CITY COUNCIL

Monday, January 29, 2018
5:30 PM

Henry Baker Hall, Main Floor, City Hall

OFFICE OF THE CITY CLERK

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Agenda
City Council
Monday, January 29, 2018

CONFIRMATION OF AGENDA

MINUTES APPROVAL

City Council - Public - Dec 18, 2017 5:30 PM

PUBLIC NOTICE BYLAWS AND RELATED REPORTS

CR18-1 Zoning Bylaw Amendment and Discretionary Use Application Re-Approval (17-Z-21/ 17-DU-19) Proposed Townhouse - 1175 Pasqua Street

Recommendation

RECOMMENDATION OF THE REGINA PLANNING COMMISSION – JANUARY 10, 2018

1. That the application to rezone Lot 12, Block B, Plan No. 101201555 Ext 4, Old 33 located at 1175 Pasqua Street from I-Institutional to R4A-Residential Infill Housing be approved.

2. That the discretionary use application for a proposed Townhouse located at 1175 Pasqua Street, being Lot 7, Block B, Plan FD5230 Ext 0, and Lot 12, Block B, Plan No. 101201555 Ext 4, Old 33 Subdivision be approved, and that a Development Permit be issued subject to the following conditions:

   a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.5 inclusive, prepared by Carcoana and dated July 19, 2017.

   b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250.*

CR18-2 Administrative Amendments to Outdoor Eating and Drinking Area Requirements

Recommendation
RECOMMENDATION OF THE REGINA PLANNING COMMISSION – JANUARY 10, 2018

1. That the proposed amendment to *Regina Zoning Bylaw No. 9250*, as specified in Appendix A of this report, be approved.

2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the amendment.

CR18-3 Proposed Southeast Regina Neighbourhood Plan

Recommendation
RECOMMENDATION OF THE REGINA PLANNING COMMISSION - DECEMBER 6, 2017

1. That *Design Regina: The Official Community Plan Bylaw No. 2013-48* be amended by adding the Southeast Regina Neighbourhood Plan, attached to this report as Appendix C, as Part B.16.

2. That *Bylaw No. 2016-61* (Southeast Regina Neighbourhood Plan approval) and *Bylaw No. 2017-12* (Southeast Regina Neighbourhood Plan amendment) be repealed.

3. That the City Solicitor be directed to prepare the necessary bylaw to amend *Design Regina: The Official Community Plan Bylaw No. 2013-48* and to repeal *Bylaw No. 2016-61* (Southeast Regina Neighbourhood Plan approval) and *Bylaw No. 2017-12* (Southeast Regina Neighbourhood Plan amendment).

2018-1 THE REGINA ZONING AMENDMENT BYLAW, 2018

2018-2 THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 2)

2018-3 DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW, 2018

DELEGATIONS, COMMUNICATIONS AND RELATED REPORTS

DE18-1 Dr. Mark S. Dockstator - First Nations University of Canada

CM18-1 Star Blanket Cree Nation Municipal Services and Compatibility Agreement (MSA) - Third Party Agreement

Recommendation
That, upon review and approval by the City Solicitor, the City Manager be authorized to enter into a Three Party Agreement between Star Blanket Band #83, the Canadian Imperial Bank of Commerce (CIBC) and the City of Regina (City), as further detailed in this report.

COMMITTEE REPORTS

BOARD OF POLICE COMMISSIONERS

CR18-4 Regina Police Service 2018 Operating and Capital Budget
(This report will be tabled to the budget meeting scheduled for February 27, 2018.)

Recommendation
RECOMMENDATION OF THE BOARD OF POLICE COMMISSIONERS - DECEMBER 11 AND 20, 2017

1. That the 2018 Regina Police Service Operating and Capital Budget, which includes estimated gross operating expenditures of $87,869,000 and revenues of $9,880,600, resulting in a Net Operating Budget of $77,988,400, be approved.

2. That the 2018 Capital Budget of $4,970,600, with capital funding to be determined by Regina City Council, be approved.

EXECUTIVE COMMITTEE

CR18-5 2017 Housekeeping Boundary Alteration – North of Highway No. 1 and Campbell Street Intersection

Recommendation
RECOMMENDATION OF THE EXECUTIVE COMMITTEE - JANUARY 17, 2018

1. That the following resolution concerning the alteration of municipal boundaries be adopted by City Council:

a) That it be resolved that the lands identified in Appendix A, currently within the Rural Municipality of Sherwood No. 159 and described as follows, be annexed to the City of Regina boundary, subject to the Rural Municipality of Sherwood No. 159 Council adopting a complementary resolution in support of the City of Regina's application for the boundary alteration.

- Portion of SE ¼ of Section 03 in Township 17 Range 20 W2M Surface Parcel Number 203116946 Blk/Par F - Plan 102192083 Ext 0.
- Portion of SW ¼ of Section 02 in Township 17 Range 20 W2M Surface Parcel Number 203183805 Blk/Par G - Plan 102206797 Ext 0.

2. That in addition to the subject lands listed above, City of Regina will also assume jurisdiction and control of all registered road allowances within the annexation area.

3. That subject to ministerial approval of the applicable municipal boundary alterations in accordance with the provisions of Section 43.1(13) or Section 44 of *The Cities Act*, amendments to the *Regina Zoning Bylaw No. 9250* to rezone the annexed lands to UH-Urban Holding be advertised.

4. That City Manager be authorized to approve, and the City Clerk be authorized to execute a Municipal Boundary Alteration Agreement between the City of Regina and the RM of Sherwood No. 159 based on the terms conditions outlined within this report.

5. That the City Solicitor in conjunction with the City Clerk do all things necessary to give effect to the resolutions in recommendation No. 1, including preparing and submitting an application to the Minister of Government Relations or the Saskatchewan Municipal Board as per the provisions of Section 43.1 of *The Cities Act*.

FINANCE AND ADMINISTRATION COMMITTEE

CR18-6 Contract with Eloquent Systems Inc. for Virtual Archives Software

Recommendation

RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE - DECEMBER 5, 2017

1. That the City Manager or designate be delegated authority to negotiate, finalize and approve of the City entering into new agreements or

amending the existing agreement with Eloquent Systems Inc. for its Hosted Virtual Archive Software as a Service (SAAS) for a five year term.

2. That the City Clerk be authorized to execute the necessary agreements after review and approval by the City Solicitor.

INFORMATIONAL REPORT

IR18-1 2017 Semi-Annual Review of Closed Executive Committee Items

Recommendation
That this report be received and filed.

MOTION

MN18-1 Councillor O'Donnell: Autonomous Vehicles - Connected Vehicles - Electric Vehicles

NOTICE OF MOTION

MN18-2 Councillors Stevens and Bresciani: Safe and Accessible Sidewalks

BYLAWS AND RELATED REPORTS

2018-4 THE WASTEWATER AND STORM WATER AMENDMENT BYLAW, 2018

2018-5 THE REGINA WATER AMENDMENT BYLAW, 2018

ENQUIRY

EN18-1 Response to Enquiry: Capital Pointe

ADJOURNMENT

AT REGINA, SASKATCHEWAN, MONDAY, DECEMBER 18, 2017

AT A MEETING OF CITY COUNCIL

AT 5:30 PM

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

Present:	Mayor Michael Fougere, in the Chair Councillor Lori Bresciani Councillor Sharron Bryce Councillor John Findura Councillor Jerry Flegel Councillor Bob Hawkins Councillor Jason Mancinelli Councillor Joel Murray Councillor Mike O'Donnell Councillor Barbara Young
Regrets:	Councillor Andrew Stevens
Also in Attendance:	City Clerk, Jim Nicol A/Deputy City Clerk, Amber Ackerman City Manager, Chris Holden City Solicitor, Byron Werry Executive Director, Financial & Corporate Services, Barry Lacey Executive Director, City Planning & Development, Diana Hawryluk Executive Director, City Services, Kim Onrait Executive Director, Transportation & Utilities, Karen Gasmo Executive Director, Organization & People, John Paul Cullen Director, Finance, June Schultz Director, Roadways & Transportation, Norman Kyle A/Director, Communications & Customer Experience, Maureen MacCuish Director, Water Works, Pat Wilson Manager, Current Planning, Fred Searle Manager, Water & Sewer Engineering, Kurtis Doney

CONFIRMATION OF AGENDA

Councillor Sharron Bryce moved, seconded by Councillor Bob Hawkins that the agenda for this meeting be approved, as submitted, including an adjustment to add a communication from Jim Elliott as CP17-34, and that the delegations be listed on the agenda be heard when called forward by the Mayor.

The motion was put and it was declared CARRIED UNANIMOUSLY.

MINUTES APPROVAL

Councillor John Findura moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that the minutes for the meeting held on November 27, 2017 be adopted, as circulated.

PUBLIC NOTICE BYLAWS AND RELATED REPORTS

CR17-130 Zoning Bylaw Amendment (17-Z-11) Chuka Creek Business Park Phase 1

Recommendation

RECOMMENDATION OF THE REGINA PLANNING COMMISSION - NOVEMBER 22, 2017

1. That the application to rezone land within the Chuka Creek Business Park Concept Plan Area (Phase 1), as shown in Appendix A-1, be approved, as follows:

    a) Parcel CC, Plan No. 102057195, Ext.1, being surface parcel 203117453, from UH - Urban Holding to IA - Light Industrial Zone.

    b) Portions of NW Sec. 12-17-19-2 Ext 3, being surface parcel 203117408; and portions of SW 12-17-19-2 Ext. 2, being surface parcel 203117824, From UH-Urban Holding to IA-Light Industrial Zone.

    c) Parcel I, Plan 102210523 Ext 0, being surface parcel 203210682 from UH-Urban Holding to IB-Medium Industrial.

    d) The portions of the area along Chuka Creek in SW Sec 12, Twp 17, Rge 19, W2M identified as being in the floodway from UH - Urban Holding to FW - Floodway Zone.

    e) The portions of the area along Chuka Creek in SW Sec 12, Twp 17, Rge 19, W2M identified as being in the floodway fringe be rezoned as FF - Floodway Fringe Overlay Zone.

2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment.

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

2017-52 THE DEVELOPMENT LEVY AMENDMENT BYLAW, 2017

2017-54 THE REGINA ZONING AMENDMENT BYLAW, 2017 (No. 18)

Councillor Sharron Bryce moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that Bylaws No. 2017-52 and 2017-54 be introduced and read a first time. Bylaws were read a first time.

No letters of objection were received pursuant to the advertising with respect to Bylaws No. 2017-52 and 2017-54.

The Clerk called for anyone present who wished to address City Council respecting Bylaws No. 2017-52 and 2017-54. to indicate their desire.

No one indicated a desire to address Council.

Councillor Sharron Bryce moved, seconded by Councillor Jerry Flegel, AND IT WAS RESOLVED, that Bylaws No. 2017-52 and 2017-54. be read a second time. Bylaws were read a second time.

Councillor Sharron Bryce moved, seconded by Councillor Joel Murray that City Council hereby consent to Bylaws No. 2017-52 and 2017-54. going to third and final reading at this meeting.

The motion was put and it was declared CARRIED UNANIMOUSLY.

Councillor Sharron Bryce moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that Bylaws No. 2017-52 and 2017-54 be read a third time. Bylaws were read a third and final time.

DELEGATIONS, COMMUNICATIONS AND RELATED REPORTS

DE17-126 Garth Fredrickson – Bison Properties Limited: Discretionary Use Application (17-DU-13) Repair Shop in MAC Zone 2410 E Victoria Avenue

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Garth Fredrickson, representing Bison Properties Ltd. addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR17-130, a report from Regina Planning Commission respecting the same subject.

CR17-131 Discretionary Use Application (17-DU-13) Repair Shop in MAC Zone 2410 E Victoria Avenue

Recommendation
RECOMMENDATION OF THE REGINA PLANNING COMMISSION – DECEMBER 6, 2017

That the discretionary use application for a Repair Shop located at 2410 E Victoria Avenue, being Block A, Plan No. 80R21511, Mayfair Subdivision be approved and that a Development Permit be issued subject to the following conditions:

a) The development shall be consistent with the plans attached to this report as Appendix A-3.1, prepared by Domco Engineering, and dated May, 1997, and; Appendix A-3.2, prepared by JMA Architecture and dated October 16, 2017.

b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*

c) The applicant is required to develop a solid fence along the north property line to mitigate any visual impacts to the adjacent residential neighbourhood.

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

Councillor Jerry Flegel moved, in amendment, seconded by Councillor Mike O'Donnell, AND IT WAS RESOLVED, that recommendation c) read as follows:

c) The applicant is required to develop a solid fence up to 12 feet in height along the north property line to mitigate any visual impacts to the adjacent residential neighbourhood.

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

DE17-127 Stephen Onda – Sundog Developments Ltd.: Proposed Rosewood Park Concept Plan (City File No. 14CP05)

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Stephen Onda, representing Sundog Developments Ltd. addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of CR17-132, a report from the Regina Planning Commission respecting the same subject.

DE17-128 Jason Petrunia, Rich Threlfall and Renee Wasylyk: Proposed Rosewood Park Concept Plan (City File No. 14CP05)

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Jason Petrunia, Rich Threlfall and Renee Wasylyk, representing Rosewood Park Alliance Church and Troika Management Corp. addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's Procedure Bylaw No. 9004, this brief was tabled until after consideration of report CR17-132.

CP17-32 Rosewood Park Alliance Church Congregation: Proposed Rosewood Park Concept Plan (City File No. 14CP05

(A copy of the petition is on the file of the City Clerk.)

CP17-33 Proposed Revision to the Proposed Rosewood Park Concept Plan (City File No. 14CP05)

Councillor Mike O'Donnell moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that communications CP17-32 and CP17-33 be received and filed.

CR17-132 Proposed Rosewood Park Concept Plan (City File No. 14CP05)

Recommendation
RECOMMENDATION OF THE REGINA PLANNING COMMISSION - NOVEMBER 22, 2017

That the proposed Rosewood Park Concept Plan, attached as Appendix E and Appendix F of this report, be approved, with the following proviso:

That the Rosewood Park Concept Plan - Land-Use Plan, included as Appendix E of this Report, be amended by changing the proposed “High Density Residential” area, located at the northwest corner of the Mapleford Boulevard and Courtney Street intersection, from “High Density Residential” to “Medium or Low Density Residential” designation.

Councillor Mike O'Donnell moved, seconded by Councillor Jason Mancinelli that the recommendations contained in the report be concurred in.

Mayor Michael Fougere stepped down to enter debate.
Councillor Sharron Bryce assumed the Chair.
Mayor Michael Fougere returned to the Chair prior to the vote.

The motion was put and it was declared CARRIED.

MAYOR REPORTS

MR17-3 Federation of Canadian Municipalities (FCM) Big City Mayors' Caucus (BCMC)Cities and the Economy Summit – November 30, 2017

Recommendation
That this report be received and filed.

Mayor Michael Fougere stepped down to enter debate.
Councillor Sharron Bryce assumed the Chair.

Mayor Michael Fougere moved, seconded by Councillor John Findura that this report be received and filed.

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

The motion was put and declared CARRIED.

ADMINISTRATION REPORTS

CP17-34 Jim Elliott: 2018 Utility Operating and 2018-2022 Capital Budget

Councillor Barbara Young moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that this communication be received and filed.

CM17-13 2018 Utility Operating and 2018-2022 Capital Budget

Recommendation

1. That the 2018 fee-supported Utility Operating Budget, with total revenues of $132,820,000 and total gross expenditures of $76,119,300, a transfer to reserve of $49,222,111 and debt repayments of $7,478,589 be approved.

2. That the 2018-2022 Utility Capital Budget with total gross expenditures of $56,288,000 in 2018, as summarized in the City of Regina 2018 Utility Budget, attached as Appendix A, be approved.

3. That the Utility Capital Budget for multi-year tax supported capital projects underway in 2018 with gross expenditures of $15,600,000, be approved as follows:
   a) 2018 - $7,500,000
   b) 2019 - $8,100,000

4. That the 2018 water, wastewater, and storm drainage rates, reflecting an overall 2% rate increase effective January 1, 2018, as described in the City of Regina 2018 Utility Budget, attached as Appendix A, be approved.

5. That the City Solicitor be authorized to prepare all necessary bylaws to implement the above recommendations.

Councillor Sharron Bryce moved, seconded by Councillor Bob Hawkins that the recommendations contained in the report be concurred in.

Mayor Michael Fougere stepped down to enter debate.
Councillor Sharron Bryce assumed the Chair.
Mayor Michael Fougere returned to the Chair prior to the vote.

The motion was put and it was declared CARRIED.

COMMITTEE REPORTS

EXECUTIVE COMMITTEE

CR17-133 Buffalo Pound Transfer of Assets

Recommendation
RECOMMENDATION OF THE EXECUTIVE COMMITTEE - DECEMBER 13, 2017

1. That the Executive Director, Financial & Corporate Services be delegated authority to:

    a. negotiate, finalize and approve an Agreement to Transfer Assets between the City of Regina, the City of Moose Jaw and Buffalo Pound Water Treatment Corporation (BPWTC), as well as any ancillary agreements, assignments or documents needed to complete the transfer of all assets, including lands, leasehold interests and permits;

    b. obtain the consent, approvals, authorizations or orders of any Government authorities required for the assignment of the lease and for the transfer of the assets to permit BPWTC to continue operation of the plant.

2. That the City Clerk be authorized to execute the Agreement as well as any ancillary agreements or documents prepared by the City Solicitor to complete the transfer of the assets.

Councillor Sharron Bryce moved, seconded by Councillor Mike O'Donnell that the recommendations contained in the report be concurred in.

(Councillor Flegel temporarily left the meeting.)

The motion was put and it was declared CARRIED.

CR17-134 Global Transportation Hub Authority – Municipal Servicing Agreement for Ongoing Operating Services

Recommendation
RECOMMENDATION OF THE EXECUTIVE COMMITTEE - DECEMBER 13, 2017

1. That the Executive Director of City Planning & Development be authorized to finalize and approve the terms of a Municipal Servicing Agreement for ongoing operating services between the City of Regina and the Global Transportation Hub Authority.

2. That the City Clerk be authorized to execute the Municipal Servicing Agreement after review and approval by the City Solicitor.

Councillor Sharron Bryce moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.

CR17-135 Regina Wastewater Treatment Plant Upgrade Project – Project Update

Recommendation
RECOMMENDATION OF THE EXECUTIVE COMMITTEE - DECEMBER 13, 2017

That City Council authorize the City Manager or designate to negotiate and enter into an amendment to the Agreement to Design, Build, Finance, Operate and Maintain (the "Project Agreement") for the Wastewater Treatment Plant (WWTP) upgrade project between the City of Regina (the "City") and EPCOR Water Prairies Inc. ("EPCOR") and any ancillary documents, to extend the period of time to achieve the 30-Day Performance Test and Final Completion. Such negotiation and amendment to the Project Agreement must require the following items:

a. EPCOR must achieve the performance standards for the 30-Day Performance Test as currently set out in the Project Agreement with only additional time being amended to meet this test;
b. EPCOR must achieve Final Completion within the time period of the extension for the 30-Day Performance Test;
c. the risk allocation within the Project Agreement is maintained and the City does not assume any additional risks because of the extension; and
d. EPCOR shall fully compensate the City for the City's additional costs arising out of the extension period.

Councillor Sharron Bryce moved, seconded by Councillor John Findura that the recommendations contained in the report be concurred in.

(Councillor Flegel returned to the meeting.)

Mayor Michael Fougere stepped down to enter debate.
Councillor Sharron Bryce assumed the Chair.
Mayor Michael Fougere returned to the Chair prior to the vote.

The motion was put and it was declared CARRIED.

CR17-136 2018 Citizen & Organization Appointments to Committees

Recommendation
RECOMMENDATION OF THE EXECUTIVE COMMITTEE - DECEMBER 13, 2017

1. That the following individuals be appointed to the Board of Police Commissioners for a term of office:
   - Mr. Vic Pankratz January 1, 2018 to December 31, 2018
   - Mr. Gordon Selinger January 1, 2018 to December 31, 2018

2. That the following individuals be appointed to the Board of Revision for a term of office as indicated below:
   - Ms. Debralee Glaser January 1, 2018 to December 31, 2018
   - Mr. Terrance Chinn January 1, 2018 to December 31, 2019
   - Ms. Pamela Snider January 1, 2018 to December 31, 2019
   - Ms. Joanne Moser January 1, 2018 to December 31, 2020
   - Ms. Stella Dechaine January 1, 2018 to December 31, 2020

3. That the following individuals be appointed to the Regina Planning Commission for a term of office as indicated below:
   - Mr. Patrick Dennie January 1, 2018 to December 31, 2018
   - Mr. Robert Porter January 1, 2018 to December 31, 2018
   - Ms. Adrienne Hagen Lyster January 1, 2018 to December 31, 2020
   - Mr. Frank Bojkovsky January 1, 2018 to December 31, 2020

4. That the following individuals be appointed to the Regina Public Library Board for a term of office as indicated below:
   - Ms. Elaine Kivisto January 1, 2018 to December 31, 2018
   - Ms. Phyllis Lerat January 1, 2018 to December 31, 2018
   - Ms. Barbara March-Burwell January 1, 2018 to December 31, 2019
   - Ms. Marj Gavigan January 1, 2018 to December 31, 2019

5. That the following individual be appointed to the Development Appeals Board for a term of office as indicated below:
   - Ms. Susan Hollinger January 1, 2018 to December 31, 2018

6. That the following organization representatives nominated by Regina & Region Home Builders' Association be appointed to the Mayor's Housing Commission for a term of office as indicated below:
   - Mr. Jason Carlston representing Homes by Dream be appointed from January 1, 2018 to December 31, 2020; and
   - Mr. Patrick Mah representing North Ridge Development Corporation be appointed from January 1, 2018 to December 31, 2020.

7. That the following organization representatives to be appointed by the School Boards/City Council Liaison Committee for a terms of office as indicated below:
   - Mr. Rob Bresciani January 1, 2018 to December 31, 2018
   - Mr. Bob Kowalchuk January 1, 2018 to December 31, 2018
   - Mr. Dom Scuglia January 1, 2018 to December 31, 2018
   - Mr. Curt Van Parys January 1, 2018 to December 31, 2018

8. That the members appointed to each board, committee and commission continue to hold office for the term indicated for each vacancy or until their successors are appointed.

Councillor Sharron Bryce moved, seconded by Councillor Lori Bresciani, AND IT WAS RESOLVED, that recommendations #1, #2, #3, #4, #5, #6, and #8 contained in the report be concurred in.

(Councillor Lori Bresciani declared a conflict prior to consideration of recommendation #7 on this report, citing her husband is a nominated member for the School Board City Council Liaison Committee, abstained from discussion and voting and temporarily left the meeting.)

Councillor Sharron Bryce moved, seconded by Councillor Barbara Young, AND IT WAS RESLOVED, that recommendation #7 contained in the report be concurred in.

(Councillor Bresciani returned to the meeting.)

CR17-137 2018 Elected Official Committee Appointments

Recommendation
RECOMMENDATION OF THE EXECUTIVE COMMITTEE - DECEMBER 13, 2017

1. That City Council appoint and approve the elected member appointments to the committees summarized in Appendix A.

2. That all appointments be made effective January 1, 2018 with terms of office to December 31, 2018 unless otherwise noted.

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

Councillor Sharron Bryce moved, seconded by Councillor Lori Bresciani that the recommendations contained in the report be concurred in.

Councillor Jason Mancinelli moved, in amendment, seconded by Councillor Joel Murray, AND IT WAS RESOLVED, Councillor Andrew Stevens name be removed from the list of appointments for the Finance and Administration Committee in Appendix A.

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

FINANCE & ADMINISTRATION COMMITTEE

CR17-138 Advance Approval for Capital Projects, Community Investments Allocation and Housing Incentives

Recommendation
RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE - DECEMBER 5, 2017

That advance approval be provided for the following items:

1. $46 million be provided for the 2018 General Fund Capital Projects identified in Appendix A to provide sufficient time within each project to meet deadlines and completion dates.

2. $4.2 million be provided for the 2018 Community Investments grants allocation to the allow community investments to be provided to funded agencies without delay.

3. Transfer of $2 million from the Winter Maintenance Reserve to the Social Development Reserve to fund the 2018 funding commitments for the Housing Incentives Program.

Councillor Bob Hawkins moved, seconded by Councillor Barbara Young, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in after revising the advance approval amount in recommendation #1 from $46 million to $43,326,111 million.

CR17-139 Lease of City Property at part of the NW 8-18-19 W2M to the Rural Municipality of Sherwood

Recommendation
RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE - DECEMBER 5, 2017

1. That the lease of a portion of City owned property located within the NW 8-18-19 W2M to Rural Municipality of Sherwood be approved consistent with the terms and conditions stated in the body of this report.

2. That the Administration be authorized to finalize any other commercially relevant terms and conditions of the lease documents.

3. That the City Clerk be authorized to execute the Lease Agreement documents as prepared by the City Solicitor.

Councillor Bob Hawkins moved, seconded by Councillor Joel Murray, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.

INFORMATIONAL REPORTS

IR17-17 RFP #2970 - Value Increase for Engineering Services for Residential Road Renewal Program

Recommendation
RECOMMENDATION OF THE PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE – DECEMBER 7, 2017

That this report be received and filed.

Councillor Sharron Bryce moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that this report be received and filed.

NOTICE OF MOTIONS

MN17-14 Councillor Mike O'Donnell: Autonomous Vehicles - Connected Vehicles - Electric Vehicles

Pursuant to due notice, Councillor Mike O'Donnell moved, seconded by Councillor Joel Murray, AND IT WAS RESOLVED, that the following be lodged to be considered at the January 29, 2018 meeting of City Council:

1. The City of Regina monitor the research and trials that are currently underway and will shortly be undertaken with regards to autonomous and connected vehicles.

2. The Administration report back to Regina City Council in the second quarter of 2019 with analysis as to the impacts or potential impacts upon the City of Regina of these type of vehicles and to take into account any impact of a large number of vehicles powered by batteries and the need for charging stations.

3. The Administration give consideration to any advantage the City of Regina may have with being one of the leading edge communities with regards to testing of autonomous vehicles given our varied climate.

BYLAWS AND RELATED REPORTS

CR17-140 Regina Administration Bylaw Changes

Recommendation
RECOMMENDATION OF THE EXECUTIVE COMMITTEE - DECEMBER 13, 2017

1. That the amendments to Schedule B of Bylaw No. 2003-69, *The Regina Administration Bylaw*, as contained in this report and Appendix A, be approved.

2. That the City Solicitor be instructed to prepare the necessary bylaw amendments as recommended in this report and Appendix A.

Councillor Sharron Bryce moved, seconded by Councillor Lori Bresciani, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in after revising the figures listed in Appendix B, table 2: Assessment Fees and Charges be changed from 35 to 20.

2017-55 THE 2018 HOUSING INCENTIVE PROGRAM TAX EXEMPTION BYLAW, 2017

2017-56 THE REGINA ADMINISTRATION AMENDMENT BYLAW, 2017 (No. 2)

Councillor Sharron Bryce moved, seconded by Councillor Jason Mancinelli, AND IT WAS RESOLVED, that Bylaws No. 2017-55 and 2017-56 be introduced and read a first time. Bylaws were read a first time.

Councillor Sharron Bryce moved, seconded by Councillor Joel Murray, AND IT WAS RESOLVED, that Bylaws No. 2017-55 and 2017-56 be read a second time. Bylaws were read a second time.

Councillor Sharron Bryce moved, seconded by Councillor Lori Bresciani that City Council hereby consent to Bylaws No. 2017-55 and 2017-56 going to third and final reading at this meeting.

The motion was put and declared CARRIED UNANIMOUSLY.

Councillor Sharron Bryce moved, seconded by Councillor Mike O'Donnell, AND IT WAS RESOLVED, that Bylaws No. 2017-55 and 2017-56 be read a third time. Bylaws were read a third and final time.

ADJOURNMENT

Councillor Sharron Bryce moved, seconded by Councillor Bob Hawkins, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 7:56 p.m.

_____ _____

Chairperson Secretary

CR18-1

January 29, 2018

To: His Worship the Mayor
And Members of City Council

Re: Zoning Bylaw Amendment and Discretionary Use Application Re-Approval (17-Z-21/ 17-DU-19) Proposed Townhouse - 1175 Pasqua Street

RECOMMENDATION

RECOMMENDATION OF THE REGINA PLANNING COMMISSION – JANUARY 10, 2018

1. That the application to rezone Lot 12, Block B, Plan No. 101201555 Ext 4, Old 33 located at 1175 Pasqua Street from I-Institutional to R4A-Residential Infill Housing be approved.

2. That the discretionary use application for a proposed Townhouse located at 1175 Pasqua Street, being Lot 7, Block B, Plan FD5230 Ext 0, and Lot 12, Block B, Plan No. 101201555 Ext 4, Old 33 Subdivision be approved, and that a Development Permit be issued subject to the following conditions:

    a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.5 inclusive, prepared by Carcoana and dated July 19, 2017.

    b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250.*

REGINA PLANNING COMMISSION – JANUARY 10, 2018

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

Recommendation #3 does not require City Council approval.

Councillors: Mike O'Donnell (Chairperson), Bob Hawkins and Barbara Young; Commissioners: David Bale, Frank Bojkovsky, Patrick Dennie, Simon Kostic, Andre Kroeger, Adrienne Hagen Lyster, Robert Porter and Steve Tunison were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on January 10, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That the application to rezone Lot 12, Block B, Plan No. 101201555 Ext 4, Old 33 located at 1175 Pasqua Street from I-Institutional to R4A-Residential Infill Housing be approved.

2. That the discretionary use application for a proposed Townhouse located at 1175 Pasqua Street, being Lot 7, Block B, Plan FD5230 Ext 0, and Lot 12, Block B, Plan No. 101201555 Ext 4, Old 33 Subdivision be approved, and that a Development Permit be issued subject to the following conditions:

    a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.5 inclusive, prepared by Carcoana and dated July 19, 2017.

    b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250.*

3. That this report be forwarded to the January 29, 2018 meeting of City Council for approval.

CONCLUSION

The applicant is requesting re-approval of a discretionary use where the Development Permit has expired. The proposal is the same as previously proposed; therefore, no further technical analysis was required. The development is fully compliant with the standards in the R4A - Residential Infill Housing Zone under the *Regina Zoning Bylaw No. 9250* (Zoning Bylaw).

Though the review of this application it was realized that part of the subject property was omitted from the original Zoning Bylaw amendment. Rezoning of part of the subject property to R4A-Residential Infill Housing is necessary before the Discretionary Use can be re-approved.

The proposal complies with the development standards and regulations contained in the Zoning Bylaw and is consistent with the policies in *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP). Accordingly, the Administration recommends approval.

BACKGROUND

City Council approved the proposal on September 9, 2013. The original report (CR11-131) is attached as Appendix B for reference. The associated Development Permit expired on September 9, 2015. A building permit for the foundation was issued pursuant to the original discretionary use approval on October 9, 2014. A building permit for the remainder of the building was reviewed, but was never issued and eventually cancelled. The lot has since been sold to a new builder who wishes to continue the project as originally planned.

This application is being considered pursuant to the Zoning Bylaw, OCP, and *The Planning and Development Act, 2007* (Act).

DISCUSSION

The applicant is seeking re-approval of a discretionary use approved by City Council in September 2013 (CR11-131). The issuance of a Development Permit requires development to commence on-site within two years. Since development of the site ceased and building permits

were not renewed, the Development Permit expired. Accordingly, the applicant requires re-approval by City Council before development may commence.

The proposed building is identical to the original approval, with the exception that 19 dwelling units are now being proposed, whereas 20 were originally approved. The proposal did not require further technical review. The original report, which includes the Administration's technical analysis, is attached in Appendix B for reference.

Upon review of the applicant's proposal, it was noticed that the original rezoning (Bylaw 2013-55) did not adequately reference Lot 12, which is part of the development site. The rezoning ensures accurate reference of Lot 12.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Policy/Strategic Implications

The original proposal was reviewed pursuant to the former *Official Community Plan, Development Plan Bylaw No. 7877.* The proposal is also consistent with the policies contained within Part A of the OCP with respect to:

Section C – Growth 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.

Section D6 – Housing

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.

The proposal would provide for intensification and a different housing form within an existing neighbourhood and is compatible to the existing surrounding area.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Communication with the public is summarized below:

Public notification signage posted on:	November 21, 2017
Will be published in *The Leader-Post* on	January 13 and 20, 2018
Letter sent to immediate property owners	November 17, 2017
Number of Public Comments Sheets Received	0

The application was circulated to the North Central Community Association for review and comment. No comments were received before this report was finalized.

The applicant and other interested parties will receive a copy of the report and notification of the meeting to appear as a delegation in addition to receiving a written notification of City Council's decision.

DELEGATED AUTHORITY

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

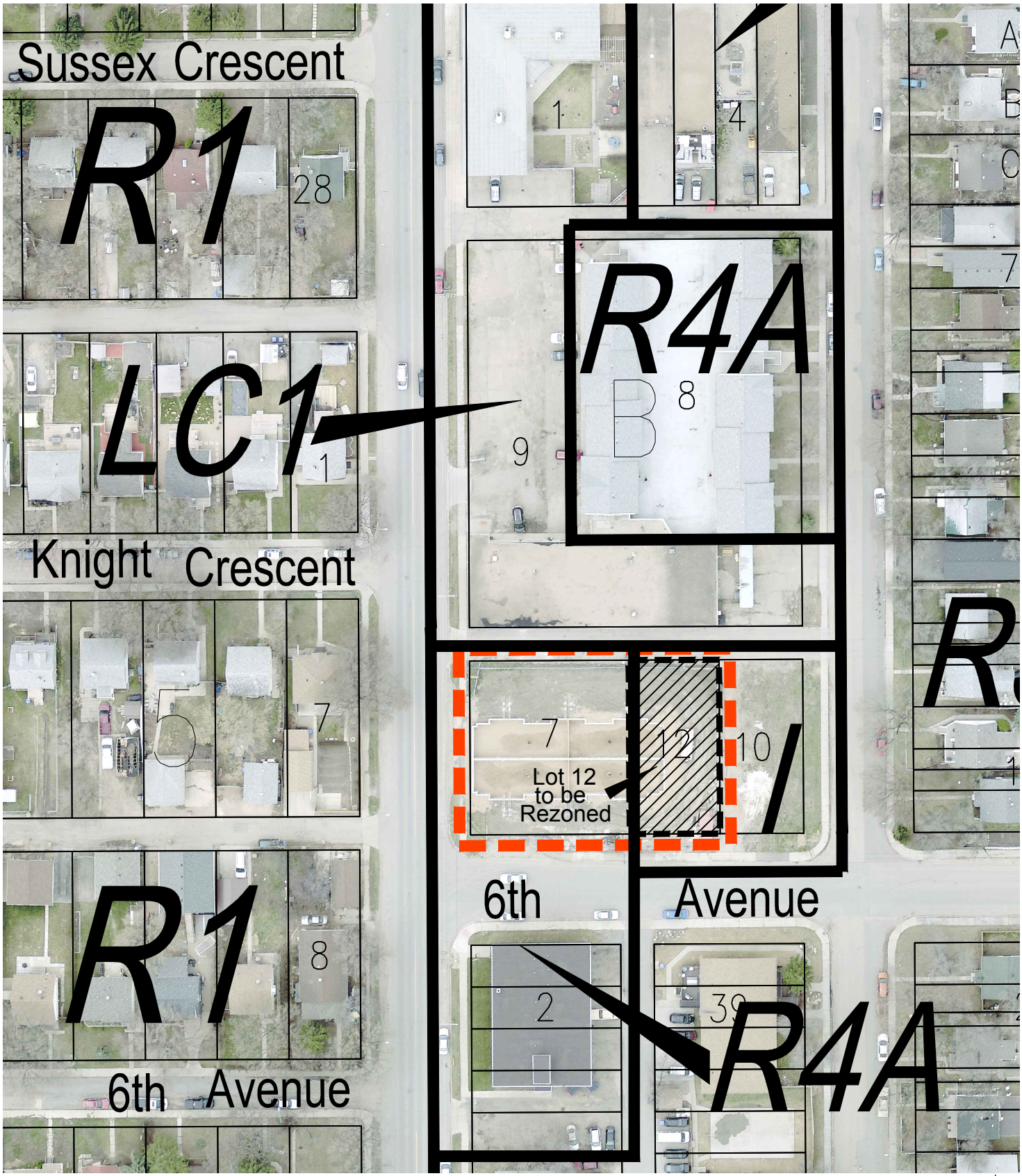
Respectfully submitted,

REGINA PLANNING COMMISSION

Elaine Gohlke

Elaine Gohlke, Secretary

Appendix A-1

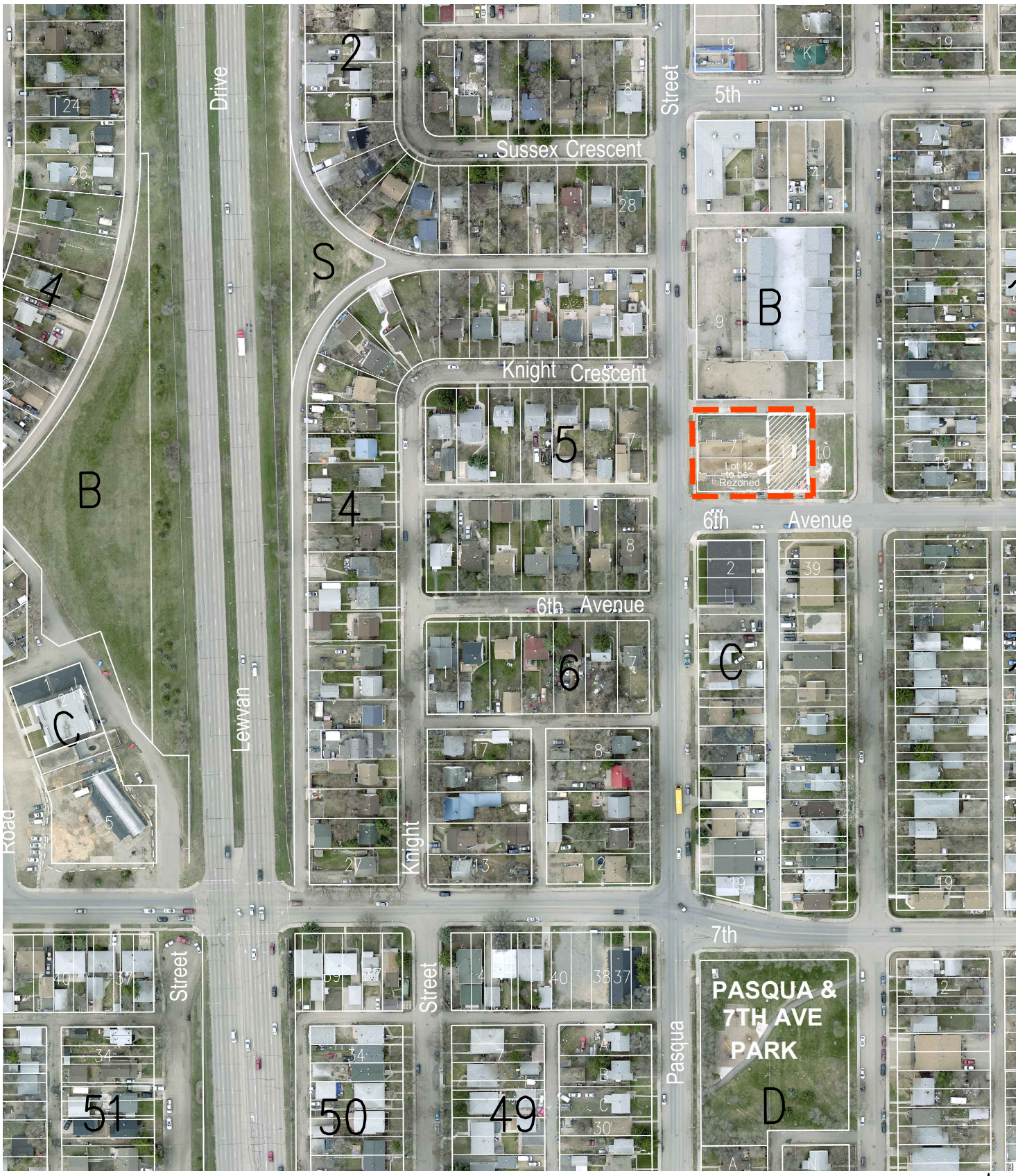


Subject Property

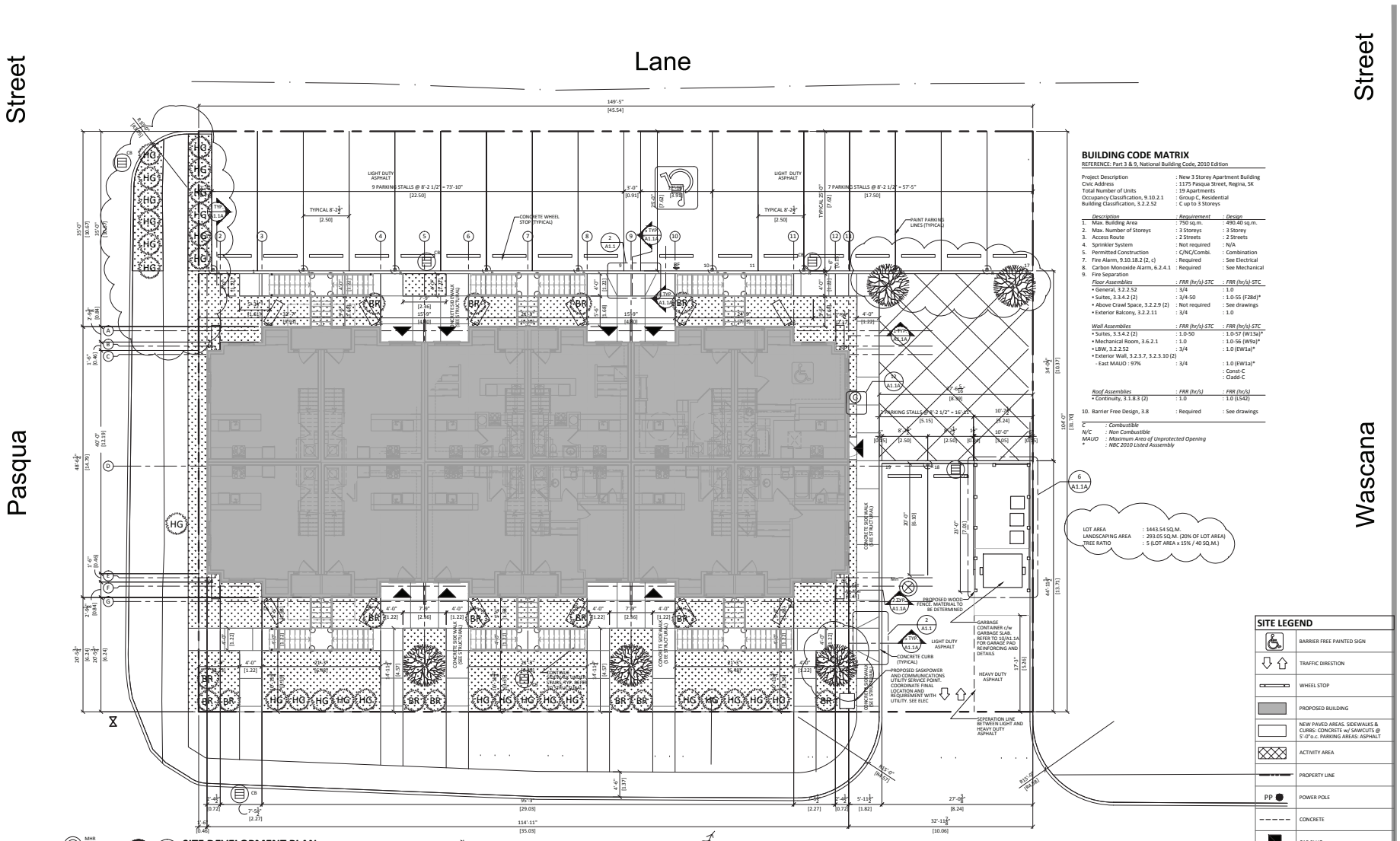
Date of Photography : 2016

Project 17-Z-21 (17-DU-19) Civic Address/Subdivision 1175 Pasqua Street / Old 33
Lots 7 Block B, Regr'd Plan FD5230
Lot 12, Block B, Regr'd Plan 101201555 Ext 4

Appendix A-2



Project 17-Z-21 (17-DU-19) Civic Address/Subdivision 1175 Pasqua Street / Old 33
Lots 7 Block B, Regr'd Plan FD5230
Lot 12, Block B, Regr'd Plan 101201555 Ext 4



BUILDING CODE MATRIX

REFERENCE: Part 3 & 9, National Building Code, 2010 Edition

Project Description	: New 3 Storey Apartment Building
Civic Address	: 1175 Pasqua Street, Regina, SK
Total Number of Units	: 19 Apartments
Occupancy Classification, 9.10.2.1	: Group C, Residential
Building Classification, 3.2.2.52	: C up to 3 Storeys

Description	*: Requirement*	*: Design*
1. Max. Building Area	: 750 sq.m.	: 490.40 sq.m.
2. Max. Number of Storeys	: 3 Storeys	: 3 Storey
3. Access Route	: 2 Streets	: 2 Streets
4. Sprinkler System	: Not required	: N/A
5. Permitted Construction	: C/NC/Combi.	: Combination
7. Fire Alarm, 9.10.18.2 (2, c)	: Required	: See Electrical
8. Carbon Monoxide Alarm, 6.2.4.1	: Required	: See Mechanical
9. Fire Separation		
Floor Assemblies	*: FRR (hr/s)-STC*	*: FRR (hr/s)-STC*
• General, 3.2.2.52	: 3/4	: 1.0
• Suites, 3.3.4.2 (2)	: 3/4-50	: 1.0-55 (F28d)*
• Above Crawl Space, 3.2.2.9 (2)	: Not required	: See drawings
• Exterior Balcony, 3.2.2.11	: 3/4	: 1.0
Wall Assemblies	*: FRR (hr/s)-STC*	*: FRR (hr/s)-STC*
• Suites, 3.3.4.2 (2)	: 1.0-50	: 1.0-57 (W13a)*
• Mechanical Room, 3.6.2.1	: 1.0	: 1.0-56 (W9a)*
• LBW, 3.2.2.52	: 3/4	: 1.0 (EW1a)*
• Exterior Wall, 3.2.3.7, 3.2.3.10 (2)		
- East MAUO : 97%	: 3/4	: 1.0 (EW1a)* : Const-C : Cladd-C
Roof Assemblies	*: FRR (hr/s)*	*: FRR (hr/s)*
• Continuity, 3.1.8.3 (2)	: 1.0	: 1.0 (LS42)
10. Barrier Free Design, 3.8	: Required	: See drawings

C : Combustible
N/C : Non Combustible
MAUO : Maximum Area of Unprotected Opening
** : NBC 2010 Listed Assssembly*

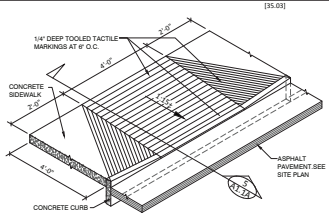
SITE LEGEND

	BARRIER FREE PAINTED SIGN
	TRAFFIC DIRESTION
	WHEEL STOP
	PROPOSED BUILDING
	NEW PAVED AREAS. SIDEWALKS & CURBS: CONCRETE w/ SAWCUTS @ 5'-0"o.c. PARKING AREAS: ASPHALT
	ACTIVITY AREA
	PROPERTY LINE
PP	POWER POLE
	CONCRETE
	CAR PLUG
	BUILDING ENTRANCES
	HDCP. SIGNAGE POST
CB	CATCH BASIN. SEE MECHANICAL
MH	MAN HOLE. SEE MECHANICAL
WR	WEATHER PROOF RECEPTICAL. SEE ELECTRICAL
BF	BARRIER FREE SIGN. SEE 5a/A1.1A
G	GAS METER. SEE MECHANICAL
DS	PRECAST CONC. SPLASHPAD w/ PREFINISHED METAL DOWNSPOUT. SEE 14/A1.1A FOR SPLASH PAD DETAIL

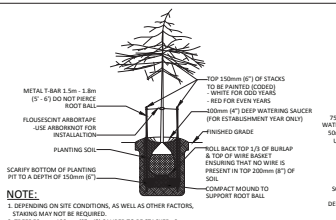
LANDSCAPE LEGEND

TYPE	TREE SPECIES	REMARKS
	NORTHERN GEM HYBRID ASH. SPACED AS SHOWN.	BY OWNER, LOCATE AND SPACING SHOWN
	AMUR MAPLE. SPACED AS SHOWN.	BY OWNER, SPACED AS INDICATED
HG	HEDGE COTTON EASTER. SPACED AS SHOWN.	BY OWNER, SPACED AS INDICATED
BR	BLUE RUG JUNIPER. SPACED AS SHOWN.	BY OWNER, SPACED AS INDICATED
	NATIVE GRASS	AREAS TO BE COVERED AS PER PLAN

1 A1.1 **SITE DEVELOPMENT PLAN** SCALE 1/8" = 1'-0"

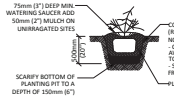


2 A1.1 **TYP CONC BARRIER FREE RAMP DETAIL** SCALE 1/2" = 1'-0"



NOTE:
1. DEPENDING ON SITE CONDITIONS, AS WELL AS OTHER FACTORS, STAKING MAY NOT BE REQUIRED.
2. TREES 50mm - 300mm (2" - 4") CALIPER TO BE STACKED x2.
3. ENSURE STAKES & ARBORTAPE ARE CLEAR OF BRANCHES.

3 A1.1 **DECIDUOUS PLANTING SECTION** NTS



4 A1.1 **SHRUB PLANTING SECTION** NTS

M:\Current Projects\4719 1175 Pasqua Street Artisan Townhouses\4719 DRAWINGS\4719 WORKING DRAWINGS\4719101-R3

Carcoana
ARCHITECTURE LTD.

Lawrence N. Carcoana, Principal
SAA, AAA, MAA, AIA, NCARB

3457 ALBERT STREET, REGINA, SASKATCHEWAN S4S 2R8
TEL 306.565.0411 | FAX 306.757.9471
lcarcoana@carcoanarch.ca

Professional Seal:

Project Title:

PASQUA APARTMENTS
REGINA, SASKATCHEWAN

Notes:

Any representations in the tender documents are for the general information of bidders and are not in any way warranted or guaranteed by or on behalf of the owner or the owner's consultants and its subconsult's employees, and neither the owner nor its consultants or its employees, shall be liable for any representations negligent or otherwise contained in the documents. These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract. The bidder shall examine the documents and shall verify all data as represented on all drawings in the set for consistency and correctness and report to the consultant any discrepancies prior to proceeding with construction. Any costs to the contractor arising from failure to execute this requirement is a cost to the contractor and not to the owner nor the consultant. This term supercedes the specifications. All construction work to be completed in accordance with all applicable code and requirements of all utilities as set out by governing authorities.

Issue Record:
-

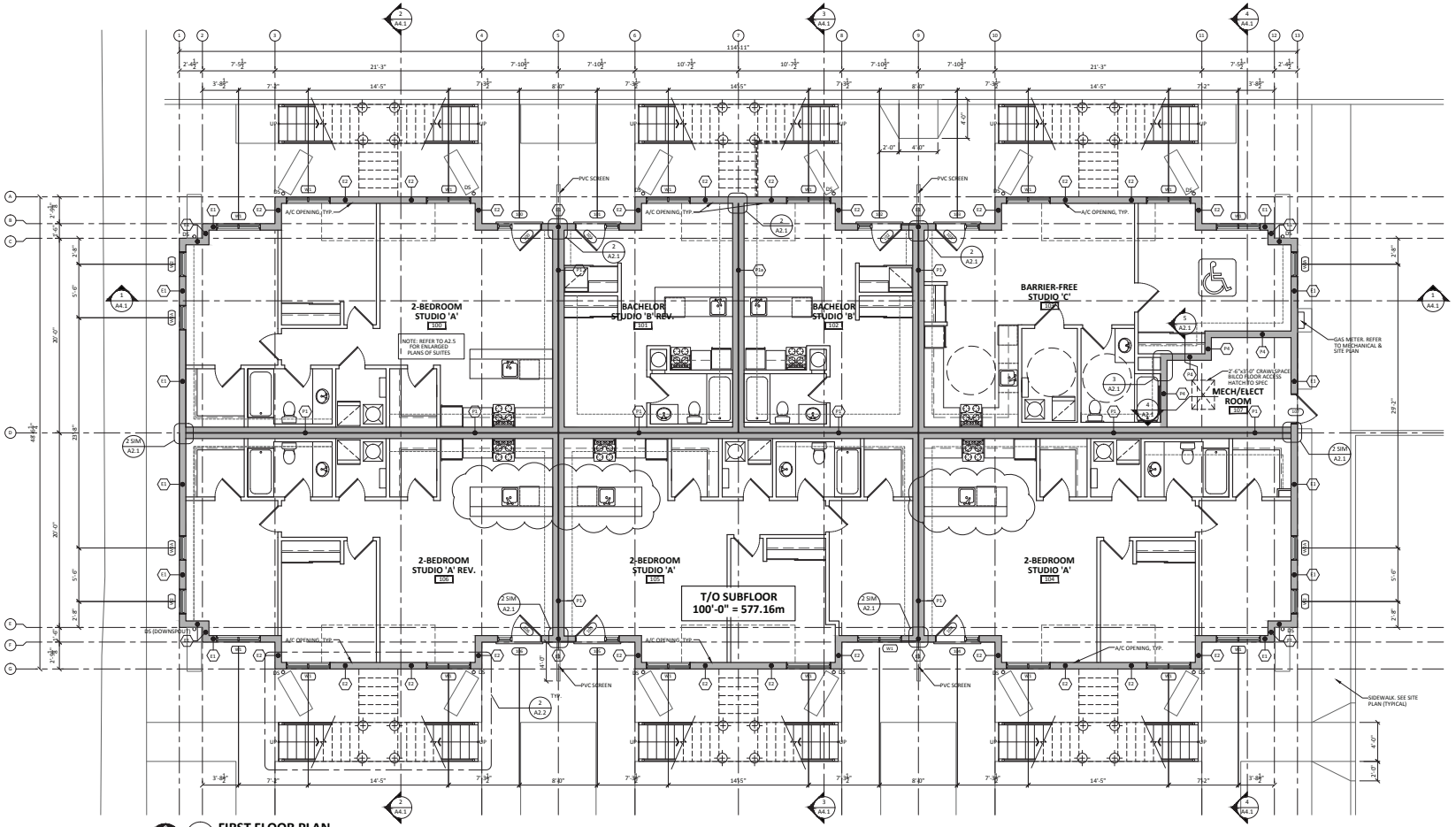
Revisions:
R1 REVISED SITE PLAN, ADDED MECH/ELECTRICAL
R2 REVISED SITE, ADDED PLANTING PLAN DETAILS AND BARRIER FREE RAMP/2015.01.14
R3 ADDED LANDSCAPING INFO-RD 15/11/25

SITE DEVELOPMENT PLAN

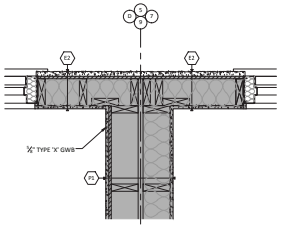
Designed By:	OTHERS	Scale:	AS INDICATED
Drawn By:	CRS/JS	Date:	JUNE 2014
Checked By:	PTM/RO	Date:	2015.01.26
Project No.:	4719		

A1.1

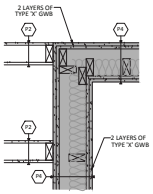
Revision No.:	R3	Date:	2015.11.25
Issued For:	BUILDING PERMIT		
Date Issued:	2017.07.19		
Date Plotted:	2017.07.20		



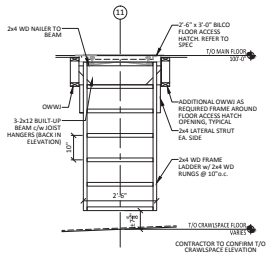
1 A2.1 **FIRST FLOOR PLAN**
SCALE 3/16" = 1' 0"



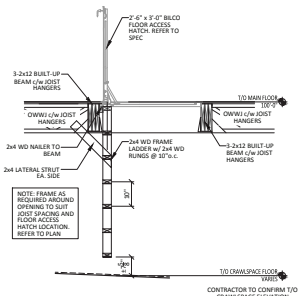
2 A2.1 **PLAN DETAIL**
SCALE 1" = 1' 0"



3 A2.1 **PLAN DETAIL**
SCALE 1" = 1' 0"



4 A2.1 **SECTIONS @ FLOOR ACCESS HATCH**
SCALE 1/2" = 1' 0"



5 A2.1 **SECTIONS @ FLOOR ACCESS HATCH**
SCALE 1/2" = 1' 0"

WALL ASSEMBLIES

E1 EXTERIOR LOAD BEARING WALL (LBW)
FRR: 1.0HR, STC: N/A
- HORIZONTAL SIDING AS PER ELEVATIONS
- BUILDING WRAP (TYVEK OR EQUAL)
- 1/2" PLYWOOD SHEATHING
- 2x6 STUDS @ 16" o/c
- R20 BATT INSULATION
- 6 mil CONTINUOUS POLY VAPOUR BARRIER
- 5/8" TYPE 'X' GWB

E2 EXTERIOR LOAD BEARING WALL (LBW)
FRR: 1.0 HR, STC: N/A
SIMILAR TO 'E1' EXCEPT USE:
- CULTURED STONE FINISH IN LIEW OF SIDING

P1 INTERIOR LOAD BEARING WALL (LBW)
FRR: 1.0 HR, STC: 57
- 5/8" TYPE 'X' GWB
- 2x6 STUDS @ 16" o/c
- 1/2" PLYWOOD SHEATHING
- 1" AIR SPACE BETWEEN
- 2x6 STUDS @ 16"o/c
- 4" BATT ROCKWOOL INSULATION TO EACH STUD ROW
- 5/8" TYPE 'X' GWB

P1A INTERIOR PARTITIONS
FRR: 1.0 HR, STC: 57
SIMILAR TO 'P1' EXCEPT:
- REMOVE 1/2" PLYWOOD SHEATHING

P2 INTERIOR PARTITIONS
FRR: N/A, STC: N/A
- 1/2" REGULAR GWB
- 2x4 STUDS @ 16" o/c
- 1/2" REGULAR GWB

P3 INTERIOR PARTITIONS, WASHROOMS
FRR: N/A, STC: N/A
- 2x4 STUDS @ 16" o/c AGAINST 'P1'
- 1/2" REGULAR GWB

P4 INTERIOR PARTITIONS, MECHANICAL ROOM 107
FRR: 1.0HR, STC: 56
- 2 LAYERS 5/8" TYPE 'X' GWB
- 2 ROWS 2x4 STAGGERED STUDS @ 16"o/c ON COMMON 2x6 PLATE
- 3" INSULATION ON ONE SIDE
- 2 LAYERS 5/8" TYPE 'X' GWB

NOTE:
ALL INTERIOR FINISHES (FLOOR/CEILING/WALL), MILLWORK, DOORS BY OWNER. TYPICAL FOR ALL SUITES

FIRE RATED WALL. REFER TO WALL ASSEMBLIES FOR FIRE RATING

SYMBOLS LEGEND

- X — WALL ASSEMBLY TYPES
- A — ROOF ASSEMBLY TYPES
- A — FLOOR ASSEMBLY TYPES
- 1 / 2 / XXX — ROOM NUMBER
- XX — DOORS & WINDOWS #
- X — KEYNOTES
- T/O FF / T/O SUB — LEVELS
- 2 / A2.1 / XXX — INTERIOR ELEVATIONS
- X / X — SECTIONS REFERENCES
- X / A2.1 — REFERENCE NUMBER / DETAIL REFERENCES
- REFERENCE TO REFERENCE FROM

Carcoana
ARCHITECTURE LTD.

Lawrence N. Carcoana, Principal
SAA, AAA, MAA, AIA, NCARB

3457 ALBERT STREET, REGINA, SASKATCHEWAN S4S 2R8
TEL 306.565.0411 | FAX 306.757.9471
lcarcoana@carcoanarch.ca

Professional Seal:

Project Title:

PASQUA APARTMENTS
REGINA, SASKATCHEWAN

Notes:

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Issue Record:
-

Revisions:
R1 ONE(1) RISER ADDED TO EXTERIOR STAIR/ DN/16.05.24
R2 KITCHEN COUNTER CHANGED-RO/17.07.19

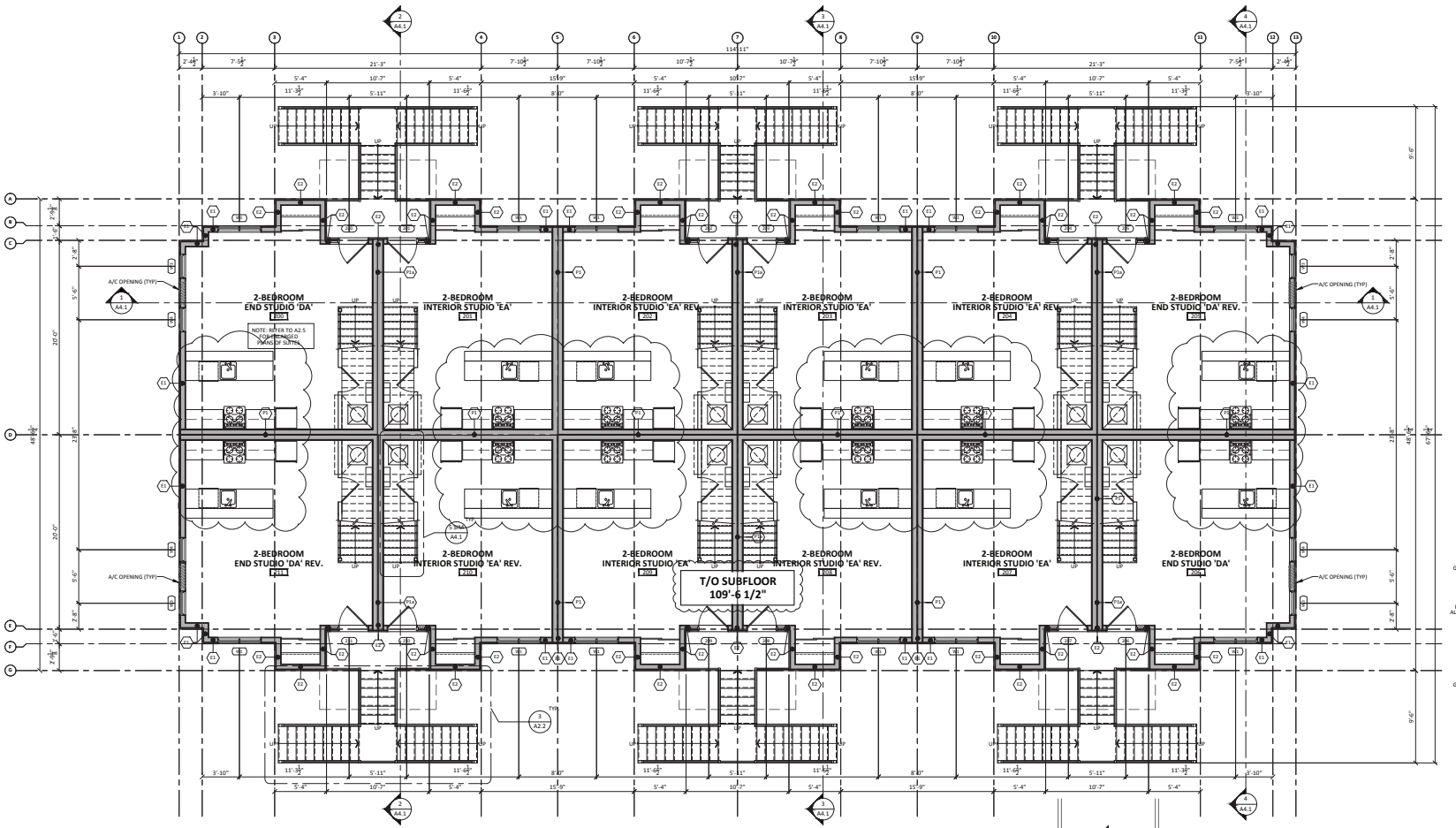
FIRST FLOOR PLAN

Designed By:	OTHERS	Scale:	AS INDICATED
Drawn By:	CRS/JS/DN	Date:	MAY 2016
Checked By:	PTM/RO	Date:	2015.01.26
Project No.:	4719		

A2.1

Revision No.: R2 Date: 2017.07.19
Issued For: CONSTRUCTION

Date Issued: 2017.07.19
Date Plotted: 2017.07.20



1 A2.2 **SECOND FLOOR PLAN**
SCALE 3/16" = 1'-0"

WALL ASSEMBLIES

E1 EXTERIOR LOAD BEARING WALL (LBW)
FRR: 1.0HR, STC: N/A
- HORIZONTAL SIDING AS PER ELEVATIONS
- BUILDING WRAP (TYVEK OR EQUAL)
- 1/2" PLYWOOD SHEATHING
- 2x6 STUDS @ 16" o/c
- R20 BATT INSULATION
- 6 mil CONTINUOUS POLY VAPOUR BARRIER
- 5/8" TYPE 'X' GWB

E2 EXTERIOR LOAD BEARING WALL (LBW)
FRR: 1.0 HR, STC: N/A
SIMILAR TO 'E1' EXCEPT USE:
- CULTURED STONE FINISH IN LIEW OF SIDING

P1 INTERIOR LOAD BEARING WALL (LBW)
FRR: 1.0 HR, STC: 57
- 5/8" TYPE 'X' GWB
- 2x6 STUDS @ 16" o/c
- 1/2" PLYWOOD SHEATHING
- 1" AIR SPACE BETWEEN
- 2x6 STUDS @ 16" o/c
- 4" BATT ROCKWOOL INSULATION TO EACH STUD ROW
- 5/8" TYPE 'X' GWB

P1A INTERIOR PARTITIONS
FRR: 1.0 HR, STC: 57
SIMILAR TO 'P1' EXCEPT:
- REMOVE 1/2" PLYWOOD SHEATHING

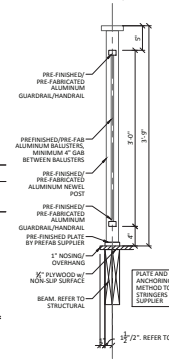
P2 INTERIOR PARTITIONS
FRR: N/A, STC: N/A
- 1/2" REGULAR GWB
- 2x4 STUDS @ 16" o/c
- 1/2" REGULAR GWB

P3 INTERIOR PARTITIONS, WASHROOMS
FRR: N/A, STC: N/A
- 2x4 STUDS @ 16" o/c AGAINST 'P1'
- 1/2" REGULAR GWB

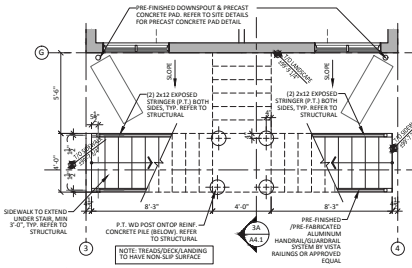
P4 INTERIOR PARTITIONS, MECHANICAL ROOM 107
FRR: 1.0HR, STC: 56
- 2 LAYERS 5/8" TYPE 'X' GWB
- 2 ROWS 2x4 STAGGERED STUDS @ 16"o/c ON COMMON 2x6 PLATE
- 3" INSULATION ON ONE SIDE
- 2 LAYERS 5/8" TYPE 'X' GWB

NOTE:
ALL INTERIOR FINISHES (FLOOR/CEILING/WALL), MILLWORK, DOORS BY OWNER. TYPICAL FOR ALL SUITES

FIRE RATED WALL. REFER TO WALL ASSEMBLIES FOR FIRE RATING

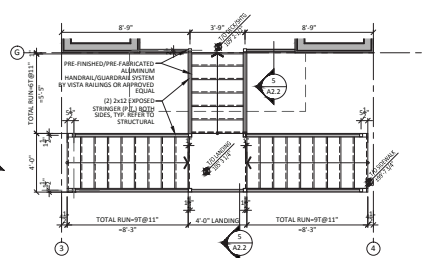


5 A2.2 **GUARDRAIL SECTION**
SCALE 1" = 1'-0"

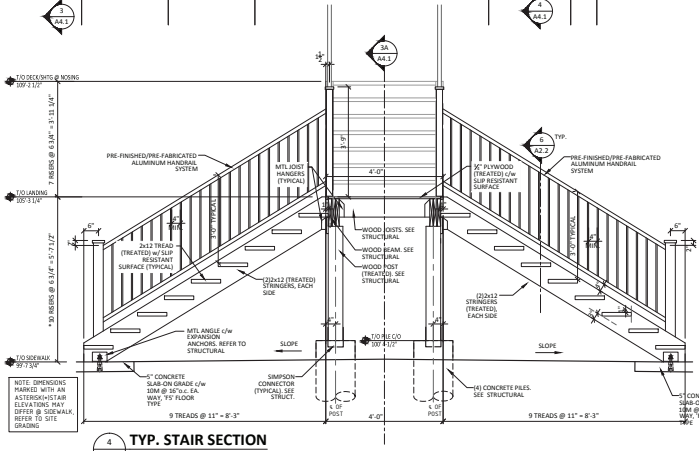


2 A2.2 **TYP. ENLARGED STAIR PLAN @ MAIN FLOOR**
SCALE 1/4" = 1'-0"

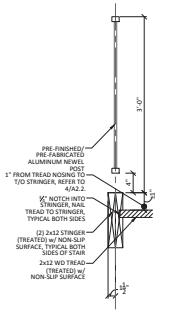
SLOPE AS PER SITE GRADING PLAN. REFER TO SITE GRADING FOR CHANGES IN SIDEWALK AND LANDSCAPE ELEVATIONS



3 A2.2 **TYP. ENLARGED STAIR PLAN @ SECOND FLOOR**
SCALE 1/4" = 1'-0"



4 A2.2 **TYP. STAIR SECTION**
SCALE 1/2" = 1'-0"



6 A2.2 **HANDRAIL SECTION**
SCALE 1" = 1'-0"

Carcoana
ARCHITECTURE LTD.

Lawrence N. Carcoana, Principal
SAA, AAA, MAA, AIA, NCARB

3457 ALBERT STREET, REGINA, SASKATCHEWAN S4S 2R8
TEL 306.565.0411 | FAX 306.757.9471
lcarcoana@carcoanarch.ca

Professional Seal:

Project Title:

PASQUA APARTMENTS
REGINA, SASKATCHEWAN

Notes:

Any representations in the tender documents are for the general information of bidders and are not in any way warranted or guaranteed by or on behalf of the owner or the owner's consultants and its subconsult's employees, and neither the owner nor its consultants or its employees, shall be liable for any representations negligent or otherwise contained in the documents. These design documents are prepared solely for the use by the party with whom the design professional has entered into a contract and there are no representations of any kind made by the design professional to any party with whom the design professional has not entered into a contract. The contractor shall verify and be responsible for all dimensions & data as represented on all drawings in the set for consistency and correctness and report to the consultant any discrepancies prior to proceeding with construction. Any costs to the contractor arising from failure to execute this requirement is a cost to the contractor and not to the owner nor the consultant. This term supercedes the specifications. All construction work to be completed in accordance with all applicable code and requirements of all utilities as set out by governing authorities.

Issue Record:
-

Revisions:
R1 ONE(1) RISER ADDED TO EXTERIOR STAIR, OWWJ DEPTH & FLOOR ELEVATIONS CHANGED/ DN/16.05.24
R2 POWDER ROOM REMOVED & KITCHEN COUNTER CHANGED-RD/17.07.19

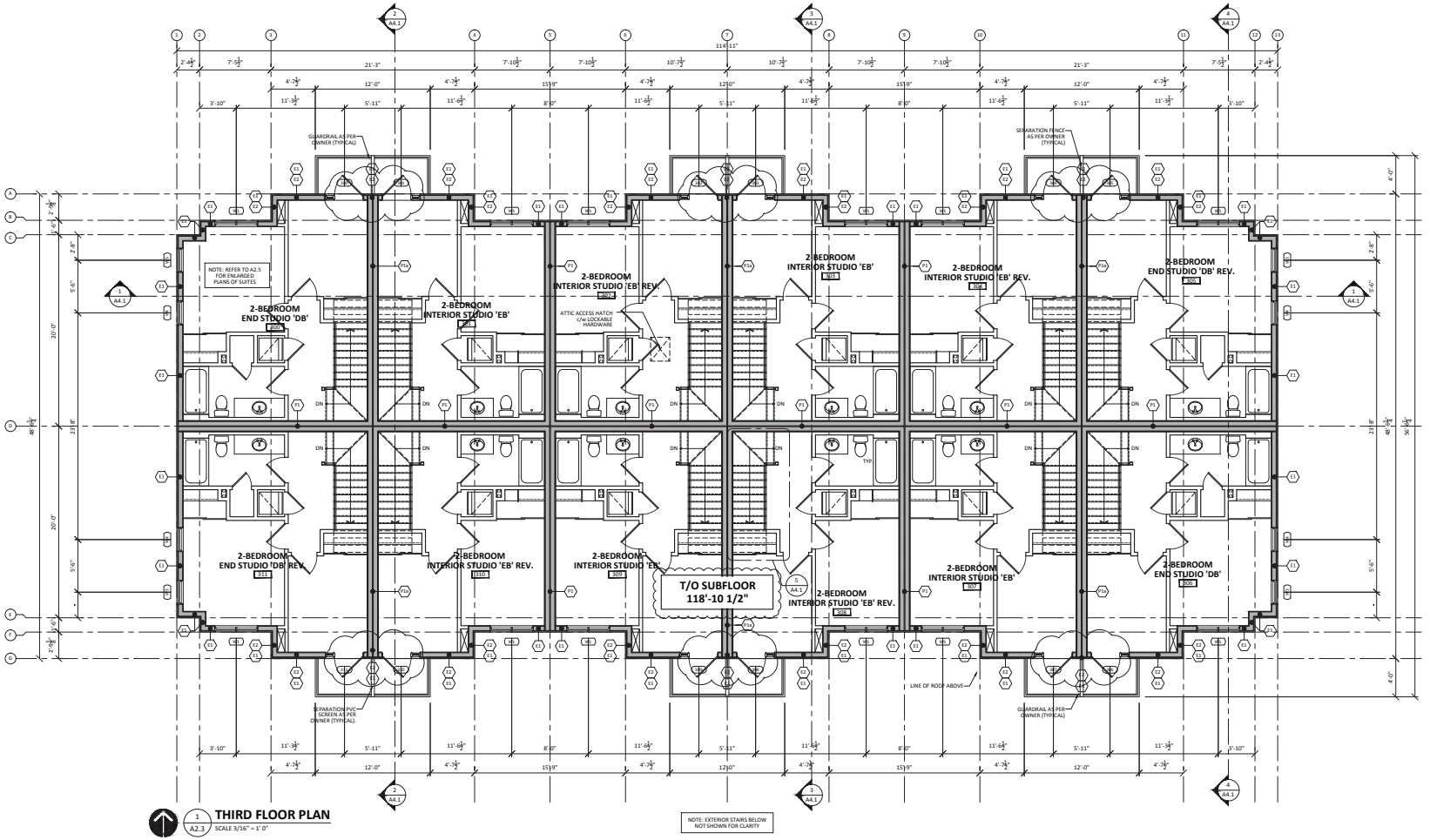
SECOND FLOOR PLAN

Designed By: OTHERS Scale: AS INDICATED
Drawn By: CRS/JS/DN Date: MAY 2016
Checked By: PTM/RO Date: 2015.01.26
Project No.: **4719**

A2.2

Revision No.: **R2** Date: 2017.07.19
Issued For: **CONSTRUCTION**

Date Issued: 2017.07.19
Date Plotted: 2017.07.20



1 A2.3 **THIRD FLOOR PLAN**
SCALE 3/16" = 1' 0"

WALL ASSEMBLIES

E1 EXTERIOR LOAD BEARING WALL (LBW)
FRR: 1.0HR, STC: N/A
- HORIZONTAL SIDING AS PER ELEVATIONS
- BUILDING WRAP (TYVEK OR EQUAL)
- 1/2" PLYWOOD SHEATHING
- 2x6 STUDS @ 16" o/c
- R20 BATT INSULATION
- 6 mil CONTINUOUS POLY VAPOUR BARRIER
- 5/8" TYPE 'X' GWB

E2 EXTERIOR LOAD BEARING WALL (LBW)
FRR: 1.0 HR, STC: N/A
SIMILAR TO 'E1' EXCEPT USE:
- CULTURED STONE FINISH IN LIEW OF SIDING

P1 INTERIOR LOAD BEARING WALL (LBW)
FRR: 1.0 HR, STC: 57
- 5/8" TYPE 'X' GWB
- 2x6 STUDS @ 16" o/c
- 1/2" PLYWOOD SHEATHING
- 1" AIR SPACE BETWEEN
- 2x6 STUDS @ 16" o/c
- 4" BATT ROCKWOOL INSULATION TO EACH STUD ROW
- 5/8" TYPE 'X' GWB

P1A INTERIOR PARTITIONS
FRR: 1.0 HR, STC: 57
SIMILAR TO 'P1' EXCEPT:
- REMOVE 1/2" PLYWOOD SHEATHING

P2 INTERIOR PARTITIONS
FRR: N/A, STC: N/A
- 1/2" REGULAR GWB
- 2x4 STUDS @ 16" o/c
- 1/2" REGULAR GWB

P3 INTERIOR PARTITIONS, WASHROOMS
FRR: N/A, STC: N/A
- 2x4 STUDS @ 16" o/c AGAINST 'P1'
- 1/2" REGULAR GWB

P4 INTERIOR PARTITIONS, MECHANICAL ROOM 107
FRR: 1.0HR, STC: 56
- 2 LAYERS 5/8" TYPE 'X' GWB
- 2 ROWS 2x4 STAGGERED STUDS @ 16"o/c ON COMMON 2x6 PLATE
- 3" INSULATION ON ONE SIDE
- 2 LAYERS 5/8" TYPE 'X' GWB

NOTE:
ALL INTERIOR FINISHES (FLOOR/CEILING/WALL), MILLWORK, DOORS BY OWNER. TYPICAL FOR ALL SUITES

FIRE RATED WALL. REFER TO WALL ASSEMBLIES FOR FIRE RATING

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TEL 306.565.0411 | FAX 306.757.9471
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Professional Seal:

Project Title:

PASQUA APARTMENTS
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Issue Record:
-

Revisions:
R1 FLOOR ELEVATION CHANGED-DN/16.05.24
R2 BALCONY SWING DOOR TO OUTSIDE-RO/17.07.19

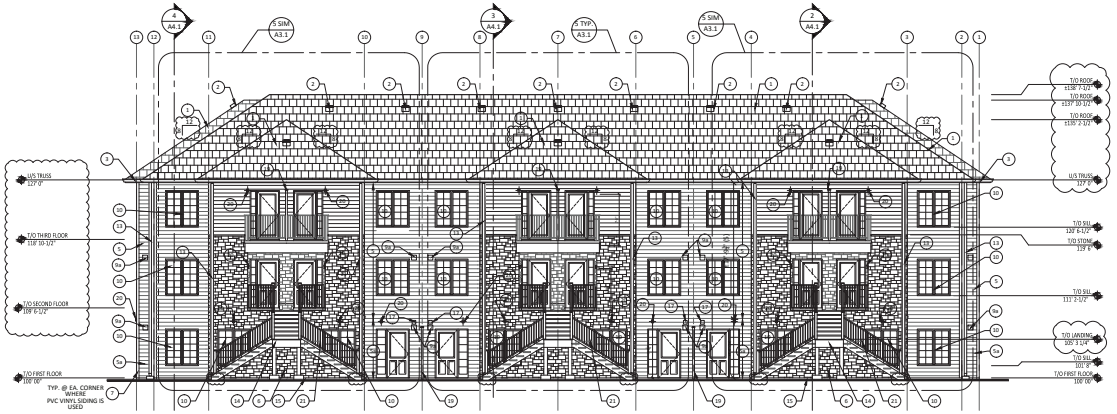
THIRD FLOOR PLAN

Designed By: OTHERS Scale: AS INDICATED
Drawn By: CRS/JS/DN Date: MAY 2016
Checked By: PTM/RO Date: 2015.01.26
Project No.: **4719**

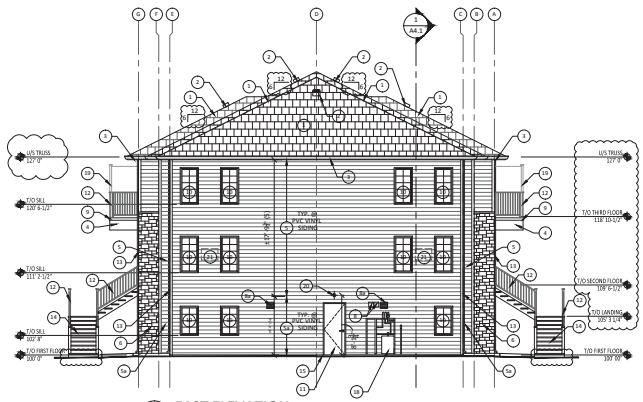
A2.3

Revision No.: **R2** Date: 2017.07.19
Issued For: **CONSTRUCTION**

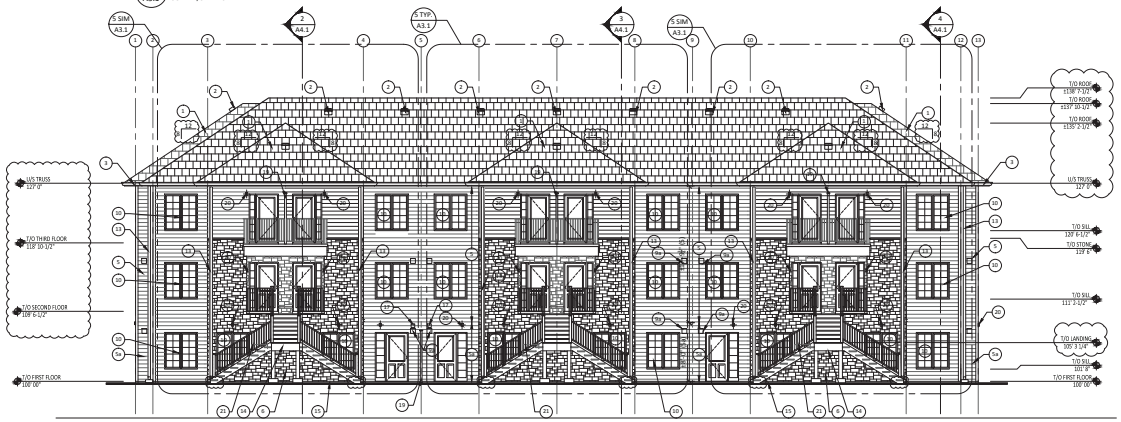
Date Issued: 2017.07.19
Date Plotted: 2017.07.20



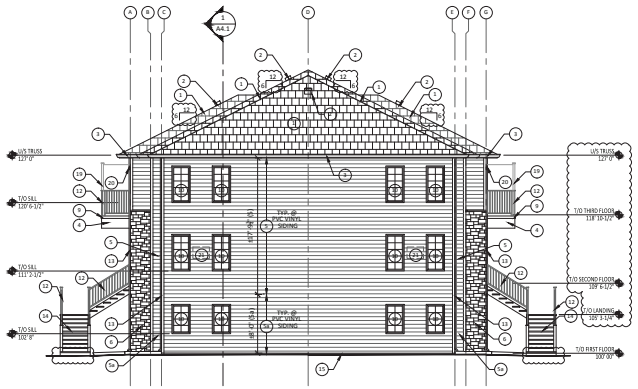
1 A3.1 **NORTH ELEVATION**
SCALE 1/8" = 1' 0"



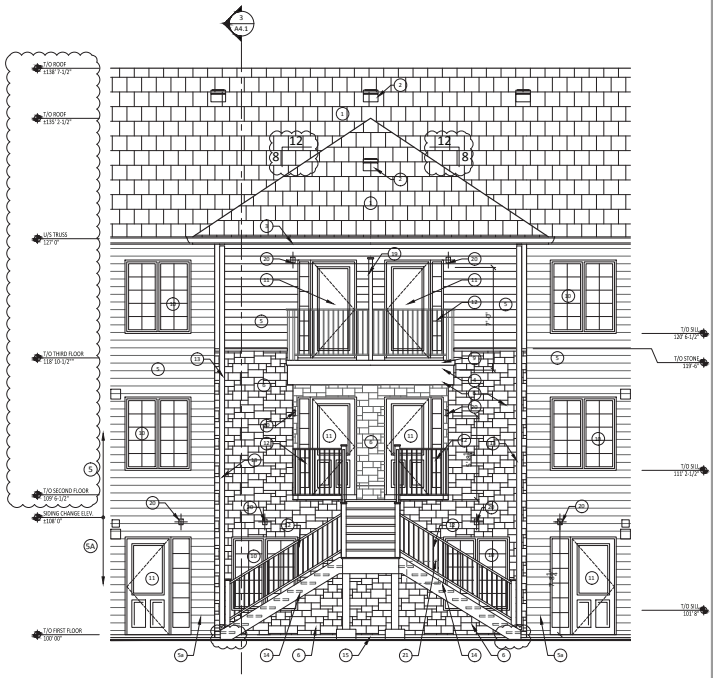
2 A3.1 **EAST ELEVATION**
SCALE 1/8" = 1' 0"



3 A3.1 **SOUTH ELEVATION**
SCALE 1/8" = 1' 0"



4 A3.1 **WEST ELEVATION**
SCALE 1/8" = 1' 0"



5 A3.1 **TYPICAL ENLARGED ELEVATION**
SCALE 1/4" = 1'-0"

KEYNOTES

1	ASPHALT ROOF SHINGLES. COLOUR BY OWNER	10	PVC WINDOW, SEE WINDOW SCHEDULE. COLOUR BY OWNER
2	DURA FLOW ROOF VENT	11	MAN DOOR, SEE DOOR SCHEDULE. COLOUR BY OWNER
3	PRE-FINISHED ALUMINUM GUTTERS, FASCIA AND VENTED SOFFIT. COLOUR BY OWNER	12	PRE-FINISHED RAILING. COLOUR BY OWNER
4	HARDIE TRIM BOARD, SMOOTH, 1" x 8". COLOUR BY OWNER	13	PRE-FINISHED ALUMINUM DOWNSPOUT. COLOUR BY OWNER c/w SPLASH PAD. SEE 14/A1.1A FOR SPLASHPAD DETAIL
5	PVC VINYL SIDING (LIGHT). COLOUR BY OWNER	14	EXTERIOR WOOD STAIRS & LANDING. SEE STRUCTURAL/ARCH
5a	PVC VINYL SIDING (DARK). COLOUR BY OWNER	15	CONCRETE CEMENT BOARD OVER RIGID INSULATION
6	CULTURED STONE VENEER FINISH. COLOUR BY OWNER	16	EXTERIOR LIGHTING
7	PVC VINYL CORNER TRIM @ WHERE. COLOR BY OWNER.	17	DRYER VENT. SEE MECHANICAL
8	BOILER VENT/INTAKE. SEE MECHANICAL	18	GAS METERS. SEE MECHANICAL
8a	INTAKE LOUVER AND/OR EXHAUST LOUVER. SEE MECHANICAL	19	PRE-FINISHED PVC SEPARATION FENCE. COLOUR BY OWNER
9	HARDIE TRIM BOARD, SMOOTH, 1" x 4". COLOUR BY OWNER	20	WALL MOUNTED LUMINAIRE . SEE ELECTRICAL
9a	EXHAUST/INTAKE GRILLE. SEE MECHANICAL	21	A/C KNOCKOUT PANEL

M:\Current Projects\4719 1175 Pasqua Street Artisan Townhouses\4719 DRAWINGS\4719 WORKING DRAWINGS\4719301-R1

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Professional Seal:

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Issue Record:

-

Revisions:
R1 ONE(1) RISER ADDED TO EXTERIOR STAIR, OWWJ DEPTH & FLOOR ELEVATIONS CHANGED/ DN/16.05.24

BUILDING ELEVATIONS

Designed By:	OTHERS	Scale:	AS INDICATED
Drawn By:	CRS/DAN	Date:	MAY 2016
Checked By:	PTM/RO	Date:	2015.01.26
Project No.:	4719		

A3.1

Revision No.:	R1	Date:	2016.05.24
Issued For:	CONSTRUCTION		
Date Issued:	2017.07.19		
Date Plotted:	2017.07.20		

Appendix B

CR13-131

September 9, 2013

To: His Worship the Mayor
and Members of City Council

Re: Application for Zoning Bylaw Amendment and Discretionary Use (12-Z-16, 12-DU-22)
Proposed Townhouse - 1175 Pasqua Street

RECOMMENDATION OF THE REGINA PLANNING COMMISSION - AUGUST 13, 2013

1. That the application to rezone Lot 7, Block B, Plan FD5230 Ext 0 located at 1175 Pasqua street from I-Institutional to R4A-Residential Infill Housing, be APPROVED.

2. That the discretionary use application for a proposed Townhouse located at 1175 Pasqua Street , being Lot 7, Block B, Plan FD5230 Ext 0, Old 33 be APPROVED, and that a Development Permit be issued subject to the following conditions:

   a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.2 inclusive, prepared by Artisan Design Build Ltd. and dated April 2010 and July 20, 2013; and

   b) The development shall comply with all applicable standards and regulations in Regina Zoning Bylaw No. 9250

3. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment.

REGINA PLANNING COMMISSION – AUGUST 13, 2013

The following addressed the Commission:

- Lauren Miller, City Planner, made a PowerPoint presentation, a copy of which is on file in the City Clerk's Office; and
- Luke Shaheen, representing Artisan Design Build Ltd.

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

Councillors: Jerry Flegel, Shawn Fraser and Mike O'Donnell; Commissioners: David Edwards, Daryl Posehn, Phil Selenski, Laureen Snook and Sherry Wolf were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on August 13, 2013, considered the following report from the Administration:

RECOMMENDATION

1. That the discretionary use application for a proposed Townhouse located at 1175 Pasqua Street , being Lot 7, Block B, Plan FD5230 Ext 0, Old 33 be APPROVED, and that a Development Permit be issued subject to the following conditions:

a) The development shall be consistent with the plans attached to this report as Appendix A-3.1 to A-3.2 inclusive, prepared by Artisan Design Build Ltd. and dated April 2010 and July 20, 2013; and

b) The development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw No. 9250*

2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment.

3. That this report be forwarded to the September 9, 2013 Council meeting, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

CONCLUSION

The applicant proposes to develop a three storey 20 Unit townhouse residential building on the subject property which is:

- 1,447 m^2 in area
- currently zoned I-Institutional
- located within the North Central neighbourhood

The proposal complies with the development standards and regulations contained in Regina Zoning Bylaw No. 9250 and is consistent with the polices contained in Regina Development Plan Bylaw No. 7877 (Official Community Plan).

BACKGROUND

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

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

DISCUSSION

Land Use Details		
	Existing	**Proposed**
Zoning	I-Institutional	R4A-Residential Infill Housing
Land Use	Vacant	Townhouse
Number of Dwelling Units	0	20
Building Area	464.5 m^2	527.68 m^2

Zoning Analysis		
	Required	**Proposed**
Number of Parking Stalls Required	20 stalls 1stall/dwelling unit	20stalls
Minimum Lot Area (m^2)	500 m^2	1,456 m^2
Minimum Lot Frontage (m)	15 m	47 m
Maximum Building Height (m)	13 m	12.75 m
Gross Floor Area	N/A	1,477 m^2
Maximum Floor Area Ratio	3.0	.99
Maximum Coverage (%)	50%	36%

The subject property was previously the location for Fire Station No. 4. The fire hall was decommissioned and sold in 2011 and has since been redeveloped on Dewdney Avenue near the Pasqua Hospital. The applicant is proposing to rezone the subject property to R4A-Residential Infill Housing, in which a townhouse is discretionary.

The surrounding land uses include low density residential to the east and west and a mix of medium density residential and local commercial to the north and south.

The proposal is required to landscape 15 per cent of the site. Parking areas abutting a registered road right-of-way are required to be screened. The applicant is also responsible for landscaping of the boulevard areas. The proposal meets all of these requirements.

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

- Encouraging the provision of affordable housing, particularly for low and moderate income households and special needs groups
- Encouraging infill development to minimize the need for annexation on the periphery.

RECOMMENDATION IMPLICATIONS

Financial Implications

The subject area currently receives a full range of municipal services, including water, sewer and storm drainage. The applicant will be responsible for the cost of any additional or changes to existing infrastructure that may be required to directly or indirectly support the development, in accordance with City standards and applicable legal requirements.

The Transit Department has indicated that the development is likely to attract the need for public transportation. Transit strives to have a maximum walk distance of 400 m to transit service in residential areas. Transit service is currently available along 5th Avenue, which represents a 150 m walk.

Environmental Implications

None with respect to this report.

Policy/Strategic Implications

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

- 5.3(b) – To encourage the maintenance and revitalization of inner city neighbourhoods.
- 7.1 (b) – To encourage the provision of affordable housing particularly for low and moderate income households and special needs group.
- 7.1 (g) – To encourage higher density housing and mixed use development along or adjacent to major arterial streets.
- 7.1 (h) – To ensure that residential development and redevelopment is compatible with adjacent residential and non-residential development.

The proposal is also consistent with the objectives contained in Part C – Northwest Sector Plan, of the OCP with respect to:

- 3.2 (a)– To provide a mix of housing types and densities to suit different lifestyles and income levels and reduce urban sprawl.
- 3.2 (b)– To identify regions appropriate for medium density development forms including duplex, semi-detached, townhouse and low rise apartment development.

Other Implications

None with respect to this report.

Accessibility Implications

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

The Uniform Building and Accessibility Standards Act requires 5 per cent of units in new rental buildings to be barrier-free including accessible washrooms, space in bedrooms, kitchens, and balconies. For this proposal, this equates to one barrier-free unit. The applicants' proposal will include one barrier free unit on the first floor.

COMMUNICATIONS

Public notification signage posted:	May 8, 2013
Letter sent to immediate property owners:	June 21, 2013
Will be published in the Leader Post on:	August 23, 2013 August 30, 2013
Public Open House Held:	N/A
Number of Public Comments Sheets Received:	3 comments received of which: 1 – Supported the proposal 2 – Opposed the proposal

The two residents expressing opposition to the proposal indicated that they would have preferred to have a residential development exclusively for seniors.

DELEGATED AUTHORITY

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

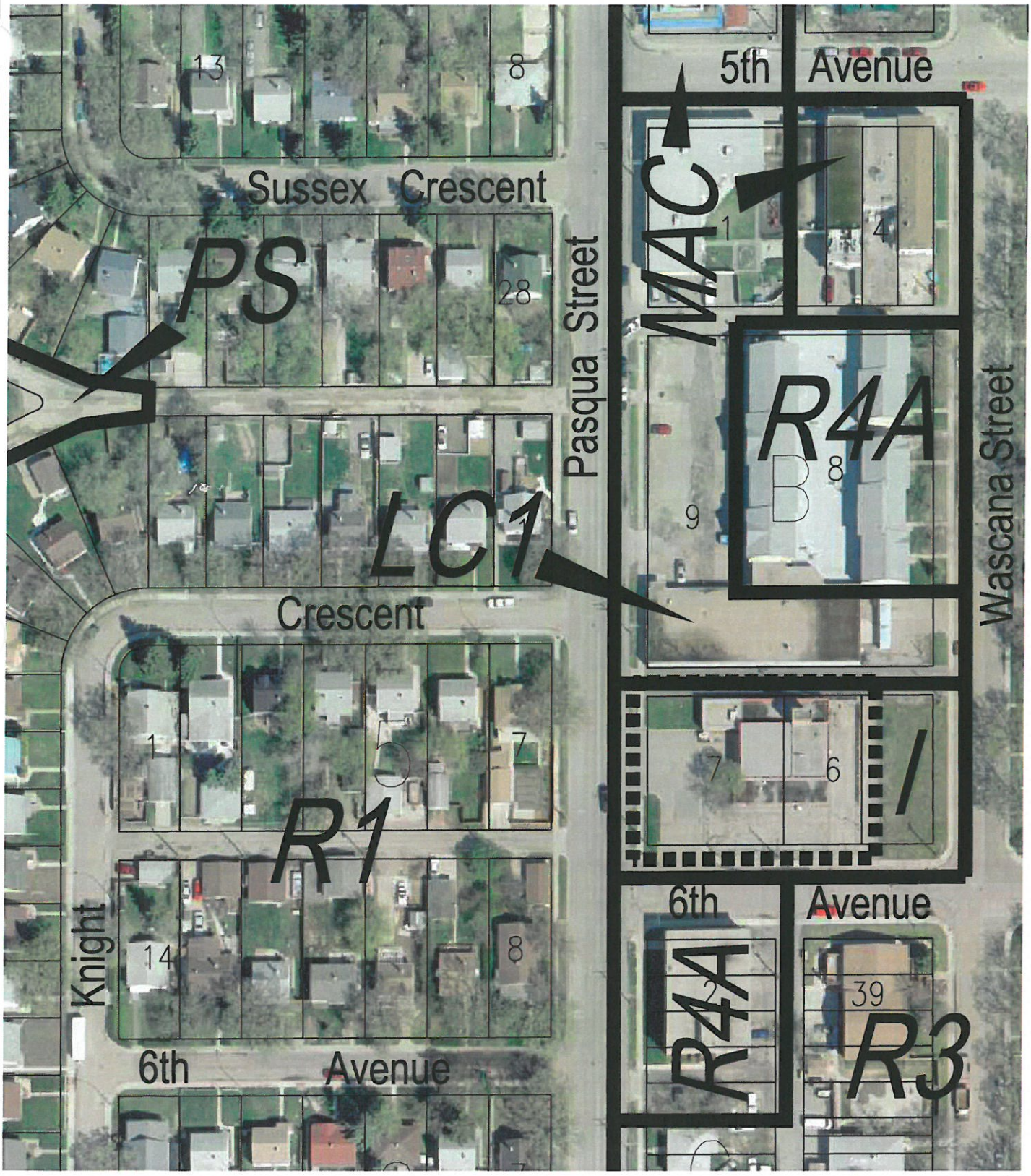
Respectfully submitted,

REGINA PLANNING COMMISSION

Elaine Gohlke

Elaine Gohlke, Secretary

Appendix A-1



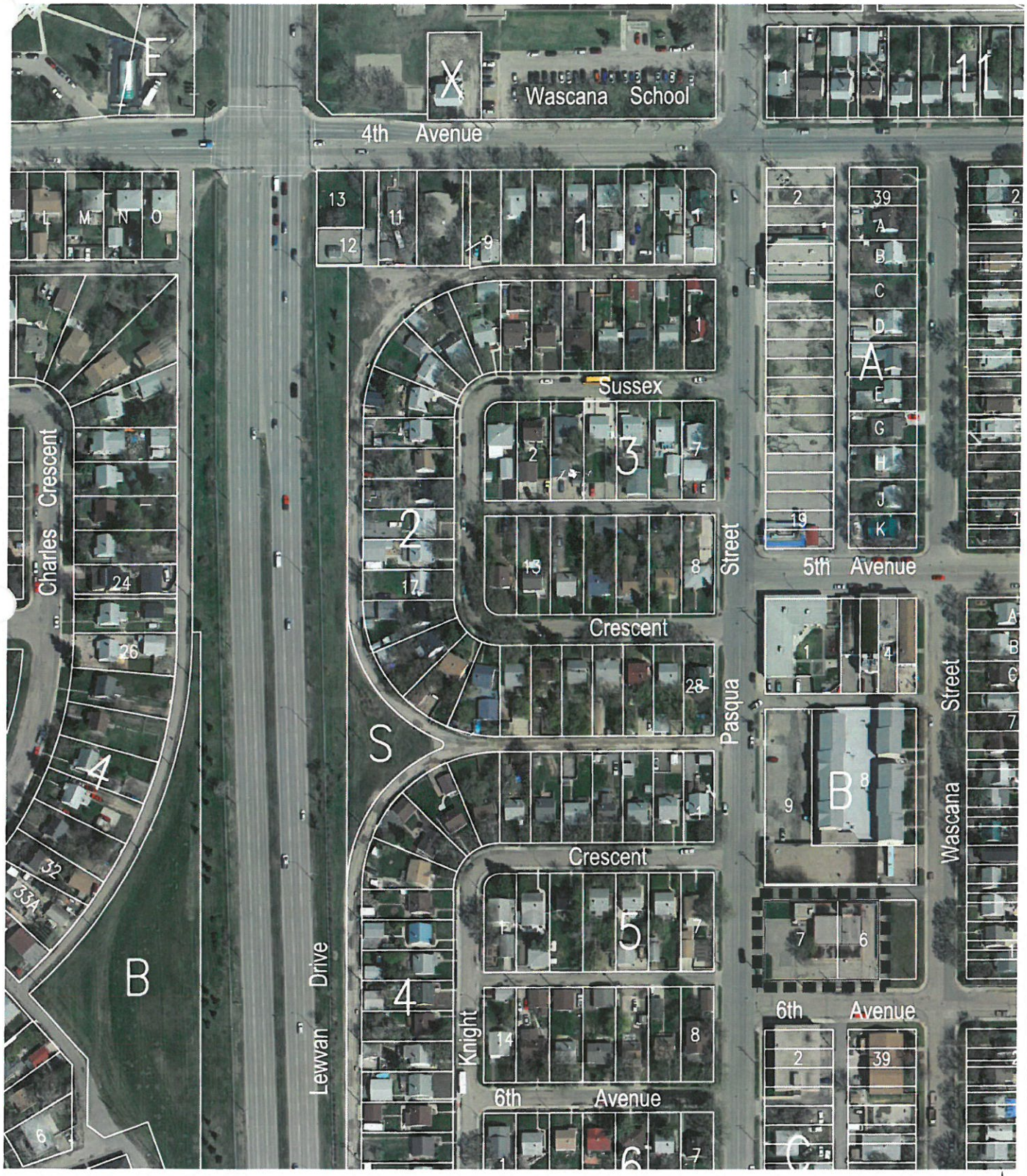
Subject Property

Project 12-DU-22
12-Z-16

Civic Address/Subdivision 1175 Pasqua Street

O:\UP\DWGS\DEVELOP\DU\2012\12-DU-22.dwg, 20/Jun/2013 9:23:09 AM, Prepared by: Regina's Planning Department

Appendix A-2



Subject Property

Date of Photography: 2012

Project 12-DU-22
12-Z-16

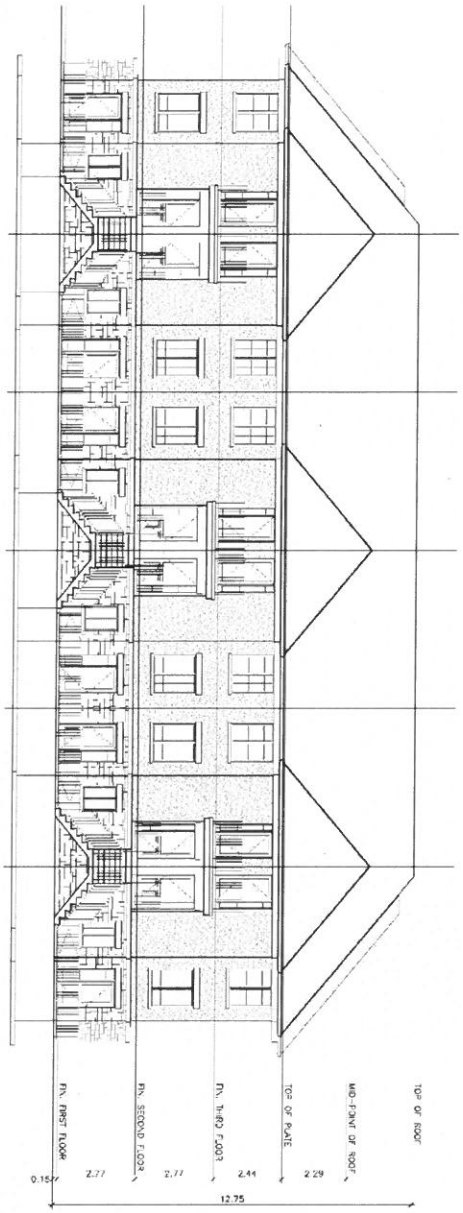
Civic Address/Subdivision 1175 Pasqua Street

O:\UP\DWGS\DEVELOP\DU\2012\12-DU-22.dwg, 19/Jul/2013 4:24:34 PM, Prepared by: Regina's Planning Department

Planning Department

Project 12-Z-16 / 12-DU-22 **Civic Address/Subdivision** 1175 Pasqua Street – Old 33 Subdivision

20 UNIT BLOCK
NORTH-SOUTH ELEVATION



Issued for Planning Review

A6

Block Elevations

Proposed

CAMBRIDGE DESIGN

1175 Pasqua Street
Regina, SK

Planning Department

Project 12-Z-16 / 12-DU-22 **Civic Address/Subdivision** 1175 Pasqua Street – Old 33 Subdivision

Planning Department

Project 12-Z-16 / 12-DU-22 **Civic Address/Subdivision** 1175 Pasqua Street – Old 33 Subdivision

CR18-2

January 29, 2018

To: His Worship the Mayor
And Members of City Council

Re: Administrative Amendments to Outdoor Eating and Drinking Area Requirements

RECOMMENDATION

RECOMMENDATION OF THE REGINA PLANNING COMMISSION – JANUARY 10, 2018

1. That the proposed amendment to *Regina Zoning Bylaw No. 9250*, as specified in Appendix A of this report, be approved.

2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the amendment.

REGINA PLANNING COMMISSION – JANUARY 10, 2018

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

Recommendation #3 does not require City Council approval.

Councillors: Mike O'Donnell (Chairperson), Bob Hawkins and Barbara Young; Commissioners: David Bale, Frank Bojkovsky, Patrick Dennie, Simon Kostic, Andre Kroeger, Adrienne Hagen Lyster, Robert Porter and Steve Tunison were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on January 10, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That the proposed amendment to *Regina Zoning Bylaw No. 9250*, as specified in Appendix A of this report, be approved.

2. That the City Solicitor be directed to prepare the necessary bylaw to authorize the amendment.

3. That this report be forwarded to the January 29, 2018 meeting of City Council for approval, which will allow sufficient time for advertising of the required public notices for the respective bylaws.

CONCLUSION

The proposal is to amend *Regina Zoning Bylaw No. 9250* (Zoning Bylaw) to include consistent regulations for an Outdoor Eating and Drinking Area as an accessory use in all commercial and industrial zones. An Outdoor Eating and Drinking Area is an accessory use located outside of a building where food or beverages are served or consumed. This includes, but is not limited to, commercial patios and the outdoor portion(s) of restaurants.

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

BACKGROUND

OCP policies 7.1.6, 7.1.8, 7.1.9 and 7.34 direct investment in design excellence in both private and public spaces to contribute to a sense of place and an enhanced public realm that contributes to a better neighbourhood experience. OCP policies 7.1.9 and 7.16 specifically support active street frontages and local commercial uses in residential areas as they contribute to a sense of activity, safety and "eyes on the street." The purpose of this amendment is to ensure the Zoning Bylaw provides consistent and straightforward regulations around land uses that help to achieve the above noted OCP policies. Outdoor Eating and Drinking Areas (e.g. patios) have been identified as such a use.

This proposed amendment is being considered pursuant to *The Planning and Development Act, 2007* (The Act).

DISCUSSION

The proposed amendment will allow Outdoor Eating and Drinking Areas as accessory uses in both commercial and industrial zoned lands. The OCP sets out different policy goals for these areas, which is reflected in the proposed regulations. For this reason, commercial and industrial zones are discussed separately.

The proposed amendment is intended to regulate a variety of accessory uses, including commercial patios open to public clients, as well as private patios serving as amenity spaces for staff or clients of commercial and industrial areas.

The proposed seating capacity thresholds have been set low to allow the City of Regina (City), business owners, and residents to adapt to the mixing and intensification of uses. Going forward, as the City collects data from discretionary use applications for Outdoor Eating and Drinking Areas, seating capacities could be revised. This is intended to achieve OCP policy 7.17.2 to allow for change and intensification over time.

In addition to intensity and seating capacity limitations, Outdoor Eating and Drinking Areas are required to meet existing visual screening and buffering requirements to limit the impacts of light, noise and other potential nuisances to abutting properties.

Commercial Zones

The proposed amendment reflects the character of commercial areas as destinations for residents and visitors. By listing Outdoor Eating and Drinking Areas as permitted developments when they are located between the building and public spaces (i.e. sidewalks, parks, or plazas), the proposed amendment would encourage commercial property owners to orient Outdoor Eating and Drinking Areas in ways that animate these public areas. This is consistent with OCP policy 7.35, which directs private spaces to be strategically located to enhance streetscapes with active uses.

To help accomplish the OCP policy goals to animate the street while mitigating potential negative impacts on neighbouring properties, an Outdoor Eating and Drinking Area would be permitted in a commercial zone if it:

- Proposes to operate entirely between the building containing the principal use and a public sidewalk, public plaza or public park abutting the lot
- Meets screening requirements
- Has a certain seating capacity

Outdoor Eating and Drinking Areas that exceed the permitted intensity or that do not meet site layout criteria would be administered as discretionary uses, which would allow the City to review applications on a case-by-case basis.

The proposed seating capacities are zone specific:

- Developments in the Neighbourhood Convenience (NC), Local Commercial (LC1, LC2 and LC3) zones are intended to meet the day-to-day commercial needs of local residents while minimizing negative impacts on neighbouring properties. These zones are typically applied to lots near residential uses. OCP policy 7.16 encourages commercial activity in local residential areas. To reduce the likelihood of noise or other negative impacts on neighbouring properties, the proposed seating capacity of an Outdoor Eating and Drinking Area in these zones is 12 persons.

- Developments in the Mixed Residential Business (MX) and Mainstreet (MS) zones are intended to interface with residential and mixed-use buildings while providing for flexible commercial options zones. They are intended to mix residential dwellings and commercial destinations that cater to a range of clients. These zones are intended to be a transition between residential areas and higher intensity commercial areas. To account for their transitional intensity and mixed nature, the proposed seating capacity for an Outdoor Eating and Drinking Area is 16 persons in these zones.

- Developments in the Highway Commercial (HC), Major Arterial Commercial (MAC and MAC3), Designated Shopping Centre (DSC) and Downtown (D) zones are intended to provide a wide range of commercial uses catering to both local and regional customers. Policy 7.17.1 of the OCP specifically directs large-format retail to reinforce the

streetscape and contribute to a high quality public realm. Since these zones are intended to provide for higher intensity commercial uses, the proposed seating capacity for an Outdoor Eating and Drinking Area in these zones is 24 persons. A seating capacity is still recommended for these developments as they often abut residential uses. Screening, siting, and threshold requirements will mitigate potential adverse impacts of large-format retail development and ensure that it integrates with the surrounding neighbourhood as directed by OCP policies 7.17.3 and 7.17.4.

Industrial Zones

Outdoor Eating and Drinking Areas in industrial zones typically function as complementary amenity areas to employees or customers of industrial uses, which is encouraged by OCP policy 7.24.

In the Heavy Industrial (IC/IC1) zone, Outdoor Eating and Drinking Areas do not require seating capacities or site controls because they would primarily serve the staff of the principal use, rather than external clientele.

In all other industrial zones, the proposed seating capacity for an Outdoor Eating and Drinking Area is 24 persons. OCP policy 7.24 prioritizes services that support industrial uses in industrial zones. Therefore, site layout requirements have not been proposed for Outdoor Eating and Drinking Areas in industrial zones. Seating area limitation and existing Visual Screening and Buffering requirements are expected to prevent Outdoor Eating and Drinking Areas from negatively impact neighbouring properties.

Outdoor Eating and Drinking Areas that exceed the permitted intensity criteria would be administered as discretionary uses.

RECOMMENDATION IMPLICATIONS

Financial Implications

This amendment is not expected to have any direct financial implications. Some efficiencies will be gained by staff during the review of permit applications.

Environmental Implications

None with respect to this report.

Policy/Strategic Implications

The proposal is consistent with the policies contained within Part A of the OCP with respect to:

Section D5: Land Use and Built Environment

Goal 1 – Complete Neighbourhoods:

Enable the development of complete neighbourhoods.

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

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.

Goal 4 – Employment Areas

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

Commercial

7.16 Encourage local commercial with 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.

Industrial

7.24 Within industrial areas, permit supporting services or amenities that complement industrial uses or cater to industrial employees or customers.

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.

7.36 Consider the inclusion of the following elements where a secondary plan or concept plan is required in support of a purposed development:

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.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Due to the administrative origin of these amendments and the applicability to multiple sites, sign posting for this amendment did not occur.

The proposed amendment was circulated to the Regina & Region Home Builders' Association (RRHBA), who expressed support for the proposed amendment.

Notice of the proposed amendment was circulated to over 1,400 property owners of commercially and industrially zoned lands. Eighteen responses were received: 10 respondents in favour; five were in favour with changes; two opposed the amendment; and one expressed neither support nor opposition but raised concerns. The comments and Administration's responses are summarized in Appendix B.

This notice was also sent to Restaurants Canada, a not-for-profit association with members comprised of 30,000 businesses (across Canada) in various culinary industries including restaurants, bars and caterers. A response was not received from this group prior to the deadline for submission of this report.

Public notification of signage posted	N/A
Published in the *Leader-Post*	January 13, 2018 January 20, 2018
Letter sent to property owners	November 10, 2017
Public Open House	N/A
Number of public comment sheets received	18

DELEGATED AUTHORITY

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

Respectfully submitted,

REGINA PLANNING COMMISSION

Elaine Gohlke

Elaine Gohlke, Secretary

Appendix A

Proposed Amendments to *Regina Zoning Bylaw No. 9250* (Outdoor Eating and Drinking Areas)

<table>
<tr><th>Page</th><th>Section</th><th>Existing Provision/Regulation</th><th>Proposed Provision/Regulation</th><th>Rationale</th></tr>
<tr><td>2.33</td><td>NEW</td><td>[New Definitions]</td><td>Add the following definitions to Chapter 2:

“OUTDOOR EATING AND DRINKING AREA” – an accessory use located outside of a building where food or beverages are served or consumed. This includes, but is not limited to, the outdoor portion(s) or a restaurant.</td><td>The current Zoning Bylaw does not include a definition for “Outdoor Eating and Drinking Area”.

This new definition captures Outdoor Eating and Drinking Areas, such as patios, as an accessory use.</td></tr>
<tr><td>5.13, 5.14, 5.17, 5.20</td><td>TBL 5.2 TBL 5.3</td><td>[New Land Use to Tables]</td><td>Add “Outdoor Eating and Drinking Area” under SERVICES in Tables 5.2 and 5.3.</td><td>The Tables of Land Uses are amended to clarify the use of Outdoor Eating and Drinking Areas.

Notes 48 and 42 ensures that the use is only considered as an accessory use (similar to a secondary suite).

Notes 49, 50, 51 and 43 list Outdoor Eating and Drinking Areas as permitted uses in cases where intensity is low and (in commercial zones) where the Outdoor Eating and Drinking Area helps to create a more vibrant transition between commercial uses and public spaces.</td></tr>
</table>

TABLE 5.2: TABLE OF LAND USES - COMMERCIAL ZONES

Land Use Type	NC	LC1	LC2	LC3	MS	MX	HC	MAC3	MAC	DSC	D
SERVICES											
Outdoor Eating and Drinking Area[48]	P[49] D	P[49] D	P[49] D	P[49] D	P[50] D	P[50] D	P[51] D	P[51] D	P[51] D	P[51] D	P[51] D

48. Refer to Subpart 11C.5. Must be accessory to a principal use.
49. Permitted if total outdoor seating capacity on the lot is 12 persons or less and operates entirely between the building containing the principal use and a public sidewalk, public plaza or public park abutting the lot.
50. Permitted if seating capacity is 16 persons or less and the Outdoor Eating And Drinking Area is located entirely between the building containing the principal use and a public sidewalk, public plaza or public park abutting the lot.
51. Permitted if outdoor seating capacity is 24 persons or less and the Outdoor Eating And Drinking Area is located entirely between the building containing the principal use and a public sidewalk, public plaza or public park abutting the lot.

Appendix A

Proposed Amendments to *Regina Zoning Bylaw No. 9250* (Outdoor Eating and Drinking Areas)

Page	Section	Existing Provision	Proposed Provision/Regulation	Rationale
			TABLE 5.3: TABLE OF LAND USES - INDUSTRIAL ZONES	
			Land Use Type | IA, IA1 | IB, IB1 | IC, IC1 | IP | IT | WH	
			SERVICES	
			Outdoor Eating and Drinking Area[42] | P[43] D | P[43] D | P | P[43] D | P[43] D | P[43] D	
			42. Refer to Subpart 11C.5. Must be accessory to a principal use. 43. Permitted if seating capacity is 24 persons or less	
7.6	7C.1	1.5 ADDITIONAL REGULATIONS (1) Eating and Drinking Place (a)	Repeal 7C.1.5 (1)(a)	The regulations for outdoor eating and drinking areas are being standardized across all applicable zones.
7.8	7C.2	2.5 ADDITIONAL REGULATIONS (1) Eating and Drinking Place [2015-80]	Repeal 7C.2.5 (1)(a)	The regulations for outdoor eating and drinking areas are being standardized across all applicable zones.
7.11	7C.3	3.5 ADDITIONAL REGULATIONS (1) Eating and Drinking Place	Repeal 7C.3.5 (1)(a)	The regulations for outdoor eating and drinking areas are being standardized across all applicable zones.
7.16	7C.5	5.5 ADDITIONAL REGULATIONS (2) Eating and Drinking Places [2001-78]	Repeal 7C.5.5 (2)	The regulations for outdoor eating and drinking areas are being standardized across all applicable zones.

Appendix A

Proposed Amendments to Regina Zoning Bylaw No. 9250 (Outdoor Eating and Drinking Areas)				
Page	Section	Existing Provision	Proposed Provision/Regulation	Rationale
11.12	NEW	New Subpart	Add new Subpart Part 11C in Chapter 11 as follows: 11C.5 OUTDOOR EATING AND DRINKING AREAS 5.1 INTENT The regulations of this subpart are intended to ensure that Outdoor Eating and Drinking Areas: (a) are encouraged to animate public amenities (e.g. sidewalks, parks, plazas, etc.); and (b) fit the context of their neighbourhoods. 5.2 APPLICATION An Outdoor Eating and Drinking Area, including its supporting structures, is subject to the regulations of this Bylaw including this Subpart.	This Subpart lays out requirements for outdoor eating and drinking areas, as an accessory use, regardless of which zone they are located in.
			5.3 OUTDOOR EATING AND DRINKING AREA REQUIREMENTS (1) No screening or buffering is required between an Outdoor Eating and Drinking Area and a public street, public sidewalk or public park. (2) Outdoor Eating and Drinking Areas are subject to the visual screening and buffing requirements of Eating and Drinking Places in Table 15.6 of Chapter 15 with respect to uses not mentioned in 5.3 (1). (3) When considering an Outdoor Eating and Drinking Area as a discretionary use, the City can include conditions in addition to 5.3 (2) to ensure that it is screened in a way that limits the impacts of noise, light and other potential nuisances on nearby residential or institutional uses. (4) Unless a permit condition specifies otherwise, an Outdoor Eating and Drinking Area shall not require parking or loading spaces in addition to the requirements of the principal use. (5) No portion of an Outdoor Eating and Drinking Area, including supporting structures, shall replace or be developed on parking or landscaping required by this or other bylaws.	The intent of this amendment is to encourage outdoor eating and drinking areas. The principal use will still be required to meet its parking and landscaping requirements, however additional requirements have not been imposed for the outdoor eating and drinking areas due to their temporary/seasonal nature. New parking requirements may be proposed at the conclusion of the Comprehensive Zoning Bylaw Review. Allowing for more outdoor eating and drinking areas also helps to creates more vibrant and active streets/communities. This is achieved, in part, by adjusting screening requirements along sidewalks, parks and other public spaces to enhance the interaction between outdoor eating and drinking areas, while limiting the impact of eating and drinking areas on neighbouring private uses. This is consistent with the goal of ensuring outdoor eating and drinking areas fit the context of their surrounding built environment.

Appendix B

Public Consultation Summary – Outdoor Eating and Drinking Areas

Response	Number of Responses	Issues Identified
I support this proposal	10	
Accept if one or two features were different	5	• Proposed permitted seating capacities are too low • Cleanliness of patios should be monitored • Perimeter fencing should be required • Noise and smoking concerns • Parking concerns
Completely opposed	2	• Proposed permitted seating capacities are too low
No Answer/Other	1	• Accessibility issues due to encroaching patios

1. **Issue: Proposed permitted seating capacities are too low**

   Administration's Response: The proposal provides permitted seating capacities for Outdoor Eating and Drinking Areas in commercial and industrial zones to ensure they fit within the context of their neighbourhoods. Applications that request more than the permitted seating capacity will be reviewed on a case-by-case basis through the discretionary use process. The City will collect discretionary use data to refine the appropriate seating capacity over time, while providing the City and residents with time to test and adapt to mixed use and intensification.

2. **Issue: Cleanliness of patios should be monitored**

   Administration's Response: Monitoring the cleanliness of Outdoor Eating and Drinking Areas is beyond the scope of the Zoning Bylaw. The Community Standards Bylaw addresses many maintenance and nuisance concerns. Outdoor Eating and Drinking Areas are subject to Visual Screening and Buffering requirements which are already in place in the Zoning Bylaw.

3. **Issue: Perimeter fencing should be required**

   Administration's Response: Outdoor Eating and Drinking Areas are subject to the existing Visual Screening and Buffering requirements of Eating and Drinking Areas. Screening Outdoor Eating and Drinking Area from public spaces would counter the goal of this amendment.

4. **Issue: Noise and smoking concerns**

   Administration's Response: Outdoor Eating and Drinking Areas are subject to existing Visual Screening and Buffering Requirements of Eating and Drinking Areas. Concerns regarding noise and smoking are addressed through the *Noise Abatement Bylaw* and the *Smoking Bylaw*.

5. Issue: Parking concerns

Administration's Response: Outdoor Eating and Drinking Areas are most likely to be used during pleasant weather and when people are more likely to access a destination by walking or cycling. For these reasons, the existing parking requirements for the restaurant are expected to be adequate for Outdoor Eating and Drinking Areas.

6. Issue: Accessibility issues due to encroaching patios

Administration's Response: The *Building Code* and *Fire Code* address accessibility and egress regulations.

CR18-3

January 29, 2018

To: His Worship the Mayor
And Members of City Council

Re: Proposed Southeast Regina Neighbourhood Plan

RECOMMENDATION

RECOMMENDATION OF THE REGINA PLANNING COMMISSION - DECEMBER 6, 2017

1. That *Design Regina: The Official Community Plan Bylaw No. 2013-48* be amended by adding the Southeast Regina Neighbourhood Plan, attached to this report as Appendix C, as Part B.16.

2. That *Bylaw No. 2016-61* (Southeast Regina Neighbourhood Plan approval) and *Bylaw No. 2017-12* (Southeast Regina Neighbourhood Plan amendment) be repealed.

3. That the City Solicitor be directed to prepare the necessary bylaw to amend *Design Regina: The Official Community Plan Bylaw No. 2013-48* and to repeal *Bylaw No. 2016-61* (Southeast Regina Neighbourhood Plan approval) and *Bylaw No. 2017-12* (Southeast Regina Neighbourhood Plan amendment).

REGINA PLANNING COMMISSION - DECEMBER 6, 2017

The Commission adopted a resolution to concur in the recommendation contained in the report, after:

- Labelling the last appendix attached to the report as Appendix C; and
- On page 3, under "Miscellaneous ("Housekeeping") Amendments, under the first bullet, replacing "Figure 2" with "Figure 4".

Recommendation #4 does not require City Council approval.

Councillors: Mike O'Donnell (Chairperson), Jerry Flegel and Barbara Young; Commissioners: David Bale, Phil Evans, Adrienne Hagen-Lyster, Simon Kostic, Laureen Snook and Steve Tunison were present during consideration of this report by the Regina Planning Commission.

The Regina Planning Commission, at its meeting held on December 6, 2017, considered the following report from the Administration:

RECOMMENDATION

1. That *Design Regina: The Official Community Plan Bylaw No. 2013-48* be amended by adding the Southeast Regina Neighbourhood Plan, attached to this report as Appendix C, as Part B.16.

2. That *Bylaw No. 2016-61* (Southeast Regina Neighbourhood Plan approval) and *Bylaw No. 2017-12* (Southeast Regina Neighbourhood Plan amendment) be repealed.

3. That the City Solicitor be directed to prepare the necessary bylaw to amend *Design Regina: The Official Community Plan Bylaw No. 2013-48* and to repeal *Bylaw No. 2016-61* (Southeast Regina Neighbourhood Plan approval) and *Bylaw No. 2017-12* (Southeast Regina Neighbourhood Plan amendment).

4. That this report be forwarded to the January 29, 2018 City Council meeting for approval.

CONCLUSION

The revisions to the Southeast Regina Neigbourhood Plan (SENP) as addressed through this report refine the proposed road network for the southeast part of Regina and are intended to accommodate the interests of both the Government of Saskatchewan (Province), as it relates to the Regina Bypass (Bypass), and the interests of affected landowners, as it relates to access and land-use. Through the revisions addressed herein, a greater level of assurance will be provided that the Bypass will function as a high-capacity, unimpeded highway, while still ensuring that appropriate road connectivity and traffic management within the southeast is maintained.

In addition to revisions to the proposed southeast road network, this report addresses minor "housekeeping" items, which will ensure the SENP is consistent with other approved plans. The proposed revisions have been reviewed by the SENP landowners and the Province and have been subject to a negotiation process. As the proposed revisions result in greater clarification regarding the role of the southeast road network and the Bypass and will help ensure that the SENP is consistent with other plans, City of Regina (City) Administration recommends that the original SENP be replaced with the version that is attached to this report as Appendix C.

BACKGROUND

The SENP provides high-level policy direction for the growth, development and servicing of lands in the southeast part of the city and was approved by City Council on September 26, 2016 (Report CR16-107). Following approval, City Council approved an amendment to the SENP in March 27, 2017 (Report CR17-21) by deleting appended concept plans and policy requiring that concept plans be appended to the SENP. The purpose of these amendments was to address an administrative matter by separating concept plans from the neighbourhood plan, thereby making the concept plan approval and amendment process more expeditious.

Following the original approval and amendment, City Administration was informed by the Province that Provincial approval of the SENP (both original and amendments) would be

withheld until revisions to the SENP were undertaken in order to provide greater assurance that the Bypass would be protected as a high-capacity, unimpeded highway. Following this, City Administration worked with affected landowners and the Ministry of Highways and Infrastructure (MHI) to identify a solution that would meet the requirements of MHI relating to the function of the Bypass and the requirements of the landowners relating to access and land-use. This process was successful and a solution amenable to all parties concerned was identified.

Approval of the SENP, by the Province, is a requirement of the *Planning and Development Act, 2017* (Act), as the SENP forms part of *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) as a "neighbourhood plan" (OCP - Part B). Provincial review of neighbourhood plans is a lengthy process and was extended in this case due to the dynamic and complex factors associated with the Bypass. Consultation with MHI did occur throughout the SENP preparation process and the SENP did reflect consultation; however, it was determined by the Province that Provincial approval would be contingent on refinements to the road network. Although the SENP has not yet received approval by the Province, as City Council approved policy, it has been used to guide development and servicing in the southeast part of the city.

DISCUSSION

The primarily intent of the SENP amendments is to provide further clarification that the proposed southeast road network will not impede the function of the Bypass, while still allowing appropriate traffic management and access in the southeast. Regarding potential impacts to the Bypass, the concerns of the Province focussed on two key issues:

Anaquod Road - Arcola Avenue Intersection

Anaquod Road is a proposed north-south collector road that is intended to intersect with Arcola Avenue between Chuka Creek and the Bypass interchange. The purpose of this proposed roadway is to provide additional access into the southeast lands, as Tower Road, south of Victoria Avenue, will be decommissioned due to the Bypass proximity and will no longer connect with Arcola Avenue. The Province's key concern with the proposed Anaquod Road-Arcola Avenue intersection is that it is too close to the Bypass interchange and will therefore, potentially result in safety issues, in addition to having a negative effect on Bypass functionality.

Although the SENP does have policy prohibiting the construction of the Anaquod Road-Arcola Avenue intersection where functionality from a safety perspective cannot be demonstrated, it is now the preference of the Province that the intersection be removed entirely or that further restrictions be imposed. As the City acknowledges the proximity issue, options for a limited intersection was explored. As a result of discussions with the Province and affected landowners, it was decided that a limited "right-in, right-out" intersection would be satisfactory, as it would allow for some ingress/egress to lands east of Chuka Creek, while still protecting the Bypass from the perspective of safety and functionality. This aforementioned solution is reflected in the proposed SENP amendments through map and policy revisions.

Primrose Green Drive - Bypass Connection

Primrose Green Drive is identified as a collector road between Green Bank Road and Anaquod Road and as a "potential collector road" between Anaquod Road and the east boundary of the city. The purpose of showing a potential extension of Primrose Green Drive to the east boundary is to allow for future regional interconnectivity via Betteridge Road.

The timing for an extension of Primrose Green Drive to the east is unknown, but is assumed to be a long-term future undertaking, as it would require an overpass across the Bypass and a railway crossing. Although the timing for the extension is unknown, it is the opinion of City Administration that the SENP show the extension as "potential", in order that the right-of-way be maintained in the event that in the future, it is deemed prudent to construct.

The concern of the Province, as it relates to the Primrose Green Drive extension, is that the SENP is not clear enough that no connection directly to the Bypass will be allowed. To address this, the proposed amendments include map changes that show that no connection to the Bypass will be permitted; thereby inferring that the extension would require an overpass. The City did not receive any comments opposing this proposed amendment from the affected landowners to the east of the Bypass and the Province has indicated its support for this solution. The lands to the east of the Bypass will obtain their primary access from the Bypass Service Road, which connect to Arcola Avenue.

Miscellaneous ("Housekeeping") Amendments

Miscellaneous amendments include revisions to some of the maps and text information in order to ensure consistently between the SENP and other documents. Amendments include:

- Replacement of OCP - Part A Growth Plan Map excerpt (SENP Figure 4), as the OCP - Part A was revised, after City Council approved the SENP, by amending the Growth Plan. The Growth Plan is included in the SENP as a reference item only.

- Revisions to the SENP Land-Use Plan (SENP Figure 11) by changing the designation of lands between the Bypass Service Road and the east boundary, south of Chuka Creek, from "Prestige industrial Area" to "Light and Medium Industrial Area". The designation of Light and Medium Industrial was applied to the aforementioned lands as part of the Chuka Creek Business Park Concept Plan approval; however, an amendment to the SENP was not considered to be necessary, as the change was deemed to be minor. As the City is now amending the SENP, it is considered appropriate to amend the Land-Use Plan at this time.

Proposed key SENP map changes are shown as Appendix A of this report; total list of proposed amendments is included as Appendix B.

RECOMMENDATION IMPLICATIONS

Financial Implications

The financial implications associated with the approval of the SENP are outlined in the SENP

approval report (Report CR16-107). No new financial implications result from amendments.

Environmental Implications

The environmental implications associated with the approval of the SENP are outlined in the SENP approval report (Report CR16-107). No new financial implications result from amendments.

Accessibility Implications

The accessibility implications associated with the approval of the SENP are outlined in the SENP approval report (Report CR16-107). No new financial implications result from amendments.

Strategic Implications

The amendments of a substantive nature addressed through this report relate to the road network. Through the amendments addressed herein, assurance is provided that Primrose Green Drive will not connect directly to the Bypass and that the Anaquod Road - Arcola Avenue intersection will be limited to "right-in, right-out" movements only. City Administration concludes that no strategic implications arise from these amendments, as the City's Transportation Master Plan does not identify either Anaquod Road or Primrose Green Drive extending to the regional networks. Further, a sufficient level of connectivity will still be maintained in the southeast.

Other Implications

As approval of the SENP represents an amendment to the OCP, review and approval of the SENP must be undertaken by the Province, as per Section 39 of the Act. City Administration engaged in significant consultation with the Province through the amendment review process and has been informed that the proposed amendments meet the requirements of the Province; therefore, City Administration does not anticipate any issues with the review or the results.

COMMUNICATIONS

Landowner Engagement

As part of the SENP amendment review, the City consulted with the landowner consortium that sponsored the preparation of the SENP. These landowners hold a majority of the land in the SENP area and are most affected by the proposed amendments. The City has not received any comments from the landowners consulted, opposing the proposed SENP amendments

Public Engagement

As the proposed SENP amendments relate to specific technical matters that affect mainly specific landowners and due to the fact that the SENP area has only begun to be developed, an open house was not deemed necessary. Notice regarding the City Council date, where the proposed SENP amendments will be considered for approval, will be posted in the Leader Post.

Regional Engagement

The SENP area is located within the Joint Planning Area (JPA) with the Rural Municipality of Sherwood No. 159 (RM), as identified by the OCP. In conformity with the intent of the JPA, the City provided the RM with an opportunity to comment on the revised neighbourhood plan. Having reviewed the information, the RM has indicated that they have no objections.

Governmental Engagement

As part of the SENP amendment review, the City consulted, extensively with MHI. The MHI reviewed the proposed SENP amendments and have indicated that they support the revisions.

DELEGATED AUTHORITY

City Council's approval of *Design Regina: The Official Community Plan Bylaw No. 2013-48* amendments are required pursuant to *The Planning and Development Act, 2007*.

Respectfully submitted,

REGINA PLANNING COMMISSION

Elaine Gohlke

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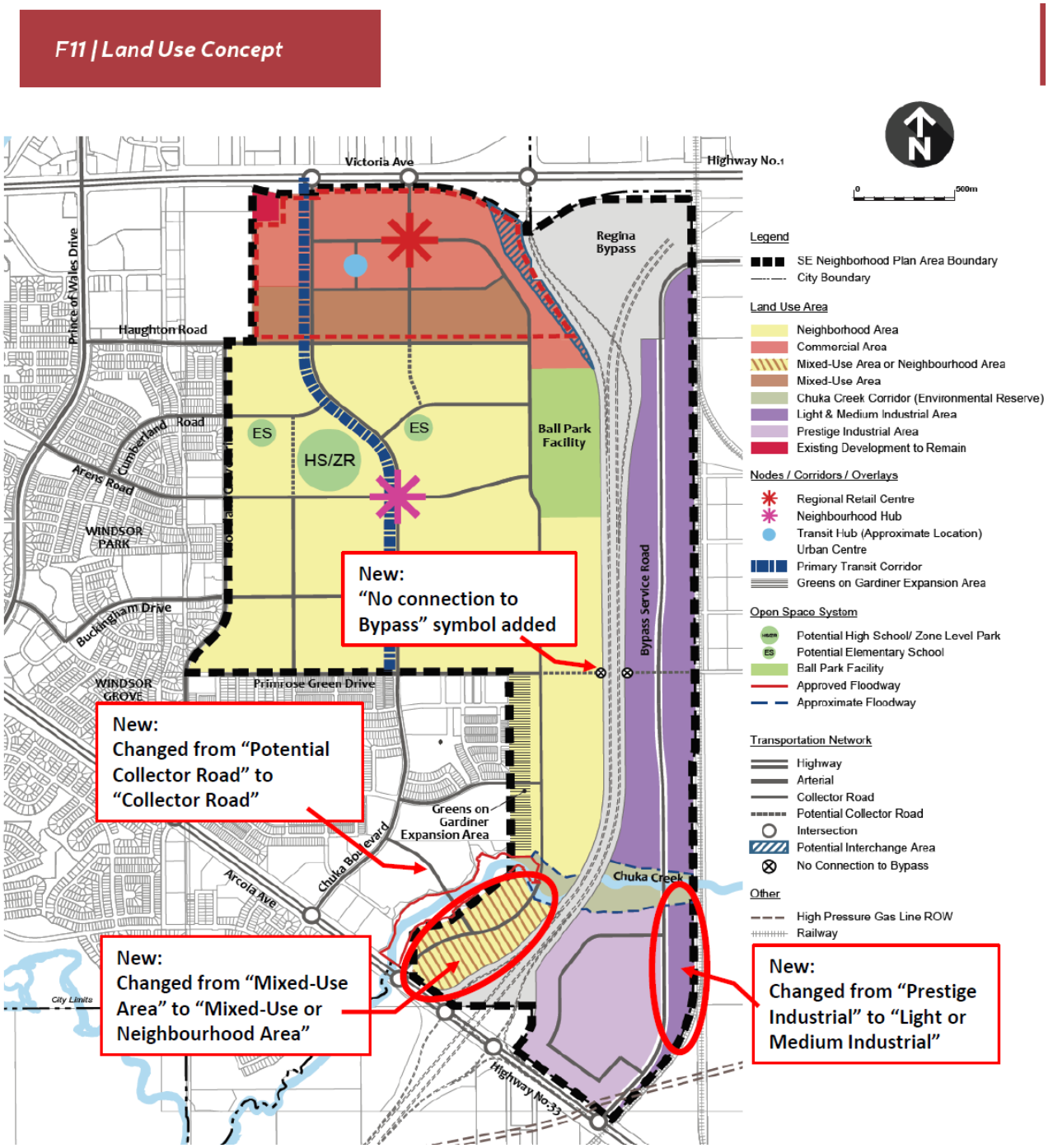
Elaine Gohlke, Secretary

Appendix A

Key SENP Map Amendments



Appendix B

SOUTHEAST REGINA NEIGHBOURHOOD PLAN (SENP) Proposed Amendments to SENP	
Note: "Anaquod Road", as referred to herein, is the new north-south road that will replace Tower Road	
Proposed Amendments re: Regina Bypass Proximity	
1	Amend Figures 11, 12, 13, 14, 15, 17, 18, 24, 25, 26 by showing road connection between Chuka Boulevard and proposed Anaquod Road as "Collector Road" (solid grey line)
2	Amend Figures 11, 16, 17, 18 by adding the following symbol to map at location corresponding to intersections of Primrose Green Drive and the Regina Bypass: ⊗ and by noting in legend that ⊗ equates to "No Connection to Bypass"
3	Amend Figure 13 by replacing "Secondary Gateway" symbol associated with proposed Arcola Avenue-Anaquod Road intersection with "Potential Secondary Gateway" symbol
4	Amend Figure 16 by showing road connection between Chuka Boulevard and proposed Anaquod Road as "Potential Transit Road" (solid orange line)
5	Replace the 2nd and 3rd paragraph of Section 6.4 with the following: "Two existing intersections along Arcola Avenue, at Woodland Grove Drive and Chuka Boulevard, will accommodate some of the traffic flows to and from the SENP Area. A third intersection, to connect Anaquod Road to Arcola Avenue, is shown; however, this would not be permitted, as a full movement intersection, unless it can be demonstrated, to the satisfaction of the jurisdictional authority, that appropriate levels of safety and service, affecting both Arcola Avenue and the Regina Bypass, can be maintained. In order to support an acceptable level of traffic management, the Arcola Avenue-Anaquod Road intersection may be designed as a "right-in, right-out" intersection. Further, a road right-of-way, connecting Anaquod Road to Chuka Boulevard, should be secured as part of the planning and build-out of lands south and east of Chuka Creek."
6	Delete Policy 6.4(b)
7	Replace Policy 6.4(c) with the following two policies: "6.4(c) The intersection at Arcola Avenue (Highway 33) and Anaquod Road, as shown on Figure 17, shall be limited to "right-in, right-out" turning movements only." "6.4(d) Notwithstanding Policy 6.4(c), the intersection at Arcola Avenue (Highway 33) and Anaquod Road, as shown on Figure 17, may be designed to include additional turning movements, beyond "right-in, right-out", where it can be demonstrated, to the satisfaction of the jurisdictional authority, that appropriate levels of safety and service, affecting both Arcola Avenue (Highway 33) and the Regina Bypass, can be maintained."
8	Amend Figure 11 by changing the land-use designation of the mixed-use area abutting Arcola Avenue (Highway 33) from "Mixed-Use Area" to "Mixed-Use Area or Neighbourhood Area" and change associated color coding of affected area from brown to yellow with brown hatching overlay
9	Amend Figure 11 by changing "Major Intersection" to "Intersection"
Proposed Amendments re: Housekeeping Items	
10	Amend Figure 4 by replacing obsolete version of OCP – Part A Growth Plan Map with the current version
11	Replace all references to proposed new "Tower Road" with "Anaquod Road", excepting references to existing Tower Road
12	Amend Figure 11 by changing the land-use designation of lands within plan area, which are located east of the Bypass Service Road and south of the Chuka Creek floodway, from "Prestige Industrial Area" to "Light & Medium Industrial Area"

DESIGN REGINA

SHARE YOUR THOUGHTS. SHAPE OUR CITY.

OFFICIAL COMMUNITY PLAN

PART B.16
Southeast Regina Neighbourhood Plan

City of Regina | REGINA Infinite Horizons

Prepared for: The City of Regina

Submitted by: Aurora Retail Corp.
Dream Development
Chuka Creek Developers
City of Regina
Long Lake Investment
Nanaksar Gurdwara Gursikh Temple

Prepared by: B&A Planning Group

Southeast Regina

NEIGHBOURHOOD PLAN

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Executive Summary

Input

The Southeast Regina Neighbourhood Plan (SENP) provides a planning policy framework to guide the future development of 690 hectares of land within Southeast Regina. Significant inputs into development of the SENP have included:

- Extensive stakeholder consultation and engagement
- Retail Market Study
- Phase 1 and Phase 2 Environmental Site Assessment(s)
- Biophysical Review
- Historical Resource Inventory
- Transportation Impact Assessment
- Servicing Study
- Geotechnical Assessment(s)

People

Developing a Neighbourhood Plan involves balancing community, landowner, City, and other stakeholder interests within the objectives and principles of the Design Regina Official Community Plan (OCP). Many meaningful conversations occurred with the following stakeholders:

- The project team
- The landowner group
- City of Regina Administration
- Community Associations
- The general public
- School Boards
- The Province of Saskatchewan
- Regional Municipalities of Sherwood and Edenwold

Process

In order to create a meaningful and effective framework for a complete community, collaboration and sharing of knowledge was essential in the development of the Southeast Regina NP. This SENP was undertaken with significant stakeholder and public engagement and included:

- 1 full-day design workshop with all stakeholders
- 2 stakeholder workshops
- Over 800 conversations with various stakeholder groups
- Over 30 meetings with plan area landowners
- 2 online stakeholder surveys
- 4 stakeholder newsletters
- 2 open houses
- Project website updates

Output

The SENP sets the planning and development framework for a complete community. The key goals of the SENP are to:

- Support the creation of a complete community that provides opportunities to live, work, and play.
- Ensure new neighbourhoods integrated with and complement existing neighbourhoods.
- Provide a diverse range of employment opportunities and lifestyle services that are accessible to all residents.
- Develop a well-connected network of streets to encourage all modes of transportation.
- Create neighbourhoods with a distinctive character and sense of place.
- Create open spaces that are meaningful, compatible, and appeal to a variety of users.

1.0 Introduction

1.1 Background

The purpose of the SENP is as follows:

- Implement the policies contained in the *Design Regina Official Community Plan Bylaw No. 2013-48 (OCP)*, and in doing so, provide the link between the OCP and the future development of the plan area.

- To guide and direct the preparation and approval of subsequent concept plans, land use amendment and subdivision applications within the plan area.

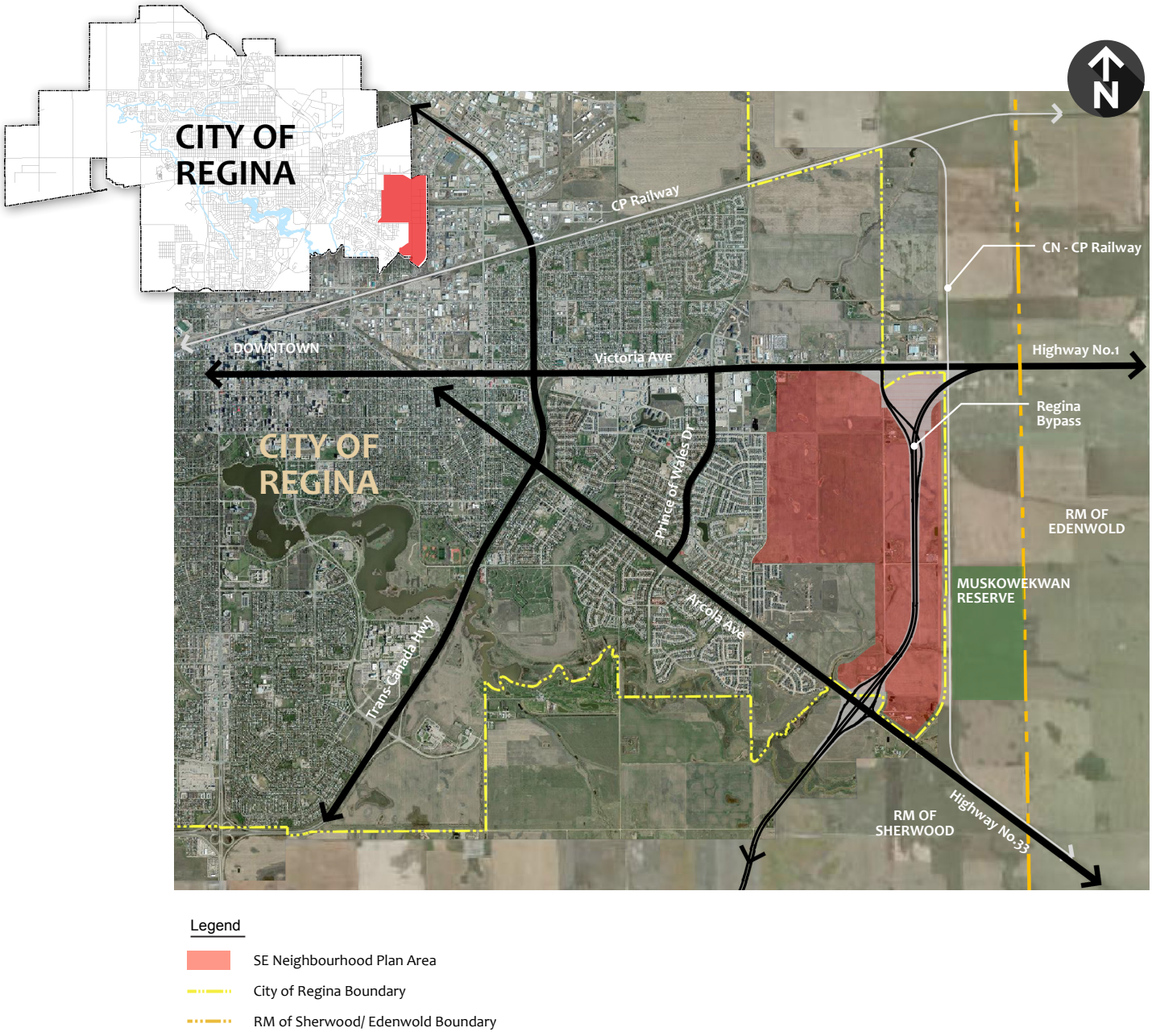
To accomplish this purpose, the SENP contains development objectives, a land use concept, and transportation and servicing frameworks which will ensure the SENP policy directives are achieved over time.

The key considerations for the SENP boundary included the 'Growth Plan' in the City of Regina's Official Community Plan (OCP), the potential to service developments, and the need to undertake a coordinated planning approach for lands located on the east side of the city.

1.2 Location

The plan area is located in the southeast sector of the City of Regina on the eastern boundary of the city limits. The area is bordered by Victoria Avenue to the north, Primrose Green Drive and Arcola Avenue to the south, Woodland Grove Drive to the west, and the CN-CP rail line and RM of Sherwood to the east. The plan area is adjacent to the existing neighbourhoods of Windsor Park and Woodland Grove to the west and The Greens on Gardiner and The Creeks to the southwest.

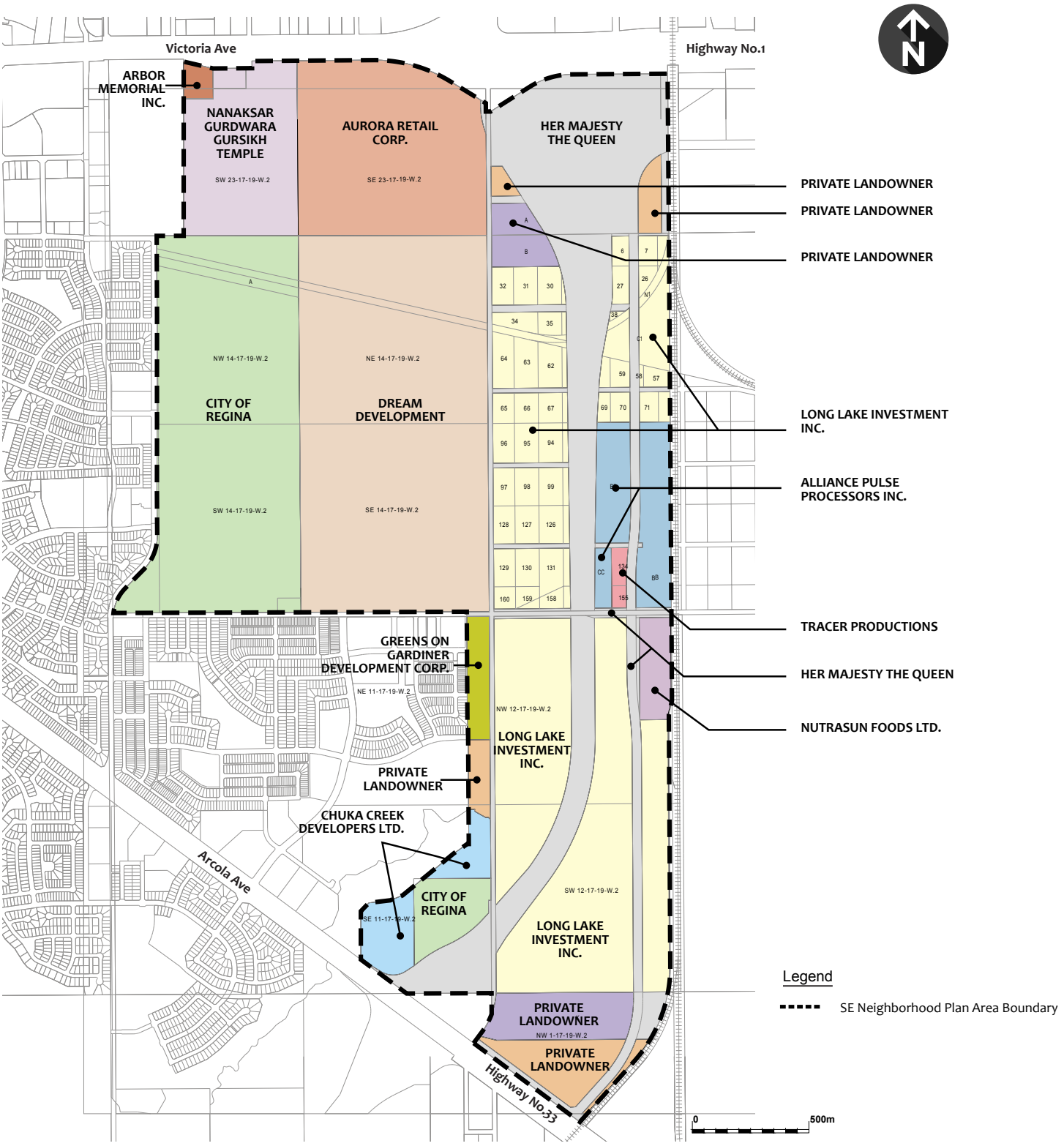
F1 | SE Regina Neighbourhood Plan Context



1.3 Land Ownership

The NP area is comprised of approximately +/- 690.4 hectares (+/- 1705.9 acres) of land. The plan area is owned by 18 different landowners with a variety of legal parcels and ownership areas. A summary of plan area ownership is detailed in **Figure 2: Plan Area Ownership**.

F2 | Plan Area Ownership



1.4 Regulatory Framework

Design Regina OCP - Bylaw No. 2013-48

The SENP must be consistent with other policy documents approved by the City of Regina, including but not limited to the Design Regina OCP.

The OCP establishes two levels of planning required for new areas in the city; a secondary plan forms part of the OCP as a sub-area and is required to provide comprehensive policy governing land-use, servicing, and design solutions for a particular area. A neighbourhood plan (NP) is a type of secondary plan that applies to identified existing, new, or mixed-use neighbourhoods of approximately 200 hectares or more. As such, the SENP will be adopted by bylaw and form part of the Design Regina OCP. Following or concurrent with the SENP approval, the preparation of concept plans may occur within the SENP area.

The SENP area contains approximately +/- 690.4 hectares (+/- 1705.9 acres) of land and proposes a new neighbourhood area, therefore a NP is required to be prepared in accordance with the Design Regina OCP. The NP, in turn, contains direction relative to future concept plan boundaries and requirements. Concept plans shall be developed and submitted to provide further detail required to rationalize land use amendment, subdivision and development permit applications.

The 2014 annexation between the City of Regina and the RM of Sherwood altered the City's eastern boundary and incorporated additional lands into the City and the NP area. The relationship of the SENP area to the January 2014 annexation is shown in **Figure 3: City of Regina 2014 Boundary Alteration.**

The relationship of the plan area to the Design Regina OCP is detailed in **Figure 4: Design Regina OCP - Growth Plan.** Under the OCP, a portion of the plan area is identified within the "Built or Approved Neighbourhoods" area which have been earmarked to accommodate future City growth up to 235,000 people and are considered by the City as a priority growth area. The 235K area has an existing concept plan identified as "The Towns" which was approved by Council in 2008. Concurrent with the SENP, the Towns Concept Plan has undergone amendments to align with the SENP.

The remaining lands within the NP are designated as "New Neighbourhood (300K)" and "Future Long-Term Growth (500K)" intended to accommodate future City population growth to 300,000 and 500,000 respectively. The OCP also identifies an "Urban Corridor" and "Urban Centre" straddling Victoria Avenue.

The OCP requires new neighbourhoods to be designed and planned as complete neighbourhoods, where residents of all ages, abilities, and backgrounds can access daily necessities, employment opportunities, transportation choices, and enjoy lifestyle choices within an adaptable urban environment. The SENP demonstrates conformity with the OCP, by establishing a future vision and direction for a complete community inclusive of residential and non-residential uses of varying intensities, employment lands, and a comprehensive parks and open space network.

Regina Zoning Bylaw No.9250

Lands within the SENP are currently zoned Urban Holding District. Prior to subdivision and development of the lands, a zoning bylaw amendment shall be required. Future zoning bylaw amendments shall be evaluated for consistency with the OCP, the SENP and corresponding concept plans.

Timeframe of the Plan

This NP is future-oriented and establishes the overall pattern for how the Southeast Lands are to be developed over an extended period of time. Development is expected to occur over the next 20 years. However, the exact timing of the build out of the NP remains subject to market demand and other factors.

Map Interpretation

Unless otherwise specified within the NP, the boundaries or locations of any symbols or land use areas shown on a map are approximate only, not absolute, and will be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads or existing utility rights-of-way.

The precise location of land use boundaries will be evaluated and determined by City administration at the time of concept plan, rezoning and subdivision applications. Where adjustments are made as a result of further delineation through the concept plan process, an amendment to the maps within this NP shall not be required.

Policy Interpretation

In the interpretation of the policies within this plan, the word 'shall' outlines mandatory compliance. 'Should' policy statements demonstrate that compliance is encouraged and recommended. However, 'should' statements may not always be practical and flexibility is provided in such circumstances. 'May' statements indicate no obligation to undertake what is proposed, but implies that the approving authority shall give due consideration to the policy.

Policy numbering within this plan coincides with the section or subsection numbering that immediately proceeds the policy.

Use Interpretation

To provide general direction to the intended use and development of areas throughout the NP area, the document references land uses that may require interpretation. Within this NP, when specific land uses are mentioned, please refer to the City of Regina's OCP and/or Zoning Bylaw for further clarification. While the NP provides broad policy direction relative to the intended use and development of an area, the ultimate definition and approval of land uses shall be further delineated at the concept plan stage and implemented via zoning, subdivision and development approvals.

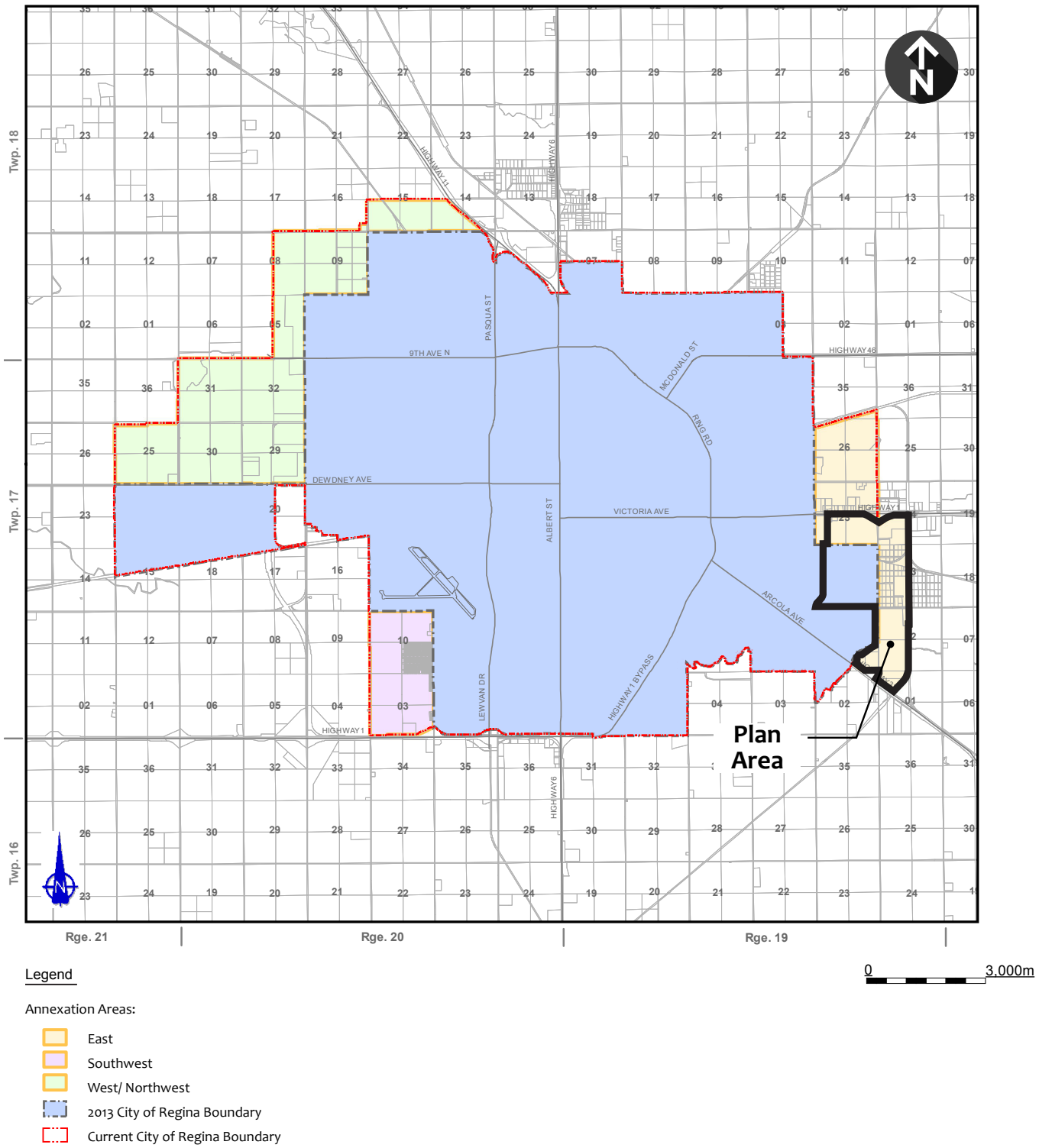
Amendment of the Plan

Where required, an amendment to the NP shall be held in accordance with the Planning and Development Act, 2007. If an amendment to the NP is proposed by an applicant, the applicant must submit the justification and information necessary to support the amendment.

Monitoring of the Plan

The policies within the NP will be monitored in relation to development activity. Where necessary, the policies will be amended either generally or in response to a specific issue.

F3 | City of Regina 2014 Boundary Alteration

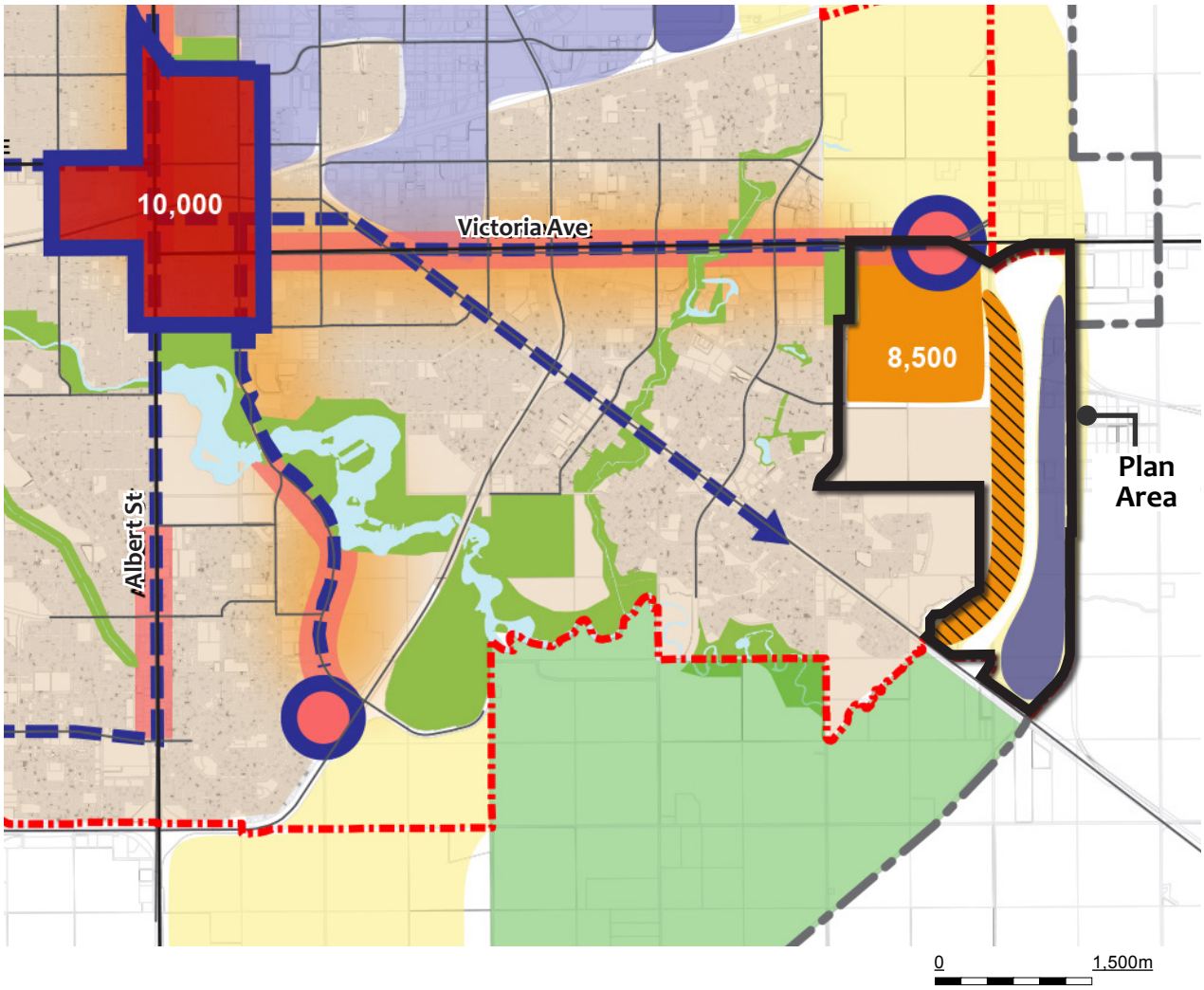


Legend

Annexation Areas:

- East
- Southwest
- West/ Northwest
- 2013 City of Regina Boundary
- Current City of Regina Boundary

F4 | Design Regina OCP - Growth Plan



2.0 Attributes & Constraints

2.1 Plan Area Conditions

2.1.1 Existing Land Use and Development

The SENP area is comprised of predominantly agricultural lands for crop production. Other uses include residential farmyards, a former greenhouse site, Pacer's Baseball Park, existing light industrial uses, and institutional facilities.

2.1.2 Historical Resources

No known archeological sites have been identified within the plan area and the likelihood of intact archeological sites is low due to cultivation or impacts by previous development. However, there is heritage potential for native prairie habitat adjacent to Chuka Creek. At the time of concept plan submission, an HRIA will be required for lands adjacent to Chuka Creek in SE11-17-19 W2M and SW 12-17-19 W2M.

2.1.3 Natural Features

The topography of the SENP is relatively flat with little topographic relief. The plan area has little natural vegetation or tree cover with the exception of existing residential yards. The high point is located in the northeast portion of the site and drainage runs to the south and southwest. Chuka Creek is the lowest point within the plan area. Surface drainage is collected in seasonal drainage channels that drain to Chuka Creek and subsequently to Wascana Creek. **Figure 5: Existing Natural Conditions** illustrates the site topography and notable natural features of the plan area.

A Biophysical Review of the SENP area was completed by Stantec Consulting Ltd in January 2015. Based on this review, there are a number of identified wetlands within the plan area. The majority of wetlands are Class 1-3 based on the Stewart and Kantrud Classification. Eleven wetlands were classified as Class 10 dugouts. Based on this initial review, the assessment has recommended that further analysis on Class 3 wetlands and Chuka Creek should be completed prior to development, as part of an Environmental Self Assessment, to confirm wetland classification and potential of these wetlands to support sensitive species or species at risk.

Policies

2.1.3(a) As a prerequisite for concept plan approval, the City may require further analysis of potential wetlands, and may require that important wetlands be dedicated as Environmental Reserve (ER) at the time of subdivision.

2.1.4 Environmental Conditions

Phase I and Phase II Environmental Site Assessments (ESAs) have been completed for a portion of the plan area as detailed in **Figure 6: Completed ESA's and Geotechnical Assessments.** Recommendations from the ESA reports indicate environmental impacts have been detected within the South 1/2 of Section 14, which requires remediation prior to development. Proof of site remediation for impacted lands shall be required at the concept plan stage.

Policies

2.1.4(a) Prior to development, Phase I Environmental Site Assessments should be submitted concurrently with each concept plan submission within the SENP area.

2.1.4(b) Prior to development, Phase II ESAs may be required by the City of Regina based on the results of Phase I ESAs, and should be submitted concurrently with each concept plan submission within the SENP area.

2.1.4(c) Environmental impacts identified within the South 1/2 of Section 14 shall be remediated prior to development.

2.1.5 Geotechnical Conditions

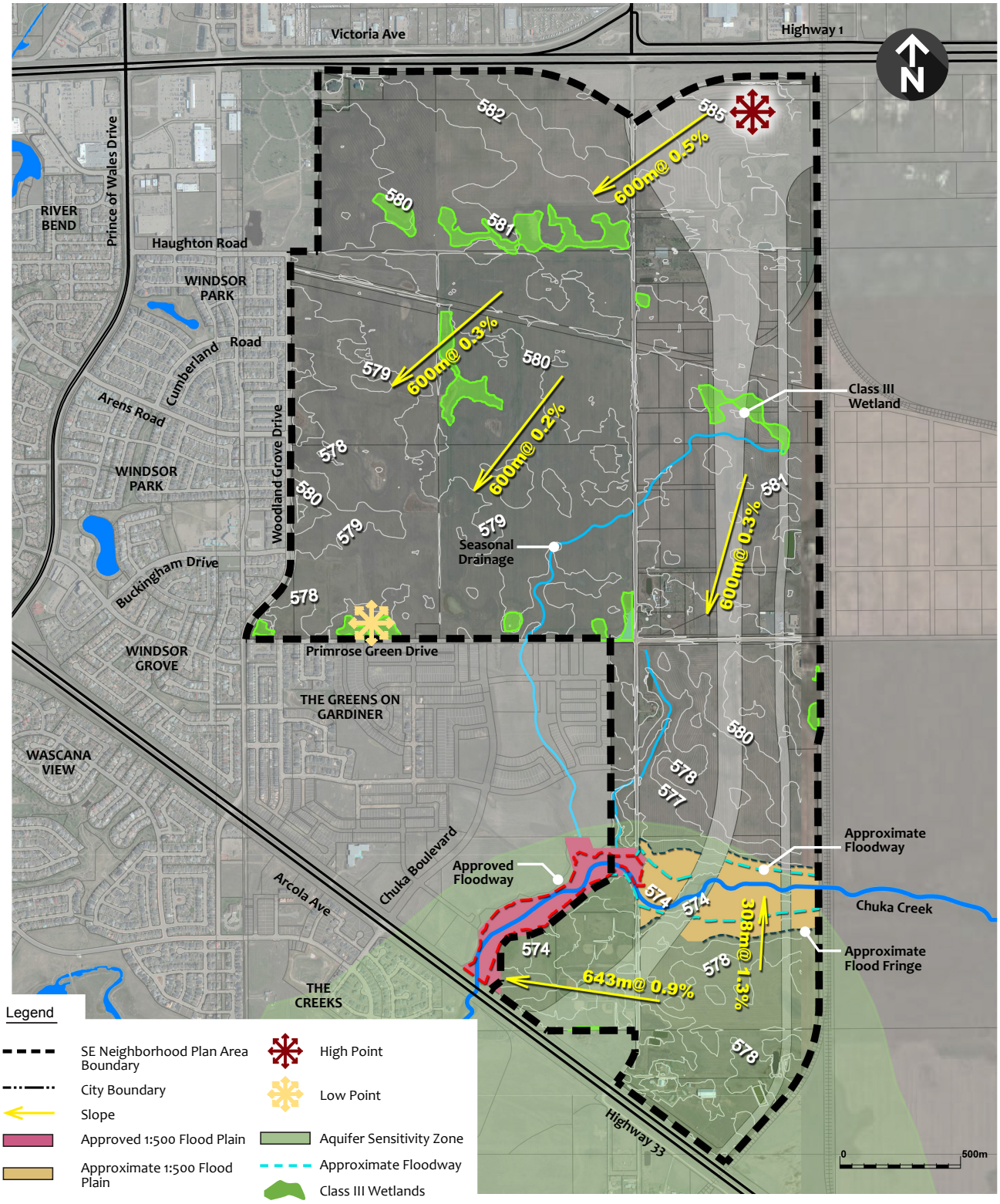
Geotechnical Assessments have been completed for a portion of the plan area. The geotechnical assessments examined subsurface soil conditions, groundwater levels, and overall geotechnical conditions to arrive at development recommendations. The analysis found no significant geotechnical constraints to the development of residential, commercial, and industrial uses envisioned for the SENP lands. The analysis provided a number of considerations relative to the construction activities and requirements for future development. These considerations shall be considered at the time of implementation and development.

Policies

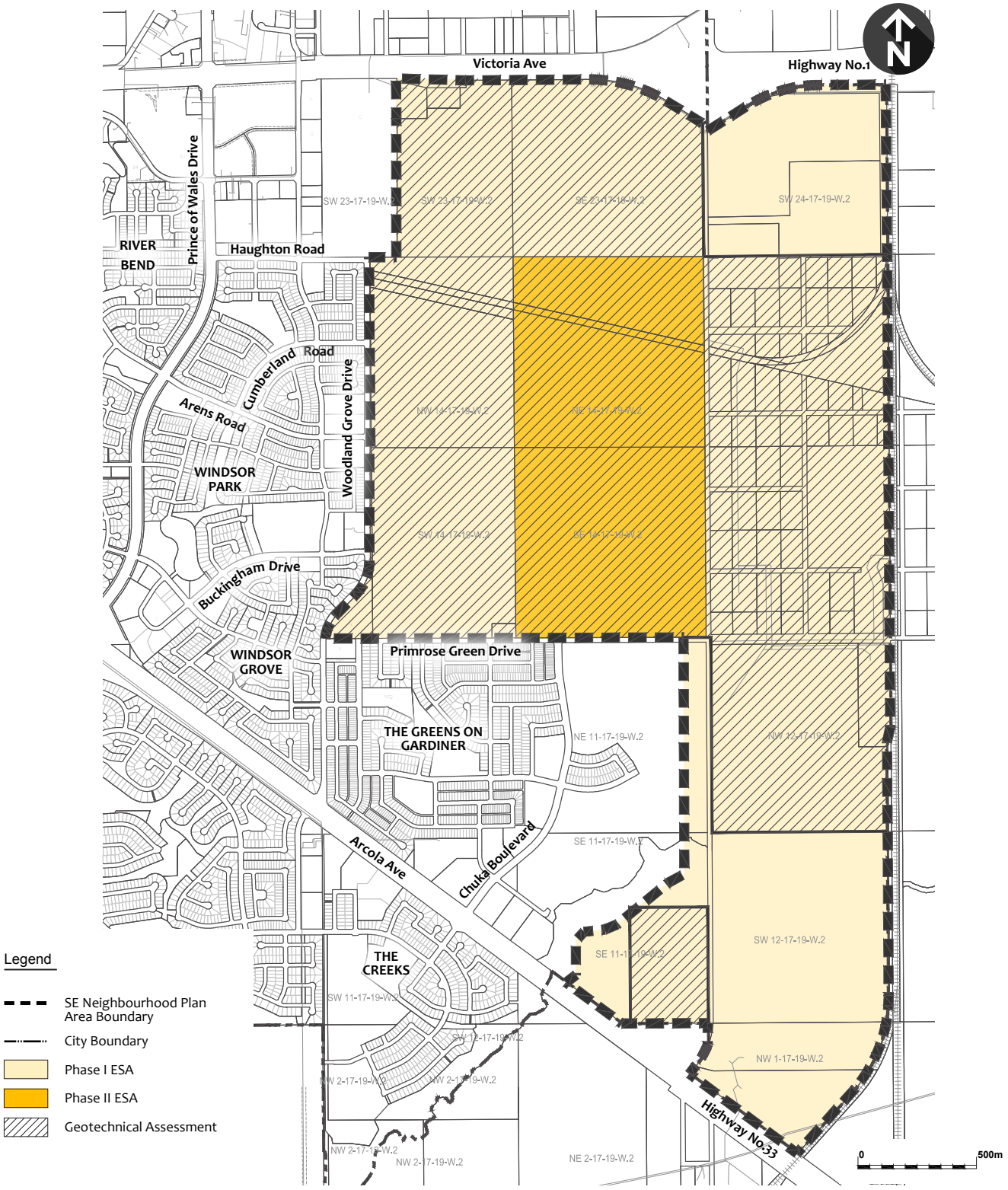
2.1.5(a) Prior to development, Geotechnical Assessments should be completed and submitted concurrently with each concept plan submission within the SENP area

2.1.5(b) Development within the SENP area should comply with the recommendations stemming from completed Geotechnical Assessments unless waived by the City of Regina.

F5| Existing Natural Conditions



F6| Completed ESA's and Geotechnical Assessments



2.2 Surrounding Area Conditions

2.2.1 Adjacent Land Uses & Community Infrastructure

The SENP area is well-positioned in the southeast sector of Regina to accommodate forecast population growth over the next 20 years. With established and fully developed neighbourhoods to the west of the plan area and the Greens on Gardiner neighbourhood to the southwest approaching the final stages of development, the development of the SENP will represent contiguous growth within the city of Regina.

As illustrated in **Figure 7: Southeast Regina Adjacent Land Uses & Community Amenities**, the plan area is within close proximity to existing community and regional amenities and services. Regional retail, hospitality, and other commercial services are located west of the plan area within the Victoria Avenue urban corridor. This area is the largest and busiest commercial corridor in Regina, offering a variety of services to both residents of the City and surrounding region. Development of the subject lands along Victoria Avenue provides the opportunity to extend the existing urban corridor.

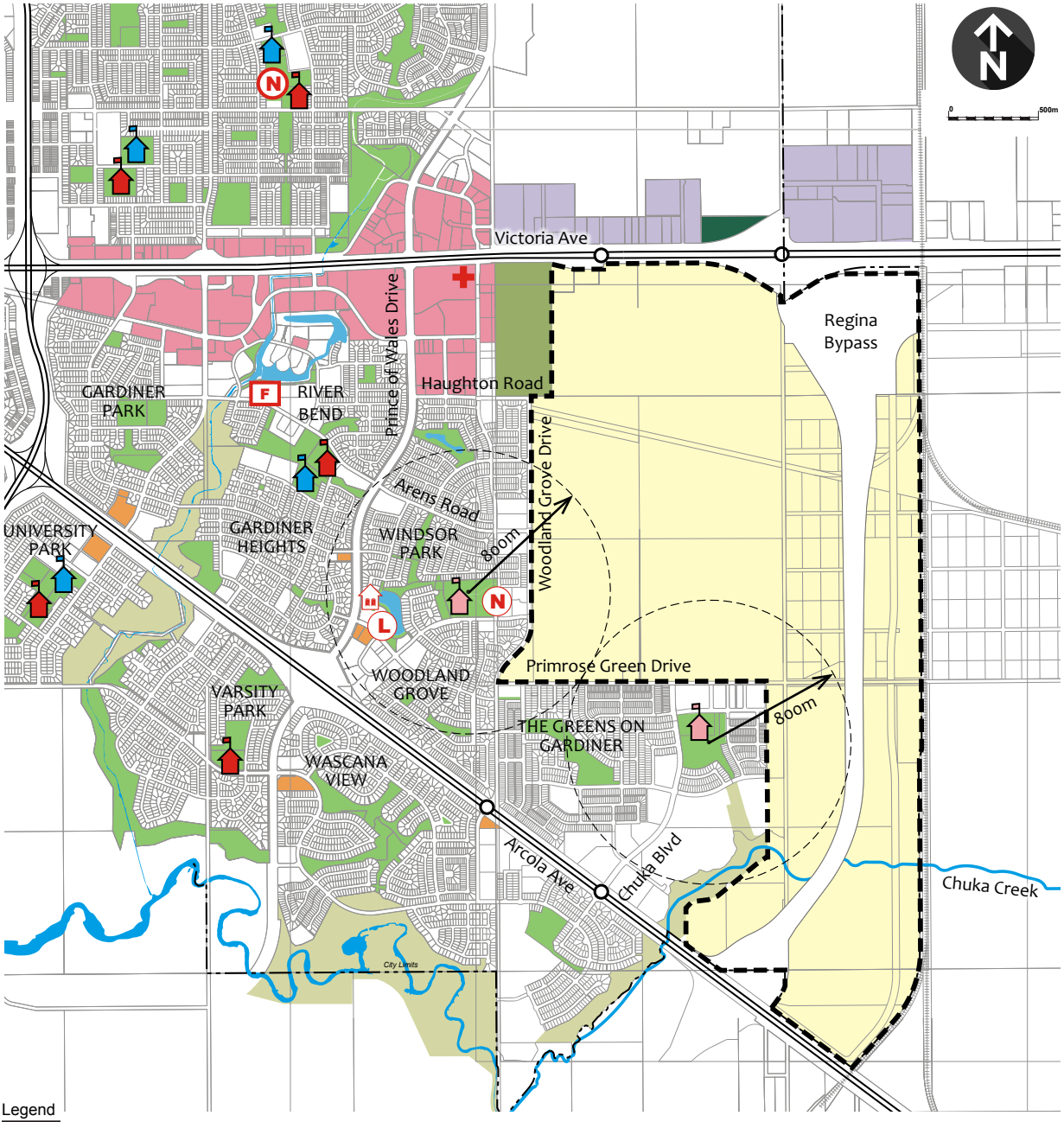
Neighbourhood hubs in adjacent communities include the Sandra Schmirler Leisure Centre/Regina Public Library, the Arcola East Community Centre, and other open space features that act as neighbourhood focal points. The Sandra Schmirler Leisure Centre is a community destination facility that serves as a hub of activity within the Arcola East community, providing recreation opportunities, multi-purpose and meeting spaces, and cultural activities. The Arcola East Community Centre is a neighbourhood recreation centre that provides a gymnasium, multi-purpose room and crafts room and is intended to serve local residents.

The nearest existing public and separate schools are located in the neighbourhood of Windsor Park and a proposed joint public and separate elementary school shall be located in the Greens on Gardiner neighbourhood.

The nearest existing fire station is located within the neighbourhood of Riverbend. This fire station is located approximately 2.5 km from the central portion of the SENP area. The fire station at 2700 Arens Road will service the fire response needs for the SENP prior to the construction of an additional emergency response station within the subject lands. The location of a future additional emergency response station within the plan area will remain subject to further analysis and discussions between the City of Regina and plan area landowners at the time of future concept plan submissions.

The location and type of the existing transportation network, land uses and community infrastructure has helped guide the preparation of the SENP land use concept and development vision.

F7 | Southeast Regina Adjacent Land Uses & Community Amenities



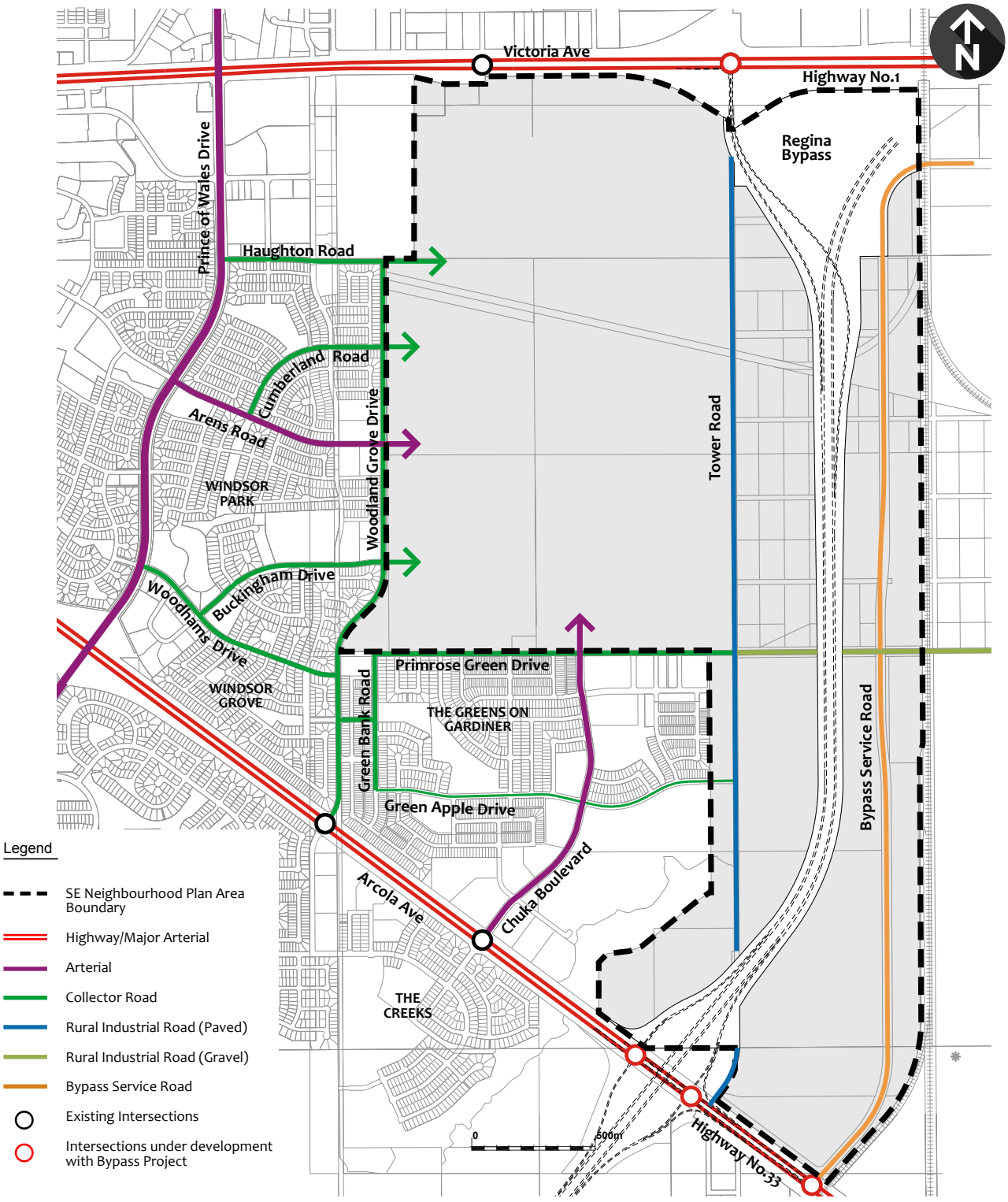
2.2.2 Existing Transportation Network

As illustrated in **Figure 8: Existing Transportation Context**, the existing transportation network in relation to the plan area consists of the boundary roads of Victoria Avenue to the north, Arcola Avenue and Primrose Green Drive to the south and Woodland Grove Drive to the west. Direct access to these roadways will connect the plan area to the regional road network and support the efficient movement of residents to and from the plan area.

In addition to these major boundary road conditions, there are a number of east - west roadways which have the potential to support development within the plan area including Haughton Road, Cumberland Road, Arens Road, Buckingham Drive and Primrose Green Drive. These roads will provide access points to and from the SENP lands and provide the connection and integration with surrounding neighbourhoods and existing commercial areas. An important north-south connection into the NP area will be the extension of Chuka Boulevard, which is presently under development within the Greens on Gardiner community.

Aside from these boundary conditions, the plan area is currently bisected by Tower Road which has been recently upgraded to handle heavy truck traffic associated with the existing agricultural processing operations. Additional existing developed roadways include Township Road 252 which is developed to a local industrial standard and provides access to existing agri-industrial operations and includes a constructed crossing over the CN-CP rail line and connections to adjacent lands situated in the RM of Sherwood No. 159 and the RM of Edenwold.

F8 | Existing Transportation Context



2.2.3 Future Transportation Network

The future transportation network to support development within the plan area has been established by the City of Regina through the completion of the Design Regina OCP and the City Transportation Master Plan (TMP). As illustrated by **Figure 9: Design Regina OCP Transportation Network**, Victoria Avenue and Arcola Avenue are identified as future Urban Expressways transitioning into Provincial Highways as they approach the City's eastern boundary. They have also been identified as future Express Transit Corridors intended to support the growth and development of the City's transit system. Aside from Victoria and Arcola Avenue, the OCP also recognizes Arens Road and Chuka Boulevard as potential arterial roads to support the development of the SENP area.

In addition to the City's OCP and TMP, the Government of Saskatchewan (Province) has recently awarded construction and operation of the Regina Bypass which has a significant impact on the plan area. This Province-led initiative will increase connectivity between Highway No. 1 East to Highway No. 33 and act as the future Trans-Canada Highway for the portion south of Regina. The bypass is intended to alleviate traffic congestion on Victoria Avenue and maintain the high speed free flow of traffic on Highway No. 1. The Bypass will also provide an alternate route for vehicles to travel between Victoria Avenue and Arcola Avenue.

In addition to the Regina Bypass requirements within the plan area, the Province has recently expressed the need to consider the potential implications of the extension of the bypass northward along Anaquod Road (previously Tower Road). In support of this, the Province has provided preliminary design requirements and requested that the SENP establish a land use and policy response to these potential requirements. It is anticipated that a functional plan may be commissioned by the Province to explore the Northeast Bypass and associated design requirements within a 3 year period which will finalize the exact location and extent of right of way required to support this future infrastructure initiative.

The SENP has taken into account both the existing transportation network and the future transportation requirements necessary to support the development of the plan area.

F9 | Design Regina OCP Transportation Network

2.3 Constraints

The constraints section addresses items that may pose a potential limitation to development within the plan area and provides an appropriate policy response to address such limitations.

2.3.1 Regina Bypass

The Province has secured the right-of-way for the Regina Bypass, located within the plan area. The Bypass right-of-way and service road dedication is shown on **Figure 10: Land Use & Development Constraints**, consisting of approximately 105 hectares (259 acres) of land within the plan area. Residential, commercial, and industrial development within the vicinity of the Bypass will be subject to setback requirements as determined by the Province. Preliminary building setbacks from the nearest travel lane, provided by the Province, have been identified at 55 metres for commercial and industrial uses and 60 metres for residential uses.

To address the potential noise impacts stemming from traffic movements and volumes associated with the Bypass, MMM Group Limited undertook a Noise Control Study to predict the potential vehicular noise impacts within the plan area and to determine the extent of physical noise control measures necessary to attenuate projected noise from the proposed Bypass. The report concluded that development within the SENP will not be constrained by future traffic noise as forecast noise levels for adjacent development areas remain within City of Regina standards. Notwithstanding, certain noise attenuation measures for the control of outdoor and indoor sound levels were recommended.

In addition to the Regina Bypass, the Province has identified the potential to commence functional planning for the NE Regina Bypass within a 3 year period. The NE Regina Bypass may necessitate realignment of Anaquod Road and a future interchange at Anaquod Road and Victoria Avenue. In the absence of a completed functional plan, an analysis of the lands which may be impacted by a potential interchange area has been undertaken.

Policies

2.3.1(a) Lands for the Regina Bypass shall be provided as shown on **Figure 10: Land Use & Development Constraints.**

2.3.1(b) Should lands identified for the bypass development not be required, the lands may be used to accommodate appropriate types of land-use and development, as determined by the City.

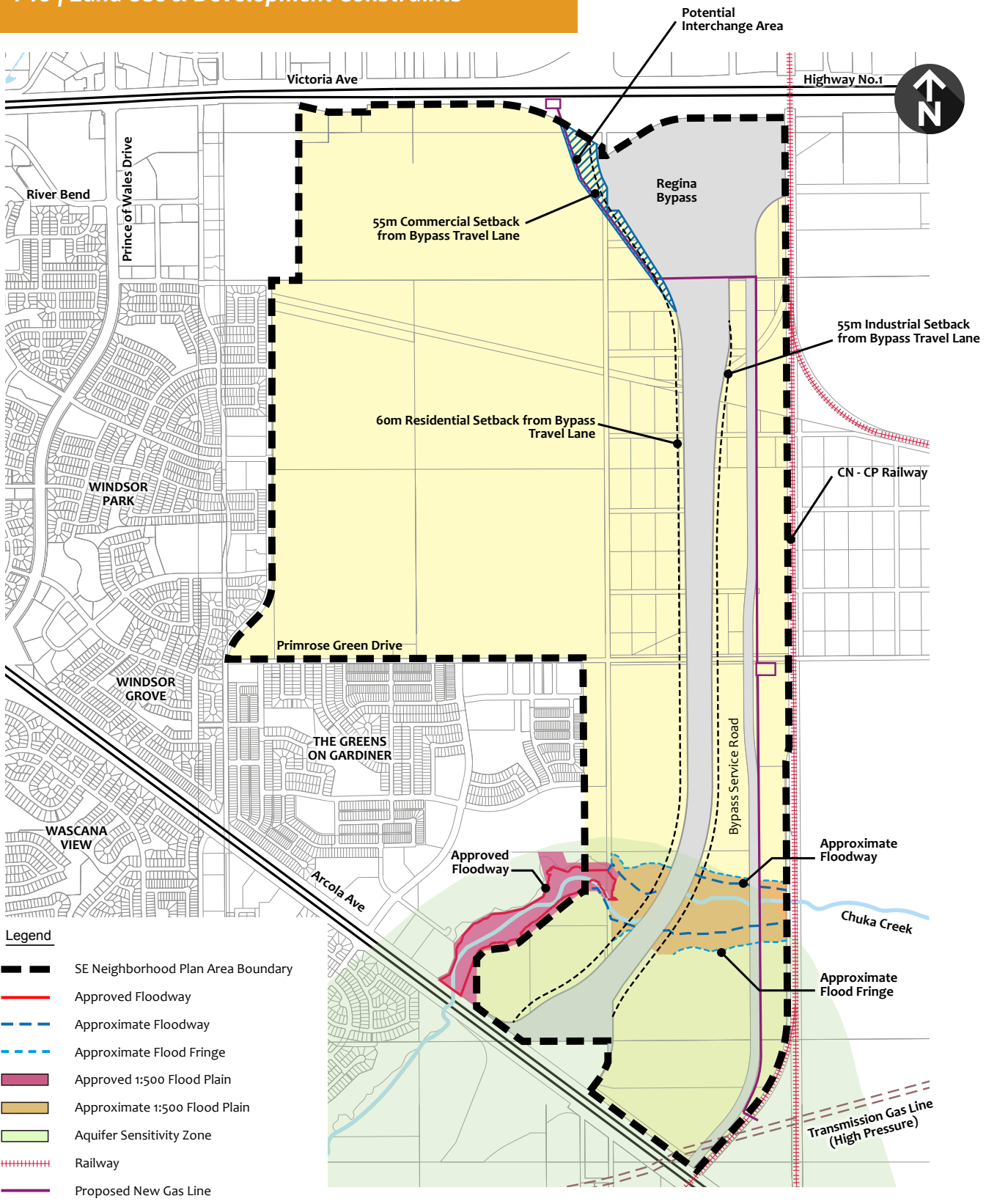
2.3.1(c) Development shall be setback from bypass improvements in accordance with applicable Provincial requirements.

2.3.1(d) Noise attenuation measures for indoor and outdoor noise control should be in conformance with recommendations contained in noise impact assessments completed at the time of concept plan submissions.

2.3.1(e) Recommendations for outdoor living areas, sound barrier fences, and building and landscape treatments should be considered at the concept plan stage when land uses, lot siting, and lot orientation are available.

2.3.1(f) All developments occurring within 90 metres of the Regina Bypass and the Regina Bypass Service Road shall be subject to review and approval by the Ministry of Highways as per Provincial legislation.

F10 | Land Use & Development Constraints



2.3.2 Chuka Creek Floodplain

Chuka Creek runs east-west across the southern portion of the plan area, collecting regional drainage and conveying flows into the Wascana Creek system. The defined 1:500 floodway and the flood plain associated with Chuka Creek has been identified in **Figure 10: Land Use & Development Constraints**.

The floodway is the portion of the flood plain where the waters in the 1:500 year flood are projected to meet or exceed a depth of one metre or exceed a velocity of one metre per second. This area should be dedicated as Environmental Reserve (ER). Environmental Reserve is dedicated lands provided to the municipality or Crown based on lands deemed undevelopable due to environmentally significance, flooding,slope, etc. and as per the *Planning and Development Act, 2007*.

A portion of the Chuka Creek floodway has been defined and approved through the Greens on Gardiner Concept Plan. An approximate floodway has been identified in the plan area based on the elevation contours of the approved floodway. Further analysis and delineation of this floodway may be required at concept plan stage.

The flood fringe is the portion of the flood plain, outside the floodway, where the waters in the 1:500 year flood are projected to be less than a depth of one metre or a velocity of one metre per second. Those lands situated within the flood fringe area will be subject to special development considerations to ensure appropriate flood mitigation measures have been undertaken at the time of development.

Policies

2.3.2(a) The lands situated within the Chuka Creek floodway should be dedicated as Environmental Reserve; the use of land dedicated as Environmental Reserve shall be in accordance with the *Planning and Development Act, 2007*.

2.3.2(b) Future development within the Chuka Creek flood fringe shall be subject to development regulations as specified within the Regina Zoning Bylaw

2.3.3 Aquifer Sensitivity Overlay

The Aquifer Protection Overlay Zone is located in the southeast corner of the plan area and is identified as a low sensitivity zone. Development within the aquifer sensitivity area will consider the aquifer sensitivity and adhere to the regulations outlined in the Regina Zoning Bylaw.

Policies

2.3.3(a) Development within the Aquifer Sensitivity Area shall adhere to the Regina Zoning Bylaw.

2.3.4 High Pressure Gas Line

An existing high pressure TransGas transmission line is located in the southeast corner of the plan area. Consideration of this line should to be taken for any future development directly adjacent to the transmission line.

Policies

2.3.4(a) Development adjacent to the high pressure gas line right-of-way shall be subject to the setback and development requirements as stipulated by the City of Regina.

2.3.5 CN-CP Rail Line

The shared CN-CP rail line is located on the eastern edge of the plan area The presence of the railway and the future bypass restrict the viability and appropriateness of residential land uses within this area. Planning of these lands should consider an appropriate interface with the railway. Industrial uses would be a compatible land use adjacent to the railway.

Policies

2.3.5(a) Future land uses adjacent to the railway shall not include residential uses.

2.3.5(b) Development setbacks from railway corridors will be established by the City of Regina, and should be based on the FCM/RAC *Guidelines for New Development in Proximity to Railway Operations, 2013.*

3.0 Vision & Design Principles

3.1 Vision Statement

The southeast community provides the opportunity for residents to live, work and play in an attractive and comfortable environment; where residents can walk or ride their bike to parks or local services; and where children can attend all levels of school in their own community. The southeast community is a complete community that provides choice and opportunity for all Regina residents.

The southeast lands shall support the development of a complete community comprised of several distinct neighbourhoods containing a range of housing options, commercial services, recreational opportunities, and institutional land uses. The Victoria Avenue corridor has become a busy activity centre that serves the commercial needs of area residents and the greater Regina region. Chuka Boulevard provides an attractive space for multi-modal forms of travel through the community. A vibrant hub at the centre provides higher residential densities, mixed- uses, and local and personal services to residents, creating a focal point for surrounding neighbourhoods.

Neighbourhood areas contain residential development of varying densities, complemented by an interconnected open space system that provides appealing public spaces and recreational opportunities for a variety of users. The linear stormwater facility creates an open space spine that connects residential areas and promotes pedestrian and cyclist activity. The Zone Park draws users from within the community and throughout the city, fostering sport and recreation and encouraging healthy and active lifestyles.

Industrial uses on the east side of the Bypass provide employment opportunities for area residents and foster the overall economic health of the southeast community and the city.

The southeast community will integrate with and complement existing neighbourhoods, corridors, and centres while providing new opportunities for employment, retail services, recreation, education, and housing.

3.2 Design Principles

In accordance with the approved priorities of the Design Regina OCP, the SENP has been planned as a complete community, incorporating residential development, employment lands, an Urban Centre, and a Transit Hub. Key design principles embodied in this Neighbourhood Plan include:

- **INTEGRATION WITH EXISTING USES -** the plan area will consist of neighbourhoods that consider and respect existing development. Boundary conditions will complement and integrate with existing neighbourhoods, urban corridors, transportation networks, and open space systems.

- **LAND USE DIVERSITY** - the Southeast lands will form a complete community by providing opportunities for recreation, cultural development, education, and employment. The plan area will accommodate a full range of residential and non-residential land uses.

- **HOUSING MIX** - a range of housing product and housing density will be offered within the NP area to support a diverse population and allow residents to remain in the community through various stages of their life. Achieving or exceeding the OCP residential density target, the anticipated housing will range from low to high density residential development and include single detached residential, attached housing forms, and apartment units.

- **EMPLOYMENT AND HUBS -** a variety of employment opportunities, lifestyle services, and commercial land uses will be integrated within the plan area to meet regional, community, and neighbourhood needs. Various employment opportunities and daily services will be offered in strategic locations within the plan area. Built forms will range from pedestrian-focused mixed-use development within the central Neighbourhood Hub to large-format retail uses within the Regional Retail Centre. Future Industrial lands will form a significant employment base within the plan area.

- **CONNECTIVITY** - the street network will integrate the SENP with existing neighbourhoods and the regional transportation system. Connectivity with existing city development is ensured through multiple access points from surrounding neighbourhoods and direct access points off of Victoria Ave and Arcola Ave. The well connected network of streets (grid-like) and the comprehensive system of sidewalks, multi-use pathways, regional pathways, and greenways will encourage pedestrian and cyclist circulation within the community. A transit corridor and transit hub will promote public transit use and allow residents to access key community amenities.

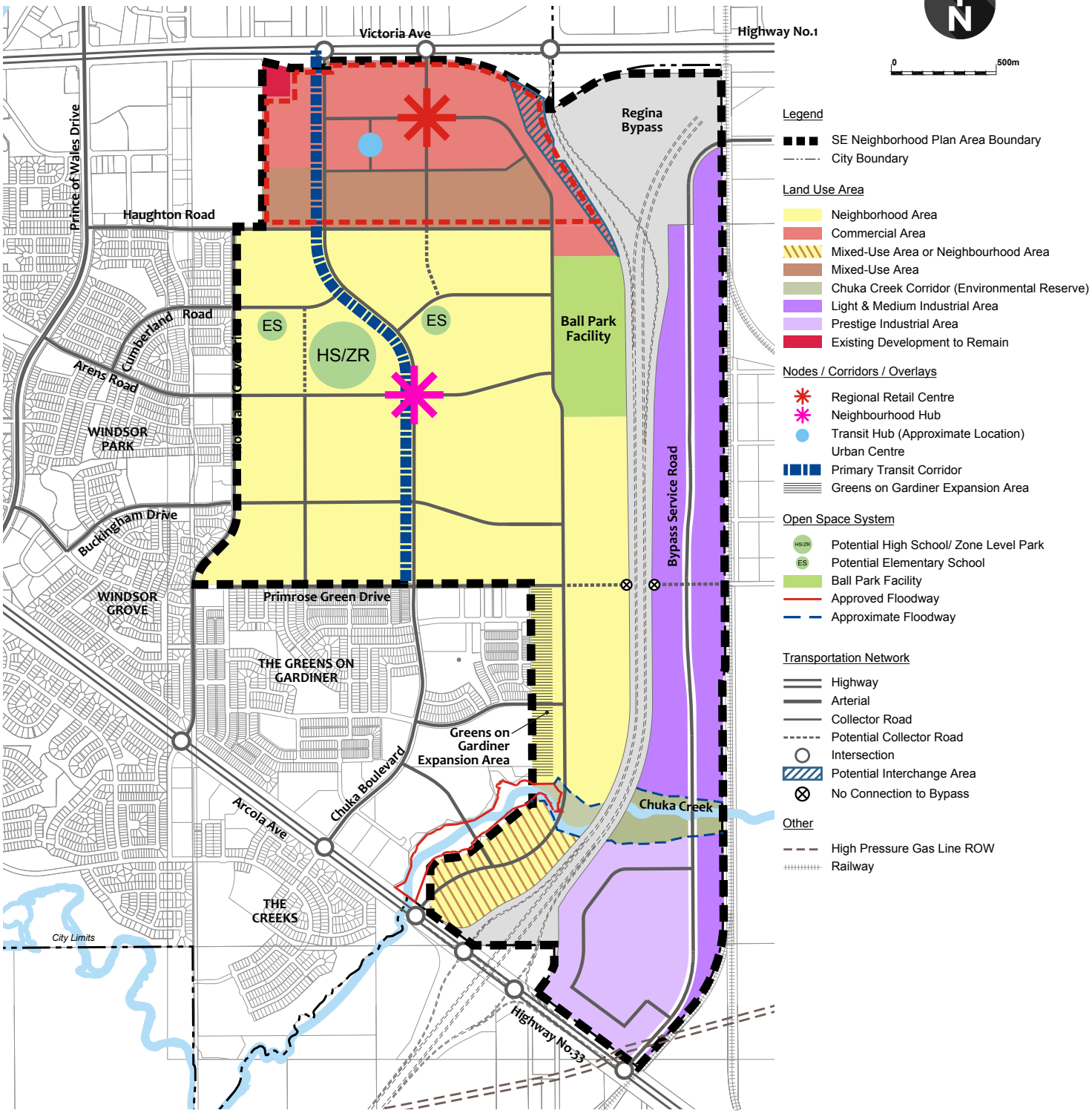
- **OPEN SPACE & RECREATION** - the SENP will offer a range of passive and active recreation opportunities and community gathering places through a comprehensive park and pathway system. An enhanced linear stormwater facility encompassing a pathway system will run north-south through the plan area and eventually connect with Chuka Creek and subsequently the Wascana Creek system. Neighbourhood parks will provide places to gather and socialize. A Zone Park will be a focal point for athletics, providing a variety of areas for both recreational and competitive activities.

- **SENSE OF PLACE** - the design of the SENP will invoke a sense of place within its neighbourhoods through the creation of Neighbourhood Hubs, areas of activity, defined focal points, and view corridors to the open space system. Forming a portion of the regional gateway on both the north and south boundaries, the NP area will maintain a high standard of built form and architectural design.

3.3 Land Use Concept

Figure 11: Land Use Concept provides an overview of the general location of the land use and transportation framework envisioned to support the development of a complete community within the NP area. **Table 1: Land Use Concept Overview** provides a description of key land use elements, nodes, corridors and overlays which relate to the SENP.

F11 | Land Use Concept



T1 | Land Use Concept Overview

Neighbourhood Area
A defined area within a community, containing a mix of residential uses of varying densities/ forms and compatible non-residential uses.

Commercial Area
Serves the retail, service and employment needs of area residents. Retail uses may include medium and large format uses. Other uses may include office, cultural, and recreational uses.

Mixed-Use Area
Mixed use areas may contain a mix of commercial, residential and employment uses mixed either vertically or horizontally. Other complementary uses may include office, cultural, and recreational uses.

Industrial Areas
Provide for prestige, light and medium industrial uses between the Regina Bypass and the CN/ CP Railway.

Chuka Creek Corridor
Includes the Chuka Creek floodway as Environmental Reserve and the flood fringe which will require special development considerations.

Existing Development to Remain
Regina Memorial Gardens and Cemetery will remain as currently developed.

Urban Centre
An area of focus for medium - high-density residential, retail and commercial uses, and transit-oriented development, that is easily accessible to a large segment of the population.

Regional Retail Centre
An area of medium to large format retail uses located within the Urban Centre and containing predominantly single story, stand alone structures which may be supported by smaller format junior anchors.

Neighbourhood Hub
A focal point for all neighbourhoods within the Neighbourhood Plan. Provides a pedestrian-oriented environment and a mix of uses including medium-high density residential, retail and service uses, and transit-oriented development.

School Sites
Areas identified for potential school sites, elementary and high school, combined with public recreation areas.

Ball Park Facility
The new location for the existing Ball Park that was impacted by the construction of the Regina Bypass at Arcola Avenue. The Ball Park will be a regional facility containing a number of baseball diamonds.

Greens on Gardiner Expansion Area
Expansion area of the approved Greens on Gardiner Concept Plan.

Transit Hub
A point in the transit network that is a transfer location between multiple transit routes.

Primary Transit Corridor
A route that is served by a higher level of transit operating at higher frequencies.

Regina Bypass
The right-of-way required for the Regina Bypass. Development setbacks will apply to lands adjacent to the Bypass.

Potential Interchange Area
An approximate area that may be required for a potential development of an interchange at Victoria Avenue and Anaquod Road (previously Tower Road) in order to connect to the future Northeast Bypass, north of Victoria Avenue.

3.4 Neighbourhood Plan Statistics

3.4.1 Land Use Statistics

Table 2: Neighbourhood Plan Land Use Statistics provides an overview of the land use statistics for the SENP. These statistics have been calculated based on the general land uses presented in **Figure 11: Land Use Concept** in order to provide clarity on anticipated land use yields and population projections.

T2 | Neighbourhood Plan Land Use Statistics

Land Use	Area (Hectares)	Area (Acres)	% of Plan Area
Neighbourhood Area	296.3	732.2	43.1%
Commercial Area	66.1	163.3	9.6%
Mixed-Use Area	53.9	133.1	7.8%
Prestige Industrial	59.3	146.7	8.6%
Light & Medium Industrial	74.6	184.4	10.8%
Existing Development to Remain	1.8	4.5	0.3%
Regina Bypass & Service Road	105.2	259.9	15.3%
Chuka Creek Corridor	8.0	19.7	1.2%
Ball Park Facility	22.6	55.8	3.3%
Total	**687.8**	**1699.6**	**100%**

Policies

3.4.1(a) The location and type of land uses, parks and open space and transportation network shall be in conformity with an approved concept plan which is in general compliance with this Neighbourhood Plan.

3.4.1(b) Notwithstanding Policy 3.4.1(a), minor variances to the generalized land use concept introduced at the time of a concept plan, rezoning and/or subdivision application shall not require an amendment to this Neighbourhood Plan.

3.4.2 Population & Jobs

Table 3: Population & Job Statistics calculates the minimum population requirements and anticipated job projections for the Neighbourhood Plan. The gross developable residential area was calculated by deducting the non-developable areas and the regional land uses identified in the plan. The minimum population requirement for the SENP was determined using the gross developable residential area and the City's OCP target of 50 persons per gross hectare[1]. Anticipated job projections were calculated based on assumed commercial and industrial net areas, floor area ratios, and corresponding employment assumptions.

T3 | Population & Job Statistics

	Hectares	Acres
Total Plan Area	**687.8**	**1699.6**
Less Regina Bypass & Service Road ROW Dedication	105.2	259.9
Less Ball Park Facility	22.6	55.8
Less Zone Park	15.0	37.0
Less Chuka Creek Floodway (Future Environmental Reserve)	4.7	11.5
Less Existing Funeral Home Lands (Development to Remain)	1.8	4.5
Gross Developable Area	**538.5**	**1330.9**
Regional Land Uses		
Less Regional Commercial Area	66.1	163.3
Less Industrial Areas	134.0	331.1
Gross Developable Residential Area	**338.4**	**836.5**

Gross Developable Residential Area (Ha)	City Population Intensity Targets	Minimum Population Requirements	Anticipated Job Projection[2]
338.4 ha	50 persons per gross hectare	16,920	6,000

[1] The initial Towns Concept Plan was approved prior to the adoption of Design Regina OCP. As such, the Towns is considered exempt from the minimum population intensity target set out in the OCP of 50 persons per gross residential hectare. Notwithstanding this exemption, the Towns Concept Plan area has been included in the overall population projection.

[2] Anticipated Job Projection is based on the following assumptions:

- **Gross-Net Ratio**: less 7% for Light/Medium Industrial, less 15% for Prestige Industrial, less 25% for commercial area
- **Floor Area Ratio:** 0.15 FAR for Industrial and 0.3 FAR for commercial
- **Employment Ratio**: 1 job per 100m² of Industrial area, 1 job per 50m² of commercial area

Employment Uses considered for Anticipated Jobs calculation include:

- *Commercial Area (66.1 hectares, 163.3 acres)*
- *20% of north Mixed-Use Area (7.0 hectares, 17.2 acres)*
- *40% of the south Mixed-Use Area (7.6 hectares, 18.8 acres)*
- *Neighbourhood Hub (4.5 hectares, 11.0 acres)*
- *Prestige Industrial (59.4 hectares, 146.7 acres)*
- *Light & Medium Industrial (74.6 hectares, 184.4 acres)*

4.0 Community & Neighbourhood Framework

4.1 Communities & Neighbourhoods

Purpose

The plan area will incorporate one Community and one Employment/Industrial Area. Neighbourhood boundaries within the community are delineated to help inform future concept planning in order to create a sense of identity and facilitate logical and cohesive development.

4.1.1 Communities

The term 'Community' is typically used to describe a geographic area of between 5,000 and 20,000 residents that is planned comprehensively and developed over time. The approximate size of each neighbourhood relating to the SENP is shown on **Figure 12: Community and Neighbourhood Boundaries.**

The SENP will consist of a complete community containing a range of housing, commercial, recreational, and institutional land uses. The SENP community will be comprised of a series of neighbourhoods which, through careful planning, contribute to the realization of a complete community.

Policies

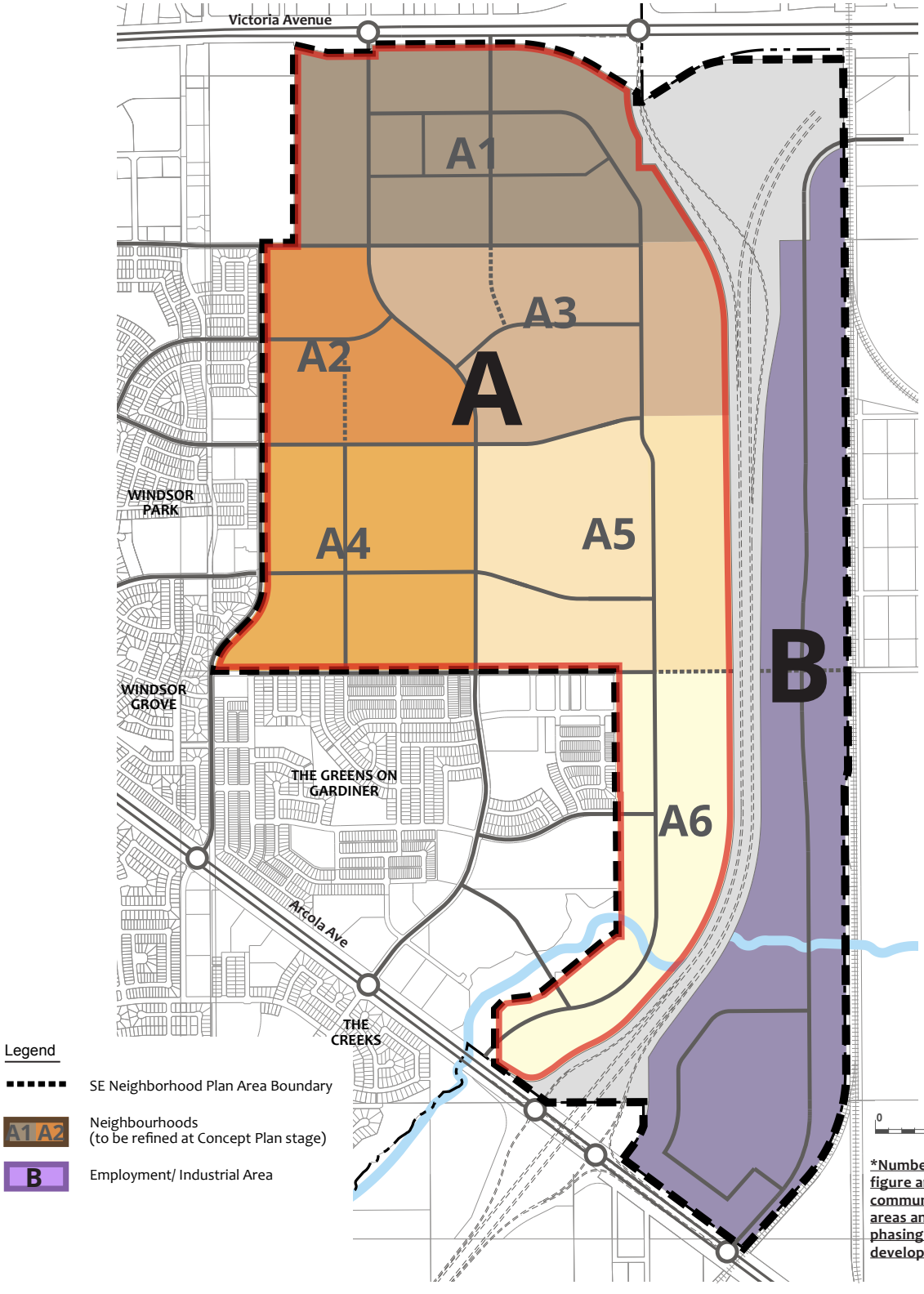
4.1.1(a) The Plan Area may consist of one (1) Community and one (1) Employment/Industrial Area, and six (6) Neighbourhoods, as generally shown on **Figure 12: Neighbourhood Boundaries.**

4.1.1(b) The SENP community should provide the following: a broad range of housing choices, commercial uses, school facilities, open space and parks, accessible transit, and distinctive and attractive neighbourhoods.

Complete neighbourhoods *are places where residents enjoy their choice of lifestyles, food, housing options, employment, services, retail and amenities, multi-modal transportation, and educational and recreational facilities and programs.*

- Design Regina OCP,
Guidelines for Complete Neighbourhoods

F12 | Community & Neighbourhood Boundaries



*Numbers and letters on this figure are used to identify community & neighbourhood areas and do not designate phasing or priority of lands for development purposes.

4.1.2 Employment/Industrial Area

The Employment/Industrial area includes the lands east of the bypass, identified for industrial development. No residential development will be provided in this significant area of employment, therefore no neighbourhood boundaries have been delineated. The employment/industrial area, while separate and distinct, shall generate local and regional employment opportunities and thus contribute to the development of a complete community within the SENP.

Policies

4.1.2(a) The Employment/Industrial Area shall not contain residential uses and school facilities, and therefore does not require the delineation of neighbourhood boundaries.

4.1.3 Neighbourhoods

The term 'Neighbourhood' is commonly used to describe a distinct part of a community, containing an area of approximately 160 acres comprising residential and compatible non residential uses and supported by one or more neighbourhood hubs. Based on this guiding principle, there are six (6) neighbourhoods delineated in SENP Community.

The neighbourhood boundaries are approximate and may be refined at the time of a concept plan. The composition, size, intensity, and architectural style may vary between neighbourhoods.

When delineating neighbourhood boundaries, the SENP considered the general size of Neighbourhood Areas, infrastructure considerations, and boundary conditions such as existing development, the regional transportation system, and the internal street network.

Policies

4.1.3(a) The exact boundaries of neighbourhoods illustrated on **Figure 12: Community & Neighbourhood Boundaries** may be refined at the time of concept plan without amendment to this plan being required.

4.1.3(b) Neighbourhoods should include a range of residential uses and intensity and may be designed around a centralized neighbourhood hub.

Land Use Areas

The Land Use Areas identified on **Figure 11: Land Use Concept** are intended to define the overall intent and general land use framework for the main areas within the NP. Additional detail in the form of Nodes, Corridors, and Overlays are applied to Land Use Areas to provide further detail and direction which shall support and guide the preparation of subsequent concept plans.

4.2 Neighbourhood Area

Purpose

The Neighbourhood Area allows for an appropriate mix of residential uses of varying densities and forms in a defined area. Neighbourhood Areas should be designed around a central neighbourhood hub, and should provide a distinct identity for its residents, created through the use of natural features, public parks, streetscape design, landmarks, and sightlines. Neighbourhood Areas should be pedestrian oriented, allow for diverse housing options, and create a sense of community.

Within the Neighbourhood Areas identified on **Figure 11: Land Use Concept,** a combination of low, medium, and high density residential development is envisioned. The majority of the medium and high density development is anticipated within the Urban Centre, along Chuka Boulevard, and in proximity to the Neighbourhood Hub. Medium and high density development may also be strategically located near open space amenities and major road networks. A range of housing types will be accommodated within the NP to provide housing choice to a diverse population and people at varying stages of life. Appropriate interface areas and gradients in density will be provided in order to ensure appropriate transitions and compatibility between various land uses and densities and in relation to existing development. Under the Design Regina OCP, new residential areas are required to achieve a minimum gross population density of 50 persons per gross hectare. Each residential concept plan area within the Southeast NP will reach or exceed this minimum population density. Based on City requirements and the general land use concept, the estimated minimum population target for the SENP is approximately 16,920.

Policies

Location of Neighbourhood Area

4.2(a) Neighbourhood Areas shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Neighbourhood Area

4.2(b) Neighbourhood Areas shall consist of predominantly residential uses with limited and compatible non-residential uses.

4.2(c) Each Neighbourhood should contain a focal point within walking distance of all neighbourhood residents; the focal point should include a public open space and may contain a combination of medium-high density residential, recreational and cultural uses, and/or institutional uses.

4.2(d) All concept plans within the Neighbourhood Area shall achieve a minimum of 50 persons per gross developable residential hectare.

4.2(e) Medium (net density 25-50 units/hectare), and High density (greater than 50 units/hectare) multi-dwelling residential development should be located throughout the Neighbourhood Areas in locations that support transit and mixed use development; primarily within the Urban Centre, in proximity to Chuka Boulevard, the Neighbourhood Hub and major roadways throughout the NP area.

4.2(f) Low density development (net density less than 25 units/hectare) may represent the predominant (over 50%) residential housing form in the Neighbourhood Areas, outside of the Urban Centre and Neighbourhood Hub.

4.2(g) Alternative forms of housing (such as secondary suites, live-work housing, laneway housing and mixed-use housing) should be encouraged and supported within neighbourhood areas in order to meet the needs of different lifestyles and to support the delivery of affordable housing.

4.2(h) The provision of rental, affordable and special needs housing should, where applicable, be in accordance with the City's Comprehensive Housing Strategy

4.2(i) The general categories of residential uses identified shall be refined through the land use districts applied at the time of a concept plan and land use rezoning application.

Design of Neighbourhood Area

4.2(j) Multi-dwelling residential development should have a strong street presence and should include appropriate transitions from higher density development to lower density development through the utilization of transitional land uses such as medium residential density uses or open space.

4.3 Commercial Area

Purpose

The Commercial Area will serve the commercial, service and employment needs of both local and regional residents. The Commercial Area is comprised of those lands in proximity to Victoria Avenue, extending and enhancing the existing Urban Corridor. The Commercial Area is intended to provide flexibility in commercial and other employment uses within the designated corridor lands.

The Regional Retail Centre definition provides direction on the intent of retail uses within the Commercial Area. Since the area will benefit from the high visibility, large traffic volumes and ease of access to Victoria Avenue and Chuka Boulevard, large format retail uses will be the predominant form of development. Large-format uses typically include single story, stand alone structures, usually located on a single site. Higher volumes of traffic are anticipated to visit large format retail, therefore, the retail centre has two access points off Victoria Avenue and is served by a street network of arterial and collector roadways. Large-format retail uses will be supported by smaller - medium format, junior anchor tenants in a comprehensively planned and developed site.

Other compatible uses which may be permitted in the Commercial Area may include office, residential, cultural and recreational uses.

Policies

Location of Commercial Area

4.3(a) The Commercial Area shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Commercial Area

4.3(b) The Commercial Area shall consist of predominantly large format retail uses and may consist of other compatible employment uses such as office or other commercial services.

4.3(c) Medium or high density residential uses may be permitted in the Commercial Area.

4.3(d) The general categories of commercial uses identified shall be refined through the land use districts applied to the Commercial area at the time of a concept plan and land use rezoning application.

4.3(e) Master Site Development Plans shall be required at the Development Permit stage which address the general location of building footprints, landscaping and lighting, parking, access, pedestrian connections, traffic signals and markings, and transit facilities, within the Commercial Area.

Size & Intensity of Commercial Area

4.3(f) The exact size of the Commercial Area will be determined at the concept plan stage.

4.4 Mixed-Use Area

Purpose

The two (2) Mixed-Use Areas comprise lands within the Urban Centre, directly south of the Commercial Area, and lands in proximity to Arcola Avenue and the Regina Bypass. The intent of the Mixed-Use Area is to provide flexibility to accommodate a combination of residential and commercial uses. Residential uses shall consist of predominantly medium and high density development.

Retail uses within the Mixed-Use Area adjacent to Arcola Avenue may include highway commercial development providing services to the travelling public as well as development catered to serve the needs of the surrounding neighbourhoods. Retail uses within the Mixed-Use Area of the Urban Centre may include retail and commercial services that complement the uses of the Commercial Area while providing an appropriate transition to residential uses.

Vertical and horizontal residential/retail mixed-use developments/sites are encouraged in both Mixed-Use Areas. Commercial and mixed-use development within the Mixed-Use Areas should consist of a high quality pedestrian environment.

Policies

Location of Mixed-Use Areas

4.4(a) The Mixed-Use Areas shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Mixed-Use Areas

4.4(b) The Mixed-Use Areas may contain:

- Commercial uses
- Medium and high density residential development
- Other compatible uses

4.4(c) Vertical mixed-use development of residential uses/commercial uses and opportunities for live-work residential units should be encouraged within the Mixed-Use Areas.

4.4(d) Residential and commercial development shall be appropriately integrated, providing compatible interfaces and transitions between the uses.

4.4(e) The composition and extent of any permitted uses within the Mixed-Use Areas shall be further delineated and established at the time of a concept plan and rezoning.

4.5 Light & Medium Industrial Area

Purpose

The purpose of the Light & Medium Industrial Area is to provide for a range of employment uses in the form of light and medium industrial uses. Industrial uses are generally high employment generators and inclusion of these services with the SENP area further enhances the concept of a complete community. The Light and Medium Industrial Area is strategically placed between the Regina Bypass and the CN/ CP Railway to minimize any potential impacts to residential uses. These boundary conditions restrict the feasibility of other land uses within the area and light industrial uses currently exist on the site. It is anticipated that the proximity to the existing CN/CP Railway shall also support industrial development in this area. Light and medium industrial uses could consist of storage, processing, packaging, distribution, service and repair activities, or other similar uses.

Policies

Location of Light & Medium Industrial Area

4.5(a) The Light and Medium Industrial Area shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Light & Medium Industrial Area

4.5(b) The Light and Medium Industrial Area should be comprised of light industrial, medium industrial, and industrial-supportive uses.

4.5(c) The general categories of industrial uses shall be refined through the land use districts applied to the Light and Medium Industrial Area at the time of a land use rezoning application.

4.5(d) The City may consider private water and wastewater servicing for the Light and Medium Industrial Area as per policies 7.1(e) and 7.3(i) of this plan.

4.6 Prestige Industrial Area

Purpose

The purpose of the Prestige Industrial Area is to accommodate the opportunity for a well-designed business/ industrial park in the SE quadrant of the city. The Prestige Industrial Area forms part of an important gateway into the city, borders Chuka Creek and is highly visible from two major corridors: the Regina Bypass and Highway 33/ Arcola Avenue. Because of its strategic location, the Prestige Industrial Area will consist of a thorough planning and site design process with the City of Regina at the concept plan stage.

Policies

Location of Prestige Industrial Area

4.6(a) The Prestige Industrial Area shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Prestige Industrial Area

4.6(b) The Prestige Industrial Area should be comprised of light industrial and business service, and other industrial-supportive uses, and shall be further defined through the land use districts applied to the Prestige Industrial area.

4.6(c) The general categories of industrial uses identified shall be refined through the land use districts applied to the Prestige Industrial Area at the time of a land use rezoning application.

Compatible Interface & Coordinated Design

4.6(d) Any development within an interface area should present a visually attractive image to the public by coordinating the elements of site design and building architecture in a suitable and appropriate manner, and should provide for a compatible and appropriate interface treatment.

4.6(e) Site and building design guidelines should be identified at the concept plan stage to the satisfaction of the City of Regina.

Mobility in Industrial Areas

4.6(f) The transportation network should be designed to provide connectivity for pedestrians, cyclists and drivers within the Industrial Area and from surrounding areas to destinations within the Industrial Area.

4.7 Greens on Gardiner Expansion Area

Purpose

The Greens on Gardiner Expansion Area is located between Anaquod Road and the western boundary of the plan area, adjacent to the existing Greens on Gardiner community. The expansion area will integrate with and take policy guidance from the approved Greens on Gardiner Concept Plan.

Policies

Location of Greens on Gardiner Expansion Area

4.7(a) The Greens on Gardiner Expansion Area shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Greens on Gardiner Expansion Area

4.7(b) The Greens on Gardiner Expansion Area shall be guided by the approved Greens on Gardiner Concept Plan and shall consist of predominantly residential land uses.

4.8 Chuka Creek Corridor

Purpose

Chuka Creek represents an important drainage element, environmental feature and potential future recreational resource within the NP area. As development proceeds, it will be necessary to protect Chuka Creek for its utility, environmental and recreation benefits, and to ensure that adjacent development is not negatively affected by its floodwaters.

At its discretion, the City may claim, through the subdivision process, lands within the Chuka Creek floodplain, and lands constituting native prairie habitat, as "environmental reserve". Through the applicable concept plan or rezoning process, further analysis of the Chuka Creek corridor will be required in order to determine heritage potential, including the potential for native prairie habitat. Furthermore, where mapping does not exist, the City may require that the floodway and flood fringe of Chuka Creek be delineated as a prerequisite for concept plan or rezoning approval. The City should review the potential for park designation and pathway development within, and adjacent to, the Chuka Creek corridor as part of any future concept plan or rezoning process.

Policies

4.8(a) The City, at its discretion, may claim, through the subdivision process, lands within the floodplain of Chuka Creek, or lands constituting native prairie habitat, as environmental reserve, as per the Planning & Development Act, 2007.

4.8(b) The City may require, as a prerequisite for concept plan or rezoning approval, affecting lands adjacent to Chuka Creek, that:

- The location of the floodway and flood fringe of Chuka Creek be delineated through mapping to the satisfaction of the City and the Province;
- The potential for native prairie habitat be assessed, in accordance with the requirements of the City and the Province;
- The potential for park designation and pathway development be assessed.

4.8(c) Direct pedestrian connections to the Chuka Creek environmental reserve area shall be considered during the concept plan stage.

Nodes, Corridors and Overlays

The Nodes, Corridors, and Overlays identified on **Figure 11: Land Use Concept,** are intended to provide additional detail and further direction for specific lands within the identified land use areas. Policies contained within the following sections provide a more comprehensive direction relative to the size, composition, and design of the nodes, corridors, and overlays as identified.

4.9 Urban Centre

Purpose

The purpose of the Urban Centre is to establish an area of focus for high-density, mixed-use, transit-oriented development that is easily accessible to a large segment of the population. The Urban Centre is situated at the intersection of major arterial roads, including Victoria Avenue and the future Chuka Boulevard. It will be an area of activity for the plan area and is a hub for both community and regional interaction. The Urban Centre is characterized by high residential densities, a Regional Retail Centre (including a variety of commercial and retail uses), and direct access to transit service via a Transit Hub. In order ensure an appropriate interface with low density neighbourhood areas to the south, low-medium residential densities may be situated on the southern boundary of the Urban Centre.

Policies

Location of Urban Centre

4.9(a) The Urban Centre shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Urban Centre

4.9(b) The Urban Centre should be comprehensively planned to integrate:

- Small, medium, and large format retail uses
- Medium to high density residential developments
- An amenity space
- A transit hub

4.9(c) The Urban Centre may also contain:

- Appropriate commercial services
- Office and other employment uses
- Cultural, recreational, and institutional uses
- Other compatible uses

4.9(d) Residential development within the Urban Centre shall be predominantly medium and high density development.

4.9(e) Low density residential development may occur along the south boundary of the Urban Centre to ensure a transiton to lower density residential uses to the south.

4.9(f) Vertical mixed-use development of residential uses/commercial uses and opportunities for live-work residential units should be encouraged within the Urban Centre.

4.9(g) Residential and commercial development shall be appropriately integrated within the Urban Centre, providing compatible interfaces and transitions between uses.

4.10 Neighbourhood Hub

Purpose

The Neighbourhood Hub is envisioned as the focal point for all neighbourhoods within the NP area, located at the prominent intersection of Chuka Boulevard and Arens Road. The Neighbourhood Hub provides local goods and services and should support and facilitate community interaction and identity. The Hub should accommodate the more intense uses along Chuka Boulevard, providing a focus for mixed-use, pedestrian and transit-oriented development that is easily accessible to a large segment of the community. Commercial and retail uses could include a community-scale grocery store, drugstore, and a combination of street front retail and services uses including restaurants, banks, dental offices, hair salons, and other food and personal services. Strategically placed medium and high density residential uses and vertical mixed-use buildings will strengthen the vibrancy and activity within the Neighbourhood Hub and provide a transition to surrounding low density residential uses. The High School/Zone Park is positioned adjacent to the Neighbourhood Hub in order to integrate the activities of the zone park and provide open space near the Hub.

Policies

Location of Neighbourhood Hub

4.10(a) The Neighbourhood Hub shall be generally located as shown on **Figure 11: Land Use Concept,** at the intersection of Chuka Boulevard and Arens Road.

Composition of Neighbourhood Hub

4.10(b) The Neighbourhood Hub should be comprehensively planned to include mixed land uses and integrate a combination of:

- Small and medium-sized retail uses, service uses, and other similar uses
- A community-scale grocery store
- High density residential development
- An amenity space such as an urban plaza
- Other compatible uses

4.10(c) Other uses within the Neighbourhood Hub may include cultural, recreational, and institutional uses.

4.10(d) The general categories of uses identified shall be refined through the land use districts applied at the concept plan and land use rezoning stage.

Site Design of Neighbourhood Hub

4.10(e) The road pattern and pedestrian/bicycle routes from the surrounding neighbourhoods should provide multiple and convenient connections to the Neighbourhood Hub.

4.10(f) A transit stop shall be located in close proximity to the Neighbourhood Hub.

4.10(g) Commercial and retail buildings should be oriented towards the street and have direct pedestrian connections from the public sidewalk to building entrances.

4.10(h) Buildings should have an articulated street-facing facade.

4.11 Chuka Boulevard

Purpose

Chuka Boulevard connects the SENP area to Victoria Avenue to the north and the Greens on Gardiner community to the south. Residential uses along Chuka Boulevard should consist of medium to high density development, supplemented by mixed-use development within the Neighbourhood Hub. The intensification of land uses and pedestrian-focused streetscapes are intended to support Chuka Boulevard as a transit corridor and an important link between the proposed neighbourhoods within the plan area.

Policies

Location

4.11(a) Chuka Boulevard shall be generally located as shown on **Figure 11: Land Use Concept**.

Land Uses adjacent to Chuka Boulevard

4.11(b) Residential development adjacent to Chuka Boulevard shall consists of a range of medium and high density residential units.

4.11(c) Mixed use residential/commercial development may be located adjacent to key nodes and intersections along Chuka Boulevard

4.11(d) Other uses considered in or near Chuka Boulevard may include cultural, recreational, and institutional uses, or other compatible uses.

Design of Chuka Boulevard

4.11(e) Chuka Boulevard shall be pedestrian-oriented with a well-designed public realm and buildings oriented towards the street.

Mobility along Chuka Boulevard

4.11(f) Chuka Boulevard may contain the primary transit network, linking surrounding neighbourhoods to city wide amenities and employment areas.

4.11(g) The street type of Chuka Boulevard shall be an arterial, which accommodates the safe movement of pedestrians, cyclists, transit vehicles, and private vehicles.

4.12 Potential Interchange Area

Purpose

The Province has indicated the need to protect for a future potential interchange at Anaquod Road and Victoria Avenue with the intent of connecting to the future Northeast Bypass, north of Victoria Avenue. The bypass and interchange would be grade separated and would require a portion of the plan area to accommodate additional lanes, ramps, and setbacks. The Potential Interchange Area identified on **Figure 11: Land Use Concept** is an approximate area based on preliminary information received from the Province and City of Regina. The exact area required for the interchange will be determined at the time of the northeast bypass functional design study, commissioned by the Province.

Policies

Location of Potential Interchange Area

4.12(a) The Potential Interchange Area may be located approximately as shown on **Figure 11: Land Use Concept**

Composition of Potential Interchange Area

4.12(b) The Potential Interchange Area shall remain undeveloped until such time as:

- The area is developed to accommodate transportation infrastructure, or
- The City of Regina determines that some or all of the area is not required for transportation infrastructure.

4.12(c) In order to temporarily limit development within the Potential Interchange Area, an appropriate zoning designation (e.g. Urban Holding Zone or Holding Overlay Zone + applicable commercial zone) shall apply to this area until the area transitions to highway infrastructure, or until it is determined, at the City's discretion, that the area is not required for highway infrastructure.

4.12(d) Should the area identified for the Potential Interchange Area not be required, the land may be developed as per the underlying land use area identified on **Figure 11: Land Use Concept** without an amendment to this plan being required.

4.13 Gateway Areas

Purpose

Gateway Areas are lands which landmark the entry to the City of Regina and serve as key entrance points to the SENP area. Appropriately planned and designed gateways should become the primary markers of passage and arrival for local, regional, and international residents to Regina. The gateway areas along Victoria Avenue and Arcola Avenue can offer an opportunity to highlight the transition into Regina and contribute to the city's identity and sense of place. Gateway areas could be accentuated through public art features, lighting features, architectural features on buildings or structures, landscape treatment, or any combination of these features. The effective treatment of gateway areas remains a shared responsibility between private and public realm development. Gateway areas within or adjacent to the SENP can be classified into two types of scales:

- **Primary Gateway**: These areas are intended to denote and define the entry experience into the City. These gateways should be designed to cater to higher speed travellers as they enter Regina and can provide the cue for reduction in travellers speed and formally landmark the entrance to the city. In relation to the SENP, primary gateways have been identified at the intersection of the Regina Bypass with Victoria Ave and the Bypass intersection at Arcola Ave. At these locations, the significant transportation infrastructure under development provides the background for any gateway intervention and as such, any proposed gateway treatment should be proportionate in scale to surrounding features.

- **Secondary Gateway:** These areas include critical entry points to large industrial, commercial, or residential areas and should be identifiable to both the vehicle and pedestrian. The secondary gateways within the SENP are located at the entrances to the Prestige Industrial area on Arcola Ave and at the two entrances to the Commercial Area along Victoria Ave. At these critical entrance points, prominent corners with landmark architecture and medium-scale features incorporated at the street level could symbolically provide a sense of arrival to these areas. Travellers perceive more details at this scale than at the regional scale, therefore more texture, colours, and specific branding can be included.

Policies

Location of Gateway Areas

4.13(a) Gateway Areas shall be generally located as shown on **Figure 13: Gateway and Interface Areas**.

4.13(b) Section 4.13 policies herein shall apply to both sides of Victoria Avenue, notwithstanding any other Secondary Plan.

Design of Primary Gateway Areas

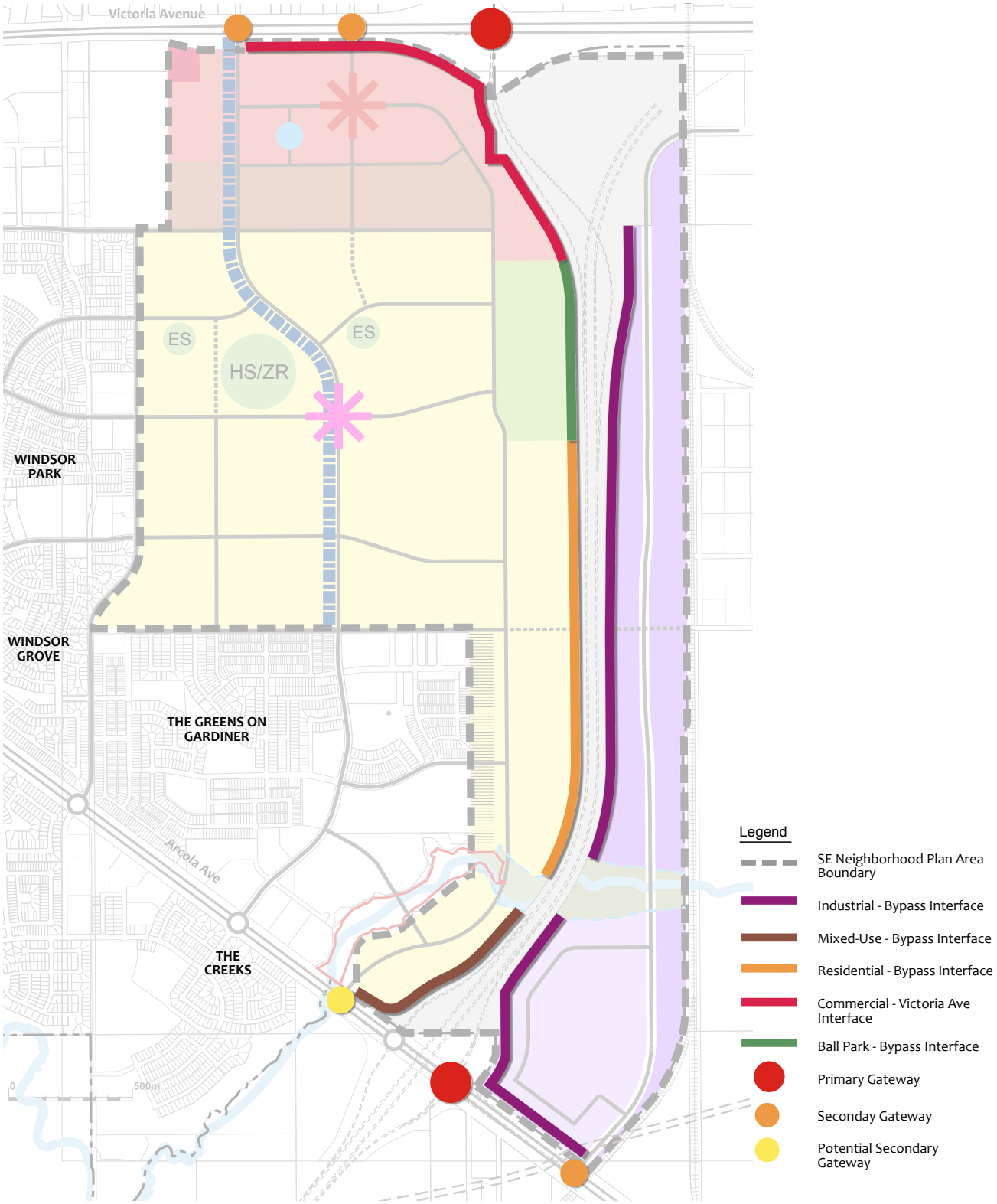
4.13(c) The City should clearly define Primary Gateway Areas through a combination of signage, architectural features, lighting, and landscaping to reinforce Regina as the capital city.

Design of Secondary Gateway Areas

4.13(d) Affected developers should emphasize Secondary Gateway Areas through a combination of signage/branding, landmark architecture, and landscaping.

4.13(e) Gateway Areas should be supplemented by a high quality built environment as defined through the City of Regina zoning bylaw and supported by master site development plans, architecture controls and design guidelines submitted in support of zoning, subdivision or development permit applications as may be required by the City of Regina.

F13 | Gateway and Interface Areas



4.14 Interface Areas

Purpose

Interface Areas within the SENP are lands that are highly visible to the travelling public from key transportation corridors. The interface areas within the SENP are highlighted in **Figure 13: Gateway and Interface Areas** and include residential and industrial lands adjacent to the Regina Bypass, commercial lands adjacent to Victoria Ave, and industrial and mixed-use lands alongside Arcola Ave.

The quality of the interface between highly visible lands uses and the public is important due to a combination of visual appeal, noise mitigation, safety, and sense of place considerations. Interface design should respond to adjacent transportation modes and speed, whereby less detailed treatment is required when adjacent speeds are over 60 km/h and more detailed treatment is required when travelling speeds are under 60 km/h. Interface treatments within the SENP should be customized to reflect each unique interface and should include a combination of natural landscaping elements, fencing, sound attenuation or decorative walls, and variation in built form.

Design elements and landscape treatments for each interface should be determined based on achieving the objectives of the specific interface to the satisfaction of the City. Interface design objectives could include one or more of the following:

• Visual Screening • Visual Enhancement • Noise Mitigation • Resident Safety • Property Security

Policies

Location of Interface Areas

4.14(a) Interface Areas shall be generally located as shown on **Figure 13: Gateway and Interface Areas**.

4.14(b) Section 4.14 policies herein shall apply to both sides of Victoria Avenue, notwithstanding any other Secondary Plan.

Composition of Interface Areas

4.14(c) Interface Areas should respond to the characteristics of each unique interface and required design objective and should consist of a treatment that includes a combination of natural landscaping elements and/or high quality fencing, sound attenuation, decorative walls, or security provisions.

4.14(d) The treatment of interface areas should be generally defined through concept plan submissions and finalized as part of the subdivision process via the preparation of detailed construction drawings.

4.14(e) Interface Areas should be supplemented with private realm development that consists of a high quality built environment as defined through the City of Regina zoning bylaw and supported by master site development plans, architecture controls and design guidelines submitted in support of zoning, subdivision or development permit applications as may be required by the City of Regina.

4.14(f) A landscaped buffer should be established along, and abutting, all portions of the Regina Bypass that abuts a proposed residential subdivision in accordance with:

- The City's Subdivision Bylaw (Bylaw No. 7748, or as amended), or
- A solution, satisfactory to the City, which results in the establishment of an interface that includes tree and shrub plantings sufficient to provide a visual screen between the Regina Bypass and adjacent properties.

5.0 Community Amenities

5.1 School Sites

Purpose

School Sites provide for the development of public and separate schools in combination with sports fields, community uses, and public recreational areas. The institutional needs have been assessed for the Southeast lands, in consultation with the appropriate agencies, and provided for accordingly in the Plan.

School sites within the plan area have been located within or adjacent to hubs of activity, are focal points within a neighbourhood, and incorporate strong connections to the parks and open space system.

The SENP accommodates one elementary school site and one high school site, intended to accommodate school requirements and associated open space areas.

The elementary school site may provide for the development of a joint public and separate elementary school in combination with playfields and recreational areas. The school site is positioned within the plan area to serve the educational needs of residents while considering the catchment areas of existing and proposed schools in surrounding communities.

One additional potential elementary school site has been identified within the plan area to accommodate a second elementary school site if the requirement is demonstrated by the appropriate school agency. If an additional school site is not deemed necessary, the open space may be developed into residential land uses.

The High School site is described in Section 5.2 of this Plan.

Policies

Location of School Sites

5.1(a) School sites should be located, as generally shown on **Figure 14: Southeast Regina Community Amenities**, however, through the concept plan process, the City shall work with the school authorities to determine the need for, specific location of, and size of the school sites.

Composition of School Sites

5.1(b) The predominant use of land within a school site shall be for educational and recreational uses including, but not limited to, public and separate schools, sports fields, parks and playgrounds.

5.1(c) Stormwater management requirements may be integrated into open space components of a school site in a manner that is compatible with the intended primary function of the open space.

Design of School Sites

5.1(d) The exact size and design of the elementary school site(s) shall be determined at the concept plan stage.

5.1(e) The acquisition of land for school sites shall be considered through the subdivision process, and through negotiation with the school authorities and/or the Province.

5.1(f) The concept plan that applies to a proposed school site shall include a street and park configuration that will allow the school site to transition to an appropriate residential area, should the school not be required.

5.1(g) Notwithstanding any other policy of this Neighbourhood Plan, should the City and the school authority determine that a potential school site is not required, the concept plan may allow for those portions of the potential school site, identified for building and development purposes, to be developed into residential land uses without an amendment to this plan being required.

5.2 High School Site

Purpose

A High School Site has been identified as a regional educational need for students in the plan area and the surrounding communities in east Regina. The location of the High School Site is conceptually shown on **Figure 14: Southeast Regina Community Amenities**, and is situated to be compatible and complementary to surrounding land uses, including proximity to Chuka Boulevard and the Neighbourhood Hub. The High School Site is proposed to integrate with a municipal Zone Park, as described in **Section 5.3** of this plan. The intent of the integrated site is to support efficient land utilization and to share the use of associated open space and amenities for both municipal and school purposes.

The location and size of the High School Site shown is conceptual. The provincial government and both school authorities have indicated a preliminary land requirement of approximately 6 hectares (14.8 acres) for the High School building and corresponding playfields/open space. It is anticipated that the corresponding playfields/open space requirements could be integrated as part of the municipal Zone Park. The exact location, size, configuration, and programming of the High School and Zone Park will be determined through the concept plan/land use rezoning process.

Policies

Location of High School Site

5.2(a) The High School Site should be located generally as shown on **Figure 14: Southeast Regina Community Amenities**.

5.2(b) The High School Site should be located on a transit route in close proximity to bus stops.

Composition of High School Site

5.2(c) The exact size of the High School Site shall be determined at the concept plan stage.

5.2(d) The acquisition of land for the High School Site shall be considered through the subdivision process, and through negotiation with the school authorities and/or the Province.

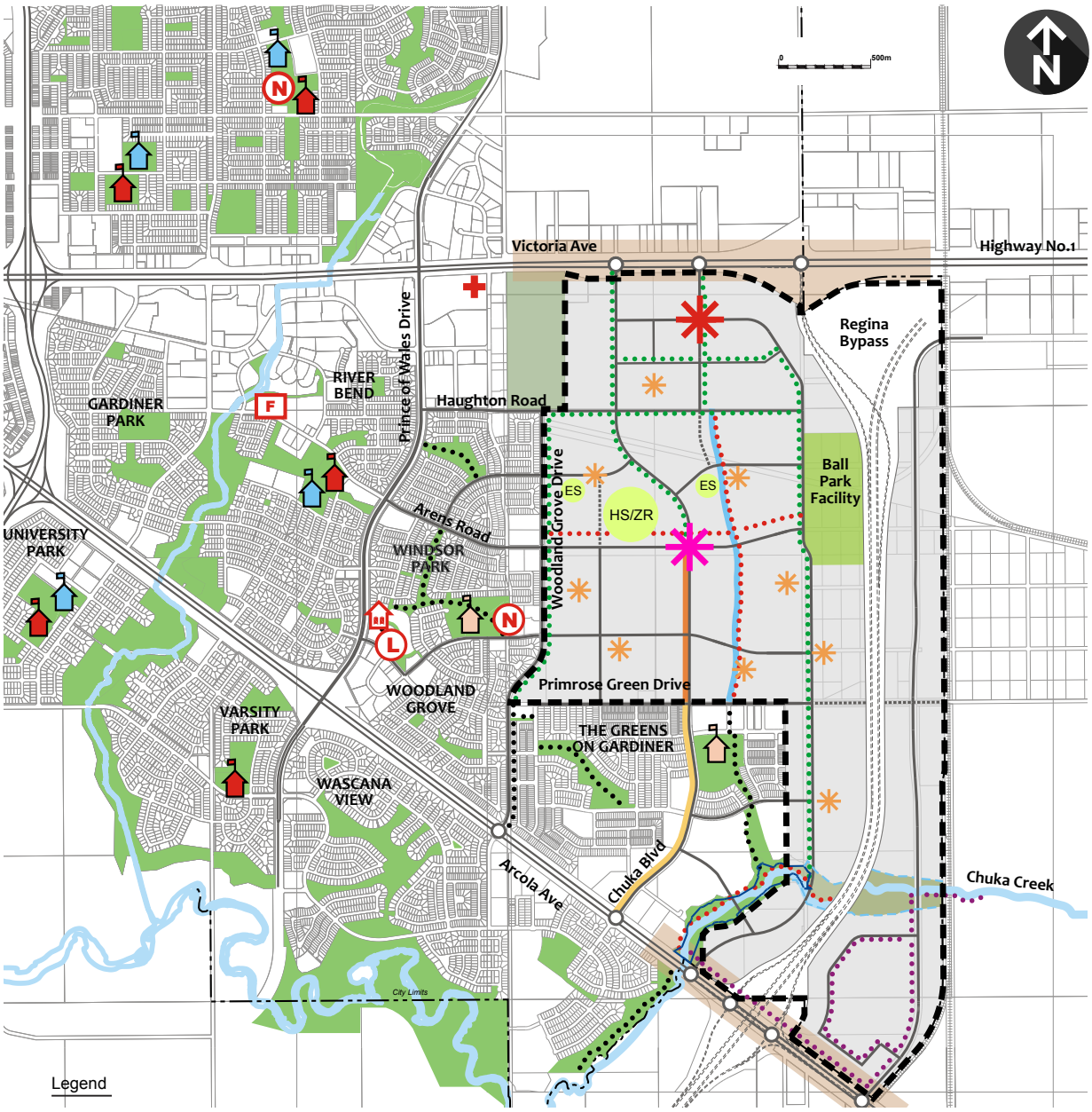
Design of High School Site

5.2(e) The High School Site should provide a compatible interface with adjacent development and have visually appealing site design and landscaping.

5.2(f) The High School Site should be well integrated with other land uses and provide direct pedestrian linkages to transit stops and the Neighbourhood Hub.

5.2(g) The High School Site should not abut an arterial roadway.

F14| Southeast Regina Community Amenities



5.3 Zone Park

Purpose

A Zone Park is a community regional park which incorporates passive and active recreation activities and includes facilities to serve the zone and/or city wide level. Typically, Zone Parks contain higher quality facilities used for skilled organized sports. The Zone Park for the plan area is proposed to be connected to and/or integrated with the anticipated high school site and located near the Neighbourhood Hub. The Zone Park may include the following active recreation opportunities: multi-purpose athletic fields (soccer and football), baseball diamond, outdoor boarded rink with surfaced areas (for basketball, in-line skating, etc), skating rink, skateboard park, and accessible playground. The future delineation of the Zone Park shall be undertaken at the time of concept plan preparation in consultation with the City of Regina and local school authorities.

Policies

Location of Zone Park

5.3(a) The Zone Park should be located generally as shown on **Figure 11: Land Use Concept**, and planned in combination with the proposed High School Site.

Zone Park Acquisition

5.3(b) The Zone Park site may range in size from 12 hectares (30 acres) to 15 hectares (37 acres) and is subject to negotiations with the City of Regina.

5.3(c) The dedication of Municipal Reserve to accommodate Zone Park requirements shall be subject to negotiations with the City of Regina.

5.3(d) The City of Regina may defer Municipal Reserve requirements from other lands within the plan area at the time of subdivision in order to support land acquisition requirements necessary for the Zone Park.

5.3(e) Municipal reserve dedication requirements, deferral and/or land acquisition necessary to support the land assembly for the Zone Park shall be in accordance with the Planning & Development Act 2007.

Composition & Design of Zone Park

5.3(f) The composition, extent, and site design of any permitted uses within the Zone Park shall be further delineated and established at the time of a concept plan and/or servicing agreement.

5.4 Neighbourhood Parks

Purpose

The open space system for the SENP lands has been designed to provide opportunities for outdoor passive and active recreation and areas for social interaction. Neighbourhood Parks can include playfields, playgrounds, pathways, plazas, or other areas for gathering and recreating. Neighbourhood Parks within the plan area may also support the stormwater management requirements for the plan area, designed to functionally capture and control storm water, while being compatible with the primary function of the park.

The location of the Neighbourhood Parks within the SENP ensures the coordinated distribution of green space throughout the community and promotes park spaces that are linked in a comprehensive manner. Neighbourhood Parks adjacent to the drainage channel/green corridor create a cohesive network of continuous open space that provides residents with direct public access to green spaces. Neighbourhood Parks can also form the focal point of a neighbourhood, providing an attractive and safe area for residents to gather and socialize within walking distance of their homes.

Policies

Location of Neighbourhood Parks

5.4(a) Neighbourhood Parks should be located generally as shown on **Figure 14: Southeast Regina Community Amenities;** however, alternate locations may be considered through the concept plan review process.

5.4(b) Neighbourhood Parks should be centralized within a neighbourhood and may provide the focal point of a Neighbourhood.

Composition & Design of Neighbourhood Parks

5.4(c) The composition, configuration, and programming of Neighbourhood Parks within the NP shall be confirmed at the concept plan, rezoning and subdivision stage to the satisfaction of the Approving Authority.

5.4(d) Where parks are intended to accommodate stormwater, a design solution and drainage study shall be submitted by the developer, as a prerequisite to subdivision, demonstrating to the City's satisfaction how stormwater can be accommodated without detracting from the viability of the park as an active recreation space.

5.5 Linear Stormwater Detention Facility

Purpose

The Linear Stormwater Detention Facility runs north-south through the centre of the plan area, creating an open space system that supports storm water detention, storm water conveyance, and passive and active recreational opportunities. The stormwater drainage channel runs through the SENP area, conveying stormwater south into the Greens on Gardiner storm trunk. The drainage channel will be enhanced to create attractive open space within a continuous pathway system.

In combination with the neighbourhood parks/stormwater detention areas, the Linear Stormwater Detention Facility will create a comprehensive open space system that encourages healthy and sustainable modes of transportation through the plan area. The proposed pathway integrated with the Linear Stormwater Detention Facility will tie into the pedestrian linkage system in the Greens on Gardiner development and eventually to the Wascana Creek regional pathway system.

Policies

Location of Linear Stormwater Detention Facility

5.5(a) The Linear Stormwater Detention Facility should be located generally as shown on **Figure 14: Southeast Regina Community Amenities**, running north-south through the plan area.

Composition & Design of Linear Stormwater Detention Facility

5.5(b) Identified pathways and open space adjacent to the Linear Stormwater Detention Facility shall be constructed by the affected developer to City standards.

5.5(c) The size, composition, and configuration of the drainage channel and surrounding green space shall be determined at the concept plan, rezoning and subdivision stage to the satisfaction of the Approving Authority.

5.5(d) The area required for the Linear Stormwater Detention Facility, including the stormwater drainage channel and pedestrian pathways, shall be dedicated as Municipal Utility Parcel.

5.6 Ball Park Facility

Purpose

The existing Pacers Ball Park is located directly north of Arcola Avenue and southeast of Chuka Creek (reference Figure 7). A significant portion of the existing Ball Park facility will be impacted by the travel lanes and interchange requirements of the southeast bypass, therefore, a new location for the Ball Park is required. The Ball Park will be relocated within the SENP, situated east of Anaquod Road and west of the bypass, as illustrated in **Figure 11: Land Use Concept**.

Policies

Location & Composition of Ball Park Facility

5.6(a) The Ball Park Facility shall be located as shown on **Figure 11: Land Use Concept.**

5.6(b) Integration between the Ball Park Facility and adjacent development shall be established at the concept plan stage.

5.7 Emergency Response Station

Purpose

An Emergency Response Station may be required to service the Southeast Plan Area and adjacent communities. The location of a future station will be evaluated by the City of Regina as part of the review of future concept plan submissions. If required, the future Emergency Response station should be situated to provide efficient response times to all plan area residents.

Policies

Location of Emergency Response Station

5.7(a) If deemed necessary by the City of Regina, an Emergency Response Station may be located within the SENP area.

5.7(b) The location of the potential Emergency Response station may be determined at the concept plan stage.

5.7(c) The City, at its discretion, may require the submission of an emergency response plan for the Industrial lands, as part of the concept plan or rezoning process.

5.8 Municipal Reserve Requirements

Purpose

Municipal Reserve (MR) requirements for the plan area are outlined in **Table 4: Municipal Reserve Requirements.** Provincial legislation requires 10% MR dedication for residential areas and 5% MR dedication for non-residential areas. City requirements for a Zone Park coupled with an evolving policy position relative to school site dedication as Municipal Reserve may have impacts on the MR distribution and utilization within the SENP area. As such, while the SENP provides broad direction relative to MR, it is anticipated that MR requirements and distribution will be determined through the concept plan and subdivision process.

Areas within the SENP that are considered undevelopable and not subject to Municipal Reserve credit include the Regina Bypass and Service Road Right-of-Way, the Environmental Reserve area along Chuka Creek, the existing Funeral Home, and the new location of the Ball Park Facility.

The SENP area requires a total MR dedication of approximately 45.1 hectares (111.6 acres).

T4 | Municipal Reserve Requirements

	Hectares	Acres
Total Plan Area	**687.8**	**1699.6**
Less Regina Bypass & Service Road Right of Way Dedication	105.2	259.9
Less Environmental Reserve (Chuka Creek Floodway)	4.7	11.5
Less Existing Funeral Home	1.8	4.5
Less Ball Park Facility	22.6	55.8
Total area deducted from MR calculation	**134.3**	**331.7**
Gross Developable Area (for municipal reserve calculation purposes)	553.5	1367.9
Gross Residential Area of GDA*	349.0	862.5
MR Owing (10% Gross Residential Area)	34.9	86.3
Gross Non-Residential Area of GDA*	204.5	505.4
MR Owing (5% Gross Non-Residential Area)	10.2	25.3
Total Municipal Reserve Requirement (Residential & Non-Residential)	**45.1**	**111.6**

***Assumptions:**

Gross Residential Area for MR purposes = (Gross Developable Area less All Proposed Commercial & Industrial Land Uses)

Commercial/Industrial Land Uses include:

- For MR calculation purposes, the Mixed-Use Areas have been assumed as predominantly residential uses (53.9 hectares, 133.1 acres).
- The Neighbourhood Hub will contain approximately 4.5 hectares (11.0 acres) of commercial uses.
- The Commercial Area includes 66.1 hectares (163.3 acres) of commercial uses.
- The Industrial Areas comprises 134.0 hectares (331.1 acres)

Policies

Open Space Requirements - Composition

5.8(a) The open space system for the Southeast Regina Neighbourhood Plan shall consist of a combination of municipal reserve, municipal utility parcel(s), and environmental reserve, and may include municipal buffer.

5.8(b) Recreation program planning for the Open Space areas shall take place at the concept plan, zoning, and/or subdivision stage.

5.8(c) The total municipal reserve (MR) dedication outlined in **Table 4: Municipal Reserve Requirements** is illustrative and non-binding; the actual MR dedication will be determined at the concept plan and subdivision stages.

Open Space Requirements - Dedication of MR

5.8(d) A minimum of 10% for residential areas and 5% for non-residential areas within the plan area shall be devoted to municipal reserve; however, the City shall first deduct, from the area, land use elements that qualify, in accordance with the *Planning and Development Act, 2007*, for municipal reserve exemption.

5.8(e) Municipal Reserve may be provided as land dedication or cash-in-lieu at the discretion of the City of Regina.

6.0 Mobility

6.1 Pedestrian and Bicycle Circulation

Purpose

Pathways in the plan area are identified as on-street or off-street pathways, as illustrated on **Figure 15: Pathways & Corridors**. Pathways are typically shared by all active transportation modes (pedestrian and/or cyclist, etc). The on-street pathway system is integrated within the road right-of-way area and follows the major street network, connecting residential and open space areas.

The off-street pathway identified on **Figure 15** is located adjacent to the Linear Stormwater Detention Facility and integrated with the parks and open space system. The off street pathway will provide a continuous north-south connection through the plan area, connecting to the pathways within the Greens on Gardiner community and eventually to the larger Wascana Creek regional pathway system via Chuka Creek. This will create an attractive environment for pedestrians and cyclists and will support healthy modes of transportation throughout southeast Regina.

An on-street bike lane is identified on Chuka Boulevard from Primrose Green Drive to Arens Road. This will provide an extension of the existing bike lane located in the Greens on Gardiner community. The bike lane will then transition to a pathway system along Chuka Boulevard from Arens Road to Victoria Avenue.

A concept plan for lands north of Arens Road and south of Haughton Road will review the potential for an east-west pathway that links key plan amenities, including the Zone Park, Neighbourhood hub, Linear Stormwater Detention Facility and Ball Park Facility.

Policies

Pathway System

6.1(a) A pathway system should be established generally in conformance with **Figure 15: Pathways & Corridors**

6.1(b) A concept plan for lands directly north of Arens road should include an east-west pathway that links key plan amenities such as the Zone Park, Neighbourhood hub, and Ball Park Facility.

6.1(c) Chuka Boulevard, from Arens Road to Victoria Avenue, shall include a multi-use pathway within the road right-of-way.

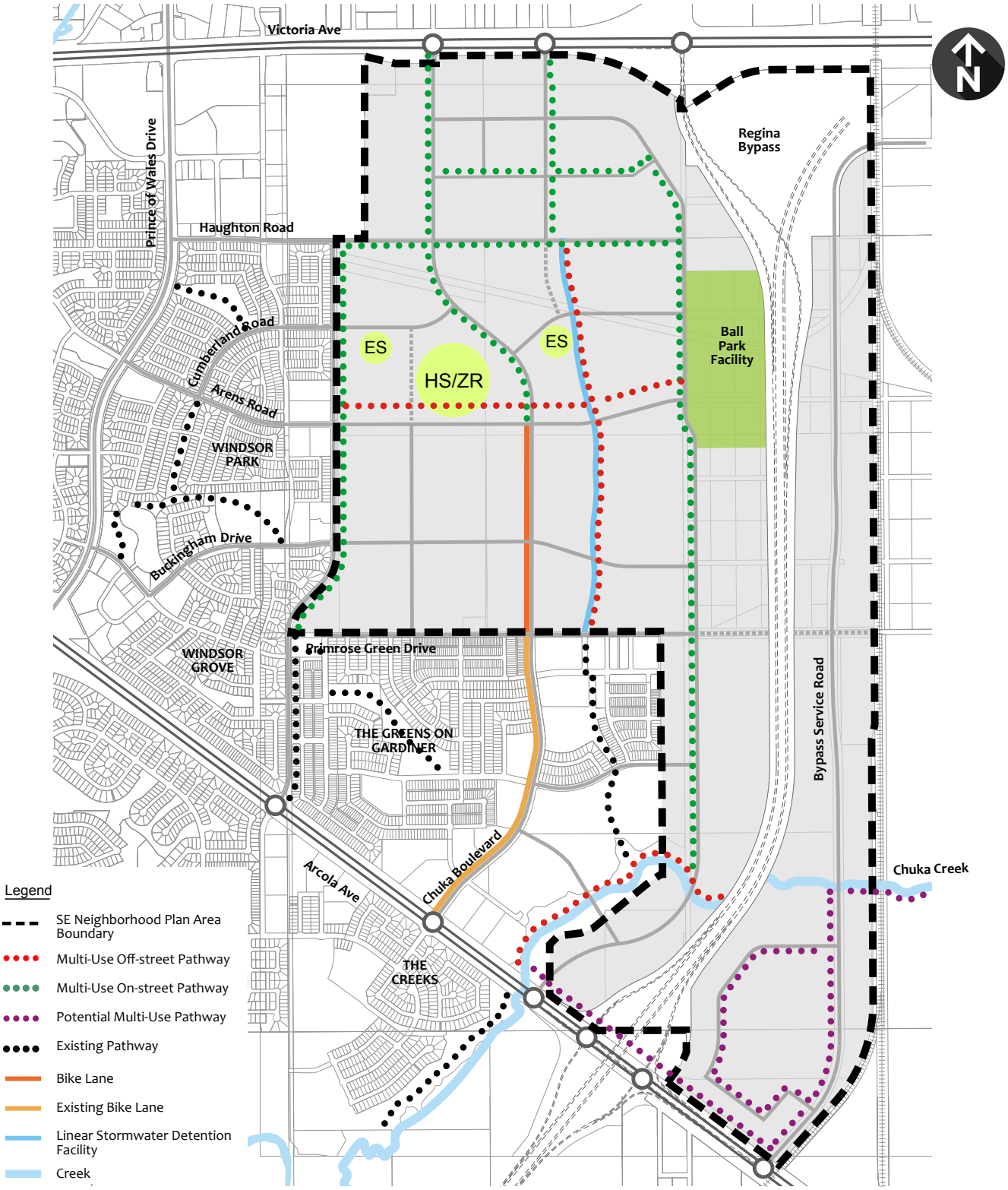
6.1(d) Pathways and pedestrian infrastructure shall be illustrated in a concept plan for each area of development, and shall provide links to the overall SENP pathway system identified in **Figure 15: Pathways & Corridors.**

Pathway Design

6.1(d) Identified pathways can be on-street or off-street and shall be constructed by the developer to City standards.

6.1(e) As shown on **Figure 15: Pathways & Corridors,** the identified on-street pathways shall be designed and implemented as part of the road network to increase alternative modes of transportation.

F15| Pathways & Corridors



6.2 Transit Network

Purpose

The Plan Area will be served by a transit corridor and bus route(s). The modified grid network supports efficient transit service within the Neighbourhood Plan Area by allowing for direct routes and connecting loops with minimal turns. Main transit routes will be integrated with the community of Arcola East and may be accommodated on all collector and arterial roads within the plan area. As illustrated in **Figure 16: Potential Transit Roads.**

The Transit Corridor along Chuka Boulevard is a potential primary transit corridor that will be served by a higher level and higher frequency of transit. The Transit Hub located within the Urban Centre is intended to provide for pedestrian and bicycle connections and is a transfer between multiple transit routes.

Policies

Transit Network

6.2(a) Roads identified on **Figure 16: Potential Transit Roads** shall be constructed to support potential future transit routing; however, the City may allow other route options without an amendment to this Plan.

6.2(b) The layout of the collector streets shall accommodate effective transit routing.

6.2(c) The layout of local streets shall be detailed at the time of concept plan submission and should provide for multiple transit routing options throughout the Neighbourhood Plan Area.

Transit Stops

6.2(d) Transit bus routing and road alignments should ensure that 90% of dwelling units are located within a 400m walking distance from a transit stop

6.2(e) Transit stops should be located to serve multi-dwelling residential areas and activity centres (such as nodes) and achieve walking distance requirements as set out by the City of Regina.

6.2(f) Transit stops should be capable of accommodating suitable amenities such as benches, shelters, and bicycle racks.

6.2(g) The final location and design of transit stops shall accompany detailed plans and specifications which follow concept plan and rezoning approval.

Transit Hub

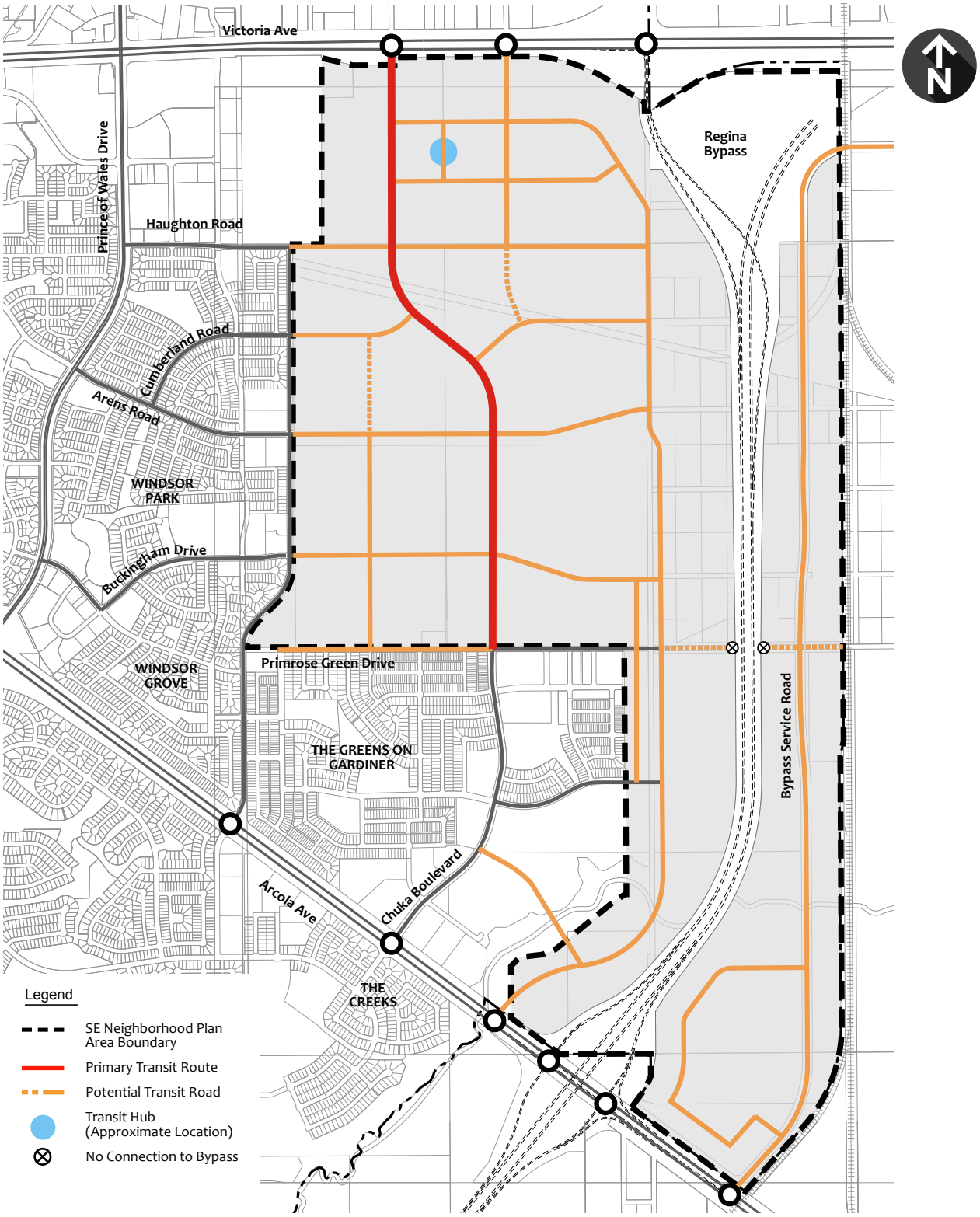
6.2(h) A transit hub facility is required within the SENP area in accordance with the following requirements:

i) The precise location of the transit hub shall be identified through the subdivision and development process, but shall be located within the Urban Centre;

ii) The transit hub should include the following elements: an area sufficient to accommodate at least three buses concurrently; a heated and enclosed shelter; a passenger drop off area; benches and waste receptacles; landscaping, lighting, and bicycle facilities;

iii) The transit hub may be included within the legal road right of way or acquired by the City at the time of subdivision.

F16 | Potential Transit Roads



6.3 Internal Road Network

Purpose

The proposed road network for the plan area is shown on **Figure 17: Road Network.** The general street classifications within the NP are the following:

- **Arterial:** Chuka Boulevard, Arens Road (west of Chuka Boulevard), and Zinkhan Street (to be renamed).
- **Collector:** Haughton Road, Cumberland Road, Arens Road (east of Chuka Boulevard), Buckingham Drive, Primrose Green Drive, east-west commercial street and the new alignment of Anaquod Road.
- **Local:** Remaining roads not identified within the SENP will act as local streets within the neighbourhood.

The road network is designed based on a modified grid system, providing multiple routes and connections. A road hierarchy is applied to the modified grid network based on forecasted traffic volumes. **Table 5** identifies the estimated right-of-way required per road hierarchy level, based on Regina's Transportation Master Plan, and the anticipated traffic volumes per roadway.

T5 | Road Hierarchy & Right-of-Way Requirements

Roadway	Road Hierarchy*	2040 Anticipated Traffic Volumes	Right-of-Way* Requirement (metres)
Chuka Boulevard (Commercial)	Arterial	21,400	40.0
Chuka Boulevard (Residential)	Arterial	15,000	33.0 - 35.0
Zinkhan Street (Commercial)	Arterial	19,300	35.0 - 40.0
Zinkhan Street (Residential)	Arterial	3,300	22.0 - 24.0
Anaquod Road	Collector	11,000	25.0 - 30.0
Arens Road (west)	Arterial	7,400	24.0
Arens Road (east)	Collector	7,400	22.0
Haughton Road	Collector	6,200	24.0
Buckingham Drive	Collector	5,600	22.0
Cumberland Road	Collector	2,000	22.0

* Road Hierarchies and right-of-way requirements are preliminary and may be refined at the concept plan stage.

Given that the ultimate land requirements to support the identified zone park and accompanying potential school sites are to be finalized at the time of a future concept plan, the identified potential collector road between Arens Road and Cumberland Road will be reviewed at the time of a concept plan when these land requirements are explored in greater detail.

The existing Regina Funeral Home & Cemetery, located west of the SENP area and adjacent to Victoria Avenue, currently has access to their site through priority lights at the intersection of Victoria Avenue and the location of the future Chuka Boulevard. As development occurs in the SENP and Chuka Boulevard is connected to Victoria Avenue, the access to Funeral Home & Cemetery will have to be relocated. At the time of a subdivision proposal that connects Chuka Boulevard to Victoria Avenue, an access arrangement that is acceptable to the City of Regina, the Regina Funeral Home & Cemetery, and the affected landowner shall be determined.

Key findings from the Traffic Impact Assessment are located in Appendix B.

Policies

Road Layout

6.3(a) Arterial and Collector streets within the proposed internal network are shown on **Figure 17: Road Network;** however, the final configuration of the collector network may be subject to amendments at the time of a concept plan, rezoning and subdivision application without an amendment to this plan being necessary, at the discretion of the City.

6.3(b) The internal road network and block pattern should be comprised of interconnected streets that are based on a modified or traditional grid development pattern.

6.3(c) All roads within the Commercial Area of this Plan shall be designed to accommodate transit.

6.3(d) The affected developer may be required to install interim ditches along the existing Anaquod Road until such time as the roadway is removed and relocated.

6.3(e) Driveway access to Anaquod Road (future alignment) will be considered only on the west side of the collector between Primrose Green Drive and Chuka Creek.

6.3(f) The Primrose Green Drive road right-of-way shall be maintained to the city's east boundary.

6.3(g) As a prerequisite for the construction of the north segment of Chuka Boulevard (the segment between Haughton Road and Victoria Avenue), the existing access to the Regina Funeral Home & Cemetery site should be closed and a new access, within the SENP area, which connects directly to a public roadway and is satisfactory to the City of Regina and affected landowners, including Regina Funeral Home & Cemetery, shall be identified and provided.

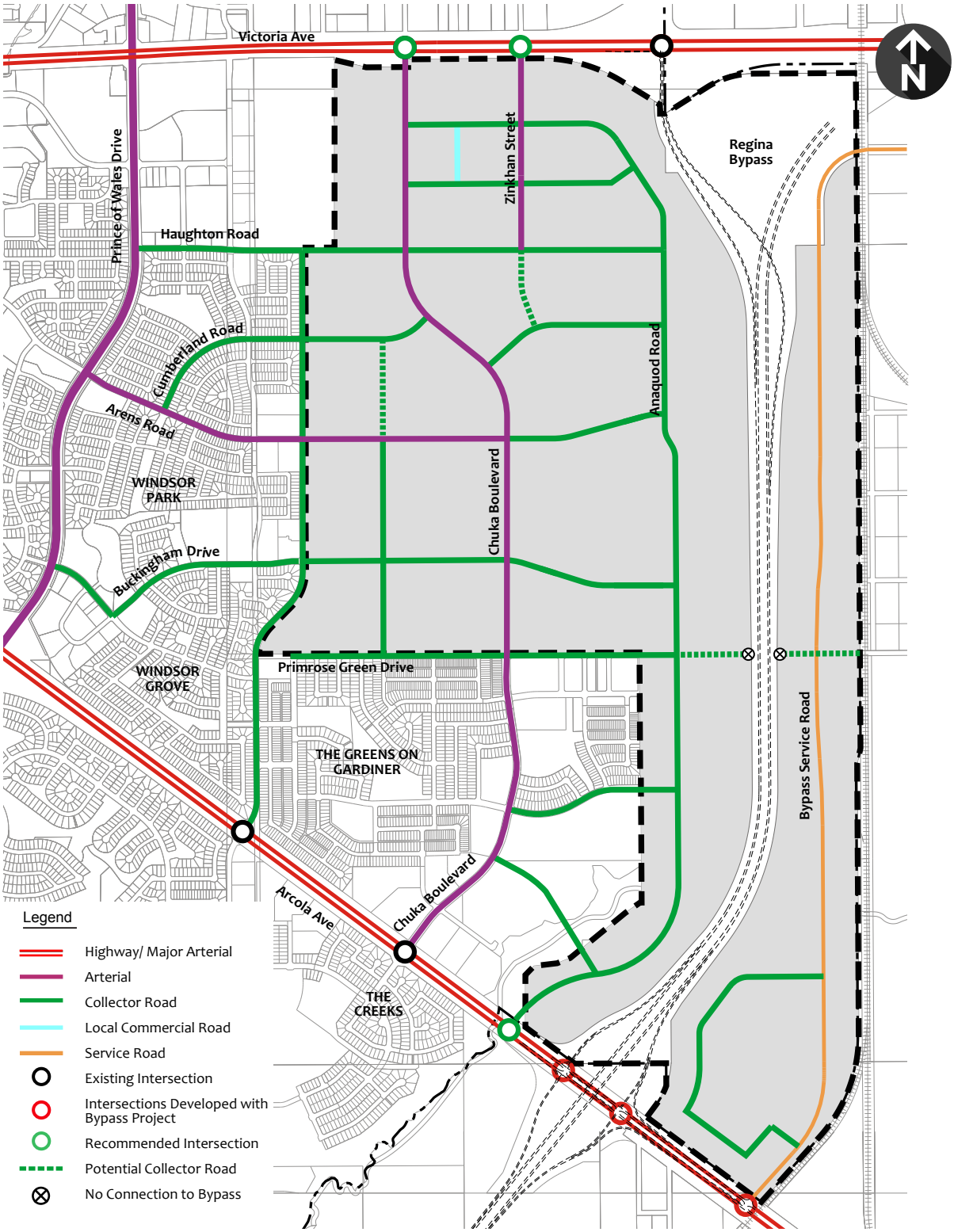
Traffic Impact Assessment

6.3(h) A traffic impact assessment should be required to accompany concept plan applications in order to confirm internal road network requirements.

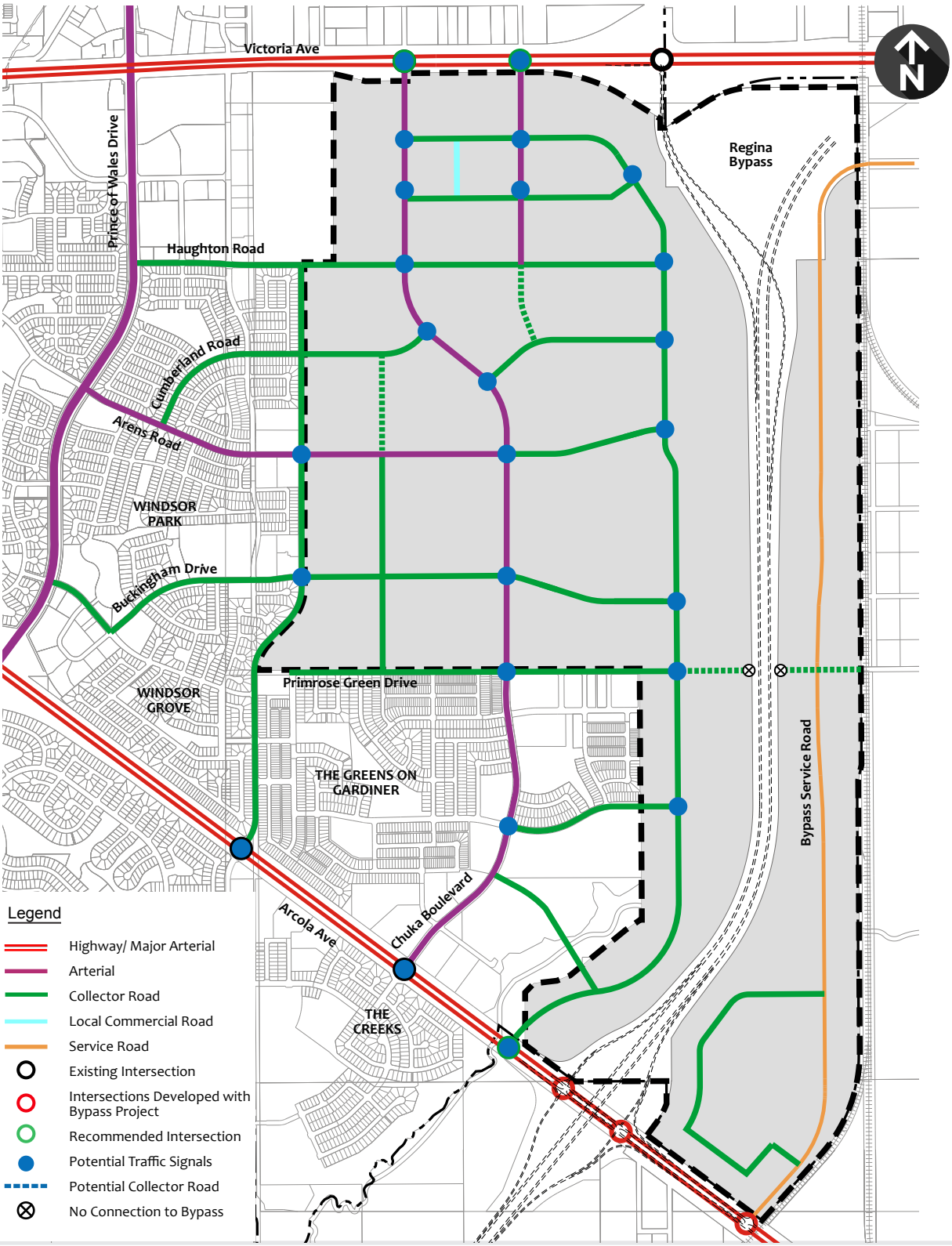
6.3(i) Roadway improvements shall be undertaken in a phased and staged manner as warranted by traffic impact assessments accompanying concept plan submissions.

6.3(j) All road right-of-way requirements shall be reviewed at the concept plan stage.

F17 | Road Network



F18 | Potential Traffic Signal Locations



6.4 Regional Road Network

Purpose

The Regional Road Network consists of major roadways carrying higher volumes of traffic and serving the surrounding regional area. These roads include the following:

- Victoria Avenue (portion within City limits is under the City's jurisdiction)
- Arcola Avenue (portion within City limits is under the City's jurisdiction)
- Southeast Regina Bypass

Two intersections along Victoria Avenue will provide necessary access to the commercial development within the Urban Centre and adequately serve the traffic volumes from the SENP area. To ensure adequate traffic operation for access and egress from the neighbourhood, dual left turn lanes will be required at all left turn movements along Victoria Avenue East (Chuka Boulevard and Zinkhan Street intersections). Additional requirements include eastbound right turn lanes (Chuka Boulevard and Zinkhan Street intersections), right turn bays for all remaining right turn movements and the installation of traffic signals along the corridor.

Two existing intersections along Arcola Avenue, at Woodland Grove Drive and Chuka Boulevard, will accommodate some of the traffic flows to and from the SENP Area. A third intersection, to connect Anaquod Road to Arcola Avenue, is shown; however, this would not be permitted as a full movement intersection, unless it can be demonstrated, to the satisfaction of the jurisdictional authority, that appropriate levels of safety and service, affecting both Arcola Avenue and the Regina Bypass, can be maintained.

In order to support an acceptable level of traffic management, the Arcola Avenue-Anaquod Road intersection may be designed as a "right-in, right-out" intersection. Further, a road right-of-way, connecting Anaquod Road to Chuka Boulevard, should be secured as part of the planning and build-out of lands south and east of Chuka Creek.

Key findings from the Traffic Impact Assessment are located in Appendix B.

Policies

Major Intersections

6.4(a) Two (2) all directional access points to Victoria Avenue shall be provided to support the ultimate development of the Neighbourhood Plan.

6.4(b) The intersection at Arcola Avenue (Highway 33) and Anaquod Road, as shown on **Figure 17**, shall be limited to "right-in, right-out" turning movements only.

6.4(c) Notwithstanding Policy 6.4(b), the intersection at Arcola Avenue (Highway 33) and Anaquod Road, as shown on **Figure 17**, may be designed to include additional turning movements, beyond "right-in, right-out", where it can be demonstrated, to the satisfaction of the jurisdictional authority, that appropriate levels of safety and service, affecting both Arcola Avenue (Highway 33) and the Regina Bypass, can be maintained.

Traffic Impact Assessment

6.4(d) A traffic impact assessment should be required to accompany concept plan applications in order to confirm regional road network requirements, and appropriate roadway and intersection treatments.

6.4(e) Roadway and intersection improvements shall be undertaken in a phased and staged manner as warranted by traffic impact assessments accompanying concept plan submissions.

6.4(f) The design of the Bypass Service Road to accommodate industrial development should be agreed upon by the affected developer, the City of Regina, and the Province.

Noise Attenuation

6.4(g) Noise Impact/Attenuation studies in conjunction with concept plans should inform interface treatments, any special building requirements, or other necessary measures to mitigate noise impacts to acceptable levels.

6.5 Provincial Road Network

Purpose

The province has acquired the right-of-way dedication for the Regina Bypass within the east portion of the Neighbourhood Plan area. The alignment of the Regina Bypass and service road are shown on **Figure 17: Road Network.** Three major intersections along Arcola Avenue are planned to accommodate the bypass (exit ramps) and service road as well as one major intersection along Victoria Avenue.

Both Victoria Avenue and Arcola Avenue are part of the provincial highway system, which are under provincial jurisdiction outside of the City boundaries. The implications on the highway system with the development of the southeast neighbourhood are that Victoria and Arcola Avenue adjacent to these lands will become an urban roadway versus the existing rural landscape. This will be established with the inclusion of traffic signals and development adjacent to the roadway.

Noise Attenuation Studies should be completed at the concept plan stage in order to predict the potential vehicular noise impacts within the plan area and to determine the extent of physical noise control measures necessary to attenuate projected noise from the Regina Bypass.

Policies

6.5(a) Noise Impact/Attenuation studies may be required at the time of rezoning and subdivision of residential lands adjacent to the bypass in order to determine if and when an interface treatment between adjacent residential lands and the roadway is required.

6.6 Road Closure Areas

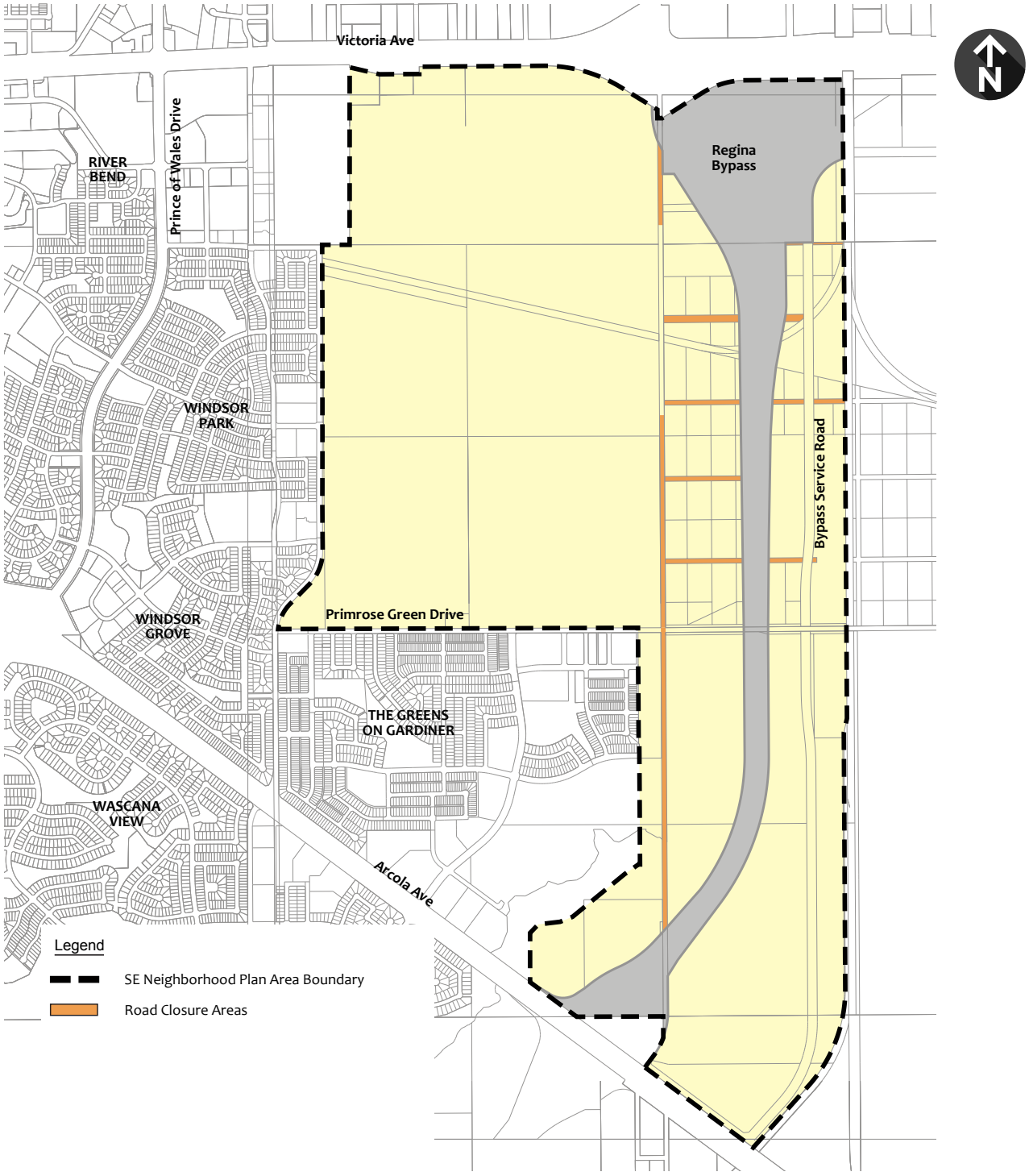
Purpose

The majority of existing road rights-of-way within the SENP area may not support urban development and may need to be closed and consolidated as development of the lands occur and new road networks and road classifcations serve the plan area. Portions of the existing Anaquod Road ROW is anticipated to shift slightly to the east of its current location in order to accommodate the construction of Anaquod Road to an urban cross section. The service roads that provide access to the subdivided parcels on the east side of Anaquod Road will be consolidated as new residential development occurs.

Policies

6.6(a) The existing road rights-of-way as shown on **Figure 19: Future Road Closure Areas**, should be closed and consolidated with adjacent lands prior to development.

F19 | Future Road Closure Areas



7.0 Servicing

As part of the Southeast Regina NP, a servicing strategy is required to support development. The servicing strategies summarized in this section provide the ultimate approach proposed for water, wastewater, stormwater and utility infrastructure. An overview of the existing conditions, the ultimate servicing requirements to accommodate the proposed development, and the capital improvements necessary are described. Notwithstanding the ultimate servicing approach outlined, where appropriate, interim servicing solutions may be considered by the City of Regina. Interim servicing solutions may be proposed at the time of concept plan as supported through additional technical analysis.

7.1 Water Servicing

7.1.1 Existing Conditions

The NP area can be serviced through eleven tie-in points with water mains ranging in size from 200 mm to 400 mm between Victoria Avenue and Arcola Avenue.

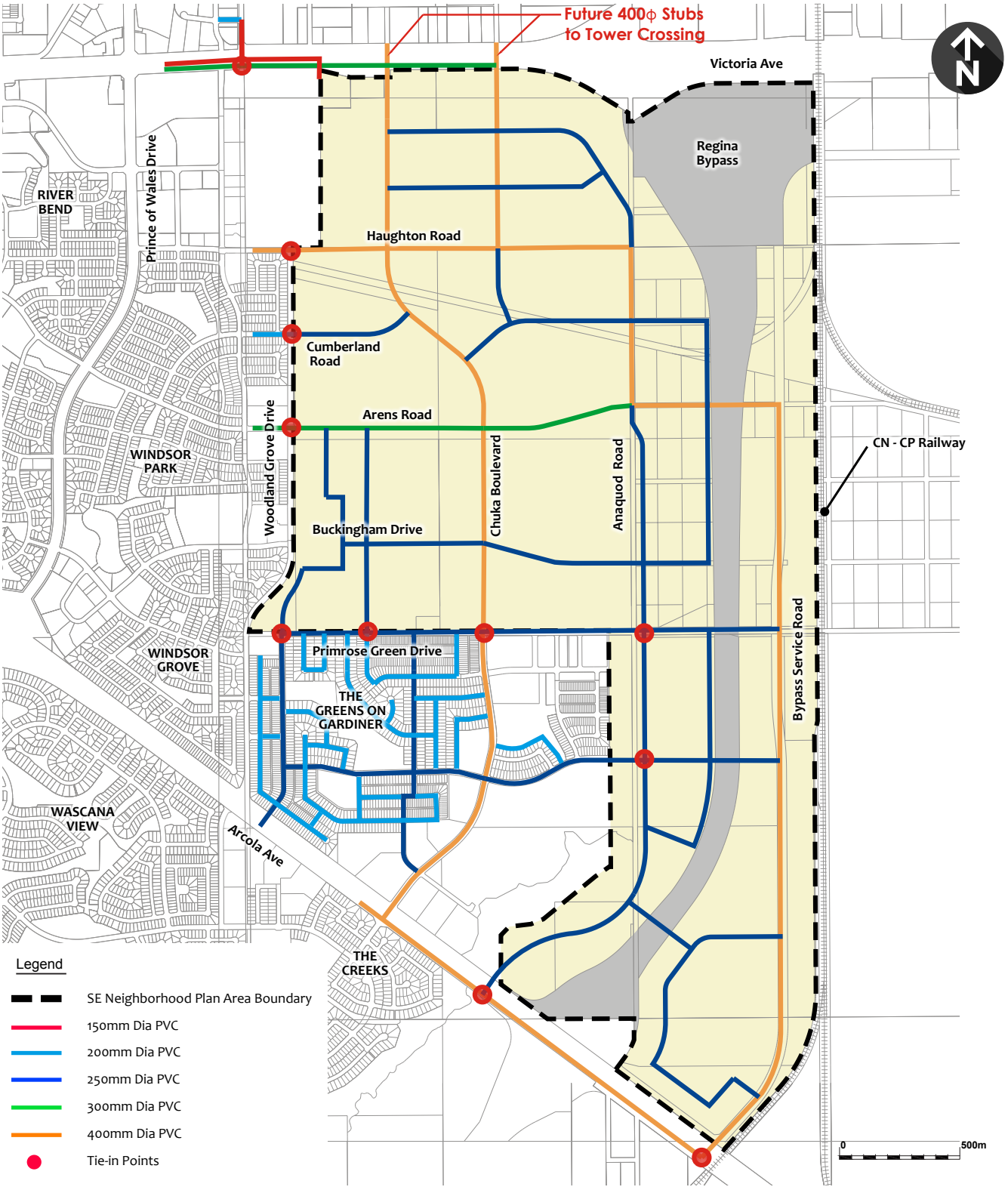
7.1.2 Proposed Development

Water servicing may be provided to the NP area as shown in **Figure 20: Water Servicing Concept.** The existing potential tie-in points and the proposed connections to them would be as follows:

T6| Tie-In Locations & Pipe Sizes

Locations	City Pipe Size (mm)	Connection Pipe Size (mm)
Victoria Avenue east of Windsor Park Road	300/150	400
Woodland Grove Drive & Haughton Road	400	400
Cumberland Road & Woodland Grove Drive	200	250
Arens Road & Woodland Grove Drive	300	300
Primrose Green Drive and Green Bank Road	250	250
Primrose Green Drive and Green Stone Road	250	250
Primrose Green Drive and Chuka Boulevard	400/250/250	400
Primrose Green Drive near Anaquod Road	250	250/250/250
East Green Apple Drive near Anaquod Road	250	250/250
Arcola Avenue & Potential Roadway Connection (Anaquod Rd Extension)	400	250
Arcola Avenue southeast of Future Bypass	400	400

F20 | Water Servicing Concept



A network of minimum 200 mm diameter water mains in addition to the above noted larger mains would connect the neighbourhood. The area will be developed with various levels of density including Residential, Commercial, Mixed-Use, Institutional (schools), Prestige Industrial, and Light to Medium Industrial uses. A WaterCAD water model for the entire area was developed to assess consumptive and fire flow servicing. Three different water use scenarios were developed and analyzed including peak day (PDD), peak hour (PHD) and peak day plus fire flow using the City provided water model for the 235,000 population projection. The necessary fire flows for these land uses are 90 L/s, 150 L/s and 250 L/s (for institutional only) for levels 1, 2 and 3 fire protection respectively.

Analysis indicates that the Southeast Lands has pressure deficiencies for the PDD and PHD scenarios; however, there were no fire flow failures. The City of Regina has begun working on a Master Water Plan (MWP) in order to study the City's water system. The City has indicated that the City-Wide Water Master Plan will lead to the preliminary design of a Pressure Solution, and will provide recommendations to improve the system.

Policies

7.1(a) The water system for the NP area shall be designed adequately and efficiently to address water servicing and fire flow requirements.

7.1(b) The water system should be in general accordance with **Figure 20: Water Servicing Concept.**

7.1(c) Future concept plans and detailed engineering design will refine the water system concept without an amendment to the NP required.

7.1(d) As a prerequisite for rezoning or subdivision approval, the City may require detailed modelling and analysis for water servicing that identifies network routing, capital improvements and solutions for providing an appropriate level of service both within the development and beyond.

7.1(e) The City may allow privately owned and managed water supply systems within the Light and Medium Industrial Area with the proviso that:

- (i) Fire protection/suppression requirements can be met, as per the National Building Code;
- (ii) As a prerequisite for, and as part of the development of, the Prestige Industrial Area, full city water service is installed withn the Light and Medium Industrial Area;
- (iii) At the City's discretion, if required, land shall be dedicated or reserved (e.g. easement) adjacent to and abutting, the Service Road for the purpose of installing future utility lines.

7.1(f) Following completion of conceptual design of a long term water solution which incorporates the Southeast Lands (through the Water Master Plan or similar study), the water solution for the Southeast Lands may be re-evaluated for lands that have not yet been subdivided.

7.2 Stormwater Management

7.2.1 Existing Conditions

The NP study area slopes gently from north to south, and drains to two catchment areas, Chuka Creek to the south, and Wascana Creek, via the Prince of Wales Stormwater Management Facility (SWMF), to the west of the plan area. The developed areas include the church and funeral home located east of the Regina Memorial Gardens Cemetery and several industrial sites east of Anaquod Road. The majority of the existing area is currently used for agricultural purposes.

The total relief is approximately 11 metres over the north-south distance, with elevations ranging from 585 m to 574 m. At the north end, the land generally slopes from north to south and from east to west, with an elevation of 585 m at the northeast corner and an elevation of 580 m at the northwest corner. There is a low point of 578 m at Primrose Drive, then the land slopes from north to south with a more noticeable drop in elevation occurring about 460 m west of Anaquod Road. The land between Anaquod Road and the future East Regina Bypass generally slopes from north to south but is relatively flat from east to west.

7.2.2 Proposed Development

The City of Regina's stormwater management strategy follows the urban dual drainage concept where the minor (piped) system conveys flows from the 1 in 5 year storm event and the major (overland) system manages flows from the 1 in 100 year event. The City of Regina requires that for all new developments, the stormwater management system be designed to manage flows generated by the 1 in 100 year design storm, 24 hour Chicago distribution rainfall event. XPSWMM version 15.1 was used to simulate the impacts of various rainstorms and resulting storm water runoff on existing and proposed infrastructure. The model integrates the serviceable areas of the NP, as well as existing storm infrastructure and conveyance systems. The NP subcatchments analyzed in the model correspond to **Figure 21: Stormwater Management Concept.**

The onsite storm water management will be achieved by employing traditional storm water conveyance and detention practices to limit post-development runoff rates to less than or equal to pre-development runoff rates for the 1 in 100 year, 24 hour City of Regina Chicago distribution, rainfall event. Stormwater detention volumes are based on outflows at the predevelopment flow rates. They are understood as active storage volumes used for temporary runoff storage. These volumes were rounded to the next 1,000m^3.

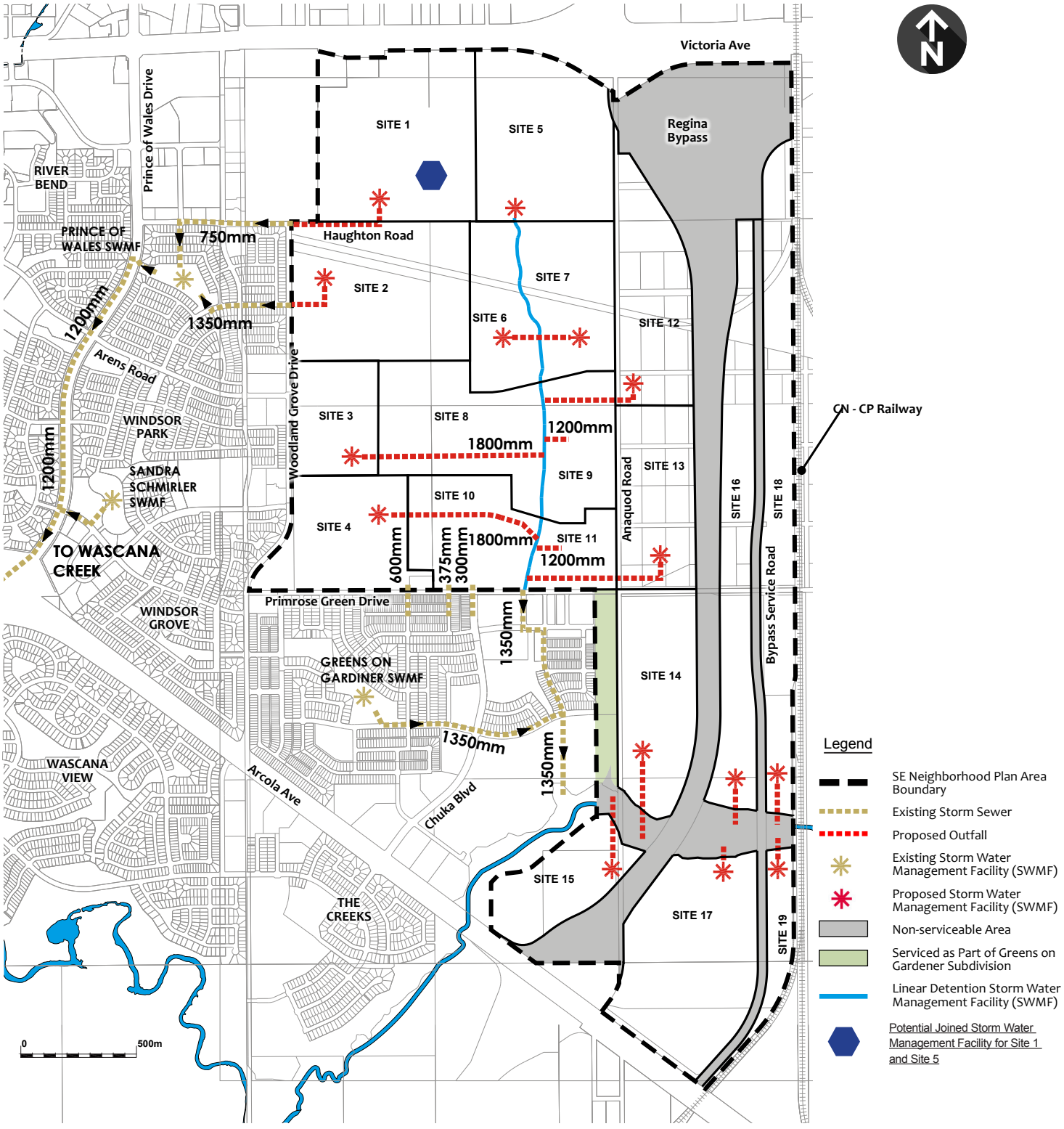
Areas Draining to the Prince of Wales SWMF

The storage requirements for the SE lands draining to the existing Prince of Wales SWMF are summarized in **Table B2: Storage Drainage Requirements for Sites 1+2** in Appendix B.

Upon review of pre and post development scenarios, it can be concluded that Sites 1 and 2 in the northwest corner of SEL will have a minimal impact on the operation of the existing Prince of Wales and SWMF:

- With both Sites 1 and 2 releasing at 6.0 L/s/ha the maximum flow out of the Prince of Wales SWMF is 2.0 m3/s, below the maximum design flow of 2.2 m3/s.
- The maximum 1 in 100 year high water level(HWL) in the Prince of Wales SWMF is 575.60 m, with the addition of Site 1 and 2, which is 0.24 m higher than pre-development. The HWL is 1.40 m below the Prince of Wales SWMF freeboard.

F21 | Stormwater Management Concept



Areas Serviced by the Linear Detention SWMF

The areas within the future Towns 235k Concept Plan (Sites 3, 4, 8, 9, 10 and 11) will drain directly to the Linear Detention SWMF. The remainder of the areas will release to the Linear Detention SWMF at a controlled flow rate of 3.3 L/s/ha. The Linear Detention SWMF will also be controlled at 3.3 L/s/ha, prior to the tie-in point to the Greens on Gardiner 1350 mm storm trunk. The storage requirements for the areas serviced by the Linear Detention SWMF are summarized in **Table B3: Storage Requirements for Linear Detention SWMF from Areas Draining Directly to SWMF** and **Table B4: Storage Requirements for Linear Detention SWMF from Areas with a Controlled Release Rate to SWMF** in Appendix B.

- The estimated 100 year elevation for the Linear Detention SWMF is 577.85 m, corresponding to an active storage volume of 85,000 m^3. The proposed back-of-lot elevation of 578.40 m at the south end of the Linear Detention SWMF results in a freeboard of 0.55 m for the 1:100 year design storm event.

- The development of the commercial land in the north half of Sites 1 and 5, in advance of the residential lands and LDF being developed to the south, can have one SWMF constructed and released at a controlled release rate to the Haughton Road storm trunk and the Prince of Wale SWMF, on an interim basis, pending the following:

    - An alternative major system discharge location to service the lands until such time as the linear detention facility is completed.
    - The facility be controlled at a reduced release rate and the outlet rerouted once the linear detention facility is completed.
    - Pacer Park baseball field is located within the catchment area for Site 12. The storage requirement for this site was re-calculated to 7,000 m3 to reflect the change in imperviousness and land-use from the previous planning concept. On an interim basis, and until the LDF is completed, Site 12 SWMF may temporarily outlet into Anaquod Road ditch.

Areas Draining Directly to Chuka Creek

192 hectares of land will drain directly to Chuka Creek, through the use of dry bottom detention ponds to attenuate flows, at a controlled pre-development release rate of 3.3 L/s/ha.

Overall, the proposed stormwater management concept for the NP area accommodates existing externally generated flows and ensures that the post-development peak runoff flows leaving the plan area must be equal to or less than the pre-development peak flows.

Policies

7.2(a) The stormwater management system to service the plan area shall be designed adequately and efficiently to address all necessary stormwater management requirements and Municipal Reserve requirements where stormwater management facilities are located on Municipal Reserve.

7.2(b) The stormwater management system should be in general accordance with **Figure 21: Storm Servicing Concept.**

7.2(c) Refinements to the stormwater management plan may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.

7.2(d) As a prerequisite for rezoning or subdivision approval, the City may require detailed modelling and analysis for stormwater servicing that identifies network routing, capital improvements and solutions for providing an appropriate level of service both within the development and beyond.

7.2(e) As a prerequisite to subdivision, an impact assessment study shall be provided to the City of Regina for any stormwater management facility proposed on Municipal Reserve.

7.3 Wastewater Collection System

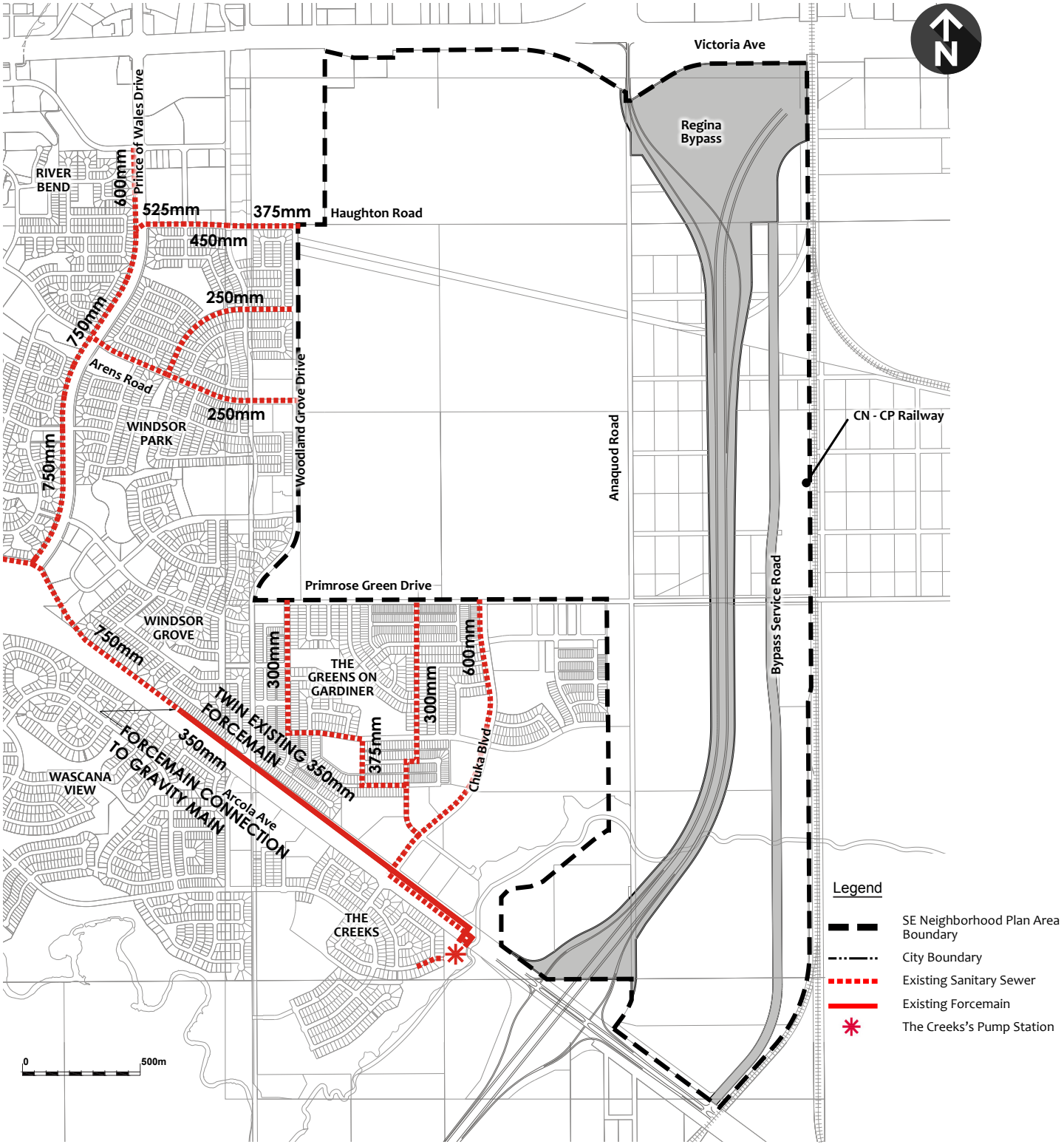
7.3.1 Existing Conditions

The domestic flows from both the Creeks and Greens on Gardiner communities drain to the Creeks Pump Station (PS). The Creeks PS feeds into the southeast trunk which discharges into the McCarthy Boulevard Pump Station. Previously completed studies have identified the need for downstream wastewater collection system upgrades in the City, as surcharging and flooding is experienced during major rainfall events. Thus, limited capacity is available within the downstream system during existing conditions. Future upgrades to the downstream system are expected to occur, but no timeline has been identified.

The Creeks PS currently consists of 2 pumps (1 duty and 1 standby) discharging at a maximum combined rate of approximately 109 L/s with a 350 mm diameter 1600 m long force main. A 1,000 m3 storage tank is also constructed and is meant to store the PS inflows in the event that the downstream collection system is surcharged. The Creeks PS was designed with the operational philosophy that no flow will be discharged into the Arcola Trunk sewer if the downstream system is operating at a flow depth equal to 80% of its pipe diameter at Lacon Street. The Creeks PS was constructed so that it could be expanded to accommodate future growth areas. The pump station expansion would require additional pumps and additional force main and force main and expanded offline storage facilities.

Figure 22: Existing Sanitary Infrastructure identifies the location of the existing sanitary trunk sewers located west and south of the study area.

F22 | Existing Sanitary Infrastructure



7.3.2 Proposed Development

The City's calibrated InfoWorks CS Wastewater Hydraulic Model was used to determine the required wet weather flow capacity, the total volume generated, and the required storage volume. The SE Lands planning area was subdivided into catchments numbered 1 to 15 and are shown on **Figure 23: Wastewater Catchments & Sanitary Servicing Concept.**

The Creeks Pump Station Expansion

Catchments 5, 7 and 8 can be serviced by expanding the existing Creeks Pump Station. The Creeks PS was built to accommodate additional pumps and storage. The pumping capacity and offline storage would have to be increased to service those areas. Catchment 5 is part of the Greens on Gardiner Concept Plan Amendment area and can be serviced through the existing infrastructure in the Greens. Catchment 7 and 8 is the Towns Concept Plan area and can be serviced through the 600 mm trunk sewer on Chuka Boulevard.

The City is currently undertaking the predesign analysis of the Creeks Pump Station Expansion. That assessment will determine the maximum expandable capacity of the Creeks Pump Station and offline storage tank. It is possible expansion could accommodate additional catchment areas; however, that needs to be confirmed once the preliminary design has been completed.

The Existing Sub-trunk on Haughton Road

Catchments 10 to 15 can be serviced through the 375 mm sub-trunk on Haughton Road and Woodland Grove drive. Based on a preliminary grading concept completed in support of the East Victoria commercial corridor by Associated Engineering, all lands within Catchments 13 to 15 can be serviced by gravity.

An assessment of the Haughton Road sub-trunk was completed from Woodland Grove Drive to Prince of Wales Drive. The Haughton Road sub-trunk capacity is limited by the 375 mm diameter pipe section from Woodland Grove Drive to Windsor Park Road. If an additional 375 mm pipe was constructed between Windsor Park Road and Woodland Grove drive, there would be capacity to accommodate Catchments 10 to 15.

Potential Pump Station

A new pump station would be required to service Catchments 1 to 4 and 6. This pump station could also service Catchments 10, 11 and 12. The pump station would discharge into the 750 mm trunk sewer on Arcola Avenue.

A storage facility is required to maintain the storage servicing philosophy for all catchments unless downstream conveyance upgrades are made to increase the capacity of the downstream system.

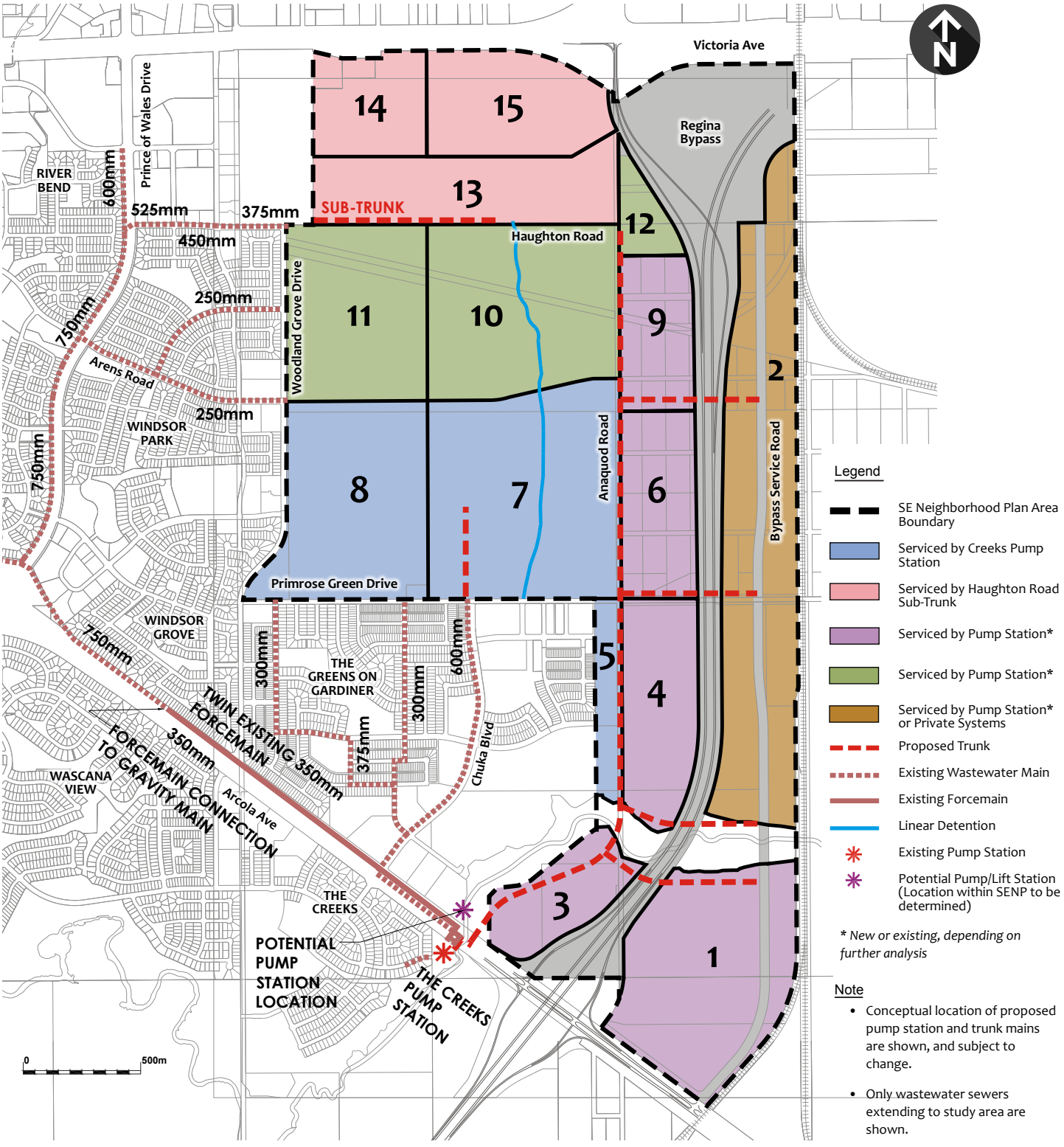
Private Systems

Catchment 2 comprises the Light & Medium Industrial Area. This area may be serviced through privately owned on-site sewage treatment systems.

Recommendations

The recommended servicing scheme is shown on **Figure 23: Wastewater Catchments & Sanitary Servicing Concept**. A detailed serviceability report in support of this assessment has been provided to the City of Regina under separate cover.

F23 | Wastewater Catchments & Sanitary Servicing Concept



Policies

Wastewater Collection System

7.3(a) The wastewater collection system to service the NP area shall be designed adequately and efficiently to address all required wastewater requirements.

7.3(b) The wastewater collection system should be in general accordance with **Figure 23: Wastewater Catchments & Sanitary Servicing Concept**

7.3(c) Where a new wastewater storage and/ or pumping facility is required:

(i) This facility should be strategically located in order to accommodate the largest and/ or most practical catchment area as possible;

(ii) Only one new facility shall be permitted in the Plan Area, except where the City, at its discretion, deems that an additional facility may be beneficial.

7.3(d) Refinements to the wastewater collection system may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.

7.3(e) Portions of the plan area may be set aside as a municipal utility parcel to accommodate the location and construction of a sanitary pumping station and/or forcemain requirements.

7.3(f) As a prerequisite for rezoning or subdivision approval, the City may require: detailed modelling and analysis for wastewater servicing, which identifies network routing; capital improvements; a pre-design of the sanitary pump station and forcemain; and solutions for providing an appropriate level of service both within the development and beyond.

7.3(g) As future development proceeds within the plan area, weeping tile discharge into the sanitary sewer system shall be prohibited.

7.3(h) Following completion of conceptual design of a long term wastewater solution which incorporates the Southeast Lands (through the Wastewater Master Plan or similar study), the wastewater solution for the Southeast Lands will be re-evaluated for lands that have not yet been subdivided.

7.3(i) The City may allow privately owned and managed wastewater systems within the Light and Medium Industrial Area with the proviso that it can be demonstrated to the City's satisfaction that relevant City and Provincial requirements can be met.

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7.4 Shallow Utility Servicing

Existing and proposed shallow utilities, including SaskEnergy, SaskTel, SaskPower, and Access Communications, in the SENP area are shown on **Figure 24: Shallow Utilities Servicing.**

SaskEnergy has proposed locations for two 40 m x 60 m regulator stations and one Town Border Station. In addition, SaskEnergy has identified the need to expand the SaskEnergy Elevated Pressure system distribution line within the SENP area. The gas distribution line is proposed to be located east of the Regina Bypass. The SaskEnergy line will require a 15 metre easement or right-of-way and will extend north across Victoria Avenue The exact location of the SaskEnergy distribution line will be identified at the Concept Plan and Land Use Rezoning stage.

SaskTel has planned for four 35 m or 45 m wireless towers to be distributed throughout the SENP area as shown. SaskTel has noted that the locations are subject to change based on changes in population density, and that the towers will be built as required and when capital is available.

SaskPower does not require major infrastructure in Phase 1 of the SENP (as illustrated on **Figure 25: Development Phasing Boundaries**) and requests to be contacted regarding Phase 2 at a later date.

Access Communications also does not require major infrastructure. Access's equipment will be placed within road right-of-ways during the detailed design stages.

The four utility companies have noted that there may be significant lead times and appreciate as much notice as possible when it is time to install these facilities.

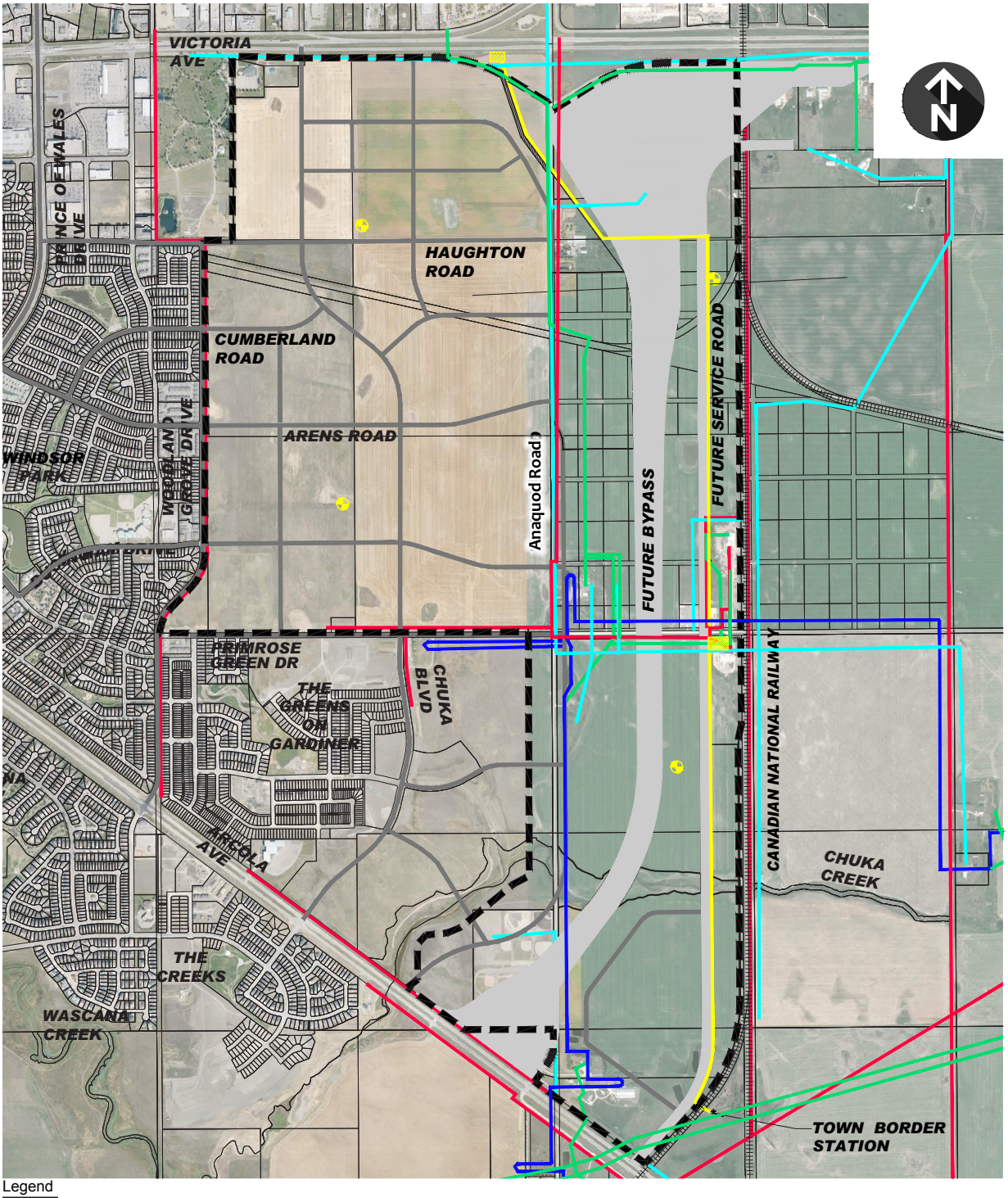
Policies

Shallow Utility Servicing

7.4(a) The City may require, as a prerequisite for concept plan approval, the submission of a risk assessment in order to determine land-use and setback implications associated with gas facilities if residential development is proposed within close proximity to a gas facility..

7.4(b) The location and design of cell towers within the SENP should ensure the presence of towers is minimized within a development

F24 | Shallow Utilities Servicing



8.0 Implementation

8.1 Development Phasing

Purpose

Development phasing boundaries are based on infrastructure considerations and planning logic. Phasing boundaries have been defined in **Figure 25: Development Phasing Boundaries**, and are based on logical and sequential key infrastructure considerations.

Phase 1 lands identified on **Figure 25** include the existing Towns Concept Plan area, the commercial lands along Victoria Avenue, the industrial lands east of the Bypass, and the Ball Park Facility. Phase 2 lands consist of the remaining Residential and Mixed-Use areas within the SENP.

Industrial land uses may initially require minimal servicing infrastructure, thus, alternative and interim forms of servicing may be permitted for the development of lands east of the Bypass, as agreed upon with the City of Regina.

The Greens on Gardiner Expansion Area within this Neighbourhood Plan will be developed and integrated in conjunction with the existing Greens on Gardiner neighbourhood.

Lands identified as 'Stage 2' may be reviewed by the City of Regina on a per application basis. Priority of growth for these lands should be evaluated based on servicing and infrastructure requirements and upgrades, as well as considerations that may include readiness to proceed, contiguous development, and proximity to existing community amenities.

Lands within and directly adjacent to the Potential Interchange Area may be impacted by the potential future interchange at Anaquod Road and Victoria Avenue. Development of these lands shall be coordinated with the Province and the City of Regina once the Province has completed functional planning and determined right-of-way requirements for the future interchange.

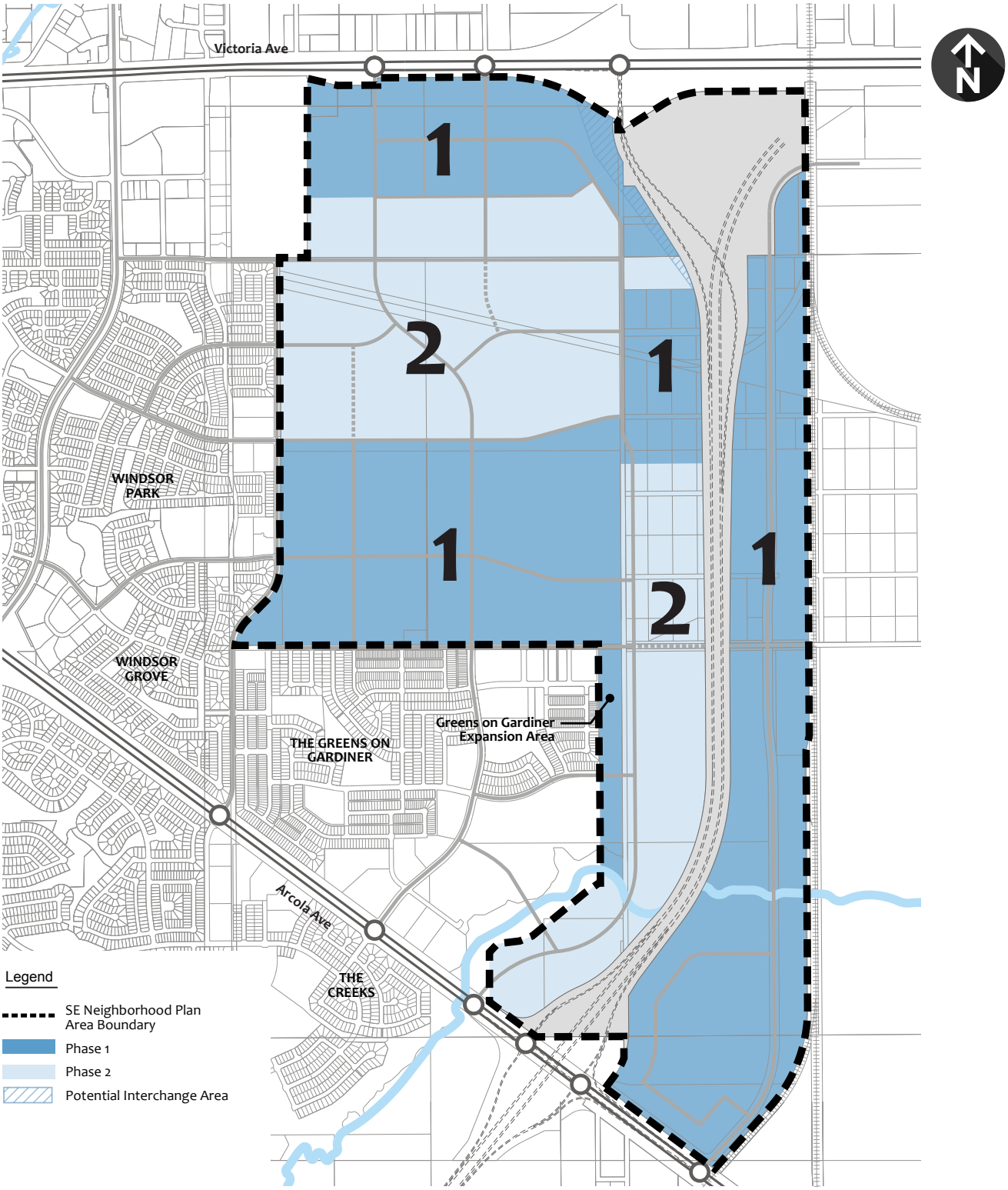
Policies

8.1(a) Phasing within the Neighbourhood Plan shall generally comply with the boundaries as shown in **Figure 25: Development Phasing Boundaries**.

8.1(b) Pending conformity with the policies and/or growth plan of Part A of the City's OCP respecting the phasing and timing of growth and concept plan approval, the City may consider approving residential development within Phase 2 as shown on **Figure 25: Development Phasing Boundaries.**

8.1(c) Pending conformity with the policies and/or growth plan of Part A of the City's OCP respecting the phasing and timing of growth and concept plan approval, the City may consider approving residential development within Phase 1 commercial lands as shown on **Figure 25: Development Phasing Boundaries.**

F25 | Development Phasing Boundaries



8.1(d) The Greens on Gardiner Expansion Area within this Neighbourhood Plan will be subject to phasing within the approved Greens on Gardiner Concept Plan.

8.1(e) Concept plan submissions shall include detailed staging plans to help direct and guide rezoning and subdivision applications and the logical extension of municipal services and infrastructure.

8.1(f) Notwithstanding any other policy of this Plan, specific rezoning applications should not be approved where the proposed development will, in the estimation of the City, result in an unsatisfactory level of service, either within the plan area or elsewhere in the city, for traffic management or utilities.

8.2 Concept Plan Requirements

Purpose

To advance development on the subject lands, a concept plan must first be prepared in accordance with the Design Regina OCP and the Southeast Neighbourhood Plan. The purpose of a concept plan is to provide for more detailed land use, transportation and servicing framework which is consistent with the SENP. concept plan boundaries are referenced in **Figure 26: Concept Plan Boundaries.** Concept plan boundaries have been informed by the SENP community and neighbourhood framework and by previous concept plan approvals.

The concept plan boundaries are preliminary and subject to refinement based on discussions with the City. There is an approved concept plan for "Concept Plan C" as identified on **Figure 26**.

The Greens on Gardiner Expansion Area within the SENP has been incorporated within the approved Greens on Gardiner Concept Plan boundary.

Policies

8.2(a) As a prerequisite for rezoning approval, a concept plan shall be prepared and approved for the applicable areas as outlined in **Figure 26: Concept Plan Boundaries.**

8.2(b) The Greens on Gardiner Expansion Area within this Neighbourhood Plan shall be incorporated within the approved Greens on Gardiner Concept Plan.

8.2(c) Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the Phase 2 area as shown on **Figure 25**: **Development Phasing Boundaries**, in order to accommodate transportation or utility infrastructure or public facilities, at any time and without a concept plan being required

8.2(d) Notwithstanding Policy 8.2(a) concept plan boundaries may be adjusted without amendment to this Plan being required.

8.2(e) The location and type of land use, residential density, open space, park features and transportation networks within an approved concept plan should be in general compliance with this Neighbourhood Plan.

8.2(f) Where the location and type of land use, open space, or transportation and servicing networks illustrated in a proposed concept plan varies from this Neighbourhood Plan, the City may approve the concept plan with the proviso that:

- The variation is deemed by the City to be minor in nature;
- The variation does not directly conflict with a particular policy statement; and
- The proposed concept plan substantially conforms with this Neighbourhood Plan.

8.2(g) Concept plans may be adopted or amended by resolution, in accordance with the Planning and Development Act, 2007 and shall be binding upon applicable rezoning and subdivision applications.

8.2(h) Concept plans shall contain for each applicable phase, a detailed land use plan and detailed circulation plan (road and street networks, transit routes, pedestrian and cycling routes, where applicable)

8.3 Intermunicipal Coordination

Purpose

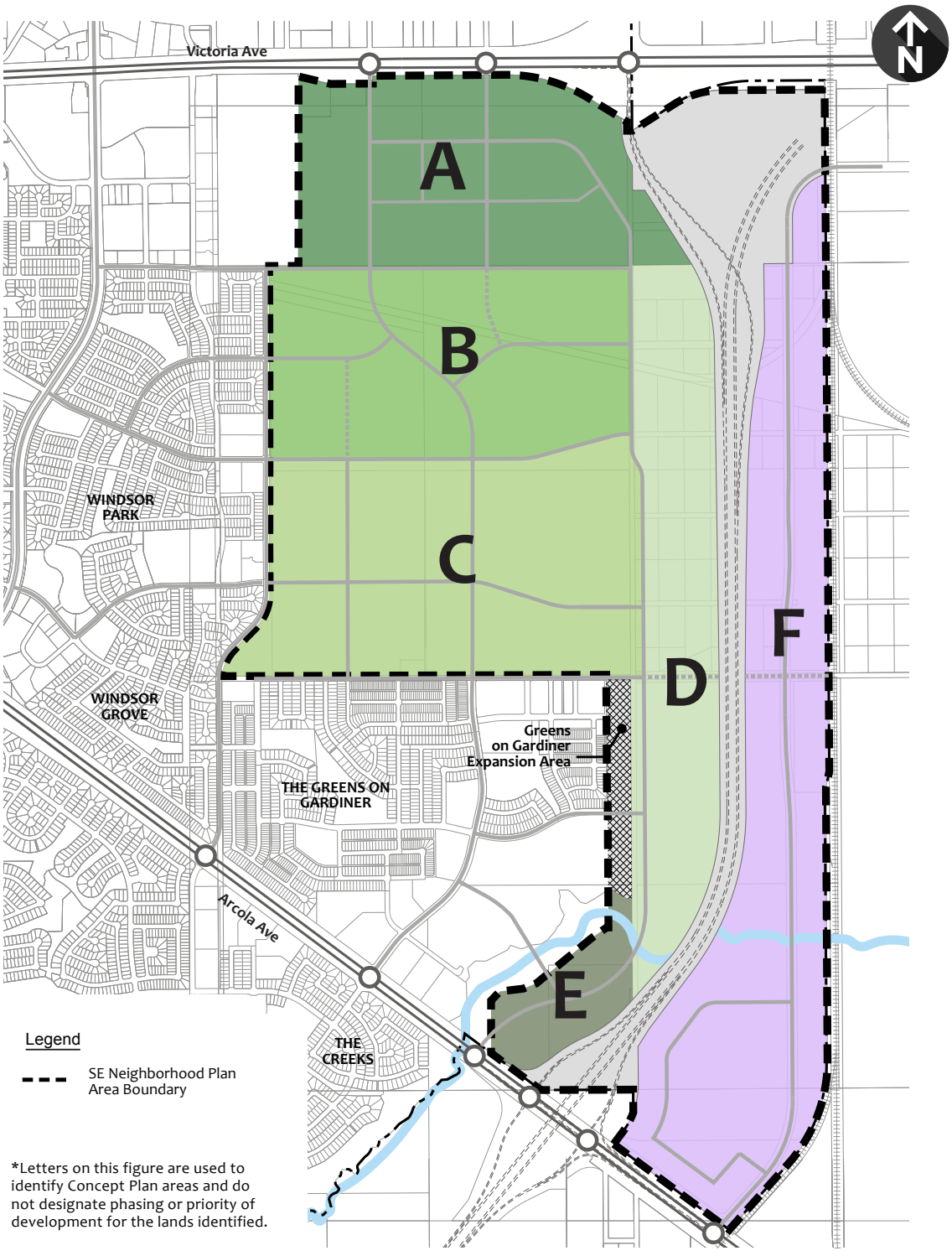
The Neighbourhood Plan Area is directly bordered by the R.M. of Sherwood to the east. The Design Regina OCP shows the SE Regina Neighbourhood Plan area located within the Joint Planning Area and as such both municipalities (City of Regina and R.M. of Sherwood) will collaborate on planning and development matters where appropriate.

Policies

8.3(a) The City of Regina shall consult with the R.M. of Sherwood on intermunicipal planning, transportation and servicing matters that may arise during the implementation of the Neighbourhood Plan to achieve cooperative and coordinated outcomes.

8.3(b) The City of Regina shall circulate all development and planning proposals within the Joint Planning Area (within the Neighbourhood Plan Area) as per current R.M. of Sherwood/City of Regina intermunicipal policies.

F 26 | Concept Plan Boundaries



8.4 Neighbourhood Plan Interpretation

Purpose

Interpretation of the Neighbourhood Plan is paramount to proper implementation. This section provides direction on maps, policies and limitations of the Plan:

- Unless otherwise specified in this Neighbourhood Plan, the boundaries or locations of any symbols or areas shown on a map are approximate and no measurements of distances or areas should be taken from the maps in this Neighbourhood Plan.
- Where a purpose or an intent statement accompanies a policy, it is provided only to illustrate the purpose of and enhance the understanding of a policy. Should an inconsistency arise between the intent statement and a policy, the policy will take precedence.
- Most policies are written in the active tense, as deliberate statements or plans indicative of the direction that the City is proposing for future development or desired outcomes. In some of these policies, the word "should" is explicitly used to clarify the directional nature of the statement. Policies that use the active tense or "should" will be applied to all situations, unless it can be clearly identified to the satisfaction of the Approving Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Approving Authority.
- Policies in this Neighbourhood Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose, since detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for concept plan, rezoning, subdivision or development permit approval.
- The appendices are provided for information only and do not form part of the statutory portion of this Neighbourhood Plan.

Policies

8.4(a) Unless otherwise specified in this Neighbourhood Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such.

8.4(b) The existing Regina Funeral Home & Cemetery owned by Arbor Memorial Inc. shall remain as its legally approved land use.

8.4(c) All proposed land use areas, phasing boundaries and road alignments may be subject to further review and will be further delineated at the concept plan/rezoning stage. No amendment to this Neighbourhood Plan will be required as long as the intent of the applicable policies is maintained.

8.4(d) All policies in this Neighbourhood Plan are binding; all other content is for information purposes only.

APPENDIX A - NON-BINDING INFORMATION

Appendix A.1- Traffic Impact Assessment Supplemental Information

Internal Road Network:

Key findings and recommendations of the traffic impact assessment are as follows:

- All internal intersections within the Southeast Neighbourhood are anticipated to operate acceptably in the 2040-forecast scenario.
- Traffic signals will be required at full build out of the neighbourhood along Chuka Boulevard and Anaquod Road.
- Right and left turn lanes will be required along Chuka Boulevard for intersections located north of Haughton Road.
- Right and left turn lanes will be required along Zinkhan Street for intersections located north of the south commercial roadway.
- Chuka Boulevard, Zinkhan Street, and Anaquod Road will require a four-lane cross section with a six-lane cross section through the first links south of Victoria Avenue, along Chuka Boulevard and Zinkhan Street. A median will be required for both roads to store left turn lanes. The right-of-way width along these roads will be narrower south of Haughton Road as lower traffic volumes are expected south of the commercial areas.
- All remaining roads will require a two-lane cross section and right turn bays, with the exception of the intersection of Chuka Boulevard and Haughton Road which will require left turn lanes for the for the eastbound, westbound and southbound direction.
- Upgrades to Woodland Grove Drive will be required as per the requirements of the Traffic Impact Assessment.
- Right turn lanes will be required at Buckingham Drive and Arens Road to accommodate the projected traffic volumes at full build out; these intersections will also require traffic signals to reduce delay and congestion.
- The timing and implementation of traffic signals for the SENP as shown in **Figure 18: Potential Traffic Signal Locations**, will be determined by the rate of development and ultimately dictated by the traffic demand at each intersection.

Regional Road Network:

Key findings and recommendations of the traffic impact assessment are as follows:

- 6-lane cross section is required along Victoria Avenue East and likely through the first links south of Victoria Avenue along Chuka Boulevard and Zinkhan Street
- Zinkhan Road and Victoria Avenue East intersection is required
- Anaquod Road and Arcola Avenue East intersection is required
- All external access points to the Southeast Neighbourhood from Victoria Avenue and Arcola Avenue, with infrastructure improvements, are anticipated to accommodate the future traffic volumes
- Dual Left Turn Lanes required at all left turn movements along Victoria Avenue East (Chuka Boulevard and Zinkhan Street intersections)
- Dual Left Turn Lanes are required for all left turn movements along Arcola Avenue East (Woodland Grove Drive, Chuka Boulevard & Anaquod Road)

Appendix A.2- Stormwater Management Supplemental Information

TA1 | Proposed Development Sub-Catchments

Sub-catchment	Area (ha)	Land Use	Outfall/Tie-in Point	Drainage Basin
Site 1	50	Commercial Mixed-Use	Existing minor system, Haughton Road	Wascana Creek
Site 2	47	neighbourhood area	Existing minor system, Cumberland Road	Wascana Creek
Site 3	19	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 4	29	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 5	41	Commercial, Mixed-Use	Linear Detention SWMF	Chuka Creek
Site 6	17	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 7	27	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 8	32	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 9	22	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 10	25	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 11	12	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 12	33	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 13	28	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 14	32	neighbourhood area	Chuka Creek	Chuka Creek
Site 15	20	mixed-use	Chuka Creek	Chuka Creek
Site 16	37	light/medium industrial	Chuka Creek	Chuka Creek
Site 17	51	prestige industrial	Chuka Creek	Chuka Creek
Site 18	42	light/medium industrial	Chuka Creek	Chuka Creek
Site 19	10	prestige industrial	Chuka Creek	Chuka Creek
Total	**574**	**Serviceable Storm Area**		

TA2 | Storage Drainage Requirements for Sites 1+2

Sub-catchment	Area (ha)	Peak Flow (m^3/s)	Approximate Storage Volume (m^3)
Site 1	50	0.30	39,000
Site 2	47	0.28	30,000

TA3 | Storage Requirements for Linear Detention SWMF From Areas Draining Directly to SWMF

Sub-catchment	Area (ha)	Approximate Storage Volume (m^3)
Site 3	19	n/a
Site 4	29	5,000
Site 8	32	n/a
Site 9	22	n/a
Site 10	25	n/a
Site 11	12	n/a
Linear Detention SWMF		91,000
Total	**139**	**96,000**

TA4 | Storage Requirements for Linear Detention SWMF from Areas with a Controlled Release Rate to the SWMF

Sub-catchment	Area (ha)	Approximate Storage Volume (m^3)
Site 5	41	32,000
Site 6	17	13,000
Site 7	27	20,000
Site 12	33	7,000
Site 13	28	21,000
Total	**146**	**110,000**

TA5 | Storage Requirements for Sites 14-19 Draining to Chuka Creek

Sub-catchment	Area (ha)	Approximate Storage Volume (m^3)
Site 14	32	23,000
Site 15	20	13,000
Site 16	37	18,000
Site 17	51	33,000
Site 18	42	19,000
Site 19	10	6,000
Total	**192**	**112,000**

The domestic flows from both the Creeks and Greens on Gardiner communities drain to the Creeks Pump Station (PS). The Creeks Pump Station feeds into the southeast trunk which discharges into the McCarthy Boulevard Pump Station. Previously completed studies have identified the need for

BYLAW NO. 2018-1

THE REGINA ZONING AMENDMENT BYLAW, 2018

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

1 *Regina Zoning Bylaw 9250* is amended in the manner set forth in this Bylaw.

2 Chapter 19 – Zoning Maps (Map No. 2489) is amended by rezoning the lands in Regina, Saskatchewan, as outlined on the map attached as Appendix "A", legally described as:

Legal Address: **Lot 12, Block B, Plan No. 101201555, Ext. 4**

Civic Address: **1175 Pasqua Street**

Current Zoning: **I – Institutional**

Proposed Zoning: **R4A – Residential Infill Housing Zone**

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

READ A FIRST TIME THIS 29th DAY OF January 2018.

READ A SECOND TIME THIS 29th DAY OF January 2018.

READ A THIRD TIME AND PASSED THIS 29th DAY OF January 2018.

Mayor

City Clerk (SEAL)

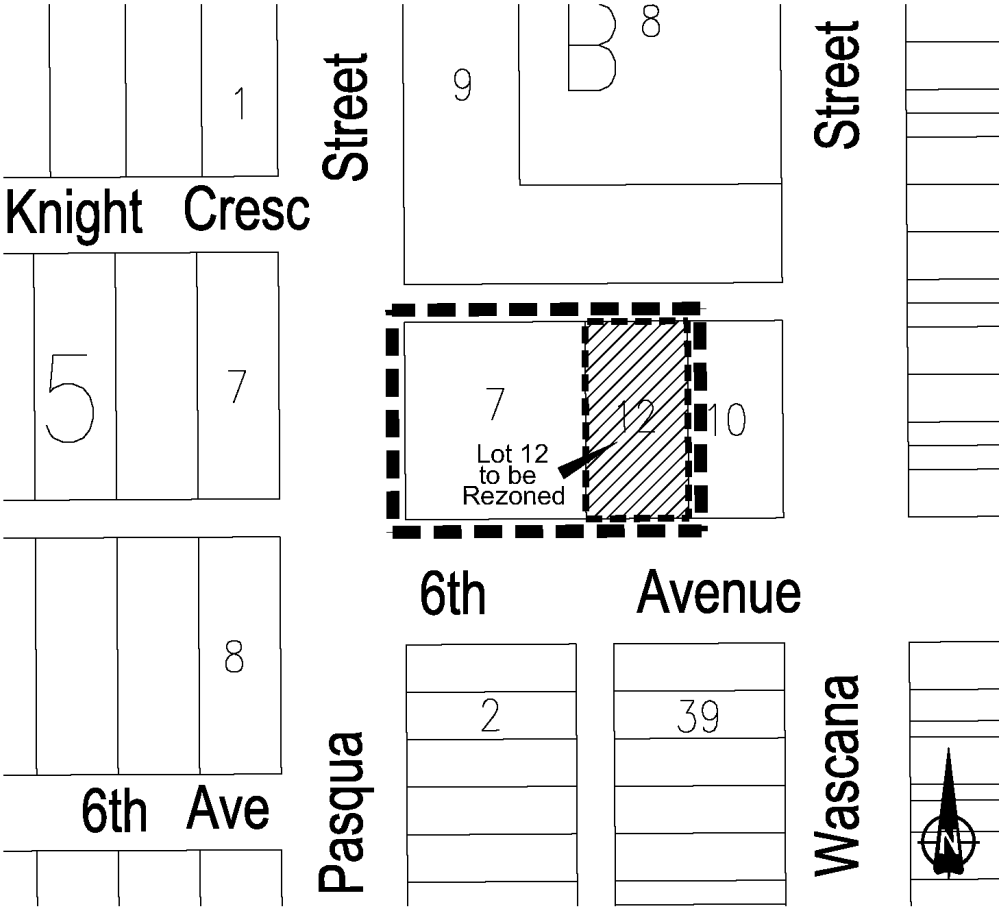
CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

APPENDIX "A"


1
Knight Cresc
Street
9
8
Street
5
7
7
12
10
Lot 12
to be
Rezoned
6th Avenue
8
6th Ave
Pasqua
2
39
Wascana
N

ABSTRACT

BYLAW NO. 2018-1

THE REGINA ZONING AMENDMENT BYLAW, 2018

PURPOSE:	To amend *Regina Zoning Bylaw No. 9250.*
ABSTRACT:	The proposed amendment is to correct an omission to a zoning bylaw amendment. This correction is necessary to allow for the re-approval of this development to allow construction to recommence.
STATUTORY AUTHORITY:	Section 46 of *The Planning and Development Act, 2007*.
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of *The Planning and Development Act, 2007*.
PUBLIC NOTICE:	Required, pursuant to section 207 of *The Planning and Development Act, 2007*.
REFERENCE:	Regina Planning Commission, January 10, 2018, RPC18-1.
AMENDS/REPEALS:	Amends *Regina Zoning Bylaw No. 9250.*
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning and Development
INITIATING DEPARTMENT:	Development Services

BYLAW NO. 2018-2

THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 2)

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

1 *Regina Zoning Bylaw No. 9250* is amended in the manner set forth in this Bylaw.

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

""**OUTDOOR EATING AND DRINKING AREA**" – an accessory use located outside of a building where food or beverages are served or consumed. This includes, but is not limited to, the outdoor portion(s) of a restaurant."

3 Chapter 5, Part 5B, Table 5.2 is amended by adding the following row in alphabetical order under the section "SERVICES":

"

Outdoor Eating and Drinking Area[48]	P[49] D	P[49] D	P[49] D	P[49] D	P[50] D	P[50] D	P[51] D	P[51] D	P[51] D	P[51] D	P[51] D

"

4 Chapter 5, Part 5B, Table 5.2 is amended by adding, in sequential order, the following under the section "**Notes**":

"48. Refer to Subpart 11C.5. Must be accessory to a principal use.

49. Permitted if total outdoor seating capacity on the lot is 12 persons or less and operates entirely between the building containing the principal use and a public sidewalk, public plaza or public park abutting the lot.

50. Permitted if seating capacity is 16 persons or less and the Outdoor Eating and Drinking Area is located entirely between the building containing the principal use and a public sidewalk, public plaza or public park abutting the lot.

51. Permitted if outdoor seating capacity is 24 persons or less and the Outdoor Eating and Drinking Area is located entirely between the building containing the principal use and a public sidewalk, public plaza or public park abutting the lot."

5 Chapter 5, Part 5B, Table 5.3 is amended by adding the following row in alphabetical order under the section "SERVICES":

"

Outdoor Eating and Drinking Area[42]		P[43] D	P[43] D	P	P[43] D	P[43] D	P[43] D

"

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

City Solicitor

6 Chapter 5, Part 5B, Table 5.3 is amended by adding, in sequential order, the following under the section "**Notes**":

"42. Refer to Subpart 11C.5. Must be accessory to a principal use.
43. Permitted if seating capacity is 24 persons or less."

7 Chapter 7, Part 7C, Section 7C.1, Subsection 1.5(1)(a) is repealed.

8 Chapter 7, Part 7C, Section 7C.2, Subsection 2.5(1)(a) is repealed.

9 Chapter 7, Part 7C, Section 7C.3, Subsection 3.5(1)(a) is repealed.

10 Chapter 7, Part 7C, Section 7C.5, Subsection 5.5(2) is repealed.

11 Chapter 11, Part 11C is amended by adding the following section after Section 11C.4:

"11C.5 OUTDOOR EATING AND DRINKING AREAS

5.1 INTENT

The regulations of this subpart are intended to ensure that Outdoor Eating and Drinking Areas:

(a) are encouraged to animate public amenities (e.g. sidewalks, parks, plaza, etc.); and

(b) fit the context of their neighbourhoods.

5.2 APPLICATION

An Outdoor Eating and Drinking Area, including its supporting structures, is subject to the regulations of this Bylaw including this Subpart.

5.3 OUTDOOR EATING AND DRINKING AREA REQUIREMENTS

(1) No screening or buffering is required between an Outdoor Eating and Drinking Area and a public street, public sidewalk or public park.

(2) Outdoor Eating and Drinking Areas are subject to the visual screening and buffering requirements of Eating and Drinking Places in Table 15.6 of Chapter 15 with respect to uses not mentioned in 5.3(1).

(3) When considering an Outdoor Eating and Drinking Area as a discretionary use, the City can include conditions in addition to 5.3(2) to ensure that it is screened in a way that limits the impacts of noise, light and other potential nuisances on nearby residential or institutional uses.

(4) Unless a condition of a permit specifies otherwise, an Outdoor Eating and Drinking Area shall not require parking or loading spaces in addition to the requirements of the principal use.

(5) No portion of an Outdoor Eating and Drinking Area, including supporting structures, shall replace or be developed on parking stalls or landscaping required by this or other bylaws.

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

READ A FIRST TIME THIS 29th DAY OF January 2018.

READ A SECOND TIME THIS 29th DAY OF January 2018.

READ A THIRD TIME AND PASSED THIS 29th DAY OF January 2018.

Mayor

City Clerk (SEAL)

CERTIFIED A TRUE COPY

City Clerk

ABSTRACT

BYLAW NO. 2018-2

THE REGINA ZONING AMENDMENT BYLAW, 2018 (No. 2)

PURPOSE:	To amend *Regina Zoning Bylaw No. 9250.*
ABSTRACT:	The proposed zoning amendment is intended to provide consistent regulations for an Outdoor Eating and Drinking Area as an accessory use in all commercial and industrial zones.
STATUTORY AUTHORITY:	Section 46 of *The Planning and Development Act, 2007.*
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	Required, pursuant to section 207 of *The Planning and Development Act, 2007.*
PUBLIC NOTICE:	Required, pursuant to section 207 of *The Planning and Development Act, 2007.*
REFERENCE:	Regina Planning Commission, January 10, 2018, RPC18-2.
AMENDS/REPEALS:	Amends *Regina Zoning Bylaw No. 9250.*
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning and Development
INITIATING DEPARTMENT:	Development Services

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

City Solicitor

BYLAW NO. 2018-3

DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN
AMENDMENT BYLAW, 2018

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

1 Bylaw No. 2013-48, being *Design Regina: The Official Community Plan Bylaw* is amended in the manner set forth in this Bylaw.

2 Bylaw No. 2016-61, being *Design Regina: The Official Community Plan Amendment Bylaw, 2016 (No. 2)* is repealed.

3 Bylaw No. 2017-12, being *Design Regina: The Official Community Plan Amendment Bylaw, 2017 (No. 2)* is repealed.

4 Part B Secondary Plans is amended by adding the attached Appendix "A" after Part B.15.

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

READ A FIRST TIME THIS 29th DAY OF January 2018.

READ A SECOND TIME THIS 29th DAY OF January 2018.

READ A THIRD TIME AND PASSED THIS 29th DAY OF January 2018.

Mayor

City Clerk (SEAL)

CERTIFIED A TRUE COPY

City Clerk

Approved by the Ministry of Government Relations
this _____ day of _____, 2017.

Ministry of Government Relations

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

City Solicitor

Bylaw No. 2018-3

APPENDIX "A"

DESIGN REGINA

SHARE YOUR THOUGHTS. SHAPE OUR CITY.

OFFICIAL COMMUNITY PLAN

PART B.16
Southeast Regina Neighbourhood Plan

City of Regina | REGINA Infinite Horizons

Prepared for: The City of Regina

Submitted by: Aurora Retail Corp.
Dream Development
Chuka Creek Developers
City of Regina
Long Lake Investment
Nanaksar Gurdwara Gursikh Temple

Prepared by: B&A Planning Group

Southeast Regina

NEIGHBOURHOOD PLAN

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Executive Summary

Input

The Southeast Regina Neighbourhood Plan (SENP) provides a planning policy framework to guide the future development of 690 hectares of land within Southeast Regina. Significant inputs into development of the SENP have included:

- Extensive stakeholder consultation and engagement
- Retail Market Study
- Phase 1 and Phase 2 Environmental Site Assessment(s)
- Biophysical Review
- Historical Resource Inventory
- Transportation Impact Assessment
- Servicing Study
- Geotechnical Assessment(s)

People

Developing a Neighbourhood Plan involves balancing community, landowner, City, and other stakeholder interests within the objectives and principles of the Design Regina Official Community Plan (OCP). Many meaningful conversations occurred with the following stakeholders:

- The project team
- The landowner group
- City of Regina Administration
- Community Associations
- The general public
- School Boards
- The Province of Saskatchewan
- Regional Municipalities of Sherwood and Edenwold

Process

In order to create a meaningful and effective framework for a complete community, collaboration and sharing of knowledge was essential in the development of the Southeast Regina NP. This SENP was undertaken with significant stakeholder and public engagement and included:

- 1 full-day design workshop with all stakeholders
- 2 stakeholder workshops
- Over 800 conversations with various stakeholder groups
- Over 30 meetings with plan area landowners
- 2 online stakeholder surveys
- 4 stakeholder newsletters
- 2 open houses
- Project website updates

Output

The SENP sets the planning and development framework for a complete community. The key goals of the SENP are to:

- Support the creation of a complete community that provides opportunities to live, work, and play.
- Ensure new neighbourhoods integrated with and complement existing neighbourhoods.
- Provide a diverse range of employment opportunities and lifestyle services that are accessible to all residents.
- Develop a well-connected network of streets to encourage all modes of transportation.
- Create neighbourhoods with a distinctive character and sense of place.
- Create open spaces that are meaningful, compatible, and appeal to a variety of users.

1.0 Introduction

1.1 Background

The purpose of the SENP is as follows:

- Implement the policies contained in the *Design Regina Official Community Plan Bylaw No. 2013-48 (OCP)*, and in doing so, provide the link between the OCP and the future development of the plan area.
- To guide and direct the preparation and approval of subsequent concept plans, land use amendment and subdivision applications within the plan area.

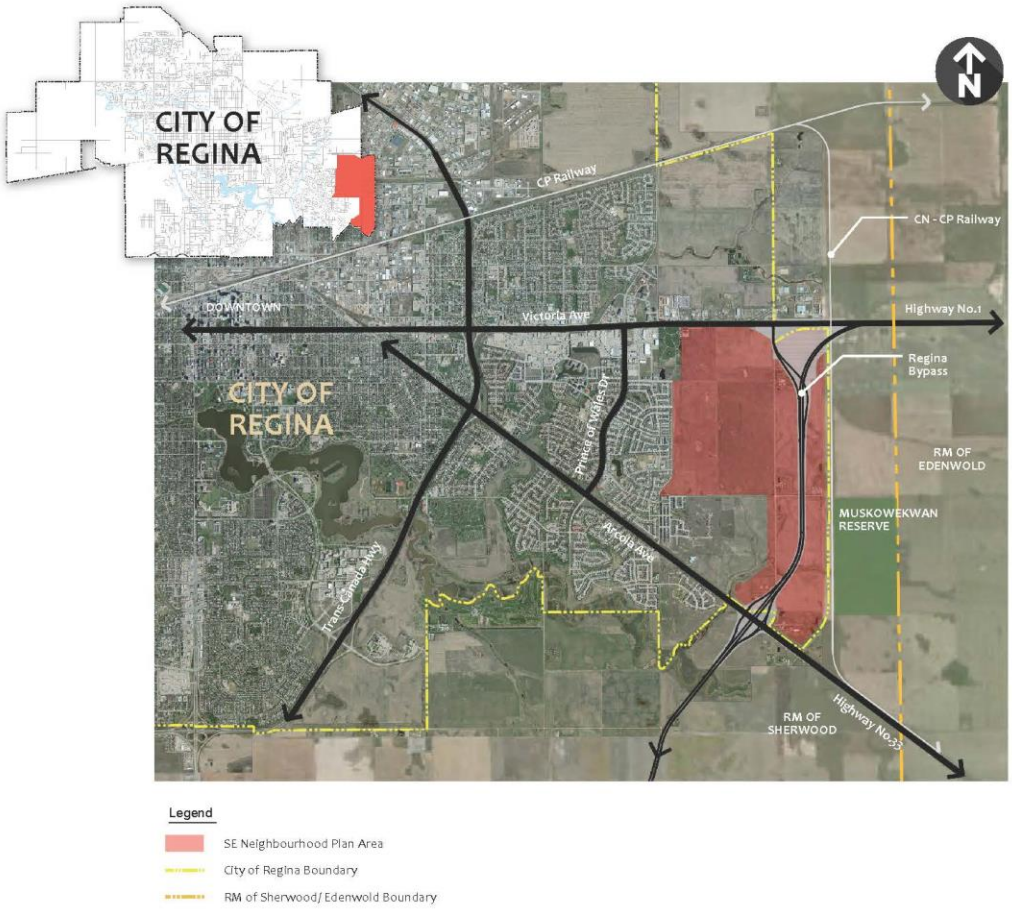
To accomplish this purpose, the SENP contains development objectives, a land use concept, and transportation and servicing frameworks which will ensure the SENP policy directives are achieved over time.

The key considerations for the SENP boundary included the 'Growth Plan' in the City of Regina's Official Community Plan (OCP), the potential to service developments, and the need to undertake a coordinated planning approach for lands located on the east side of the city.

1.2 Location

The plan area is located in the southeast sector of the City of Regina on the eastern boundary of the city limits. The area is bordered by Victoria Avenue to the north, Primrose Green Drive and Arcola Avenue to the south, Woodland Grove Drive to the west, and the CN-CP rail line and RM of Sherwood to the east. The plan area is adjacent to the existing neighbourhoods of Windsor Park and Woodland Grove to the west and The Greens on Gardiner and The Creeks to the southwest.

F1| SE Regina Neighbourhood Plan Context



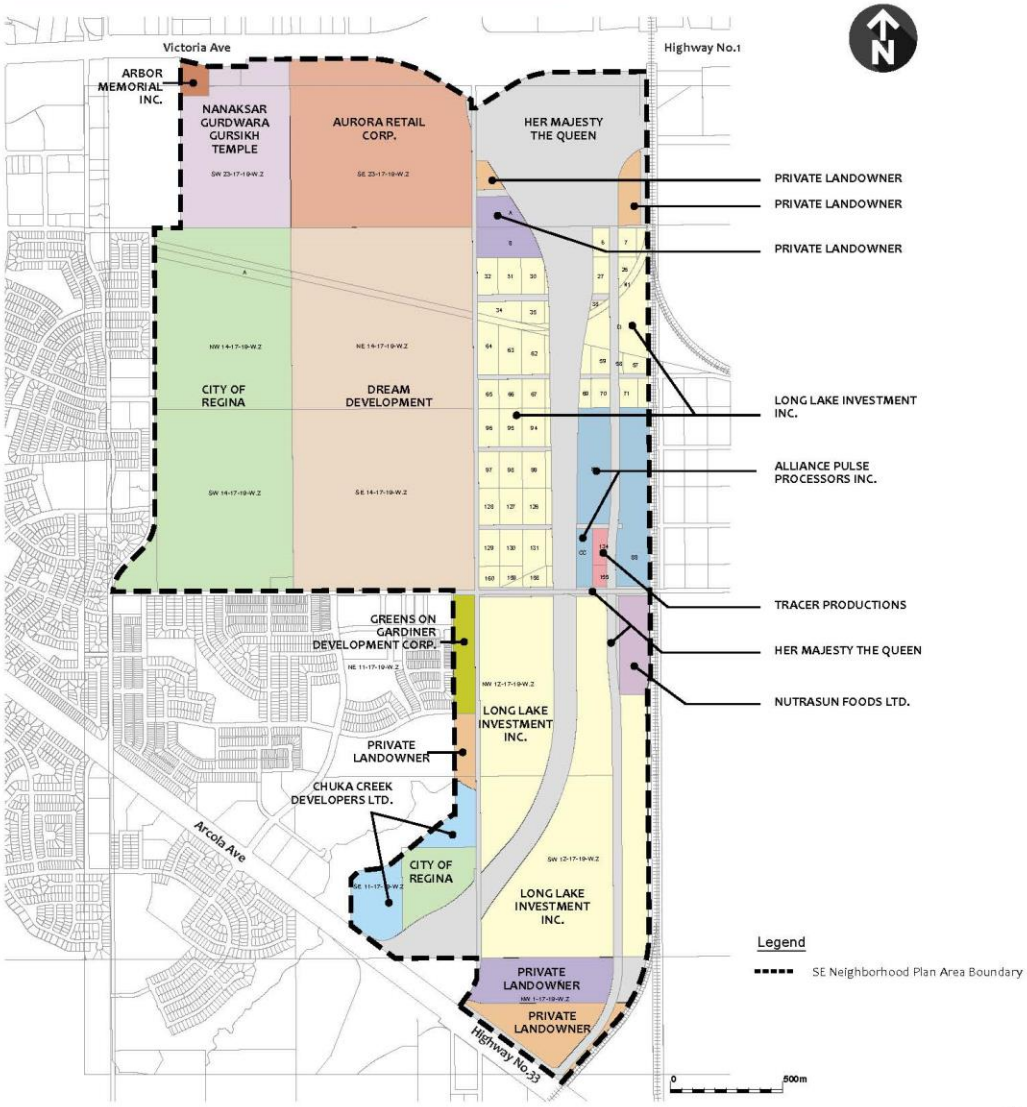
Legend

- SE Neighbourhood Plan Area
- City of Regina Boundary
- RM of Sherwood/ Edenwold Boundary

1.3 Land Ownership

The NP area is comprised of approximately +/- 690.4 hectares (+/- 1705.9 acres) of land. The plan area is owned by 18 different landowners with a variety of legal parcels and ownership areas. A summary of plan area ownership is detailed in **Figure 2: Plan Area Ownership**.

F2 | Plan Area Ownership



1.4 Regulatory Framework

Design Regina OCP - Bylaw No. 2013-48

The SENP must be consistent with other policy documents approved by the City of Regina, including but not limited to the Design Regina OCP.

The OCP establishes two levels of planning required for new areas in the city; a secondary plan forms part of the OCP as a sub-area and is required to provide comprehensive policy governing land-use, servicing, and design solutions for a particular area. A neighbourhood plan (NP) is a type of secondary plan that applies to identified existing, new, or mixed-use neighbourhoods of approximately 200 hectares or more. As such, the SENP will be adopted by bylaw and form part of the Design Regina OCP. Following or concurrent with the SENP approval, the preparation of concept plans may occur within the SENP area.

The SENP area contains approximately +/- 690.4 hectares (+/- 1705.9 acres) of land and proposes a new neighbourhood area, therefore a NP is required to be prepared in accordance with the Design Regina OCP. The NP, in turn, contains direction relative to future concept plan boundaries and requirements. Concept plans shall be developed and submitted to provide further detail required to rationalize land use amendment, subdivision and development permit applications.

The 2014 annexation between the City of Regina and the RM of Sherwood altered the City's eastern boundary and incorporated additional lands into the City and the NP area. The relationship of the SENP area to the January 2014 annexation is shown in **Figure 3: City of Regina 2014 Boundary Alteration.**

The relationship of the plan area to the Design Regina OCP is detailed in **Figure 4: Design Regina OCP - Growth Plan.** Under the OCP, a portion of the plan area is identified within the "Built or Approved Neighbourhoods" area which have been earmarked to accommodate future City growth up to 235,000 people and are considered by the City as a priority growth area. The 235K area has an existing concept plan identified as "The Towns" which was approved by Council in 2008. Concurrent with the SENP, the Towns Concept Plan has undergone amendments to align with the SENP.

The remaining lands within the NP are designated as "New Neighbourhood (300K)" and "Future Long-Term Growth (500K)" intended to accommodate future City population growth to 300,000 and 500,000 respectively. The OCP also identifies an "Urban Corridor" and "Urban Centre" straddling Victoria Avenue.

The OCP requires new neighbourhoods to be designed and planned as complete neighbourhoods, where residents of all ages, abilities, and backgrounds can access daily necessities, employment opportunities, transportation choices, and enjoy lifestyle choices within an adaptable urban environment. The SENP demonstrates conformity with the OCP, by establishing a future vision and direction for a complete community inclusive of residential and non-residential uses of varying intensities, employment lands, and a comprehensive parks and open space network.

Regina Zoning Bylaw No.9250

Lands within the SENP are currently zoned Urban Holding District. Prior to subdivision and development of the lands, a zoning bylaw amendment shall be required. Future zoning bylaw amendments shall be evaluated for consistency with the OCP, the SENP and corresponding concept plans.

Timeframe of the Plan

This NP is future-oriented and establishes the overall pattern for how the Southeast Lands are to be developed over an extended period of time. Development is expected to occur over the next 20 years. However, the exact timing of the build out of the NP remains subject to market demand and other factors.

Map Interpretation

Unless otherwise specified within the NP, the boundaries or locations of any symbols or land use areas shown on a map are approximate only, not absolute, and will be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads or existing utility rights-of-way.

The precise location of land use boundaries will be evaluated and determined by City administration at the time of concept plan, rezoning and subdivision applications. Where adjustments are made as a result of further delineation through the concept plan process, an amendment to the maps within this NP shall not be required.

Policy Interpretation

In the interpretation of the policies within this plan, the word 'shall' outlines mandatory compliance. 'Should' policy statements demonstrate that compliance is encouraged and recommended. However, 'should' statements may not always be practical and flexibility is provided in such circumstances. 'May' statements indicate no obligation to undertake what is proposed, but implies that the approving authority shall give due consideration to the policy.

Policy numbering within this plan coincides with the section or subsection numbering that immediately proceeds the policy.

Use Interpretation

To provide general direction to the intended use and development of areas throughout the NP area, the document references land uses that may require interpretation. Within this NP, when specific land uses are mentioned, please refer to the City of Regina's OCP and/or Zoning Bylaw for further clarification. While the NP provides broad policy direction relative to the intended use and development of an area, the ultimate definition and approval of land uses shall be further delineated at the concept plan stage and implemented via zoning, subdivision and development approvals.

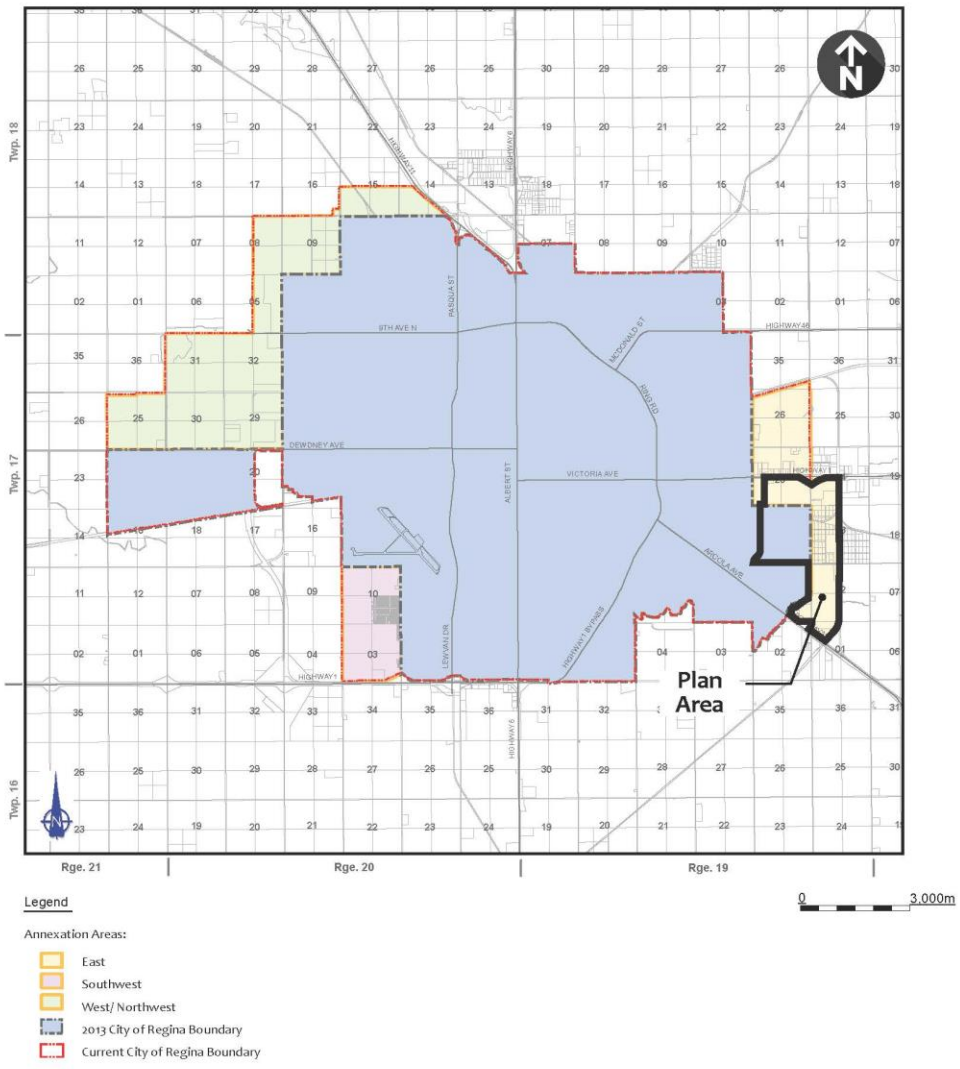
Amendment of the Plan

Where required, an amendment to the NP shall be held in accordance with the Planning and Development Act, 2007. If an amendment to the NP is proposed by an applicant, the applicant must submit the justification and information necessary to support the amendment.

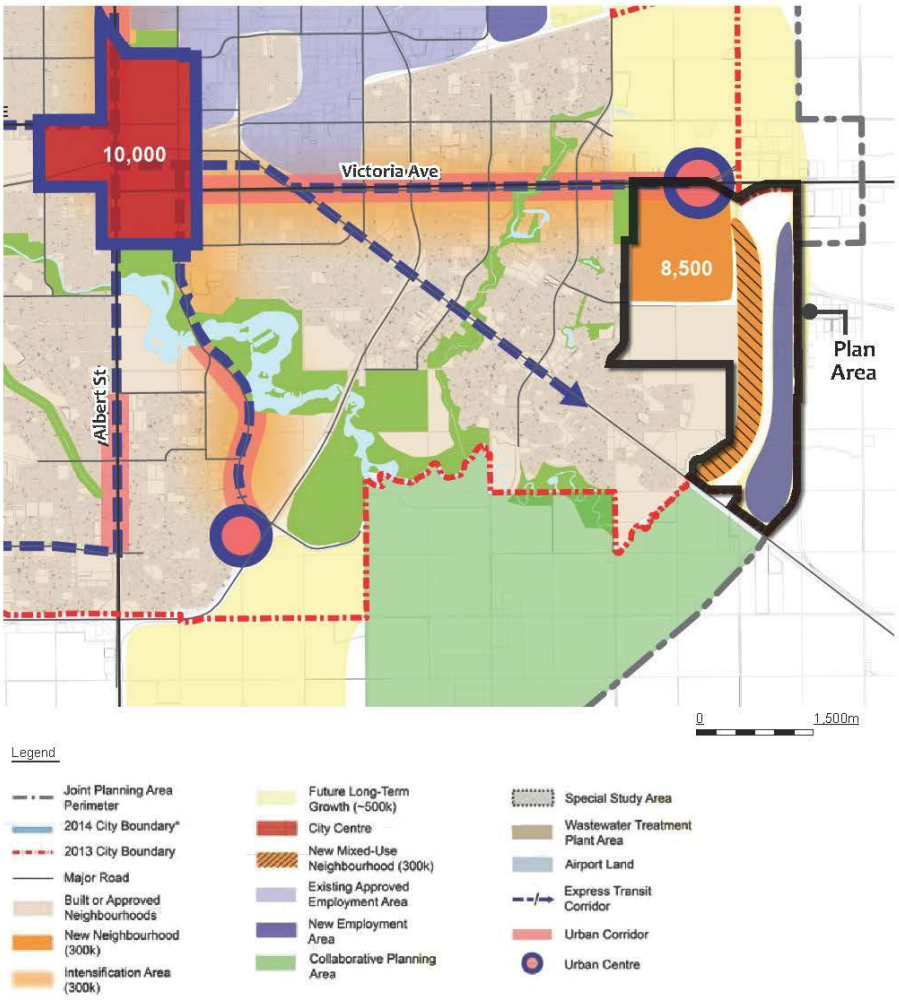
Monitoring of the Plan

The policies within the NP will be monitored in relation to development activity. Where necessary, the policies will be amended either generally or in response to a specific issue.

F3 | City of Regina 2014 Boundary Alteration



F4 | Design Regina OCP - Growth Plan



2.0 Attributes & Constraints

2.1 Plan Area Conditions

2.1.1 Existing Land Use and Development

The SENP area is comprised of predominantly agricultural lands for crop production. Other uses include residential farmyards, a former greenhouse site, Pacer's Baseball Park, existing light industrial uses, and institutional facilities.

2.1.2 Historical Resources

No known archeological sites have been identified within the plan area and the likelihood of intact archeological sites is low due to cultivation or impacts by previous development. However, there is heritage potential for native prairie habitat adjacent to Chuka Creek. At the time of concept plan submission, an HRIA will be required for lands adjacent to Chuka Creek in SE11-17-19 W2M and SW 12-17-19 W2M.

2.1.3 Natural Features

The topography of the SENP is relatively flat with little topographic relief. The plan area has little natural vegetation or tree cover with the exception of existing residential yards. The high point is located in the northeast portion of the site and drainage runs to the south and southwest. Chuka Creek is the lowest point within the plan area. Surface drainage is collected in seasonal drainage channels that drain to Chuka Creek and subsequently to Wascana Creek. **Figure 5: Existing Natural Conditions** illustrates the site topography and notable natural features of the plan area.

A Biophysical Review of the SENP area was completed by Stantec Consulting Ltd in January 2015. Based on this review, there are a number of identified wetlands within the plan area. The majority of wetlands are Class 1-3 based on the Stewart and Kantrud Classification. Eleven wetlands were classified as Class 10 dugouts. Based on this initial review, the assessment has recommended that further analysis on Class 3 wetlands and Chuka Creek should be completed prior to development, as part of an Environmental Self Assessment, to confirm wetland classification and potential of these wetlands to support sensitive species or species at risk.

Policies

2.1.3(a) As a prerequisite for concept plan approval, the City may require further analysis of potential wetlands, and may require that important wetlands be dedicated as Environmental Reserve (ER) at the time of subdivision.

2.1.4 Environmental Conditions

Phase I and Phase II Environmental Site Assessments (ESAs) have been completed for a portion of the plan area as detailed in **Figure 6: Completed ESA's and Geotechnical Assessments.** Recommendations from the ESA reports indicate environmental impacts have been detected within the South 1/2 of Section 14, which requires remediation prior to development. Proof of site remediation for impacted lands shall be required at the concept plan stage.

Policies

2.1.4(a) Prior to development, Phase I Environmental Site Assessments should be submitted concurrently with each concept plan submission within the SENP area.

2.1.4(b) Prior to development, Phase II ESAs may be required by the City of Regina based on the results of Phase I ESAs, and should be submitted concurrently with each concept plan submission within the SENP area.

2.1.4(c) Environmental impacts identified within the South 1/2 of Section 14 shall be remediated prior to development.

2.1.5 Geotechnical Conditions

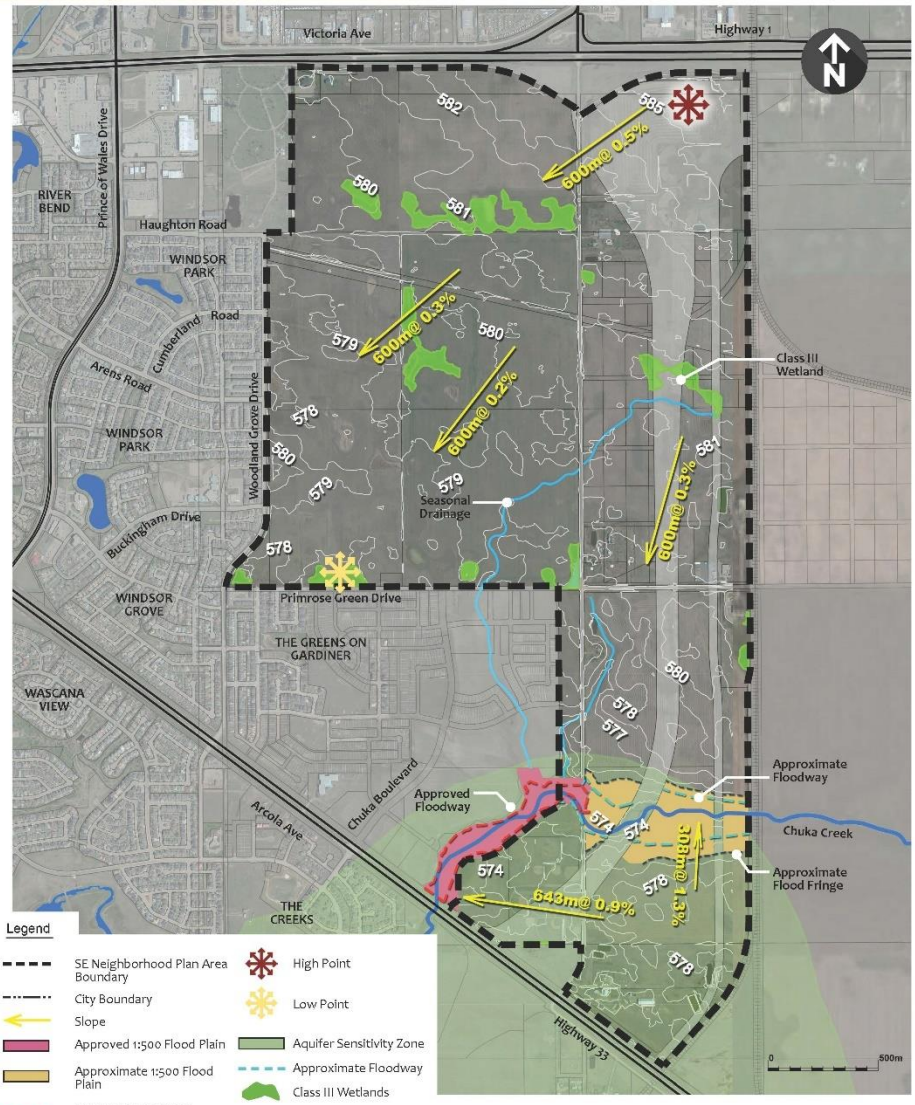
Geotechnical Assessments have been completed for a portion of the plan area. The geotechnical assessments examined subsurface soil conditions, groundwater levels, and overall geotechnical conditions to arrive at development recommendations. The analysis found no significant geotechnical constraints to the development of residential, commercial, and industrial uses envisioned for the SENP lands. The analysis provided a number of considerations relative to the construction activities and requirements for future development. These considerations shall be considered at the time of implementation and development.

Policies

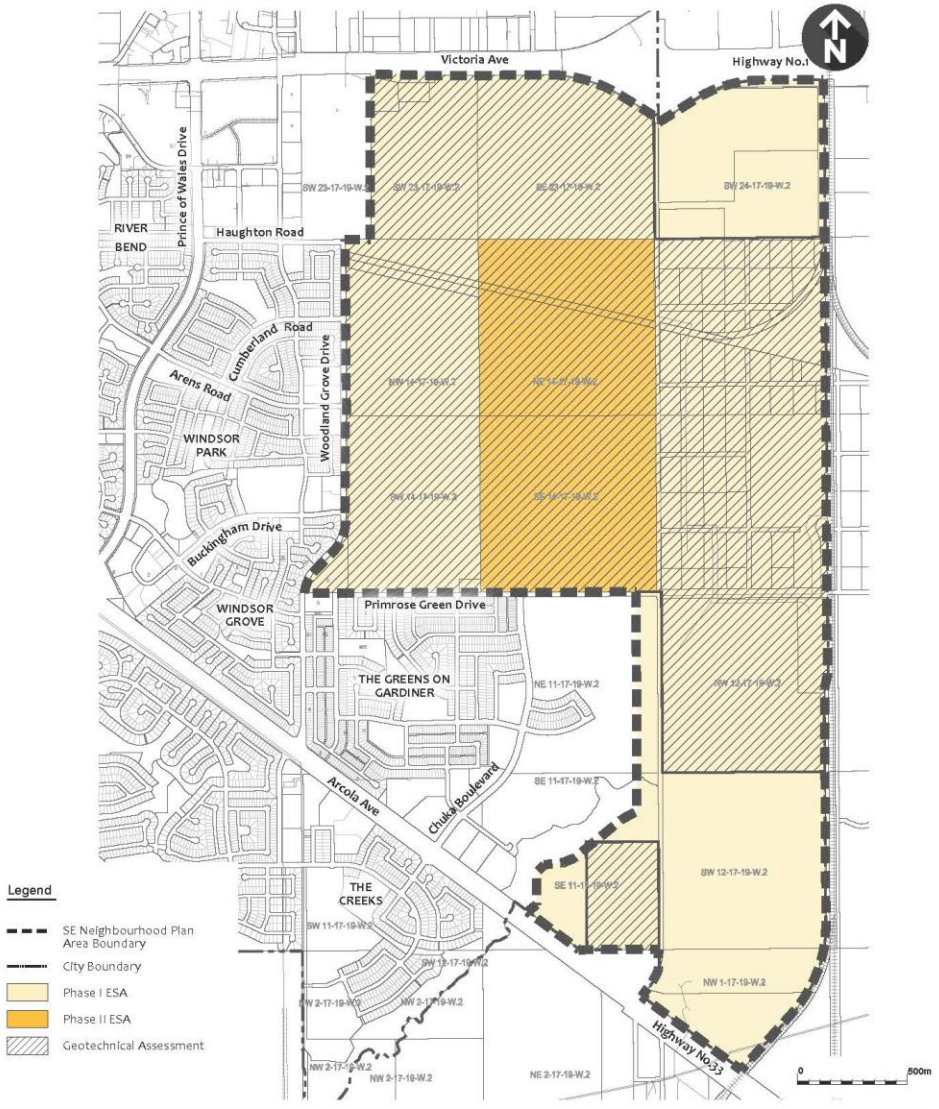
2.1.5(a) Prior to development, Geotechnical Assessments should be completed and submitted concurrently with each concept plan submission within the SENP area

2.1.5(b) Development within the SENP area should comply with the recommendations stemming from completed Geotechnical Assessments unless waived by the City of Regina.

F5| Existing Natural Conditions



F6| Completed ESA's and Geotechnical Assessments



2.2 Surrounding Area Conditions

2.2.1 Adjacent Land Uses & Community Infrastructure

The SENP area is well-positioned in the southeast sector of Regina to accommodate forecast population growth over the next 20 years. With established and fully developed neighbourhoods to the west of the plan area and the Greens on Gardiner neighbourhood to the southwest approaching the final stages of development, the development of the SENP will represent contiguous growth within the city of Regina.

As illustrated in **Figure 7: Southeast Regina Adjacent Land Uses & Community Amenities**, the plan area is within close proximity to existing community and regional amenities and services. Regional retail, hospitality, and other commercial services are located west of the plan area within the Victoria Avenue urban corridor. This area is the largest and busiest commercial corridor in Regina, offering a variety of services to both residents of the City and surrounding region. Development of the subject lands along Victoria Avenue provides the opportunity to extend the existing urban corridor.

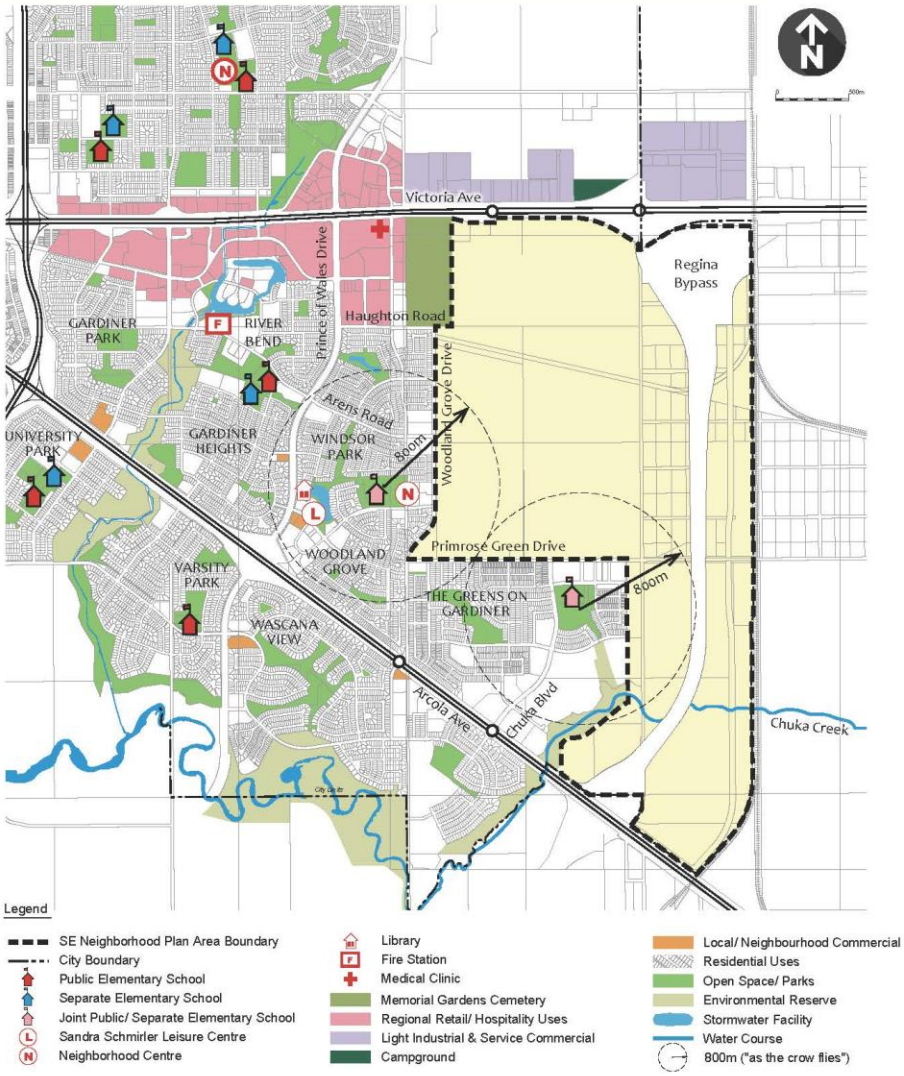
Neighbourhood hubs in adjacent communities include the Sandra Schmirler Leisure Centre/Regina Public Library, the Arcola East Community Centre, and other open space features that act as neighbourhood focal points. The Sandra Schmirler Leisure Centre is a community destination facility that serves as a hub of activity within the Arcola East community, providing recreation opportunities, multi-purpose and meeting spaces, and cultural activities. The Arcola East Community Centre is a neighbourhood recreation centre that provides a gymnasium, multi-purpose room and crafts room and is intended to serve local residents.

The nearest existing public and separate schools are located in the neighbourhood of Windsor Park and a proposed joint public and separate elementary school shall be located in the Greens on Gardiner neighbourhood.

The nearest existing fire station is located within the neighbourhood of Riverbend. This fire station is located approximately 2.5 km from the central portion of the SENP area. The fire station at 2700 Arens Road will service the fire response needs for the SENP prior to the construction of an additional emergency response station within the subject lands. The location of a future additional emergency response station within the plan area will remain subject to further analysis and discussions between the City of Regina and plan area landowners at the time of future concept plan submissions.

The location and type of the existing transportation network, land uses and community infrastructure has helped guide the preparation of the SENP land use concept and development vision.

F7 | Southeast Regina Adjacent Land Uses & Community Amenities



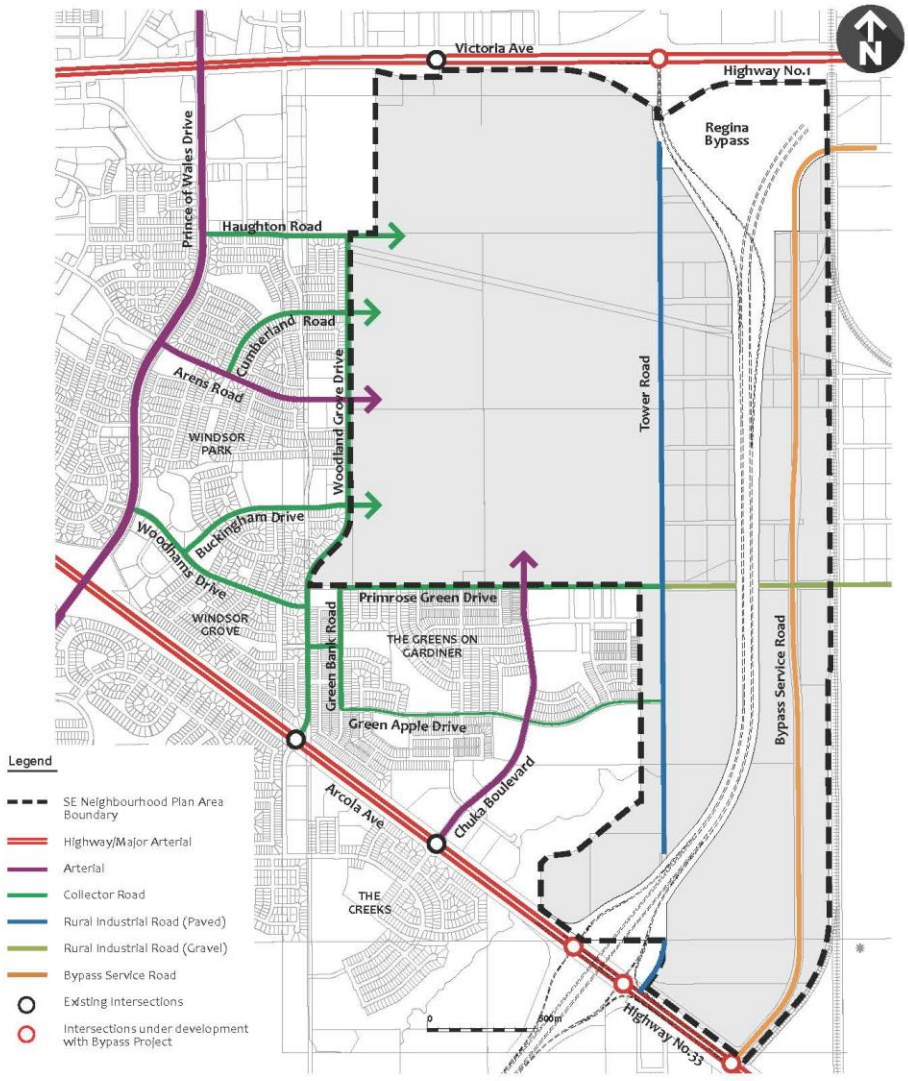
2.2.2 Existing Transportation Network

As illustrated in **Figure 8: Existing Transportation Context**, the existing transportation network in relation to the plan area consists of the boundary roads of Victoria Avenue to the north, Arcola Avenue and Primrose Green Drive to the south and Woodland Grove Drive to the west. Direct access to these roadways will connect the plan area to the regional road network and support the efficient movement of residents to and from the plan area.

In addition to these major boundary road conditions, there are a number of east - west roadways which have the potential to support development within the plan area including Haughton Road, Cumberland Road, Arens Road, Buckingham Drive and Primrose Green Drive. These roads will provide access points to and from the SENP lands and provide the connection and integration with surrounding neighbourhoods and existing commercial areas. An important north-south connection into the NP area will be the extension of Chuka Boulevard, which is presently under development within the Greens on Gardiner community.

Aside from these boundary conditions, the plan area is currently bisected by Tower Road which has been recently upgraded to handle heavy truck traffic associated with the existing agricultural processing operations. Additional existing developed roadways include Township Road 252 which is developed to a local industrial standard and provides access to existing agri-industrial operations and includes a constructed crossing over the CN-CP rail line and connections to adjacent lands situated in the RM of Sherwood No. 159 and the RM of Edenwold.

F8 | Existing Transportation Context



2.2.3 Future Transportation Network

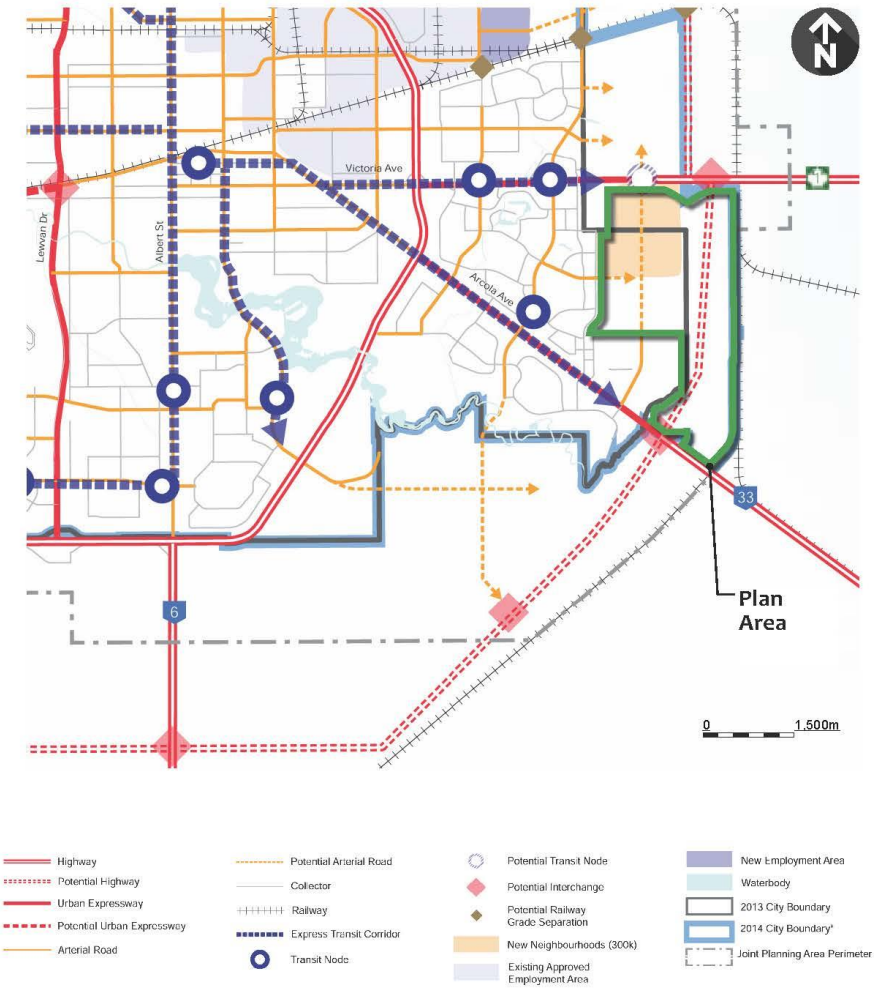
The future transportation network to support development within the plan area has been established by the City of Regina through the completion of the Design Regina OCP and the City Transportation Master Plan (TMP). As illustrated by **Figure 9: Design Regina OCP Transportation Network**, Victoria Avenue and Arcola Avenue are identified as future Urban Expressways transitioning into Provincial Highways as they approach the City's eastern boundary. They have also been identified as future Express Transit Corridors intended to support the growth and development of the City's transit system. Aside from Victoria and Arcola Avenue, the OCP also recognizes Arens Road and Chuka Boulevard as potential arterial roads to support the development of the SENP area.

In addition to the City's OCP and TMP, the Government of Saskatchewan (Province) has recently awarded construction and operation of the Regina Bypass which has a significant impact on the plan area. This Province-led initiative will increase connectivity between Highway No. 1 East to Highway No. 33 and act as the future Trans-Canada Highway for the portion south of Regina. The bypass is intended to alleviate traffic congestion on Victoria Avenue and maintain the high speed free flow of traffic on Highway No. 1. The Bypass will also provide an alternate route for vehicles to travel between Victoria Avenue and Arcola Avenue.

In addition to the Regina Bypass requirements within the plan area, the Province has recently expressed the need to consider the potential implications of the extension of the bypass northward along Anaquod Road (previously Tower Road). In support of this, the Province has provided preliminary design requirements and requested that the SENP establish a land use and policy response to these potential requirements. It is anticipated that a functional plan may be commissioned by the Province to explore the Northeast Bypass and associated design requirements within a 3 year period which will finalize the exact location and extent of right of way required to support this future infrastructure initiative.

The SENP has taken into account both the existing transportation network and the future transportation requirements necessary to support the development of the plan area.

F9 | Design Regina OCP Transportation Network



2.3 Constraints

The constraints section addresses items that may pose a potential limitation to development within the plan area and provides an appropriate policy response to address such limitations.

2.3.1 Regina Bypass

The Province has secured the right-of-way for the Regina Bypass, located within the plan area. The Bypass right-of-way and service road dedication is shown on **Figure 10: Land Use & Development Constraints**, consisting of approximately 105 hectares (259 acres) of land within the plan area. Residential, commercial, and industrial development within the vicinity of the Bypass will be subject to setback requirements as determined by the Province. Preliminary building setbacks from the nearest travel lane, provided by the Province, have been identified at 55 metres for commercial and industrial uses and 60 metres for residential uses.

To address the potential noise impacts stemming from traffic movements and volumes associated with the Bypass, MMM Group Limited undertook a Noise Control Study to predict the potential vehicular noise impacts within the plan area and to determine the extent of physical noise control measures necessary to attenuate projected noise from the proposed Bypass. The report concluded that development within the SENP will not be constrained by future traffic noise as forecast noise levels for adjacent development areas remain within City of Regina standards. Notwithstanding, certain noise attenuation measures for the control of outdoor and indoor sound levels were recommended.

In addition to the Regina Bypass, the Province has identified the potential to commence functional planning for the NE Regina Bypass within a 3 year period. The NE Regina Bypass may necessitate realignment of Anaquod Road and a future interchange at Anaquod Road and Victoria Avenue. In the absence of a completed functional plan, an analysis of the lands which may be impacted by a potential interchange area has been undertaken.

Policies

2.3.1(a) Lands for the Regina Bypass shall be provided as shown on **Figure 10: Land Use & Development Constraints.**

2.3.1(b) Should lands identified for the bypass development not be required, the lands may be used to accommodate appropriate types of land-use and development, as determined by the City.

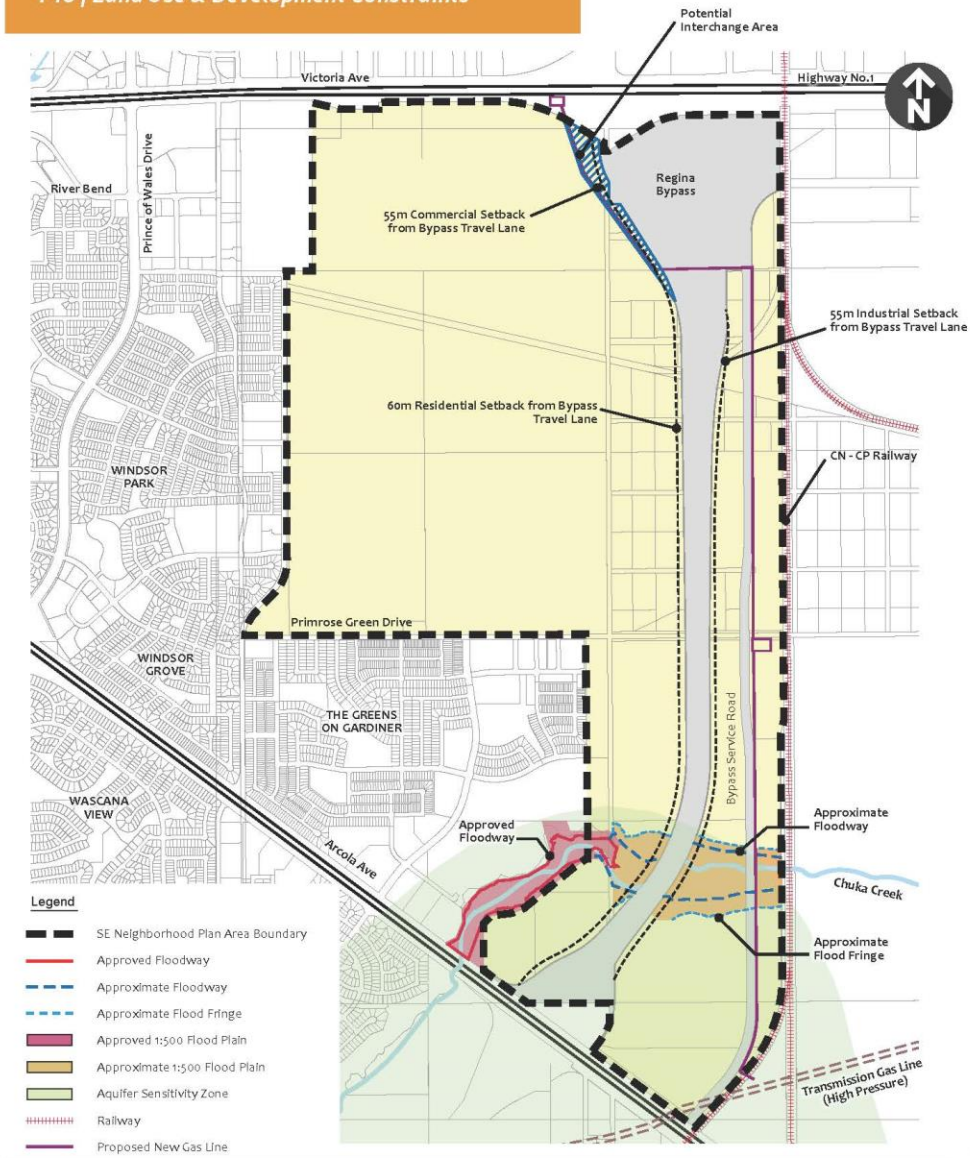
2.3.1(c) Development shall be setback from bypass improvements in accordance with applicable Provincial requirements.

2.3.1(d) Noise attenuation measures for indoor and outdoor noise control should be in conformance with recommendations contained in noise impact assessments completed at the time of concept plan submissions.

2.3.1(e) Recommendations for outdoor living areas, sound barrier fences, and building and landscape treatments should be considered at the concept plan stage when land uses, lot siting, and lot orientation are available.

2.3.1(f) All developments occurring within 90 metres of the Regina Bypass and the Regina Bypass Service Road shall be subject to review and approval by the Ministry of Highways as per Provincial legislation.

F10 | Land Use & Development Constraints



2.3.2 Chuka Creek Floodplain

Chuka Creek runs east-west across the southern portion of the plan area, collecting regional drainage and conveying flows into the Wascana Creek system. The defined 1:500 floodway and the flood plain associated with Chuka Creek has been identified in **Figure 10: Land Use & Development Constraints**.

The floodway is the portion of the flood plain where the waters in the 1:500 year flood are projected to meet or exceed a depth of one metre or exceed a velocity of one metre per second. This area should be dedicated as Environmental Reserve (ER). Environmental Reserve is dedicated lands provided to the municipality or Crown based on lands deemed undevelopable due to environmentally significance, flooding,slope, etc. and as per the *Planning and Development Act, 2007*.

A portion of the Chuka Creek floodway has been defined and approved through the Greens on Gardiner Concept Plan. An approximate floodway has been identified in the plan area based on the elevation contours of the approved floodway. Further analysis and delineation of this floodway may be required at concept plan stage.

The flood fringe is the portion of the flood plain, outside the floodway, where the waters in the 1:500 year flood are projected to be less than a depth of one metre or a velocity of one metre per second. Those lands situated within the flood fringe area will be subject to special development considerations to ensure appropriate flood mitigation measures have been undertaken at the time of development.

Policies

2.3.2(a) The lands situated within the Chuka Creek floodway should be dedicated as Environmental Reserve; the use of land dedicated as Environmental Reserve shall be in accordance with the *Planning and Development Act, 2007*.

2.3.2(b) Future development within the Chuka Creek flood fringe shall be subject to development regulations as specified within the Regina Zoning Bylaw

2.3.3 Aquifer Sensitivity Overlay

The Aquifer Protection Overlay Zone is located in the southeast corner of the plan area and is identified as a low sensitivity zone. Development within the aquifer sensitivity area will consider the aquifer sensitivity and adhere to the regulations outlined in the Regina Zoning Bylaw.

Policies

2.3.3(a) Development within the Aquifer Sensitivity Area shall adhere to the Regina Zoning Bylaw.

2.3.4 High Pressure Gas Line

An existing high pressure TransGas transmission line is located in the southeast corner of the plan area. Consideration of this line should to be taken for any future development directly adjacent to the transmission line.

Policies

2.3.4(a) Development adjacent to the high pressure gas line right-of-way shall be subject to the setback and development requirements as stipulated by the City of Regina.

2.3.5 CN-CP Rail Line

The shared CN-CP rail line is located on the eastern edge of the plan area The presence of the railway and the future bypass restrict the viability and appropriateness of residential land uses within this area. Planning of these lands should consider an appropriate interface with the railway. Industrial uses would be a compatible land use adjacent to the railway.

Policies

2.3.5(a) Future land uses adjacent to the railway shall not include residential uses.

2.3.5(b) Development setbacks from railway corridors will be established by the City of Regina, and should be based on the FCM/RAC *Guidelines for New Development in Proximity to Railway Operations, 2013.*

3.0 Vision & Design Principles

3.1 Vision Statement

The southeast community provides the opportunity for residents to live, work and play in an attractive and comfortable environment; where residents can walk or ride their bike to parks or local services; and where children can attend all levels of school in their own community. The southeast community is a complete community that provides choice and opportunity for all Regina residents.

The southeast lands shall support the development of a complete community comprised of several distinct neighbourhoods containing a range of housing options, commercial services, recreational opportunities, and institutional land uses. The Victoria Avenue corridor has become a busy activity centre that serves the commercial needs of area residents and the greater Regina region. Chuka Boulevard provides an attractive space for multi-modal forms of travel through the community. A vibrant hub at the centre provides higher residential densities, mixed- uses, and local and personal services to residents, creating a focal point for surrounding neighbourhoods.

Neighbourhood areas contain residential development of varying densities, complemented by an interconnected open space system that provides appealing public spaces and recreational opportunities for a variety of users. The linear stormwater facility creates an open space spine that connects residential areas and promotes pedestrian and cyclist activity. The Zone Park draws users from within the community and throughout the city, fostering sport and recreation and encouraging healthy and active lifestyles.

Industrial uses on the east side of the Bypass provide employment opportunities for area residents and foster the overall economic health of the southeast community and the city.

The southeast community will integrate with and complement existing neighbourhoods, corridors, and centres while providing new opportunities for employment, retail services, recreation, education, and housing.

3.2 Design Principles

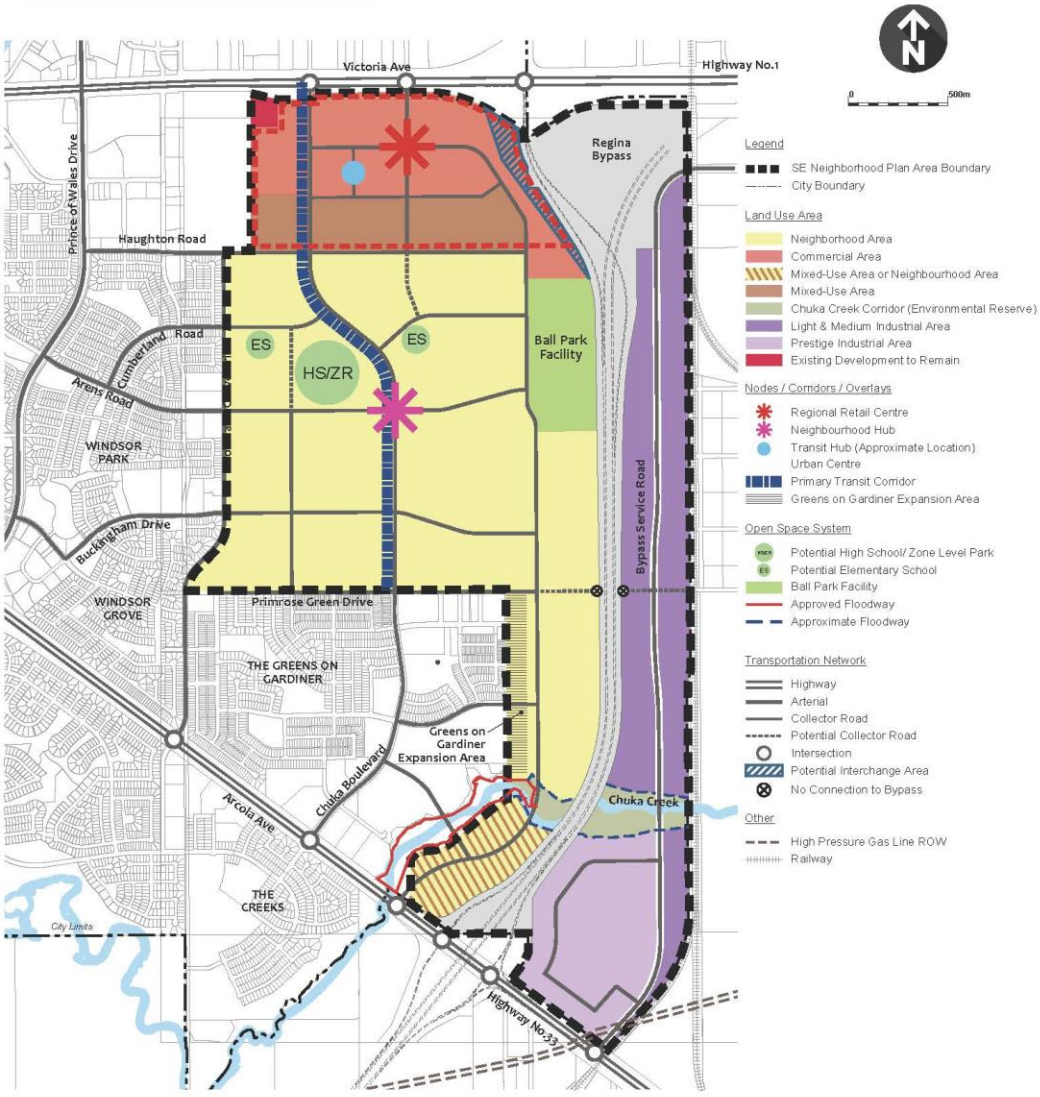
In accordance with the approved priorities of the Design Regina OCP, the SENP has been planned as a complete community, incorporating residential development, employment lands, an Urban Centre, and a Transit Hub. Key design principles embodied in this Neighbourhood Plan include:

- **INTEGRATION WITH EXISTING USES** - the plan area will consist of neighbourhoods that consider and respect existing development. Boundary conditions will complement and integrate with existing neighbourhoods, urban corridors, transportation networks, and open space systems.
- **LAND USE DIVERSITY** - the Southeast lands will form a complete community by providing opportunities for recreation, cultural development, education, and employment. The plan area will accommodate a full range of residential and non-residential land uses.
- **HOUSING MIX** - a range of housing product and housing density will be offered within the NP area to support a diverse population and allow residents to remain in the community through various stages of their life. Achieving or exceeding the OCP residential density target, the anticipated housing will range from low to high density residential development and include single detached residential, attached housing forms, and apartment units.
- **EMPLOYMENT AND HUBS** - a variety of employment opportunities, lifestyle services, and commercial land uses will be integrated within the plan area to meet regional, community, and neighbourhood needs. Various employment opportunities and daily services will be offered in strategic locations within the plan area. Built forms will range from pedestrian-focused mixed-use development within the central Neighbourhood Hub to large-format retail uses within the Regional Retail Centre. Future Industrial lands will form a significant employment base within the plan area.
- **CONNECTIVITY** - the street network will integrate the SENP with existing neighbourhoods and the regional transportation system. Connectivity with existing city development is ensured through multiple access points from surrounding neighbourhoods and direct access points off of Victoria Ave and Arcola Ave. The well connected network of streets (grid-like) and the comprehensive system of sidewalks, multi-use pathways, regional pathways, and greenways will encourage pedestrian and cyclist circulation within the community. A transit corridor and transit hub will promote public transit use and allow residents to access key community amenities.
- **OPEN SPACE & RECREATION** - the SENP will offer a range of passive and active recreation opportunities and community gathering places through a comprehensive park and pathway system. An enhanced linear stormwater facility encompassing a pathway system will run north-south through the plan area and eventually connect with Chuka Creek and subsequently the Wascana Creek system. Neighbourhood parks will provide places to gather and socialize. A Zone Park will be a focal point for athletics, providing a variety of areas for both recreational and competitive activities.
- **SENSE OF PLACE** - the design of the SENP will invoke a sense of place within its neighbourhoods through the creation of Neighbourhood Hubs, areas of activity, defined focal points, and view corridors to the open space system. Forming a portion of the regional gateway on both the north and south boundaries, the NP area will maintain a high standard of built form and architectural design.

3.3 Land Use Concept

Figure 11: Land Use Concept provides an overview of the general location of the land use and transportation framework envisioned to support the development of a complete community within the NP area. **Table 1: Land Use Concept Overview** provides a description of key land use elements, nodes, corridors and overlays which relate to the SENP.

F11 | Land Use Concept



T1 | Land Use Concept Overview

Neighbourhood Area
A defined area within a community, containing a mix of residential uses of varying densities/ forms and compatible non-residential uses.

Commercial Area
Serves the retail, service and employment needs of area residents. Retail uses may include medium and large format uses. Other uses may include office, cultural, and recreational uses.

Mixed-Use Area
Mixed use areas may contain a mix of commercial, residential and employment uses mixed either vertically or horizontally. Other complementary uses may include office, cultural, and recreational uses.

Industrial Areas
Provide for prestige, light and medium industrial uses between the Regina Bypass and the CN/ CP Railway.

Chuka Creek Corridor
Includes the Chuka Creek floodway as Environmental Reserve and the flood fringe which will require special development considerations.

Existing Development to Remain
Regina Memorial Gardens and Cemetery will remain as currently developed.

Urban Centre
An area of focus for medium - high-density residential, retail and commercial uses, and transit-oriented development, that is easily accessible to a large segment of the population.

Regional Retail Centre
An area of medium to large format retail uses located within the Urban Centre and containing predominantly single story, stand alone structures which may be supported by smaller format junior anchors.

Neighbourhood Hub
A focal point for all neighbourhoods within the Neighbourhood Plan. Provides a pedestrian-oriented environment and a mix of uses including medium-high density residential, retail and service uses, and transit-oriented development.

School Sites
Areas identified for potential school sites, elementary and high school, combined with public recreation areas.

Ball Park Facility
The new location for the existing Ball Park that was impacted by the construction of the Regina Bypass at Arcola Avenue. The Ball Park will be a regional facility containing a number of baseball diamonds.

Greens on Gardiner Expansion Area
Expansion area of the approved Greens on Gardiner Concept Plan.

Transit Hub
A point in the transit network that is a transfer location between multiple transit routes.

Primary Transit Corridor
A route that is served by a higher level of transit operating at higher frequencies.

Regina Bypass
The right-of-way required for the Regina Bypass. Development setbacks will apply to lands adjacent to the Bypass.

Potential Interchange Area
An approximate area that may be required for a potential development of an interchange at Victoria Avenue and Anaquod Road (previously Tower Road) in order to connect to the future Northeast Bypass, north of Victoria Avenue.

3.4 Neighbourhood Plan Statistics

3.4.1 Land Use Statistics

Table 2: Neighbourhood Plan Land Use Statistics provides an overview of the land use statistics for the SENP. These statistics have been calculated based on the general land uses presented in **Figure 11: Land Use Concept** in order to provide clarity on anticipated land use yields and population projections.

T2 | Neighbourhood Plan Land Use Statistics

Land Use	Area (Hectares)	Area (Acres)	% of Plan Area
Neighbourhood Area	296.3	732.2	43.1%
Commercial Area	66.1	163.3	9.6%
Mixed-Use Area	53.9	133.1	7.8%
Prestige Industrial	59.3	146.7	8.6%
Light & Medium Industrial	74.6	184.4	10.8%
Existing Development to Remain	1.8	4.5	0.3%
Regina Bypass & Service Road	105.2	259.9	15.3%
Chuka Creek Corridor	8.0	19.7	1.2%
Ball Park Facility	22.6	55.8	3.3%
Total	**687.8**	**1699.6**	**100%**

Policies

3.4.1(a) The location and type of land uses, parks and open space and transportation network shall be in conformity with an approved concept plan which is in general compliance with this Neighbourhood Plan.

3.4.1(b) Notwithstanding Policy 3.4.1(a), minor variances to the generalized land use concept introduced at the time of a concept plan, rezoning and/or subdivision application shall not require an amendment to this Neighbourhood Plan.

3.4.2 Population & Jobs

Table 3: Population & Job Statistics calculates the minimum population requirements and anticipated job projections for the Neighbourhood Plan. The gross developable residential area was calculated by deducting the non-developable areas and the regional land uses identified in the plan. The minimum population requirement for the SENP was determined using the gross developable residential area and the City's OCP target of 50 persons per gross hectare[1]. Anticipated job projections were calculated based on assumed commercial and industrial net areas, floor area ratios, and corresponding employment assumptions.

T3 | Population & Job Statistics

	Hectares	Acres
Total Plan Area	**687.8**	**1699.6**
Less Regina Bypass & Service Road ROW Dedication	105.2	259.9
Less Ball Park Facility	22.6	55.8
Less Zone Park	15.0	37.0
Less Chuka Creek Floodway (Future Environmental Reserve)	4.7	11.5
Less Existing Funeral Home Lands (Development to Remain)	1.8	4.5
Gross Developable Area	**538.5**	**1330.9**
Regional Land Uses		
Less Regional Commercial Area	66.1	163.3
Less Industrial Areas	134.0	331.1
Gross Developable Residential Area	**338.4**	**836.5**

Gross Developable Residential Area (Ha)	City Population Intensity Targets	Minimum Population Requirements	Anticipated Job Projection[2]
338.4 ha	50 persons per gross hectare	16,920	6,000

[1] The initial Towns Concept Plan was approved prior to the adoption of Design Regina OCP. As such, the Towns is considered exempt from the minimum population intensity target set out in the OCP of 50 persons per gross residential hectare. Notwithstanding this exemption, the Towns Concept Plan area has been included in the overall population projection.

[2] Anticipated Job Projection is based on the following assumptions:

- **Gross-Net Ratio**: less 7% for Light/Medium Industrial, less 15% for Prestige Industrial, less 25% for commercial area
- **Floor Area Ratio:** 0.15 FAR for Industrial and 0.3 FAR for commercial
- **Employment Ratio**: 1 job per 100m² of Industrial area, 1 job per 50m² of commercial area

Employment Uses considered for Anticipated Jobs calculation include:

- *Commercial Area (66.1 hectares, 163.3 acres)*
- *20% of north Mixed-Use Area (7.0 hectares, 17.2 acres)*
- *40% of the south Mixed-Use Area (7.6 hectares, 18.8 acres)*
- *Neighbourhood Hub (4.5 hectares, 11.0 acres)*
- *Prestige Industrial (59.4 hectares, 146.7 acres)*
- *Light & Medium Industrial (74.6 hectares, 184.4 acres)*

4.0 Community & Neighbourhood Framework

4.1 Communities & Neighbourhoods

Purpose

The plan area will incorporate one Community and one Employment/Industrial Area. Neighbourhood boundaries within the community are delineated to help inform future concept planning in order to create a sense of identity and facilitate logical and cohesive development.

4.1.1 Communities

The term 'Community' is typically used to describe a geographic area of between 5,000 and 20,000 residents that is planned comprehensively and developed over time. The approximate size of each neighbourhood relating to the SENP is shown on **Figure 12: Community and Neighbourhood Boundaries.**

The SENP will consist of a complete community containing a range of housing, commercial, recreational, and institutional land uses. The SENP community will be comprised of a series of neighbourhoods which, through careful planning, contribute to the realization of a complete community.

Policies

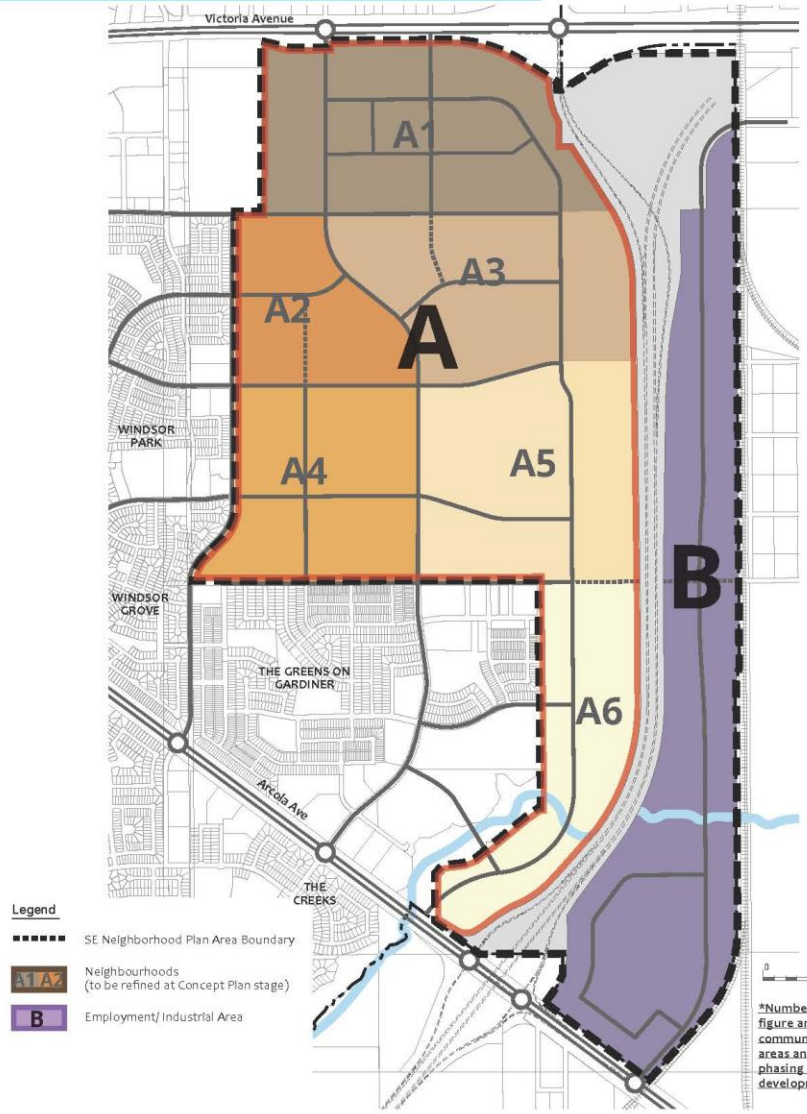
4.1.1(a) The Plan Area may consist of one (1) Community and one (1) Employment/Industrial Area, and six (6) Neighbourhoods, as generally shown on **Figure 12: Neighbourhood Boundaries.**

4.1.1(b) The SENP community should provide the following: a broad range of housing choices, commercial uses, school facilities, open space and parks, accessible transit, and distinctive and attractive neighbourhoods.

Complete neighbourhoods *are places where residents enjoy their choice of lifestyles, food, housing options, employment, services, retail and amenities, multi-modal transportation, and educational and recreational facilities and programs.*

- Design Regina OCP,
Guidelines for Complete Neighbourhoods

F12 | Community & Neighbourhood Boundaries



4.1.2 Employment/Industrial Area

The Employment/Industrial area includes the lands east of the bypass, identified for industrial development. No residential development will be provided in this significant area of employment, therefore no neighbourhood boundaries have been delineated. The employment/industrial area, while separate and distinct, shall generate local and regional employment opportunities and thus contribute to the development of a complete community within the SENP.

Policies

4.1.2(a) The Employment/Industrial Area shall not contain residential uses and school facilities, and therefore does not require the delineation of neighbourhood boundaries.

4.1.3 Neighbourhoods

The term 'Neighbourhood' is commonly used to describe a distinct part of a community, containing an area of approximately 160 acres comprising residential and compatible non residential uses and supported by one or more neighbourhood hubs. Based on this guiding principle, there are six (6) neighbourhoods delineated in SENP Community.

The neighbourhood boundaries are approximate and may be refined at the time of a concept plan. The composition, size, intensity, and architectural style may vary between neighbourhoods.

When delineating neighbourhood boundaries, the SENP considered the general size of Neighbourhood Areas, infrastructure considerations, and boundary conditions such as existing development, the regional transportation system, and the internal street network.

Policies

4.1.3(a) The exact boundaries of neighbourhoods illustrated on **Figure 12: Community & Neighbourhood Boundaries** may be refined at the time of concept plan without amendment to this plan being required.

4.1.3(b) Neighbourhoods should include a range of residential uses and intensity and may be designed around a centralized neighbourhood hub.

Land Use Areas

The Land Use Areas identified on **Figure 11: Land Use Concept** are intended to define the overall intent and general land use framework for the main areas within the NP. Additional detail in the form of Nodes, Corridors, and Overlays are applied to Land Use Areas to provide further detail and direction which shall support and guide the preparation of subsequent concept plans.

4.2 Neighbourhood Area

Purpose

The Neighbourhood Area allows for an appropriate mix of residential uses of varying densities and forms in a defined area. Neighbourhood Areas should be designed around a central neighbourhood hub, and should provide a distinct identity for its residents, created through the use of natural features, public parks, streetscape design, landmarks, and sightlines. Neighbourhood Areas should be pedestrian oriented, allow for diverse housing options, and create a sense of community.

Within the Neighbourhood Areas identified on **Figure 11: Land Use Concept,** a combination of low, medium, and high density residential development is envisioned. The majority of the medium and high density development is anticipated within the Urban Centre, along Chuka Boulevard, and in proximity to the Neighbourhood Hub. Medium and high density development may also be strategically located near open space amenities and major road networks. A range of housing types will be accommodated within the NP to provide housing choice to a diverse population and people at varying stages of life. Appropriate interface areas and gradients in density will be provided in order to ensure appropriate transitions and compatibility between various land uses and densities and in relation to existing development. Under the Design Regina OCP, new residential areas are required to achieve a minimum gross population density of 50 persons per gross hectare. Each residential concept plan area within the Southeast NP will reach or exceed this minimum population density. Based on City requirements and the general land use concept, the estimated minimum population target for the SENP is approximately 16,920.

Policies

Location of Neighbourhood Area

4.2(a) Neighbourhood Areas shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Neighbourhood Area

4.2(b) Neighbourhood Areas shall consist of predominantly residential uses with limited and compatible non-residential uses.

4.2(c) Each Neighbourhood should contain a focal point within walking distance of all neighbourhood residents; the focal point should include a public open space and may contain a combination of medium-high density residential, recreational and cultural uses, and/or institutional uses.

4.2(d) All concept plans within the Neighbourhood Area shall achieve a minimum of 50 persons per gross developable residential hectare.

4.2(e) Medium (net density 25-50 units/hectare), and High density (greater than 50 units/hectare) multi-dwelling residential development should be located throughout the Neighbourhood Areas in locations that support transit and mixed use development; primarily within the Urban Centre, in proximity to Chuka Boulevard, the Neighbourhood Hub and major roadways throughout the NP area.

4.2(f) Low density development (net density less than 25 units/hectare) may represent the predominant (over 50%) residential housing form in the Neighbourhood Areas, outside of the Urban Centre and Neighbourhood Hub.

4.2(g) Alternative forms of housing (such as secondary suites, live-work housing, laneway housing and mixed-use housing) should be encouraged and supported within neighbourhood areas in order to meet the needs of different lifestyles and to support the delivery of affordable housing.

4.2(h) The provision of rental, affordable and special needs housing should, where applicable, be in accordance with the City's Comprehensive Housing Strategy

4.2(i) The general categories of residential uses identified shall be refined through the land use districts applied at the time of a concept plan and land use rezoning application.

Design of Neighbourhood Area

4.2(j) Multi-dwelling residential development should have a strong street presence and should include appropriate transitions from higher density development to lower density development through the utilization of transitional land uses such as medium residential density uses or open space.

4.3 Commercial Area

Purpose

The Commercial Area will serve the commercial, service and employment needs of both local and regional residents. The Commercial Area is comprised of those lands in proximity to Victoria Avenue, extending and enhancing the existing Urban Corridor. The Commercial Area is intended to provide flexibility in commercial and other employment uses within the designated corridor lands.

The Regional Retail Centre definition provides direction on the intent of retail uses within the Commercial Area. Since the area will benefit from the high visibility, large traffic volumes and ease of access to Victoria Avenue and Chuka Boulevard, large format retail uses will be the predominant form of development. Large-format uses typically include single story, stand alone structures, usually located on a single site. Higher volumes of traffic are anticipated to visit large format retail, therefore, the retail centre has two access points off Victoria Avenue and is served by a street network of arterial and collector roadways. Large-format retail uses will be supported by smaller - medium format, junior anchor tenants in a comprehensively planned and developed site.

Other compatible uses which may be permitted in the Commercial Area may include office, residential, cultural and recreational uses.

Policies

Location of Commercial Area

4.3(a) The Commercial Area shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Commercial Area

4.3(b) The Commercial Area shall consist of predominantly large format retail uses and may consist of other compatible employment uses such as office or other commercial services.

4.3(c) Medium or high density residential uses may be permitted in the Commercial Area.

4.3(d) The general categories of commercial uses identified shall be refined through the land use districts applied to the Commercial area at the time of a concept plan and land use rezoning application.

4.3(e) Master Site Development Plans shall be required at the Development Permit stage which address the general location of building footprints, landscaping and lighting, parking, access, pedestrian connections, traffic signals and markings, and transit facilities, within the Commercial Area.

Size & Intensity of Commercial Area

4.3(f) The exact size of the Commercial Area will be determined at the concept plan stage.

4.4 Mixed-Use Area

Purpose

The two (2) Mixed-Use Areas comprise lands within the Urban Centre, directly south of the Commercial Area, and lands in proximity to Arcola Avenue and the Regina Bypass. The intent of the Mixed-Use Area is to provide flexibility to accommodate a combination of residential and commercial uses. Residential uses shall consist of predominantly medium and high density development.

Retail uses within the Mixed-Use Area adjacent to Arcola Avenue may include highway commercial development providing services to the travelling public as well as development catered to serve the needs of the surrounding neighbourhoods. Retail uses within the Mixed-Use Area of the Urban Centre may include retail and commercial services that complement the uses of the Commercial Area while providing an appropriate transition to residential uses.

Vertical and horizontal residential/retail mixed-use developments/sites are encouraged in both Mixed-Use Areas. Commercial and mixed-use development within the Mixed-Use Areas should consist of a high quality pedestrian environment.

Policies

Location of Mixed-Use Areas

4.4(a) The Mixed-Use Areas shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Mixed-Use Areas

4.4(b) The Mixed-Use Areas may contain:

- Commercial uses
- Medium and high density residential development
- Other compatible uses

4.4(c) Vertical mixed-use development of residential uses/commercial uses and opportunities for live-work residential units should be encouraged within the Mixed-Use Areas.

4.4(d) Residential and commercial development shall be appropriately integrated, providing compatible interfaces and transitions between the uses.

4.4(e) The composition and extent of any permitted uses within the Mixed-Use Areas shall be further delineated and established at the time of a concept plan and rezoning.

4.5 Light & Medium Industrial Area

Purpose

The purpose of the Light & Medium Industrial Area is to provide for a range of employment uses in the form of light and medium industrial uses. Industrial uses are generally high employment generators and inclusion of these services with the SENP area further enhances the concept of a complete community. The Light and Medium Industrial Area is strategically placed between the Regina Bypass and the CN/ CP Railway to minimize any potential impacts to residential uses. These boundary conditions restrict the feasibility of other land uses within the area and light industrial uses currently exist on the site. It is anticipated that the proximity to the existing CN/CP Railway shall also support industrial development in this area. Light and medium industrial uses could consist of storage, processing, packaging, distribution, service and repair activities, or other similar uses.

Policies

Location of Light & Medium Industrial Area

4.5(a) The Light and Medium Industrial Area shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Light & Medium Industrial Area

4.5(b) The Light and Medium Industrial Area should be comprised of light industrial, medium industrial, and industrial-supportive uses.

4.5(c) The general categories of industrial uses shall be refined through the land use districts applied to the Light and Medium Industrial Area at the time of a land use rezoning application.

4.5(d) The City may consider private water and wastewater servicing for the Light and Medium Industrial Area as per policies 7.1(e) and 7.3(i) of this plan.

4.6 Prestige Industrial Area

Purpose

The purpose of the Prestige Industrial Area is to accommodate the opportunity for a well-designed business/ industrial park in the SE quadrant of the city. The Prestige Industrial Area forms part of an important gateway into the city, borders Chuka Creek and is highly visible from two major corridors: the Regina Bypass and Highway 33/ Arcola Avenue. Because of its strategic location, the Prestige Industrial Area will consist of a thorough planning and site design process with the City of Regina at the concept plan stage.

Policies

Location of Prestige Industrial Area

4.6(a) The Prestige Industrial Area shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Prestige Industrial Area

4.6(b) The Prestige Industrial Area should be comprised of light industrial and business service, and other industrial-supportive uses, and shall be further defined through the land use districts applied to the Prestige Industrial area.

4.6(c) The general categories of industrial uses identified shall be refined through the land use districts applied to the Prestige Industrial Area at the time of a land use rezoning application.

Compatible Interface & Coordinated Design

4.6(d) Any development within an interface area should present a visually attractive image to the public by coordinating the elements of site design and building architecture in a suitable and appropriate manner, and should provide for a compatible and appropriate interface treatment.

4.6(e) Site and building design guidelines should be identified at the concept plan stage to the satisfaction of the City of Regina.

Mobility in Industrial Areas

4.6(f) The transportation network should be designed to provide connectivity for pedestrians, cyclists and drivers within the Industrial Area and from surrounding areas to destinations within the Industrial Area.

4.7 Greens on Gardiner Expansion Area

Purpose

The Greens on Gardiner Expansion Area is located between Anaquod Road and the western boundary of the plan area, adjacent to the existing Greens on Gardiner community. The expansion area will integrate with and take policy guidance from the approved Greens on Gardiner Concept Plan.

Policies

Location of Greens on Gardiner Expansion Area

4.7(a) The Greens on Gardiner Expansion Area shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Greens on Gardiner Expansion Area

4.7(b) The Greens on Gardiner Expansion Area shall be guided by the approved Greens on Gardiner Concept Plan and shall consist of predominantly residential land uses.

4.8 Chuka Creek Corridor

Purpose

Chuka Creek represents an important drainage element, environmental feature and potential future recreational resource within the NP area. As development proceeds, it will be necessary to protect Chuka Creek for its utility, environmental and recreation benefits, and to ensure that adjacent development is not negatively affected by its floodwaters.

At its discretion, the City may claim, through the subdivision process, lands within the Chuka Creek floodplain, and lands constituting native prairie habitat, as "environmental reserve". Through the applicable concept plan or rezoning process, further analysis of the Chuka Creek corridor will be required in order to determine heritage potential, including the potential for native prairie habitat. Furthermore, where mapping does not exist, the City may require that the floodway and flood fringe of Chuka Creek be delineated as a prerequisite for concept plan or rezoning approval. The City should review the potential for park designation and pathway development within, and adjacent to, the Chuka Creek corridor as part of any future concept plan or rezoning process.

Policies

4.8(a) The City, at its discretion, may claim, through the subdivision process, lands within the floodplain of Chuka Creek, or lands constituting native prairie habitat, as environmental reserve, as per the Planning & Development Act, 2007.

4.8(b) The City may require, as a prerequisite for concept plan or rezoning approval, affecting lands adjacent to Chuka Creek, that:

- The location of the floodway and flood fringe of Chuka Creek be delineated through mapping to the satisfaction of the City and the Province;
- The potential for native prairie habitat be assessed, in accordance with the requirements of the City and the Province;
- The potential for park designation and pathway development be assessed.

4.8(c) Direct pedestrian connections to the Chuka Creek environmental reserve area shall be considered during the concept plan stage.

Nodes, Corridors and Overlays

The Nodes, Corridors, and Overlays identified on **Figure 11: Land Use Concept,** are intended to provide additional detail and further direction for specific lands within the identified land use areas. Policies contained within the following sections provide a more comprehensive direction relative to the size, composition, and design of the nodes, corridors, and overlays as identified.

4.9 Urban Centre

Purpose

The purpose of the Urban Centre is to establish an area of focus for high-density, mixed-use, transit-oriented development that is easily accessible to a large segment of the population. The Urban Centre is situated at the intersection of major arterial roads, including Victoria Avenue and the future Chuka Boulevard. It will be an area of activity for the plan area and is a hub for both community and regional interaction. The Urban Centre is characterized by high residential densities, a Regional Retail Centre (including a variety of commercial and retail uses), and direct access to transit service via a Transit Hub. In order ensure an appropriate interface with low density neighbourhood areas to the south, low-medium residential densities may be situated on the southern boundary of the Urban Centre.

Policies

Location of Urban Centre

4.9(a) The Urban Centre shall be generally located as shown on **Figure 11: Land Use Concept.**

Composition of Urban Centre

4.9(b) The Urban Centre should be comprehensively planned to integrate:

- Small, medium, and large format retail uses
- Medium to high density residential developments
- An amenity space
- A transit hub

4.9(c) The Urban Centre may also contain:

- Appropriate commercial services
- Office and other employment uses
- Cultural, recreational, and institutional uses
- Other compatible uses

4.9(d) Residential development within the Urban Centre shall be predominantly medium and high density development.

4.9(e) Low density residential development may occur along the south boundary of the Urban Centre to ensure a transiton to lower density residential uses to the south.

4.9(f) Vertical mixed-use development of residential uses/commercial uses and opportunities for live-work residential units should be encouraged within the Urban Centre.

4.9(g) Residential and commercial development shall be appropriately integrated within the Urban Centre, providing compatible interfaces and transitions between uses.

4.10 Neighbourhood Hub

Purpose

The Neighbourhood Hub is envisioned as the focal point for all neighbourhoods within the NP area, located at the prominent intersection of Chuka Boulevard and Arens Road. The Neighbourhood Hub provides local goods and services and should support and facilitate community interaction and identity. The Hub should accommodate the more intense uses along Chuka Boulevard, providing a focus for mixed-use, pedestrian and transit-oriented development that is easily accessible to a large segment of the community. Commercial and retail uses could include a community-scale grocery store, drugstore, and a combination of street front retail and services uses including restaurants, banks, dental offices, hair salons, and other food and personal services. Strategically placed medium and high density residential uses and vertical mixed-use buildings will strengthen the vibrancy and activity within the Neighbourhood Hub and provide a transition to surrounding low density residential uses. The High School/Zone Park is positioned adjacent to the Neighbourhood Hub in order to integrate the activities of the zone park and provide open space near the Hub.

Policies

Location of Neighbourhood Hub

4.10(a) The Neighbourhood Hub shall be generally located as shown on **Figure 11: Land Use Concept,** at the intersection of Chuka Boulevard and Arens Road.

Composition of Neighbourhood Hub

4.10(b) The Neighbourhood Hub should be comprehensively planned to include mixed land uses and integrate a combination of:

- Small and medium-sized retail uses, service uses, and other similar uses
- A community-scale grocery store
- High density residential development
- An amenity space such as an urban plaza
- Other compatible uses

4.10(c) Other uses within the Neighbourhood Hub may include cultural, recreational, and institutional uses.

4.10(d) The general categories of uses identified shall be refined through the land use districts applied at the concept plan and land use rezoning stage.

Site Design of Neighbourhood Hub

4.10(e) The road pattern and pedestrian/bicycle routes from the surrounding neighbourhoods should provide multiple and convenient connections to the Neighbourhood Hub.

4.10(f) A transit stop shall be located in close proximity to the Neighbourhood Hub.

4.10(g) Commercial and retail buildings should be oriented towards the street and have direct pedestrian connections from the public sidewalk to building entrances.

4.10(h) Buildings should have an articulated street-facing facade.

4.11 Chuka Boulevard

Purpose

Chuka Boulevard connects the SENP area to Victoria Avenue to the north and the Greens on Gardiner community to the south. Residential uses along Chuka Boulevard should consist of medium to high density development, supplemented by mixed-use development within the Neighbourhood Hub. The intensification of land uses and pedestrian-focused streetscapes are intended to support Chuka Boulevard as a transit corridor and an important link between the proposed neighbourhoods within the plan area.

Policies

Location

4.11(a) Chuka Boulevard shall be generally located as shown on **Figure 11: Land Use Concept**.

Land Uses adjacent to Chuka Boulevard

4.11(b) Residential development adjacent to Chuka Boulevard shall consists of a range of medium and high density residential units.

4.11(c) Mixed use residential/commercial development may be located adjacent to key nodes and intersections along Chuka Boulevard

4.11(d) Other uses considered in or near Chuka Boulevard may include cultural, recreational, and institutional uses, or other compatible uses.

Design of Chuka Boulevard

4.11(e) Chuka Boulevard shall be pedestrian-oriented with a well-designed public realm and buildings oriented towards the street.

Mobility along Chuka Boulevard

4.11(f) Chuka Boulevard may contain the primary transit network, linking surrounding neighbourhoods to city wide amenities and employment areas.

4.11(g) The street type of Chuka Boulevard shall be an arterial, which accommodates the safe movement of pedestrians, cyclists, transit vehicles, and private vehicles.

4.12 Potential Interchange Area

Purpose

The Province has indicated the need to protect for a future potential interchange at Anaquod Road and Victoria Avenue with the intent of connecting to the future Northeast Bypass, north of Victoria Avenue. The bypass and interchange would be grade separated and would require a portion of the plan area to accommodate additional lanes, ramps, and setbacks. The Potential Interchange Area identified on **Figure 11: Land Use Concept** is an approximate area based on preliminary information received from the Province and City of Regina. The exact area required for the interchange will be determined at the time of the northeast bypass functional design study, commissioned by the Province.

Policies

Location of Potential Interchange Area

4.12(a) The Potential Interchange Area may be located approximately as shown on **Figure 11: Land Use Concept**

Composition of Potential Interchange Area

4.12(b) The Potential Interchange Area shall remain undeveloped until such time as:

- The area is developed to accommodate transportation infrastructure, or
- The City of Regina determines that some or all of the area is not required for transportation infrastructure.

4.12(c) In order to temporarily limit development within the Potential Interchange Area, an appropriate zoning designation (e.g. Urban Holding Zone or Holding Overlay Zone + applicable commercial zone) shall apply to this area until the area transitions to highway infrastructure, or until it is determined, at the City's discretion, that the area is not required for highway infrastructure.

4.12(d) Should the area identified for the Potential Interchange Area not be required, the land may be developed as per the underlying land use area identified on **Figure 11: Land Use Concept** without an amendment to this plan being required.

4.13 Gateway Areas

Purpose

Gateway Areas are lands which landmark the entry to the City of Regina and serve as key entrance points to the SENP area. Appropriately planned and designed gateways should become the primary markers of passage and arrival for local, regional, and international residents to Regina. The gateway areas along Victoria Avenue and Arcola Avenue can offer an opportunity to highlight the transition into Regina and contribute to the city's identity and sense of place. Gateway areas could be accentuated through public art features, lighting features, architectural features on buildings or structures, landscape treatment, or any combination of these features. The effective treatment of gateway areas remains a shared responsibility between private and public realm development. Gateway areas within or adjacent to the SENP can be classified into two types of scales:

- **Primary Gateway**: These areas are intended to denote and define the entry experience into the City. These gateways should be designed to cater to higher speed travellers as they enter Regina and can provide the cue for reduction in travellers speed and formally landmark the entrance to the city. In relation to the SENP, primary gateways have been identified at the intersection of the Regina Bypass with Victoria Ave and the Bypass intersection at Arcola Ave. At these locations, the significant transportation infrastructure under development provides the background for any gateway intervention and as such, any proposed gateway treatment should be proportionate in scale to surrounding features.
- **Secondary Gateway:** These areas include critical entry points to large industrial, commercial, or residential areas and should be identifiable to both the vehicle and pedestrian. The secondary gateways within the SENP are located at the entrances to the Prestige Industrial area on Arcola Ave and at the two entrances to the Commercial Area along Victoria Ave. At these critical entrance points, prominent corners with landmark architecture and medium-scale features incorporated at the street level could symbolically provide a sense of arrival to these areas. Travellers perceive more details at this scale than at the regional scale, therefore more texture, colours, and specific branding can be included.

Policies

Location of Gateway Areas

4.13(a) Gateway Areas shall be generally located as shown on **Figure 13: Gateway and Interface Areas**.

4.13(b) Section 4.13 policies herein shall apply to both sides of Victoria Avenue, notwithstanding any other Secondary Plan.

Design of Primary Gateway Areas

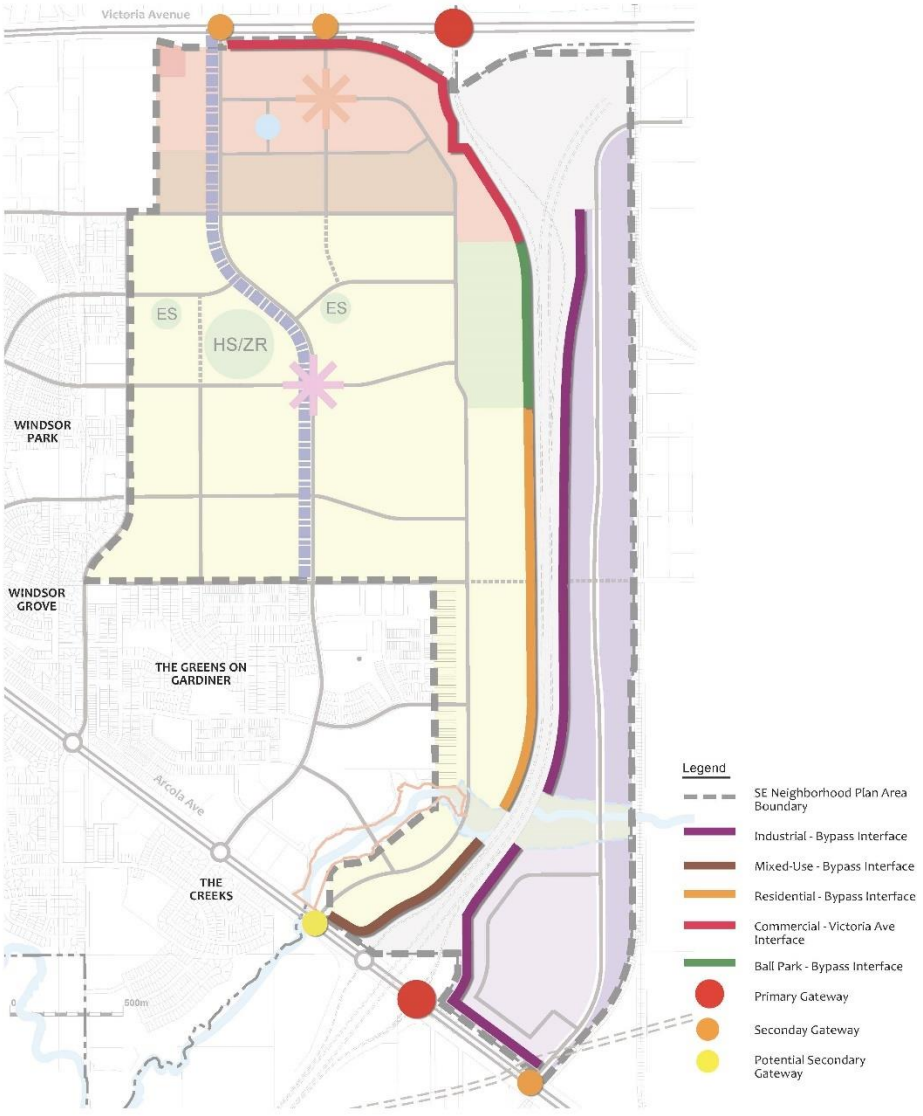
4.13(c) The City should clearly define Primary Gateway Areas through a combination of signage, architectural features, lighting, and landscaping to reinforce Regina as the capital city.

Design of Secondary Gateway Areas

4.13(d) Affected developers should emphasize Secondary Gateway Areas through a combination of signage/branding, landmark architecture, and landscaping.

4.13(e) Gateway Areas should be supplemented by a high quality built environment as defined through the City of Regina zoning bylaw and supported by master site development plans, architecture controls and design guidelines submitted in support of zoning, subdivision or development permit applications as may be required by the City of Regina.

F13 | Gateway and Interface Areas



4.14 Interface Areas

Purpose

Interface Areas within the SENP are lands that are highly visible to the travelling public from key transportation corridors. The interface areas within the SENP are highlighted in **Figure 13: Gateway and Interface Areas** and include residential and industrial lands adjacent to the Regina Bypass, commercial lands adjacent to Victoria Ave, and industrial and mixed-use lands alongside Arcola Ave.

The quality of the interface between highly visible lands uses and the public is important due to a combination of visual appeal, noise mitigation, safety, and sense of place considerations. Interface design should respond to adjacent transportation modes and speed, whereby less detailed treatment is required when adjacent speeds are over 60 km/h and more detailed treatment is required when travelling speeds are under 60 km/h. Interface treatments within the SENP should be customized to reflect each unique interface and should include a combination of natural landscaping elements, fencing, sound attenuation or decorative walls, and variation in built form.

Design elements and landscape treatments for each interface should be determined based on achieving the objectives of the specific interface to the satisfaction of the City. Interface design objectives could include one or more of the following:

• Visual Screening • Visual Enhancement • Noise Mitigation • Resident Safety • Property Security

Policies

Location of Interface Areas

4.14(a) Interface Areas shall be generally located as shown on **Figure 13: Gateway and Interface Areas**.

4.14(b) Section 4.14 policies herein shall apply to both sides of Victoria Avenue, notwithstanding any other Secondary Plan.

Composition of Interface Areas

4.14(c) Interface Areas should respond to the characteristics of each unique interface and required design objective and should consist of a treatment that includes a combination of natural landscaping elements and/or high quality fencing, sound attenuation, decorative walls, or security provisions.

4.14(d) The treatment of interface areas should be generally defined through concept plan submissions and finalized as part of the subdivision process via the preparation of detailed construction drawings.

4.14(e) Interface Areas should be supplemented with private realm development that consists of a high quality built environment as defined through the City of Regina zoning bylaw and supported by master site development plans, architecture controls and design guidelines submitted in support of zoning, subdivision or development permit applications as may be required by the City of Regina.

4.14(f) A landscaped buffer should be established along, and abutting, all portions of the Regina Bypass that abuts a proposed residential subdivision in accordance with:

- The City's Subdivision Bylaw (Bylaw No. 7748, or as amended), or
- A solution, satisfactory to the City, which results in the establishment of an interface that includes tree and shrub plantings sufficient to provide a visual screen between the Regina Bypass and adjacent properties.

5.0 Community Amenities

5.1 School Sites

Purpose

School Sites provide for the development of public and separate schools in combination with sports fields, community uses, and public recreational areas. The institutional needs have been assessed for the Southeast lands, in consultation with the appropriate agencies, and provided for accordingly in the Plan.

School sites within the plan area have been located within or adjacent to hubs of activity, are focal points within a neighbourhood, and incorporate strong connections to the parks and open space system.

The SENP accommodates one elementary school site and one high school site, intended to accommodate school requirements and associated open space areas.

The elementary school site may provide for the development of a joint public and separate elementary school in combination with playfields and recreational areas. The school site is positioned within the plan area to serve the educational needs of residents while considering the catchment areas of existing and proposed schools in surrounding communities.

One additional potential elementary school site has been identified within the plan area to accommodate a second elementary school site if the requirement is demonstrated by the appropriate school agency. If an additional school site is not deemed necessary, the open space may be developed into residential land uses.

The High School site is described in Section 5.2 of this Plan.

Policies

Location of School Sites

5.1(a) School sites should be located, as generally shown on **Figure 14: Southeast Regina Community Amenities**, however, through the concept plan process, the City shall work with the school authorities to determine the need for, specific location of, and size of the school sites.

Composition of School Sites

5.1(b) The predominant use of land within a school site shall be for educational and recreational uses including, but not limited to, public and separate schools, sports fields, parks and playgrounds.

5.1(c) Stormwater management requirements may be integrated into open space components of a school site in a manner that is compatible with the intended primary function of the open space.

Design of School Sites

5.1(d) The exact size and design of the elementary school site(s) shall be determined at the concept plan stage.

5.1(e) The acquisition of land for school sites shall be considered through the subdivision process, and through negotiation with the school authorities and/or the Province.

5.1(f) The concept plan that applies to a proposed school site shall include a street and park configuration that will allow the school site to transition to an appropriate residential area, should the school not be required.

5.1(g) Notwithstanding any other policy of this Neighbourhood Plan, should the City and the school authority determine that a potential school site is not required, the concept plan may allow for those portions of the potential school site, identified for building and development purposes, to be developed into residential land uses without an amendment to this plan being required.

5.2 High School Site

Purpose

A High School Site has been identified as a regional educational need for students in the plan area and the surrounding communities in east Regina. The location of the High School Site is conceptually shown on **Figure 14: Southeast Regina Community Amenities**, and is situated to be compatible and complementary to surrounding land uses, including proximity to Chuka Boulevard and the Neighbourhood Hub. The High School Site is proposed to integrate with a municipal Zone Park, as described in **Section 5.3** of this plan. The intent of the integrated site is to support efficient land utilization and to share the use of associated open space and amenities for both municipal and school purposes.

The location and size of the High School Site shown is conceptual. The provincial government and both school authorities have indicated a preliminary land requirement of approximately 6 hectares (14.8 acres) for the High School building and corresponding playfields/open space. It is anticipated that the corresponding playfields/open space requirements could be integrated as part of the municipal Zone Park. The exact location, size, configuration, and programming of the High School and Zone Park will be determined through the concept plan/land use rezoning process.

Policies

Location of High School Site

5.2(a) The High School Site should be located generally as shown on **Figure 14: Southeast Regina Community Amenities**.

5.2(b) The High School Site should be located on a transit route in close proximity to bus stops.

Composition of High School Site

5.2(c) The exact size of the High School Site shall be determined at the concept plan stage.

5.2(d) The acquisition of land for the High School Site shall be considered through the subdivision process, and through negotiation with the school authorities and/or the Province.

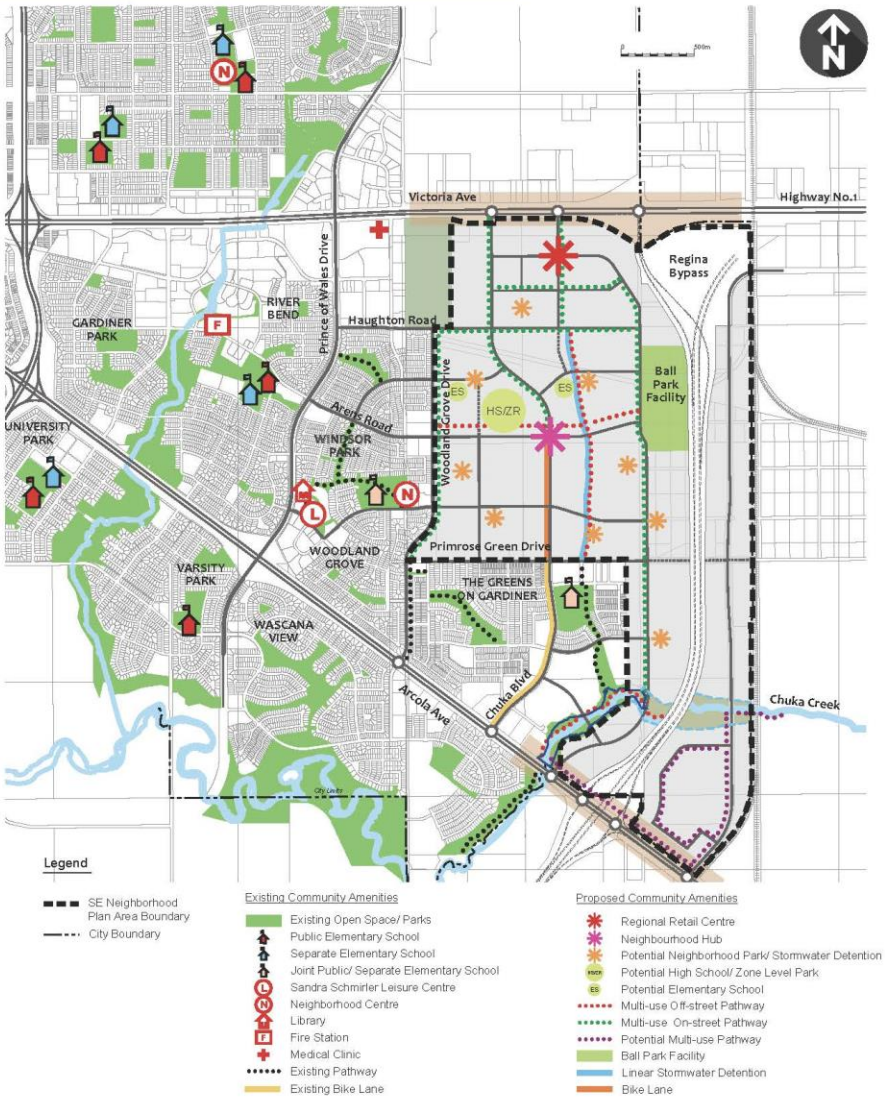
Design of High School Site

5.2(e) The High School Site should provide a compatible interface with adjacent development and have visually appealing site design and landscaping.

5.2(f) The High School Site should be well integrated with other land uses and provide direct pedestrian linkages to transit stops and the Neighbourhood Hub.

5.2(g) The High School Site should not abut an arterial roadway.

F14| Southeast Regina Community Amenities



5.3 Zone Park

Purpose

A Zone Park is a community regional park which incorporates passive and active recreation activities and includes facilities to serve the zone and/or city wide level. Typically, Zone Parks contain higher quality facilities used for skilled organized sports. The Zone Park for the plan area is proposed to be connected to and/or integrated with the anticipated high school site and located near the Neighbourhood Hub. The Zone Park may include the following active recreation opportunities: multi-purpose athletic fields (soccer and football), baseball diamond, outdoor boarded rink with surfaced areas (for basketball, in-line skating, etc), skating rink, skateboard park, and accessible playground. The future delineation of the Zone Park shall be undertaken at the time of concept plan preparation in consultation with the City of Regina and local school authorities.

Policies

Location of Zone Park

5.3(a) The Zone Park should be located generally as shown on **Figure 11: Land Use Concept**, and planned in combination with the proposed High School Site.

Zone Park Acquisition

5.3(b) The Zone Park site may range in size from 12 hectares (30 acres) to 15 hectares (37 acres) and is subject to negotiations with the City of Regina.

5.3(c) The dedication of Municipal Reserve to accommodate Zone Park requirements shall be subject to negotiations with the City of Regina.

5.3(d) The City of Regina may defer Municipal Reserve requirements from other lands within the plan area at the time of subdivision in order to support land acquisition requirements necessary for the Zone Park.

5.3(e) Municipal reserve dedication requirements, deferral and/or land acquisition necessary to support the land assembly for the Zone Park shall be in accordance with the Planning & Development Act 2007.

Composition & Design of Zone Park

5.3(f) The composition, extent, and site design of any permitted uses within the Zone Park shall be further delineated and established at the time of a concept plan and/or servicing agreement.

5.4 Neighbourhood Parks

Purpose

The open space system for the SENP lands has been designed to provide opportunities for outdoor passive and active recreation and areas for social interaction. Neighbourhood Parks can include playfields, playgrounds, pathways, plazas, or other areas for gathering and recreating. Neighbourhood Parks within the plan area may also support the stormwater management requirements for the plan area, designed to functionally capture and control storm water, while being compatible with the primary function of the park.

The location of the Neighbourhood Parks within the SENP ensures the coordinated distribution of green space throughout the community and promotes park spaces that are linked in a comprehensive manner. Neighbourhood Parks adjacent to the drainage channel/green corridor create a cohesive network of continuous open space that provides residents with direct public access to green spaces. Neighbourhood Parks can also form the focal point of a neighbourhood, providing an attractive and safe area for residents to gather and socialize within walking distance of their homes.

Policies

Location of Neighbourhood Parks

5.4(a) Neighbourhood Parks should be located generally as shown on **Figure 14: Southeast Regina Community Amenities;** however, alternate locations may be considered through the concept plan review process.

5.4(b) Neighbourhood Parks should be centralized within a neighbourhood and may provide the focal point of a Neighbourhood.

Composition & Design of Neighbourhood Parks

5.4(c) The composition, configuration, and programming of Neighbourhood Parks within the NP shall be confirmed at the concept plan, rezoning and subdivision stage to the satisfaction of the Approving Authority.

5.4(d) Where parks are intended to accommodate stormwater, a design solution and drainage study shall be submitted by the developer, as a prerequisite to subdivision, demonstrating to the City's satisfaction how stormwater can be accommodated without detracting from the viability of the park as an active recreation space.

5.5 Linear Stormwater Detention Facility

Purpose

The Linear Stormwater Detention Facility runs north-south through the centre of the plan area, creating an open space system that supports storm water detention, storm water conveyance, and passive and active recreational opportunities. The stormwater drainage channel runs through the SENP area, conveying stormwater south into the Greens on Gardiner storm trunk. The drainage channel will be enhanced to create attractive open space within a continuous pathway system.

In combination with the neighbourhood parks/stormwater detention areas, the Linear Stormwater Detention Facility will create a comprehensive open space system that encourages healthy and sustainable modes of transportation through the plan area. The proposed pathway integrated with the Linear Stormwater Detention Facility will tie into the pedestrian linkage system in the Greens on Gardiner development and eventually to the Wascana Creek regional pathway system.

Policies

Location of Linear Stormwater Detention Facility

5.5(a) The Linear Stormwater Detention Facility should be located generally as shown on **Figure 14: Southeast Regina Community Amenities**, running north-south through the plan area.

Composition & Design of Linear Stormwater Detention Facility

5.5(b) Identified pathways and open space adjacent to the Linear Stormwater Detention Facility shall be constructed by the affected developer to City standards.

5.5(c) The size, composition, and configuration of the drainage channel and surrounding green space shall be determined at the concept plan, rezoning and subdivision stage to the satisfaction of the Approving Authority.

5.5(d) The area required for the Linear Stormwater Detention Facility, including the stormwater drainage channel and pedestrian pathways, shall be dedicated as Municipal Utility Parcel.

5.6 Ball Park Facility

Purpose

The existing Pacers Ball Park is located directly north of Arcola Avenue and southeast of Chuka Creek (reference Figure 7). A significant portion of the existing Ball Park facility will be impacted by the travel lanes and interchange requirements of the southeast bypass, therefore, a new location for the Ball Park is required. The Ball Park will be relocated within the SENP, situated east of Anaquod Road and west of the bypass, as illustrated in **Figure 11: Land Use Concept**.

Policies

Location & Composition of Ball Park Facility

5.6(a) The Ball Park Facility shall be located as shown on **Figure 11: Land Use Concept.**

5.6(b) Integration between the Ball Park Facility and adjacent development shall be established at the concept plan stage.

5.7 Emergency Response Station

Purpose

An Emergency Response Station may be required to service the Southeast Plan Area and adjacent communities. The location of a future station will be evaluated by the City of Regina as part of the review of future concept plan submissions. If required, the future Emergency Response station should be situated to provide efficient response times to all plan area residents.

Policies

Location of Emergency Response Station

5.7(a) If deemed necessary by the City of Regina, an Emergency Response Station may be located within the SENP area.

5.7(b) The location of the potential Emergency Response station may be determined at the concept plan stage.

5.7(c) The City, at its discretion, may require the submission of an emergency response plan for the Industrial lands, as part of the concept plan or rezoning process.

5.8 Municipal Reserve Requirements

Purpose

Municipal Reserve (MR) requirements for the plan area are outlined in **Table 4: Municipal Reserve Requirements.** Provincial legislation requires 10% MR dedication for residential areas and 5% MR dedication for non-residential areas. City requirements for a Zone Park coupled with an evolving policy position relative to school site dedication as Municipal Reserve may have impacts on the MR distribution and utilization within the SENP area. As such, while the SENP provides broad direction relative to MR, it is anticipated that MR requirements and distribution will be determined through the concept plan and subdivision process.

Areas within the SENP that are considered undevelopable and not subject to Municipal Reserve credit include the Regina Bypass and Service Road Right-of-Way, the Environmental Reserve area along Chuka Creek, the existing Funeral Home, and the new location of the Ball Park Facility.

The SENP area requires a total MR dedication of approximately 45.1 hectares (111.6 acres).

T4 | Municipal Reserve Requirements

	Hectares	Acres
Total Plan Area	**687.8**	**1699.6**
Less Regina Bypass & Service Road Right of Way Dedication	105.2	259.9
Less Environmental Reserve (Chuka Creek Floodway)	4.7	11.5
Less Existing Funeral Home	1.8	4.5
Less Ball Park Facility	22.6	55.8
Total area deducted from MR calculation	**134.3**	**331.7**
Gross Developable Area (for municipal reserve calculation purposes)	553.5	1367.9
Gross Residential Area of GDA*	349.0	862.5
MR Owing (10% Gross Residential Area)	34.9	86.3
Gross Non-Residential Area of GDA*	204.5	505.4
MR Owing (5% Gross Non-Residential Area)	10.2	25.3
Total Municipal Reserve Requirement (Residential & Non-Residential)	**45.1**	**111.6**

***Assumptions:**

Gross Residential Area for MR purposes = (Gross Developable Area less All Proposed Commercial & Industrial Land Uses)

Commercial/Industrial Land Uses include:

- For MR calculation purposes, the Mixed-Use Areas have been assumed as predominantly residential uses (53.9 hectares, 133.1 acres).
- The Neighbourhood Hub will contain approximately 4.5 hectares (11.0 acres) of commercial uses.
- The Commercial Area includes 66.1 hectares (163.3 acres) of commercial uses.
- The Industrial Areas comprises 134.0 hectares (331.1 acres)

Policies

Open Space Requirements - Composition

5.8(a) The open space system for the Southeast Regina Neighbourhood Plan shall consist of a combination of municipal reserve, municipal utility parcel(s), and environmental reserve, and may include municipal buffer.

5.8(b) Recreation program planning for the Open Space areas shall take place at the concept plan, zoning, and/or subdivision stage.

5.8(c) The total municipal reserve (MR) dedication outlined in **Table 4: Municipal Reserve Requirements** is illustrative and non-binding; the actual MR dedication will be determined at the concept plan and subdivision stages.

Open Space Requirements - Dedication of MR

5.8(d) A minimum of 10% for residential areas and 5% for non-residential areas within the plan area shall be devoted to municipal reserve; however, the City shall first deduct, from the area, land use elements that qualify, in accordance with the *Planning and Development Act, 2007*, for municipal reserve exemption.

5.8(e) Municipal Reserve may be provided as land dedication or cash-in-lieu at the discretion of the City of Regina.

6.0 Mobility

6.1 Pedestrian and Bicycle Circulation

Purpose

Pathways in the plan area are identified as on-street or off-street pathways, as illustrated on **Figure 15: Pathways & Corridors**. Pathways are typically shared by all active transportation modes (pedestrian and/or cyclist, etc). The on-street pathway system is integrated within the road right-of-way area and follows the major street network, connecting residential and open space areas.

The off-street pathway identified on **Figure 15** is located adjacent to the Linear Stormwater Detention Facility and integrated with the parks and open space system. The off street pathway will provide a continuous north-south connection through the plan area, connecting to the pathways within the Greens on Gardiner community and eventually to the larger Wascana Creek regional pathway system via Chuka Creek. This will create an attractive environment for pedestrians and cyclists and will support healthy modes of transportation throughout southeast Regina.

An on-street bike lane is identified on Chuka Boulevard from Primrose Green Drive to Arens Road. This will provide an extension of the existing bike lane located in the Greens on Gardiner community. The bike lane will then transition to a pathway system along Chuka Boulevard from Arens Road to Victoria Avenue.

A concept plan for lands north of Arens Road and south of Haughton Road will review the potential for an east-west pathway that links key plan amenities, including the Zone Park, Neighbourhood hub, Linear Stormwater Detention Facility and Ball Park Facility.

Policies

Pathway System

6.1(a) A pathway system should be established generally in conformance with **Figure 15: Pathways & Corridors**

6.1(b) A concept plan for lands directly north of Arens road should include an east-west pathway that links key plan amenities such as the Zone Park, Neighbourhood hub, and Ball Park Facility.

6.1(c) Chuka Boulevard, from Arens Road to Victoria Avenue, shall include a multi-use pathway within the road right-of-way.

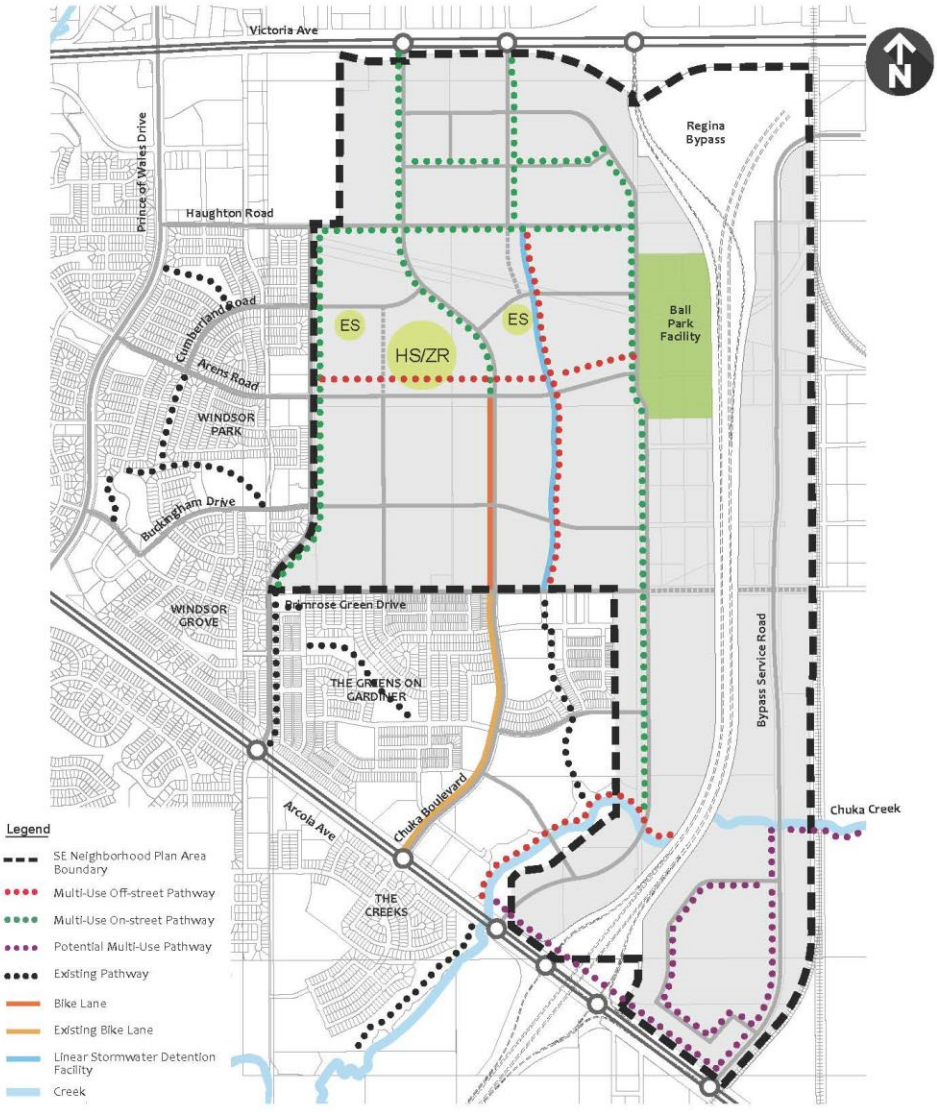
6.1(d) Pathways and pedestrian infrastructure shall be illustrated in a concept plan for each area of development, and shall provide links to the overall SENP pathway system identified in **Figure 15: Pathways & Corridors.**

Pathway Design

6.1(d) Identified pathways can be on-street or off-street and shall be constructed by the developer to City standards.

6.1(e) As shown on **Figure 15: Pathways & Corridors,** the identified on-street pathways shall be designed and implemented as part of the road network to increase alternative modes of transportation.

F15| Pathways & Corridors



6.2 Transit Network

Purpose

The Plan Area will be served by a transit corridor and bus route(s). The modified grid network supports efficient transit service within the Neighbourhood Plan Area by allowing for direct routes and connecting loops with minimal turns. Main transit routes will be integrated with the community of Arcola East and may be accommodated on all collector and arterial roads within the plan area. As illustrated in **Figure 16: Potential Transit Roads.**

The Transit Corridor along Chuka Boulevard is a potential primary transit corridor that will be served by a higher level and higher frequency of transit. The Transit Hub located within the Urban Centre is intended to provide for pedestrian and bicycle connections and is a transfer between multiple transit routes.

Policies

Transit Network

6.2(a) Roads identified on **Figure 16: Potential Transit Roads** shall be constructed to support potential future transit routing; however, the City may allow other route options without an amendment to this Plan.

6.2(b) The layout of the collector streets shall accommodate effective transit routing.

6.2(c) The layout of local streets shall be detailed at the time of concept plan submission and should provide for multiple transit routing options throughout the Neighbourhood Plan Area.

Transit Stops

6.2(d) Transit bus routing and road alignments should ensure that 90% of dwelling units are located within a 400m walking distance from a transit stop

6.2(e) Transit stops should be located to serve multi-dwelling residential areas and activity centres (such as nodes) and achieve walking distance requirements as set out by the City of Regina.

6.2(f) Transit stops should be capable of accommodating suitable amenities such as benches, shelters, and bicycle racks.

6.2(g) The final location and design of transit stops shall accompany detailed plans and specifications which follow concept plan and rezoning approval.

Transit Hub

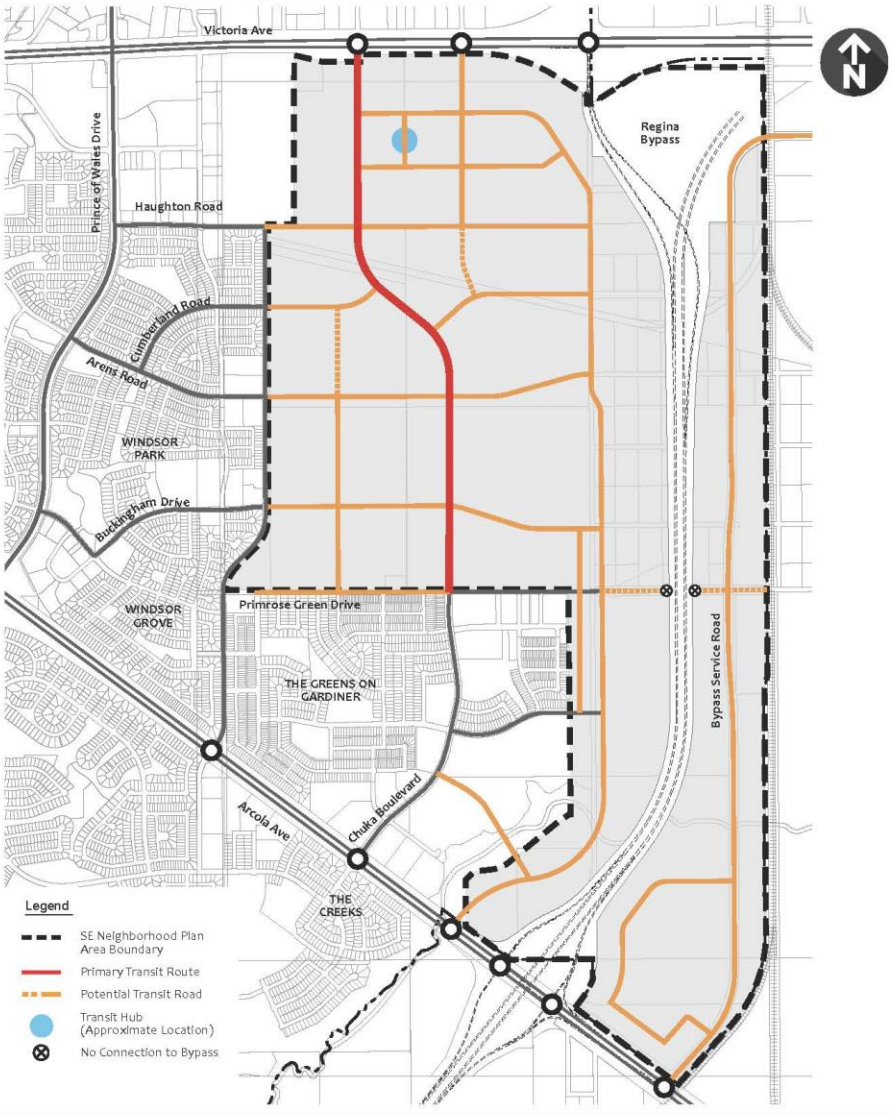
6.2(h) A transit hub facility is required within the SENP area in accordance with the following requirements:

i) The precise location of the transit hub shall be identified through the subdivision and development process, but shall be located within the Urban Centre;

ii) The transit hub should include the following elements: an area sufficient to accommodate at least three buses concurrently; a heated and enclosed shelter; a passenger drop off area; benches and waste receptacles; landscaping, lighting, and bicycle facilities;

iii) The transit hub may be included within the legal road right of way or acquired by the City at the time of subdivision.

F16 | Potential Transit Roads



6.3 Internal Road Network

Purpose

The proposed road network for the plan area is shown on **Figure 17: Road Network.** The general street classifications within the NP are the following:

- **Arterial:** Chuka Boulevard, Arens Road (west of Chuka Boulevard), and Zinkhan Street (to be renamed).
- **Collector:** Haughton Road, Cumberland Road, Arens Road (east of Chuka Boulevard), Buckingham Drive, Primrose Green Drive, east-west commercial street and the new alignment of Anaquod Road.
- **Local:** Remaining roads not identified within the SENP will act as local streets within the neighbourhood.

The road network is designed based on a modified grid system, providing multiple routes and connections. A road hierarchy is applied to the modified grid network based on forecasted traffic volumes. **Table 5** identifies the estimated right-of-way required per road hierarchy level, based on Regina's Transportation Master Plan, and the anticipated traffic volumes per roadway.

T5 | Road Hierarchy & Right-of-Way Requirements

Roadway	Road Hierarchy*	2040 Anticipated Traffic Volumes	Right-of-Way* Requirement (metres)
Chuka Boulevard (Commercial)	Arterial	21,400	40.0
Chuka Boulevard (Residential)	Arterial	15,000	33.0 - 35.0
Zinkhan Street (Commercial)	Arterial	19,300	35.0 - 40.0
Zinkhan Street (Residential)	Arterial	3,300	22.0 - 24.0
Anaquod Road	Collector	11,000	25.0 - 30.0
Arens Road (west)	Arterial	7,400	24.0
Arens Road (east)	Collector	7,400	22.0
Haughton Road	Collector	6,200	24.0
Buckingham Drive	Collector	5,600	22.0
Cumberland Road	Collector	2,000	22.0

* Road Hierarchies and right-of-way requirements are preliminary and may be refined at the concept plan stage.

Given that the ultimate land requirements to support the identified zone park and accompanying potential school sites are to be finalized at the time of a future concept plan, the identified potential collector road between Arens Road and Cumberland Road will be reviewed at the time of a concept plan when these land requirements are explored in greater detail.

The existing Regina Funeral Home & Cemetery, located west of the SENP area and adjacent to Victoria Avenue, currently has access to their site through priority lights at the intersection of Victoria Avenue and the location of the future Chuka Boulevard. As development occurs in the SENP and Chuka Boulevard is connected to Victoria Avenue, the access to Funeral Home & Cemetery will have to be relocated. At the time of a subdivision proposal that connects Chuka Boulevard to Victoria Avenue, an access arrangement that is acceptable to the City of Regina, the Regina Funeral Home & Cemetery, and the affected landowner shall be determined.

Key findings from the Traffic Impact Assessment are located in Appendix B.

Policies

Road Layout

6.3(a) Arterial and Collector streets within the proposed internal network are shown on **Figure 17: Road Network;** however, the final configuration of the collector network may be subject to amendments at the time of a concept plan, rezoning and subdivision application without an amendment to this plan being necessary, at the discretion of the City.

6.3(b) The internal road network and block pattern should be comprised of interconnected streets that are based on a modified or traditional grid development pattern.

6.3(c) All roads within the Commercial Area of this Plan shall be designed to accommodate transit.

6.3(d) The affected developer may be required to install interim ditches along the existing Anaquod Road until such time as the roadway is removed and relocated.

6.3(e) Driveway access to Anaquod Road (future alignment) will be considered only on the west side of the collector between Primrose Green Drive and Chuka Creek.

6.3(f) The Primrose Green Drive road right-of-way shall be maintained to the city's east boundary.

6.3(g) As a prerequisite for the construction of the north segment of Chuka Boulevard (the segment between Haughton Road and Victoria Avenue), the existing access to the Regina Funeral Home & Cemetery site should be closed and a new access, within the SENP area, which connects directly to a public roadway and is satisfactory to the City of Regina and affected landowners, including Regina Funeral Home & Cemetery, shall be identified and provided.

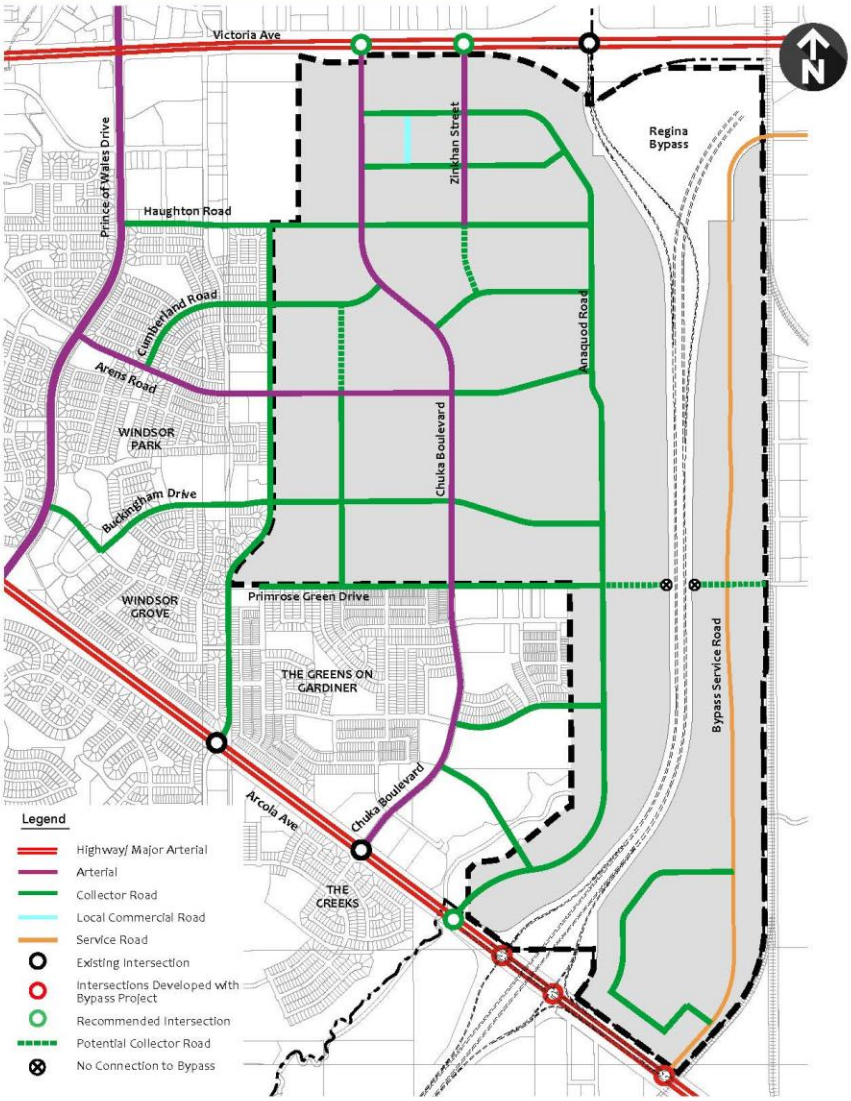
Traffic Impact Assessment

6.3(h) A traffic impact assessment should be required to accompany concept plan applications in order to confirm internal road network requirements.

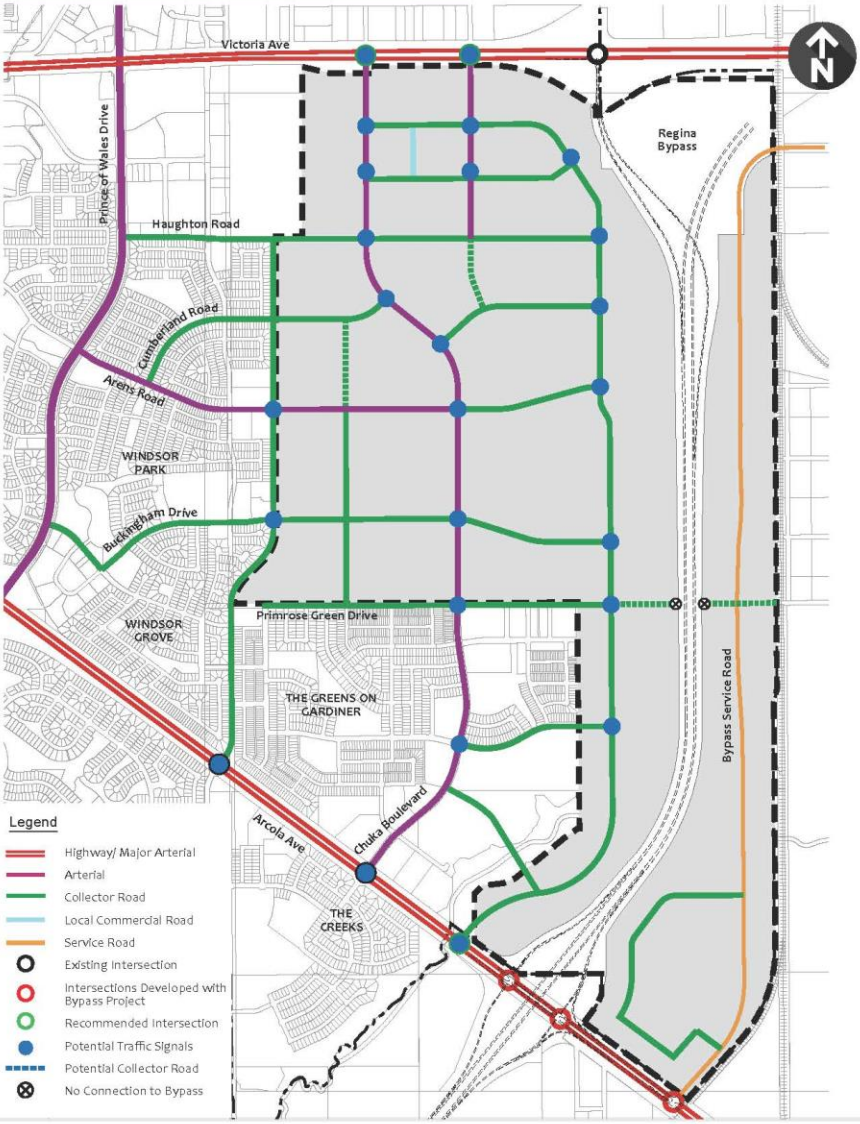
6.3(i) Roadway improvements shall be undertaken in a phased and staged manner as warranted by traffic impact assessments accompanying concept plan submissions.

6.3(j) All road right-of-way requirements shall be reviewed at the concept plan stage.

F17 | Road Network



F18 | Potential Traffic Signal Locations



6.4 Regional Road Network

Purpose

The Regional Road Network consists of major roadways carrying higher volumes of traffic and serving the surrounding regional area. These roads include the following:

- Victoria Avenue (portion within City limits is under the City's jurisdiction)
- Arcola Avenue (portion within City limits is under the City's jurisdiction)
- Southeast Regina Bypass

Two intersections along Victoria Avenue will provide necessary access to the commercial development within the Urban Centre and adequately serve the traffic volumes from the SENP area. To ensure adequate traffic operation for access and egress from the neighbourhood, dual left turn lanes will be required at all left turn movements along Victoria Avenue East (Chuka Boulevard and Zinkhan Street intersections). Additional requirements include eastbound right turn lanes (Chuka Boulevard and Zinkhan Street intersections), right turn bays for all remaining right turn movements and the installation of traffic signals along the corridor.

Two existing intersections along Arcola Avenue, at Woodland Grove Drive and Chuka Boulevard, will accommodate some of the traffic flows to and from the SENP Area. A third intersection, to connect Anaquod Road to Arcola Avenue, is shown; however, this would not be permitted as a full movement intersection, unless it can be demonstrated, to the satisfaction of the jurisdictional authority, that appropriate levels of safety and service, affecting both Arcola Avenue and the Regina Bypass, can be maintained.

In order to support an acceptable level of traffic management, the Arcola Avenue-Anaquod Road intersection may be designed as a "right-in, right-out" intersection. Further, a road right-of-way, connecting Anaquod Road to Chuka Boulevard, should be secured as part of the planning and build-out of lands south and east of Chuka Creek.

Key findings from the Traffic Impact Assessment are located in Appendix B.

Policies

Major Intersections

6.4(a) Two (2) all directional access points to Victoria Avenue shall be provided to support the ultimate development of the Neighbourhood Plan.

6.4(b) The intersection at Arcola Avenue (Highway 33) and Anaquod Road, as shown on **Figure 17**, shall be limited to "right-in, right-out" turning movements only.

6.4(c) Notwithstanding Policy 6.4(b), the intersection at Arcola Avenue (Highway 33) and Anaquod Road, as shown on **Figure 17**, may be designed to include additional turning movements, beyond "right-in, right-out", where it can be demonstrated, to the satisfaction of the jurisdictional authority, that appropriate levels of safety and service, affecting both Arcola Avenue (Highway 33) and the Regina Bypass, can be maintained.

Traffic Impact Assessment

6.4(d) A traffic impact assessment should be required to accompany concept plan applications in order to confirm regional road network requirements, and appropriate roadway and intersection treatments.

6.4(e) Roadway and intersection improvements shall be undertaken in a phased and staged manner as warranted by traffic impact assessments accompanying concept plan submissions.

6.4(f) The design of the Bypass Service Road to accommodate industrial development should be agreed upon by the affected developer, the City of Regina, and the Province.

Noise Attenuation

6.4(g) Noise Impact/Attenuation studies in conjunction with concept plans should inform interface treatments, any special building requirements, or other necessary measures to mitigate noise impacts to acceptable levels.

6.5 Provincial Road Network

Purpose

The province has acquired the right-of-way dedication for the Regina Bypass within the east portion of the Neighbourhood Plan area. The alignment of the Regina Bypass and service road are shown on **Figure 17: Road Network.** Three major intersections along Arcola Avenue are planned to accommodate the bypass (exit ramps) and service road as well as one major intersection along Victoria Avenue.

Both Victoria Avenue and Arcola Avenue are part of the provincial highway system, which are under provincial jurisdiction outside of the City boundaries. The implications on the highway system with the development of the southeast neighbourhood are that Victoria and Arcola Avenue adjacent to these lands will become an urban roadway versus the existing rural landscape. This will be established with the inclusion of traffic signals and development adjacent to the roadway.

Noise Attenuation Studies should be completed at the concept plan stage in order to predict the potential vehicular noise impacts within the plan area and to determine the extent of physical noise control measures necessary to attenuate projected noise from the Regina Bypass.

Policies

6.5(a) Noise Impact/Attenuation studies may be required at the time of rezoning and subdivision of residential lands adjacent to the bypass in order to determine if and when an interface treatment between adjacent residential lands and the roadway is required.

6.6 Road Closure Areas

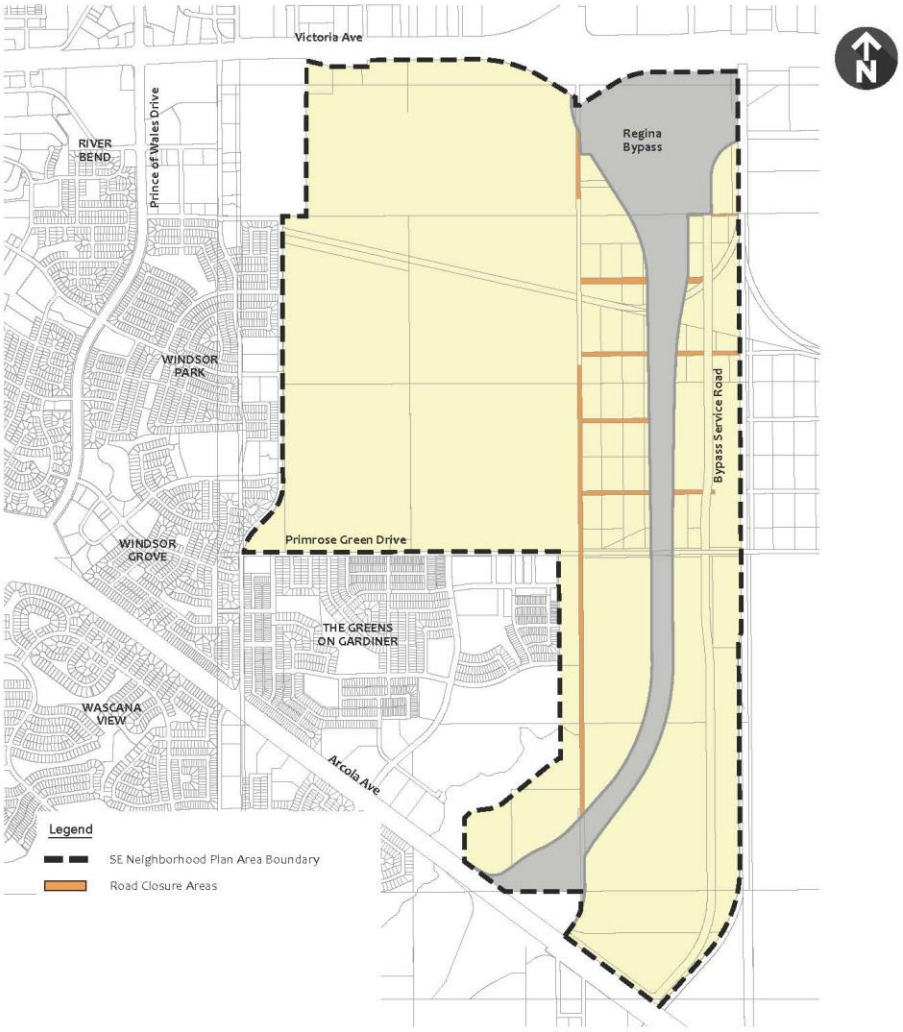
Purpose

The majority of existing road rights-of-way within the SENP area may not support urban development and may need to be closed and consolidated as development of the lands occur and new road networks and road classifcations serve the plan area. Portions of the existing Anaquod Road ROW is anticipated to shift slightly to the east of its current location in order to accommodate the construction of Anaquod Road to an urban cross section. The service roads that provide access to the subdivided parcels on the east side of Anaquod Road will be consolidated as new residential development occurs.

Policies

6.6(a) The existing road rights-of-way as shown on **Figure 19: Future Road Closure Areas**, should be closed and consolidated with adjacent lands prior to development.

F19 | Future Road Closure Areas



7.0 Servicing

As part of the Southeast Regina NP, a servicing strategy is required to support development. The servicing strategies summarized in this section provide the ultimate approach proposed for water, wastewater, stormwater and utility infrastructure. An overview of the existing conditions, the ultimate servicing requirements to accommodate the proposed development, and the capital improvements necessary are described. Notwithstanding the ultimate servicing approach outlined, where appropriate, interim servicing solutions may be considered by the City of Regina. Interim servicing solutions may be proposed at the time of concept plan as supported through additional technical analysis.

7.1 Water Servicing

7.1.1 Existing Conditions

The NP area can be serviced through eleven tie-in points with water mains ranging in size from 200 mm to 400 mm between Victoria Avenue and Arcola Avenue.

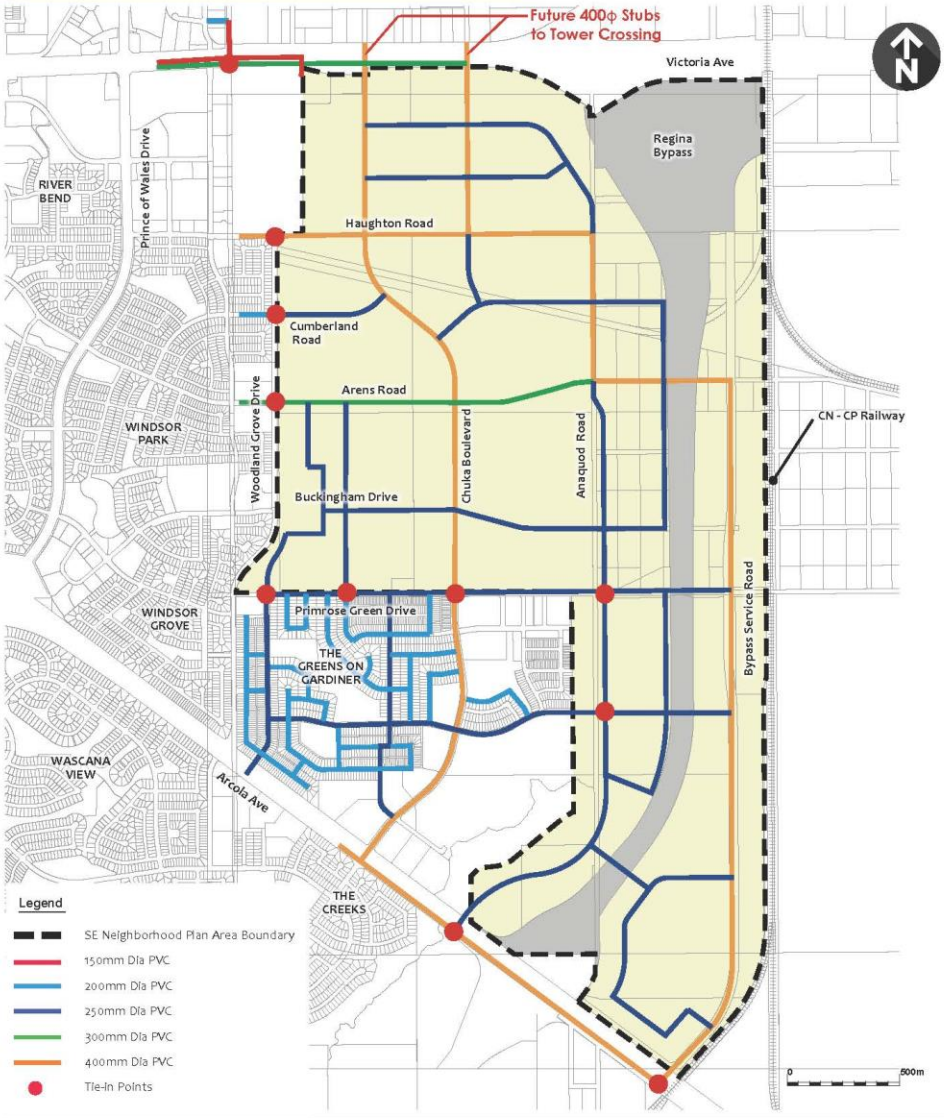
7.1.2 Proposed Development

Water servicing may be provided to the NP area as shown in **Figure 20: Water Servicing Concept.** The existing potential tie-in points and the proposed connections to them would be as follows:

T6| Tie-In Locations & Pipe Sizes

Locations	City Pipe Size (mm)	Connection Pipe Size (mm)
Victoria Avenue east of Windsor Park Road	300/150	400
Woodland Grove Drive & Haughton Road	400	400
Cumberland Road & Woodland Grove Drive	200	250
Arens Road & Woodland Grove Drive	300	300
Primrose Green Drive and Green Bank Road	250	250
Primrose Green Drive and Green Stone Road	250	250
Primrose Green Drive and Chuka Boulevard	400/250/250	400
Primrose Green Drive near Anaquod Road	250	250/250/250
East Green Apple Drive near Anaquod Road	250	250/250
Arcola Avenue & Potential Roadway Connection (Anaquod Rd Extension)	400	250
Arcola Avenue southeast of Future Bypass	400	400

F20 | Water Servicing Concept



A network of minimum 200 mm diameter water mains in addition to the above noted larger mains would connect the neighbourhood. The area will be developed with various levels of density including Residential, Commercial, Mixed-Use, Institutional (schools), Prestige Industrial, and Light to Medium Industrial uses. A WaterCAD water model for the entire area was developed to assess consumptive and fire flow servicing. Three different water use scenarios were developed and analyzed including peak day (PDD), peak hour (PHD) and peak day plus fire flow using the City provided water model for the 235,000 population projection. The necessary fire flows for these land uses are 90 L/s, 150 L/s and 250 L/s (for institutional only) for levels 1, 2 and 3 fire protection respectively.

Analysis indicates that the Southeast Lands has pressure deficiencies for the PDD and PHD scenarios; however, there were no fire flow failures. The City of Regina has begun working on a Master Water Plan (MWP) in order to study the City's water system. The City has indicated that the City-Wide Water Master Plan will lead to the preliminary design of a Pressure Solution, and will provide recommendations to improve the system.

Policies

7.1(a) The water system for the NP area shall be designed adequately and efficiently to address water servicing and fire flow requirements.

7.1(b) The water system should be in general accordance with **Figure 20: Water Servicing Concept.**

7.1(c) Future concept plans and detailed engineering design will refine the water system concept without an amendment to the NP required.

7.1(d) As a prerequisite for rezoning or subdivision approval, the City may require detailed modelling and analysis for water servicing that identifies network routing, capital improvements and solutions for providing an appropriate level of service both within the development and beyond.

7.1(e) The City may allow privately owned and managed water supply systems within the Light and Medium Industrial Area with the proviso that:

- (i) Fire protection/suppression requirements can be met, as per the National Building Code;
- (ii) As a prerequisite for, and as part of the development of, the Prestige Industrial Area, full city water service is installed withn the Light and Medium Industrial Area;
- (iii) At the City's discretion, if required, land shall be dedicated or reserved (e.g. easement) adjacent to and abutting, the Service Road for the purpose of installing future utility lines.

7.1(f) Following completion of conceptual design of a long term water solution which incorporates the Southeast Lands (through the Water Master Plan or similar study), the water solution for the Southeast Lands may be re-evaluated for lands that have not yet been subdivided.

7.2 Stormwater Management

7.2.1 Existing Conditions

The NP study area slopes gently from north to south, and drains to two catchment areas, Chuka Creek to the south, and Wascana Creek, via the Prince of Wales Stormwater Management Facility (SWMF), to the west of the plan area. The developed areas include the church and funeral home located east of the Regina Memorial Gardens Cemetery and several industrial sites east of Anaquod Road. The majority of the existing area is currently used for agricultural purposes.

The total relief is approximately 11 metres over the north-south distance, with elevations ranging from 585 m to 574 m. At the north end, the land generally slopes from north to south and from east to west, with an elevation of 585 m at the northeast corner and an elevation of 580 m at the northwest corner. There is a low point of 578 m at Primrose Drive, then the land slopes from north to south with a more noticeable drop in elevation occurring about 460 m west of Anaquod Road. The land between Anaquod Road and the future East Regina Bypass generally slopes from north to south but is relatively flat from east to west.

7.2.2 Proposed Development

The City of Regina's stormwater management strategy follows the urban dual drainage concept where the minor (piped) system conveys flows from the 1 in 5 year storm event and the major (overland) system manages flows from the 1 in 100 year event. The City of Regina requires that for all new developments, the stormwater management system be designed to manage flows generated by the 1 in 100 year design storm, 24 hour Chicago distribution rainfall event. XPSWMM version 15.1 was used to simulate the impacts of various rainstorms and resulting storm water runoff on existing and proposed infrastructure. The model integrates the serviceable areas of the NP, as well as existing storm infrastructure and conveyance systems. The NP subcatchments analyzed in the model correspond to **Figure 21: Stormwater Management Concept.**

The onsite storm water management will be achieved by employing traditional storm water conveyance and detention practices to limit post-development runoff rates to less than or equal to pre-development runoff rates for the 1 in 100 year, 24 hour City of Regina Chicago distribution, rainfall event. Stormwater detention volumes are based on outflows at the predevelopment flow rates. They are understood as active storage volumes used for temporary runoff storage. These volumes were rounded to the next 1,000m^3.

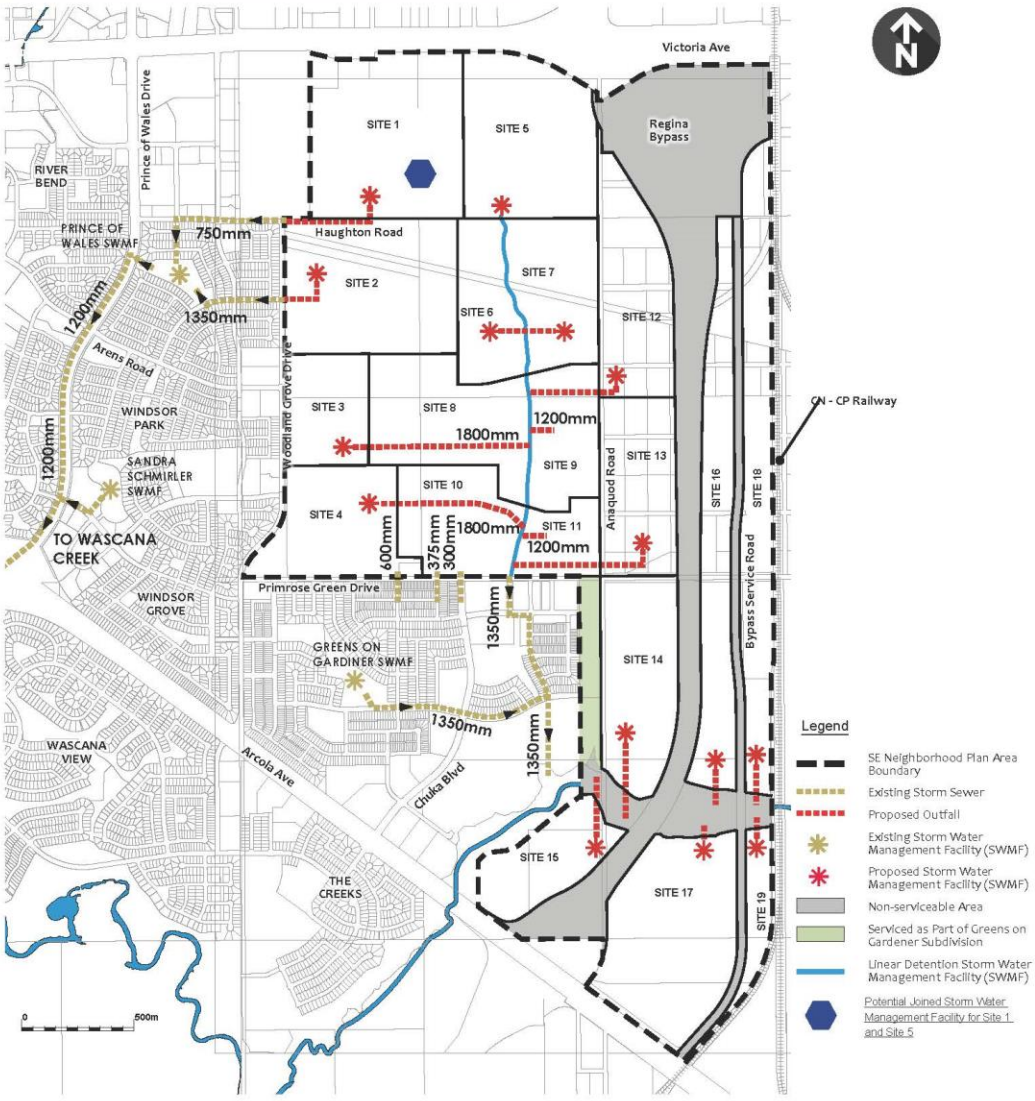
Areas Draining to the Prince of Wales SWMF

The storage requirements for the SE lands draining to the existing Prince of Wales SWMF are summarized in **Table B2: Storage Drainage Requirements for Sites 1+2** in Appendix B.

Upon review of pre and post development scenarios, it can be concluded that Sites 1 and 2 in the northwest corner of SEL will have a minimal impact on the operation of the existing Prince of Wales and SWMF:

- With both Sites 1 and 2 releasing at 6.0 L/s/ha the maximum flow out of the Prince of Wales SWMF is 2.0 m3/s, below the maximum design flow of 2.2 m3/s.
- The maximum 1 in 100 year high water level(HWL) in the Prince of Wales SWMF is 575.60 m, with the addition of Site 1 and 2, which is 0.24 m higher than pre-development. The HWL is 1.40 m below the Prince of Wales SWMF freeboard.

F21| Stormwater Management Concept



Areas Serviced by the Linear Detention SWMF

The areas within the future Towns 235k Concept Plan (Sites 3, 4, 8, 9, 10 and 11) will drain directly to the Linear Detention SWMF. The remainder of the areas will release to the Linear Detention SWMF at a controlled flow rate of 3.3 L/s/ha. The Linear Detention SWMF will also be controlled at 3.3 L/s/ha, prior to the tie-in point to the Greens on Gardiner 1350 mm storm trunk. The storage requirements for the areas serviced by the Linear Detention SWMF are summarized in **Table B3: Storage Requirements for Linear Detention SWMF from Areas Draining Directly to SWMF** and **Table B4: Storage Requirements for Linear Detention SWMF from Areas with a Controlled Release Rate to SWMF** in Appendix B.

- The estimated 100 year elevation for the Linear Detention SWMF is 577.85 m, corresponding to an active storage volume of 85,000 m^3. The proposed back-of-lot elevation of 578.40 m at the south end of the Linear Detention SWMF results in a freeboard of 0.55 m for the 1:100 year design storm event.
- The development of the commercial land in the north half of Sites 1 and 5, in advance of the residential lands and LDF being developed to the south, can have one SWMF constructed and released at a controlled release rate to the Haughton Road storm trunk and the Prince of Wale SWMF, on an interim basis, pending the following:
  - An alternative major system discharge location to service the lands until such time as the linear detention facility is completed.
  - The facility be controlled at a reduced release rate and the outlet rerouted once the linear detention facility is completed.
  - Pacer Park baseball field is located within the catchment area for Site 12. The storage requirement for this site was re-calculated to 7,000 m3 to reflect the change in imperviousness and land-use from the previous planning concept. On an interim basis, and until the LDF is completed, Site 12 SWMF may temporarily outlet into Anaquod Road ditch.

Areas Draining Directly to Chuka Creek

192 hectares of land will drain directly to Chuka Creek, through the use of dry bottom detention ponds to attenuate flows, at a controlled pre-development release rate of 3.3 L/s/ha.

Overall, the proposed stormwater management concept for the NP area accommodates existing externally generated flows and ensures that the post-development peak runoff flows leaving the plan area must be equal to or less than the pre-development peak flows.

Policies

7.2(a) The stormwater management system to service the plan area shall be designed adequately and efficiently to address all necessary stormwater management requirements and Municipal Reserve requirements where stormwater management facilities are located on Municipal Reserve.

7.2(b) The stormwater management system should be in general accordance with **Figure 21: Storm Servicing Concept.**

7.2(c) Refinements to the stormwater management plan may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.

7.2(d) As a prerequisite for rezoning or subdivision approval, the City may require detailed modelling and analysis for stormwater servicing that identifies network routing, capital improvements and solutions for providing an appropriate level of service both within the development and beyond.

7.2(e) As a prerequisite to subdivision, an impact assessment study shall be provided to the City of Regina for any stormwater management facility proposed on Municipal Reserve.

7.3 Wastewater Collection System

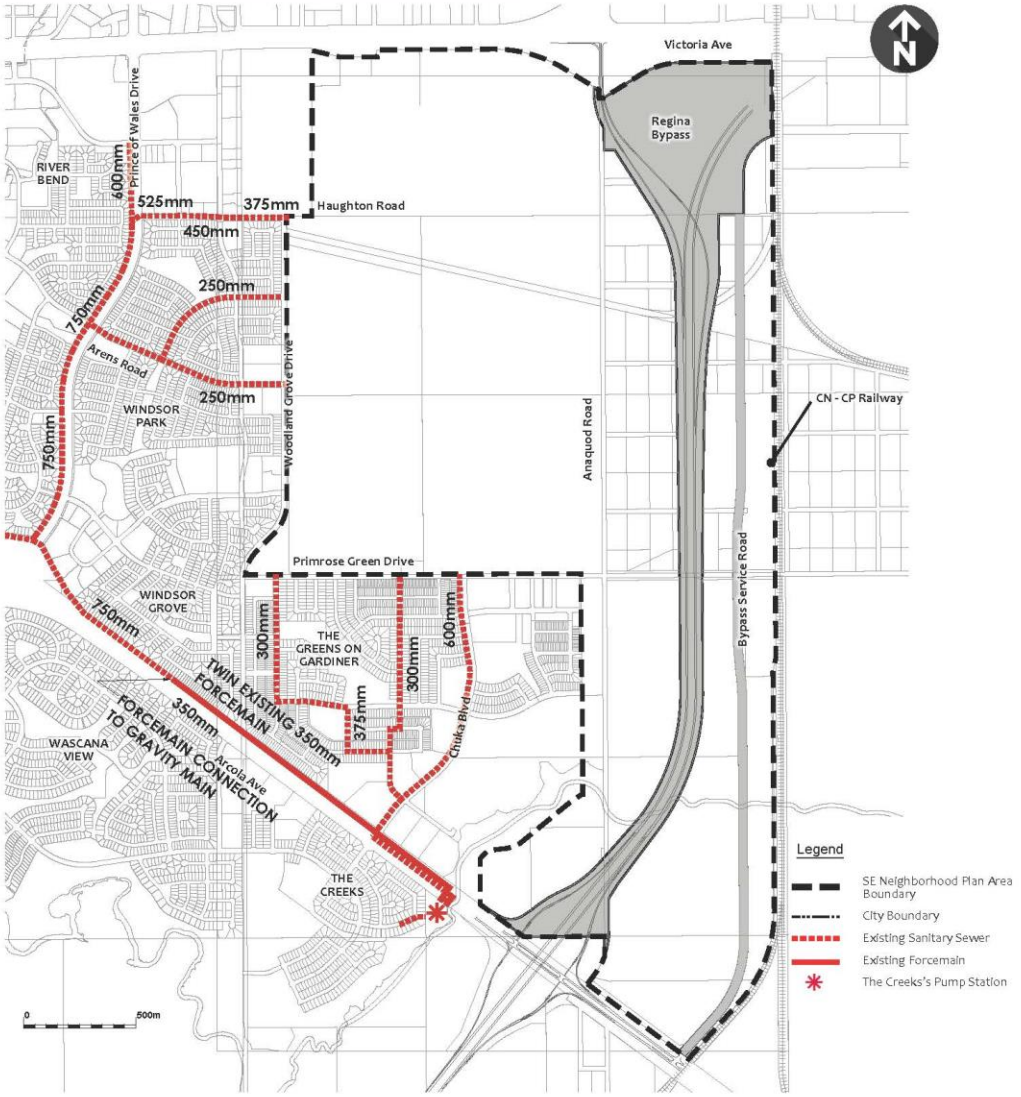
7.3.1 Existing Conditions

The domestic flows from both the Creeks and Greens on Gardiner communities drain to the Creeks Pump Station (PS). The Creeks PS feeds into the southeast trunk which discharges into the McCarthy Boulevard Pump Station. Previously completed studies have identified the need for downstream wastewater collection system upgrades in the City, as surcharging and flooding is experienced during major rainfall events. Thus, limited capacity is available within the downstream system during existing conditions. Future upgrades to the downstream system are expected to occur, but no timeline has been identified.

The Creeks PS currently consists of 2 pumps (1 duty and 1 standby) discharging at a maximum combined rate of approximately 109 L/s with a 350 mm diameter 1600 m long force main. A 1,000 m3 storage tank is also constructed and is meant to store the PS inflows in the event that the downstream collection system is surcharged. The Creeks PS was designed with the operational philosophy that no flow will be discharged into the Arcola Trunk sewer if the downstream system is operating at a flow depth equal to 80% of its pipe diameter at Lacon Street. The Creeks PS was constructed so that it could be expanded to accommodate future growth areas. The pump station expansion would require additional pumps and additional force main and force main and expanded offline storage facilities.

Figure 22: Existing Sanitary Infrastructure identifies the location of the existing sanitary trunk sewers located west and south of the study area.

F22 | Existing Sanitary Infrastructure



7.3.2 Proposed Development

The City's calibrated InfoWorks CS Wastewater Hydraulic Model was used to determine the required wet weather flow capacity, the total volume generated, and the required storage volume. The SE Lands planning area was subdivided into catchments numbered 1 to 15 and are shown on **Figure 23: Wastewater Catchments & Sanitary Servicing Concept.**

The Creeks Pump Station Expansion

Catchments 5, 7 and 8 can be serviced by expanding the existing Creeks Pump Station. The Creeks PS was built to accommodate additional pumps and storage. The pumping capacity and offline storage would have to be increased to service those areas. Catchment 5 is part of the Greens on Gardiner Concept Plan Amendment area and can be serviced through the existing infrastructure in the Greens. Catchment 7 and 8 is the Towns Concept Plan area and can be serviced through the 600 mm trunk sewer on Chuka Boulevard.

The City is currently undertaking the predesign analysis of the Creeks Pump Station Expansion. That assessment will determine the maximum expandable capacity of the Creeks Pump Station and offline storage tank. It is possible expansion could accommodate additional catchment areas; however, that needs to be confirmed once the preliminary design has been completed.

The Existing Sub-trunk on Haughton Road

Catchments 10 to 15 can be serviced through the 375 mm sub-trunk on Haughton Road and Woodland Grove drive. Based on a preliminary grading concept completed in support of the East Victoria commercial corridor by Associated Engineering, all lands within Catchments 13 to 15 can be serviced by gravity.

An assessment of the Haughton Road sub-trunk was completed from Woodland Grove Drive to Prince of Wales Drive. The Haughton Road sub-trunk capacity is limited by the 375 mm diameter pipe section from Woodland Grove Drive to Windsor Park Road. If an additional 375 mm pipe was constructed between Windsor Park Road and Woodland Grove drive, there would be capacity to accommodate Catchments 10 to 15.

Potential Pump Station

A new pump station would be required to service Catchments 1 to 4 and 6. This pump station could also service Catchments 10, 11 and 12. The pump station would discharge into the 750 mm trunk sewer on Arcola Avenue.

A storage facility is required to maintain the storage servicing philosophy for all catchments unless downstream conveyance upgrades are made to increase the capacity of the downstream system.

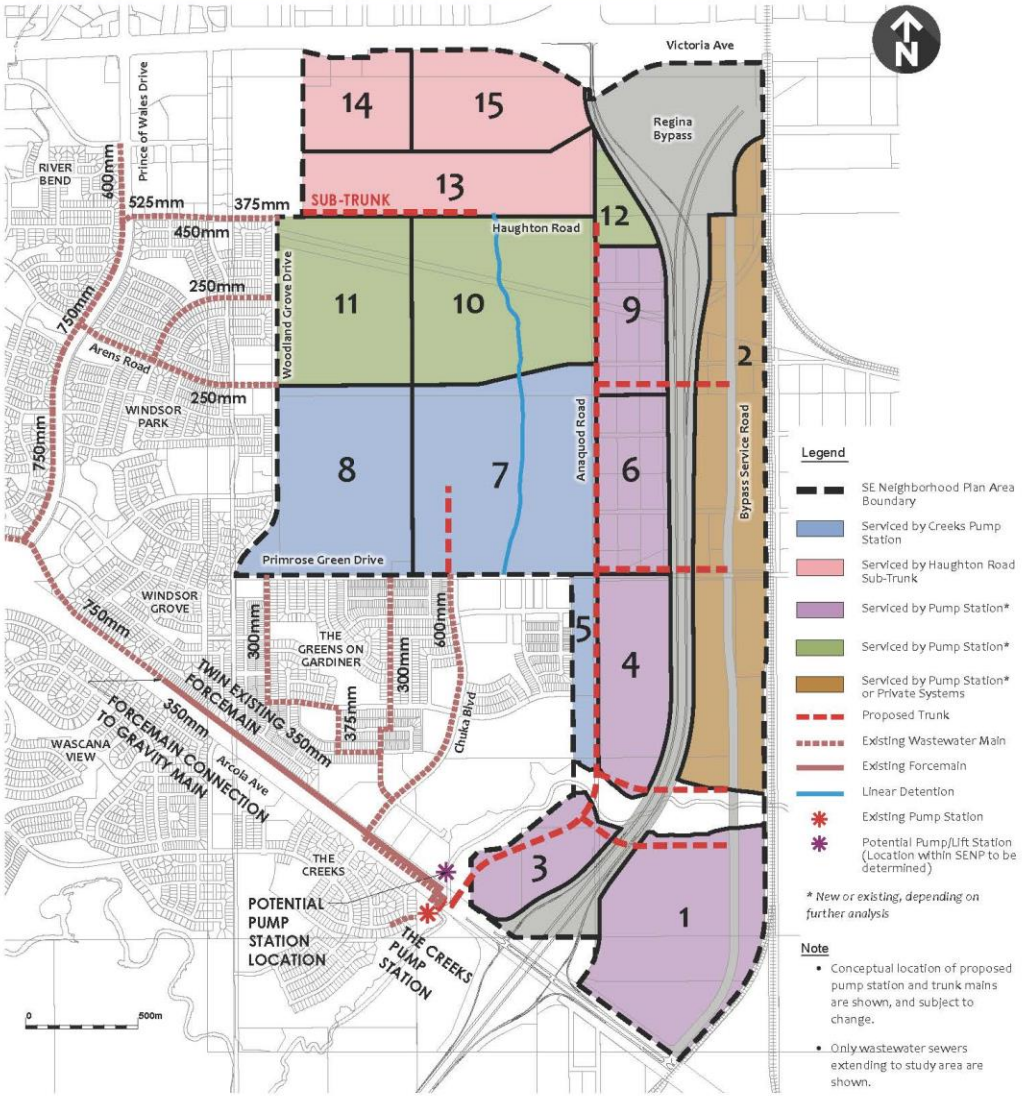
Private Systems

Catchment 2 comprises the Light & Medium Industrial Area. This area may be serviced through privately owned on-site sewage treatment systems.

Recommendations

The recommended servicing scheme is shown on **Figure 23: Wastewater Catchments & Sanitary Servicing Concept**. A detailed serviceability report in support of this assessment has been provided to the City of Regina under separate cover.

F23 | Wastewater Catchments & Sanitary Servicing Concept



Policies

Wastewater Collection System

7.3(a) The wastewater collection system to service the NP area shall be designed adequately and efficiently to address all required wastewater requirements.

7.3(b) The wastewater collection system should be in general accordance with **Figure 23: Wastewater Catchments & Sanitary Servicing Concept**

7.3(c) Where a new wastewater storage and/ or pumping facility is required:

(i) This facility should be strategically located in order to accommodate the largest and/ or most practical catchment area as possible;

(ii) Only one new facility shall be permitted in the Plan Area, except where the City, at its discretion, deems that an additional facility may be beneficial.

7.3(d) Refinements to the wastewater collection system may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.

7.3(e) Portions of the plan area may be set aside as a municipal utility parcel to accommodate the location and construction of a sanitary pumping station and/or forcemain requirements.

7.3(f) As a prerequisite for rezoning or subdivision approval, the City may require: detailed modelling and analysis for wastewater servicing, which identifies network routing; capital improvements; a pre-design of the sanitary pump station and forcemain; and solutions for providing an appropriate level of service both within the development and beyond.

7.3(g) As future development proceeds within the plan area, weeping tile discharge into the sanitary sewer system shall be prohibited.

7.3(h) Following completion of conceptual design of a long term wastewater solution which incorporates the Southeast Lands (through the Wastewater Master Plan or similar study), the wastewater solution for the Southeast Lands will be re-evaluated for lands that have not yet been subdivided.

7.3(i) The City may allow privately owned and managed wastewater systems within the Light and Medium Industrial Area with the proviso that it can be demonstrated to the City's satisfaction that relevant City and Provincial requirements can be met.

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7.4 Shallow Utility Servicing

Existing and proposed shallow utilities, including SaskEnergy, SaskTel, SaskPower, and Access Communications, in the SENP area are shown on **Figure 24: Shallow Utilities Servicing.**

SaskEnergy has proposed locations for two 40 m x 60 m regulator stations and one Town Border Station. In addition, SaskEnergy has identified the need to expand the SaskEnergy Elevated Pressure system distribution line within the SENP area. The gas distribution line is proposed to be located east of the Regina Bypass. The SaskEnergy line will require a 15 metre easement or right-of-way and will extend north across Victoria Avenue The exact location of the SaskEnergy distribution line will be identified at the Concept Plan and Land Use Rezoning stage.

SaskTel has planned for four 35 m or 45 m wireless towers to be distributed throughout the SENP area as shown. SaskTel has noted that the locations are subject to change based on changes in population density, and that the towers will be built as required and when capital is available.

SaskPower does not require major infrastructure in Phase 1 of the SENP (as illustrated on **Figure 25: Development Phasing Boundaries**) and requests to be contacted regarding Phase 2 at a later date.

Access Communications also does not require major infrastructure. Access's equipment will be placed within road right-of-ways during the detailed design stages.

The four utility companies have noted that there may be significant lead times and appreciate as much notice as possible when it is time to install these facilities.

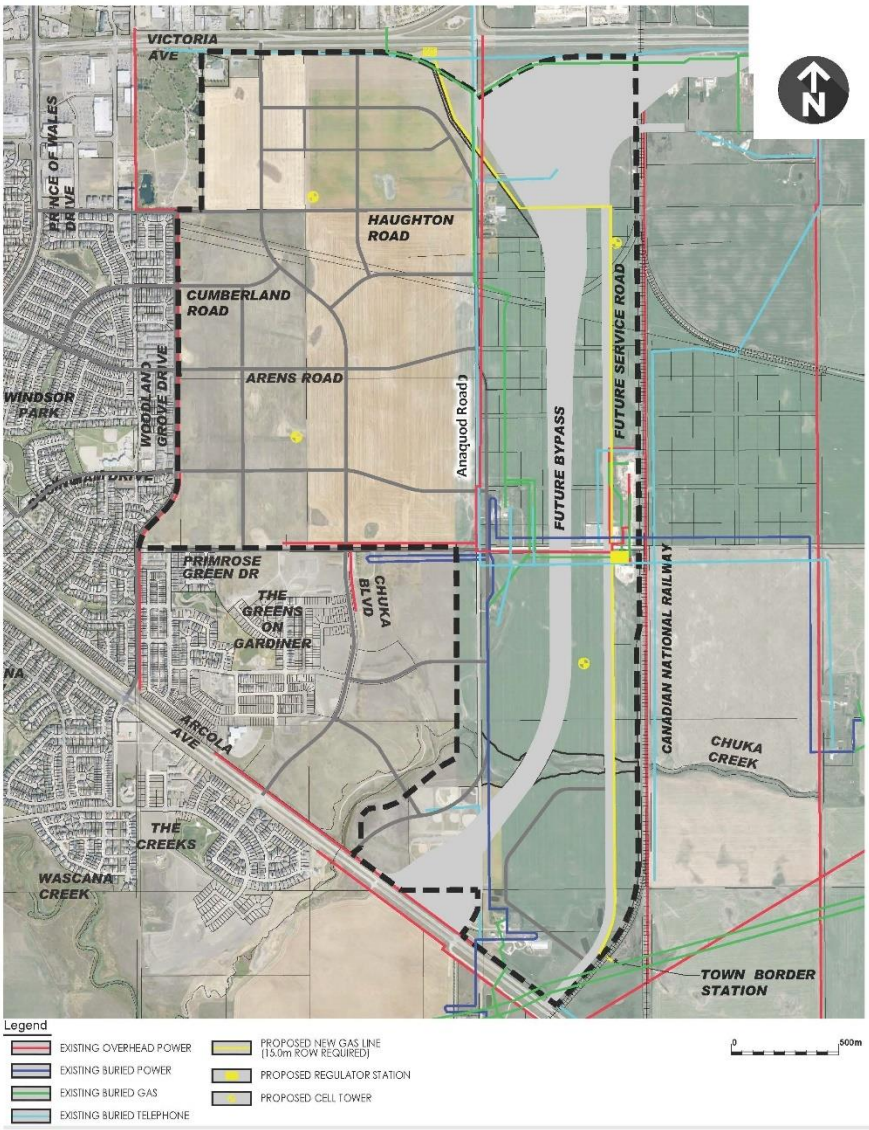
Policies

Shallow Utility Servicing

7.4(a) The City may require, as a prerequisite for concept plan approval, the submission of a risk assessment in order to determine land-use and setback implications associated with gas facilities if residential development is proposed within close proximity to a gas facility..

7.4(b) The location and design of cell towers within the SENP should ensure the presence of towers is minimized within a development

F24 | Shallow Utilities Servicing



8.0 Implementation

8.1 Development Phasing

Purpose

Development phasing boundaries are based on infrastructure considerations and planning logic. Phasing boundaries have been defined in **Figure 25: Development Phasing Boundaries**, and are based on logical and sequential key infrastructure considerations.

Phase 1 lands identified on **Figure 25** include the existing Towns Concept Plan area, the commercial lands along Victoria Avenue, the industrial lands east of the Bypass, and the Ball Park Facility. Phase 2 lands consist of the remaining Residential and Mixed-Use areas within the SENP.

Industrial land uses may initially require minimal servicing infrastructure, thus, alternative and interim forms of servicing may be permitted for the development of lands east of the Bypass, as agreed upon with the City of Regina.

The Greens on Gardiner Expansion Area within this Neighbourhood Plan will be developed and integrated in conjunction with the existing Greens on Gardiner neighbourhood.

Lands identified as 'Stage 2' may be reviewed by the City of Regina on a per application basis. Priority of growth for these lands should be evaluated based on servicing and infrastructure requirements and upgrades, as well as considerations that may include readiness to proceed, contiguous development, and proximity to existing community amenities.

Lands within and directly adjacent to the Potential Interchange Area may be impacted by the potential future interchange at Anaquod Road and Victoria Avenue. Development of these lands shall be coordinated with the Province and the City of Regina once the Province has completed functional planning and determined right-of-way requirements for the future interchange.

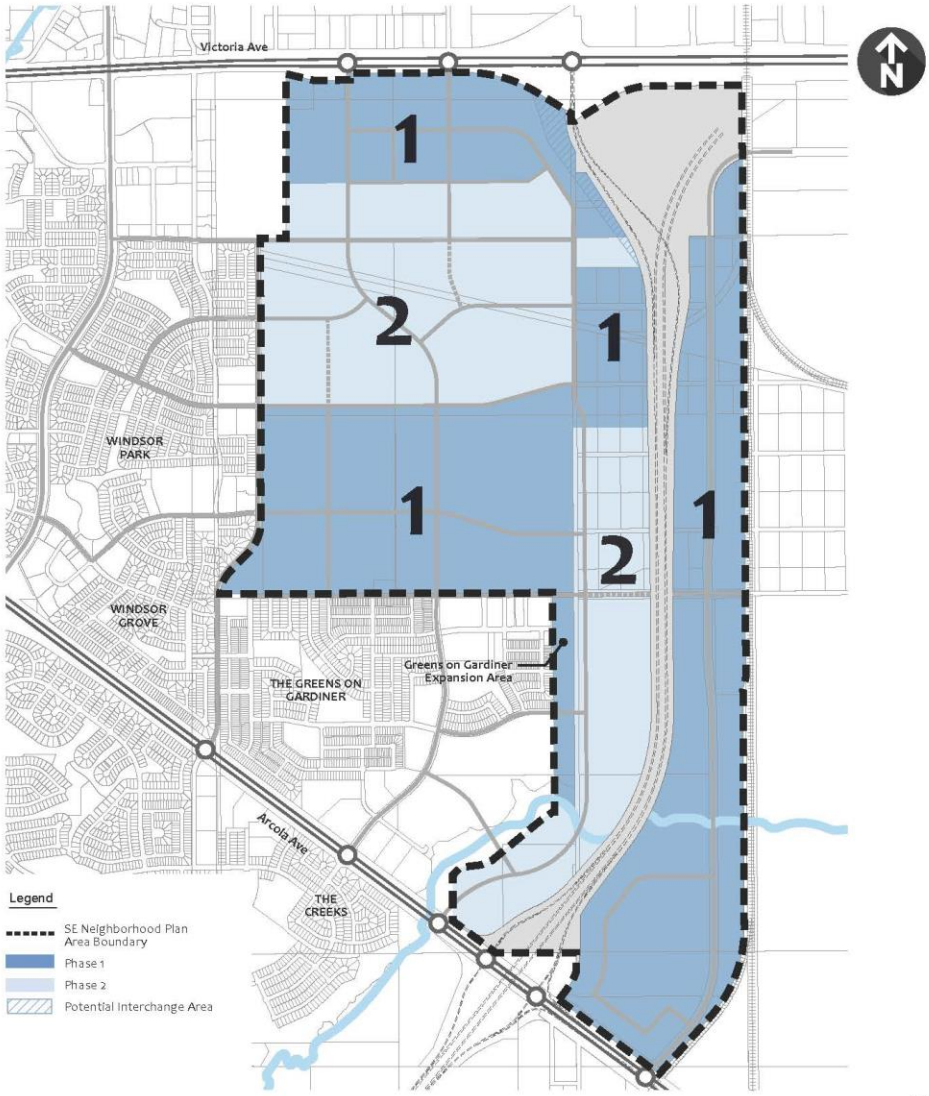
Policies

8.1(a) Phasing within the Neighbourhood Plan shall generally comply with the boundaries as shown in **Figure 25: Development Phasing Boundaries**.

8.1(b) Pending conformity with the policies and/or growth plan of Part A of the City's OCP respecting the phasing and timing of growth and concept plan approval, the City may consider approving residential development within Phase 2 as shown on **Figure 25: Development Phasing Boundaries.**

8.1(c) Pending conformity with the policies and/or growth plan of Part A of the City's OCP respecting the phasing and timing of growth and concept plan approval, the City may consider approving residential development within Phase 1 commercial lands as shown on **Figure 25: Development Phasing Boundaries.**

F25 | Development Phasing Boundaries



8.1(d) The Greens on Gardiner Expansion Area within this Neighbourhood Plan will be subject to phasing within the approved Greens on Gardiner Concept Plan.

8.1(e) Concept plan submissions shall include detailed staging plans to help direct and guide rezoning and subdivision applications and the logical extension of municipal services and infrastructure.

8.1(f) Notwithstanding any other policy of this Plan, specific rezoning applications should not be approved where the proposed development will, in the estimation of the City, result in an unsatisfactory level of service, either within the plan area or elsewhere in the city, for traffic management or utilities.

8.2 Concept Plan Requirements

Purpose

To advance development on the subject lands, a concept plan must first be prepared in accordance with the Design Regina OCP and the Southeast Neighbourhood Plan. The purpose of a concept plan is to provide for more detailed land use, transportation and servicing framework which is consistent with the SENP. concept plan boundaries are referenced in **Figure 26: Concept Plan Boundaries.** Concept plan boundaries have been informed by the SENP community and neighbourhood framework and by previous concept plan approvals.

The concept plan boundaries are preliminary and subject to refinement based on discussions with the City. There is an approved concept plan for "Concept Plan C" as identified on **Figure 26**.

The Greens on Gardiner Expansion Area within the SENP has been incorporated within the approved Greens on Gardiner Concept Plan boundary.

Policies

8.2(a) As a prerequisite for rezoning approval, a concept plan shall be prepared and approved for the applicable areas as outlined in **Figure 26: Concept Plan Boundaries.**

8.2(b) The Greens on Gardiner Expansion Area within this Neighbourhood Plan shall be incorporated within the approved Greens on Gardiner Concept Plan.

8.2(c) Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the Phase 2 area as shown on **Figure 25**: **Development Phasing Boundaries**, in order to accommodate transportation or utility infrastructure or public facilities, at any time and without a concept plan being required

8.2(d) Notwithstanding Policy 8.2(a) concept plan boundaries may be adjusted without amendment to this Plan being required.

8.2(e) The location and type of land use, residential density, open space, park features and transportation networks within an approved concept plan should be in general compliance with this Neighbourhood Plan.

8.2(f) Where the location and type of land use, open space, or transportation and servicing networks illustrated in a proposed concept plan varies from this Neighbourhood Plan, the City may approve the concept plan with the proviso that:

- The variation is deemed by the City to be minor in nature;
- The variation does not directly conflict with a particular policy statement; and
- The proposed concept plan substantially conforms with this Neighbourhood Plan.

8.2(g) Concept plans may be adopted or amended by resolution, in accordance with the Planning and Development Act, 2007 and shall be binding upon applicable rezoning and subdivision applications.

8.2(h) Concept plans shall contain for each applicable phase, a detailed land use plan and detailed circulation plan (road and street networks, transit routes, pedestrian and cycling routes, where applicable)

8.3 Intermunicipal Coordination

Purpose

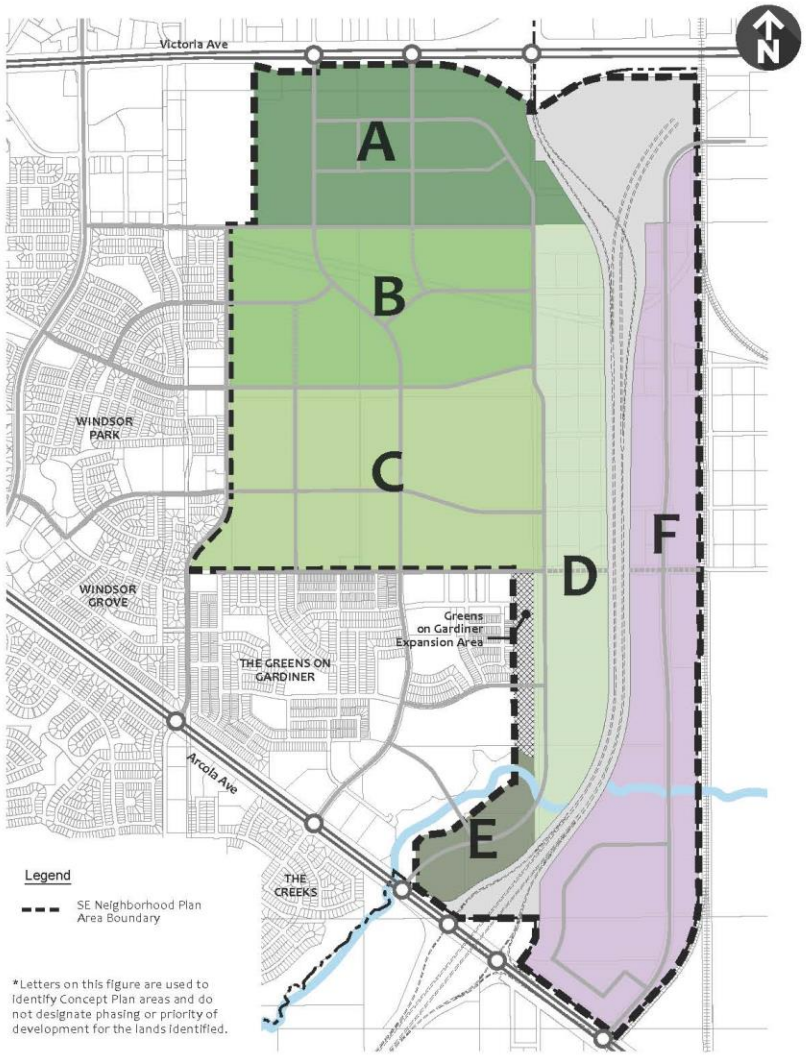
The Neighbourhood Plan Area is directly bordered by the R.M. of Sherwood to the east. The Design Regina OCP shows the SE Regina Neighbourhood Plan area located within the Joint Planning Area and as such both municipalities (City of Regina and R.M. of Sherwood) will collaborate on planning and development matters where appropriate.

Policies

8.3(a) The City of Regina shall consult with the R.M. of Sherwood on intermunicipal planning, transportation and servicing matters that may arise during the implementation of the Neighbourhood Plan to achieve cooperative and coordinated outcomes.

8.3(b) The City of Regina shall circulate all development and planning proposals within the Joint Planning Area (within the Neighbourhood Plan Area) as per current R.M. of Sherwood/City of Regina intermunicipal policies.

F 26 | Concept Plan Boundaries



8.4 Neighbourhood Plan Interpretation

Purpose

Interpretation of the Neighbourhood Plan is paramount to proper implementation. This section provides direction on maps, policies and limitations of the Plan:

- Unless otherwise specified in this Neighbourhood Plan, the boundaries or locations of any symbols or areas shown on a map are approximate and no measurements of distances or areas should be taken from the maps in this Neighbourhood Plan.
- Where a purpose or an intent statement accompanies a policy, it is provided only to illustrate the purpose of and enhance the understanding of a policy. Should an inconsistency arise between the intent statement and a policy, the policy will take precedence.
- Most policies are written in the active tense, as deliberate statements or plans indicative of the direction that the City is proposing for future development or desired outcomes. In some of these policies, the word "should" is explicitly used to clarify the directional nature of the statement. Policies that use the active tense or "should" will be applied to all situations, unless it can be clearly identified to the satisfaction of the Approving Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Approving Authority.
- Policies in this Neighbourhood Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose, since detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for concept plan, rezoning, subdivision or development permit approval.
- The appendices are provided for information only and do not form part of the statutory portion of this Neighbourhood Plan.

Policies

8.4(a) Unless otherwise specified in this Neighbourhood Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such.

8.4(b) The existing Regina Funeral Home & Cemetery owned by Arbor Memorial Inc. shall remain as its legally approved land use.

8.4(c) All proposed land use areas, phasing boundaries and road alignments may be subject to further review and will be further delineated at the concept plan/rezoning stage. No amendment to this Neighbourhood Plan will be required as long as the intent of the applicable policies is maintained.

8.4(d) All policies in this Neighbourhood Plan are binding; all other content is for information purposes only.

APPENDIX A - NON-BINDING INFORMATION

Appendix A.1- Traffic Impact Assessment Supplemental Information

Internal Road Network:

Key findings and recommendations of the traffic impact assessment are as follows:

- All internal intersections within the Southeast Neighbourhood are anticipated to operate acceptably in the 2040-forecast scenario.
- Traffic signals will be required at full build out of the neighbourhood along Chuka Boulevard and Anaquod Road.
- Right and left turn lanes will be required along Chuka Boulevard for intersections located north of Haughton Road.
- Right and left turn lanes will be required along Zinkhan Street for intersections located north of the south commercial roadway.
- Chuka Boulevard, Zinkhan Street, and Anaquod Road will require a four-lane cross section with a six-lane cross section through the first links south of Victoria Avenue, along Chuka Boulevard and Zinkhan Street. A median will be required for both roads to store left turn lanes. The right-of-way width along these roads will be narrower south of Haughton Road as lower traffic volumes are expected south of the commercial areas.
- All remaining roads will require a two-lane cross section and right turn bays, with the exception of the intersection of Chuka Boulevard and Haughton Road which will require left turn lanes for the for the eastbound, westbound and southbound direction.
- Upgrades to Woodland Grove Drive will be required as per the requirements of the Traffic Impact Assessment.
- Right turn lanes will be required at Buckingham Drive and Arens Road to accommodate the projected traffic volumes at full build out; these intersections will also require traffic signals to reduce delay and congestion.
- The timing and implementation of traffic signals for the SENP as shown in **Figure 18: Potential Traffic Signal Locations**, will be determined by the rate of development and ultimately dictated by the traffic demand at each intersection.

Regional Road Network:

Key findings and recommendations of the traffic impact assessment are as follows:

- 6-lane cross section is required along Victoria Avenue East and likely through the first links south of Victoria Avenue along Chuka Boulevard and Zinkhan Street
- Zinkhan Road and Victoria Avenue East intersection is required
- Anaquod Road and Arcola Avenue East intersection is required
- All external access points to the Southeast Neighbourhood from Victoria Avenue and Arcola Avenue, with infrastructure improvements, are anticipated to accommodate the future traffic volumes
- Dual Left Turn Lanes required at all left turn movements along Victoria Avenue East (Chuka Boulevard and Zinkhan Street intersections)
- Dual Left Turn Lanes are required for all left turn movements along Arcola Avenue East (Woodland Grove Drive, Chuka Boulevard & Anaquod Road)

Appendix A.2- Stormwater Management Supplemental Information

TA1| Proposed Development Sub-Catchments

Sub-catchment	Area (ha)	Land Use	Outfall/Tie-in Point	Drainage Basin
Site 1	50	Commercial Mixed-Use	Existing minor system, Haughton Road	Wascana Creek
Site 2	47	neighbourhood area	Existing minor system, Cumberland Road	Wascana Creek
Site 3	19	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 4	29	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 5	41	Commercial, Mixed-Use	Linear Detention SWMF	Chuka Creek
Site 6	17	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 7	27	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 8	32	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 9	22	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 10	25	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 11	12	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 12	33	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 13	28	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 14	32	neighbourhood area	Chuka Creek	Chuka Creek
Site 15	20	mixed-use	Chuka Creek	Chuka Creek
Site 16	37	light/medium industrial	Chuka Creek	Chuka Creek
Site 17	51	prestige industrial	Chuka Creek	Chuka Creek
Site 18	42	light/medium industrial	Chuka Creek	Chuka Creek
Site 19	10	prestige industrial	Chuka Creek	Chuka Creek
Total	**574**	**Serviceable Storm Area**		

p

TA2 | Storage Drainage Requirements for Sites 1+2

Sub-catchment	Area (ha)	Peak Flow (m^3/s)	Approximate Storage Volume (m^3)
Site 1	50	0.30	39,000
Site 2	47	0.28	30,000

TA3 | Storage Requirements for Linear Detention SWMF From Areas Draining Directly to SWMF

Sub-catchment	Area (ha)	Approximate Storage Volume (m^3)
Site 3	19	n/a
Site 4	29	5,000
Site 8	32	n/a
Site 9	22	n/a
Site 10	25	n/a
Site 11	12	n/a
Linear Detention SWMF		91,000
Total	**139**	**96,000**

TA4 | Storage Requirements for Linear Detention SWMF from Areas with a Controlled Release Rate to the SWMF

Sub-catchment	Area (ha)	Approximate Storage Volume (m^3)
Site 5	41	32,000
Site 6	17	13,000
Site 7	27	20,000
Site 12	33	7,000
Site 13	28	21,000
Total	**146**	**110,000**

TA5 | Storage Requirements for Sites 14-19 Draining to Chuka Creek

Sub-catchment	Area (ha)	Approximate Storage Volume (m^3)
Site 14	32	23,000
Site 15	20	13,000
Site 16	37	18,000
Site 17	51	33,000
Site 18	42	19,000
Site 19	10	6,000
Total	**192**	**112,000**

The domestic flows from both the Creeks and Greens on Gardiner communities drain to the Creeks Pump Station (PS). The Creeks Pump Station feeds into the southeast trunk which discharges into the McCarthy Boulevard Pump Station. Previously completed studies have identified the need for

ABSTRACT

BYLAW NO. 2018-3

DESIGN REGINA: THE OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW, 2018

PURPOSE:	To amend *Design Regina: The Official Community Plan Bylaw*.
ABSTRACT:	The proposed amendment provides a policy framework for guiding the growth, development and servicing of a proposed new area in the southeast part of the city.
STATUTORY AUTHORITY:	Part IV, Section 29(2) of *The Planning and Development Act, 2007*.
MINISTER'S APPROVAL:	Part IV, Section 39 of *The Planning and Development Act, 2007*.
PUBLIC HEARING:	Required, pursuant to Section 207 of *The Planning and Development Act, 2007*.
PUBLIC NOTICE:	Required, pursuant to Section 207 of *The Planning and Development Act, 2007*.
REFERENCE:	Regina Planning Commission, December 6, 2017, RPC17-46.
AMENDS/REPEALS:	Amends *Design Regina: The Official Community Plan Bylaw*.
CLASSIFICATION:	Regulatory
INITIATING DIVISION:	City Planning and Development
INITIATING DEPARTMENT:	Development Services

FIRST NATIONS UNIVERSITY OF CANADA

Regina Campus
1 First Nations Way
Regina, Saskatchewan
S4S 7K2
Tel: 306 790 5950
Toll Free: 1 800 267 6303

Saskatoon Campus
229 4th Ave South
Saskatoon, Saskatchewan
S7K 4K3
Tel: 306 931 1800
Fax: 306 931 1849

Northern Campus
1301 Central Avenue
Prince Albert, Saskatchewan
S6V 4W1
Tel: 306 765 3333
Toll Free: 1 800 267 6303

www.fnuniv.ca

tradition innovation leadership

DE18-1

January 24, 2018

Mr. Jim Nicol
City Clerk
City of Regina
2476 Victoria Avenue
PO Box 1790
Regina, SK S4P 3C8

Dear Mr. Nicol,

The First Nations University of Canada is interested in being present at the January 29, 2018 City Council Meeting to respond to any questions that may be raised regarding agenda item "Star Blanket Cree Nation Municipal Services and Compatibility Agreement (MSA) – Third Party Agreement".

Anil Pandila, legal counsel for First Nations University will be representing the University at the meeting.

Our interest is to provide background, context, and history to the issue of reserve creation to which the agenda item is related.

Respectfully

Dr. Mark S. Dockstator
President

CM18-1

January 29, 2018

To: His Worship the Mayor
And Members of City Council

Re: Star Blanket Cree Nation Municipal Services and Compatibility Agreement (MSA) - Third Party Agreement

RECOMMENDATION

That, upon review and approval by the City Solicitor, the City Manager be authorized to enter into a Three Party Agreement between Star Blanket Band #83, the Canadian Imperial Bank of Commerce (CIBC) and the City of Regina (City), as further detailed in this report.

CONCLUSION

In addition to the Municipal Services and Compatibility Agreement (MSA) between Star Blanket Cree Nation (Star Blanket) and the City, dated December 18, 2007, CIBC (the financial institution for First Nations University of Canada Inc. (FNUniv) have requested a Three Party Agreement, or essentially a security document, which FNUniv has indicated is a requirement of its financial institution, for which the purpose is twofold:

1. Confirmation that the MSA is unmodified and in good standing; and
2. That the City will provide notice to the CIBC in the event of a default under the terms of the MSA, and permit CIBC to cure or remedy any such default.

BACKGROUND

The purpose and background of an MSA is contained in Article 9 of the Saskatchewan Treaty Land Entitlement Framework Agreement, which provides, in part, that where an Entitlement Band purchases land and improvements within the boundaries of an urban municipality, the land and improvements will not be set apart as Entitlement Reserve until an agreement has been entered into between the Entitlement Band (in this case, Star Blanket) and the affected urban municipality (in this case, the City of Regina).

The First Nations University of Canada acquired land within the boundaries of the City, at the University of Regina, located within the boundaries of Wascana Centre. Star Blanket's intention was, and continues to be, to have the lands set apart as an Entitlement Reserve, for the purpose of leasing this land back to the First Nations University of Canada, which will continue to use the land for educational/institutional purposes for operation of the First Nations University of Canada.

Part of the process for federal reserve designation is for the First Nation to enter into an MSA with the City. The Star Blanket MSA was considered and approved by City Council in December 2007. Through the MSA, a long-term mutually beneficial relationship was

established which respects Star Blanket's jurisdiction as well as the need for ongoing compatibility and coordination with the City, as it pertains to land use, building and fire standards, public health and safety, and the provision of City services.

As with all MSAs entered into by the City, Star Blanket agrees to pay, in consideration for the services, an annual amount which equals the municipal and library portion of the property tax and special tax levy for any given year that would have been levied on the land, if the land were not reserve land. An equivalent amount for the education portion of the property tax levy is not included in the cost of services. Policing services are a separate agreement, between Star Blanket and the Regina Police Services. In addition, the services do not include those provided by the Boards of Education or the Regina Qu'Appelle Health Authority.

Further to the signing and execution of the MSA, a Band Council Resolution and a City Bylaw were both passed for compatibility purposes.

Although the MSA was signed and executed in December 2007, the Government of Canada has not yet transferred the land into reserve status. However, it is the Administration's understanding that the federal designation process is now proceeding.

DISCUSSION

In November of 2017, the City received a letter from the solicitor for FNUniv requesting the City enter into a Three Party Agreement, with Star Blanket and the CIBC to ensure the following:

Good Standing: The City and Star Blanket provide assurance to CIBC that the MSA is unmodified and in full force and effect; and that to the best of its knowledge, no default of any provisions of the MSA exists.

The Agreement also states that the City agrees that it shall provide written notice to CIBC at the same time it provides notice to Star Blanket of any default under the MSA. In such case, CIBC would have the right to remedy any such default, according to its policies.

The Administration can attest to the fact that the MSA is in good standing, and have no issues with reporting any default to both Star Blanket and the CIBC.

RECOMMENDATION IMPLICATIONS

Financial Implications

There are no financial implications associated with the Three Party Agreement or the MSA. The purpose of the Agreement is essentially a security document which the Band has indicated is a requirement of its financial institution, for which the purpose is twofold:

1. Confirmation that the MSA is unmodified and in good standing; and
2. That the City will provide notice to the CIBC in the event of a default under the terms of the MSA, and permit CIBC to cure or remedy any such default.

Environmental Implications

There are no environmental implications associated with this report.

Policy and/or Strategic Implications

The City has strong partnerships with many First Nations, as demonstrated through various successful MSA's and other partnership documents. As such, to further along the federal reserve designation, it is strategically important to further support Star Blanket by entering into this Third Party Agreement.

Other Implications

None with respect to this report.

Accessibility Implications

There are no accessibility implications associated with this report.

COMMUNICATIONS

A communications strategy is not required.

DELEGATED AUTHORITY

The recommendation contained in this report is within the delegated authority of City Council.

Respectfully submitted,

Sheila Harmatiuk

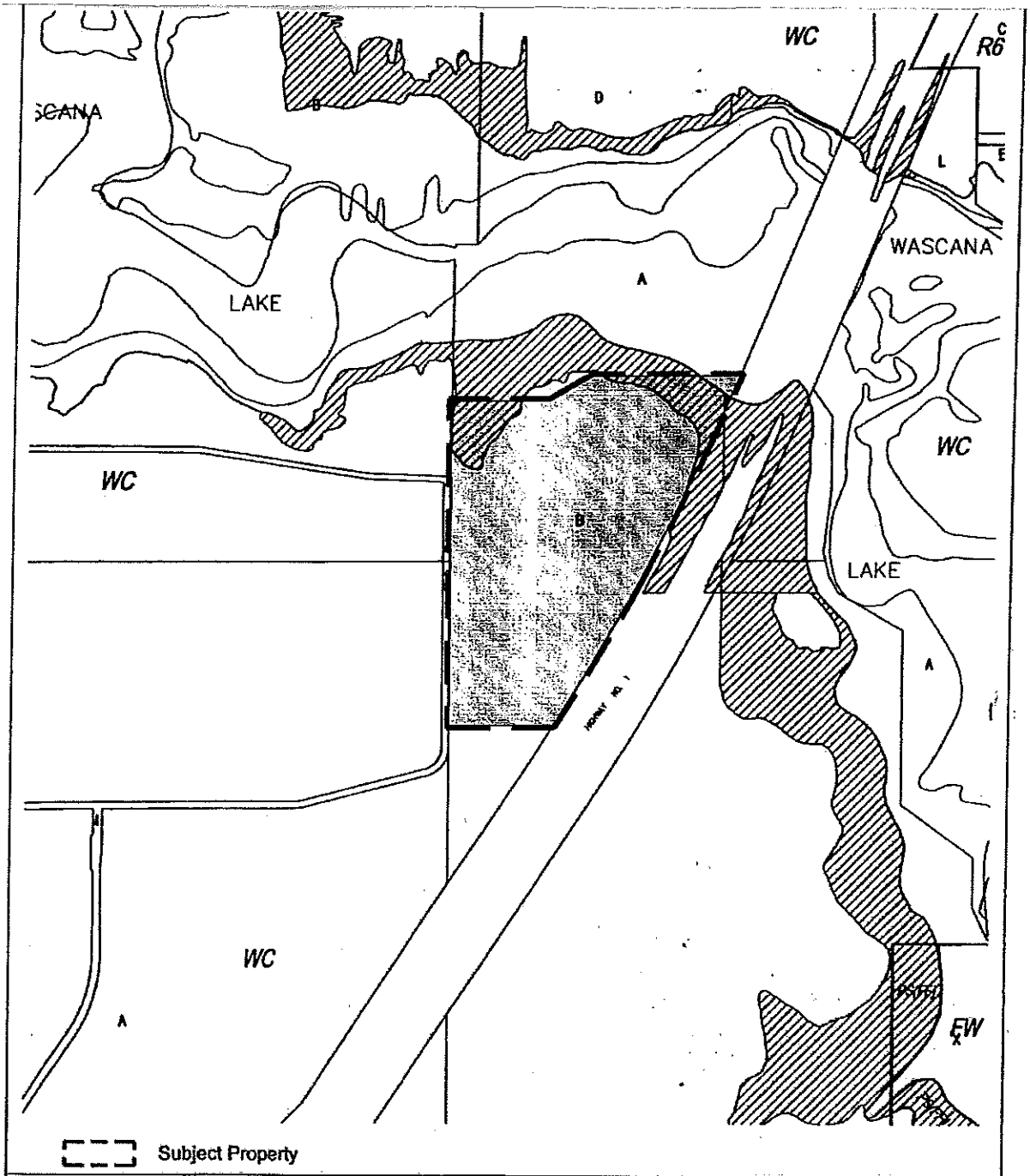
Sheila Harmatiuk,
Senior Advisor,
Indigenous & Government Relations

Respectfully submitted,

C. Holden

Chris Holden,
City Manager

Report prepared by:
Sheila Harmatiuk, Senior Advisor, Government & Indigenous Relations



Planning, Building and Bylaw Enforcement Department
- Urban Planning Division -

Project Star Blanket Cree Nation TLE Selection

Civic Address 1 First Nations Way

File No. O:\UP\DWGS\DEVELOP\Star Blanket Cree Nation TLE.DWG

CR18-4

January 29, 2018

To: His Worship the Mayor
And Members of City Council

Re: Regina Police Service 2018 Operating and Capital Budget (This report will be tabled to the budget meeting scheduled for February 27, 2018.)

RECOMMENDATION

RECOMMENDATION OF THE BOARD OF POLICE COMMISSIONERS - DECEMBER 11 AND 20, 2017

1. **That the 2018 Regina Police Service Operating and Capital Budget, which includes estimated gross operating expenditures of $87,869,000 and revenues of $9,880,600, resulting in a Net Operating Budget of $77,988,400, be approved.**

2. **That the 2018 Capital Budget of $4,970,600, with capital funding to be determined by Regina City Council, be approved.**

BOARD OF POLICE COMMISSIONERS - DECEMBER 20, 2017

The Board adopted the following resolution:

1. That the 2018 Regina Police Service Operating and Capital Budget, which includes estimated gross operating expenditures of $87,869,000 and revenues of $9,880,600, resulting in a Net Operating Budget of $77,988,400, be approved.

2. That this report be amended to reflect the changes set out in P17-72: Supplementary Report - Regina Police Service 2018 Operating and Capital Budget.

3. That an edited version of this report be forwarded to City Council for approval

Recommendations #2 and #3 do not require City Council approval.

Mayor Michael Fougere (Chairperson), Councillors: Barbara Young and Joel Murray, and Commissioners: Gordon Selinger and Vic Pankratz were present during consideration of this report by the Board of Police Commissioners.

BOARD OF POLICE COMMISSIONERS - DECEMBER 11, 2017

The Board adopted the following resolution:

1. That the 2018 Capital Budget of $4,970,600, with capital funding to be determined by

Regina City Council, be approved.

2. That Recommendations #1 and #3 be tabled for consideration at the December 20, 2017 meeting.

Mayor Michael Fougere (Chairperson), Councillors: Barbara Young and Joel Murray, and Commissioner Vic Pankratz were present during consideration of this report by the Board of Police Commissioners.

The Board of Police Commissioners, at the PRIVATE session of its meetings held on December 11 and December 20, 2017, considered the following report from the Chief of Police:

RECOMMENDATION

1. That the 2018 Regina Police Service Operating and Capital Budget, which includes estimated gross operating expenditures of $87,869,000 and revenues of $9,880,600, resulting in a Net Operating Budget of $77,988,400, be approved.

2. That the 2018 Capital Budget of $4,970,600, with capital funding to be determined by Regina City Council, be approved.

3. That an edited version of this report be forwarded to City Council for approval

CONCLUSION

The Regina Police Service proposed 2018 Operating and Capital Budget has been prepared based on a thorough review of conditions, challenges and opportunities facing the Regina Police Service. Efforts have been made to reduce spending where possible and to contain increases to the amount absolutely needed. The Regina Police Service 2018 Operating and Capital Budget is aimed at ensuring Regina Police Service performance, effectiveness and value to the community.

BACKGROUND

At the October 25, 2017 Board of Police Commissioners meeting, the Regina Police Service submitted the 2018 operating and capital budget for the Board's review and approval. At the November 22, 2017 Board meeting, the Board requested further information on the 2018 operating budget.

DISCUSSION

The Regina Police Service works every day to provide good value to Regina citizens. The Service strives to continually improve itself within a strong framework of integrity and with a foundation of values that guide our plans, our work and our relationships. The Regina Police Service takes a lead role in providing public safety in the city of Regina. Recognition of this role is embodied in the Service's mission statement, and is the central principle underlying all our

activities:

Regina Police Service Mission: Public service first

The Regina Police Service 2015 - 2018 Strategic Plan is based on four integrated areas of focus: service, communication, our people, and improvements. A summary of the Strategic Plan is provided in Appendix A.

The Regina Police Service financial plans provide the framework for the ongoing and sustained delivery of core policing work and support the strategic initiatives defined in the Regina Police Service 2015 - 2018 Strategic Plan. The 2018 Operating Budget contains the funding needed to deliver policing services for the upcoming year and the five-year Capital Budget provides the long-term financial plan to prepare the Service for the future. Highlights of accomplishments resulting from the 2017 Operating and Capital Budget are contained in Appendix B.

The Regina Police Service continuously looks to improve its service delivery and measures its performance through established performance indicators. These performance indicators provide internal accountability to the Board of Police Commissioners and external accountability to the citizens of Regina in Appendix C.

The annual budget process involves an environmental scan of internal and external conditions impacting the Service. Regina, over the past several years has seen a period of unprecedented economic growth and prosperity and as such has experienced population growth, enlargement of its physical footprint, changing demographics due to significant increase in newcomers and changing industry such as the development of the Global Transportation Hub.

The work of policing has changed and each of the factors below represents opportunities and challenges for the Service.

- Technological advances and new investigative tools require training, equipment and human resource specialization.
- New laws increase enforcement and administrative requirements.
- Court rulings have impacted the time required to support prosecutions.
- Provincial and Federal Government legislative and policy changes have impacted the type of calls for service, such as, mental health and addictions; and
- Policing boundaries have opened up to include joint forces operations.

The core organizational structure of the Regina Police Service has remained unchanged for the past 20 years. In 2014 the Service began an efficiency review resulting in a number of administrative police positions being converted to civilian positions and redeployment of those police officers to operational policing duties. In 2017, a Patrol Workload Assessment and Organizational Review began to objectively determine if resources are sufficiently aligned to achieve the police mandate and strategic goals. This budget reflects the first phase of a strategic realignment.

The guiding principles used in preparing the 2018 budget include:

- Alignment of the financial plan with the strategic plan.
- Continue to commit to the delivery of quality service for Regina citizens while looking

for ways to become more efficient, and to streamline and simplify our work.
- Identify opportunities to improve our performance and to create value.
- Understand and build interrelationships, which help us to become more cost effective and to deliver superior service.
- Sustainability of infrastructure through long-term planning while using a balanced and measured approach to safeguard our assets.
- Evaluate and plan for the long-term to align the resources and work of the Service with the growth and changes in the City; and
- Incorporate fiscal responsibility into every expenditure decision made by the Regina Police Service as a means of providing stability to the organization, stretching the value of resource usage and being accountable to citizens who want the tax dollars they provide to be prudently allocated.

Operating Budget

The 2018 Operating Budget supports cost adjustments to reflect changing internal and external conditions and Strategic Plan initiatives. For 2018, the Regina Police Service proposes a Net Operating Budget of $77,988,400; this includes $87,869,000 in gross operating expenditures and $9,880,600 in anticipated revenues. The resulting Net Operating Budget is a $2,328,400 or 3.1% increase over the 2017 budget. This is arrived through an expenditure increase of $3,359,200 and a revenue increase of $1,030,800. Staffing expenditures support 587 permanent and 12 casual FTE's and comprises 89.1% of the Gross Operating Budget.

Regina Police Service 2018 Operating Budget

	2017 Budget	2018 Budget	Dollar Change	Percentage Change
Revenue Budget				
Provincial Programs	6,272,200	7,274,500	1,002,300	
Federal Programs	125,600	125,600	-	
Other Programs	2,452,000	2,480,500	28,500	
	$ 8,849,800	**$ 9,880,600**	**$ 1,030,800**	**11.6%**
Gross Operating Budget				
Salary/Benefit Costs	74,823,300	78,323,000	3,499,700	**4.7%**
Corp of Commissionaires	429,900	434,900	5,000	**1.2%**
Operational Expenses	9,256,600	9,111,100	(145,500)	**-1.6%**
	$ 84,509,800	$ 87,869,000	$ 3,359,200	**4.0%**
Net Operating Budget	**$ 75,660,000**	**$ 77,988,400**	**$ 2,328,400**	**3.1%**

Operational expenses reflect a decrease of $140,500 or 1.5% decrease from the 2017 level. The Regina Police Service 2017 Net Operating Budget consumed 17.7% of the City of Regina's 2017 Operating Budget, an increase from 17.5% in 2016.

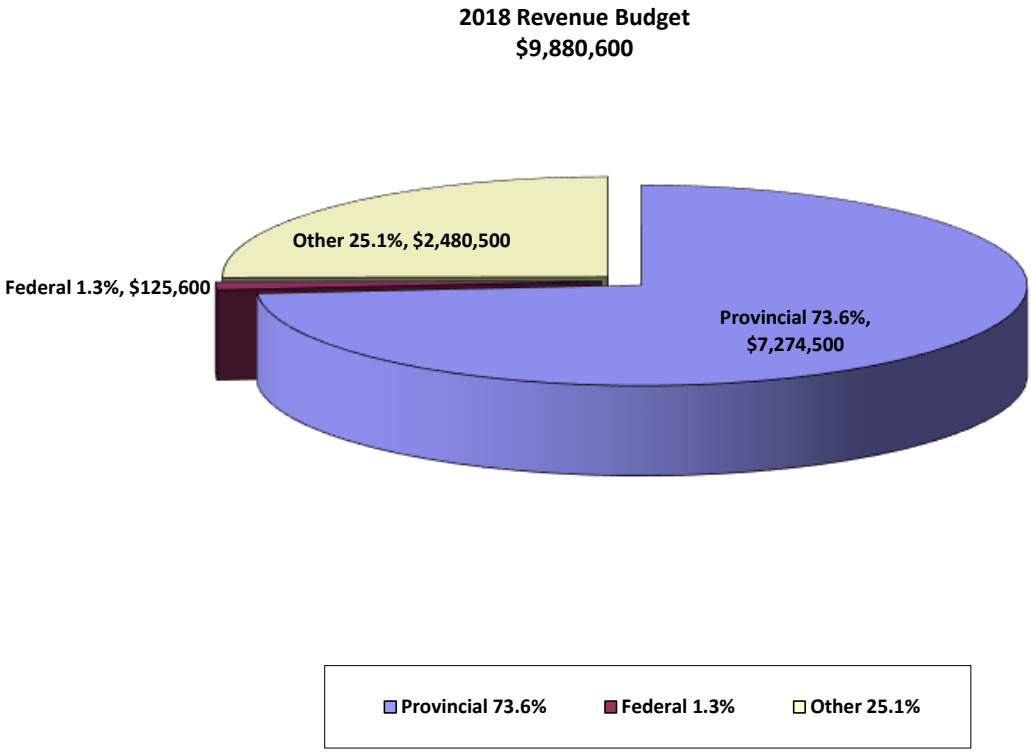
Highlights of the 2018 Operating Budget changes include:
- Permanent staffing adjustments for a net increase of 2 civilian positions: Sr. Data Quality & Case Management Specialist and Mechanic.
- Part of the first phase of strategic realignment as a result of the Organizational Review

includes the conversion of the Executive Director position to a Corporate Director. The review also identified the conversion of 4 Special Constables to Court Document Clerks.

- The transfer of the Legal Counsel to the Service from the City of Regina.
- The Service in conjunction with our provincial partners will see the establishment of the Provincial Response Team (PRT) and the addition of 5 new funded positions augmented with a redeployment of 5 currently funded positions. The Service is also receiving funding for two positions for the Combined Forces Selective Enforcement Unit (CFSEU) for a net increase of 7 funded positions.
- Permanent staffing adjustments for cost-recovered positions include a decrease in provincial funding for a School Engagement Officer and associated program costs; and a conversion from casual to permanent status of the Victim Services Missing Person Liaison and the RCJC Victim Services Responder, which are funded positions.
- Casual staffing adjustments for a net of -1 include the funded position of a Traffic Clerk for the Red Light Camera program.
- Salary and benefit changes include the full year cost of the 2018 approved positions; salary contingency; step increases for junior employees; and related benefits on these salary changes.
- Decrease of $240,000 in Sasktel Data Centre fees; decrease of $196,600 in City of Regina Legal Counsel fees; decrease of $150,000 due to RCMP not implementing mandatory criminal record check fingerprinting; decrease of $103,700 in Viper Leasing costs now net against revenue payment; and removal of 125th Anniversary expenses.
- $129,000 increase in contracted services; and leasing and parking costs at Broder Street and Crossroads buildings.
- $123,400 increase in utilities, telephone charges and cellular rentals due to the replacement of Blackberry devices.
- $87,200 increase costs related to the Provincial Response Team (PRT) for workstations, phones, computers and fuel. These expenses are full cost recovery from SGI.
- $81,600 increase in education and training for Truth & Reconciliation, Freedom of Information and Leadership in Police Organizations training.
- $60,600 increase for Drug Recognition training and supplies.
- $60,000 increase in radio user fees for portable radio units.
- $36,300 increase for first aid & safety supplies such as replacement of expired NARCAN kits, audio testing, lead mining of firing range.
- $30,000 increase for Traffic Enforcement Overdrive/Intersection Safety programs, radar and laser units and advertising for Gun Amnesty, Bus Cop and Auto Theft.
- $28,000 increase for PST on insurance, meals, phones and construction costs; and
- $19,600 increase in fuel due additional fleet vehicles and geographical footprint of the city.

Revenue Budget

The 2018 Revenue Budget is $9,880,600, an increase of 11.6% over 2017. The Revenue Budget supports 11.1% of the Regina Police Service Gross Operating Budget and funds 72.5 permanent and casual FTE's. Revenue sources include funding from the provincial government (73.6%), federal government (1.3%) and other revenues (25.1%).



Highlights of the 2018 Revenue Budget changes include:

- Revenue additions from the provincial government under established partnerships include: expansion of the Combined Forces Selective Enforcement Unit for $297,000 Serious Violent Offender program and SGI funded Provincial Response Team for a total of $1,884,200.
- Revenue additions from the provincial government for new funding include: Serious Violent Offender program for $275,000 and SGI funded Provincial Response Team for $1,317,200.
- Revenue decreases from the provincial government under established partnerships include: School Engagement Officer and corresponding TRiP programming cost ($159,200) and offsetting VIPER phone system expenses against the Sask 911 PSAP funding of ($82,700).
- Revenue decreases from other programs include: Civilian Fingerprint Services of ($150,000); and
- Other revenue increases include: Criminal Record Checks increase in fees to $70 for all Vulnerable Sector checks, implementing a volunteer fee resulting in a $75,000 increase, and Communications Technology Unit increase of $24,300.

Capital Budget

The value of the proposed five-year Capital Budget is $21.8 million including $4,970,600 in 2018. Capital financing is provided by the City of Regina and in the recent past has been subsidized by the Police General Reserve. The current balance of the Police General Reserve is

$400,930 and can be used to sustain Police operations through any financial circumstances or challenges that may arise. The City of Regina has adopted a minimum $400,000 and a maximum $2,000,000 target balance for the Police General Reserve. The City of Regina is currently conducting a Reserve review and the targeted minimum and maximum balances may change.

The Capital Budget includes five program areas: Facilities Development, Communications, Information Technology, Emergency Services Equipment, and Fleet. The five-year plan includes projects that will enhance Regina Police Service performance and provide the tools to get the job done.

Regina Police Service 2018-2022 Capital Budget (000's)

Capital Program	2018	2019	2020	2021	2022	Total
Facilities Development	**80.0**	160.0	80.0	80.0	80.0	480.0
Communications	**297.8**	400.0	-	-	50.0	747.8
Information Technology	**2,545.2**	4,145.0	2,845.0	2,345.0	2,400.0	14,280.2
Emergency Servcies Equipment	**750.0**	697.5	65.0	50.0	35.0	1,597.5
Fleet	**1,297.6**	850.0	850.0	850.0	850.0	4,697.6
Capital Total	**$ 4,970.6**	$ 6,252.5	$ 3,840.0	$3,325.0	$3,415.0	$ 21,803.1

Capital Financing	2018	2019	2020	2021	2022	Total
Current Contributions to Capital	**4,438.2**	6,252.5	3,840.0	3,325.0	3,415.0	21,270.7
Other Funding Source (SGI)	**532.4**	-	-	-	-	532.4
Police General Reserve	-	-	-	-	-	-
Capital Financing Total	**$ 4,970.6**	$ 6,252.5	$ 3,840.0	$3,325.0	$3,415.0	$ 21,803.1

1. The Police General Reserve balance following the 2017 year end reconciliation is $400,930.
2. SGI will be funding the Provincial Response Team purchase of vehicles and equipment.

Capital program highlights for 2018 include the following:

- $80,000 in Facilities Development for ongoing furniture replacement.
- $297,800 in Communications for software and diagnostic tools.
- $2,545,200 in Information Technology to support infrastructure and business applications. Funding includes ongoing replacement of computer equipment and expenditures for supporting computer infrastructure. Business application funding includes ongoing implementation of video recording in front-line cars, upgrade of video recording of facilities, 3D laser scanner; Smart board for Major Crimes Unit; project development for Business Intelligence Software; CAD upgrade and specialized software to support tactical analysis.
- $750,000 in Emergency Services Equipment to support ongoing upgrades at the Tactical Training Facility; purchase of a Tactical Rescue Vehicle, new bomb suit, drug screening devices, Patrol equipment including enhanced body armour; and
- $1,297,600 in Fleet continues to provide ongoing funding for the regular replacement of marked, unmarked and specialty vehicles; purchase of a collision trailer; and the purchase of vehicles and equipment for the Provincial Response Team (cost recovered).

The community of Regina faces ever-changing and complex crime challenges. The Regina Police Service partners with the community to strengthen the delivery model and provides efficient and effective crime prevention strategies. This has resulted in crime decrease over the years.

RECOMMENDATION IMPLICATIONS

Financial Implications

The Regina Police Service budget will have financial implications for 2018 as outlined in this report.

Environmental Implications

None with respect to this report.

Strategic Implications

The Regina Police Service budget is prepared in conjunction with the Regina Police Service 2015 - 2018 Strategic Plan.

Other Implications

Regina Police Service performance has an impact on the community and its citizens.

The Regina Police Service 2018 budget will be submitted to Regina City Council once the budget has been reviewed and approved by the Board of Police Commissioners.

Respectfully submitted,

BOARD OF POLICE COMMISSIONERS

Elaine Gohlke

Elaine Gohlke, Secretary

Appendix A
Regina Police Service
Strategic Plan 2015 - 2018

The Regina Police Service has worked to embed the Mission, Vision and Values into daily work through meetings, agenda's, tasks and operational activities. The Strategic Plan was designed to improve accountability and was created in collaboration with input from the Board of Police Commissioners, membership, community and stakeholders. The 2015 – 2018 Strategic Plan was approved by the Board of Police Commissioners in December 2014 and came into effect January 1, 2015.

New to the Regina Police Service in 2015 was the creation of annual business plans to help support the long term four year strategic plan and to help stay focused on our goals and objectives.

Mission
Public service first.

Vision
Working together to keep Regina safe

Values
- **R**espectful
- **P**rofessional
- **S**ervice

The strategic themes and associated objectives will be our focus for the next four years:

SERVICE – Deliver exceptional service and engage in effective partnerships to advance community safety and well-being.

COMMUNICATION – Enhance both our internal and external communications.

OUR PEOPLE – Develop and support our people to ensure we have capable and satisfied employees.

IMPROVEMENTS – Be progressive in how we work and the tools that we use.

The Regina Police Service 2015 - 2018 Strategic Plan can be viewed at www.reginapolice.ca.

Appendix B
Regina Police Service
2017 Highlights

The Regina Police Service (RPS) takes a lead role in providing public safety in the City of Regina. Recognition of this role is embodied in the Service's vision statement of "Working together to keep Regina safe."

2017 Highlights

The Strategic Plan 2015-2018 is based on four strategic themes: service, communication, our people, and improvements. Below are highlights from 2017 under each of these strategic themes.

Service

- The RPS conducted its first gun amnesty program from February 1st – February 15th. During this time period, police would pick up unwanted firearms from citizens and grant amnesty for select *Criminal Code* violations regarding illegal possession. There were 157 guns taken in through this successful amnesty program.
- The RPS is one of the organizations operating out of the Mâmawêyatitân Centre, which had its grand opening on September 12th. This centre brings together many public and community service groups that have united to build, strengthen, and celebrate the North Central neighbourhood.
- All front-line officers in the Community Services Division received training regarding proper response and quality investigations regarding intimate partner violence in 2017.

Communication

- The RPS, in partnership with the University of Regina, conducted its third bi-annual community perceptions survey in the fall of 2017. Survey topics include perceptions of policing, crime, and feelings of safety within Regina. This survey is an important tool for measuring police performance. Results from the survey will be publicly available in late 2017.
- The RPS has hosted multiple luncheons for family members of missing and murdered indigenous women and girls in 2017. These luncheons provide family members with an opportunity to have open and candid interactions with each other and with the senior police managers in a welcoming and respectful environment.
- The RPS began hosting "lunch and learns" with its community partners. The first lunch and learn focused on The Regina intersectoral Partnership, or TRiP which, is an approach to mitigating or eliminating varying levels of risk and victimization among youth in a collaborative inter-agency environment.

Our People

- The RPS celebrated its 125th anniversary in 2017. Celebrations included a community lunch for the public on July 19th, as well as, a Gala on October 14th.
- A fentanyl response strategy was developed and implemented in 2017 due to the extreme risk faced by first responders of exposure to the drug.

- A comprehensive organizational review of police processes, staffing, and deployment is underway to ensure we are optimally utilizing our resources effectively and efficiently.

Improvements

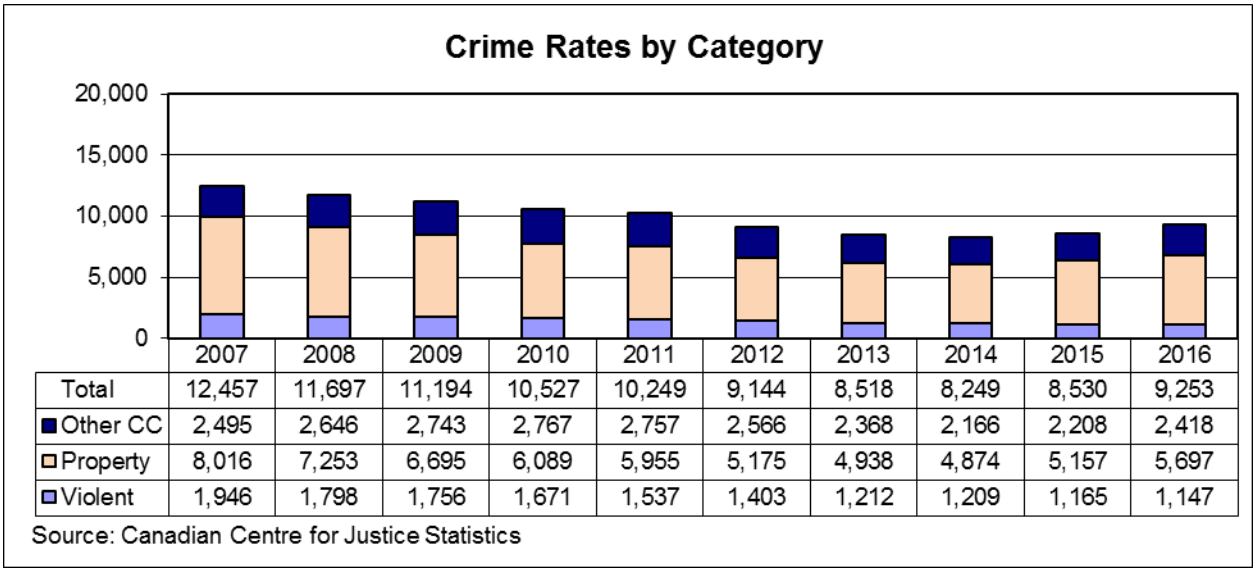
- The RPS has developed automated data reports using our existing databases to better measure the activities and workload of Patrol members. These reports reflect the volume and types of calls for service and measure our ability to meet our call response standards. In addition, they inform our deployment strategies, and determine if Patrol officers are able to meet our reactive and proactive objectives.
- The planned implementation of carbine rifles for Patrol officers was completed in 2017. Carbine rifles are a more effective option than shotguns in the event of a crisis situation.
- In 2016, e-Ticketing was piloted in Traffic Safety Unit vehicles. This technology, which greatly reduces the amount of time it takes to issue a traffic ticket, began expansion into Patrol vehicles in 2017.

Appendix C
Regina Police Service
Providing Value to Regina Citizens

The Regina Police Service continuously looks to improve its service delivery and measures its performance through established performance indicators. These performance indicators provide internal accountability to the Board of Police Commissioners and external accountability to the citizens of Regina. The following performance indicators are regularly reported to the Board of Police Commissioners:

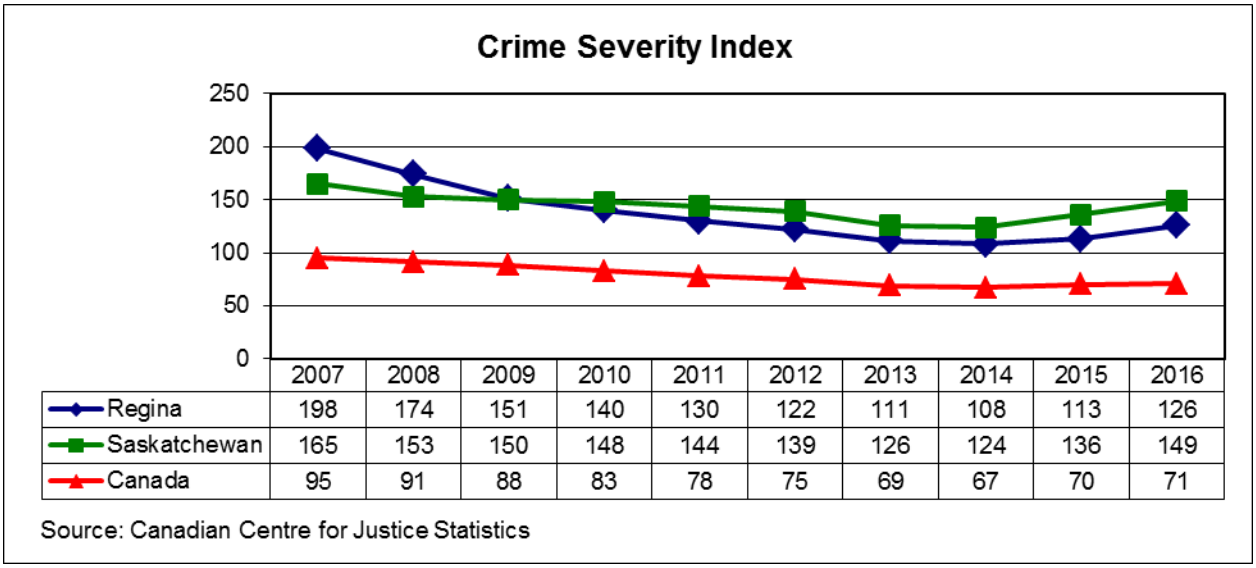
- Crime rates, crime severity index, and calls for service

The overall level of reported crime has shown a steady decrease since 2007 with an overall reduction of 26% in total crime rate. Crimes Against the Person, Crimes Against Property and other Criminal Code violations have also decreased substantially. Calls for service to the Regina Police Service have remained steady over the ten years.



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Total	12,457	11,697	11,194	10,527	10,249	9,144	8,518	8,249	8,530	9,253
Other CC	2,495	2,646	2,743	2,767	2,757	2,566	2,368	2,166	2,208	2,418
Property	8,016	7,253	6,695	6,089	5,955	5,175	4,938	4,874	5,157	5,697
Violent	1,946	1,798	1,756	1,671	1,537	1,403	1,212	1,209	1,165	1,147

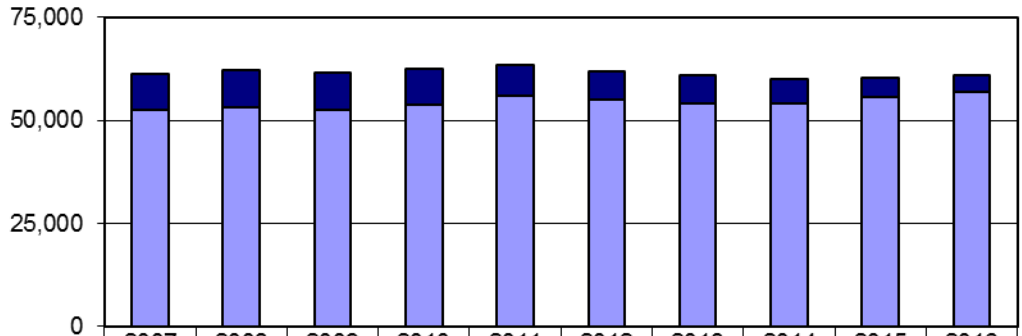
Source: Canadian Centre for Justice Statistics



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Regina	198	174	151	140	130	122	111	108	113	126
Saskatchewan	165	153	150	148	144	139	126	124	136	149
Canada	95	91	88	83	78	75	69	67	70	71

Source: Canadian Centre for Justice Statistics

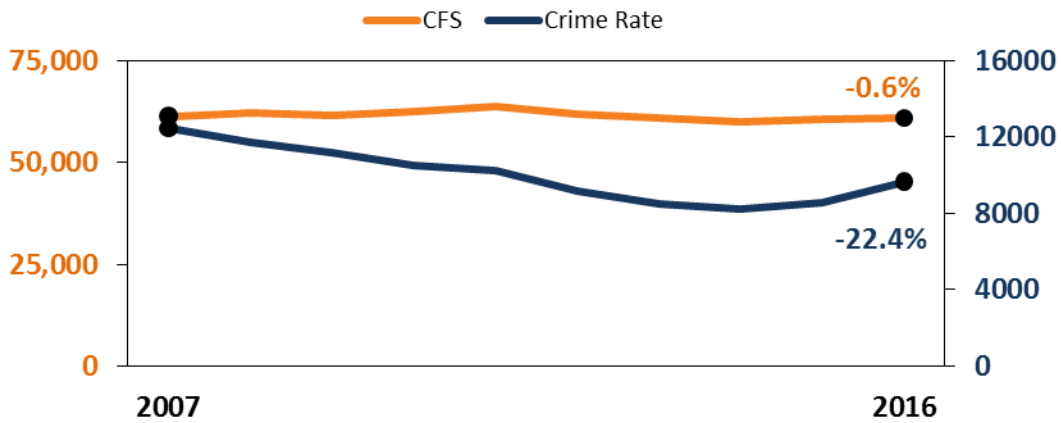
Calls for Service



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Total Calls for Service	61,319	62,314	61,462	62,587	63,616	61,893	60,862	59,968	60,498	60,969
Alarms	8,842	9,161	8,856	8,615	7,725	6,784	6,604	5,796	4,916	4,119
Other Calls for Service	52,477	53,153	52,606	53,972	55,891	55,109	54,258	54,172	55,582	56,850

Source: RPS internal data

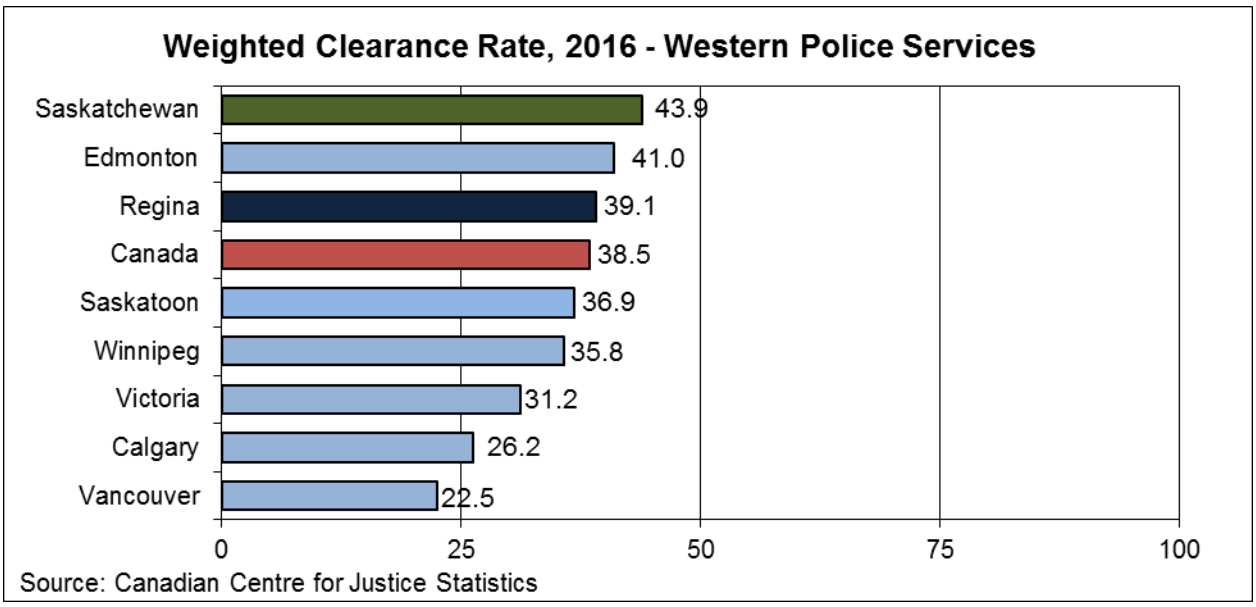
Calls for Service Compared to Crime Rate



Source: Statistics Canada and RPS data

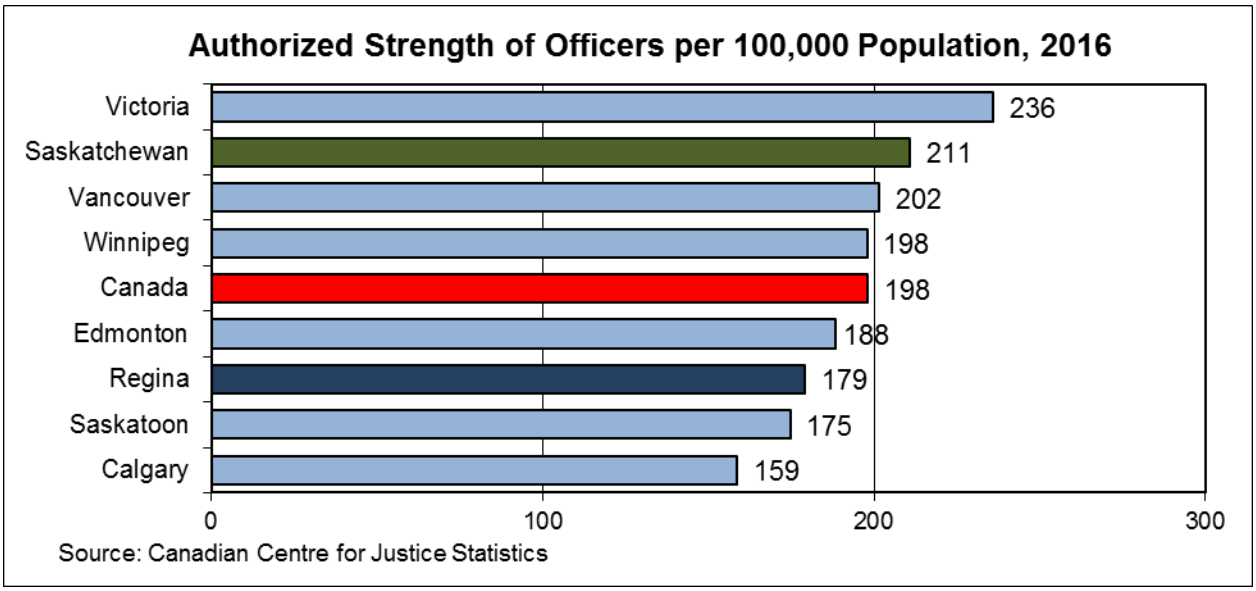
- Clearance rates

Although the Regina Police Service is a busy organization with a high officer workload, the Service is effective with the second highest clearance rate in Western Canada.



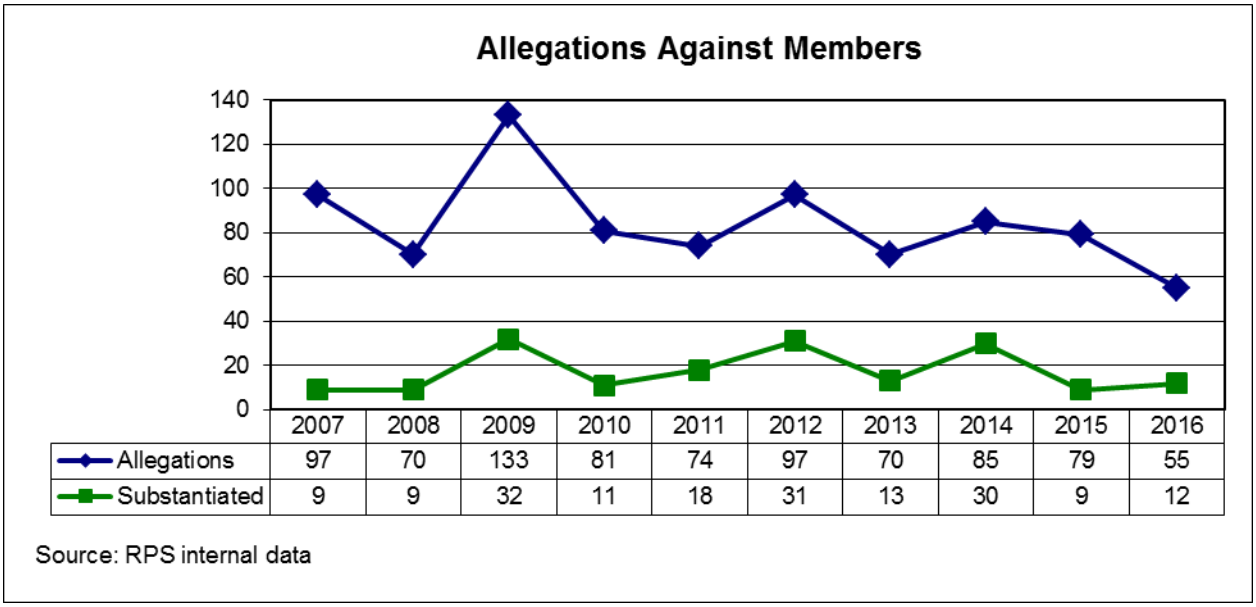
- Per capita authorized strength comparisons

The Regina Police Service is below average for per capita authorized strength.



- Using force and authority fairly, efficiently and effectively

The Service provides the number of complaints against members and use of force information to the Board of Police Commissioners. The number of complaints against members has been decreasing since 2007.

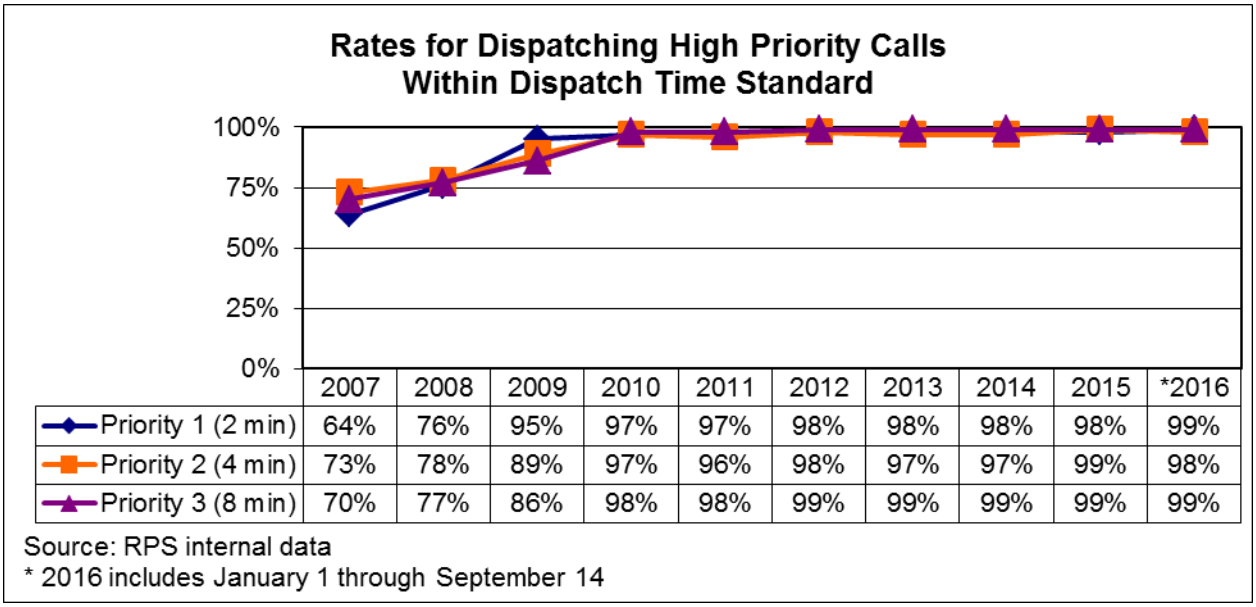


	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Allegations	97	70	133	81	74	97	70	85	79	55
Substantiated	9	9	32	11	18	31	13	30	9	12

Source: RPS internal data

- Response times

The Regina Police Service is meeting its response objectives for priority 1, 2 and 3 calls.



	2007	2008	2009	2010	2011	2012	2013	2014	2015	*2016
Priority 1 (2 min)	64%	76%	95%	97%	97%	98%	98%	98%	98%	99%
Priority 2 (4 min)	73%	78%	89%	97%	96%	98%	97%	97%	99%	98%
Priority 3 (8 min)	70%	77%	86%	98%	98%	99%	99%	99%	99%	99%

Source: RPS internal data
* 2016 includes January 1 through September 14

CR18-5

January 29, 2018

To: His Worship the Mayor
And Members of City Council

Re: 2017 Housekeeping Boundary Alteration – North of Highway No. 1 and Campbell Street Intersection

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RECOMMENDATION

RECOMMENDATION OF THE EXECUTIVE COMMITTEE - JANUARY 17, 2018

1. That the following resolution concerning the alteration of municipal boundaries be adopted by City Council:

    a) That it be resolved that the lands identified in Appendix A, currently within the Rural Municipality of Sherwood No. 159 and described as follows, be annexed to the City of Regina boundary, subject to the Rural Municipality of Sherwood No. 159 Council adopting a complementary resolution in support of the City of Regina's application for the boundary alteration.

    - Portion of SE ¼ of Section 03 in Township 17 Range 20 W2M Surface Parcel Number 203116946 Blk/Par F - Plan 102192083 Ext 0.
    - Portion of SW ¼ of Section 02 in Township 17 Range 20 W2M Surface Parcel Number 203183805 Blk/Par G - Plan 102206797 Ext 0.

2. That in addition to the subject lands listed above, City of Regina will also assume jurisdiction and control of all registered road allowances within the annexation area.

3. That subject to ministerial approval of the applicable municipal boundary alterations in accordance with the provisions of Section 43.1(13) or Section 44 of *The Cities Act*, amendments to the *Regina Zoning Bylaw No. 9250* to rezone the annexed lands to UH-Urban Holding be advertised.

4. That City Manager be authorized to approve, and the City Clerk be authorized to execute a Municipal Boundary Alteration Agreement between the City of Regina and the RM of Sherwood No. 159 based on the terms conditions outlined within this report.

5. That the City Solicitor in conjunction with the City Clerk do all things necessary to give effect to the resolutions in recommendation No. 1, including preparing and submitting an application to the Minister of Government Relations or the Saskatchewan Municipal Board as per the provisions of Section 43.1 of *The Cities Act*.

EXECUTIVE COMMITTEE - JANUARY 17, 2018

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #6 does not require City Council approval.

Mayor Michael Fougere, Councillors: Lori Bresciani (Chairperson), Sharron Bryce, John Findura, Jerry Flegel, Bob Hawkins, Jason Mancinelli, Joel Murray, Mike O'Donnell, Andrew Stevens and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on January 17, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That the following resolution concerning the alteration of municipal boundaries be adopted by City Council:

    a) That it be resolved that the lands identified in Appendix A, currently within the Rural Municipality of Sherwood No. 159 and described as follows, be annexed to the City of Regina boundary, subject to the Rural Municipality of Sherwood No. 159 Council adopting a complementary resolution in support of the City of Regina's application for the boundary alteration.

        - Portion of SE ¼ of Section 03 in Township 17 Range 20 W2M Surface Parcel Number 203116946 Blk/Par F - Plan 102192083 Ext 0.
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2. That in addition to the subject lands listed above, City of Regina will also assume jurisdiction and control of all registered road allowances within the annexation area.

3. That subject to ministerial approval of the applicable municipal boundary alterations in accordance with the provisions of Section 43.1(13) or Section 44 of *The Cities Act*, amendments to the *Regina Zoning Bylaw No. 9250* to rezone the annexed lands to UH-Urban Holding be advertised.

4. That City Manager be authorized to approve, and the City Clerk be authorized to execute a Municipal Boundary Alteration Agreement between the City of Regina and the RM of Sherwood No. 159 based on the terms conditions outlined within this report.

5. That the City Solicitor in conjunction with the City Clerk do all things necessary to give effect to the resolutions in recommendation No. 1, including preparing and submitting an application to the Minister of Government Relations or the Saskatchewan Municipal Board as per the provisions of Section 43.1 of *The Cities Act*.

6. That this report be forwarded to the January 29, 2018 meeting of City Council for approval.

CONCLUSION

The City of Regina (City) and the Rural Municipality of Sherwood No. 159 (RM) have been in discussions since the summer of 2017 and have reached a tentative agreement subject to respective Council approvals on:

- A boundary alteration area.
- Tax loss compensation at no more than 15 times the annual tax revenue generated from the subject lands (Lands) described above based on the RM's 2017 assessment roll.

Subject to ministerial approval, the boundary alteration will take effect on June 1, 2018.

BACKGROUND

At the Public Executive Committee on October 11, 2017, the 2017 Housekeeping Boundary Alteration - North of Highway No. 1 and Campbell Street Intersection was presented for City Administration to pursue discussions with the RM.

The Lands are contiguous assets that would have otherwise been included in the 2013 boundary alteration; however, they were excluded as they were being held by the Ministry of Highway and Infrastructure (MHI) as road right-of-way for a potential future interchange at that location. Since that time, the MHI has concluded they will not require an interchange at this location and had disposed of the Lands.

Dream Management Corporation (Dream) acquired the Lands in November 2016. The Lands form natural extensions of both the existing Harbour Landing community and future West Harbour Landing community. As a result, Dream is requesting that the Lands be brought into city limits through a new boundary alteration application.

Bringing the Lands into city limits requires the full boundary alteration legislated process as Sections 48 and 50 of *The Cities Act* (Act) only allow for annexation corrections where the order itself contained an error or for minor revisions to the legal descriptions provided.

DISCUSSION

The boundary alteration process is outlined in Section 43 of the Act. The proposed process and timeline for this boundary alteration follows the legislated requirement, which includes providing

notice to the public and allowing for possible objections, in addition to including the timeframe of the 2018 City Council and Executive Committee meeting dates schedule.

Notice of intention was given to the RM, the Regina Public School Board, the Regina Catholic School Board, Prairie Valley School Division and the landowner by way of letters in November of 2017. Public notice was given through Regina.ca and the *Leader-Post* on November 11 and 18, 2017.

RECOMMENDATION IMPLICATIONS

Financial Implications

The 2013 boundary alteration agreement between the City and the RM included tax loss compensation in which the City agreed to pay the RM an amount equal to 15 times the foregone tax revenues generated by the annexed land. The RM has requested 15 times for this proposal as well.

If the property taxes for the west parcel are similar to the taxes on the east parcel, the total cost of tax loss compensation for the two parcels would be a one-time payment of approximately $1450.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

Design Regina: The Official Community Plan, Bylaw No. 2013-48 (OCP) has policies that support regional growth through the collaboration with regional partners and promote sustainable growth development patterns for the City with the RM through effective joint planning.

Maps in the OCP will need to be updated to reflect the new city boundary; however, they can be updated during the five-year refresh of the OCP. The Harbour Landing Concept Plan (Concept Plan) would not require an amendment as this area is already shown as low density residential on the approved Concept Plan. Planning for the West Harbour Landing community will require determination of access along Highway No. 1 and consultation with MHI.

Other Implications

Upon ministerial approval of the boundary alteration, a separate bylaw will be brought back to City Council for approval to rezone the Lands to UH-Urban Holding Zone. Prior to any development of the Lands, the owner will require a zoning bylaw amendment in accordance with the approved Concept Plan and a subdivision approval.

Accessibility Implications

None with respect to this report.

COMMUNICATION

The Act outlines all communication and notification that is required during the boundary alteration process. In this case, there was only one landowner, Dream. Other interested parties that were notified of the potential annexation included the school boards and the RM. A public hearing is not required as the City did not receive any objection to the proposed boundary alteration. The proposal was advertised in the *Leader-Post* on November 11 and 18, 2017.

DELEGATED AUTHORITY

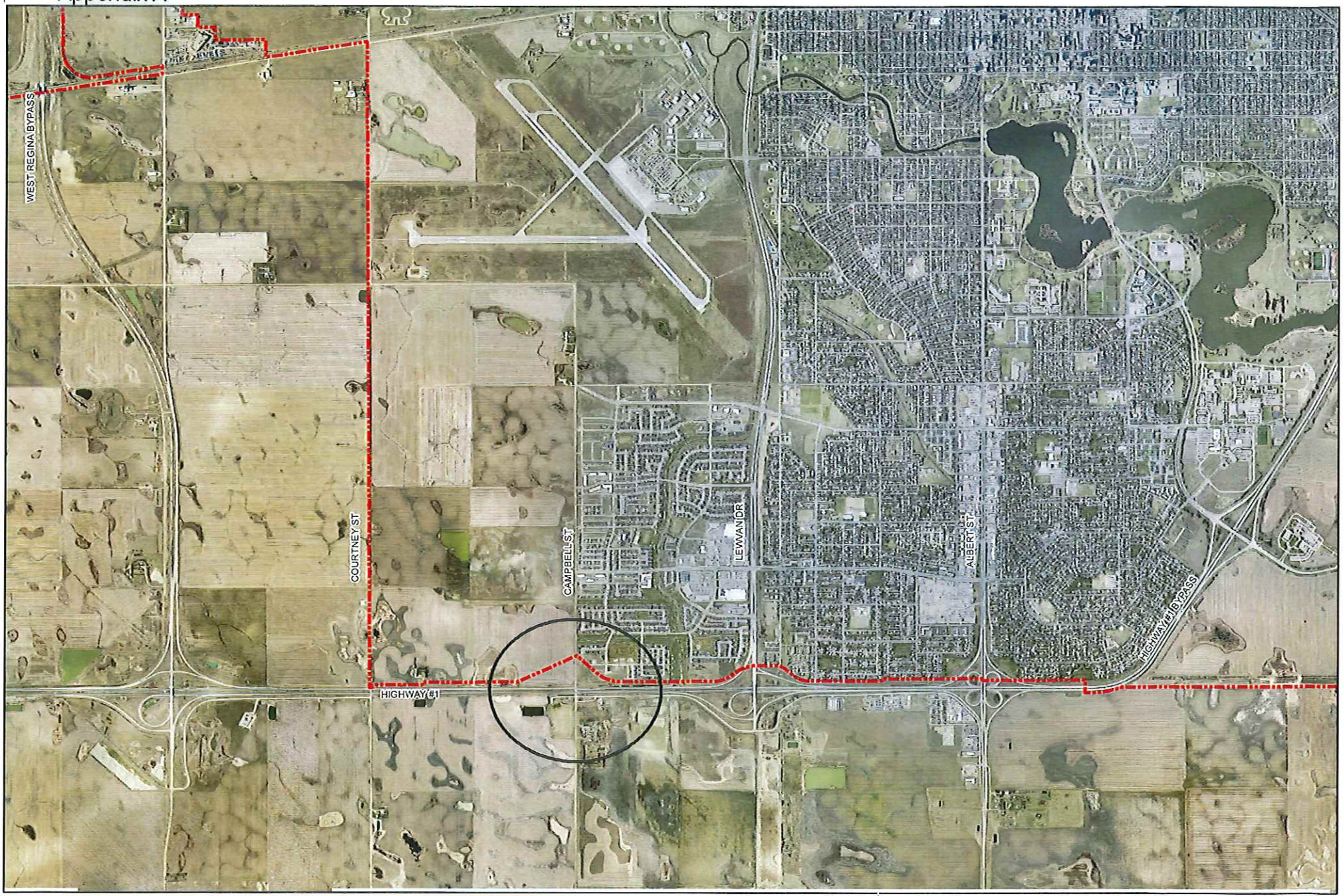
The recommendations contained in the report require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE

Jim Nicol, Secretary

Appendix A



LEGEND

- Cambell St & Highway # 1 Intersection
- CityLimits

0 1 2 Kilometers
0 0.5 1 Miles

N

LOCATION MAP

Campbell St & Highway #1 Intersection

Planning Department
Long Range Planning Branch

City of Regina | REGINA Infinite Horizons

CR18-6

January 29, 2018

To: His Worship the Mayor
And Members of City Council

Re: Contract with Eloquent Systems Inc. for Virtual Archives Software

RECOMMENDATION

RECOMMENDATION OF THE FINANCE AND ADMINISTRATION COMMITTEE - DECEMBER 5, 2017

1. That the City Manager or designate be delegated authority to negotiate, finalize and approve of the City entering into new agreements or amending the existing agreement with Eloquent Systems Inc. for its Hosted Virtual Archive Software as a Service (SAAS) for a five year term.

2. That the City Clerk be authorized to execute the necessary agreements after review and approval by the City Solicitor.

FINANCE AND ADMINISTRATION COMMITTEE – DECEMBER 5, 2017

The Committee adopted a resolution to concur in the recommendation contained in the report after amending Recommendation #1 to read:

1. That the City Manager or designate be delegated authority to negotiate, finalize and approve of the City entering into new agreements or amending the existing agreement with Eloquent Systems Inc. for its Hosted Virtual Archive Software as a Service (SAAS) for a five year term.

Councillors: Bob Hawkins (Chairperson), Sharron Bryce, John Findura, Jason Mancinelli and Barbara Young were present during consideration of this report by the Finance and Administration Committee.

The Finance and Administration Committee, at its meeting held on December 5, 2017 considered the following report from the Administration:

RECOMMENDATION

1. That the City Manager or designate be delegated authority to negotiate, finalize and approve of the City entering into new agreements or amending the existing agreement with Eloquent Systems Inc. for its Hosted Virtual Archive Software as a Service (SAAS) for an indefinite term.

2. That the City Clerk be authorized to execute the necessary agreements after review and approval by the City Solicitor.

CONCLUSION

In order to ensure the continued service of the City of Regina Virtual Archives, the Administration recommends that Council delegate the authority to the City Manager to enter into new agreements or amend the existing agreement with the same vendor for an indefinite term. The agreements will automatically renew for successive periods unless either party gives the other party notice of its intent not to renew, or unless terminated earlier under the terms of the agreement.

The intent is for the City to continue to use this software indefinitely. The City's historical records are being digitized and uploaded to Eloquent on an ongoing basis. A change of vendor would require considerable financial and staff resources to design a new website, as well as to migrate and upload descriptions and contents of thousands of electronic records to a new software.

BACKGROUND

An RFP was issued in 2012, four (4) vendor responses were received. Eloquent Systems Inc. was selected as the preferred vendor based on cost, service and functionality. Eloquent Systems Inc. continues to provide excellent service, including reliable technical and customer support, and a dependable software application.

The current contract with Eloquent Systems Inc. was a Software as a Service Agreement authorized by the City Clerk in 2012, for five years. The contract is currently valued at approximately $11,500 annually.

Archival records are digitized and published to the Eloquent site for public viewing on the City of Regina Virtual Archives. The archives collection includes over six million historical records, 25,000 of which are photographs. The digitization project ensures content is published to Eloquent on an ongoing basis. In addition to digitized images, a timeline showing the history of Old Mosaic Stadium was developed in 2016. A timeline for the 150 Stories Project is currently under development.

The City of Regina Archives and the Information Services department will continue to monitor Eloquent Systems Inc.'s services as well as other products available. In the future, should other possible solutions of equal or better dependability be identified, another RFP will be issued.

DISCUSSION

The annual costs for hosting the system including application maintenance, support services and data warehousing are expected to remain unchanged for 2018 at $11,408.25 with a projection for up to an eight (8) percent increase over the next five (5) years.

The City of Regina Archives is currently working on a timeline project, the 150 Stories Project that was funded in part by grants from the Saskatchewan Council for Archives and Archivists and the Government of Canada. The project must be completed by April 2018 in order to satisfy the grant requirements. Pursuing a new RFP, with potential software migration, would result in missing this deadline and would require refunding the grant money to the granting agencies.

RECOMMENDATION IMPLICATIONS

Financial Implications

Funding has been included in the 2018 budget for continuation of this service.

Environmental Implications

The more records available online on the virtual archive, the fewer staff resources are required to assist customers in person. Online access also reduces the cost of retrieving historical records from offsite storage and limits the handling of often fragile paper historical records.

Strategic Implications

Continuing to use the same vendor on an ongoing basis fulfills the targeted outcomes of the Strategic Plan 2018-2021 for Community (Deliver Reliable Service), Financial (Improve our Use of Resources), and Internal Process (Improve Internal and External Communication). The targeted outcomes are #1: Residents trust us by being informed and Engaged, #3: We balance Community Need with affordability across all services, and #4: Residents value services and believe they receive value for what they pay.

Other Implications

This software ensures archival documents are available for public viewing online at the user's convenience.

Accessibility Implications

The records are readily accessible online, providing ease of access to archival content for people with mobility limitations and visual or hard of hearing residents.

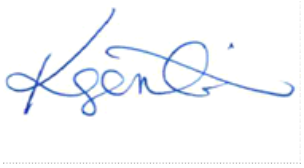
COMMUNICATIONS

A copy of this report will be provided to Eloquent Systems Inc. and the Administration will be notified that Eloquent continues to be the service provider.

DELEGATED AUTHORITY

The recommendations contained in this report require City Council approval.

FINANCE AND ADMINISTRATION COMMITTEE



Kristina Gentile, Secretary

IR18-1

January 29, 2018

To: His Worship the Mayor
And Members of City Council

Re: 2017 Semi-Annual Review of Closed Executive Committee Items

RECOMMENDATION

That this report be received and filed.

EXECUTIVE COMMITTEE - JANUARY 17, 2018

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

Councillors: Lori Bresciani (Chairperson), Sharron Bryce, Bob Hawkins, Jason Mancinelli, Joel Murray, Mike O'Donnell, Andrew Stevens and Barbara Young were present during consideration of this report by the Executive Committee.

The Executive Committee, at the **PRIVATE** session of its meeting held on January 17, 2018, considered the following report from the City Manager:

CONCLUSION

The Committee should review the provided information on reports considered in private session to determine whether any reports may now be released to the public.

BACKGROUND

Pursuant to Section (4) of Schedule "A" of the Procedure Bylaw, the Administration has undertaken a review of all confidential items considered by the Committee since its last review. This review is to determine which of the reports are no longer confidential in nature and can now be released to the public and which reports should remain permanently closed.

DISCUSSION

The reports considered by the Executive Committee in private session from July to December 2017 have been compiled on the attached schedule.

RECOMMENDATION IMPLICATIONS

Financial Implications

There are no financial considerations with regards to the recommendations.

Environmental Implications

There are no environmental implications related to the recommendations.

Strategic Implications

A semi-annual review of matters considered in closed session promotes an open and transparent government.

Other Implications

There are no other implications associated with the recommendations.

Accessibility Implications

There are no accessibility implications associated with the recommendations.

COMMUNICATION PLAN

Items included on public agendas are posted to the City's website.

DELEGATED AUTHORITY

The recommendation contained in this report require City Council approval.

Respectfully submitted,

EXECUTIVE COMMITTEE

Jim Nicol, Secretary

SCHEDULE NO. 1

REVIEW OF CLOSED EXECUTIVE COMMITTEE ITEMS
JULY TO DECEMBER – 2017 REVIEW

REPORTS FORWARDED TO CITY COUNCIL

Date Last Considered	Subject	Date Submitted to Council
August 9, 2017	E17-33 – 2017 Semi-Annual Review of Closed Executive Committee Items	August 28, 2017
September 13, 2017	E17-34 – 2017 Housekeeping Boundary Alteration – North of Highway No. 1 and Campbell Street Intersection	October 11, 2017 (Public Executive Committee)
November 15, 2017	E17-42 - Appointments to the Regina Warehouse Business Improvement District Board E17-43 - Appointments to the Board of Directors for Regina Downtown BID	November 27, 2017
December 13, 2017	E17-47 – 2018 Citizen & Organizations to Committees E17-48 – 2018 Elected Official Committee Appointments	December 18, 2017

MN18-1

MOTION

January 29, 2018

To: His Worship the Mayor
And Members of City Council

Re: Councillor O'Donnell: Autonomous Vehicles - Connected Vehicles - Electric Vehicles

WHEREAS the technology for autonomous vehicles has recently advanced rapidly with auto makes and tech companies joining to aggressively gain competitive edge; and

WHEREAS manufacturers have invested significant capital to ensure they can ramp up production for the near future; and

WHEREAS manufacturers are investing in large fleets of autonomous vehicles to be part of the ride sharing business and we now have the start of legislation allowing ride sharing within the province of Saskatchewan; and

WHEREAS there is concurrent research also occurring with regards to connected vehicles so that congestion can be minimized along with a reduction in fuel consumption as well as a method to improve road and pedestrian safety; and

WHEREAS there has also been a significant amount of research and investment into electric (battery powered) vehicles and how they may be part of large, commercial autonomous fleets; and

WHEREAS it is likely that much of the initial development of autonomous vehicles could likely been large transport vehicles;

THEREFORE BE IT RESOLVED THAT:

1. The City of Regina monitor the research and trials that are currently underway and will shortly be undertaken with regards to autonomous and connected vehicles.

2. The Administration report back to Regina City Council in the second quarter of 2019 with analysis as to the impacts or potential impacts upon the City of Regina of these type of vehicles and to take into account any impact of a large number of vehicles powered by batteries and the need for charging stations.

3. The Administration give consideration to any advantage the City of Regina may have with being one of the leading edge communities with regards to testing of autonomous vehicles given our varied climate.

Respectfully submitted,

Mike O'Donnell
Councillor - Ward 8

MN18-2

NOTICE OF MOTION

January 29, 2018

Chief Legislative Officer & City Clerk
City Hall
Regina, Saskatchewan

Dear Sir:

Re: Councillors Stevens and Bresciani: Safe and Accessible Sidewalks

MN18-2

NOTICE OF MOTION

January 29, 2018

City Clerk
City Hall
Regina, Saskatchewan

Dear Sir:

Please be advised that I will submit the following NOTICE of MOTION at the meeting of City Council on Monday, January 29, 2018:

Re: Safe and Accessible Sidewalks

WHEREAS the Transportation Master Plan aims to "Promote active transportation for healthier communities" as well as "Safe and Efficient Infrastructure";

WHEREAS according to statistics compiled by the Canadian Institute for Health Information, the province has seen an average of 43.4 hospitalizations per 100,000 people between 2011 and 2016 related to slips and falls, the highest rate in Canada;

WHEREAS a City survey conducted in 2012/2013 found that approximately 257 km of sidewalk are not being cleared;

WHEREAS the City receives service requests due to snow and icy sidewalks;

WHEREAS the City of Regina Clean Property Bylaw requires commercial property owners to clear their sidewalks within 24 - 48 hours;

WHEREAS report PW13-18 indicated that most cities in Saskatchewan possess sidewalk clearing bylaws, including Saskatoon, as well as major "winter" cities across Canada;

WHEREAS "encouragement" programs, like the Snowbuster program, have been cut or have not been successful;

WHEREAS the City currently does not have any options available for residents to access or apply for optional snow clearing on sidewalks that are not within the Winter Maintenance Policy;

WHEREAS sidewalks that are not cleared create undue hardship for residents, particularly related to accessibility;

WHEREAS Saskatoon's Bylaw No. 8463 The Sidewalk Clearing Bylaw, 2005 has been used to clear 44 properties, at the expense of property owners since 2015, improving the accessibility of City sidewalks in these instances;

BE IT RESOLVED THAT:

The Administration prepare a report respecting the following amendments to Bylaw No. 9881 The Clean Property Bylaw for City Council consideration by Q2 of 2018:

1. That the owner of a residential property be required to clear the sidewalks along the front and flankage sidewalks adjacent to their lot within 48 hours after a snowfall;

2. That Bylaw Enforcement have the authority to:

    a. visit a site, and give notice to clear the sidewalk; and

    b. if upon re-inspection the sidewalk is not cleared the City will have a contractor complete the work and charge the cost to the owner's property taxes;

3. Repeat non-compliance may also result in the issuance of a fine, as per provisions of the Bylaw.

4. Accessibility challenges faced by residents due to snow and ice on sidewalks.

Respectfully submitted,

Councillor Andrew Stevens

Councillor Lori Bresciani

BYLAW NO. 2018-4

THE WASTEWATER AND STORM WATER AMENDMENT BYLAW, 2018

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

1 Bylaw No. 2016-24, being *The Wastewater and Storm Water Bylaw, 2016* is amended in the manner set forth in this Bylaw.

2 Schedule "D" is repealed and the attached Schedule "D" substituted.

3 Schedule "F" is repealed and the attached Schedule "F" substituted.

4 This Bylaw comes into force February 1, 2018.

READ A FIRST TIME THIS 29th DAY OF January 2018.

READ A SECOND TIME THIS 29th DAY OF January 2018.

READ A THIRD TIME AND PASSED THIS 29th DAY OF January 2018.

Mayor

City Clerk (SEAL)

CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

SCHEDULE D

MONTHLY WASTEWATER CHARGE

The rates and charges set out below are effective as of February 1, 2018 and apply to all consumption during the year. Application of charges occurring during a billing period where a rate change comes into effect may be prorated based on estimated consumption in accordance with section 109 of this Bylaw.

Wastewater Rates

(Billed monthly)
Daily Base Charge ($)

Water Meter Type	**2018**
15 mm / 18 mm water meter	0.62
25mm water meter	0.87
40mm water meter	1.12
50mm water meter	1.80
75mm water meter	6.82
100mm water meter	8.68
150mm water meter	13.02
200 mm water meter	17.98

Volume Charge ($)	**2018**
Charge per cubic meter	1.71

Overdue Account

Monthly interest rate on overdue accounts, pursuant to subsection 20(2) 1.25%

Recycled Water Connection Fee

	Beginning January 1, 2018
Recycled Water Connection Fee	$0.2694/$m^3$

SCHEDULE F

STORM DRAINAGE SERVICE CHARGE

Storm Drainage Infrastructure
Levy Rates ($)
(Billed monthly)

Area of Property	2018
0 to 1,000 m2	0.53
1,001 to 3,000 m2	1.06
3,001 to 5,000 m2	2.12
5,001 to 7,000 m2	3.18
7,001 to 9,000 m2	4.24
9,001 to 11,000 m2	5.30
11,001 to 13,000 m2	6.36
13,001 to 15,000 m2	7.42
15,001 to 17,000 m2	8.48
17,001 to 19,000 m2	9.54
19,001 to 21,000 m2	10.60
21,001 to 23,000 m2	11.66
23,001 to 25,000 m2	12.72
25,001 to 27,000 m2	13.78
27,001 to 29,000 m2	14.84
29,001 to 31,000 m2	15.90
Over 31,000 m2	16.96

ABSTRACT

BYLAW NO. 2018-4

THE WASTEWATER AND STORM WATER AMENDMENT BYLAW, 2018

PURPOSE:	To set the rates for 2018.
ABSTRACT:	The Bylaw updates the rates for 2018.
STATUTORY AUTHORITY:	Section 8 of *The Cities Act.*
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	City Council, December 18, 2017, CM17-3
AMENDS/REPEALS:	Amends Bylaw No. 2016-24, *The Wastewater and Storm Water Bylaw, 2016.*
CLASSIFICATION:	Administrative
INITIATING DIVISION:	Transportation and Utilities Division
INITIATING DEPARTMENT:	Water Works, Environmental Services, Infrastructure Planning and Utility Billing

BYLAW NO. 2018-5

THE REGINA WATER AMENDMENT BYLAW, 2018

THE COUNCIL OF THE CITY OF REGINA ENACTS AS FOLLOWS:

1 Bylaw No. 8942, being *The Regina Water Bylaw*, is amended in the manner set forth in this Bylaw.

2 Schedule "B" is repealed and the attached Schedule "B" substituted.

3 This Bylaw comes into force February 1, 2018.

READ A FIRST TIME THIS 29th DAY OF January 2018.

READ A SECOND TIME THIS 29th DAY OF January 2018.

READ A THIRD TIME AND PASSED THIS 29th DAY OF January 2018.

Mayor

City Clerk (SEAL)

CERTIFIED A TRUE COPY

City Clerk

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

City Solicitor

SCHEDULE "B"

WATER RATES 2018

The rates and charges set out below are effective as of February 1, 2018 and apply to all consumption during the year. Application of charges occurring during a billing period where a rate change comes into effect may be prorated based on estimated consumption in accordance with section 12.

	Water Rates	
Daily Base Charge		**Unmetered Consumption -s,13(3) & 13.1**
	2018($)	**Assumed Consumption (M^3 per day)**
Water Meter type		
15 mm/18mm water meter	0.81	1.5
25 mm water meter	1.13	2.1
40 mm water meter	1.46	2.7
50 mm water meter	2.35	4.4
75 mm water meter	8.91	16.5
100 mm water meter	11.34	21
150 mm water meter	17.01	31.5
200 mm water meter	23.49	43.5
Volume Charge: Charge per M^3	1.92	

ABSTRACT

BYLAW NO. 2018-5

THE REGINA WATER AMENDMENT BYLAW, 2018

PURPOSE:	To set the rates for water service for 2018.
ABSTRACT:	The Bylaw updates the rates for water service for 2018
STATUTORY AUTHORITY:	Section 8 of the *Cities Act.*
MINISTER'S APPROVAL:	N/A
PUBLIC HEARING:	N/A
PUBLIC NOTICE:	N/A
REFERENCE:	City Council, December 18, 2017, CM17-13
AMENDS/REPEALS:	Amends *The Regina Water Bylaw*.
CLASSIFICATION:	Administrative
INITIATING DIVISION:	Public Works
INITIATING DEPARTMENT:	Water and Sewer Services

EN18-1

NOTICE OF ENQUIRIES

January 29, 2018

Chief Legislative Officer & City Clerk
City Hall
Regina, Saskatchewan

Dear Sir:

REGINA Infinite Horizons | City of Regina

Memo

January 29, 2018
File No: EN17-1

To: His Worship the Mayor
And Members of City Council

Re: Response to Enquiry – Capital Pointe

A Notice of Enquiry was tabled at the November 27, 2017 (EN17-1) City Council meeting with a request to provide a written response at the first City Council meeting in 2018.

Section 31 of *The Procedure Bylaw No. 9004* outlines the requirements to be addressed when an enquiry is tabled by a member of City Council. The Administration is required to provide a written answer at a future meeting of City Council. The enquiry is not debatable by City Council.

The Notice of Enquiry includes five questions. The questions are identified below with the City's response.

1. What steps are the Administration taking to monitor construction activity, and to check for unsafe or emergency conditions, with respect to the foundation and site services work authorized by the building permit issued by the City of Regina on September 15, 2017, in connection with Capital Pointe – 1971 Albert Street, Regina?

   Administration's Response

   The Administration is following all regulatory requirements, continuing to monitor construction activity with regular inspections and assessments, as well as maintaining open communication with the developer.

   If the property is properly constructed, tidy and safe, but construction has simply ceased, the City has no authority to force the developer to continue construction to completion. However, if upon inspection it is determined that unsafe conditions exist, the City has options under *The Cities Act* and *The Uniform Building and Accessibility Standards Act* to address unsafe or emergency conditions.

   The City has sought both information and action through voluntary compliance and enforcement action through *The Uniform Building and Accessibility Standards Act.* To date, requests have focused on ensuring the property is secured, providing pedestrian access along Victoria Avenue and monitoring of the shoring. The owner has provided information and taken the action requested by the City.

City Planning & Development Division
Development Services Department
Queen Elizabeth II Court | 2476 Victoria Avenue
PO Box 1790 | REGINA SK S4P 3C8
Regina.ca

2. Will the results of the any such monitoring activity be reported to City Council and, if so, when?

   Administration's Response

   The monitoring activities described above are weekly, sometimes daily, occurrences. It would not be feasible to report to City Council on all City monitoring activities of the site. It is Administration's intention to brief City Council on status of the project from the City's perspective after March 15, 2018. March 15, 2018, is the six month mark from the date of second building permit issuance.

3. In the event that meaningful construction activity does not resume at the Capital Pointe construction site by March 15, 2018, the date on which the City can deem the current building permit expired, what will be the status of the development permit for that site and what options will the City have to require the developer to mitigate that site?

   Administration's Response

   To demonstrate meaningful construction activity, the property owner must begin work on the foundation and site services by March 15, 2018. The City's *Building Bylaw* contains a provision for a building permit to be deemed expired if the work authorized by the permit has not been meaningfully commenced within 6 months of the date of permit issuance. If work has not meaningfully progressed within 6 months, the expiration of the permit is not automatic. The City must first determine whether meaningful work under the permit has occurred, as a matter of fact. If, as a matter of fact, meaningful work has not occurred, the City must then make a determination whether it is appropriate to deem the permit expired.

   If any action by the City is appropriate in relation to the building permit or the site after March 15, 2018, the action will be determined by status of the project and the site at that time.

4. What additional powers, if any, by way of a new bylaw or other authority does the City administration need to require completion within a reasonable time at the Capital Pointe site and at future construction sites?

   Administration's Response

   The Uniform Building and Accessibility Standards Act regulates construction and demolition. The Act establishes powers and responsibilities of municipalities to administer and enforce construction laws including the power to issue permits. The Act enables municipalities to adopt bylaws to aid in conducting their responsibilities under provincial legislation; however, the legislation restricts what may and must be included in municipal bylaws. The legislation also requires municipal bylaws and bylaw amendments to be approved by the Province before they become valid through City Council resolution.

How the City exercises its powers under provincial legislation and municipal bylaws is also subject to other legal considerations: powers must be exercised in good faith, be non-discriminatory and comply with the requirements of natural justice.

The Administration is in discussions with the Province related to enhanced powers for municipalities in the Act. The Province has advised *The Uniform Building and Accessibility Standards Act* is being reviewed in 2018. The Administration will formalize proposals to modernize the legislation during the review period. Key proposals will focus on better protection for municipalities from liability in the context of building regulation, as well as the ability for municipalities to use tools, such as holding financial securities until completion of construction projects.

5. What powers do other cities have to deal with construction sites where construction is not proceeding, or is not proceeding within a stipulated time period, or is proceeding at an unreasonably slow pace?

   Administration's Response

   It is not uncommon for cities across the country to deal with construction proceeding at a slow pace or abandoned construction sites. Municipal powers to direct property owner's use of their land is set in provincial legislation. Each Province has legislation which establishes building regimes which are different across the country. The regimes are premised on a basic legal tenant for land ownership in Canada: the owner of the land is entitled to make whatever use of the land they desire, subject to some regulation enacted for public good.

   In Saskatchewan, the authority to regulate construction and demolition is found in *The Uniform Building and Accessibility Standards Act*. Municipalities do not have powers to compel property owners to adhere to a construction schedule through any means, financial or otherwise.

Respectfully submitted,

Louise Folk
Director,
Development Services

Respectfully submitted,

Diana Hawryluk
Executive Director,
City Planning & Development