.
Address the need for affordable, student and senior housing needs.	Specific groups have not been identified in the housing policies (e.g. students and seniors) because the definition of attainable housing represents all groups. Several policies focus on diversity of housing in terms of cost and location to meet the needs of a variety of households, including students, workers, seniors and others. More detail about housing for specific groups has been captured in the Comprehensive Housing Strategy.
Increase low-income housing supply.	In order to achieve housing for vulnerable or low-income groups, the City must work with provincial and federal governments who provide more funding for housing than the City can offer. Goal 5 is dedicated to partnerships to address the housing needs of the City's most vulnerable. The Social Development section of the OCP further addresses policies regarding homelessness and supportive and transitional housing; several strategies in the CHS also address these issues.
Provide hard targets for % of affordable housing and % of vacancy.	Comprehensive Housing Strategy (CHS) sets a target vacancy of 3%. A target number of units created per year with City contributions will be addressed with the CHS and revisions to the current housing incentives policy.
Inflation/Rent	
Control the over-inflation of housing prices.	The City's housing incentives program aims to increase supply to balance increasing costs. Controlling housing prices is outside the City's ability.
Work with provincial government to enact rent control measures.	Goal 5 references collaboration with partners. "Collaborate with all levels of government and community partners to advance housing initiatives."
Diversity	
Ensure a diversity of housing forms in all neighbourhoods.	Goal 3 in Housing and policies within the Land use and Built Environment speak to increasing the diversity of housing throughout the city.
More plans for diverse housing for aboriginals, newcomers, disabled persons and students (inclusive and accessible housing).	Housing for diverse groups have been addressed in Housing, Land Use and Built Environment, and Social Development sections.
Ensure the availability of rental units - not all converted to condos.	The City currently controls the conversion of rental units to condominiums through the Condominium Conversion policy.
Focus on existing housing as well as new development.	Several policies in the OCP and strategies in the CHS address the need to retain and repair existing housing.
Complete neighbourhoods should be a part of the housing strategy.	The definition of and guidelines for complete neighbourhoods include housing as a critical element.

Environmental	
Increase the focus on energy efficient homes (e.g. encourage solar homes with incentives, grey water, greenroofs).	Green building design measures, including alternative energy sources, have been included in the Environment section. The City's incentives are currently focused on housing supply. The Province has funding programs for energy efficiency in housing thus the city has not committed to additional incentives of this type.
Encourage wind turbines and other construction that could create excess energy. Revise bylaws to allow for innovative conservation strategies in building and retrofitting, and even requiring such in new builds.	The City will continue to encourage and support innovation and conservation strategies as per the goals and policies in the OCP.
An environmental focus seem to generally be missing from this section.	The Environment section focuses on environmental building strategies.
Community Involvement	
This section seems to be entirely focused on working with the developers rather than with the communities.	Housing policies must focus on the role of the development community because they are largely responsible for building housing. Public engagement is addressed elsewhere in the OCP to outline residents' and communities' potential role in general. The CHS also includes strategies to increase education, outreach and public engagement in relation to housing development and housing policies to encourage more community involvement. Community involvement will also be included in new neighbourhood plans.
The City needs to take a stronger lead when working with developers "directing" vs "encourage".	There is a balance between directing and encouraging the developers to allow for flexibility in neighbourhood design.
Intensification	
Intensification seems to be missing from the housing goals but yet an important part of the overall growth strategy.	A new policy (#) related to intensification was added to the Housing section.
Overall	
Change "special needs" to "specific needs".	Changed special needs to "specific needs".
Introduce a "report card" for the City to report on yearly progress.	A scorecard is part of the Comprehensive Housing Strategy and will be updated and provided to Council yearly.

Park, Recreation and Open Space: Feedback Summary

Stakeholder sessions, public open houses, online engagement and submitted emails

FEEDBACK	RESPONSE
Amenities	
Desire for a focus on indoor rec and cultural spaces in each community.	Policies focus on indoor as well as outdoor recreation amenities.
Partnerships with user groups for redevelopment or maintenance.	Policies have been added to address the need for partnerships.
Needs assessment of community facilities and programs.	The OCP does not go to this level of detail. It is addressed at a project-specific level.
More advertising of facilities and programs.	The OCP does not go to this level of detail.
Connectivity	
Connectivity of the multi-use pathway system and trails, in city and regionally.	Policy to address this exists in both the Regional section and the Parks and Recreations sections.
Multi-use pathways maintenance issues.	The OCP does not go to this level of detail.
Green Space / Parks / Playgorunds	
Concern that infill development will reduce greenspace.	The amount of park space that has to be dedicated for every development is legislated.
Equal distribution of green space between neighborhoods.	Policy exists to address this issue.
Desire for additional community gardens.	policies regarding community gardens are under the Social Development section, as well as under the Parks and Recreations setion.
More parks	The amount of park space that has to be dedicated for every development is legislated.
Wider variety of park amenities	Policies exist in regards to providing park amenities.
Pesticide-free parks	The OCP does not go to this level of detail. The city plans to begin a plant health care program in 2014, which would mean a reduction in pesticides in some parks, depending on budget.
Lacking reference to Rec Facilities Plan or Open Space Management Strategy.	These plans operate at a different level than the Official Community Plan.

Culture: Feedback Summary

Stakeholder sessions, public open houses, online engagement and submitted emails

FEEDBACK	RESPONSE
Capital City	
Work with Province to increase prominence of Regina as a Capital City.	Many Goals and policies speak to enhancing our cultural heritage (sense of history and tradition), which relates to civic position as Capital City. Regional and Economic Development sections have policy that emphasizes Regina as a Capital City.
Cultural Diversity	
Ensure the City is researching the varying cultures of immigrant communities and engaging them appropriately.	The Culture section addresses inclusion, which includes meeting the cultural aspirations of newcomers and First Nations, Métis and Inuit peoples.
Educate Community Associations about the changes in Regina's diversity to ensure appropriate programming.	The Culture section includes a goal (#?) on accessibility, which includes awareness building and education of cultural resources and diversity.
Expand existing culture-specific neighbourhoods (e.g. China town, North-Central) to accommodate different needs.	The Complete Neighbourhoods (Land Use and Built Environment, Goal 1) includes a policy relating to neighbourhood cultural identity.
Architecture	
Architecture needs to have more prominence in the plan.	Architecture is included in the definition of Urban Design, which is throughout the plan and there is an added emphasis on the importance of considering architectural compatibility for new development in existing neighbourhoods.
Create a program to increase the salvage of character defining elements before demolition.	This level of detail will be considered in the forthcoming Culture Heritage Management Strategy.
Encourage the preservation and renovation of existing buildings as the first choice.	The preservation of buildings is encouraged where feasible. Under the current legislation we cannot require retention of buildings.
Under-utilized Space	
Create an inventory of underutilized space in Regina.	The City is going through the process of creating an inventory of available spaces.
Utilize space in churches and architecturally significant buildings to ensure these spaces aren't underused.	Use of private property is outside of the City's jurisdiction. Several policies in Land Use and Built Environment reference adaptive re-use and conservation of spaces.
Art	
Increase the prominence of artists and the arts in the plan, seems to be a gap.	Under the definition of Cultural Resources, being an artist is viewed as a cultural occupation while arts organizations are community cultural organizations. Cultural Resource support is identified in every goal. This level of detail will be addresses within The Culture Plan.

Health and Safety: Feedback Summary

Stakeholder sessions, public open houses, online engagement and submitted emails

FEEDBACK	RESPONSE
Risk of Disease	
The City should be making health related services to tackle communicable disease.	The City of Regina does not provide health services. This is the responsibility of the Health Region.
Construction / Development	
Increase auditing on both commercial and residential construction.	The City reviews all commercial and residential construction to the standards of the National Building Code of Canada.
Increase emphasis on industrial safety.	Industrial safety is under the jurisdiction of the Provincial Occupational Health and Safety Department. The Plan includes policies to ensure that heavy industry or development near heavy industry is planned in a safe fashion (e.g. airport, refinery, steel mill, etc.).
Fire	
Fire risk - the side yards in new homes seem to be getting closer	Minimum setbacks are set by National Building Code and required by City.
Can fire service respond to all buildings downtown?	Fire Department has fire suppression and emergency response plans.
Plan new fire stations in new areas of the city.	New facilities will be built as needed to meet the demand of growth.
Police	
Additional full service 24/7 staffed police stations are required, not just the main office downtown.	The OCP does not go to this level of detail.
Healthy Food	
Access to healthy food should be a prominent component.	New goal introduced (#2) – “Increase access to healthy and affordable food.”
Encourage schools to provide healthy food options for students through incentives and partnerships with local businesses and organizations.	This responsibility falls with the school boards.
Safe Routes	
Increase emphasis on active and safe routes for people (especially children and elderly) to travel to and from school/work, recreation, home, etc.	The Plan includes a number of polices in Transportation and other sections related to active transportation options.

Economic Development: Feedback Summary

Stakeholder sessions, public open houses, online engagement and submitted emails

FEEDBACK	RESPONSE
Economic Development Section	
Consider Economic Development as an overarching theme that runs through all topics, versus being its own section.	Economic Development was identified as Community Priority. This is a topic that has extensive linkages to other topic areas, including housing, social development, and land use and the built environment. There are tradeoffs of having it as a standalone section versus incorporating policies throughout other sections. In the current RDP, economic development policies are combined with the section on residential development. For the new OCP, it was thought that there is merit in having economic development as a distinct section to more explicitly acknowledge this important element of the city's growth.
Entrepreneurism	
Develop a new goal specifically around entrepreneurship.	Goal 3 was revised to speak to entrepreneurship more broadly as opposed to a single sector. Includes policy supporting live/work spaces to foster new business.
Diversify	
Ensure economic diversity - don't put all the emphasis on extractive industries/resource sector.	Revisions were made under Goals 2 and 3 to encourage new and existing industry clusters, including cultural and creative industries, and establish mechanisms to diversify the economy.
Healthy Communities	
Ensure health and quality of life are considered within the context of economic development (e.g. need healthy communities to foster economic prosperity).	The introduction to the section recognizes that the well-being of Regina's residents and high quality of life is the cornerstone of the rationale for the City's policies and practices to support economic growth.
Sustainability	
Place more emphasis on renewable energy. Promote and support green industries.	Policies under Goal 2 speak to the importance of identifying and encouraging the development of new economic opportunities which could inc green industry. There are policies in the Environment section and Infrastructure section regarding renewable energy.

Social Development: Feedback Summary

Stakeholder sessions, public open houses, online engagement and submitted emails

FEEDBACK	RESPONSE
Community Gardens	
Strengthen the City's commitment to community gardens. Increase the quantity of gardens to address the waiting list and ensure affordability for multiple income brackets.	New goal (#2) introduced supporting community gardens. Community gardens are supported by the City, on City-owned land and on private and institutional lands.
Permanently assign land or long-term leases to gardens, instead of leftovers land waiting to be developed.	Community garden leases in City-owned parks are typically 10-year leases.
Incorporate community gardens in all new neighbourhoods.	The city will be seeking ways to integrate community gardens into new neighbourhoods as part of the open space system.
Graffiti Management Program	
Consider supporting graffiti safe zones as part of the the Graffiti Management System.	This level of program detail will be considered under The Graffiti Management Program.
Food Security/Availability	
More emphasis should be placed on food security, aside from community gardens and farmers markets.	New goal introduced (#2) – "Increase access to healthy and affordable food."
Revise the Food Security definition to "a situation in which all community residents obtain a safe, culturally acceptable, nutritionally adequate diet through a sustainable food system that maximizes community self-reliance and social justice"	The food security definition has been updated.
Partnerships	
Work with the Provincial and Federal Governments to address major social issues to ensure we're attracting new residents.	A policy exists on collaboration (13.12). The Plan also includes a goal related to Social inclusion with a policy to "Identify opportunities to collaborate with the community and support the improved settlement and integration of international immigrants". A new policy was added to develop and implement strategies to address community priority social issues.
Schools	
Support retention of neighbourhood schools in established neighbourhoods.	The retention of schools in established neighbourhoods is outside the City's jurisdiction. This responsibility falls with the school boards.
Re-purpose closed schools into multi-plex facilities.	The City works with the school board towards the redevelopment or adaptive reuse of school sites to ensure integration within the existing neighbourhood.

APPENDIX C

Community Priorities

The priorities provide clarity on where we need to focus to move towards achieving our Vision and will provide direction for the policies that will be developed in the official community plan. The priorities are described as follows:

- **Develop Complete Neighbourhoods**
Create safe and inclusive neighbourhoods that are easy to get around and that have a mix of housing choices, amenities, and services. Community input will drive a proactive approach to city planning.
- **Embrace Built Heritage and Invest in Arts, Culture, Sport and Recreation**
Enhance quality of life, community identity and pride by supporting heritage preservation, arts, culture and four season sport and recreation activities which will foster community vibrancy and cohesiveness.
- **Support the Availability of Diverse Housing Options**
Support a variety of housing choices to ensure people from all walks and stages of life are welcomed to live in Regina.
- **Create Better, More Active Ways of Getting Around**
Make it easier for people of all abilities to travel by investing in public transit in appropriate locations and planning for all active forms of transportation. This includes providing access routes so all people can more easily travel from home to work and to other destinations.
- **Promote Conservation, Stewardship & Environmental Sustainability**
Reduce the city's environmental footprint; prioritize the conservation of land, water, and energy; and embrace new operational measures, such as leading practices for waste management.
- **Achieve Long Term Financial Viability**
Spend money wisely to ensure the City's ability to manage its services and amenities both now and in the future. This includes considering the full costs of operating before committing to projects or services and to search out new ways to generate revenue to ensure the City has the financial resources to meet customers' needs.
- **Foster Economic Prosperity**
Support a vibrant and diverse economy that provides opportunities for residents to prosper and Regina to flourish.
- **Optimize Regional Cooperation**
Work cooperatively with surrounding municipalities, agencies, levels of government and other stakeholders to determine and evaluate opportunities to collaborate to plan for and potentially deliver services regionally.