



EXECUTIVE COMMITTEE

**Wednesday, January 14, 2015
11:45 AM**

Henry Baker Hall, Main Floor, City Hall



Office of the City Clerk

**Public Agenda
Executive Committee
Wednesday, January 14, 2015**

Approval of Public Agenda

Minutes of the meeting held on December 3, 2014.

Administration Reports

EX15-1 Regina Revitalization Initiative (RRI) Railyard Renewal Project (RRP),
Land Disposition and Development Strategy

Recommendation

1. That Administration develop a land development and disposition plan for the Railyard Renewal Project consistent with *Approach #4 – Public Investment Development*, as described in this report.
2. That the Deputy City Manager & Chief Operating Officer, or designate, be authorized to negotiate and approve the terms of agreements relating to contract planning services, urban design services, and business consulting services as may be required to proceed with *Approach #4 – Public Investment Development (the “Agreements”)*.
3. That future reports seeking approval of the final urban planning, land use and financial plans be brought to Council for its approval.
4. That the City Clerk be authorized to execute the Agreements after review and approval by the City Solicitor.
5. That this report be forwarded to the January 26, 2015 meeting of City Council for approval.



Office of the City Clerk

EX15-2

New Building Canada Fund (NBCF)

Recommendation

1. That the following projects be approved for consideration by the federal and provincial governments under the first intake of the New Building Canada Fund (NBCF) in the following priority order:
 - a. Transit Maintenance Facility with an estimated total project costs of \$30 million
 - b. Winnipeg Street Overpass with an estimated total project cost of \$28 million
 - c. Regina Revitalization Initiative – Railyard Renewal with estimated total project costs of \$67 million
 - d. Septage Receiving Station with an estimated total project costs of \$10 million
 - e. Ring Road Victoria Ave overpass with an estimated total project costs of \$10 million
 - f. Buffalo Pound Water Upgrades with an estimated total project costs of \$36 million.
 - g. Albert and Saskatchewan Drive Intersection improvement with an estimated total project costs of \$7.5 million.
2. That the City Manager or his designate be authorized to prepare, negotiate, review and submit applications for funding through the NBCF for the projects identified in recommendation one in accordance with the terms and conditions of the NBCF program.
3. That the City Manager report back to Executive Committee on the progress of discussions with the provincial government and the status of the application process.
4. That this report be forwarded to the January 26, 2015 meeting of City Council for approval.



Office of the City Clerk

City Clerk's Reports

EX15-3 2014 Review of Open Outstanding Items

Recommendation

That the following items be deleted from the list of outstanding items for City Council and Executive Committee:

<u>Item</u>	<u>Committee</u>	<u>Subject</u>
CM09-13	City Council	Amusement Tax
CR12-109	City Council	Sale of City Property at 263 Lewvan Drive
CR14-16	City Council	Regina Humane Society Request to Partner on a New Animal Control and Shelter Centre
CR14-39	City Council	Proposed 2014 Local Improvement
Bylaw 2014-85	City Council	The Regina Civic Employees' Long Term Disability Plan Amendment Bylaw, 2014
CR14-1	Mayor's Housing Commission	Regina Planning Commission: Application for Zoning bylaw Amendment (13-Z-18) Laneway Suites Pilot Project in Harbour Landing McCaughey Street and James Hill Road
EX14-20	Executive Committee	Interim Phasing and Financing Plan

Resolution for Private Session

AT REGINA, SASKATCHEWAN, WEDNESDAY, DECEMBER 3, 2014

AT A MEETING OF THE EXECUTIVE COMMITTEE
HELD IN PUBLIC SESSION

AT 11:45 AM

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

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

Regrets: Councillor Terry Hincks

Also in Attendance: Deputy City Clerk, Erna Hall
City Manager & CAO, Glen Davies
Executive Director, Legal & Risk, Byron Werry
Deputy City Manager & COO, Brent Sjoberg
Chief Financial Officer, Ed Archer
Executive Director, City Services, Kim Onrait
Executive Director, Human Resources, Pat Gartner
A/Executive Director, City Planning & Development, Diana Hawryluk

(The meeting commenced in the absence of Councillor Murray.)

APPROVAL OF PUBLIC AGENDA

Councillor Sharron Bryce moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted.

ADOPTION OF MINUTES

Councillor Barbara Young moved, AND IT WAS RESOLVED, that the minutes for the meeting held on November 12, 2014 be adopted, as circulated.

CITY CLERK'S REPORTS

EX14-43 2015 Elected Officials Appointments

Recommendation

1. That City Council approve the elected member appointments to the committees summarized in Appendix A.
2. That all appointments be made effective January 1, 2015 with terms of office to December 31, 2015 unless otherwise noted.
3. That members appointed continue to hold office for the term indicated or until their successors are appointed.
4. That this report be forwarded to the December 15, 2014 City Council meeting.

Councillor Sharron Bryce moved, that the recommendations contained in the report be concurred in.

(Councillor Murray arrived at the meeting.)

Mayor Michael Fougere moved, in amendment, AND IT WAS RESOLVED, that Appendix A be revised by removing Councillor Terry Hincks' name from the membership of the Finance and Administration Committee and it be replaced with Councillor Barbara Young.

The main motion, as amended, was put and declared CARRIED.

INFORMATIONAL REPORTS

EX14-44 City Administration Reorganization Final Update

Recommendation

That this report be received and filed.

Mayor Michael Fougere moved, AND IT WAS RESOLVED, that this report be received and filed.

RESOLUTION FOR PRIVATE SESSION

Councillor Sharron Bryce moved, AND IT WAS RESOLVED, that in the interest of the public, the remainder of the items on the agenda be considered in private.

RECESS

Mayor Michael Fougere moved, AND IT WAS RESOLVED, that the Committee recess for two minutes.

The meeting recessed at 11:54 a.m.

Chairperson

Secretary

January 14, 2015

To: Members,
Executive Committee

Re: Regina Revitalization Initiative (RRI) Railyard Renewal Project (RRP), Land Disposition and
Development Strategy

RECOMMENDATION

1. That Administration develop a land development and disposition plan for the Railyard Renewal Project consistent with *Approach #4 – Public Investment Development*, as described in this report.
2. That the Deputy City Manager & Chief Operating Officer, or designate, be authorized to negotiate and approve the terms of agreements relating to contract planning services, urban design services, and business consulting services as may be required to proceed with *Approach #4 – Public Investment Development (the “Agreements”)*.
3. That future reports seeking approval of the final urban planning, land use and financial plans be brought to Council for its approval.
4. That the City Clerk be authorized to execute the Agreements after review and approval by the City Solicitor.
5. That this report be forwarded to the January 26, 2015 meeting of City Council for approval.

CONCLUSION

A Council-endorsed land disposition and development strategy for the Regina Revitalization Initiative (“RRI”) Railyard Renewal Project (“RRP”) will provide assurance to the public that Council remains committed to pursuing urban revitalization through the RRP. Endorsement of the recommended land disposition and development strategy provides direction for the implementation of the redevelopment of the lands and is consistent with previous Council direction. The recommended strategy will ensure that decisions about land use, urban design, public spaces, transportation, and utility systems are made with a view towards achieving a shared and attainable vision, and that the necessary policy framework is established to guide and realize suitable redevelopment of the Railyard site.

The recommended land disposition and development strategy will:

- Proactively establish a cohesive vision across development areas and surrounding neighbourhoods;
- Produce positive returns by generating value in the public interest, whether through financial or other means (i.e. achieve public policy objectives and deliver community benefits: sustainability, affordable housing, intensification targets, historic preservation, etc.);
- Strengthen the policy framework and establish the requisite means to effectively guide and realize suitable redevelopment;

- Provide opportunities for meaningful stakeholder and public participation;
- Attract private sector investment by investing public capital in enabling infrastructure and public realm works that increase land values and/ or deliver project components that would otherwise be unfeasible for the private sector alone;
- Provide the private sector with a higher level of certainty and predictability in undertaking development, and as a result, increase the ability to attract private sector investment;
- Retain ownership of the public sector planning requirements to protect the public interest;
- Transfer the market and construction risk associated with building construction to the private sector where it has the proven ability to manage it;
- Enhance opportunities for establishing funding partnerships;
- Retain ownership and release public land to the market consistent with absorption capacity, creating opportunities for local private sector investment and land value appreciation capture;
- Competitively and transparently tender public land to attract private sector partners able to deliver on a comprehensive list of requirements; and
- Assert the City of Regina's leading role, and long-term commitment to, the revitalization of the Railyard site.

BACKGROUND

The RRI was formally initiated by Council on May 30, 2011. The RRI is the largest urban revitalization project ever undertaken in the City of Regina and consists of three primary project components: the Stadium Project; Railyard Renewal Project; and, the redevelopment of Taylor Field Neighbourhood. At that time, Council authorized the City Manager to begin negotiations with Canadian Pacific Railway ("CP") for the acquisition of the Railyard site.

On June 17, 2011, a business unit was created within the City Manager's office. Internal staff were seconded to support the project and an internal Steering Committee was created to guide various project elements. Under the guidance of the Steering Committee, staff were tasked with developing a process that would be used to define a vision for the lands, which would see residential, commercial and retail development on the Railyard and Taylor Field Neighbourhood redevelopment sites.

On July 13, 2011, a start-up visioning session was held with the Administration, external consultants and members of Council to establish a vision, key principles and objectives for the RRI. The results of this exercise were intended to inform a thorough planning process leading to clearly articulated outcomes for the land development projects. Council approved the RRI vision and guiding principles on August 22, 2011.

On October 9, 2012, Council authorized the Administration to finalize sale agreements to acquire approximately 17.5 acres of the Railyard site for \$7.5M. The land acquired included the former CP Intermodal Facility. The CP/CN Interchange Line, CP Servicing Area and Wye Interchange adjacent the site remain in operation and were not purchased by the City. As part of the terms of the purchase agreement, the site was leased back to CP until July 31, 2014 to allow sufficient time to transition its intermodal operations to the Global Transportation Hub ("GTH").

On July 31, 2014, the City assumed full control of the Railyard site. City Administration have since completed work required under the terms of the purchase and sale agreement, including the installation of a security fence along the common property line.

DISCUSSION

Effective management of public land can produce substantial returns by generating financial value, delivering community benefits, and achieving public policy objectives. Management of public land includes the process of making and implementing prudent decisions about the acquisition, holding, and disposition of public land. RRI land development projects require a clear land disposition and development strategy to realize suitable redevelopment of the Railyard site, which consist of approximately 17.5 acres of underutilized publicly-owned land.

An orderly and proactive land disposition strategy will align development with the newly adopted Official Community Plan (“OCP”) and return maximum value, through financial returns and delivery of other community benefits to the City and public. It will also help to ensure that each project phase comes together over time to form a cohesive whole, rather than delivering fragmented parts.

Recognizing that tension can exist between public and private sector motivations, a land disposition and development strategy that provides sufficient guidance and enhances value but that does not become too demanding, inflexible and expensive to implement will be in the public’s interest. Further, it will result in a process that is innovative and careful not to exceed implementation capacity in its attempt to deliver an overly ambitious vision.

City Administration has identified a number of land disposition and development strategies. The development of these strategies and recommendations has been evaluated against numerous considerations and has been reviewed and approved by the RRP Steering Committee, which includes representation from the Regina Downtown Business Improvement District and Regina Warehouse Business Improvement District. The level of public sector involvement, ability to guide development, value created, and risk assumed and transferred varies considerably across strategies and is discussed, below, and summarized in Appendix A.

1. Private Sector Development

Description:

In 2011, a workshop led by external consultants, was held with the Administration and members of Council to develop a vision and guiding principles for the RRI. Council’s vision and guiding principles would be used to solicit conceptual development proposals for the redevelopment of the Railyard site. A private developer design competition would be initiated using these guiding principles to solicit interest and ultimately dispose of public land without ongoing City involvement outside of its role as a regulator.

Process:

Promote design competition/ solicit conceptual development proposals → Select best plan based on submissions → Negotiate development agreement.

Advantages/ Disadvantages:

Land disposition and development strategy *Approach #1 – Private Sector Development* would require minimal upfront public sector investment, and could potentially generate a range of ideas and concepts for the redevelopment of the Railyard site. At the same time, submissions would inevitably

come back with large variations in responses based on individual interpretation of the guiding principles, which would result in challenges with the consistent evaluation of their value propositions.

This strategy is reactive and does not provide adequate guidance to enforce suitable development or connectivity with surrounding neighbourhoods. There would be minimal opportunities for meaningful public and stakeholder participation before selection and, as a consequence, unlikely to be supported by the public. Opportunities to enhance and generate additional value from the Railyard site would be limited. The successful private developer would undertake and pay for the planning requirements, which would be based solely on Council's guiding principles and influenced by the developer's motivation. A development agreement would be negotiated between the City and successful private developer to outline the conditions and obligations of each party. Significant market, construction and financial risk would be transferred to the private sector; however, there is considerable risk of being unable to deliver the wider vision of revitalization.

Design competitions are not typically promoted directly to private developers. Traditional design competitions target subject matters experts (i.e. urban planning and design experts) in order to generate a range of ideas and best practice applications (i.e. Master Plan, public art, streetscape improvements, etc.). Respondents to design competitions are commonly offered an honorarium, which would not warrant completed design specifications, and that may result in submissions that exceed implementation capacity.

Estimated Timing:

It is estimated that land disposition and development strategy *Approach #1 – Private Sector Development* would require approximately 1.5 years of preparatory planning work before building construction would likely begin, including: the development and promotion of design competition materials; response and evaluation of design competition submissions; obtaining planning approvals; negotiating a development agreement; and detailed design development.

Full build-out of land development projects will be driven by market forces and varies greatly depending on what is to be built on each development site. Council has identified the RRI land development projects as a key priority and it is anticipated that development will occur over a 10 – 15 year horizon. Generally, the rate at which development occurs will be influenced by the level of public and private investment, as well as policy support.

2. Consultative Private Sector Development

Description:

Council's guiding principles would be used to create an opportunity summary that describes what might be possible or desirable on the lands. The City would procure consulting services to facilitate a public and stakeholder consultation process that would identify a list of specific community desires that might support Council's vision and guiding principles. This information would be used as part of a private sector developer design competition to solicit interest and ultimately dispose of public land without ongoing City involvement.

Process:

Procure consulting services to facilitate public consultation and identify community desires → Promote design competition/ solicit conceptual design competition → Select best plan based on submissions → Negotiate development agreement.

Advantages/ Disadvantages:

While land disposition and development strategy *Approach #2 – Consultative Private Sector Development* engages stakeholders and members of the public, it is sensitive to many of the same challenges as *Approach #1 – Private Sector Development*. Submissions would inevitably come back with large variations in responses, which may result in inconsistent evaluation of their value proposition.

This strategy is reactive and does not establish the requisite policy framework to guide suitable development or connectivity with surrounding neighbourhoods. Some opportunities to generate value may be created, but would become difficult to enforce over the lifecycle of the projects. The successful private developer would undertake and pay for the planning requirements which would be based on the opportunity summary and influenced by the developer's motivation. A development agreement would be negotiated between the City and successful private developer to outline the conditions and obligations of each party. The agreement may be amended or used to enforce requirements over the lifecycle of the projects. Significant market, construction and financial risk would be transferred to the private sector; however, there is moderate risk of being unable to deliver the wider vision of revitalization.

Design competitions are not typically promoted directly to private developers. Traditional design competitions target subject matters experts (i.e. urban planning and design experts) in order to generate a range of ideas and best practice applications (i.e. Master Plan, public art, streetscape improvements, etc.). Respondents to design competitions are commonly offered an honorarium, which would not warrant completed design specifications, and that may result in submissions that exceed implementation capacity.

Estimated Timing:

It is estimated that land disposition and development strategy *Approach #2 – Consultative Private Sector Development* would require approximately 1.5 years of preparatory planning work before building construction would likely begin, including: contracting public and stakeholder engagement consultants to refine opportunity summary; the development and promotion of design competition materials; response and evaluation of design competition submissions; obtaining planning approvals; negotiating a development agreement; and detailed design development.

Full build-out of land development projects will be driven by market forces and varies greatly depending on what is to be built on each development site. Council has identified the RRI land development projects as a key priority and it is anticipated that development will occur over a 10 – 15 year horizon. Generally, the rate at which development occurs will be influenced by the level of public and private investment, as well as policy support.

3. City-Planned Development

Description:

The City would contract consulting services to undertake a thorough planning process towards clearly articulated and defined outcomes for the Railyard site and connectivity to surrounding neighbourhoods. The City would retain ownership of the upfront planning work to protect and promote the public's interest. A secondary plan and master plan would identify core principles and design solutions across development phases, which would be adopted by bylaw and form part of the OCP. A separate concept plan for the Railyard site would also be developed which would establish the location, scale and character of blocks, streets, buildings, parks, public spaces and community facilities. The concept plan would be adopted by resolution and form part of the secondary plan or OCP. This information would be issued as part of a competitive two-stage private sector competition to attract private sector investment and ultimately dispose of public land in a fair and transparent manner. Submissions would be evaluated based on a comprehensive set of criteria.

Process:

Procure consulting services to undertake planning and establish policy framework including the development of secondary and concept plans → Promote RFQ to prequalify potential private sector development partner → Circulate RFP to prequalified vendors → Select development partner best able to satisfy a comprehensive set of criteria → Negotiate development agreement.

Advantages/ Disadvantages:

Land disposition and development strategy *Approach #3 – City-Planned Development* is proactive and establishes the requisite policy framework to attract and enforce suitable development while promoting innovative and creative development submissions. Significant opportunities to enhance value would be created by rezoning public land, clearly defining community benefits and public sector objectives, and by providing the private sector with a higher degree of certainty and predictability in undertaking development.

There would be significant opportunities created for meaningful stakeholder and public participation through the planning process. The public sector would undertake and pay for the planning requirements, which would be influenced by their motivation to deliver development in the public interest. Limited funding opportunities would be created by identifying community benefits that may align with government, not-for-profit, or philanthropic funding priorities. Prudent management of the planning process, including public and stakeholder expectations, will result in a product that does not exceed implementation capacity or overly inhibit the land's market value and ability to attract private sector investment. Market and construction risk would be transferred to the private sector where it has the experience and proven ability to manage it.

Estimated Timing:

It is estimated that land disposition and development strategy *Approach #3 – City-Planned Development* would require approximately 1.5 years of preparatory planning work before building construction would likely begin, including: contracting urban planning and design consultants to establish policy framework and development scheme; the development and promotion of RFQ/RFP materials for development opportunity; response and evaluation of competition submissions; obtaining planning approvals; negotiating a development agreement; and detailed design development.

Full build-out of land development projects will be driven by market forces and varies greatly depending on what is to be built on each development site. Council has identified the RRI land development projects as a key city priority and it is anticipated that development will occur over a 10 – 15 year horizon. Generally, the rate at which development occurs will be influenced by the level of public and private investment, as well as policy support.

4. Public Investment Development

Description:

Expanding on land disposition and development strategy *Approach #3 – City-Planned Development*, the City would also invest in enabling infrastructure and public realm works early to enhance the value of the land development sites. This could happen prior to a private sector competition to dispose the public land, or concurrently with phased development to capture incremental land value increases, or deliver components that would otherwise be unfeasible for the private sector alone and that will serve as catalysts for private sector investment.

Process:

Procure consulting services to undertake planning and establish policy framework including the development of secondary and concept plans → Invest in enabling infrastructure and public realm → Promote RFQ to prequalify potential private sector development partner → Circulate RFP to prequalified vendors → Select development partner best able to satisfy a comprehensive set of criteria → Negotiate development agreement.

Advantages/ Disadvantages:

Land disposition and development strategy *Approach #4 – Public Investment Development* is similar to *Approach #3 – City-Planned Development* and shares many of the same advantages and disadvantages. A key differentiation is that it leverages public capital by investing in enabling infrastructure and public realm works early to increase land value and/ or deliver components that would otherwise be unfeasible for the private sector alone. For instance, through public consultation, community benefits above and beyond those normally delivered by the private sector may be identified (i.e. pedestrian bridge, intelligent community infrastructure, or higher quality surface treatments/ lighting standards, etc.). Early public investment in such infrastructure would allow for increased land value capture once public land is brought to market. Alternatively, perhaps without such public investments, it may be difficult to attract private sector investment due to the potentially cost-prohibitive nature of the Railyard site. As such, this strategy further provides the private sector with a higher level of certainty and predictability in undertaking development, and as a result, increases its ability to attract private sector investment. This strategy is optimally positioned to deliver the vision of revitalization, while retaining an acceptable level of risk. Further, it asserts the City's position leading revitalization of the Railyard site and ongoing commitment to remain involved with the project which is consistent with previous Council direction.

Estimated Timing:

It is estimated that land disposition and development strategy *Approach #4 – Public Investment Development* would require approximately 1.5 years of preparatory planning work before building construction would likely begin, including: contracting urban planning and design consultants to establish policy framework and development scheme; enabling infrastructure and public realm investments; the development and promotion of RFQ/RFP materials for development opportunity; response and evaluation of competition submissions; obtaining planning approvals; negotiating a development agreement; and detailed design development.

Full build-out of land development projects will be driven by market forces and varies greatly depending on what is to be built on each development site. Council has identified the RRI land development projects as a key priority and it is anticipated that development will occur over a 10 – 15 year horizon. Generally, the rate at which development occurs will be influenced by the level of public and private investment, as well as policy support.

5. City-Controlled Development

Description:

The City would complete the land development projects entirely on its own, including both the planning work and development of public land.

Process:

Procure consulting services to undertake planning and establish policy framework → Invest in enabling infrastructure and public realm → (i) Procure consulting services to undertake architectural work → Procure construction services; or (ii) Issue tender for partners to participate in development.

Advantages/ Disadvantages:

Land disposition and development strategy *Approach #5 – City-Controlled Development* would retain the most control and potentially generate the greatest value; however, would require the City to assume the highest level of public sector risk relative to the other approaches. In order for the City to complete redevelopment of the Railyard site, it would require significant financial capacity and requisite governance. In this strategy, the public sector may retain market and construction risk associated with the marketing and construction of individual properties, which is not core to City operations or expertise. There may be fewer opportunities for private sector investment created under this approach.

Estimated Timing:

It is estimated that land disposition and development strategy *Approach #5 – City-Controlled Development* would require over 2+ years of preparatory planning work before building construction would likely begin, including: contracting urban planning and design consultants to establish policy framework and development scheme; contracting management consultants to develop public-private partnership business model and value for money assessment; the development and promotion of RFQ/RFP materials for development opportunity; response and evaluation of competition submissions; and obtaining planning approvals.

Full build-out of land development projects will be driven by market forces and varies greatly depending on what is to be built on each development site. Council has identified the RRI land development projects as a key priority and it is anticipated that development will occur over a 10 – 15 year horizon. Generally, the rate at which development occurs will be influenced by the level of public and private investment, as well as policy support.

RECOMMENDATION IMPLICATIONS

Financial Implications

The Railyard Renewal project has been allocated a capital budget of \$2.1M. It is anticipated that a portion of this amount will cover the costs related to the urban planning and business case work that will be undertaken in 2015. Results of this work will be used to inform a thorough capital and funding long term plan including project phasing and infrastructure and public realm investments, as identified. This funding was also planned for use in site preparation and will be used to make minor enhancements or remove encumbrances on the property to support interim uses and long-term development.

Once the urban planning and business case are complete, a financial plan for the Railyard site will be brought to Council for its approval. The plan will make recommendations related to alternative revenue sources to fund the Railyard Renewal Project to completion (i.e. tax increment financing, revenue from other land development projects, government funding partnerships, etc.).

Environmental Implications

Before the purchase of the Railyard site from CP was completed, the City engaged Clifton Associates Ltd. to complete a Phase II Environmental Assessment (“EA”) of the lands considered for purchase. The EA identified manageable environmental impairments and did not identify significant issues for City concern. Based on the testing completed, there is a moderate risk of hydrocarbon impairment on the site, and known historical impairments were limited in extent.

In addition, Clifton Associates Ltd. provided estimated costs for remediation work that may be required. The environmental remediation of the site is estimated to cost up to \$600,000, which includes the cost of an additional protective barrier placed along the boundary with ongoing railway operations at key locations. The estimated remediation costs reflect the fact that previous land uses were not a significant issue, and therefore clean up and non-industrial use can be achieved in a cost effective manner. Appropriate contingencies will be included in any future underground works to reflect adjacency to the former rail operations.

Policy and/or Strategic Implications

A clear and proactive land disposition and development strategy for the Railyard Renewal project will influence development in a substantive way. It will help the City achieve its long-term objectives of urban revitalization and inner city intensification by attracting suitable redevelopment that responds to a set of needs and charts a clear path forward for the future. Council’s endorsement of a proactive land disposition and development strategy will help to establish the requisite policy framework to adequately guide development on prime publicly-owned development sites and maximize value creation and delivery of community benefits for the City and the public. It will also help to move towards a shared vision with stakeholders and the public and to ensure that individual project components come together to form a cohesive whole across development sites and with the surrounding neighbourhoods.

Other Implications

None related to this report.

Accessibility Implications

None related to this report.

RISK MANAGEMENT CONSIDERATIONS

The recommended land disposition and development strategy, *Approach #4 – Public Investment Competition*, will be managed by internal resources with the required expertise. External consultants and subject matter experts will be engaged, as required. A risk management plan will be developed to establish tolerance levels and to ensure that the RRP is delivered within the desired timeline and prescribed budget.

A further report will be brought to City Council requesting approval of a business plan and funding sources following the preparatory planning phase.

COMMUNICATIONS

The RRI website ReginaRevitalization.ca was launched on September 19th, 2012, to house and share information relating to the Railyard Renewal and Taylor Field Neighbourhood Redevelopment projects.

ReginaRevitalization.ca will be updated, as required, to include additional information from RRI land development projects. Communications will notify Facebook and Twitter followers that new information has been posted to the RRI website.

The Administration will continue to keep the public and stakeholders informed of progress and decisions related to RRI.

Through a thorough urban planning and design process, consultants will identify opportunities for communications with the Steering Committee, Technical Advisory Committee, Community Advisory Committee, as well as engage the public through meaningful consultation at various open house meetings.

Regular communication with the Regina Downtown Business Improvement District and Regina Warehouse Business Improvement District is maintained through involvement and support as part of the Railyard Renewal Project Steering Committee.

DELEGATED AUTHORITY

The recommendation in this report requires the approval of City Council.

Respectfully submitted,



Kelly Scherr,
Director, Major Projects

Respectfully submitted,



Brent Sjoberg,
Deputy City Manager and Chief Operating Officer

Report prepared by:

Nick Kazilis,
Senior Development Manager
Regina Revitalization Initiative

APPENDIX A
REGINA REVITALIZATION INITIATIVE (RRI)
RAILYARD RENEWAL PROJECT, (RRP)

Land Disposition & Development Strategy, Scale Assessment

	Proactive ¹	Guide Development ²	Financial Value Created ³	Community Benefit Value Created ⁴	Public Policy Objectives Achieved ⁵	Public/ Stakeholder Engagement ⁶	Funding Opportunities ⁷	Private Sector Investment Opportunities ⁸	Private Sector Certainty/ Predictability ⁹	Financial Risk Transferred ¹⁰	Vision of Revitalization ¹¹	Timeline ¹²
[1] Private Sector Development	1	1	2	1	2	0	1	5	1	5	1	4
[2] Consultative Private Sector Development	2	2	2	3	3	4	1	4	2	5	2	4
[3] City-Planned Development	4	4	4	4	5	5	4	4	4	4	4	4
[4] Public Investment Development	5	5	5	5	5	5	5	4	5	4	4	4
[5] City-Controlled Development	5	5	5	5	4	5	5	0	0	0	5	3

Scale:

5 - Strongly Agree
4 - Agree
3 - Neither Agree nor Disagree
2 - Disagree
1 - Strongly Disagree
0 - Not Applicable

Notes:

1. Is the approach proactive?
2. Does the approach provide sufficient guidance to realize suitable redevelopment?
3. Does the approach create opportunities for financial value creation?
4. Does the approach deliver community benefits?
5. Does the approach achieve public policy objectives?
6. Does the approach improve opportunities for meaningful public and stakeholder participation?
7. Does the approach enhance opportunities to develop funding partnerships?
8. Does the approach create opportunities to attract private sector investment?
9. Does the approach provide the private sector with certainty and predictability?
10. Does the approach transfer financial risk to the private sector?
11. Is the approach aligned to deliver the vision of revitalization?
12. Does the approach provide land for development in a timely manner?

January 14, 2015

To: Members,
Executive Committee

Re: New Building Canada Fund (NBCF)

RECOMMENDATION

1. That the following projects be approved for consideration by the federal and provincial governments under the first intake of the New Building Canada Fund (NBCF) in the following priority order:
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3. That the City Manager report back to Executive Committee on the progress of discussions with the provincial government and the status of the application process.
4. That this report be forwarded to the January 26, 2015 meeting of City Council for approval.

CONCLUSION

On November 24, 2014, the provincial government announced the program details for the NBCF. The Administration has identified potential options for NBCF based on the priorities identified by the Government of Saskatchewan. The purpose of this report is to receive City Council approval on a list of projects to be considered for funding under the NBCF.

BACKGROUND

The Government of Canada announced the framework for the New Building Canada Plan in its 2014 budget. In April of this year, the federal government indicated that they are “open for business” to receive applications for funding. However, there were a number of program details that required further development and clarification between the provincial and federal governments before the NBCF was released in Saskatchewan.

The NBCF includes three primary components:

Federal Commitment Under Building Canada		Saskatchewan's Share
National Infrastructure Component (NIC)	\$4 Billion/ 10 years	\$436.7 million over 10 years
Provincial/Territorial Infrastructure Component (PTIC)	\$9 Billion/ 10 years	
Small Communities Fund	\$1 Billion/ 10 years	

Eligible projects under the National Infrastructure Component (NIC) and Provincial-Territorial Infrastructure Component (PTIC) will be for the construction, renewal, rehabilitation or material enhancement of infrastructure for public use or benefit.

Below is a table that summarizes the categories eligible for funding:

National Infrastructure Component (\$4 billion over 10 years)	Provincial-Territorial Infrastructure Component (\$10 Billion over 10 years)
Highways and Major Roads	Public Transit
Public Transit	Disaster Mitigation Infrastructure
Rail Infrastructure	Connectivity and broadband
Local and Regional Airports	Innovation (infrastructure at post-secondary institutions that supports advanced research and teaching)
Port Infrastructure	Wastewater
Intelligent Transportation Systems	Green Energy
Disaster Mitigation Infrastructure	Drinking Water
	Solid Waste Management
	Brownfield Redevelopment
	Local and Regional Airports
	Short-line Rail
	Short-sea Shipping
	Northern Infrastructure (territories only)

The Administration met with members of Council of December 15, 2014 and had provided a list of potential projects to be considered for funding under the NBCF program. The projects that are included in this report are the same as those that were presented at that time.

DISCUSSION

New Building Canada Fund (NBCF) – Provincial Funding Distribution

On November 24th, the Government of Saskatchewan announced that it would be accepting applications for funding from eligible applicants for the National Infrastructure Component (NIC) and Provincial-Territorial Infrastructure Component (PTIC), which includes the Small Communities Fund.

The PTIC component will form the core funding for municipal infrastructure projects, with \$436.7 million in funding allocated to Saskatchewan over ten years to support infrastructure projects of national, regional and local significance that contribute to objectives related to economic growth, a clean environment and stronger communities. The \$436.7 million includes funding to the Small Communities Fund that Regina would not be eligible to apply for.

The provincial government has divided the PTIC into the following:

- \$196.5 million toward projects that are provincial in nature – this funding will be allocated by the Government of Saskatchewan.
- \$240.2 million towards all other eligible PTIC applications – this will constitute the funding available to municipalities in addition to all other eligible applicants (i.e. First Nations, Universities etc.). It is important to note that \$43 million of the \$240 million will be allocated to the Small Communities Fund.

The PTIC is intended to support projects that demonstrate national, regional and local significance and that further support outcomes in the areas of economic growth, a clean environment, stronger communities, growth in trade and export and meeting the opportunities and challenges of growth. The provincial government has indicated that they will give higher priority for projects in the following categories: drinking water, wastewater, disaster mitigation and highways and major roads.

The funding for projects is based on equal contributions from the federal government, provincial government and municipality. There are two exceptions: for traditionally procured projects in the Highways and Major Roads category where the asset is provincially-owned and those in the Public Transit category the maximum federal contribution from all federal sources of funding may be up to 50% of the total eligible costs. In most cases, projects will be funded based on an equal 33% contribution from each of the parties.

Application Process and Timing

On November 24th, the province announced the first intake for NBCP applications. Applications for the first intake are to be submitted to the provincial government by January 12, 2015.

The province is using a staged application process that includes the following:

1. A first-stage application form. The first stage application form is intended to provide a high level overview of the project, including estimated costs and timelines.
2. The province will review the first-stage applications and select projects that align with the PTIC program objectives and eligibility requirements.
3. The province will send the project list to the federal government for review and approval in principle.
4. For those projects that are approved in principle, a more detailed business case will be required to be completed by the funding applicant.
5. Once the business case is complete, it will be sent to the federal government for review and joint approval with the province.

The Province has indicated that eligible applicants will only be able to submit a maximum of two projects for funding in this first intake. It is the Province's intent to develop a process whereby eligible applicants may apply for funding every second year for the duration of the 10 year program. Therefore, the second intake for the program would take place in January 2017.

Priority Projects for Consideration

Transit Maintenance Facility

The Transit Fleet Maintenance Facility no longer meets the functional requirements necessary to meet service levels needs and accommodate potential future expansion of the transit service. The proposed opportunity is the construction of a new Transit Fleet Maintenance Facility adjacent to the Transit Operations Centre on Winnipeg Street. Currently, expansion of the City's transit service, both in terms of geographic area covered and frequency of bus service is constrained by the size and structure of its maintenance facility. The City cannot service larger articulating buses nor can it acquire and maintain additional traditional transit buses. A new Transit Fleet Maintenance Facility would allow for increased service capacity and a modern environment that supports the recruitment and retention of staff. The work will also include the remediation of some contamination at the site where the new facility would be constructed.

Project Category – Public Transit Infrastructure

Timeline – 2015/16 Design, 2017 Construction

Estimated Cost – \$27 million. Funds have been identified in the 5-year capital plan.

National/Regional Benefit – the proposed facility would primarily service the City of Regina

Winnipeg Street Bridge Project

The project involves realigning Winnipeg Street without any jogs which will require a longer overpass and include improvements to the existing interchange that will support new residential, commercial and industrial developments, future additional driving lanes on the Ring Road and the potential for future grade separations at the existing at-grade railway crossings to the east.

The physical work includes construction of a new overpass, modifications and realignment of the existing ramps, demolition of the current overpass, relocation of utilities, various intersection improvements, new traffic signals and all associated works.

Project Category – Highways and Major Roads Infrastructure

Timeline – 2015-17 Design, 2017 Construction

Estimated Cost – \$28 million. Funds have been identified in the 5-year capital plan.

National/Regional Benefit – the project would improve traffic and help to service commercial properties that provide benefit to the local and provincial economy.

Regina Revitalization Initiative (RRI) – Railyard Renewal Project

The City of Regina continues to see strong economic and population growth, which is contributing to an enhanced need for efficient growth management strategies. The City has a generational opportunity to leverage this community momentum and deliver the Railyard Renewal Project which will address a variety of community needs at both local and provincial levels.

The Railyard Renewal Project will revitalize a vacant, former industrial railway site into a mixed-use and mixed-income complete community that celebrates its industrial past and where residents can live, work, learn and play year-round. The project consists of

approximately 20 acres of underutilized land in the heart of Regina. The initiative is multi-faceted and will be a leading example of sustainable urban development for Western Canada, featuring residential and non-residential development as well as a new pedestrian bridge that will connect the Warehouse District to the City's Downtown.

Project Category – Brownfield Redevelopment Infrastructure

Timeline – 2015 Land Use Planning and Business Case Development, 2016 Design, 2017 and beyond Construction

Estimated Cost – \$67 million.

National/Regional Benefit – The project is highly visible and one of the largest re-development initiatives in the City's history. The project is anticipated to generate approximately \$650 million in private sector investment create jobs and additional commercial space.

Septage Receiving Station

The City of Regina currently receives septage at a temporary site. A permanent solution needs to be put into place that would require the construction of a new facility near the Wastewater Treatment Plant. At the core of septage waste handling is limiting harm to the environment and supporting public health/safety. Septage waste can contain a variety of biologic, chemical and elemental hazards. Constructing and maintaining a contemporary receiving station to measure and monitor waste loads will contribute to the preservation of the local and regional environments.

Project Category – Wastewater Infrastructure

Timeline – 2015 design, 2016 Construction

Estimated Cost – \$10 million.

National/Regional Benefit – The project would provide significant regional benefit as the majority of the usage comes from outside the city of Regina.

Ring Road – Victoria Ave Overpass

Deterioration in the concrete deck has led to numerous public safety complaints, specifically concerns with poor ride-ability caused by failing concrete patches in the deck surface. Given the current condition of the overpasses, the probable cost of any future rehabilitation has significantly increased as the entire superstructure will likely have to be replaced and significant repairs to the substructure (i.e. the abutments and piers) are required.

Project Category – Highways and Major Roads Infrastructure

Timeline – Preliminary design completed in 2014. Construction 2015

Estimated Cost – \$10 million.

National/Regional Benefit – The twin overpasses carries 15,000 vehicles in each direction per day over Victoria Ave. The bridge is an important route for residential and commercial traffic within the city and those moving in and out of the city.

Buffalo Pound Upgrades

The Buffalo Pound Water Treatment Plant treats water for approximately 250,000 people in Southern Saskatchewan. The water plant is owned by the City of Regina and the City of Moose Jaw and provides treated water to many smaller communities and towns.

The overall condition of the water treatment plant has been assessed and a number of upgrades are required over the next 5 to 10 years to ensure the water treatment plant can continue to reliably deliver safe drinking water to the public. These upgrades include items such as taste and odour upgrades, increasing the level of disinfection at the water plant, restoring and rehabilitating existing facilities and providing redundancy to critical pieces of infrastructure.

Two separate but related projects have been identified:

Water Quality and Electrical

Timeline – Design 2015, Construction 2016

Estimated Cost - \$16 million

Taste and Odour

Timeline – Design 2017, Construction 2018

Estimated Cost - \$ 20 million

National/Regional Benefit – The Buffalo Pound Water Treatment Plant treats water for approximately 250,000 people in Southern Saskatchewan including the cities of Regina and Moose Jaw. It is a vital piece of infrastructure for the region.

Albert St. and Saskatchewan Drive Intersection Improvements

The purpose of this project is to increase the capacity at the intersection and thereby reduce traffic congestion and improve traffic safety. The project includes widening Saskatchewan Drive to create an additional westbound lane from Lorne Street which will turn in to a right turn only lane at Albert Street: extending the westbound and eastbound left turn lanes on Saskatchewan Drive and converting the middle southbound through-lane on Albert Street to a shared through-left turn lane.

Project Category – Highways and Major Roads Infrastructure

Timeline – 2019 Design, 2020 Construction

Estimated Cost – \$7.5 million.

National/Regional Benefit – This project is proposed to meet the short term and long term transportation needs of the City of Regina in response to growth. Improved traffic flow, reduced congestion and greenhouse gases and lower collision rates are among the many benefits this project is expected to generate.

Tax Supported Projects vs. User Supported Projects

The projects that are listed in this report are intended to give Council a range of potential options that align with the eligibility and funding criteria of the NBCP. One of the eligible funding categories is for water related infrastructure.

Water and wastewater infrastructure in Regina is funded through utility rates. The Utility operates on full cost-recovery basis with rate payers responsible for the current cost of the service that includes infrastructure renewal and replacement. Since water and wastewater projects are fully funded through Utility rates, the Administration has placed a lower priority on utility projects.

External funding for Utility projects would have some potential benefit on the general tax supported budget. External funding through the NBCP for Utility projects would alleviate some of the requirements to take on debt that would create greater debt capacity for other tax supported infrastructure.

The Administration has considered projects that are funded through Servicing Agreement Fees (SAF) in a similar manner as those that are supported through utility rates. SAF's provide the City with revenues from developers that are then used towards the construction of infrastructure that supports new development. Since there is a dedicated revenue stream for those projects, the City has placed a lower priority on seeking funding for SAF supported projects.

On-going discussion with the provincial government

Administration has been engaged in discussions with the provincial government since the program was announced November 24th. Those discussions have centred on the City's current indentified projects for NBCF funding, and working with provincial government officials to define an application process that supports the needs of Regina, the province and the NBCF program. Initial indications in those conversations pointed to a continued dialogue between with the province as we refined our project submissions for funding. The province has since requested that the City follow the application process as announced; however, Administration will continue to engage in dialogue with the province, seeking the appropriate input from Council, so that the NBCF program meets the needs of Council and the community.

RECOMMENDATION IMPLICATIONS

Financial Implications

The NBCF will allow the City to leverage important funding for major infrastructure priorities. If the City is successful in securing funding for its top three projects, we could see approximately \$80 million from the federal and provincial governments.

Environmental Implications

None specifically related to this report

Policy and/or Strategic Implications

The projects that are included in this report are intended to provide Council with a range of potential options that align with the eligibility and funding criteria of the NBCP. One of the eligible funding categories is for water related infrastructure. Water and wastewater infrastructure in Regina is funded through utility rates. The City has typically allocated funding to projects that are not supported through rates.

Other Implications

None specifically related to this report

Accessibility Implications

None specifically related to this report

COMMUNICATIONS

On November 24, 2014, the provincial government publicly announced that it would be accepting applications for infrastructure funding under the New Building Canada Fund (NBCF). No communication activity is required during this application phase; however, communication messaging will be required when projects are approved for funding and publicly announced.

DELEGATED AUTHORITY

The disposition of this report requires City Council approval.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Fabian Contreras', with a long horizontal stroke extending to the right.

Fabian Contreras,
A/Manager Government Relations

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Glen B. Davies', with a stylized, cursive script.

Glen B. Davies,
City Manager and Chief Administrative Officer

January 14, 2015

To: Members,
Executive Committee

Re: 2014 Review of Open Outstanding Items

RECOMMENDATION

That the following items be deleted from the list of outstanding items for City Council, Mayor's Housing Committee and Executive Committee:

<u>Item</u>	<u>Committee</u>	<u>Subject</u>
CM09-13	City Council	Amusement Tax
CR12-109	City Council	Sale of City Property at 263 Lewvan Drive
CR14-16	City Council	Regina Humane Society Request to Partner on a New Animal Control and Shelter Centre
CR14-39	City Council	Proposed 2014 Local Improvement
Bylaw 2014-85	City Council	The Regina Civic Employees' Long Term Disability Plan Amendment Bylaw, 2014
CR14-1	Mayor's Housing Commission	Regina Planning Commission: Application for Zoning bylaw Amendment (13-Z-18) Laneway Suites Pilot Project in Harbour Landing McCaughey Street and James Hill Road
EX14-20	Executive Committee	Interim Phasing and Financing Plan

CONCLUSION

This report reviews the status of outstanding items that have been referred to the Administration for reports to City Council or any of its committees. The Executive Committee should review the items and provide instructions on the need for any changes to priorities.

BACKGROUND

Subsection 35(2) of City Council's Procedure Bylaw requires the City Clerk to provide a report to the Executive Committee annually which lists all items and the priority of the items that have been tabled or referred by City Council or one of its committees. The purpose of this report is to provide a list of the outstanding items as at December 31, 2014.

DISCUSSION

Lists of Outstanding Items are maintained for City Council and its committees. Items on the list may originate from:

- a recommendation in a report which indicates that another report will be forthcoming;
- a motion adopted to refer an item back to the Administration or to request a report on a related matter;
- a motion adopted by City Council or another committee requesting the Administration to prepare a report.

The Office of the City Clerk is responsible for maintaining and updating the lists. Items remain on the list unless a report or the committee recommends their removal. The lists are updated with additions and deletions, as meetings are held and after review by the Executive Committee. The last review of outstanding items as at December 31, 2013, was considered on February 12, 2014.

The following steps were taken to facilitate the annual review of the outstanding items:

- the lists of outstanding items as at December 31, 2014 were circulated to departments for comments;
- the comments and lists were returned to the Office of the City Clerk for consolidation; and
- the updated lists with comments were forwarded to the City Manager for review.

In 2014, the outstanding items reports were first circulated to the affected Committees prior to Executive Committee consideration. This process allows committees to have more detailed discussions of each item with the Administration and among themselves to determine priorities for Council consideration.

Attached to this report as Appendix “A” is a list of the outstanding public session items before City Council and each of its committees. To assist the Committee, the list has been updated by deleting any items which were removed by resolution of committees during the month of December 2014.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this specific report.

Environmental Implications

None with respect to this specific report.

Strategic Implications

None with respect to this specific report.

Other Implications

None with respect to this specific report.

Accessibility Implications

None with respect to this specific report.

COMMUNICATION PLAN

None with respect to this specific report.

DELEGATED AUTHORITY

The Executive Committee has been delegated authority to give the City Manager instruction on any changes in priority on the lists of outstanding items for City Council or any of its committees.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jim Nicol', with a stylized flourish extending to the right.

Jim Nicol, Chief Legislative Officer & City Clerk

Report prepared by:
Mavis Torres/Council Officer

Appendix A.1

CITY COUNCIL LIST OF OUTSTANDING ITEMS AS AT DECEMBER 31, 2014

REPORT #:	CM09-13
DATE TABLED/REFERRED:	April 20, 2009
SUBJECT:	Amusement Tax
MOTION:	2. The principle of extending the amusement to all places of amusement as defined by <i>The Cities Act</i> be approved pending a future report outlining the implications of such.
DIVISION:	Corporate Services
COMMENT:	Return Date: Remove from list. This item was addressed with the Alternative Revenue Report February 2012.

REPORT #:	CR12-88
DATE TABLED/REFERRED:	June 11, 2012
SUBJECT:	Proposed Commercial Office Policy and Zoning Code
MOTION:	6. That there be an annual review of the progress of the policy for the next five years.
DIVISION:	City Planning and Development
COMMENT:	Return Date: Q2 2015

REPORT #:	CR12-109
DATE TABLED/REFERRED:	July 23, 2012
SUBJECT:	Sale of City Property at 263 Lewvan Drive
MOTION:	6. That the Administration prepare a report on the financial implications of the Secondary Plan for the Regent Park Neighbourhood for consideration through the 2014 budget process, on a priority basis, for investment in the outcomes of the Plan.
DIVISION:	City Planning and Development
COMMENT:	Return Date: Remove from list. This was considered through the 2014 budget Process

REPORT #:	CR13-112
DATE TABLED/REFERRED:	September 9, 2013 (Tabled August 20, 2013)
SUBJECT:	Proposed Official Community Plan (OCP)
MOTION:	3.That the Administration be directed to return to Council with a phasing and financing plan for the Growth Plan by December 2013.
DIVISION:	City Planning & Development – Infrastructure Planning
COMMENT:	Remove from list at the end of 2014.

REPORT #:	CR14-16
DATE TABLED/REFERRED:	February 27, 2014
SUBJECT:	Regina Humane Society Request to Partner on a New Animal Control and Shelter Centre
MOTION:	That a report be brought back to Council in 2014 with recommendations regarding the delivery of animal control and shelter services to residents, including the implications of contributing to the Regina Humane Society proposed project by the end of June, 2014.
DIVISION:	City Planning and Development
COMMENT:	Return Date: Remove from list. This was considered on Nov. 27, 2014.

REPORT #:	CR14-39
DATE TABLED/REFERRED:	April 14, 2014
SUBJECT:	Proposed 2014 Local Improvement
MOTION:	<p>3.A review of the current Local Improvement Program for the renewal and maintenance of local roads be conducted and brought back to Council in 2014, well before 2015 budget deliberations begin.</p> <p>4.The review recognize that local road renewal benefits the homeowner by improving property and that it also benefits the city by making utility services, drainage, and road maintenance more productive reducing the need for service calls. Local road renewal in all areas of the city benefits all the residents.</p> <p>5.Options be outlined for a review of local road improvement including:</p> <ul style="list-style-type: none">• Alternatives to using the LIP for local roadway renewal• Program implementation processes including a communications strategy to inform the public and receive feedback before implementation.• Use or non use of interest rates on resident loans and how rates if used are determined.• Comparative versions and analysis of how LIP and local road renewal is done in other cities including Edmonton, Saskatoon, Calgary, Winnipeg, Ottawa, and Innovative ways to move forward on local road renewal.
DIVISION:	Transportation & Utilities Division
COMMENT:	Return Date: Remove from list.

REPORT #:	BYLAW NO. 2013-34
DATE TABLED/REFERRED:	May 21, 2013
SUBJECT:	BYLAW NO. 2013-34
MOTION:	Bylaw 2013-34 was tabled to a future meeting of City Council - Department needs to amend this bylaw that accompanied report RPC13-23
DIVISION:	City Solicitor/Community Planning and Development
COMMENT:	Return Date: TBD by Administration.

REPORT #:	CR14-99
DATE TABLED/REFERRED:	August 25, 2014
SUBJECT:	Red Light Camera Program
MOTION:	That the Red Light Camera Program be reviewed in three years and a subsequent report be provided back to City Council.
DIVISION:	Regina Police Services
COMMENT:	Return Date: 2017

REPORT #:	CR14-138
DATE TABLED/REFERRED:	November 27, 2014
SUBJECT:	1555 – 8 th Avenue
MOTION:	That the Administration report back to Council in Q2 of 2015 with a recommendation regarding the disposition of this property.
DIVISION:	Community Planning and Development
COMMENT:	Return Date: Q2 2015

REPORT #:	Bylaw 2014-85
DATE TABLED/REFERRED:	November 27, 2014
SUBJECT:	The Regina Civic Employees' Long Term Disability Plan Amendment Bylaw, 2014
MOTION:	That Bylaw 2014-85 be tabled to the next City Council meeting.
DIVISION:	Legal Services Department
COMMENT:	Return Date: Remove from list.

REPORT #:	MN14-4
DATE TABLED/REFERRED:	December 8, 2014
SUBJECT:	Outdoor Pools Facility Plan Update
MOTION:	That a report regarding the Recreation Facility Plan, which will include the outdoor pools, be provided to City Council in 2017.
DIVISION:	City Services
COMMENT:	Return Date: 2017

Appendix A.2

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE LIST OF OUTSTANDING ITEMS AS AT DECEMBER 31, 2014

OPEN ITEMS

REPORT #:	CPS14-18
DATE TABLED/REFERRED:	November 5, 2014
SUBJECT:	Regina Cultural Plan and Cultural Heritage Management Strategy, 2014-2024
MOTION:	That this report be referred back to the Administration for further public comment on the Cultural Plan and the Cultural Heritage Management Plan, that the report be returned to the March 2015 meeting of Community & Protective Services Committee for consideration, and that informational documents be provided to City Council and Regina Planning Commission in advance of the regularly scheduled meetings.
DIVISION:	City Planning and Development
COMMENT:	Return Date: March 2015

REPORT #:	CR14-129
DATE TABLED/REFERRED:	November 27, 2014
SUBJECT:	Amendments to <i>The Regina Noise Abatement Bylaw</i>
MOTION:	That the Administration report back to the Community and Protective Services Committee in Q1 of 2016 on how effective the changes to the bylaw have been on enforcement.
DIVISION:	Legal Services Department
COMMENT:	Return Date: Q1 2015

REPORT #:	CM14-16
DATE TABLED/REFERRED:	December 8, 2014
SUBJECT:	Tax-Supported General Operating and Capital Budgets
MOTION:	That providing enhanced statutory holiday Transit service, to cover Victoria Day, Canada Day, Saskatchewan Day, Labour Day and Thanksgiving Day be referred to the Administration for a report back to Community and Protective Services Committee, to outline a strategy for permanent implementation in 2015, with funding drawn from the Strategic Initiative Fund to provide the enhanced service in 2015.
DIVISION:	City Services
COMMENT:	Return Date: Q1 2015

Appendix A.3

EXECUTIVE COMMITTEE LIST OF OUTSTANDING ITEMS AS AT DECEMBER 31, 2014 OPEN ITEMS

REPORT #:	EX11-50
DATE TABLED/REFERRED:	December 14, 2011
SUBJECT:	Change in Budget Time Frame
MOTION:	That the members support in principle the idea of multi-year budgeting and request the matter be placed on the agenda for an upcoming strategic planning session.
DIVISION:	Corporate Services
COMMENT:	Return Date: It is proposed that ELT pause this item at its War Room Session.

REPORT #:	EX14-10
DATE TABLED/REFERRED:	March 12, 2014
SUBJECT:	Committee Structure Review
MOTION:	<p>3. That Administration undertake a review of items being submitted for committee consideration to ensure that the item is placed on the appropriate committee agenda and provide a report back to Executive Committee by March 31, 2015.</p> <p>4. That notwithstanding recommendation (3), that the Administration prepare a report outlining leading practices, inter-jurisdictional comparisons and options respecting civic engagement practices that could enhance, complement or replace the existing committee structure and related practices and return to Executive Committee in Q3 2014.</p>
DIVISION:	City Clerk
COMMENT:	Return Date: Q1 2015

REPORT #:	EX14-20
DATE TABLED/REFERRED:	June 9, 2014
SUBJECT:	Interim Phasing and Financing Plan
MOTION:	<p>10. That a special study respecting Rosewood Park Development be referred back to the Administration for a report to be back to the September 10, 2014 meeting of the Executive Committee, and that the following be addressed in the report:</p> <ul style="list-style-type: none">– Is the plan as presented consistent with that of Coopertown?– What financial implications would this bring to the City of Regina?

- What financial implications would this bring to other developments?
- What is the cost of storm water development on surrounding lands?

DIVISION: City Planning and Development

COMMENT: Return Date: **Remove from list.**

This was addressed through CR14-115 - Rosewood Park Development Special Study

REPORT #: EX14-28

DATE TABLED/REFERRED: September 11, 2014

SUBJECT: Option to Govern the Development of City-Owned Lands

MOTION: That this report be referred back to the Administration to provide a further report outlining:

- a model to govern city owned lands
- recommendations on whether a separate corporation to govern is required

DIVISION: City Planning and Development

COMMENT: Return Date: TBD by Administration

REPORT #: CM14-16

DATE TABLED/REFERRED: December 8, 2014

SUBJECT: Tax-Supported General Operating and Capital Budgets

MOTION: That the following priorities identified by Bike Regina be referred to the Administration to provide a report back to Executive Committee Q1 one of 2015 on the anticipated costs to implement the suggestions and a separate report regarding the costs for the road-clearing on cycling routes or bikeways be provided as soon as possible:

- Documented consideration of cycling infrastructure on planned road improvement projects for 2015, especially those roads designated by the OCP for future cycling infrastructure development;
- Establishment of an acceptable level of road-clearing maintenance through reclassification of all on-street cycling routes or bikeways as priority 1 or 2 clearing;
- Consideration of road diets and cycling infrastructure as traffic calming measures within the budgeted \$ 4,215,000 for Traffic Control & Safety Programs and Projects, and specifically within the Quance street safety improvements intended to improve pedestrian and overall safety;
- Documented consideration of the 37 spot improvements proposed and submitted by Bike Regina to Administration during the 2013 OCP meetings;
- Human and financial resources allocated to ensure annual planning and promotion of Commuter Challenge Week, as

supported by the Environmental Advisory Committee.

DIVISION: Transportation and Utilities

COMMENT: Return Date: Q1 2015

Appendix A.4

MAYOR'S HOUSING COMMISSION LIST OF OUTSTANDING ITEMS AS AT DECEMBER 31, 2014 OPEN ITEMS

REPORT #:	CR14-1
DATE TABLED/REFERRED:	January 27, 2014
SUBJECT:	Regina Planning Commission: Application for Zoning bylaw Amendment (13-Z-18) Laneway Suites Pilot Project in Harbour Landing McCaughey Street and James Hill Road
MOTION:	That this report be referred to the Mayor's Housing Commission for input into pilot project criteria development.
DIVISION:	Community Planning and Development
COMMENT:	Return Date: February 2014 Addressed at the February 10, 2014 meeting. Remove from list.

Appendix A.5

PUBLIC WORKS COMMITTEE LIST OF OUTSTANDING ITEMS AS AT DECEMBER 31, 2014 OPEN ITEMS

REPORT #:	MN09-3
DATE TABLED/REFERRED:	April 6, 2009
SUBJECT:	Regina Road Network Plan
MOTION:	<ul style="list-style-type: none">• The Administration be directed to review the Regina Road Network Plan to ensure that the planned roadway network improvement projects for growth areas are appropriate in terms of their scope and timing relative to the expected pace of development; and• The Administration also review the Regina Road Network Plan for growth areas to identify other potential improvements, including travel demand management options such as carpool lanes, express transit, bikeways, and clean bikeways that could further reduce congestion during peak commuting times.
DIVISION:	Community Planning & Development – Construction Compliance
COMMENT:	Status: Included in both the Transportation Master Plan and Official Community Plan. Return date: 1 st Quarter 2015

REPORT #:	MN11-1
DATE TABLED/REFERRED:	February 28, 2011
SUBJECT:	Wastewater Treatment Facilities
MOTION:	<ol style="list-style-type: none">1. That the Administration undertake a review of the technologies available that treat waste as a valuable commodity and reuse water in productive fashion; and2. That the Administration report back to the Public Works Committee and City Council by the first quarter of 2012 and advise on any application suitable for our community.
DIVISION:	City Operations – Environmental Engineering
COMMENT:	Return Date: Deferred until the Plant is functioning (2017)

REPORT #:	PW12-6
DATE TABLED/REFERRED:	March 20, 2012
SUBJECT:	Measuring the City of Regina's Sustainability
MOTION:	<ol style="list-style-type: none">2. That the review of options and recommendations related to external sustainability monitoring programs be provided to Public Works Committee after the review in the fourth quarter of 2013.
DIVISION:	Community & Planning Development – Planning & Sustainability
COMMENT:	Return Date: End of 1 st Quarter 2015

REPORT #:	MN14-3
DATE Tabled/REFERRED:	January 27, 2014
SUBJECT:	Residential Recycling
MOTION:	<ol style="list-style-type: none"> 1. That the Administration provide a report to City Council via the Public Works Committee in September 2014 that provides options on the capability of the City of Regina to have the recycling program covered by annual property taxes and to change solid waste collection to a fee for service use where residents have the option of choosing the size of bin they require. 2. That the report include the feasibility of providing the recycling collection on a weekly basis and garbage collection on a bi-weekly system.
DIVISION:	City Operations – Open Space & Environmental Services
COMMENT:	Return Date: 1 st Quarter 2015

REPORT #:	PW14-25 (PW14-21)
DATE Tabled/REFERRED:	November 13, 2014 (October 2, 2014)
SUBJECT:	Snow Routes
MOTION:	<ol style="list-style-type: none"> 1. That the Administration be directed to bring back a report on snow route options in quarter 2 of 2015. 2. (That the Administration evaluate the effectiveness of enhanced education and communication over the 2014/15 winter season, and by the end of quarter three of 2015 provide City Council with a summary of findings and potential new recommendations, if necessary, to address challenges with on-street parking during snow plow operations.)
DIVISION:	Transportation & Utilities; Roadways & Transportation
COMMENT:	Return Date: 2 nd Q 2015; (Nov. 2014 reported back to PWI)

REPORT #:	PW14-24
DATE Tabled/REFERRED:	October 2, 2014
SUBJECT:	Snow Storage Site User Fee
MOTION:	<ol style="list-style-type: none"> 1. (b) provide a follow up report back to (PWI) City Council in quarter two of 2015 on the feedback received on the implementation of the fee and permit process; and 1. (c) bring forward a report to (PWI) City Council in quarter two of 2015 which contains the necessary amendments to <i>The Clean Property Bylaw, No. 9881</i> that include: <ol style="list-style-type: none"> i. a fee structure for commercial contractors using City of Regina's Snow Storage Site; and ii. processes for issuing permits to commercial contractors for use of the City of Regina's Snow Storage Site.
DIVISION:	Transportation & Utilities – Roadways & Transportation
COMMENT:	Return Date: 2 nd Quarter 2015

REPORT #:	PW14-28
DATE TABLED/REFERRED:	December 4, 2014
SUBJECT:	Septage Receiving Station (SRS)
MOTION:	2. That the Administration return to Council in 2016 to recommend a permit system and septage user rates based on actual construction costs and amendments to both <i>The Sewer Service Bylaw, No. 5601</i> (the “Bylaw”) and the City’s Extra Municipal Servicing Policy.
DIVISION:	Transportation & Utilities – Water Works
COMMENT:	Return Date: 2016

Appendix A.6

REGINA PLANNING COMMISSION LIST OF OUTSTANDING ITEMS AS AT DECEMBER 31, 2014 OPEN ITEMS

REPORT #:	RPC04-16
DATE TABLED/REFERRED:	March 24, 2004
SUBJECT:	Regina's Old Warehouse Business Improvement District: Warehouse District Planning Study
MOTION:	This communication be referred to the Administration for review and analysis with reports to the various standing committees within six months on the implications of implementing the various components of the Warehouse District Planning Study.
DIVISION:	City Planning and Development (Comprehensive Planning)
COMMENT:	Return Date: On hold pending Regina Revitalization Initiative.

REPORT #:	RPC10-5
DATE TABLED/REFERRED:	February 24, 2010
SUBJECT:	Cell Phone Towers
MOTION:	This communication be referred to the Administration for a report on guidelines and/or principles for cell phone towers on City of Regina property.
DIVISION:	City Planning and Development (Current Planning)
COMMENT:	Return Date: Will be reviewed through Zoning Bylaw review

REPORT #:	MN11-10
DATE TABLED/REFERRED:	September 19, 2011
SUBJECT:	Zoning Bylaw – Contractor Yards in Residential Areas
MOTION:	<ol style="list-style-type: none">1. That City Council instruct the Administration to review the Zoning Bylaw in relation to Contractor Yards, including parking, with a view to clarifying or establishing wording in the Bylaw that clearly identifies what is permitted in residential areas including equipment storage.2. That the Administration be instructed to review the Land Use Development Regulations Chart to ensure it clearly identifies for the public what is and is not permissible in each zoned area.
DIVISION:	City Planning and Development (Current Planning)
COMMENT:	Return Date: Will be reviewed through Zoning Bylaw review

REPORT #:	MN12-1
DATE TABLED/REFERRED:	January 23, 2012
SUBJECT:	Sustainable Commercial and Industrial Buildings Incentive Program
MOTION:	<p>That City Council instruct the Administration to prepare a report, as part of the Design Regina process, which:</p> <ol style="list-style-type: none">1. considers emerging best practices2. Incorporates any relevant legal considerations3. Includes stakeholder input; and <p>provides recommendations for how the city could incent or encourage the development community to incorporate green, sustainable best practices in future commercial and industrial construction projects.</p>
DIVISION:	City Planning and Development
COMMENT:	Return Date: Part of the Comprehensive Zoning Bylaw Review process

REPORT #:	RPC12-71
DATE TABLED/REFERRED:	September 13, 2012
SUBJECT:	Rezoning and Discretionary use Application (12-Z-20/12-DU-24) - Proposed Fourplex -4000 3rd Avenue, Windsor Place Subdivision
MOTION:	<p>5. That Administration work with the Legal Department to explore options for architectural controls and provide a report to the Regina Planning Commission in the first quarter of 2013.</p>
DIVISION:	City Planning and Development
COMMENT:	Return Date: Q1 2015

REPORT #:	MN14-2
DATE TABLED/REFERRED:	January 27, 2014
SUBJECT:	Off Leash Dog Park
MOTION:	<p>That the Administration prepare a report for City Council through the Regina Planning Commission that outlines the City's ability to require an off leash dog park in each new development that has a population of 5,000.</p>
DIVISION:	Community Services
COMMENT:	Return Date: February 2015

REPORT #:	CR14-137
DATE TABLED/REFERRED:	November 27, 2014
SUBJECT:	Lease of Road Right-of-Way
MOTION:	That the Administration report back to Regina Planning Commission in Q2 of 2015 on the criteria on permanent signs as it relates to aesthetics, revenue and statistics on the number of signs within the city limits.
DIVISION:	Community Planning and Development
COMMENT:	Return Date: Q2 2015

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