



Operations and Community Services Committee

**Wednesday, April 21, 2021
2:00 PM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

**Public Agenda
Operations and Community Services Committee
Wednesday, April 21, 2021**

Approval of Public Agenda**Minutes Approval**

Minutes of the meeting held on March 17, 2021

Administration Reports

OCS21-12 Winter City Strategy Motion Response

Recommendation

The Operations and Community Services Committee recommends that City Council:

1. Approve the Winter City Strategy (Appendix A), including the vision, themes and goals as outlined under section VI. Winter City Strategy of this report.
2. Approve \$50,000 to be used from the Community Investment Grant Reserve - Executive Committee to fund the 2021 Winter Grant.
3. Approve funding of \$390,000 - \$420,000 to be included in the 2022 Operating Budget.
4. Direct Administration to provide an annual update related to the measures of success outlined in the Winter City Strategy via a memo to City Council.
5. Remove MN19-11 from the List of Outstanding Items for City Council.
6. Approve these recommendations at its meeting on April 28, 2021.

OCS21-13 Single-Use Plastics

Recommendation

The Operations and Community Services Committee recommends that City Council:



OFFICE OF THE CITY CLERK

1. Approve Option 1, which continues to implement the Council-approved waste reduction and diversion initiatives outlined in Waste Plan Regina.
2. Remove MN19-6 and MN19-18 from the List of Outstanding Items for City Council.
3. Approve this recommendation at its April 28, 2021 meeting.

OCS21-14 Waste Plan Regina - 2020 Update

Recommendation

That the Operations and Community Services Committee receive and file this report.

OCS21-15 Idle Control Program

Recommendation

That the Operations and Community Services Committee receive and file this report.

OCS21-16 Amendments to the Regina Traffic Bylaw

Recommendation

The Operations and Community Services Committee recommends that City Council:

1. Approve the following amendments to *The Regina Traffic Bylaw, 1997*, Bylaw No. 9900 (Traffic Bylaw) as detailed in Appendix A.
2. Instruct the City Solicitor to amend the *Traffic Bylaw* to reflect the changes detailed in Appendix A.
3. Approve these recommendations at its May 12, 2021 meeting.

Adjournment

AT REGINA, SASKATCHEWAN, WEDNESDAY, MARCH 17, 2021

AT A MEETING OF OPERATIONS AND COMMUNITY SERVICES
COMMITTEE
HELD IN PUBLIC SESSION

AT 2:00 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: Councillor Bob Hawkins, in the Chair
Councillor Lori Bresciani
Councillor Landon Mohl
Councillor Cheryl Stadnichuk
Councillor Shanon Zachidniak

Also in Attendance: Council Officer, Tracy Brezinski
City Solicitor, Byron Werry (Videoconference)
Executive Director, Citizen Services, Kim Onrait
Director, Roadways & Transportation, Chris Warren
Director, Sustainable Infrastructure, Karen Gasmol (Videoconference)
Manager, Infrastructure Engineering, Shanie Leugner (Videoconference)
Manager, Traffic Engineering, Carolyn Kalim (Videoconference)
Sgt. Mark Verbeek, Regina Police Service (Teleconference)

APPROVAL OF PUBLIC AGENDA

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

MINUTES APPROVAL

Councillor Shanon Zachidniak moved, AND IT WAS RESOLVED, that the minutes for the meeting held on February 17, 2021 be adopted, as circulated.

ADMINISTRATION REPORTS

OCS21-10 Safe Sidewalks Update

Recommendation

The Operations and Community Services Committee recommends that City Council:

1. Remove item MN19-9 from the List of Outstanding Items for the Public Works and Infrastructure Committee.

2. Remove item MN20-13 from the List of Outstanding Items for City Council.
3. Receive and file this report at its meeting on March 31, 2021.

Councillor Lori Bresciani moved that the recommendation contained in the report be concurred in.

Councillor Shanon Zachidniak moved, in amendment, that Option 1 address the current backlog of concrete deficiencies that have received a rating of 1-4 for Group A sidewalks and 1-2 for Group B sidewalks, as indicated under Table 3 of this report, and the use of cold mix asphalt material during the winter months to be considered as part of the 2022 budget deliberations.

The Council Officer called the vote on Councillor Zachidniak's amendment.

	In Favour	Against
Councillor Shanon Zachidniak	✓	
Councillor Cheryl Stadnichuk	✓	
Councillor Landon Mohl	✓	
Councillor Lori Bresciani	✓	
Councillor Bob Hawkins	✓	
	5	0

The motion was put and declared CARRIED.

The Council Officer called the vote on the main motion.

	In Favour	Against
Councillor Lori Bresciani	✓	
Councillor Shanon Zachidniak	✓	
Councillor Cheryl Stadnichuk	✓	
Councillor Landon Mohl	✓	
Councillor Bob Hawkins	✓	
	5	0

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

OCS21-11 Cycling Safety & Passing

Recommendation

The Operations and Community Services Committee recommends that City Council:

1. Approve the recommendations as detailed in Appendix A to this report.
2. Remove item CR20-22 from the List of Outstanding Items for the Community and Protective Services Committee.

3. Remove item PWI20-6 from the List of Outstanding Items for the Public Works and Infrastructure Committee.
4. Instruct the City Solicitor to prepare the bylaws(s) required to give effect to the recommendations in Appendix A to this report, to be brought forward to the meeting of City Council following approval of the recommendations by Council.
5. Approve these recommendations at its March 31, 2021 meeting.

Councillor Shanon Zachidniak moved that the recommendation contained in the report be concurred in.

The Council Officer called the vote on Councillor Zachidniak's motion.

	In Favour	Against
Councillor Shanon Zachidniak	✓	
Councillor Cheryl Stadnichuk	✓	
Councillor Landon Mohl	✓	
Councillor Lori Bresciani	✓	
Councillor Bob Hawkins	✓	
	5	0

The motion was put and declared CARRIED.

ADJOURNMENT

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

The meeting adjourned at 3:34 p.m.

Chairperson

Secretary

Winter City Strategy Motion Response

Date	April 21, 2021
To	Operations and Community Services Committee
From	City Planning & Community Development
Service Area	Parks, Recreation & Cultural Services
Item No.	OCS21-12

RECOMMENDATION

The Operations and Community Services Committee recommends that City Council:

1. Approve the Winter City Strategy (Appendix A), including the vision, themes and goals as outlined under section VI. Winter City Strategy of this report.
2. Approve \$50,000 to be used from the Community Investment Grant Reserve - Executive Committee to fund the 2021 Winter Grant.
3. Approve funding of \$390,000 - \$420,000 to be included in the 2022 Operating Budget.
4. Direct Administration to provide an annual update related to the measures of success outlined in the Winter City Strategy via a memo to City Council.
5. Remove MN19-11 from the List of Outstanding Items for City Council.
6. Approve these recommendations at its meeting on April 28, 2021.

ISSUE

At the August 26, 2019, City Council meeting, Council discussed the desire for a Winter City Strategy. At this meeting, it was resolved (MN 19-11 – Appendix B) that Administration:

1. Identify the cost, benefit and economic benefit of developing a Winter City Strategy;
2. Develop an inventory of Winter City programs, services and activities and identify gaps;
3. Identify partnership opportunities with community associations and groups,

businesses, Economic Development Regina, Tourism Regina, REAL and PCC in realizing a Winter City Strategy;

4. Prepare a report for the Community & Protective Services Committee for Q2 2020, summarizing the engagement results and identifying priorities and next steps.

It should be noted that the report to committee was delayed as a result of adjustments to Council report timelines during the COVID-19 pandemic. Engagement with key stakeholders continued through the pandemic, and the plan is now ready for Council's consideration.

IMPACTS

Policy/Strategic Impact

This work advances several goals within *Design Regina: The Official Community Plan Bylaw 2013-48* (OCP), including D5.2 City Centre, D3 Transportation, D7 Parks, Recreation and Open Space, D8.2 Inclusion, D9.2 Health and Environmental Impacts, D10.2 Economic Growth, D11.1 Social Sustainability and C.2 Efficient Servicing. All-season and winter policy statements for D3 and D7 are further defined in the Transportation Master Plan (TMP) and Recreation Master Plan (RMP). Cultural statements are further refined in the Cultural Plan. The Strategy and recommended actions (Appendix C and D) are aligned to these plans.

The recommendations support Economic Development Regina's recently created "The Regina Advantage – A Plan for Economic Growth" and Tourism Saskatchewan's "Delivering on the Promise: A 10-year Product and Visitor Experience Development Strategy for Saskatchewan". Creating a Winter City Strategy is an action within the implementation plan for the Regina Advantage Plan. "Delivering on a Promise" looks to position Saskatchewan as a year-round destination and indicates winter is a key asset that needs to be leveraged.

Accessibility Impacts

The Accessibility Advisory Committee was engaged during the process to respond to the motion. Feedback from the Committee was shared with the working groups and has been considered to create the recommendations and supporting action plan. Inclusion has been identified as a goal within the Winter City Strategy, and actions were developed to advance this goal. Enhancements to the snow management practices will improve accessibility during the winter.

Financial Impacts

The recommended actions outlined in Appendix C have the following financial implications:

2021:

With the exception of the Winter Initiatives Grant, all recommendations for "in-progress" and "short-term" actions use funding from within existing budgets:

- Ongoing initiatives such as the Snow Angels program and enhanced snow management practices account for \$868,000, all of which is included in the approved 2021 budget.
- One-time expenses and pilot projects are expected to cost approximately \$149,000, which have been approved in the 2021 budget.

It is proposed that an additional \$50,000 be drawn from the Community Investment Grants Reserve for Executive Committee to expand and continue the Winter City Grant for the upcoming winter; the current balance in the reserve is \$329,151. \$200,000 was allocated to support the Sport and Recreation Stream as part of the 2021 budget process in consideration of CM21-3; leaving \$129,151 to support this request. The reserve has a recommended minimum balance of zero and maximum balance of \$175,000.

2022:

To implement the medium-term recommendations, the following will be included in the 2022 budget:

- One-time operating ask of between \$60,000 and \$90,000 to support pilot projects (the amount of the request to be confirmed through the budget process);
- One-time operating ask of \$25,000 to create Regina’s winter city story and \$50,000 ongoing operating to support telling Regina’s winter story;
- Ongoing operating of \$150,000/year, as outlined in Appendix C; and
- A two-year term position to coordinate the work budgeted at \$105,000, including salaries and benefits.

If approved, this would tentatively make the starting point for any mill rate increase in 2022 budget deliberations to be 1.23%, before considering any matters related to the Regina Police Service and Civic 2022 Operating budgets. The 1.23% is made up of the 0.45% Stadium dedicated mill rate, the 0.5% Recreation Infrastructure Program, 0.14% for Drainage incremental expenditures approved in report CR 21-27, and 0.14% related to this report, in addition to any additional budget asks coming forward to Council.

OTHER OPTIONS

Alternative Option: Maintain the Status Quo

This option maintains existing levels of service. All work identified as “in-progress” in Appendix C would continue as it’s aligned to existing policies and can be completed within existing funding and resource levels. Some work, including providing public firepit information, exploring skating on natural ice surfaces, completing a mode of travel survey, and improving winter sidewalk clearing from the “short-term actions,” would also be completed. Work would continue on an ad hoc basis as policy within the OCP, TMP, RMP and Cultural Plan support becoming a more vibrant winter community.

COMMUNICATIONS

The stakeholder group – including Economic Development Regina (EDR), Tourism Regina, Regina Exhibition Association Ltd. (REAL), the Downtown and Warehouse Business Improvement Districts (BID), Regina Hotel Association (RHA) and Provincial Capital Commission (PCC) - were engaged throughout the process of creating the Winter City Strategy and supporting actions. Each partner had the opportunity to provide feedback on this report, the strategic elements and recommended actions. Community Associations were also engaged in January 2020 and March 2021. The Accessibility Advisory Committee was engaged in December 2020. An update on the outcome of this report will be provided to these groups.

Should the Winter City Strategy and supporting actions be approved, a copy of the documents will be placed on Regina.ca. A communication strategy will be developed by Administration to support the Winter City objectives pursuant to this report.

DISCUSSION

I. The Winter City Concept in Regina

Winter can be a difficult time of year, where snow, ice, lack of sunlight, and cold weather combine to create challenges for a community. Challenges include increased social isolation, decreased social and physical activity, increased transportation and mobility challenges and lower economic activity levels. The Winter City concept is gaining momentum as a concept for communities in northern latitudes that encourages them to plan their transportation systems, buildings and recreation projects around the idea of using their infrastructure during all four seasons. It draws city leaders and community groups together to address specific winter challenges and develop plans and policies that support the city's vitality in the winter.

Becoming a true Winter City is a significant community change initiative as it requires transforming how people perceive and experience winter. A Winter City Strategy creates a common vision and shared understanding of potential opportunities to help residents, businesses and visitors embrace winter to create a city that is inviting, vibrant and prosperous even in the coldest months of the year.

In 2019, Council passed MN 19-11, directing Administration to explore a winter city strategy. Since then, Administration has worked with community stakeholders to complete jurisdictional research, develop an inventory of existing policies and internal and external initiatives, review community feedback and identify gaps. Using this information, a high-level strategy (Appendix A) was created and City of Regina (City) and community actions were identified (Appendices C & D). The intention of the Strategy and actions are to:

- capitalize on existing winter resources;
- create new initiatives and policies to fill existing gaps in winter design and public life; and
- ensure the city is welcoming and inclusive for all.

II. Jurisdictional Research

The work of Edmonton, Saskatoon, Eau Claire, Buffalo, Leadville, Fort St. John and Winnipeg were reviewed (Appendix E). Each of these cities has a Winter City Strategy except for Winnipeg. Winnipeg has a similar climate to Regina and is a well-known Winter City, so it was also included as part of the research.

Each city used slightly different tools; however, the process to create their Winter City Strategy and resulting strategies were very similar. The processes involved:

- reviewing the work that other municipalities are undertaking or have planned;
- reviewing existing resources; and
- engaging with stakeholders to identify priority areas and goals.

The strategies typically had objectives related to *winter mobility*, *winter activity* and *winter design*. Actions were also similar across all cities reviewed. Common actions include promoting winter design through existing policy frameworks, programming or supporting programming to activate public spaces and ensuring snow clearing/winter road maintenance to enhance mobility.

III. Stakeholder Collaboration and Feedback

An external working group consisting of EDR, Tourism Regina, REAL, the Downtown and Warehouse BIDS, RHA and PCC was created to provide input throughout the project.

An engagement process also occurred with Community Associations to gather information on existing initiatives, gaps and potential opportunities in the future. Tourism Saskatchewan was also engaged as there is alignment between this work and their tourism objectives.

The project considered existing sources of data to understand Regina residents' opinions. This included assessing the current Winter Programming initiative's response, data collected as part of the RMP development and Winter Maintenance Policy review. Administration also gathered feedback from residents through an engagement with the Accessibility Advisory Committee and discussions with the external working group and community associations. This included working with Regina Downtown BID to do a small survey at the outdoor ice shack in 2020 (pre-COVID).

IV. Existing Winter Resources

Administration and the external working group created an inventory of existing (non-COVID-19) policies and initiatives that support becoming a Winter City. A fulsome overview of the findings is provided in Appendix F. A summary is found below:

Winter Resource	Description
All season policy	Policy statements within the TMP, OCP, RMP and several neighbourhood plans support creating a vibrant four-season city.
Support for community initiatives	The City provides funding through existing streams in the Community Investment Grants Program, ad hoc event support (i.e. Iceville) and the outdoor ice shack program. Regina Ski Club equipment is stored in a City building. Support is also provided by Community Consultants and other City staff, as required, to assist groups in delivering winter activities.
Outdoor sport & recreation amenities	Many outdoor amenities such as outdoor ice rinks, cleared pathways, cross country ski trails, fat bike trails, a speed skating oval and toboggan hills currently exist.
Outdoor sports, recreation, culture & entertainment	Many community associations offer a winter carnival, holiday events such as carolling or light displays/tours and outdoor sports. Several other organizations such as the Outdoor Hockey League, Regina Downtown BID, Wascana Center and Regina Ski Club offer lessons and activities. Waskimo Winter Festival is an indoor/outdoor event that occurred in 2017-2019 and 2021 (carriage rides only).
Indoor activities	There are many indoor winter activities, including holiday-themed art classes and winter craft markets. Hockey experiences exist for all ages and abilities, including the Regina Pats. Also, several indoor

	festivals or festival-type events occur during the winter, such as Winterruption, Regina Restaurant Week, Taste of Cathedral and Mid-Winter Blues Festival.
Indoor ice sports	There are eight City-owned arenas, six ice sheets at the Co-operators Centre and the Brandt Centre for skating. These host a wide variety of ice activities. Public skate times are available at all locations except the Brandt Centre. Community Associations and zone boards offer approximately 60 skating programs. Curling is provided by two non-profit organizations and one Community Association.
Indoor year-round sport, recreation, culture and arts amenities & programming	The City offers various program and facility options at the major recreation centres and neighbourhood centres year-round. In addition to this, a wide variety of active child and/or family indoor options within the private and non-profit sectors exist. This includes everything from organized sports activities to art classes and institutions like the Royal Saskatchewan Museum and MacKenzie Art Gallery.
Community safety & well-being	The City works with community partners to enact the Cold Weather Strategy each year between November 1 and March 31. Taxi Licenses are increased to ensure residents and visitors have reliable transportation. Several initiatives such as pay-by-phone parking and allowing residents to get off between formal transit stops help support residents when the weather is cold. Regina also has many non-profit organizations that provide social support year-round, such as food, clothing and shelter.
Transportation & snow clearing	Snowplowing of roads, alleys and sidewalks and ice control of roads, alleys and sidewalks is provided as per the Winter Maintenance Policy. Enhancements to the existing policy were approved as part of the 2021 budget process. The <i>Regina Clean Property Bylaw</i> encourages sidewalk clearing for businesses and downtown areas. A Snow Angels program was piloted in 2019/20 and 2020/21. The City also manages the snow storage site.
Positive winter communications	The City uses social media to highlight the opening of skating rinks, the Light the Lights event and other fun winter activities and events. There is also integration with Tourism Regina's events calendar. Positive winter images and messages are used by the City and other Regina organizations (i.e. The Pats, Casino Regina and Tourism Regina) in communication/marketing campaigns during the winter.

V. Gaps

The following gaps were identified based on Council's motion, the jurisdictional research, stakeholder feedback and current inventory.

Gap	Description
Mobility	There were some challenges related to snow and ice management identified. At the time of the gap analysis, the Winter Maintenance Policy had not been updated to align with the TMP. This has since been addressed. There were also mobility gaps related to a lack of residential sidewalk snow clearing and transit service on the weekend.
Design	While there is some mention of all-season policy in the OCP in the recreation and transportation sections, there is little explicit reference to considering winter when designing the built environment. This means it

	may not be considered when developing the next level of policy, such as neighbourhood plans. Further, the need to encourage strategic lighting and colour to add to the visual appeal, perceived warmth and vibrancy of a space was identified.
Warmth	There is a need to develop additional opportunities for people to stay warm or get warm through outdoor heat sources, shelters and windbreaks.
Activation	Small gaps, such as natural ice surfaces and a skating loop, in City provided winter outdoor amenities were identified as part of the Recreation Master Plan and through feedback from residents. When considering the jurisdictional research, it appears Regina may have fewer indoor and outdoor winter-specific options; this seemed especially apparent related to festivals. With the exception of a one-time Winter Activities Grant in 2020 to support the winter programming initiative, the City offers no dedicated grants to support winter activities.
Our Winter Story	The City, Tourism Regina, Casino Regina and other organizations make an effort to promote a positive winter culture and promote events or activities. However, this effort to tell a positive winter story is not as strong as it is in some of the other cities we reviewed, and there is no cohesive effort to position Regina as a Winter City.

VI. Winter City Strategy

The following vision, themes and goals were developed to create a high-level Winter City Strategy (Appendix A) using the gaps and Council Motion. It is recognized that the City alone cannot achieve becoming a Winter City. It will require the commitment of many partners and stakeholders to deliver initiatives that support the winter goals.

Winter City Vision

We are the champions of winter! We leverage winter as an asset to strengthen our economy and improve our quality of life. Residents and visitors celebrate and embrace all aspects of winter living in Regina.

Winter City Themes and Goals

To help achieve the Winter City Vision, three themes with supporting goals were created:

Express Winter - Foster a Positive Winter Culture	<ul style="list-style-type: none"> • Goal 1: Create and tell a positive "Winter-in-Regina" story • Goal 2: Promote winter events and amenities within Regina and surrounding areas
Experience & Explore Winter – Participate in Inclusive Winter Living	<ul style="list-style-type: none"> • Goal 3: Make it easier to move around the city • Goal 4: Enhance winter events, activities and amenities • Goal 5: Celebrate Regina's culture, heritage and traditions • Goal 6: Make winter inclusive for everyone
Embrace Winter Design - Create Winter Spaces	<ul style="list-style-type: none"> • Goal 7: Incorporate urban design for winter fun, activity, beauty and interest • Goal 8: Warm-up winter through strategic lighting, windbreaks and options for warming-up.

Recommended Actions

Administration worked with the stakeholder group to develop recommended City actions and possible community initiatives that respond to the Winter City Goals. Highlights include:

City Actions

<u>In Progress</u>	<u>Short Term</u>	<u>Medium Term</u>
<ul style="list-style-type: none"> • Install a skating loop in East Regina • Install an art projection at the Neil Balkwill Civic Arts Centre • Assess the Snow Angels Pilot to determine a long term program • Enhance snow management practices 	<ul style="list-style-type: none"> • Create a grant for initiatives aligned with the winter goals • Commission ice and/or snow sculptures and hold workshops • Explore skating on storm detention ponds and natural ice surfaces • Hold an Indigenous Storytelling event 	<ul style="list-style-type: none"> • Tell Regina's Winter Story • Host a design competition for warming shelters • Extend the outdoor ice season and add crokicurl sites

Community Actions

<ul style="list-style-type: none"> • Increased activation of the Downtown Rink • Expanded Winter Festival in Wascana Park • Increased number of winter activities 	<ul style="list-style-type: none"> • Winter Event Strategy at the REAL campus • Increased Activation of Wascana Park
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See Appendix C and D for a complete listing of the recommendations, along with timing and budget implications and community partnership or collaboration opportunities. A Regina Winter Festival Committee is currently being created to support a collaborative, informed, and coordinated approach to the launch of a Winter Festival and look at a long-term City-Wide Winter Festival strategy within Regina. This will support the festival references in Appendix D. This implementation plan will continue to grow and change as further work is done to execute the Winter City Strategy.

To support the Winter City Strategy's execution, a two-year term position will be created to provide oversight and coordination for implementation of this plan. This position will ensure coordination between City departments, help support the Winter City story's creation, work with external stakeholders to coordinate opportunities, complete the reporting function and evolve the action plan. After the initial term, the position will be evaluated to determine if the work can be incorporated into an existing position, if the term should be extended or if a permanent position should be created.

VII. Economic Impacts of Adopting the Strategy and Implementation of Supporting Actions

Each recommendation's costs are identified in the action plan; however, Administration and EDR explored how to quantify the economic impact of implementing the Winter City Strategy. By definition, an economic benefit is any benefit that can be quantified in terms of

the money it generates or in the reduction of cost. Individually, it is not easy to quantify these recommendations' direct economic benefit, except for some of the larger initiatives, like festivals, that attract visitors. The benefit of many of these recommendations is about community building, creating a sense-of-place and establishing an identity for the City.

When taken together, the recommendations serve to promote Regina as an all-season destination to existing residents, potential newcomers and visitors alike. It can be seen as an investment in the city's prospects – an investment in social capital that should help retain residents and attract new residents and visitors to ultimately grow the economy.

This is a similar approach to other cities reviewed, and the economic impact of specific larger events will be reported on as part of the measurement of the Winter Strategy's success.

DECISION HISTORY

At the April 22, 2020 meeting of the Priorities and Planning Committee, consideration of motion MN19-11, Regina Winter City Strategy, was deferred to 2021 due to the pandemic.

The recommendations in this report require City Council approval.

Respectfully submitted,



Laurie Shalley, Director, Parks, Recreation & Cultural Services

Respectfully submitted,



4/8/2021

Diana Hawryluk, Executive Director, City Planning & Community Dev.

4/14/2021

Prepared by: Bobbie Selinger, Manager, Community & Recreation Programs

ATTACHMENTS

Appendix A - Proposed Strategy

Appendix B - Council Motion

Appendix C - Recommended City Actions

Appendix D - Community Initiative & Partnerships

Appendix E - Jurisdictional Research

Appendix F - Existing Inventory of Policies, Programs and Services

Express, Experience & Embrace Winter



Regina's Winter City Strategy 2021

Vision and Goals

In August 2019, City Council outlined their vision for making Regina a Winter City. Winter Cities is a concept that encourages communities in northern latitudes to plan their transportation systems, buildings and recreation projects around the idea of creating a vibrant and active city in all four seasons.

Based on this direction, the City of Regina (City) worked with key external stakeholders and performed research on what actions other Winter Cities are taking. The review also included a reflection on Regina's current "winter-friendly" initiatives and how they would support becoming a Winter City.

After this review, the team worked to solidify a vision with supporting themes and goals.

It is recognized that the City, alone, cannot achieve this Winter City vision. It will require the commitment of many partners and stakeholders. To truly become a Winter City we will need the City, city leaders, businesses and community groups to come together to address winter challenges.

Together we need to develop and deliver on plans, policies and initiatives that support the vitality of Regina in the winter and transform how people perceive and experience winter.



The goal of the Winter City Strategy is to create a common vision and shared understanding of opportunities to help residents and visitors embrace winter. Together we can create a city that is inviting, vibrant and prosperous even in the coldest months of the year.



Winter City Vision

We are the champions of winter! We leverage winter as an asset to strengthen our economy and improve our quality of life. Residents and visitors celebrate and embrace all aspects of winter living in Regina.

Winter City Themes and Goals

To help achieve the Winter City Vision, three key themes with supporting goals were adopted :

▶▶▶ Express Winter | Foster a Positive Winter Culture



- **Goal 1:** Create and tell a positive “Winter-in-Regina” story
- **Goal 2:** Promote winter events and amenities within Regina and surrounding area

▶▶▶ Experience & Explore Winter | Participate in Inclusive Winter Living



- **Goal 3:** Make it easier to move around the city
- **Goal 4:** Enhance winter events, activities, amenities
- **Goal 5:** Celebrate Regina’s culture, heritage and traditions
- **Goal 6:** Make winter inclusive for everyone

▶▶▶ Embrace Winter Design | Create Winter Spaces



- **Goal 7:** Incorporate urban design for winter fun, activity, beauty and interest
- **Goal 8:** Warm up winter through strategic lighting, wind breaks and options for warming-up



Becoming a Winter City

We need action to realize the Winter City Vision! By working together, the City and community partners, have identified actions for the next several years. It's expected these actions will grow and expand as more members of the community get involved in the Winter City movement.

To the right are highlights from the City's action plan. This action plan spans many years as winter living is a way of life. Actions that require City funding or resource supports will be brought forward through the City's annual budget process.

Measuring Success

It is important to measure our progress toward achieving the vision, themes and goals. The following measures will be used as indicators of success of the Winter City Strategy.

- Residents' perception of winter and satisfaction with services surveyed annually.
- Progress on the recommended actions with a link back to appropriate plans and/or policy including (i.e. Transportation Master Plan, Recreation Master Plan and Winter Road Maintenance Policy)

- Economic impacts of large events such as a winter exhibition, festival or sporting event, in collaboration with Economic Development Regina

The community is also planning several exciting initiatives such as a winter exhibition and larger winter festivals. Watch for announcements from our community partners.

We are working on it!

- Install a skating loop in East Regina
- Install an art projection at the Neil Balkwill Civic Arts Centre
- Partner with the community and provide support for winter initiatives
- Assess the Snow Angels Pilot to determine a long term program
- Enhance snow management practices

Quick wins (2021/2022 Winter Season)

- Create a grant for initiatives aligned with the winter goals
- Educate how to have safe firepits in public spaces
- Add more outdoor programming to existing recreational programming
- Commission ice and/snow sculptures and hold workshops
- Explore skating on storm detention ponds and natural ice surfaces
- Hold a storytelling event during Indigenous Storytelling Month

Medium Term (2022/2023 or 2023/2024 Winter Seasons)

- Tell Regina's Winter Story
- Host a design competition for warming shelters
- Extend the outdoor ice season and add crokicurl sites

Long Term (2024/2025 and Beyond)

- Review the Official Community Plan for alignment to winter goals
- Incorporate changes into required policies and bylaws after the Official Community Plan review

For a full list of action items and additional details refer to Appendix C & D.

NOTICE OF MOTION

July 29, 2019

City Clerk
City Hall
Regina, Saskatchewan

Dear Sir:

Please be advised that I will submit the following NOTICE of MOTION at the July 29, 2019 meeting of Regina City Council.

Re: Regina Winter City Strategy

WHEREAS the Recreation Master Plan aims to promote four season sport and recreation opportunities and to improve quality of life for residents and visitors;

WHEREAS a Winter City Strategy would celebrate winter activities and promote health and wellness;

WHEREAS a Winter City Strategy would improve community accessibility, inclusion, and activities that could lead to economic growth opportunities and could create opportunities for residents, business, and visitors;

WHEREAS a Winter City Strategy would provide an opportunity to strengthen existing initiatives and partnerships; and

WHEREAS a Winter City Strategy could improve or transform multi-modal transportation options and recreation amenities suitable for year-round activities;

THEREFORE BE IT RESOLVED that the Administration:

1. Identify the cost, benefits and economic benefit of developing a Winter City Strategy;
2. Develop an inventory of Winter City programs, services, and activities and identify gaps;
3. Identify partnership opportunities with community associations and groups, businesses, Economic Development Regina, Tourism Regina, and REAL in realizing a Winter City Strategy;

4. Prepare a report for the Community and Protective Services Committee for Q2 2020, summarizing the results of the engagement, and identifying priorities and next steps.

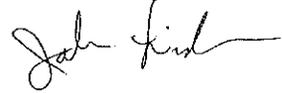
Respectfully submitted,



Andrew Stevens
Councillor – Ward 3



Lori Bresciani
Councillor – Ward 4



John Findura
Councillor – Ward 5

In Progress Now

Title/Description	Responsible Areas	Cost Estimate	Funding Source	Express		Experience				Embrace	
				Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Goal 8
Install a skating loop. The Towns MR4 park plan includes a 200-metre-long, 3-metre-wide skating loop and a full boarded rink with shelter. The boarded rink is scheduled for construction in 2021 with the rest of the park space to follow. In addition, the City will continue to explore establishment of a larger skating trail as outlined in the Recreation Master Plan.	Parks, Recreation and Cultural Services (PRCS)	TBD	Developer funded build				❄️				
Install a lit art projection at the Neil Balkwill Civic Arts Centre (NBCAC). A light art display was installed at the NBCAC this year. This initiative involves building on programming to activate the outdoor NBCAC space and further utilizing the new City owned lazer boxes by contracting an artist to do digital media activation.	PRCS	\$5,000	Approved operating budget				❄️	❄️			❄️
Build additional winter recreational amenities. Consider winter amenities in support of the Recreation Master Plan as part of new development or park re-development review processes. For example, a toboggan hill is being added as part of the Regent Par 3 park redevelopment.	PRCS	Project specific				❄️	❄️		❄️	❄️	
Partner with the community or provide support for winter initiatives. The City has dedicated staff that work with the community to encourage and enable events, programs and activities. This can include creating partnerships or supporting groups through community consulting services. Work will continue and additional effort will be made when engaging with groups to ensure they are thinking about how to activate the community in all four seasons. This will include at annual meetings with key community partners, such as the BIDs, PCC, REAL, Hotels Association and Tourism Regina to discuss and coordinate winter events.	PRCS	Existing FTEs	Approved operating budget		❄️		❄️	❄️	❄️		

In Progress Now

Title/Description	Responsible Areas	Cost Estimate	Funding Source	Express		Experience				Embrace	
				Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Goal 8
Provide support for winter initiatives with community associations and zone boards. City staff will continue to implement the 2019 Community Association Review, with a focus on training, facilitation of inter-CA idea sharing, collaboration and assisting with volunteer recruitment efforts, consulting support and grant funding. As a part of this work, groups will be encouraged and supported to expand their winter offerings.	PRCS	Existing FTEs	Approved operating budget				❄️	❄️	❄️		
Explore more heated transit shelters. This initiative will be explored in the upcoming Regina Transit Master Plan report scheduled for Council review in Q4 2021/Q1 2022.	Transit & Fleet	N/A	Approved project budget			❄️			❄️		❄️
Explore increased transit service on weekends. This initiative will be explored in the upcoming Regina Transit Master Plan report scheduled for Council review in Q4 2021/Q1 2022.	Transit & Fleet	N/A	Approved project budget			❄️			❄️		
Assess the Snow Angels pilot. Snow Angels encourages snow clearing in residential neighbourhoods by providing financial support to groups who organize volunteers to assist people who need help with shoveling. The pilot will include data from the 2019/2020 and 2020/2021 winters. The outcome of the pilot will inform the future of the program.	Citizen Experience, PRCS	\$50,000 Annual	Approved operating budget			❄️			❄️		
Assist residents with icy sidewalks. The City provides free sand/salt mix for Regina residents to apply to icy sidewalks throughout the winter. In 2020, the City added two new sandbox locations, one in Harbour Landing and the other in Downtown, to increase the number to 12 throughout the community.	Roadways & Transportation	\$30,000 Annual	Approved operating budget		❄️				❄️		
Enhance snow management practices. Enhancements to the Winter Maintenance Policy were made to align with the OCP and TMP. Updates were reviewed by Council in report PW120-8 in fall of 2020. The enhancements will be operationalized in 2021.	Roadways & Transportation	\$778,000 Annual	Presented in 2021 operating budget			❄️			❄️		

Short Term Actions 2021-2022

Title/Description	Responsible Areas	Cost Estimate	Funding Source	Express		Experience				Embrace	
				Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Goal 8
Explore sponsorship opportunities. Work with the community to determine if there are sponsorship opportunities for specific recommendations presented within the report, or if there are opportunities for a large sponsorship to support the overall winter city effort.	Citizen Experience	N/A	Revenue opportunity	❄️	❄️		❄️	❄️			
Explore a lit art installation. Include the addition of a permanent or temporary light art installation for consideration as part of the public art program planning. Exact location, timing and pricing would be identified based on priorities within the program.	PRCS	Existing FTEs	Approved operating budget; installation TBD				❄️	❄️			❄️
Create a Winter Initiative Grant. Expand on the Winter Activities Grant that was created in response to COVID – 19 to encourage the community to provide winter initiatives that support the goals. This program would animate and activate Regina in the coldest months of the year. There will be specific criteria to encourage the activation of key institutional, recreation and economic hubs in the winter, such as Wascana Centre and downtown Regina. The grants would range from \$500 to \$5,000 and be administered through the Community Investments Grant Program.	PRCS	\$50,000 Annual	Proposed funding through CIGP reserve in 2021. Future funding would be considered through 2022 budget request			❄️	❄️	❄️	❄️	❄️	❄️
Host an Indigenous Story Telling event (Pilot). Partner with Regina Downtown BID and other community partners such as Sakewekwak, RSO, AGR, Mackenzie, SWG, CJTR, Globe, Common Weal, Buffalo People Arts Institute and Heritage Regina to activate Victoria Park for one day in an Indigenous Storytelling Month event.	PRCS	\$2,000	Approved operating budget				❄️	❄️	❄️		
Commission ice and/or snow sculptures and hold workshops (Pilot). Commission an ice sculpture and/or snow sculpture to engage residents of the area and provide a workshop to activate the NBCAC park space.	PRCS	\$2,000	Approved operating budget				❄️	❄️			❄️

Short Term Actions 2021-2022

Title/Description	Responsible Areas	Cost Estimate	Funding Source	Express		Experience				Embrace	
				Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Goal 8
Provide public firepit information. Promote the ability to have a public firepit on City-owned land by applying for a burn permit, provided there is compliance with the Regina Fire Bylaw. Ensuring community partners are aware of the process will enable increased participation during outdoor events.	Fire & Protective Services, PRCS, Land, Real Estate & Facilities	N/A	N/A				❄️				❄️
Increase outdoor winter programming. Leverage learnings from the winter Programming response to COVID - 19 to explore adding winter sport, culture and recreation programming to the existing programming offered by the City.	PRCS, Citizen Experience	\$5,000-\$10,000	Approved operating budget				❄️	❄️	❄️		
Explore permitting skating on storm detention ponds and other natural ice surfaces. Complete an analysis to determine if skating can be allowed on some storm detention ponds or other natural ice surfaces.	Fire, PRCS	N/A	N/A				❄️		❄️		
Complete Mode of Travel Survey. Survey and examine current modes of travel by establishing updated benchmarks including seasonal variations. Results will help inform a 5-year update to the Transportation Master Plan.	Sustainable Infrastructure	\$140,000	Approved project budget			❄️					
Improve winter sidewalk clearing. Administration will bring forward an amendment to The Clean Property Bylaw in Q2, 2021 that will outline options around improved sidewalk clearing in residential areas.	Roadways & Transportation, Bylaw, Legal, Citizen Experience	TBD	TBD			❄️			❄️		
Incorporate winter design elements into the Zoning Bylaw. Some new standards in the Zoning Bylaw already support winter goals. Continue to monitor and assess the impact of Zoning Bylaw changes and look for opportunities to incorporate early wins during regular Bylaw reviews.	Planning & Development Services	NA	Part of regular reviews						❄️	❄️	❄️

Medium Term Actions 2022-2024

Title/Description	Responsible Areas	Cost Estimate	Funding Source	Express		Experience				Embrace	
				Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Goal 8
<p>Tell a winter story. Develop a winter story that will be turned into a campaign that fosters a positive winter culture and activation of Regina in the winter. The campaign will have a component for residents and visitors. The City will take the lead; however, this story and campaign will be created through collaboration with community partners. Tourism Regina and the Events Alliance will be key partners in executing the campaign goals.</p>	Citizen Experience	\$75,000 first year, \$50,000 annual after	Present in 2022 operating budget	❄️	❄️						
<p>Host a design competition for warming shelters. Partner with Regina Downtown and Warehouse Business Improvement Districts (BID) to create an architectural competition that looks to solicit innovative and creative designs for warming huts that add interest and serve a practical purpose. The winners would be asked to construct their ideas to be used by residents throughout the winter. If successful, this competition could become an annual event.</p>	PRCS	\$40,000-\$60,000 One time ask	Present in 2022 operating budget							❄️	❄️
<p>Explore an adopt-a-rink program. There has been increased interest in creating small local rinks. Some residents are already creating unsanctioned rinks in parks. We will explore an adopt-a-rink program to enable residents to have a skating surface in their neighbourhood park by using local volunteers. This program would help to ensure rinks are created in appropriate areas and that proper insurance is in place to protect people creating the rinks and using them.</p>	PRCS	N/A	N/A				❄️		❄️		
<p>Extend the outdoor ice season and add two Crokicurl sites. The current outdoor ice season is 11 weeks (two weeks of prep and nine weeks of skating). Increased funding would be used to extend the outdoor ice season. Outdoor ice is significantly impacted by weather, which doesn't always allow for an increased season. The City would determine how and where to extend the season. Options could include flooding only community hub sites early, flooding all sites earlier or keeping the some or all sites open longer. One or two crokicurl sites could be added where a community partner has been identified to manage the rocks.</p>	PRCS	\$50,000 Annual	Present in 2022 operating budget			❄️	❄️		❄️	❄️	

Medium Term Actions 2022-2024

Title/Description	Responsible Areas	Cost Estimate	Funding Source	Express		Experience				Embrace	
				Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Goal 8
<p>Improve outdoor skating shelters. As warm up shelters are replaced, there may be an opportunity to install a modern design that removes the need for staffing and is always available for use. A shelter review has identified three areas of improvement:</p> <p>(1) Grant money provided to community partners may need to be adjusted to reflect current costs.</p> <p>(2) The number of warm up shelters exceeds the number of community groups that are able and willing to operate them.</p> <p>(3) Shelters are of varying age and condition.</p>	PRCS	\$50,000 Annual	Present in 2022 operating budget				❄️		❄️		❄️
<p>Pilot an outdoor firepit. Develop a pilot to test having public firepits on City-owned land at public amenities such as a skating rink or toboggan hill with a community partner.</p>	PRCS, Fire & Protective Services, Facilities	\$10,000 - \$20,000 One time ask	Present in 2022 operating budget				❄️				❄️
<p>Decorate flowerpots in winter. Leverage existing infrastructure by decorating City flowerpots that can remain in place year-round. The City will run a pilot program in 2022, redesigning some flowerpots with winter displays including lights and colour. The pilot will help inform options and costs for a city-wide winter flowerpot program.</p>	PRCS	\$10,000 for pilot. Future program TBD	Present in 2022 operating budget				❄️			❄️	❄️
<p>Review Outdoor Patio/Tent Policy for winter. Review and amend the Outdoor Patio Policy to allow for and include guidelines for winter use. The policy was created in 2013 with the requirement for a patio to be used only in Summer, mainly due to snow removal concerns (for on street patio). Part of the review may include temporary use on public and private land. Education and stakeholder engagement will be very important as part of the review process.</p>	Planning & Development Services, Bylaw, Roadways & Transportation	Existing FTEs	Approved operating budget				❄️			❄️	❄️

Long Term Actions 2024 & Beyond

Title/Description	Responsible Areas	Cost Estimate	Funding Source	Express		Experience				Embrace	
				Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Goal 8
Review the Official Community Plan (OCP) for alignment to winter goals. Review and update the OCP to align with the winter vision and goals as part of the next 5-year review.	Planning & Development Services	TBD				❄️	❄️	❄️	❄️	❄️	❄️
Incorporate changes into required policies and bylaws after the OCP review. Review and update policies and bylaws to incorporate any required as a result of the OCP review as part of regular policy updates.	Planning & Development Services/All Areas	TBD				❄️	❄️	❄️	❄️	❄️	❄️



Confirmed Opportunities

Description	Responsible Areas	Cost Estimate	Express		Experience				Embrace		
			Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Goal 8	
Architectural competition. The City will partner with Regina Downtown BID and Warehouse BID to create an architectural competition that looks to solicit innovative and creative designs for warming huts that add interest and serve a practical purpose. The winners would be asked to construct their ideas to be used by residents throughout the winter. If successful, this competition could become an annual event.	Regina Downtown and Warehouse Business Improvement Districts (BID)*	Funding & partnership								❄️	❄️
Downtown Rink Activation increased. Leverage and expand on previous programming efforts to create activation of the Pat Fiacco Plaza Skating Rink.	Regina Downtown BID	Grant funding & consulting support				❄️	❄️	❄️			
Waskimo and Winter Games. Grow and relaunch Waskimo in conjunction with the Winter Games to be held in Regina February 2022.	Waskimo Board	Grant funding & consulting support				❄️	❄️	❄️			❄️
Tell Regina’s Winter story and help promote Regina as a winter destination. Collaborate with the City on developing Regina’s winter story and incorporate it into marketing campaigns. Assist community partners in helping to package and promote winter experiences in Regina.	Tourism Regina		❄️	❄️							
Winter Event Strategy at the REAL campus. While still in the early planning stages, this initiative involves activating Confederation park in December, continuation of Iceville and a Winter Exhibition.	Regina Exhibition Association Limited	Collaboration & partnership				❄️	❄️	❄️			❄️
Use Railyard Space in winter. Through the permit process, enable temporary use of the RRI lands for winter events.	Warehouse BID	Grant funding, consulting support, permit/request approval				❄️	❄️	❄️	❄️	❄️	❄️
Increased Activation of Wascana Park. Leverage existing opportunities such as cleared pathways, groomed cross-country ski trails, groomed Fat-Bike trails and expand programming to increase the activity in Wascana during the winter.	Provincial Capital Commission (PCC)	Collaboration & partnership				❄️	❄️	❄️	❄️	❄️	❄️

Potential Opportunities

Description	Responsible Areas	Cost Estimate	Express		Experience				Embrace	
			Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7	Goal 8
Festivals/experiences. Seek opportunities for Regina to acquire winter festivals/experiences	Events Alliance*	Member of Events Alliance, funding				❄️	❄️			
Festival of lights. Initiate a festival of lights for people to drive or walk through. Regina had this type of event for several years, sponsored by SaskPower.	Regina Exhibition Association Limited*	Grant funding & consulting support				❄️	❄️		❄️	❄️
Increase active participation. Hold various activities that get people outside and active during the winter months to create an active community. Specific examples from the working groups and community associations include: a winter movie in the park, programmed toboggan event such as cardboard races, ice sculptures, ski rentals, inter-CA hockey tournament, holiday parties and scavenger hunts.	PCC, Community Associations*	Grant funding & consulting support				❄️	❄️	❄️		
Indigenous winter village. Create opportunities to integrate local indigenous winter culture and traditions through events or an Indigenous winter village.	None Identified	Grant funding & consulting support				❄️	❄️	❄️		
Newcomer winter package. Develop a winter package/info packet for newcomers.	Regina Open Door Society*	Message development and consulting support	❄️	❄️				❄️		
Sporting events/tournaments. Leverage existing venues to look for opportunities to bring winter sport tournaments/events to the city.	Events Alliance*	Member of Events Alliance, funding				❄️				
Winter fashion show. Hold a fashion show where the focus is on winter fashions and it is demonstrated that it can be cool to dress warmly.	None Identified	Grant funding & consulting support					❄️	❄️		
Winter activity hub. Development of a permanent or temporary commercial anchor point to offer people a place to shop, eat, participate in recreation, warm up and enjoy year-round activities. Potentially something similar to The Forks in Winnipeg.	None Identified	Grant funding & consulting support			❄️	❄️	❄️	❄️		

* other groups may be interested in playing a role in delivering these or a similar initiative.

Appendix E – Summary of Jurisdictional Research

Edmonton

Edmonton launched a Winter City Strategy in October 2012 and adopted an implementation plan in September 2013. The cost to develop the strategy was \$260,000 (\$210,000 invested by the City of Edmonton, and \$51,000 in private sponsorship). It took approximately two years (2010-2012) to develop the strategy. Annually the cost of implementation is \$370,000; this includes two full-time staff who operate their Winter City Office. This work has been paused due to COVID – 19 and staff redeployed.

The Edmonton Strategy has 10 Goals in Four Themes.

WINTER LIFE	WINTER DESIGN	WINTER ECONOMY	OUR WINTER STORY
Make It Easier to “Go Play Outside”: Provide More Opportunities for Outdoor Activity	Design Our Communities for Winter Safety and Comfort	Increase the Capacity and Sustainability of Edmonton’s Winter Festivals	Celebrate the Season and Embrace Daily Living in a Cold Climate
Improve Winter Transportation for Pedestrians, Cyclists and Public Transit Users	Incorporate Urban Design Elements for Winter Fun, Activity, Beauty and Interest	Develop a Four-Seasons Patio Culture	Promote Edmonton’s Great Northern story Locally, Nationally and Internationally
		Become a World Leader in Innovative Winter Related Business/Industry	Kick Start and Lead Implementation of Edmonton’s WinterCity Strategy: Apply a ‘Winter Lens’ to Our City

In addition to the strategy, Edmonton has an implementation plan that details 64 actions to be that support the goals and enable the community to further activate the community.

Saskatoon

Saskatoon launched a Winter City Strategy in September 2020. The cost to develop the strategy was over \$675,000 and included hosting a Winter City conference in 2019. It took approximately four years (2016-2020) to develop the strategy. Several interim measures, such as offering a community grant, lighting activities and placing warming huts, were undertaken to facilitate quick wins to move forward with creating a Winter City while the strategy was being developed. The Strategy identified the following objectives.

WINTER DESIGN	WINTER ECONOMY	WINTER LIFE & CULTURE
Make it easier to move around the city in winter.	To develop a strong winter economy.	To provide information about winter safety and inclusion.
Ensure public spaces and facilities are designed for winter comfort, safety and activity.	Sustainable approach to how we manage snow.	To support the needs of vulnerable populations during the winter months

Appendix E – Summary of Jurisdictional Research

		To develop and support winter activities and events that encourage social activity in winter
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Saskatoon’s intention is to develop an implementation plan with anticipated timeframes, estimated budget, leadership and partners and progress measures for each action.

Wintermission (8 80 Initiative)

In 2019, 8 80 Cities, a non-profit organization focused on bringing residents together to enhance mobility and public spaces, partnered with three US cities: Leadville, Buffalo and Eau Claire, to create Winter Strategies that advanced a program called Wintermission. Wintermission aims to combat social isolation and increase levels of physical activity in winter for all residents. The development of each strategy was \$120,000-\$140,000 (not including pilot costs). Each city identified priorities (outlined below). Within each priority, the city identified 1-5 pilot projects. These projects were implemented in the 2019/2020 winter. The results of the pilot projects were used to inform the final strategies and actions for each city.

<i>Eau Claire</i>	<i>Buffalo</i>	<i>Leadville</i>
<ul style="list-style-type: none"> • Snow & Ice Maintenance 	<ul style="list-style-type: none"> • Winter Snow Clearance 	Develop new approaches to snow management
<ul style="list-style-type: none"> • Winter mobility 	<ul style="list-style-type: none"> • Winter warmth 	Improve winter accessibility and comfort
<ul style="list-style-type: none"> • Winter events & activities 	<ul style="list-style-type: none"> • Winter programming 	Enhance winter events and traditions
<ul style="list-style-type: none"> • Winter Culture 	<ul style="list-style-type: none"> • Winter Inclusivity 	Make winter inclusive for everyone

It was identified that having a designated staff person to serve as the Program Lead would further entrench the winter strategy and lead to better implementation.

Fort St John

The City of Fort St. John first focused on all season design and planning through the creation of Winter City Design Guidelines in 2000. The Winter City Design Guidelines were included in the City’s regulatory framework as an appendix to the Subdivision and Development Servicing Bylaw. In 2017-2019, they created a Winter City Micro-Project Strategy. The strategy team focused on the following four areas to identify 55 micro-projects. Of these 55, 20 required relatively few resources to implement and had a high impact on improving winter livability so were included in the Strategy.

PHYSICAL	SOCIAL	ECONOMIC	POLICY
Improving the built environment of a community to respond to winter conditions.	Addressing social challenges that emerge or intensify during the winter.	Taking advantage of economic opportunities, while addressing economic challenges associated with the winter season.	Factoring winter considerations into the decision making and administration of different organizations

The budget for implementing the Winter City Micro-Project Strategy is \$475,000 over five years. The Strategy recognizes that some projects are dependent on funding and actions from partners.

Appendix E – Summary of Jurisdictional Research

Winnipeg

The mayor and Economic Development Winnipeg signed on as a member-city of the World Winter Cities Association for Mayors, a network of over 20 northern cities worldwide dedicated to promoting winter technologies and experiences, in 2017. There is no Winter City Strategy, however, Economic Development and Tourism Winnipeg use the designation in marketing material showcasing how businesses leverage the cold and to “show that we are serious about being a winter city.”

Tourism Winnipeg promotes events using their website and runs a leisure tourism winter campaign. The community and City both offer numerous winter activities and amenities aligned to the Winter City concept. For example, that’s where Crockicurl was created.

Appendix F – Existing Winter Resources

The following highlights many of Regina’s existing Winter Resources that exist in a typical winter however is not an exhaustive list of every opportunity.

City of Regina Policy & Initiatives

All season policy: Several existing policy documents encourage a vibrant winter city including:

- The Transportation Master Plan indicates the transportation system will provide a greater range of multi-modal transportation choices for all seasons
- The goals outlined by Council’s motion support the City’s vision and the community priorities to “Create better, more active ways of getting around”, “Embrace built heritage, and invest in arts, culture, sport and recreation” and “Foster economic prosperity”
- *Design Regina: The Official Community Plan* has all-season policy statements within the environmental, transportation, land use and build environment, parks, recreation & open space, health and safety and social development policy sections.
- The Regina Downtown Neighbourhood Plan highlights the need for all season open spaces and public realms including a festival space, safety and extensive snow clearing to improve accessibility. It also speaks to all season options for the Central Library block and climate controlled pedestrian linkages.
- Both the North Central Neighbourhood and Westerra Neighbourhood Plans call for park spaces being designed for year-round use
- The Recreation Master Plan includes the need for all-season sport and recreation opportunities

Outdoor Winter Sport & Recreation Amenities: Regina currently features many outdoor spaces for residents and visitors to enjoy including:

- 51 outdoor rinks in 36 locations. The City has plans to add two additional rinks sites and a small skating loop over the next two to three years
- Over 40 km of multi-use pathways. As of 2018, all paved paths are cleared after a snowfall
- Open space (parks, playgrounds and cemeteries) are available year-round
- Speed skating oval
- Two existing “city-wide” toboggan hills (Mount Pleasant and Douglas Park). There are local options in several neighbourhoods. A toboggan hill is part of the Regent Park redevelopment

Indoor Arenas: The City owns and schedules eight arenas. Each City arena has weekly public skate times. Scheduling services are also provided for the six sheets of ice at the Cooperators Centre.

Indoor Year-Round Sport, Recreation and Arts Amenities & Programming: The City operates and programs the Sportplex, North West Leisure Center, Sandra Schmirler Leisure Center and Neil Balkwill Civic Arts Center. These facilities offer year-round programming with over 70 Arts & Culture, 170 fitness, 30 sport and 525 aquatic registered programs being offered from November – April in addition to several daily drop-in program options. The City also operates and programs the South Leisure Center, Cathedral Neighbourhood Center, Glencairn Neighbourhood Center and Core Ritchie Neighbourhood Center. These centers are also available for partner and public activities throughout the year.

Support for community initiatives: The Community Investment Grants Program provides funding of approximately \$30,000 to \$50,000 per year (amount dependent on applications) that supports winter activities in Regina. Some of this funding is part of core funding supplied to Community Partners and not

Appendix F – Existing Winter Resources

for a specific activity. The City also provides support for the Regina Greenhouse Association which offers public access and changing displays throughout the winter. Funds are provided to community associations to support the operation of the warm-up shacks at the outdoor ice rinks through an Outdoor Ice Program. The City stores Regina Ski Club equipment in a building at Douglas Park.

Light the Lights at City Hall – Lights are put on the trees in front of City Hall and Council holds a “Light the Lights” evening with programming in early December. Winter themed lights (e.i. snowflakes) are hung on streetlamps in the downtown and warehouse areas in December (funded through the Business Improvement District budgets).

Community Safety: The City works with community partners to enact the Cold Weather Strategy each year between November 1 and March 31. When a cold weather alert is in place, any frontline service provider who encounters an individual in need of shelter is encouraged to take the extra step of ensuring that person has safe lodging arranged for the night as per the Strategy. Taxi Licenses are increased 37% (October-April) to ensure residents have reliable transportation to move about the city when the weather is colder. Pay-by-phone parking helps to support parking options when the weather is cold. Emergency Preparedness and Citizen Experience send notifications when an Extreme Cold Weather Warning is issued.

Transportation & Snow Clearing: Snowplowing (and removal in many areas) of roads, alleys and sidewalks and ice control of roads, alleys and sidewalks are provided as per the Winter Maintenance Policy. Enhancements to the existing policy were considered at the September Public Works Committee meeting and 2021 Budget Process.

The City provides reasonable sidewalk access during winter events including: Agribition, CFL games, entertainment events, holiday shopping, etc. The City contributes to the downtown pedway system by clearing the BMO/Cornwall/11th, Fredrick Hill Mall, and TD/Gilmore linkage.

Business and Downtown sidewalk access is encouraged through the *Regina Clean Property Bylaw*; however, there are no tools in place to enforce residential snow clearing. All properties in Regina’s downtown are to clear ice and snow from the sidewalk adjacent to their property within 24 hours of a storm. Businesses, apartments and vacant lots outside of downtown are to clear ice and snow from sidewalks within 48 hours.

A Snow Angels program was piloted in the winter 2019/20 and 2020/21 seasons with three community-based organizations. The program is a volunteer-led snow removal programs for residents that experience a disability or other mobility challenges that prevent them from clearing their sidewalk. The City is currently working with groups to evaluate the results of the pilot project to determine the best way to make the program work long-term.

The City also manages the snow storage site.

Positive Winter Communications: Share community winter events from the City of Regina partner’s social media accounts on the City social media. The City also uses social media to highlight the opening of skating rinks, the number of pathways in the city, the Light the Lights event and many other fun winter activities and events. There is also an integration with Tourism Regina’s calendar feed on

Appendix F – Existing Winter Resources

Regina.ca. Winter images are used in social media posts, Regina.ca and marketing campaigns that focus on people enjoying winter activities.

External Initiatives

All season sport, recreation, culture and entertainment: Regina offers many year-round sport, recreation, culture and entertainment activities that residents can take advantage of in all four seasons. These opportunities are typically not dependent on the weather. In many cases Regina has seen an increase in the number and variety of these types of activities. A small sample includes:

- The Community Associations and Zone Boards offer over 600 indoor Sport & Recreation programs and over 100 Arts & Culture programs between the months of November and April. Activities range from Zumba to Painting to Read & Rhyme to Family Fun Nights and provide opportunities for all ages
- There are many non-profits, some of whom are community partners with the City, that offer no-cost or low-cost opportunities. Examples include Government House, RCMP Heritage Centre, Royal Sask Museum, McKenzie Art Gallery and Saskatchewan Science Center
- There has been an increase in the number of fitness centers and gyms in Regina in recent years to help ensure residents can stay fit and healthy. A range of options and prices exist for residents to choose from
- A wide variety of active child and/or family indoor options within the private and non-profit sector exist in Regina. This includes everything from organized sport activities to art classes to one-time drop-in opportunities. These activities have increased over the last several years as Regina's population has grown. Additional sports opportunities have been added to meet increasing demand and changing resident tastes. More drop-in recreational opportunities such as trampolining, rock climbing and air park opportunities have been added recently
- There are also several arts and culture opportunities for all abilities and ages. These activities include galleries and studios as well as programming options such as the U of R Continuing Education and 4 Cats Arts Studio
- Finally, there are many entertainment options if residents are looking for an afternoon or night out. These include opportunities like movie theaters, the Brandt Centre, the Globe Theater, Casino Regina and shows at the Conexus Arts Center

Ice Sports: There are many indoor and outdoor opportunities for residents to enjoy the ice in the winter.

- Community Association and Zone Boards offer approximately 60 skating programs. These programs vary from learn to skate to power skating and are offered at arenas around the city
- Regina Exhibition Association Ltd. (REAL) offers free drop-in skating, including special times for hockey and figure skating, at the Cooperators Arena
- Ten Community Associations operate warm-up shacks so residents can enjoy a place to get warm while enjoying the outdoor rinks. One Community Association also offers a lower cost outdoor hockey program

Appendix F – Existing Winter Resources

- Regina Downtown Business Improvement District (RDBID) operates a warm-up shack for residents who want enjoy skating on the Plaza. Wascana Center also offers an outdoor ice surface and warm-up shack
- Curling is provided by two non-profit organizations and one Community Association.

Social Development: Community Associations and Zone Boards offer over 50 year-round social development programs. Many of these focus on access to food, learning and development and clothing banks. Regina also has many non-profit organizations that provide support, such as food, clothing and shelter for residents. These organizations and programs are essential in the winter as there can be less access to local food sources and the weather can be severe.

Indoor Winter Activities: Several winter activities that are part of our winter culture, lead to a vibrant winter city and/or celebrate winter currently exist for Regina residents.

- Several Community Associations and one Zone Board offer holiday-themed art classes, winter craft markets and hold special events celebrating winter indoors
- Regina residents can attend hockey games that showcase all ages and abilities including the Regina Pats
- Festivals or festival-type events such as Winterruption; Regina Restaurant Week; Taste of Cathedral; Beer, Bacon and Bands and Mid-Winter Blues Festival occur each year

Outdoor Winter sports, recreation, culture and entertainment: Many options exist for residents to get outside and enjoy the beauty of winter.

- Several Community Associations offer a winter carnival, holiday events such as caroling or light displays/tours, and sports such as snowshoeing, cross country skiing, and dodgeball
- Regina has over 13 km of groomed skate and classic ski trails for people of all ages and skill levels. Located at: Douglas Park, the Foothills, Saskatchewan Science Centre and Kinsmen Park
- Wascana Center Authority has expanded its winter programming to offer programs like Snoga, outdoor movies and fat bike demos
- Waskimo Winter Festival is an indoor and outdoor event. The event was restarted by a group of community volunteers in 2017. The event was cancelled in 2020 due to environmental concerns for the outdoor portion. A scaled back event with wagon rides was done in 2021 in response to the pandemic

Appendix F – Existing Winter Resources

City of Regina Policy

OCP - Citywide Policies	D5.2 City Centre: Maintain and enhance the City Centre as the primary civic and cultural hub.	In progress
OCP - Citywide Policies	D7.2 Access to Recreation Programs and Services: Ensure access to a variety of recreation programs and services in all neighbourhoods.	In progress
OCP - Citywide Policies	D8.2 Inclusion: Ensure learning opportunities, resources, and activities provided by the City are culturally inclusive.	In progress
OCP - Citywide Policies	D9.2 Health and Environmental Impacts: Minimize social and environmental impacts and improve the health and safety of the city and region.	Not started
OCP - Citywide Policies	D10.2 Economic Growth: Optimize the economic development potential of Regina, the region, and the Province of Saskatchewan.	In progress
OCP - Citywide Policies	D11.1 Social Sustainability: Promote and enhance social sustainability by recognizing that quality of life in a community depends on both its physical and community resources.	In progress
OCP - Citywide Policies	D11.2 Food: Increase access to healthy and affordable food.	In progress
OCP - General	OCP to Foster Development of Sustainable Community (i.e. OCP provides comprehensive policy framework to guide the physical, environmental, economic, social and cultural development of the municipality.	In progress
OCP - Growth Plan	C.2 Efficient Servicing: maximize the efficient use of existing and new infrastructure	In progress
Parks & Open Space Lighting Policy	Criteria for Lighting in Open Space. Areas for which lighting will be considered	In progress
Recreation Master Plan	Four season sport and recreation opportunities improve quality of life and make Regina a more vibrant and attractive place to live, work, and visit.	In progress
Recreation Master Plan	Value - Flexible, Multi-use, Multi-season, Multi-generational and Innovative Design	In progress
Recreation Master Plan	When contemplating future recreation service delivery and/or infrastructure development, the City should explore all opportunities to partner with neighbouring municipalities	Not started
Recreation Master Plan	When new facilities are built, or existing ones are retrofitted, repurposed or expanded, consider adding indoor playground spaces	Not started
Transportation Master Plan	Goal 2: The transportation system will provide a greater range of multi-modal transportation choices for all seasons.	In progress

City of Regina Initiatives

Department Lead	Activity/ Event/ Initiative/ Program/ Work	Indoor/ Outdoor
Citizen Experience	Crosslinking, posting and sharing on social media and Regina.ca community winter events from partner's social media accounts. Integration with the Tourism calendar feed on Regina.ca	N/A

Appendix F – Existing Winter Resources

Department Lead	Activity/ Event/ Initiative/ Program/ Work	Indoor/ Outdoor
Citizen Experience	Images on City's social media posts and Regina.ca and marketing campaigns that focus on people enjoying winter.	N/A
Citizen Experience	Social media posts highlight the opening of skating rinks, the number of pathways in the City, the Light the Lights event and many other fun winter activities and events.	N/A
Citizen Experience	Images used for various marketing campaigns (i.e. Pay by Phone, Light the Lights) focus on people enjoying winter activity.	Outdoor
Clerks	Light the Lights at City Hall event	Outdoor
Emergency Preparedness	Cold Weather Strategy	Outdoor
Emergency Preparedness	Emergency Preparedness and Citizen Experience will notify when extreme cold weather warning issued.	N/A
Facilities Services	Indoor pedway system downtown maintained and operated	Outdoor
Licensing and Parking	Increase in Taxi Licenses in winter	Outdoor
Licensing and Parking	Parking - Pay by Phone, drivers do not need to be outside with coins	Outdoor
Parks, Recreation & Culture	Operate 3 indoor major recreation centres (Sportplex, NWLC, SSLC)	Indoor
Parks, Recreation & Culture	Deliver the following "4-season" programs from Nov - April. Arts & Culture - 71, Fitness - 174, Sport – 33, Aquatic - 532	Indoor
Parks, Recreation & Culture	Provide space and booking for indoor neighbourhood centers (Cathedral, South Leisure, Glencairn, Core)	Indoor
Parks, Recreation & Culture	CIGP - Community Investment Grants Program. \$30,000-\$50,000 provided to organizations and community groups for events that support activity in winter	Indoor/ Outdoor
Parks, Recreation & Culture	Support the Regina Greenhouse Association Greenhouse and activities	Indoor
Parks, Recreation & Culture	Outdoor ice rink program - Maintain and operate 51 boarded and un-boarded sites throughout the City	Outdoor
Parks, Recreation & Culture	37 outdoor ice warm up shacks operational and maintained	Outdoor
Parks, Recreation & Culture	Adding 2 additional outdoor rinks in 2020 - South east and north	Outdoor
Parks, Recreation & Culture	Pathway maintenance program - all paved park pathways cleared as of 2019	Outdoor
Parks, Recreation & Culture	Toboggan hill at Mount Pleasant and other sites maintained	Outdoor
Parks, Recreation & Culture	Open space (Parks, playgrounds and cemeteries) are maintained to be available and accessible year-round	Outdoor
Parks, Recreation & Culture	Cross country ski trails at Douglas Park and in other City open space provided to community groups to maintain	Outdoor
Parks, Recreation & Culture	Public skate times at indoor skating areas, scheduling indoor ice time	Indoor

Appendix F – Existing Winter Resources

Department Lead	Activity/ Event/ Initiative/ Program/ Work	Indoor/ Outdoor
Roadways & Transportation	Operate citywide Winter Road Maintenance Program from mid October to mid April - More detail in Winter Maintenance Strategy	Outdoor
Roadways & Transportation	Holiday lighting on light poles downtown for RDBID	Outdoor
Sustainable Infrastructure	TMP action - building multi-use pathways	Outdoor
Sustainable Infrastructure	TMP action - building bike lanes	Outdoor
Transit & Fleet	Safe bus program - Transit drivers will pick up or drop off passengers outside of regular stops to reduce the walking distance. They will also provide a ride free of charge in emergency circumstances.	Outdoor
Transit & Fleet	Heated, lit and accessible bus shelters improve accessibility. Transit has installed six heated bus shelters, activated at -10 C.	Outdoor
Transit & Fleet	Emergency shelter. Transit works with our emergency partners and social services to provide transportation and shelter to residents in extreme circumstances such as: extreme cold, fire, police action etc.	Outdoor
Transit & Fleet	Para Transit operates a dispatched system that offers pre booked door to door service, improving accessibility in winter.	Outdoor
Transit & Fleet	Transit Live, social media communications. Enhances safety, accessibility. Make customers aware of delays and service levels. Combined with the Transit Live program citizens can see the exact location of their buses to minimize exposure to the weather and plan their trips more efficiently.	Outdoor

Community Initiatives

Please note: many businesses provide entertainment options and those were considered as well.

Community Partner	Activity/ Event/ Initiative/ Program Name	Categorization	Indoor/ Outdoor
All Community Associations	Over 56 Social Development programs	Social Development	N/A
All Community Associations	Over 605 Sport & Rec indoor programs	Sport & Rec	Indoor
All Community Associations	Over 116 Arts & Culture indoor programs	Sport & Rec	Indoor
Al Ritchie Community Association	Eggstravaganza	Event/Activity	Indoor
Al Ritchie Community Association	Learn to Skate/New to Skates	Sport & Rec	Indoor
Al Ritchie Community Association	WinterFest	Event/Activity	Indoor

Appendix F – Existing Winter Resources

Community Partner	Activity/ Event/ Initiative/ Program Name	Categorization	Indoor/ Outdoor
Al Ritchie Community Association	Craft & Trade show winter	Event/Activity	Indoor
Albert Park Community Association	Free Skate	Sport & Rec	Indoor
Albert Park Community Association	Learn to Skate	Sport & Rec	Indoor
Albert Park Community Association	Technical Power Skating	Sport & Rec	Indoor
Arcola East Community Association	Skating and Skills	Sport & Rec	Outdoor
Argyle North	Winter Break Family Fun	Event/Activity	Indoor
Casino Regina	Cold Weather Marketing Campaign	Event/Activity	Indoor
Cathedral Area Community Association	Holiday Craft Market	Event/Activity	Indoor
Cathedral Area Community Association	Just for Fun Hockey	Sport & Rec	Outdoor
Cathedral Area Community Association	Cathedral snow angels pilot program	Transportation/Mobility	Outdoor
Cathedral Area Community Association	Alice in Winterland	Event/Activity	Indoor
Cathedral Area Community Association	Holiday Potluck	Event/Activity	Indoor
Cathedral Area Community Association	Carolling	Event/Activity	Indoor
Cathedral Area Community Association	Light up the Village	Event/Activity	Outdoor
Cathedral Village Arts Festival	Taste of Cathedral	Event/Activity	Indoor
Dewdney East Community Association	Floor Hockey	Sport & Rec	Indoor
Dieppe-Westerra Community Association	Winter Wagon Rides	Event/Activity	Outdoor
East Zone Board	Skate: Learn to & Intermediate	Sport & Rec	Indoor

Appendix F – Existing Winter Resources

Community Partner	Activity/ Event/ Initiative/ Program Name	Categorization	Indoor/ Outdoor
East Zone Board	Skate: Parent & Tot	Sport & Rec	Indoor
East Zone Board	Skate: Tots - Learn to Skate	Sport & Rec	Indoor
Government House	Guided Museum Tours Daily	Event/Activity	Indoor
Government House	Museum Pieces Touch Event	Event/Activity	Indoor
Government House	Art Exhibit presented by Brandie Perkins – Fluid Movement	Event/Activity	Indoor
Government House	Family Day Festivities	Event/Activity	Indoor
Government House	Family Day Week Children’s Activities	Event/Activity	Indoor
Government House	Commonwealth Day	Event/Activity	Indoor
Government House	National Genealogy Day and St Patrick’s Day	Event/Activity	Indoor
Government House	Bump in the Night	Event/Activity	Indoor
Government House	Old Fashioned Victorian Christmas	Event/Activity	Indoor
Harbour Landing Community Association	Family Ice Skating Day	Sport & Rec	Outdoor
Lakeview Community Association	Family Free Skate	Sport & Rec	Outdoor
Lakeview Community Association	Hockey Skills & Development	Sport & Rec	Outdoor
Lakeview Community Association	Learn to Skate	Sport & Rec	Outdoor
Lakeview Community Association	Mini Mites Hockey	Sport & Rec	Outdoor
McNab Community Association	Christmas Craft Day	Event/Activity	Indoor
McNab Community Association	Skate Party	Sport & Rec	Outdoor
McNab Community Association	Sparkle Tour	Winter Culture	Outdoor
McNab Community Association	Craft day & tree decorating in park	Event/Activity	Indoor
McNab Community Association	Snowshoeing	Sport & Rec	Outdoor
Normanview Residents Group	Candy Cane Lane Holiday Light Festival	Winter Culture	Outdoor
North Zone Board	Parent-Tot Skating	Sport & Rec	Indoor
North Zone Board	Skating	Sport & Rec	Indoor

Appendix F – Existing Winter Resources

Community Partner	Activity/ Event/ Initiative/ Program Name	Categorization	Indoor/ Outdoor
North Zone Board	Skating (M)	Sport & Rec	Indoor
North Zone Board	Skating Skills	Sport & Rec	Indoor
North Zone Board	Skating Skills (M)	Sport & Rec	Indoor
North Zone Board	Skating: Parent & Tot	Sport & Rec	Indoor
North Zone Board	Trimming the Tree Mixed Media Canvas	Sport & Rec	Indoor
Queen City Eastview Community Association	Winter Carnival	Event/Activity	Indoor
RCMP Heritage Centre	Family Day Programing	Event/Activity	Indoor
Regent Park	Kids winter carnival	Event/Activity	Indoor
Regina Downtown BID	The Rink at City Square	Event/Activity	Outdoor
Regina Downtown BID	Regina Restaurant Week	Event/Activity	Indoor
Regina Downtown BID	Christmas Season Kick Off	Event/Activity	Outdoor
Regina Exhibition Association	Iceville	Sport & Rec	Outdoor
Regina Exhibition Association	Drop in Hockey	Sport & Rec	Indoor
Regina Exhibition Association	Free Public Skating	Sport & Rec	Indoor
Regina Exhibition Association	Drop in Soccer	Sport & Rec	Indoor
Regina Exhibition Association	Drop in Figure Skating	Sport & Rec	Indoor
Regina North End Community Association	Outdoor winter dodgeball	Sport & Rec	Outdoor
Regina North End Community Association	Snowshoeing	Sport & Rec	Outdoor
Regina North End Community Association	Outdoor winter carnival	Event/Activity	Outdoor
Regina North End Community Association	Cross country ski	Sport & Rec	Outdoor
Rosemont/Mount Royal	Family Winter Fun skate - horse wagon ride	Event/Activity	Outdoor
Rosemont/Mount Royal	Indigenous Story Telling Celebration (February Annually)	Event/Activity	Indoor
Royal Sask Museum	Story Telling	Event/Activity	Indoor

Appendix F – Existing Winter Resources

Community Partner	Activity/ Event/ Initiative/ Program Name	Categorization	Indoor/ Outdoor
Uplands Community Association	Curling League	Sport & Rec	Indoor
Uplands Community Association	Curling Shortie Spiel	Sport & Rec	Indoor
Uplands Community Association	Easter Party	Event/Activity	Indoor
Wascana Centre	Skating Rink	Sport & Rec	Outdoor
Wascana Centre	Cross-country Ski Trails	Sport & Rec	Outdoor
Wascana Centre	Walking/Running Trails	Sport & Rec	Outdoor
Wascana Centre	Snoga – Outdoor Yoga	Sport & Rec	Outdoor
Wascana Centre	Cross-Country Ski Weekend	Event/Activity	Outdoor
Wascana Centre	Outdoor Movies	Event/Activity	Outdoor
Wascana Centre	Fat Bike Demos	Event/Activity	Outdoor
Wascana Centre	Themed Skate Nights	Sport & Rec	Outdoor
Wascana Centre	Pumpkin Way	Event/Activity	Outdoor
West Zone Board	Learn to Play Hockey	Sport & Rec	Indoor
West Zone Board	Learn to Skate	Sport & Rec	Indoor
West Zone Board	Power Skating Level 1 – 1½	Sport & Rec	Indoor
West Zone Board	Power Skating Level 2	Sport & Rec	Indoor
West Zone Board	Power Skating Level 3	Sport & Rec	Indoor
Whitmore Park Community Association	Community Skate	Sport & Rec	Outdoor
Whitmore Park Community Association	Indoor skating @ Balfour arena	Sport & Rec	Indoor

Single-Use Plastics

Date	April 21, 2021
To	Operations and Community Services Committee
From	Citizen Services
Service Area	Water, Waste & Environment
Item No.	OCS21-13

RECOMMENDATION

The Operations and Community Services Committee recommends that City Council:

1. Approve Option 1, which continues to implement the Council-approved waste reduction and diversion initiatives outlined in Waste Plan Regina.
2. Remove MN19-6 and MN19-18 from the List of Outstanding Items for City Council.
3. Approve this recommendation at its April 28, 2021 meeting.

ISSUE

This report is a response to MN19-18 and MN19-6, which requested that:

1. City of Regina (City) Administration bring to Council, by the end of the first quarter of 2020, a report outlining the environmental impact for Regina of the use of single-use plastics and without limiting the generality of the foregoing, of the use of plastic checkout bags, plastic straws and polystyrene drinking cups, food takeout containers and microbeads.
2. In preparation of the said report, City Administration consider measures being taken by other jurisdictions and consult with Regina residents and interested stakeholders with respect to this issue.
3. That said report set out options for limiting the use of single-use plastics in the city together with the City Administration's recommendations.

To address the motion, City Administration conducted thorough jurisdictional scans, research, academic literature reviews and extensive engagement with interested stakeholders, including approximately 10,000 residents and businesses, as well as industry experts which is detailed in appendices A-1, B-1, B-2, C-1, D-1, D-2 and D-3.

On March 18, 2020 the report PWI 20-3 Single-Use Plastics was scheduled to be heard; however, the meeting was cancelled as a result of COVID. On May 19, 2020 the PWI Committee withdrew report PWI 20-3 Single-Use Plastics; however, the motions were not removed from the List of Outstanding Items for City Council.

On July 29, 2020, Council approved the implementation of *The Plastic Checkout Bag Ban Bylaw, 2020*, Bylaw No. 2020-49.

This report reviews options to limit single-use plastics as requested in the motions. This report examines the options against the following objectives:

Objective 1: Maximize environmental benefit considering the net decrease in plastic waste and the impacts associated with potential replacement products.

Objective 2: Maximize return on investment by ensuring that any financial investment in an option targets the greatest environmental return for the investment.

Objective 3: Minimize duplication of efforts between levels of government.

Objective 4: Minimize inconvenience and disruption to residents and businesses.

Objective 5: Respond to public concerns about single-use plastic pollution.

IMPACTS

Financial Impact

There are no financial implications for the recommended option, Option 1, which focuses on delivering the initiatives outlined in Waste Plan Regina (WPR). Funding for these initiatives is considered in existing budgets and will be funded through the Solid Waste Reserve.

Environmental Impact

Overall, single-use plastics account for about one per cent of the residential waste in Regina. Approximately five per cent of all the recyclables collected through the City's programs are plastic.

City Council set a community goal for the City of achieving net zero emissions and sourcing of net zero renewable energy by 2050. In support of this goal, City Council asked Administration to provide energy and greenhouse gas implications of recommendations so

that Council can evaluate the climate impacts of its decisions. While reducing single-use plastics is an effective waste reduction tactic, the manufacturing of alternative products can produce more greenhouse gas emissions.

For example, manufacturing a single-use plastic bag is less energy intensive and creates less carbon emissions per unit than paper or reusable cotton bags. Paper bags are typically only used once and have a greenhouse gas footprint approximately four times higher than single-use plastics. Individual cotton bags produce, on average, 170 times the greenhouse gas emissions of single-use plastic bags but can be reused many times. As long as reusable bags are used more than 170 times, it will result in lower greenhouse gas emissions, which means residents should limit the number of reusable bags, or other single-use plastic alternatives they own, in order to maximize reuse.

Policy/Strategic Impact

Advancing waste reduction initiatives aligns with the goals outlined in WPR. Additionally, the City is committed to priorities outlined in *Design Regina: The Official Community Plan (OCP)* to promote conservation, environmental stewardship and sustainability through the adoption of leading practices in waste management.

Through continued focus on implementation of WPR (Option 1), the City can work toward reduction of all disposable products, including plastics. The initiatives in WPR are expected to move the City closer to Council's goal of 65 per cent diversion of residential waste. Moreover, WPR's planned initiatives, such as the implementation of a residential food and yard waste service and development of reduction strategies for industrial, commercial, institutional, construction and demolition waste streams, will have a broader environmental impact because these efforts will be directed to reduction or elimination of many products, not just plastic. The City's considerable public outreach and education programming has already shifted towards prioritizing waste prevention and reduction over disposal solutions.

OTHER OPTIONS

Option 2: Mandatory fees for single-use items. Introduce a bylaw which requires retailers and other businesses to charge a fee for single-use items.

Across Canada, fees for single-use items have been used mainly for checkout bags. No other fees were noted across the researched municipalities.

Fees for plastic checkout bags have been driven primarily by the private sector and evidence suggests they are effective at reducing customer demand. Large retailers that have voluntarily instituted bag fees as a reduction strategy report substantial reductions in plastic checkout bag usage. Given no other municipalities implemented fees for other single-use items, this option examined enforcing a fee for checkout bags. Bag fee bylaws are rare in Canada (see Appendix D-2).

Evaluation

Objective 1: This option would be expected to provide a more immediate improvement in reduction of single-use plastics entering the City's waste stream but would not eliminate banned single-use items in the landfill because the Fleet Street landfill serves much of southern Saskatchewan.

Objective 2: A fee bylaw for one or multiple single-use items would result in costs to manage and enforce the fee while not substantially reducing the waste going to the landfill. This option would require initial funding for an implementation phase, including communication and education for retailers and residents, and the development of regulatory and administrative processes to manage enforcement. Ongoing annual funding would be required for enforcement.

Objective 3: The provincial government is in the best position to legislate a bag fee that works for consumers and businesses. Deposit programs and eco-fee programs are legislated by the provincial government through *Extended Producer Responsibility/Product Stewardship legislation*. Such programs have been demonstrated to work effectively, like the SARCAN beverage container deposit program. See Appendix A-1. In addition, a bag fee may be rendered redundant by federal restrictions that will be announced in late 2021.

Objective 4: A fee imposes an additional expense on residents who may not understand where the revenue goes. This may appear to residents to be a "money grab". It also results in an administrative burden for both the City and retailers. Mandatory fees can create administrative barriers, especially for small businesses. See Appendix C-1.

Objective 5: This option would take specific action to reduce single-use plastic pollution but would have less impact than a direct ban.

Option 3: Ban specific single-use plastics (Styrofoam containers, plastic checkout bags or plastic straws) in Regina at the municipal level via a municipal bylaw with provisions for enforcement.

A few larger and a number of smaller municipalities have implemented single-use plastic bans largely targeted at checkout bags, with a smaller number focused on other single-use plastics such as straws. Recently, some larger retailers, such as Sobeys Inc., have eliminated the option of plastic checkout bags, encouraging reusable bags and offering paper bags for a fee as an alternative. This option examined instituting a ban on plastic checkout bags as it is the most common type of ban in Canada; however, the analysis is generally applicable to all single-use plastics as outlined above.

Evaluation

Objective 1: As with Option 2, this option would provide a more immediate improvement in reduction of single-use plastics entering the City's waste stream; however, the landfill will still receive these items because the landfill serves much of southern Saskatchewan. It is expected to reduce litter in the City by reducing the single-use items. Switching from single-use plastics to other single-use items may not result in any environmental benefit.

Objective 2: This option would result in costs to manage and enforce a ban while not substantially reducing the waste going to the landfill. This option would require initial funding for an implementation phase, including communication and education for retailers and residents and the development of regulatory and administrative processes to manage enforcement. Ongoing annual funding would be required for enforcement.

Objective 3: The federal government is in the best position to legislate a single-use plastic ban that works for consumers and businesses. The federal government has indicated its intention of implementing a national ban on harmful single-use plastics as early as 2021, potentially rendering a municipal ban redundant.

Objective 4: Bans implemented by individual municipalities can result in a patchwork of regulations that are challenging and costly for retailers to manage. Standardization of legislation across the country/province would prevent the development of an uncoordinated patchwork of different municipal bans spread around the province, each with its own definitions, rules, and exemptions. This can be confusing to customers and onerous for retailers that operate in multiple jurisdictions. (See Appendix C-1.)

In addition, bans on certain single-use items may create economic barriers for small businesses by imposing the requirement to find acceptable alternatives. This additional cost and effort must be absorbed by the small business and/or passed on to the customer, whereas large businesses can more easily source low cost alternatives.

Objective 5: This option directly responds to the public concerns about single-use plastic pollution by directly addressing one source. Seventy-seven per cent of respondents in the City's online survey supported a ban on check-out bags. (See Appendices B-1 and B-2.)

COMMUNICATIONS

City Administration will develop a communication strategy to inform and educate citizens and support the implementation of any regulations resulting from the recommendations of this report.

DISCUSSION

Definitions

There is no general agreement on a definition of single-use plastic. For the purposes of this report, City Administration has focused on plastic checkout bags, plastic straws, polystyrene drinking cups, food take-out containers and microbeads. Microbeads are tiny synthetic polymer particles which were used in personal care products. Toiletries that rinse off and wash down household drains were especially likely to contribute to plastic pollution in oceans, rivers and lakes. Several other common plastic items that meet the basic definition of single-use plastics are not generally the focus of reduction efforts, such as syringes, balloons or cigarette filters. However, at a basic level, almost all plastics in Canada are single-use plastics because Canada recycles only nine per cent of its plastics. The other 91

per cent are used and then landfilled, incinerated or littered. The vast majority of plastics are thus rendered single-use plastics, whether they are recyclable or not.

Ongoing Federal/Provincial Work on Single-Use Plastics

The federal government, through the *Canada-wide Action Plan on Zero Plastic Waste* policy, has confirmed its commitment to ban or restrict certain six harmful single-use plastics (plastic check-out bags, stir sticks, six-pack rings, cutlery, straws and food service ware made from problematic plastics) by the end of 2021.

The January 31, 2020 release of the *Draft Science Assessment of Plastic Pollution* document reaffirmed this commitment. On October 7, 2020, the federal government announced a ban on six single-use plastics across Canada using the same approach used to ban microbeads.

The Province of Saskatchewan's recently released *Saskatchewan Solid Waste Management Strategy* in which it cites this upcoming federal plan as a basis for the provincial strategy. Additionally, the Province of Saskatchewan could coordinate efforts with the federal government to reduce plastic use and/or introduce legislation to make the producers and first sellers of these items responsible stewards. (See Appendix A-1.)

Recommended Option

Option 1: Continue to focus on delivering the initiatives outlined in WPR, support the federal government's implementation of a national ban on harmful single-use plastics anticipated in late 2021 and continue educational campaigns to reduce the use of single-use plastics.

This suite of projects and services is intended to advance the City's overall waste management, including reduction of single-use plastics. In 2020, the City launched a waste reduction campaign asking residents to "Choose to Reduce". The goal of the campaign was to improve public awareness on the importance and benefits of reducing the amount of waste coming into and out of the home. The three single-use items featured in the campaign were plastic bags, coffee cups and water bottles.

Evaluation

Objective 1: This option does not provide an immediate improvement in the reduction of single-use plastics; however, the recommended option does encourage the public to use less single-use plastic and the federal ban could make a significant impact.

Instead, this option focuses on a holistic approach to waste management, working to educate and inform residents to reduce their total waste generation.

It is useful to consider the problem of single-use plastics in relation to other parts of the waste stream in Regina. Single-use plastics account for approximately one per cent of the residential waste stream and are not easily eliminated by a municipal ban alone.

The Fleet Street landfill serves much of southern Saskatchewan and would continue to receive single-use plastics from the region when Regina implements a ban.

By contrast, organic material accounts for approximately 50 per cent of the waste in the average residential garbage cart in Regina. Half the residential waste stream is compostable and easily divertible via a curbside food and yard waste program. WPR has prioritized development the food and yard waste curbside service, which is in its initial pilot phase in Regina.

Similarly, industrial, commercial, institutional, construction and demolition (ICI, C&D) waste account for approximately 70 per cent of total waste entering the landfill. The WPR identifies waste diversion service development for ICI, C&D as a priority for 2020 - 2023.

Objective 2: This option continues to prioritize the projects and services that provide the best environmental return on investment by focusing on the areas that create the largest waste – organic material and ICI and C&D material. By focusing on changing resident habits to reduce total waste, the City has the greatest opportunity to influence behavioral changes and minimize the problem of replacing one single-use product with another. By focusing on ICI and C&D the City can have an impact on the sector that most impacts the landfill (i.e. 70 per cent).

After investigating waste management practices in other Canadian municipalities, in general, municipalities consider bylaw restrictions on single-use plastics once they have completed work on a number of other larger scale, waste related actions such as introducing curbside collection of food and yard waste, landfill bans on food or recyclables, and mandating diversion for IC&I, C&D waste. Working on larger scale waste issues first allows for maximum environmental impact and the best return on investment. For example, while replacing plastics with other single-use products like paper bags is not environmentally desirable, paper bags can be composted, reducing their negative impact. Requiring businesses to provide compostable alternatives is of almost no environmental value until the City's food and yard waste service is in place. The City has planned for full implementation of this service for 2023.

Objective 3: This option provides the best opportunity to maximize environmental benefit by balancing and coordinating with the activities of different levels of government. The federal government is working to have new regulations in place as early as 2021, where such regulations are supported by scientific evidence and warranted to show a benefit to the environment. In the January 31, 2020 release of the *Draft Science Assessment of Plastic Pollution* document the federal government reaffirmed its commitment. On October 7, 2020 the federal government announced a ban on six single-use items (plastic checkout bags, stir sticks, six pack rings, straws, cutlery and food service made from problematic plastics). The federal government has indicated it expects to finalize regulations banning these items in 2021.

The City will continue to implement Council-approved initiatives in WPR. This work includes monitoring any changes in the physical and legislative environment and responding to anticipated federal/provincial restrictions.

As indicated in the City's public engagement survey results from October 2019, 72 per cent of respondents feel that all three levels of government (municipal, provincial, and federal) should take action to reduce single-use plastics. (See Appendices B-1 and B-2 for the survey results.) Typically, the higher the level of government that responds legislatively to this issue, the better the environmental outcome because the federal government has the ability to control production, imports, exports, and sales of these items which is a much broader scope of control than can be exercised by a municipality. Similarly, the higher the level of government that responds legislatively to this issue, the less disruption to the supply chain and consumer because the requirements will apply nationally and not vary municipality to municipality.

The issue of plastic microbeads provides an example of the effectiveness of the federal power in regulating in the single-use plastic realm. In July 2018, the federal government addressed the problem of microbeads under federal regulations, banning their use in toiletries and prohibiting the manufacture, import, and sale of all toiletries containing microbeads. Most consumers are not even aware these single-use plastic products have been successfully eliminated from the Canadian supply chain and products because action by the highest level of government resulted in the best possible environmental outcome with no disruption to the consumer.

Meaningfully addressing the problem of single-use plastics requires systemic change, which can best be achieved by cooperation with higher levels of government.

Objective 4: As identified above, federal restrictions on single-use plastics would minimize disruption to the supply chain and consumers. Banning at the federal level, as early as 2021, will allow for minimal disruption to the market and end user and maximum environmental benefit. Meanwhile, focusing the City's efforts on advancing the suite of services and initiatives outlined in WPR will allow the City to reduce, measurably, the use and impact of all waste in Regina, including single-use plastics.

Objective 5: While this option includes reduction of single-use plastics in its overall reduction approach, it does not directly and immediately address the public interest in more aggressively reducing single-use plastic pollution.

Both the ability and willingness for action at the level of the consumer are limited. Although nearly 10,000 people responded to the online survey on single-use plastics and 82 per cent of the residents consider reducing single-use plastics to be "important" or "very important," only 53 per cent of the same respondents say that they "rarely" or "never" use a to-go cup when purchasing beverages. This suggests that the behavioral changes required to eliminate single-use plastics are not yet in place among Regina residents. If polystyrene cups and takeout containers are merely replaced with other non-recyclable mixed materials

(typically made of paper and plastic), the basic problem of using disposable items rather than reusable items is not resolved. These materials often weigh more, cost more, and must also be landfilled in the end. Continued communication and education efforts are required to influence behavioral change.

Implementing the waste initiatives outlined in WPR can effectively reduce not only plastic waste, but the overall waste footprint of the city of Regina.

DECISION HISTORY

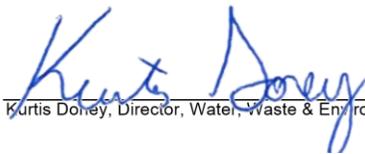
On April 29, 2020, City Council received written notice of the Checkout Bag Bylaw motion (MN20-3).

On July 29, 2020, City Council considered report CM20-21 and *The Plastic Checkout Bag Ban Bylaw* was passed in response to MN20-3.

The Plastic Checkout Bag Ban Bylaw will come into effect August 1, 2021 except during a pandemic or other health related emergency. City Administration deferred the effective date to Q1, 2022 due to the uncertainty around COVID. Current health orders discourage the use of reusable checkout bags.

Respectfully Submitted,

Respectfully Submitted,



Kurtis Doney, Director, Water, Waste & Environment

3/31/2021



Kim Conra, Executive Director, Citizen Services

4/14/2021

Prepared by: Janet Aird, Manager Program Development and Delivery and Juanita Elford, PhD, Specialist, Waste Minimization

ATTACHMENTS

- A-1 Letter from MMSW
- B-1 Resident Survey Report
- B-2 Business Survey Report
- C-1 Retail Council of Canada Letter
- D-1 Municipal and Provincial Bag Bans in Canada
- D-2 Municipal Bag Fee Bylaws in Canada
- D-3 Municipal Restrictions on Other Single-Use Plastics in Canada

February 6, 2020

City of Regina
Water, Waste and Environmental Services
2476 Victoria Ave
Regina, SK S4P 3C8
Email: jelford@regina.ca

Attn.: Dr. Juanita Elford

Re: Single-Use Plastics Consultation

Multi-Material Stewardship Western is pleased to be given the opportunity to provide some suggestions and recommendations with regard to the City of Regina's consultation on single-use plastics. Multi-Material Stewardship Western (MMSW) began operations on January 1, 2016, to help businesses meet their obligations under Saskatchewan's Household Packaging and Paper Stewardship Program Regulation. A not-for-profit organization based in Saskatoon, MMSW represents the steward members who provide financing for the delivery of recycling services for Waste Packaging and Paper (WPP) to Saskatchewan residents. MMSW has agreements with municipalities covering 82.2% of households in Saskatchewan. In 2018, these municipalities collected 42,352 tonnes of MMSW producers' post-consumer WPP material.

Extend EPR, don't ban

With regard to bans on single-use plastics, MMSW advocates for an expansion of provincial extended producer responsibility (EPR) programs to include single-use plastic items, including packaging-like products, prior to considering banning these items for use and sale at the municipal level. Wherever possible, we believe consistency across the province is crucial to achieving significant environmental outcomes and this is most relevant in terms of developing legislation affecting the types of materials permitted in the marketplace and collected through recycling programs.

We believe the first step should be to place as many of these items under a provincially regulated EPR program as possible to give them a chance to be responsibly managed before banishing them from the marketplace. Bans, too hastily applied, can often result in unintended consequences. Bans on the sale or use of items are typically most effective if applied at a national level, to the extent that they are needed at all, simply because producers' supply of products is typically national in scope. And if, for some reason, a national approach is not possible then it is our preference that they be applied at the provincial level to avoid local governments creating a patchwork of policies.

Consider role of disposal bans

We recommend that provinces augment provincial EPR policies with disposal bans to ensure these materials are kept out of landfills, to support increased recycling rates and to help overcome the economic disparity between the linear and circular economies for plastics. Disposal bans have been shown to be an effective complement to EPR policies. Recent European data indicates that countries with landfill restrictions on recyclable and recoverable materials, on average, have higher recycling rates

of plastic post-consumer material.¹ However, timing of their application is important. Disposal bans for recyclable materials should be introduced after provincial systems are in place to collect and recycle the banned items to ensure there is sufficient capacity to manage them.² The Canadian Council of Ministers of the Environment (CCME), in Phase 1 of its Canada-Wide Action Plan on Zero Plastic Waste, committed to developing best management practices for disposal bans of end-of-life plastics by December 2019, and we anticipate that this work may prove helpful to provincial governments considering this issue in the future.³

Also, the EU's Landfill Directive (part of the European Parliament's Circular Economy Package, passed in April 2018) uses landfill bans to augment EPR policies. It requires that, by 2030, municipal waste suitable for recycling or other recovery cannot be sent to landfill. It also requires that by 2035, the amount of municipal waste disposed to landfill must be reduced to 10% or less of the total amount of municipal waste generated.⁴

CCME Roadmap

The federal government, with the CCME, has committed to developing a roadmap by December 2021 to address single-use and disposable plastics that are most commonly released into the environment. The roadmap will be informed by the federal government's science assessment of plastic pollution, which received media attention last week.⁵ Whether these initiatives eventually result in bans on the sale or use of items, we support the careful, science-based approach being taken by the federal government and CCME.

Multi-Material Stewardship Western recommends that the City of Regina resist applying sale and use bans. In the meantime, by considering advocating for these items to be placed under a provincial EPR program and imposing provincial disposal bans, the City of Regina can make significant contributions to alleviating plastic pollution in Saskatchewan and demonstrate its leadership.

Public Procurement

While not within the scope of the City of Regina's consultation, we would like to share some thoughts on the potential for public procurement to assist with recycling performance. We note that Phase 1 of the CCME's Zero Plastic Action Plan includes commitments to develop guidelines and tools for government procurement practices by December 2021. Local governments, such as the City of Regina, can play a role by developing their own public procurement policies. In the meantime, we recommend the UN Environment's 2018, *Building Circularity Into Our Economies Through Sustainable Procurement* as a

¹ *Plastics – the Facts 2018: An analysis of European plastics production, demand and waste data*, by Plastics Europe, 2018 p. 35, file:///C:/Users/cabel/Downloads/Plastics_the_facts_2018_AF_web.pdf.

² *A Vision for a Circular Economy for Plastics in Canada*, February 2019, p. 29, Smart Prosperity Institute, <https://institute.smartprosperity.ca/sites/default/files/report-circulareconomy-february14-final.pdf>

³ "[Canada-Wide Action Plan on Zero Plastic Waste, Phase 1](#)", Canadian Council of the Ministers of the Environment, pages 5 and 8. Published June, 2019.

⁴ [The Landfilling Directive](#) (1999/31/EC).

⁵ See "[Canada-Wide Action Plan on Zero Plastic Waste, Phase 1](#)", Canadian Council of the Ministers of the Environment, June, 2019, "[Canada's Plastics Science Agenda](#)", Environment and Climate Change Canada, June 2019 and "[Draft Science Assessment of Plastic Pollution](#)", Environment and Climate Change Canada, January 2020.

reference source.⁶ It provides best practices guidance and recommendations on how to embed circularity into sustainable public procurement and enumerates its many benefits, including the extent to which governments' purchasing power (averaging approximately 12% of GDP in OECD countries and up to 30% GDP in developing countries) can alter the economics of recycling and sustainability in general.⁷

Conclusion

The proliferation of plastics in the environment and its impact on our oceans, lakes, and rivers has captured global attention and demands concerted action at all levels. Multi-Material Stewardship Western is pleased that the City of Regina is seeking solutions to this latest environmental threat and we welcome the opportunity to do our part on behalf of Saskatchewan producers. As explained throughout this letter, efforts to address these issues require provincial if not federal coordination and, as such, we do not recommend municipal action beyond advocating for change with higher levels of government.

Thank you for the opportunity to provide feedback on the City's Plastics consultation. Please do not hesitate to contact us if you have any questions.

Sincerely,

Multi-Material Stewardship Western

⁶ Building Circularity Into Our Economies Through Sustainable Procurement, UN Environment, 2018.
https://wedocs.unep.org/bitstream/handle/20.500.11822/26599/circularity_procurement.pdf?sequence=1&isAllowed=y

⁷ Ibid., p. 2.

Single-Use Plastic - Residents

Status:	Closed	Partial completes:	1,096 (10.4%)
Start date:	2019-10-10	Screened out:	0 (0%)
End date:	2019-10-26	Reached end:	9,442 (89.6%)
Live:	17 days	Total responded:	10,538
Questions:	23		

1. On a scale of 1 to 5, how important is reducing single-use plastics to you?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses	%
1 Not at all Important	519		5
2 Not Important	424		4
3 Neutral	973		9
4 Important	2970		28
5 Very Important	5652		54

Average: 4.22 — Median: 5

Total respondents: 10538
Skipped question: 0

0% 20% 40% 60% 80%

3. On a scale of 1 to 5, how important is a ban on single-use bags used at retail check outs?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses	%
1 Not at all Important	659		7
2 Not Important	567		6
3 Neutral	1016		10
4 Important	2973		30
5 Very Important	4694		47

Average: 4.06 — Median: 4

Total respondents: 9909
Skipped question: 104

0% 20% 40% 60% 80%

4. Which level of government do you feel should take action to reduce single-use plastics. Check all that apply.

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses	%
Federal	2062		21
Provincial	2072		21
Municipal/City	2140		22
All	7164		72
Unsure	722		7

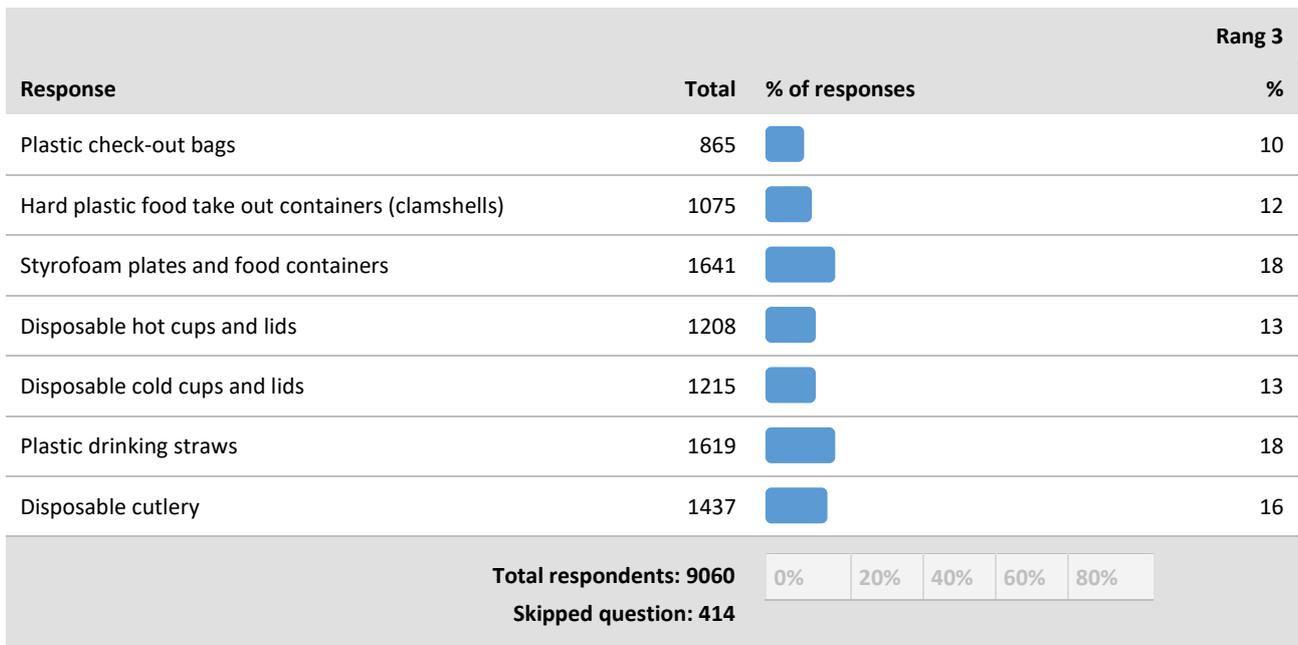
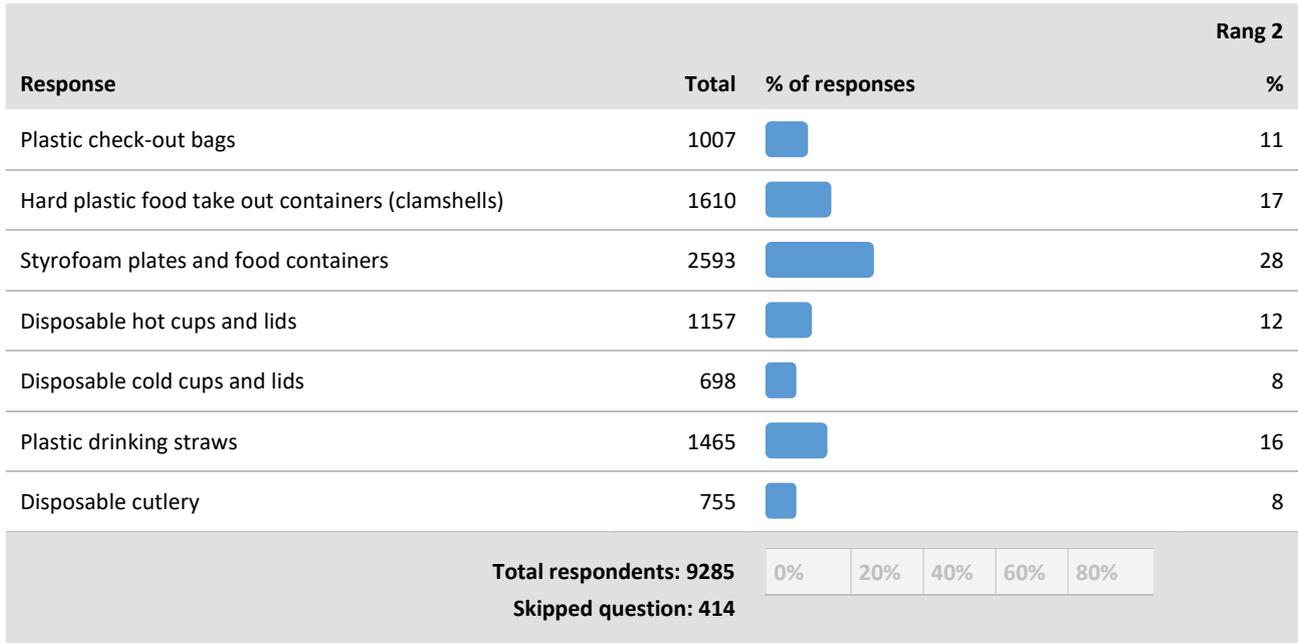
Total respondents: 9900 0% 20% 40% 60% 80%
Skipped question: 113

5. Which three types of single-use plastics would you most like to see regulated?

(Each respondent could assign numeric rankings to the response choices. Respondents were prohibited from assigning the same ranking more than once.)

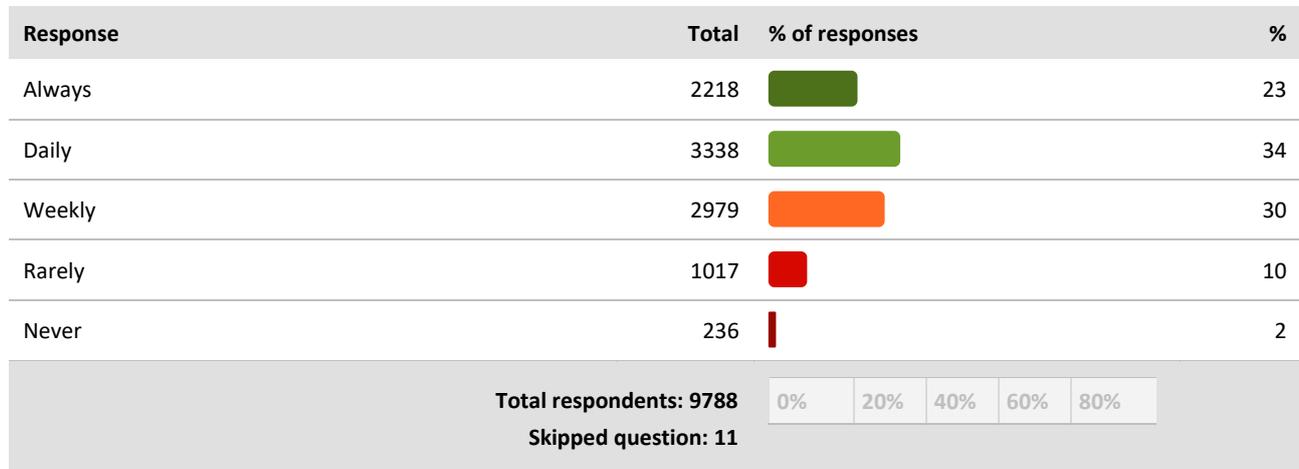
Response	Total	% of responses	Rang 1 %
Plastic check-out bags	4778		50
Hard plastic food take out containers (clamshells)	985		10
Styrofoam plates and food containers	2147		22
Disposable hot cups and lids	476		5
Disposable cold cups and lids	168		2
Plastic drinking straws	723		8
Disposable cutlery	322		3

Total respondents: 9599 0% 20% 40% 60% 80%
Skipped question: 414



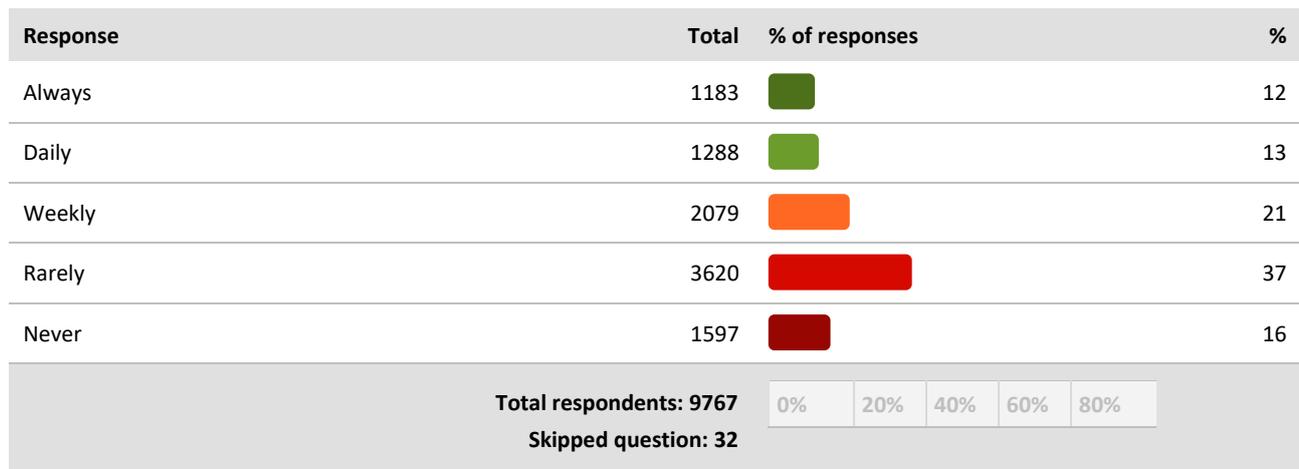
6. How often do you use alternatives to single-use plastic bags such as reusable bags and/or food containers?

(Each respondent could choose only ONE of the following responses.)



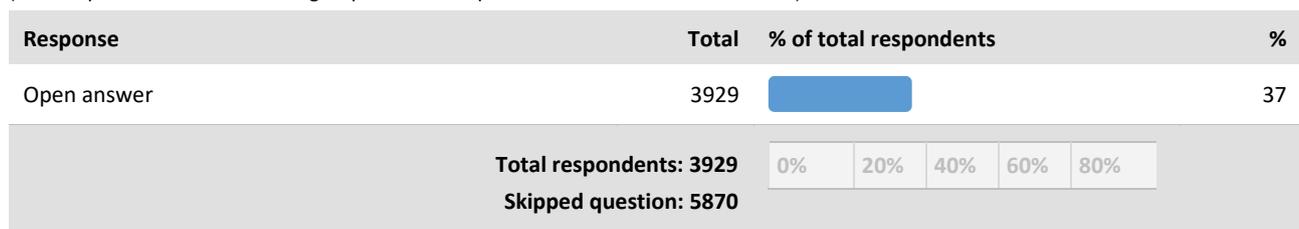
7. How often do you use alternatives to disposable cups when purchasing beverages?

(Each respondent could choose only ONE of the following responses.)



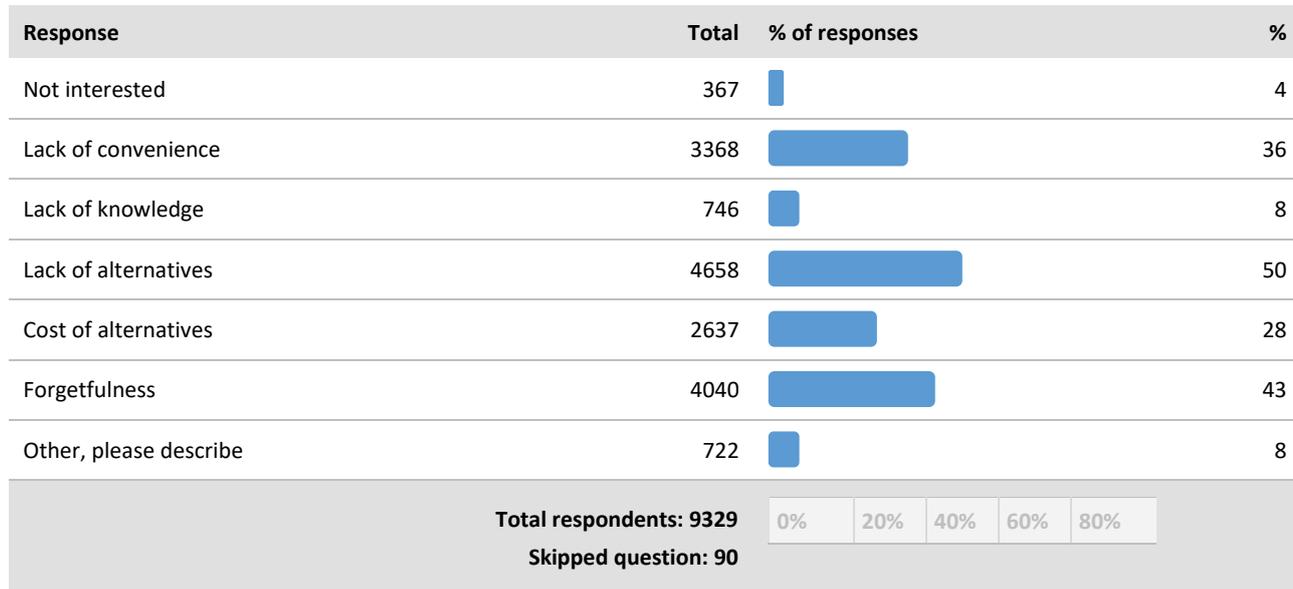
8. Are there other ways that you and/or your household limit the use of single-use plastics? Please describe.

(Each respondent could write a single open-ended response of maximum 2000 characters.)



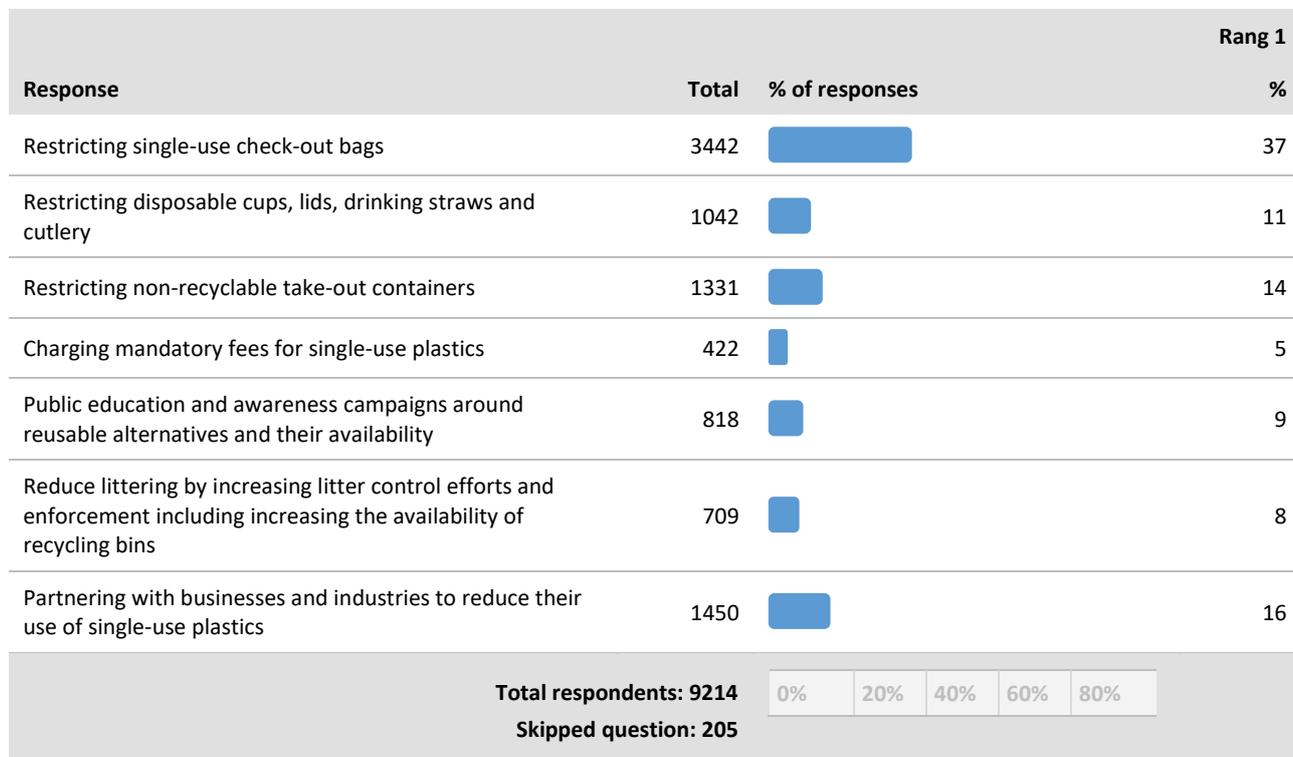
9. What discourages you from finding ways to reduce your use of single-use plastics?

(Each respondent could choose MULTIPLE responses.)

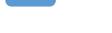


10. There are many options that the City of Regina could consider to limit the use of single-use plastics. Please rate the top three options that you would support:

(Each respondent could assign numeric rankings to the response choices. Respondents were prohibited from assigning the same ranking more than once.)



			Rang 2
Response	Total	% of responses	%
Restricting single-use check-out bags	827		9
Restricting disposable cups, lids, drinking straws and cutlery	1935		21
Restricting non-recyclable take-out containers	1713		19
Charging mandatory fees for single-use plastics	515		6
Public education and awareness campaigns around reusable alternatives and their availability	1114		12
Reduce littering by increasing litter control efforts and enforcement including increasing the availability of recycling bins	1292		14
Partnering with businesses and industries to reduce their use of single-use plastics	1611		18
Total respondents: 9007		    	
Skipped question: 205			

			Rang 3
Response	Total	% of responses	%
Restricting single-use check-out bags	829		9
Restricting disposable cups, lids, drinking straws and cutlery	1252		14
Restricting non-recyclable take-out containers	1413		16
Charging mandatory fees for single-use plastics	588		7
Public education and awareness campaigns around reusable alternatives and their availability	1149		13
Reduce littering by increasing litter control efforts and enforcement including increasing the availability of recycling bins	1098		13
Partnering with businesses and industries to reduce their use of single-use plastics	2434		28
Total respondents: 8763		    	
Skipped question: 205			

11. Are there any other information/comments you would like to share as the City examines options to limit single-use plastics?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents	%
Open answer	1975		19

Total respondents: 1975
Skipped question: 7444

0% 20% 40% 60% 80%

Single-Use Plastic - Business

Status:	Live	Partial completes:	18 (17.8%)
Start date:	2019-10-10	Screened out:	0 (0%)
End date:	2019-12-31	Reached end:	83 (82.2%)
Live:	68 days	Total responded:	101
Questions:	23		

Filter is On:

INCLUDE only respondents who answered in the following way:

- 2. Are you responding as: A business

Remaining respondents: 101 (100%)

1. On a scale of 1 to 5, how important is reducing single-use plastics to you?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses	%
1 Not at all Important	8		8
2 Not Important	3		3
3 Neutral	8		8
4 Important	21		21
5 Very Important	61		60

Average: 4.23 — Median: 5

Total respondents: 101

Skipped question: 0

0% 20% 40% 60% 80%

12. Is your business a:

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses	%
Restaurant - Franchise	1		6
Restaurant - Independent Operator	4		22
Retail - Franchise	2		11
Retail - Independent Operator	7		39
Other, please describe	4		22

Total respondents: 18

Skipped question: 76

0%
20%
40%
60%
80%

Other:

Hotel

Festival Organizer

medical distribution

13. Do you support restrictions or regulations of single-use plastics?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses	%
Yes	14		78
No	2		11
Unsure	2		11

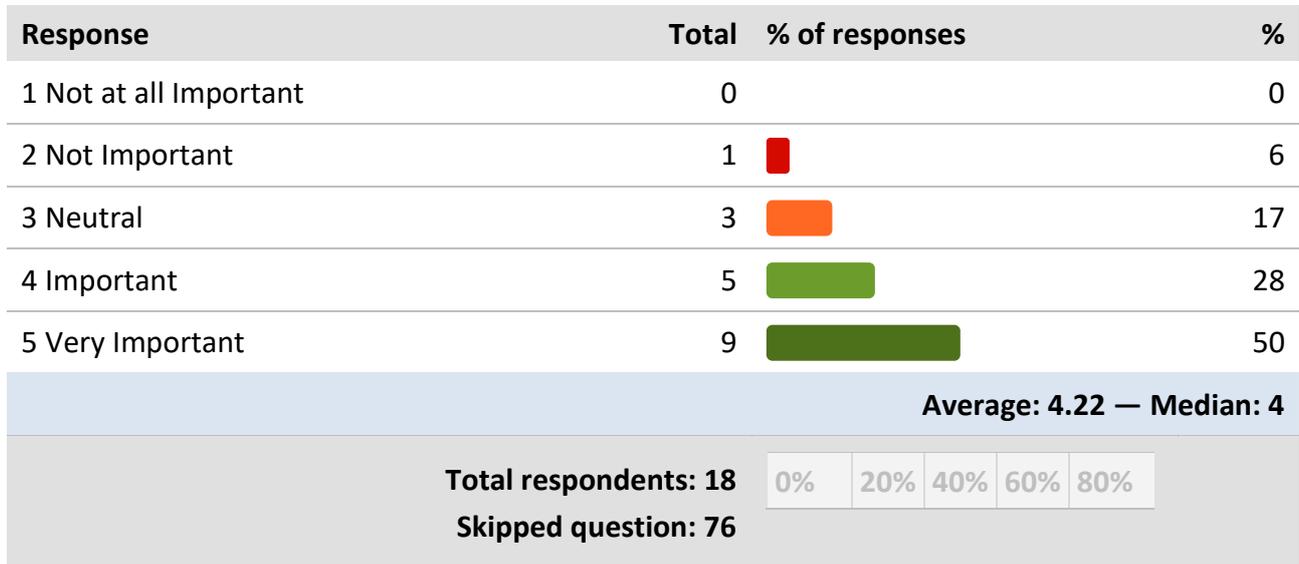
Total respondents: 18

Skipped question: 76

0%
20%
40%
60%
80%

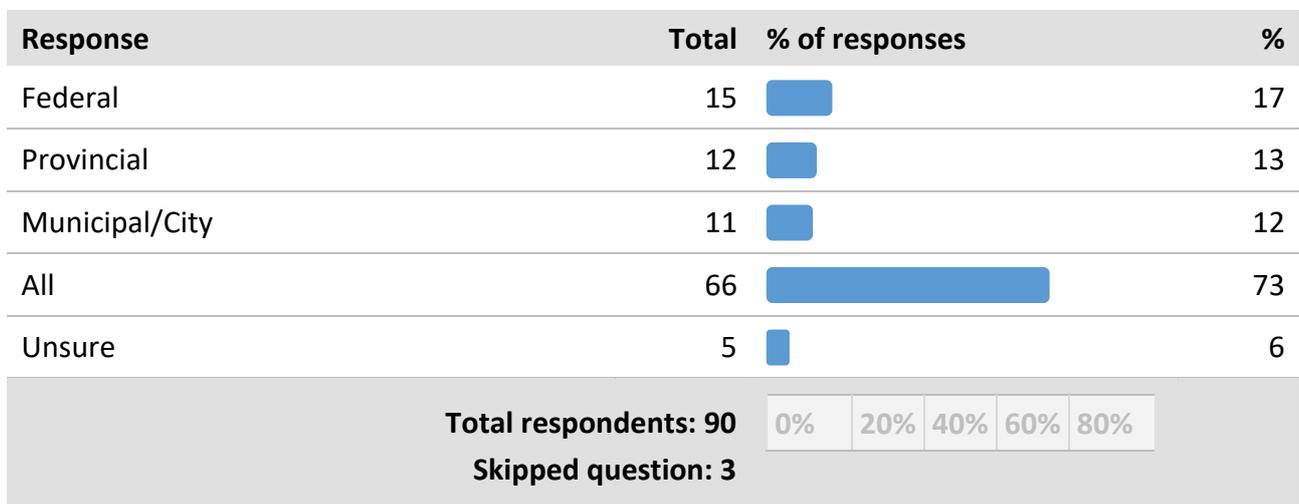
14. On a scale of 1 to 5, how important is a ban on single-use bags used at retail check outs?

(Each respondent could choose only ONE of the following responses.)

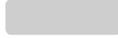


15. Which level of government do you feel should take action to reduce single-use plastics. Check all that apply.

(Each respondent could choose MULTIPLE responses.)



16. What type(s) of single-use plastics does your business regularly use? Check all that apply.
 (Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses	%
Plastic check-out bags	25		27
Plastic straws	24		26
Plastic cups and lids	27		29
Paper cups and lids	21		23
Disposable food containers	35		38
Disposable cutlery	34		37
Other, please describe	15		16
None of the above	28		30

Total respondents: 93 0% 20% 40% 60% 80%

Skipped question: 0

Other:

Paper products and continuous use of reusable items

Compostable bowls, lids and cups

Plastic garbage bags

Zippy wrap

PLASTIC TRAYS

There's 500 construction products that are single use plastics that don't have to be

Also water bottles, these would be used by our staff and not sold by our business

We are a tattoo shop. There is plastic in some of our dispositional supplies. Getting rid of plastics will drastically hurt the tattoo industry, and will force artists to use reusable materials which adds to the spread of bloodborne pathogens.

Disposable tattoo equipment uses plastic packaging

Chemical bottles

Packing materials for custom products

We buy things that are packaged in single-use plastic.

Medical gloves for checking livestock, Artificial Insemination 'straws'

medical sundry

We use recyclable paper food containers, paper to go bags and cornstarch (straws and portion cups)

17. Does your business offer alternatives to plastic bags?

(Each respondent could choose only ONE of the following responses.)

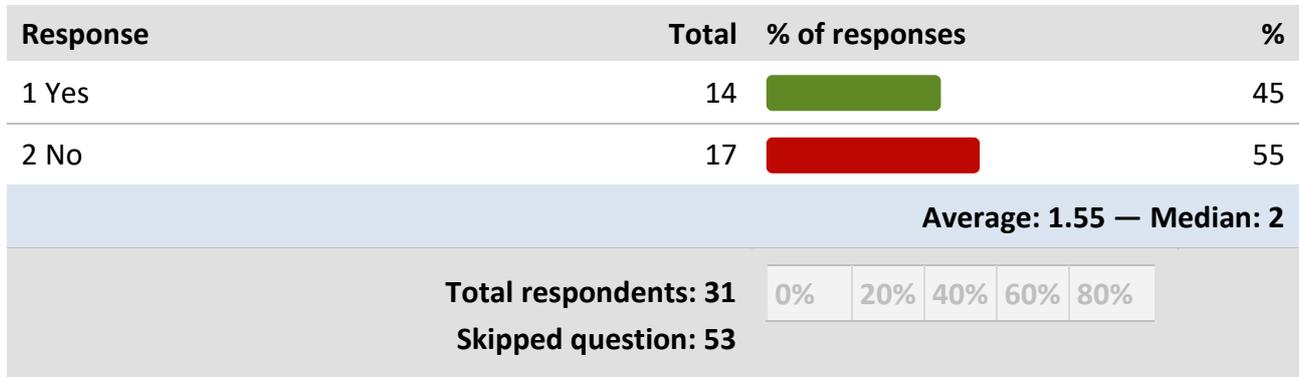
Response	Total	% of responses	%
Yes, paper bags	3		12
Yes, reusable fabric bags	3		12
Yes, cardboard boxes	5		20
No	14		56

Total respondents: 25 0% 20% 40% 60% 80%
Skipped question: 61

18.1. Does your business:

- Ask customers if they want plastic straws?

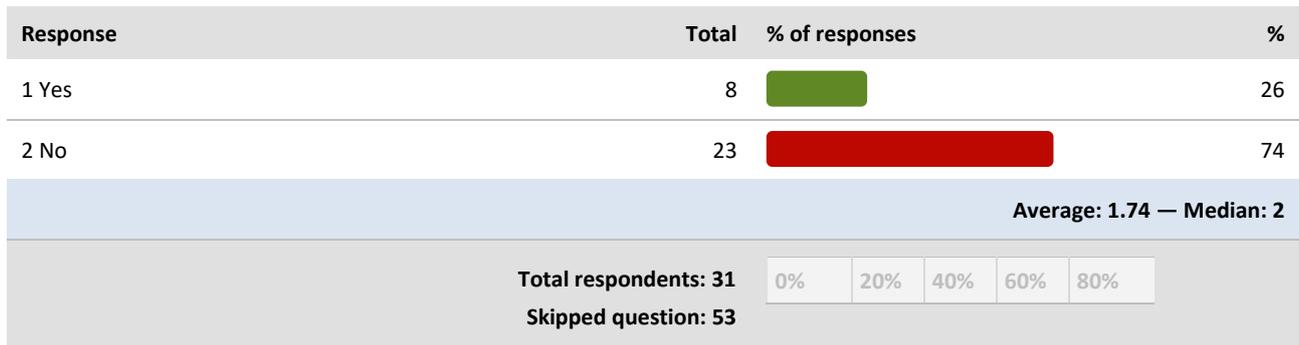
(Each respondent could choose only ONE response per sub-question.)



18.2. Does your business:

- Offer alternatives to plastic straws such as paper straws?

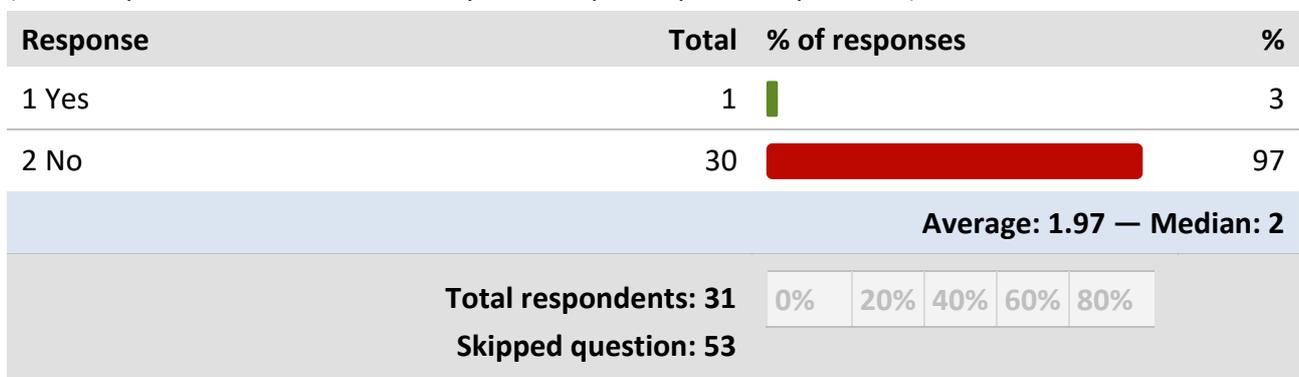
(Each respondent could choose only ONE response per sub-question.)



18.3. Does your business:

- Charge extra for plastic straws?

(Each respondent could choose only ONE response per sub-question.)



19. What steps is your business considering to reduce the use of single-use plastics?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents	%
Open answer	38		38
Total respondents: 38			
Skipped question: 45			

We are offering Compostable tablewares. This will reduce single use plastic plates, styrofoam plates, paper plates (they are ok but made with lot of chemicals)

Using only rewash dishes Bring your own take out dishes Paper strawa

Looking for alternatives to replace plastic garbage bags

We have already stopped using disposable cups and plates.

Provide water bottles or biodegradable cups for use

If the law says we can not use them, we will look for alternatives

USE MORE PAPER/CARDBOARD

Going to install a sink to wash dishes instead of having plastic cutlery!

We've cut them cold turkey. Customers understand we're just polluting the earth for the sake of what?? Because it's awkward carrying something to your car? So pointless.

Use of paper bags instead of plastic.

We are eliminating all plastic within the next year. Plastic is bad, earth is good.

None

We are offering bulk Options and items in glass jars.

When ordering merchandise for our store we try to only ever chose products that have aero plastic on packaging. Limit items coming from china that are always wrapped individually and switch to canadian and locally made as much ass possible.

using paper/plant based products

I am a small business owner, and a resident. The steps I am taking as a homeowner to reduce single-use plastics are making my own bread and baked goods, buying in bulk using reusable containers, bringing my own reusable grocery bags shopping, and buying second hand products to avoid unnecessary plastic packaging. My business uses zero single-use plastics.

Educating workers to be responsible when choosing the types of containers they use when bringing food to the work place. Encouraging the use of reusable drink containers and straws.

We have never used plastics as a business by choice since 2011. All tissue, packaging paper, retail bags and boxes are made of recycled paper.

Take part in this survey.

For gatherings of our Board, we use reusable dishes.

Switching to all compostable disposables by January 2020.

reusable cups and cutlery in the office and water cooler for water instead of single use water bottles

We've been using cornstarch cutlery and biodegradable containers for 10 years.

Can't think of any

We hand out food to homeless people, we need disposable containers and plastic utensils. What else would we use?

None

Biodegradable containers and use paper straws only on request

Nothing is viable or too costly

No more plastic stir sticks or cutlery

Disposable containers by request only. Discounts for those who bring their own container/to go cup. 90% of our plastic products are recyclable.

Everything. We are aiming to be a zero waste company by 2020.

n/a - single use plastics guided by hospital/college guidelines

maximize bagging, sell reusable bags, charging a fee for bags, not double bagging, not bagging items that don't need a bag.

Ask customers to provide own bags

Look at costing out other options but so far none beats the plastic takeout things.

When you buy a case of cups you get so many, we're still using up old stock.

There are no barriers. There are so many great and cost effective alternatives. Businesses are being lazy if they are complaining that there are no alternatives.

We have switched over to paper straws, paper check-out bags and biodegradable take out containers

20. What are barriers to reducing single-use plastics in your business? Check all that apply.

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses	%
Lack of alternatives	34		44
Don't know how to reduce	9		12
Cost of alternatives	41		53
Anticipated negative customer reaction	15		19
Concerns about cleanliness food safety	17		22
Other, please describe	21		27

Total respondents: 77

Skipped question: 6



Other:

City doesn't have compost facility so compostable items end up in the landfill anyway

We use zippy wrap because it doesn't stick to the bubble wrap which can then be reused.

ALSO PUT RESIDENTIAL GARBAGE IN CARDBOARD BOXES NO PLASTIC

See above

None. People care about this. More customers shop with us now because customers care. It saves us money on buying the plastic.

Quality of alternatives

Cheese

We dont want to make the aids problem in regina even worse.

There are still some products that I can not purchase in non-single use plastics at the grocery store.

Education of workers. More needs to be done in our workplace to educate about reducing their dependance on single use plastics

Take out food containers need to be established before taking them away

Lack of legislation/bylaws/ public policy

Alternatives do not necessarily have a lower environmental or carbon footprint

Health of the animals

That I don't have to change

Food allergens. My facility is gluten free dedicated and many of the alternatives are made with wheat bi-products. So makes sourcing more difficult for me as well as more expensive. To use items made with wheat will make my customers sick.

Apathy

No barriers. There are tons of affordable options and my customers fully support it!

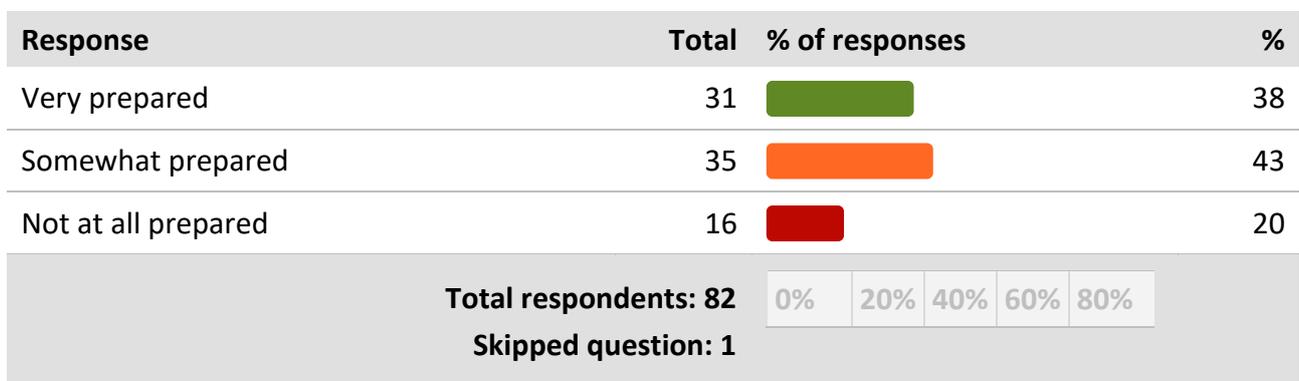
We currently have succeeded in a total ban of single use plastics, the cost of alternate products is coming down and the quality of alternate products are improving as well.

Access to recycled content bags given limited NA supply (would have to source from Asia at added GHG and cost

There are no barriers. There are so many great and cost effective alternatives. Businesses are being lazy if they are complaining that there are no alternatives.

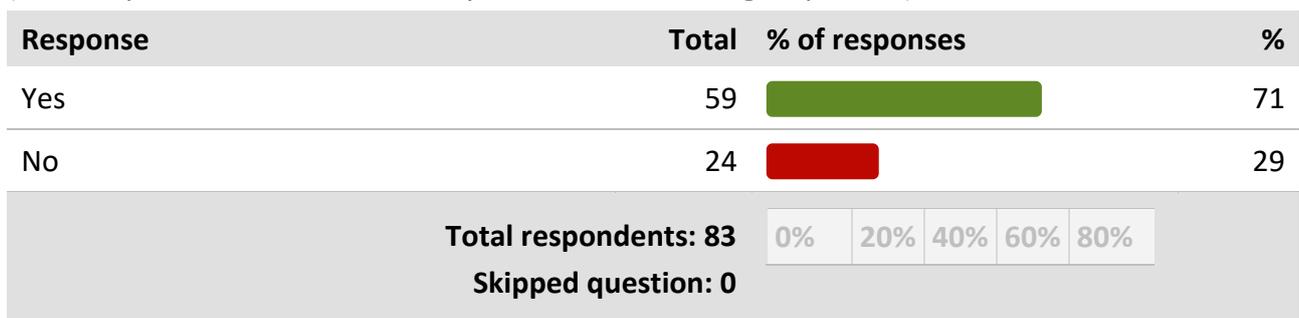
21. How prepared is your business for possible legislative changes from the federal, provincial or municipal levels of government to limit single-use plastics?

(Each respondent could choose only ONE of the following responses.)



22. Is your business considering this issue as you plan for the future?

(Each respondent could choose only ONE of the following responses.)



23. What one piece of advice would you give the City of Regina as it explores options to limit single-use plastics?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents	%
Open answer	57		56
Total respondents: 57			
Skipped question: 26			

Other:

Try something that is holistic and natural....

Make an aggressive plan to eliminate single use plastic ASAP. Implement it quickly and enforce it.

There are much more serious problems than this issue which is totally driven by those looking to virtue signal that they are doing their part to clean the environment. It's only for political gain.

Strong regulations on using single use plastics.

Running a small business is very expensive, and it feels like every time we start to get ahead there is another tax, fee, or some new expense with their hand in our pocketbook. This new ban on single use plastic is an expense that some won't be able to absorb, the alternatives to plastic lids are nonexistent or if they are out there, prohibitively expensive. Please keep this in mind when raising taxes or adding new fees or raising current taxes and fees because as a popular business with a regular clientele, we are already struggling and no one seems to care or offer alternatives or assistance.

Ban plastics in the city of Regina.

Just do it! And we need a compost facility so that compostable items and do not end up in the landfill.

Ban everything except plastic ramekins and lids. I'm unaware of any alternatives. There are alternatives for all other single use plastics for my business.

In my opinion there is no choice but to be a leader of change. Most people are aware of the changes that need to be made. Start with businesses first perhaps by offering a business recognition program. Most people want to do the right thing, just show them the way

It is an easy switch. I don't know why we didn't do it earlier. Business owners will likely be relieved to stop throwing out so much garbage.

Make it gradual and have alternative options ready for businesses BEFORE changing the bylaw.

Do it now or none of us will take the initiative

DON'T SIT ON IT..ACT NOW.....

Recycle options for single use plastics! Check out bcs recycling especially Kelowna! You can recycle potato bags, the clear sealant around a case of pop and everything! They have invested very far into recycling and we should be as well!

Don't be lazy please.

Give businesses lots of time before implementing any bans on plastic. Help find local alternatives first.

Be extreme and set an example. Other cities will follow the trend if we set the bar high

Make Regina an environmental haven for residents. It will promote growth and increase the population of younger residents looking for safe and environmental friendly municipality.

Your mom

Don't just ban something without providing resources and information for alternatives.

This isn't a choice it is a need. We NEED to reduce plastics, especially single use.

There should be more options to find water in public places to encourage people to have their own water bottles with them.

Set up some or more collection stations for collecting them.

Let healthcare professionals and tattoo and piercing artist continue to use single use plastic. Many of us would have to start buying from American companies, which takes more money out of Canada. Banning single use plastics with definitely help to spread diseases.

Allow certain businesses, like tattoo shops, who depends on single use plastic to keep disposable equipment sterile.

In my home our family has to slow down to facilitate living in right relationship on the planet. Slowing down is better for the environment, which in turn is better for me and my children, and all of us. Slowing down directly improves our mental, emotional, physical and spiritual health, rendering us healthier citizens. Living more mindfully and practicing responsible stewardship of the resources we are gifted is necessary and empowering, a win-win.

If the city of regina actually cared about limiting the use of single use plastics they would lobby india and china to reduce what theyre using. Not change laws that will negatively impact/cripple local businesses that arent mass polluters.

It is important for the City to consider what items actually can be recycled before banning them.

Make sure there are different options in place at an affordable price. Right now paper straws are 10 times the price of plastic which is a huge up cost.

Ban outright all single use plastics, without exception.

Limit it now, because limiting it last year isn't possible.

All decisions shall be based on scientific data, not just perceptions. All waste should be looked at, not just plastics. Many alternate products have bigger/worst environmental impacts. When looking at food packaging the sanitary aspect and the food waste reduction potential of plastic packaging should be carefully analysed.

There should be separate collection programs for residents and businesses for hard to recycle single use items like plastic bags, Styrofoam and there should be clearer and more frequent education for residents on how to recycle all types of materials.

Just do it.

I run the business but I am not the owner. Please force the companies to go plastic free. I have switched what I can but there are some decisions that come from my owners and brand

Offer more seevices that handle non typical recycling

Ban styrofoam first. Then move on... also having commercial composting available would be amazing.

Get a company that will actually do their job and take every type of recycling materials instead of Emterra

Use things twice

Do the environmental math please, there are upstream/downstream facts that need to be taken into consideration on both sides of the plastics debate.

Educate the public that they can't expect less carbon emissions and still expect to drive to 7-11 for their slurries in plastic cups and pizza boxes. Everybody expects the government to do something about climate change but nobody realizes what they have to give up. Especially teenagers.

If we all make a decision only then it will be helpful. Alternatives will be more affordable if all the businesses will use them as it will be a bulk production. If all businesses are charging a bit extra that's fine too.

Move quickly, we should be a leader in this area. Many people are still not making any steps to reduce.

quit finding ways to tax us, cut your costs

Ban styrofoam first. Doesn't make sense that it is still being sold. Also focus should be on the large use of items not small. It's about time that mass producers of the environmentally unfriendly items take the hit for it as well as the large users of it. And if single use is only making up 1% what is making up a larger percentage, that's where the time and money should be going to make the biggest income. Why start in an area that is only 1%, that in itself is wasteful and not useful.

Eliminate them - and do more, much more. Fine those who contaminate blue bin materials.

Send someone out to walk the fence lines along ring road and other high traffic areas with places garbage can collect and look what single use plastics are collected there. More than likely it will consist of plastic bags, tim hortons cup lids/other plastic lids, 711 big gulp cups and many other similar items. Companies that serve thousands of customers a day and have the funds/means to facilitate greener packaging options should have tighter restrictions on the the materials they use where as smaller local businesses should be given more leniency.

Help people to afford renewable and responsible products by giving subsidies or setting price caps on products - particularly for those who are poor.

Do it! Please be a leader in Saskatchewan. We need it!!

Please keep proceeding with this extremely important environmental initiative despite negative push back.

exclude healthcare environments

Work with Province, or plug yourselves into the federal discussion so that you are not creating your own solution to what should be a harmonized approach across the province (or country).

City employees need to reduce their work use of single use plastics.

Very difficult to survive in this present economy let alone raise prices because you have to go to higher input costs like paper. We are a very competitive industry with tons of market fragmentation and tons of chains going against locals. Very hard to pass cost increases onto the customers. Please remember that we are not setting a city budget here where the budget sets the tax rates and tax payers have no choice but to pay higher costs.

Some items are easily adapted, others are not. There is no 1 solution. We have already adapted to the changing needs/wants of our consumers. I feel that a regulatory approach should come from the provincial level as to what should be permitted/not permitted for sale in our communities. We know this is bad, so why is a company allowed to produce such an item for sale in the 1st place? There will be slow adopters to the new realities but taking away the poor options will increase the speed of transition.

Please do it! Be a leader in fighting climate change! It would make me SO proud to live in a city that bans single use plastic!

Have suppliers on board with affordable alternatives

October 24, 2019

Email: jelford@regina.ca

Dr. Juanita Elford
Waste Minimization Specialist
Water, Waste and Environmental Services
City of Regina

Dear Dr. Elford,

RE: Single-Use Plastics Reduction

On behalf of the Retail Council of Canada (RCC), and our members operating in the City of Regina, thank you for the opportunity to begin our discussions on how we can work collaboratively to reduce the use of single-use plastics, including plastic bags in your community.

RCC and our members are not opposed to a plastic bag ban, and a range of other actions specific to other single-use items, however in this document have outlined our comprehensive thoughts on this important issue.

About Retail Council of Canada (RCC)

RCC is a not-for-profit industry-funded association that represents small, medium and large retail businesses in every community across the country. As the Voice of Retail™ in Canada, we proudly represent more than 45,000 storefronts in all retail formats, including department, grocery, specialty, discount, independent retailers and online merchants.

Retail is Regina's largest employer and across Saskatchewan more than 68,000 people work in the province's 4,882 retail stores. Core retail sales (*excluding vehicles and gasoline*) in the province exceeded \$19.5 billion in 2018. Retail Council of Canada (RCC) members represent more than two-thirds of core retail sales in Saskatchewan, and over 90% of all grocery sales in the province.

About RCC and Sustainable Issues

RCC members are not only the frontline face of most consumer facing environmental programs - but are also a vital link in their success.

RCC and its members are extensively engaged in the design and delivery of over 100 waste diversion and EPR programs operating in Canada, including each of Saskatchewan's regulated and voluntary programs. We bring an important depth of experience and perspective to this subject from our work coast to coast to coast. Current stewardship programs cost approximately \$1.6 Billion across Canada.

More specifically, RCC members represent the vast majority (estimated to exceed 90%) of all plastic bags distributed in the City of Regina.

Retail Action To Date

The negative impact of single-use plastics is undeniable, and RCC members have already taken significant action to reduce the distribution of single-use items.

For example, many retailers have instituted fees for checkout bags that have shown to create an immediate reduction of bags distributed. Additionally, most retailers have incorporated best practices to reduce bag use, as well as promoted the use of reusable bags as a better alternative. Further, some national and regional retailers have announced their intentions to phase out single-use plastic bags entirely.

Retailers and manufacturers also collaborate with municipalities to fund 75% - 100% of the blue box system that collects packaging and paper products. Unfortunately, it is less practical to collect soft plastic and small single-use plastics through the blue box and therefore the system is a focus for continuous improvement in many jurisdictions.

Our members also welcomed the June 2019 announcement that the federal government will ban the use of certain single use plastics by 2021. Even though the details still must be worked out in conjunction with stakeholders, RCC is confident that this federal government initiative will create a level playing field for businesses across the country.

Achieving such a nationally harmonized approach could help to avoid customer confusion and improve environmental outcomes. A national approach could also streamline and lower a retailer's operational and cost impacts, which could ultimately result in lower costs for consumers.

National or Provincial Coordination Preferred

RCC and its members strongly prefer the City of Regina work collaboratively with the Saskatchewan government in an effort to take a harmonized approach to borderless issue impacting all Canadians.

A consistent harmonized system creates the best citizen understanding of the waste system, and therefore provides the best environmental outcomes. When government action (especially at the municipal level) is not harmonized with best practices in neighbouring communities or provinces, it also creates additional cost and administrative burden for retailers.

Retail is a very competitive industry and we are reliant upon Government to maintain a level playing-field. A situation where a store on one side of a road is subject to one set of rules, and their competitor on the other side of the street is not, is inherently uneven.

Given that many retailers conduct business in multiple towns, municipalities and provinces, they attempt to create a seamless customer experience through harmonizing procedures. From store layout to

product offerings, pricing and advertising, customers can shop with certainty, knowing that their shopping experience with a chain retailer (including the online experience), will be similar / if not identical at all stores across their network.

Harmonizing procedures also plays a key role in helping a retailer manage costs. The continued growth of online retail and the resulting competition emanating from the massive US and China based online retail companies, makes it crucial for retailers to ensure that they are offering customers a great retail experience at a competitive price. Some of the strategies for managing costs involve retailers making common decisions for all Western Canada concerning product supplies and advertising – such as the procurement of checkstand bags.

Government of Saskatchewan Request

RCC members have stated repeatedly that they would prefer provincial (or Federal) governments take the lead on potential actions surrounding efforts to reduce single-use plastics and, in this regard, will be meeting with the Honourable Dustin Duncan, Minister of Environment to make a request for a coordinated approach for the province, in collaboration with Municipalities.

In a province like Saskatchewan, if a few municipal governments take action that is not harmonized with general practices across the region, there can be cost implications for retail stores. If Regina were to decide to ban single-use plastic bags or other single-use items, some of Regina's retailers would incur higher initial and ongoing costs by changing to different products to replace the banned products.

However, larger retailers that have a store in Regina would have to amend their system wide supply chain and procedures in order to serve a couple stores in Regina. The cost to provide different checkout bags and other materials to a couple stores would create cost increases.

If the provincial government is unwilling to take a leadership role in creating a harmonized plastics strategy, RCC is prepared to advocate with larger Saskatchewan municipalities to create a harmonized quasi provincial approach to this issue.

Preferred Approach to Single-Use Plastics

Given the need for cooperation between governments and industry, RCC has developed a list of preferred approaches, where it could work in conjunction with governments at all levels, to achieve a reduction in the use of plastic products.

RCC believes that these approaches are broad enough that they could be modified to address local realities for government, business and community. The preferred options are as follows:

Single- Use Plastic Bags:

Option A: Mandated Reduction Strategies:

Mandate businesses to develop individual plans for bag reduction, as Vancouver BC has adopted.

The attached retailer education piece [Found Here](#) that Recycle BC developed in conjunction with RCC supported this effort to work towards reduction in single-use plastic bags. This document is a great resource for retailers in helping to successfully abide by the City bylaw.

Option B: Impose Mandatory Fee

Impose a mandatory fee set by regulation/bylaw that acts as an effective disincentive.

Retailers would not support fees being remitted to the government due to significant administrative burdens and inconsistent bag supply costs. It should be noted that not all municipal governments have the authority to impose a fee on bags.

Option C: A Plastic Bag Ban

Although a ban on single-use plastic bags is not a preferred approach, we are not opposed to a ban. Our members ask however that in the absence of a federal approach that is designed to create a harmonized and level playing field, regional governments look to other existing regulations to avoid creating unnecessary inconsistency.

A harmonized approach ensures operational simplicity, improved environmental outcomes –and the least disruption for consumers.

We believe Prince Edward Island’s “Plastic Bag Reduction Act” found [HERE](#) provides a good template, and is presently being considered by Nova Scotia, Newfoundland, New Brunswick, Ontario, BC and neighbouring Manitoba.

Appendix A at the end of this document outlines our recommendations to enhance environmental and operational outcomes that are being recommended as identified through practical application of the PEI regulation.

Packaging and Other Single-Use Items

Retailers are active participants in multi-stakeholder national and global discussions including the National Strategy for Zero Plastic Waste and Circular Economy Leadership Coalition in an effort to reduce their environmental footprint.

While packaging has many important functions, RCC members are making efforts to reduce the amount of plastics and packaging waste in their operations by:

- Removing difficult-to-recycle materials (PVC and expanded polystyrene)
- Increasing post-consumer recycled content;
- Ensuring and encouraging use of recyclable packaging materials;
- Reducing packaging for eCom-specific items;
- Providing alternatives to single-use products (bags, utensils, cups, straws, etc.)

RCC Members welcome the June 2019 announcement of the federal government's intended leadership on reducing Canada's reliance on single-use plastic items.

Generally, RCC members prefer national leadership over municipal regulation, and believe a longer-term effort requiring progressive measures is best to allow for consumer education and research to be completed to avoid unintended negative environment consequences of a migration to alternative materials (bamboo, virgin paper, etc.)

However, RCC supports:

- Polystyrene foam restrictions on disposable cups and take-out containers;
- An approach that only allows single-use items (straws, cutlery...) upon customer request;
- A requirement to use reusable cups and reusable dishware where practical;
- Reduction efforts that evolve to a ban on plastic straws, with certain exceptions (*hospitals, physically challenged, drink boxes...*);
- IC & I where public spaces exist (shopping malls, large office buildings...) could be required to manage materials they generate.

Final Comments:

RCC welcomes the opportunity to work with your Council as they explore how to find the right balance in reducing the public's reliance on single-use plastics.

Our members want to be part of the solution. RCC has been working hard with the federal government and governments in provinces across Canada to find sensible solutions that are based on science and business realities.

We welcome continued discussions with the City of Regina, the provincial government of Saskatchewan and the federal government on the issue of single-use plastics. We remain hopeful that all governments will engage us in meaningful discussion on this issue.

Thank you again for taking the opinions of the retail sector into consideration on this issue. Should you have any questions or comments regarding the information provided in this letter, please feel free to contact me at (204) 926-6824.

Sincerely,



John Graham
Director of Government Relations (Prairie Region)

cc: RCC members who conduct business & employ people in Regina
Pat Wilson, Director of Water, Waste and Environment, City of Regina
Philippe Cantin, Senior Director, Sustainability Innovation and Circular Economy, Retail Council of Canada

APPENDIX A:

PEI TEMPLATE PLASTIC BAG BAN

Should the City of Regina choose to move forward with a municipal ban on plastic checkstand bags, RCC members encourage supporting the important principle of harmonization by modeling a bylaw using existing best practices.

In recent months RCC and its members have been actively supporting Provincial and municipal single use plastic bag deliberations across the Country.

We applaud several jurisdictions who are considering or have implemented bans that have considered using Prince Edward Island's "The Plastic Bag Reduction Act" [HERE](#) as a harmonized template, and we would advocate the Saskatchewan Government or Regina do so as possible, should a ban be the directive of Council.

However, since the implantation of the July 1, 2019 PEI regulation, we have also been recommending the following eight points through practical experience.

These include:

1. **Definition of Business:** With the definition of business we would encourage the exclusion of Food Banks and Charities as food bank clients depend on bags for transporting donations. Nova Scotia added this amendment to the PEI regulation.
2. **Definition of a "Reusable Bag":** We encourage you to not include the prescriptive "primarily made of cloth or other washable fabric" as new and environmentally improved materials will be entering the market soon and their adoption would require a regulatory amendment.
3. **Fee on Paper (Section 4.2):** We encourage a fee be charged for a paper bags. Without a fee, consumers would simply shift to single use paper bags that are arguably equally environmentally problematic.
4. **List of Exceptions:** Avoid "made in Regina" exceptions and for operational simplicity harmonize with the PEI list.
5. **Delete 5 – 3c for Hygiene Reasons:** PEI allows for single use plastic bags to be returned to stores for reuse by other customers. For hygienic reasons, we would recommend excluding this exception.
6. **Graduated Implementation (Section 8):** We strongly prefer one fixed fee from the enactment date so as to avoid consumer and business confusion by changing the minimum fee for a paper bag or reusable bag. PEI adjusts its minimum fees up after six months.

7. **One Year Enforcement Date:** PEI (and Nova Scotia as well as several other jurisdictions) allow for a one-year period until the regulation comes into force to allow existing inventories of plastic bags to be used up, new suppliers to be sourced as well as consumers to adjust.
8. **Charitable Donations:** Consideration may wish to be given to allow for donation of reusable bags to charities and events for free, if not during a checkstand transaction (an exception to the minimum charge requirement).

For Further Discussion

John Graham
Director of Government Relations (Prairie Region)
Retail Council of Canada
E: jgraham@retailcouncil.org
P: (204) 926-8624

Municipal bans on single-use plastics are not particularly common in Canada. Several Canadian provinces have checkout bag bans in place (see below), and federal/provincial regulations are expected nation-wide as early as 2021 through the work of the Canadian Council of Ministers of the Environment. See the Retail Council of Canada’s quick chart of plastic bag regulations at <https://www.retailcouncil.org/regulations-and-bylaws-on-shopping-bags-in-canada/> for much of the following data.

MUNICIPAL BAG BANS IN CANADA

The following municipal bag bans and other single-use plastic restrictions are currently in place.

Province	Municipality	Types of Bags Banned	Exemptions
Alberta	Jasper	Any bag made with plastic, including biodegradable plastic or compostable plastic, except reusable bags Paper bags containing less than 40% post-consumer recycled paper content	<ul style="list-style-type: none"> • Package loose bulk items • Package small hardware items • Contain or wrap frozen foods, meat, poultry or fish, prepackaged or not • Wrap flowers or potted plants • Protect prepared foods or bakery goods that are not pre-packaged • Contain prescription drugs received from a pharmacy • Protect linens, bedding or other similar large items that do not fit easily in a reusable bag • Paper bags containing at least 40% post-consumer recycled paper content and display the words “Recyclable” and “made from 40% post-consumer recycled content” • Reusable bags designed and manufactured to last at least 100 uses, and, primarily made of cloth or other washable fabric • Plastic bags intended for use at the customer’s home or business, provided that they are prepackaged and sold in packages of multiple bags • A business that purchased plastic checkout bags in bulk prior to the passing of this bylaw may continue to provide the bags until the stock is depleted, provided that the customer is first asked whether they need a bag.
Alberta	Wetaskiwin	Single use plastic bags thinner than 2 mils or 50 microns thick	Single-use plastic bags used for: <ul style="list-style-type: none"> • Carrying fruits or vegetables; fresh meat or fish products • Containing bulk food items or bulk hardware items • Freshly prepared bakery items or other food items • Wrapping flowers or potted plants

			<ul style="list-style-type: none"> • Clothes after professional laundering/ dry-cleaning • Dirty, greasy, or hazardous products or materials • Any other durable material suitable for multiple uses or made of cloth and/or machine washable fabric
Alberta	Wood Buffalo (Ft McMurray)	Polyethylene bags thinner than 57 microns or made of biodegradable plastic, oxo-biodegradable plastic, plastarch, polylactide, or any other plastic resin composite	<ul style="list-style-type: none"> • Drive-in or Drive-through, Restaurant, Mobile Catering; or a Take out Restaurant • Bags distributed to food banks, homeless or animal shelters • Loose, bulk goods such as fruit, vegetables, nuts, grains, candy, or small hardware items such as nails, screws, nuts and bolts; flowers; which goods are not prepackaged; dry cleaning
B.C.	Richmond	Plastic checkout bags (both single-use and reusable)	<p>Plastic bags used to:</p> <ul style="list-style-type: none"> ○ Package loose bulk items such as fruit, vegetables, nuts, grains, or candy; ○ Package loose small hardware items such as nails and bolts; ○ Contain or wrap frozen foods, meat, poultry or fish, whether pre-packaged or not; ○ Wrap flowers or potted plants; ○ Protect prepared foods or bakery goods that are not pre-packaged; ○ Contain prescription drugs received from a pharmacy; ○ Transport live fish; ○ Protect linens, bedding or other similar large items; ○ Protect newspapers or other printed material intended to be left at the customer's residence or place of business; ○ Protect clothes after professional laundering or dry cleaning. <ul style="list-style-type: none"> • Packages of multiple bags intended for use at the customer's home or business.
B.C.	Saanich	Any bag used by a customer for transport of goods from a business, including take-out and delivery of food.	<ul style="list-style-type: none"> • Paper bags containing at least 40% post-consumer recycled paper content and labelled as both "Recyclable" and "made from 40% post-consumer recycled content, for which a fee of at least 15 cents per bag must be charged (rising to 25 cents one year after the bylaw comes into effect). • Small paper bags less than 15 x 20 cm when flat • Reusable bags for which a fee of at least \$1 per bag must be charged (rising to \$2 per bag on one year after the bylaw comes into effect)

			<ul style="list-style-type: none"> • Small paper bags or bags used to: <ul style="list-style-type: none"> ○ package loose bulk items such as fruit, vegetables, nuts, grains, or candy; ○ package loose small hardware items such as nails and bolts; ○ contain or wrap frozen foods, meat, poultry, or fish, whether pre-packaged or not; ○ wrap flowers or potted plants; ○ protect prepared foods or bakery goods that are not pre-packaged; ○ contain prescription drugs received from a pharmacy; ○ transport live fish; ○ protect linens, bedding, or other similar large items that cannot easily fit in a reusable bag; ○ protect newspapers or other printed material intended to be left at the customer's residence or place of business; or ○ protect clothes after professional laundering or dry cleaning. • Packages of multiple bags intended for the use at the customer's home or business. • Bags that have been returned to the business for the purpose of being reused by other customers. • Paper bags may be provided without charge to a customer for use in protecting prepared foods served to the customer at a drive-through restaurant windows.
B.C.	Vancouver	Single-use plastic shopping bags.	<ul style="list-style-type: none"> • Paper bags containing at least 40% post-consumer recycled paper content and labelled as both "recyclable" and "made of 40% recycled content, for which a fee of at least 15 cents must be charged (rising to 25 cents on 1 January 2022). • Small paper bags, less than 15 centimetres by 20 centimetres when flat. • Reusable bags designed and manufactured to last at least 100 uses, and, primarily made of cloth or other washable fabric, for which a fee of at least \$1.00 must be charged (rising to \$2.00 on 1 January 2022). <p>Paper bags or plastic bags used to:</p> <ul style="list-style-type: none"> ○ Package loose bulk items such as fruit, vegetables, nuts, grains, or candy; ○ Package loose small hardware items such as nails and bolts;

			<ul style="list-style-type: none"> ○ Protect bakery goods that are not pre-packaged prior to the point-of-sale; ○ Contain or wrap frozen foods, meat, poultry or fish, whether pre-packaged prior to the point-of-sale or not; ○ Wrap flowers or potted plants; ○ Transport live fish; ○ Protect newspapers or other printed material intended to be left at the customer's residence or place of business; ○ Protect clothes after professional laundering or dry cleaning. ● Packages of at least 10 multiple bags intended for the use at the customer's home or business. ● Bags that have been returned to the business for the purpose of being reused by other customers. ● Bags used to transport prescription drugs from a pharmacy are exempt from both the ban and the fees.
Manitoba	Leaf Rapids	Single-use plastic bags	<ul style="list-style-type: none"> ● Dairy products ● Fruit, vegetables or nuts ● Confectionery ● Cooked foods, hot or cold ● Ice ● Smaller bags for fresh meat, fish, candy and poultry ● Grocery bags that cost more than \$1.50
Manitoba	Snow Lake	Single-use plastic bags Any plastic bag not made of durable material suitable for reuse	<ul style="list-style-type: none"> ● Loose, bulk goods such as fruit, vegetables, nuts, grains, candy, or small hardware items such as nails, screws, nuts and bolts ● Bags used to contain or wrap frozen foods, meat or fish, flower, potted plans, bakery foods ● Bags to contain prescription drugs ● Dry cleaning
Manitoba	The Pas	Single-use plastic bags Any plastic bag not made of durable material suitable for reuse	<ul style="list-style-type: none"> ● Loose, bulk goods such as fruit, vegetables, nuts, grains, candy, or small hardware items such as nails, screws, nuts and bolts ● Bags used to contain or wrap frozen foods, meat or fish, flower, potted plans, bakery foods ● Bags to contain prescription drugs ● Dry cleaning
Manitoba	Thompson	Single-use plastic bags	<ul style="list-style-type: none"> ● Loose, bulk goods such as fruit, vegetables, nuts, grains, candy, or

		Any plastic bag not made of durable material suitable for reuse	<p>small hardware items such as nails, screws, nuts and bolts</p> <ul style="list-style-type: none"> • Bags used to contain or wrap frozen foods, meat or fish, flower, potted plants, bakery foods • Bags to contain prescription drugs • Dry cleaning
N.B.	Moncton/ Dieppe/ Riverview	<p>Any single-use plastic bags made with plastic, including biodegradable plastic or compostable plastic, but not meant to be reusable</p> <p>Reusable bags not meeting the definition set out in the bylaw</p> <p>A fee must be charged for paper bags; retailers can determine the amount of the fee to be charged</p>	<p>Small paper bags are exempt from a fee (less than 15cm X 20cm) as well as plastic bags meant to:</p> <ul style="list-style-type: none"> • hold loose bulk items such as fruit, vegetables, nuts, grains or candy • hold loose small hardware items such as nails and bolts • contain or wrap frozen foods, meat, poultry or fish, whether pre-packaged or not • wrapped flowers or potted plants • protect prepared foods or bakery goods that aren't pre-packaged • contain prescription drugs from a pharmacy • transport live fish • protect linens, bedding or other similar large items that cannot easily fit in a reusable bag • protect newspapers or other printed material to be left at a person's home or business • protect clothes after professional laundering or dry cleaning • protect tires that cannot easily fit in a reusable bag <p>Reusable bags with handles, designed and manufactured to be capable of at least 100 uses and primarily made of cloth or other durable material suitable for use.</p>
Ontario	Fort Frances	<p>Plastic checkout bags</p> <p>Single-use food packaging for the purpose of transporting, containing or facilitating the consumption of prepared food or beverages received by the customer from the business</p>	<ul style="list-style-type: none"> • Package loose bulk items such as fruit, vegetables, nuts, grains, or candy • Package loose small hardware items, such as nails, nuts, and bolts • Contain or wrap frozen foods, meat, poultry, or fish, whether pre-packaged or not • Wrap flowers or potted plants • Protect prepared foods or bakery goods that are not pre-packaged • Contain prescription drugs received from a pharmacy • Transport live fish • Protect clothing or other linens after professional laundering or dry-cleaning • Package medical supplies and items used in the provision of health

			<p>services</p> <ul style="list-style-type: none"> • Protect tires that cannot easily fit in a reusable bag • Collect and dispose of pet waste • Bags intended for use at a person's home or business, that are sold in packages of multiple bags • Plastic drinking straws upon individual request
Ontario	Mono	<p>Checkout bags</p> <p>Checkout bags can only be provided if:</p> <p>The customer is first asked whether, and confirms that, he or she needs a bag</p> <p>The bag provided is a paper bag</p> <p>The bag is not provided free of charge to the customer</p>	<p>Small paper bags or bags used to:</p> <ul style="list-style-type: none"> • Package loose bulk items such as fruit, vegetables, nuts, grains or candy • Package loose small hardware items such as nails and bolts • Contain or wrap frozen foods, meat, poultry or fish, whether pre-packaged or not • Wrap flowers or potted plants • Protect prepared foods or bakery goods that are not prepackaged • Contain prescription drugs received from a pharmacy • Transport live fish • Protect linens, bedding or other similar large items that cannot easily fit in a reusable bag • Protect newspapers or other printed material intended to be left at the customer's residence or place of business • Protect clothes after professional laundering or dry cleaning • Protect tires than cannot easily fit in a reusable bag • Collect and dispose of animal waste • Bags intended for use at a person's home or business, that are sold in packages of multiple bags
Québec	Saint Hippolyte	Disposable or single-use plastic shopping bags	<ul style="list-style-type: none"> • "reusable" shopping bags; • plastic packaging bags used to transport bulk products such as fruits, vegetables, nuts, sweets and other small items sold individually as well as meat, fish, bread and dairy products or bags to protect for hygienic purposes foodstuffs from direct contact with other articles; • plastic bags containing advertising material for door-to-door distribution; • plastic bags for products already packaged by an industrial process.
Québec	Beaconsfield	Conventional plastic shopping bags less than 50 microns thick as well as	Plastic bags used for hygienic purposes for the packaging of fruits, vegetables, nuts, bulk products, prepared foods, meat, fish, bread and dairy products.

		oxodegradable, oxo-fragmentable, biodegradable plastic bags, no matter their thickness.	
Québec	Sainte-Anne-des-Plaines	Any single-use shopping bag made of conventional plastic or biodegradable, oxo-degradable, oxo-fragmentable or compostable plastic.	<ul style="list-style-type: none"> • Reusable shopping bags designed for multiple uses and with a thickness of 100 microns or more. • Plastic packaging bags used for hygiene purposes, especially for bulk products. • Plastic bags containing advertising material for door-to-door distribution, packaging bags used in an industrial process.” • Dryclothing clothing bags as well as bags for prescription drugs.
Québec	Val Saint-François	Any plastic packing bag or compostable packing bag	<ul style="list-style-type: none"> • Reusable shopping bags; • Paper bags; • Packaging bags for bulk products, such as meats, fish, fruits, vegetables, nuts, candies, flours, grain products, bolts and hardware; • Bags used for packing tires; • Plastic bags containing advertising material for door-to-door distribution, packaging bags used in an industrial process; • Bags of clothes for dry cleaning service
Québec	Sainte-Sophie	Any shopping bag composed of conventional plastic or biodegradable, oxo-degradable or compostable plastic, regardless of their thickness, as well as paper bags.	<ul style="list-style-type: none"> • Plastic packaging bags used for hygiene purposes, in particular for bulk products, meat, poultry and fish; • Plastic bags containing advertising material for door-to-door distribution, • Packaging bags used for an industrial process
Québec	Sherbrooke	Any shopping bag made of biodegradable, compostable, oxo-degradable, oxo-biodegradable, oxo-fragmentable plastic, as well as conventional plastic bags with a thickness of 100	<ul style="list-style-type: none"> • Plastic packaging bags for bulk items such as fruits, vegetables, nuts, grain products, flour, prepared foods, meat, fish, bread, dairy products and hardware store products. • Conventional bags with a thickness greater than 100 microns; • Paper bags and reusable bags; • Plastic bags for wrapping tires as well as bags for dry cleaning services.

		microns or less	
Québec	Beauharnois	Plastic single-use shopping bags, oxodegradable or oxo biodegradable plastic bags, regardless of thickness	<ul style="list-style-type: none"> • Plastic bags used exclusively to carry items to the check-out counter or to protect these food products for reasons of hygiene • Plastic bags used to carry prescription drugs
Québec	Beloil	Plastic shopping bags thinner than 50 microns, oxodegradable or oxo biodegradable, compostable polyester and starch shopping bags, regardless of thickness	Plastic bags used exclusively to carry produce, nuts, bulk snacks, ready-to-eat foods, meat, fish, bread and dairy products to the check-out counter or to protect these food products from direct contact with other items for reasons of hygiene
Québec	Bromont	Any shopping bag made of oxodegradable or oxo biodegradable, compostable polyester and starch or conventional plastic, regardless of thickness. Any plastic bags used to carry produce, nuts, bulk snacks, ready-to-eat foods, meat, fish, bread and dairy products to the check-out counter.	<ul style="list-style-type: none"> • Bags designed for multiple uses thicker than 100 microns (0,1 mm). • Paper bags • Bags used in an industrial process • Films used to protect clothes after professional laundering or dry cleaning.
Québec	Brossard	Plastic shopping bags thinner than 100 microns. Compostable polyester and starch shopping bags	<ul style="list-style-type: none"> • Shopping bags made of cellulosic fibers or recyclable paper (including the handle) • Film bags for produce, meat, fish, and items purchased in bulk such as nuts and flour
Québec	Candiac/ Delson/ La Prairie/ Léry/ Mercier/ Saint-Constant/ Sainte-	Plastic shopping bags thinner than 50 microns Oxodegradable or oxo biodegradable, compostable polyester and starch shopping bags, regardless of thickness	Plastic bags used exclusively to carry produce, nuts, bulk snacks, ready-to-eat foods, meat, fish, bread and dairy products to the check-out counter or to protect these food products from direct contact with other items for reasons of hygiene

	Catherine/ Saint-Isidore/ Saint- Mathieu/ Saint- Philippe/ Sainte-Anne- de-Bellevue		
Québec	Deux- Montagnes	Plastic single-use shopping bags	<ul style="list-style-type: none"> • Biodegradable bags • Bags meant to carry items purchased in bulk • Paper bags
Québec	Dunham	Any plastic bag not designed for multiple uses, regardless of thickness or type of plastic	None
Québec	Farnham	Checkout conventional plastic bags, including oxo degradable, oxo fragmentable or biodegradable, regardless of thickness.	<ul style="list-style-type: none"> • Package loose food bulk items such as fruit, vegetables, nuts or candy • Contain or wrap meat, poultry or fish • Package prepared food, bakery or dairy goods
Québec	Huntingdon	Plastic shopping bags	<ul style="list-style-type: none"> • Biodegradable bags • Paper bags
Québec	Longueuil	Plastic shopping bags thinner than 50 microns. Oxodegradable or oxo biodegradable	<ul style="list-style-type: none"> • Plastic bags used exclusively to carry produce, nuts, bulk snacks, ready-to-eat foods, meat, fish, bread and dairy products to the check-out counter or to protect these food products from direct contact with other items for reasons of hygiene • Plastic bags used to carry prescription drugs
Québec	Mascouche	Plastic shopping bags thinner than 100 microns. Compostable polyester and starch shopping bags	<ul style="list-style-type: none"> • Bags made of 100% recyclable paper (including the handle) • Film bags for produce, meat, fish, and items purchased in bulk such as nuts and flour
Québec	Montreal/	Plastic shopping bags thinner	<ul style="list-style-type: none"> • Plastic bags used exclusively to carry produce, nuts, bulk snacks, ready-

	Calixa-Lavallée/ Contrecoeur/ Saint-Amable/ Sainte-Julie/ Saint-Mathieu-de-Beloeil/ Varenes/ Verchères	than 50 microns Oxodegradable or oxo biodegradable	to-eat foods, meat, fish, bread and dairy products to the check-out counter or to protect these food products from direct contact with other items for reasons of hygiene <ul style="list-style-type: none"> • Plastic bags used to carry prescription drugs
Québec	Mont-Saint-Hilaire/ Saint-Jean-Baptiste/ Saint-Basile-le-Grand/ Saint-Lambert/ Sainte-Marthe-sur-le-lac	Plastic shopping bags thinner than 50 microns Oxodegradable or oxo biodegradable Compostable polyester and starch shopping bags, regardless of thickness.	<ul style="list-style-type: none"> • Plastic bags used exclusively to carry produce, nuts, bulk snacks, ready-to-eat foods, meat, fish, bread and dairy products to the check-out counter or to protect these food products from direct contact with other items for reasons of hygiene • Plastic bags used to carry prescription drugs
Québec	Pincourt	Plastic shopping bags thinner than 50 microns. Oxodegradable or oxo biodegradable, compostable polyester and starch shopping bags, regardless of thickness.	Plastic bags used exclusively to carry produce, nuts, bulk snacks, ready-to-eat foods, meat, fish, bread and dairy products to the check-out counter or to protect these food products from direct contact with other items for reasons of hygiene
Québec	Prévost	Plastic shopping bags thinner than 50 microns. Oxodegradable or oxo biodegradable, compostable polyester and starch shopping bags, regardless of thickness	Plastic bags used exclusively to carry produce, nuts, bulk snacks, ready-to-eat foods, m food products from direct contact with other items for reasons of hygiene

		Phase 2: Bans all non-reusable plastic bags regardless of thickness.	
Québec	Saint-Anselme	Plastic shopping bags	<ul style="list-style-type: none"> • Biodegradable bags • Paper bags
Québec	Saint-Bruno-de-Montarville	Plastic shopping bags thinner than 100 microns Compostable polyester and starch shopping bags	<ul style="list-style-type: none"> • Shopping bags made of cellulosic fibers or recyclable paper (including the handle) • Film bags for produce, meat, fish, and items purchased in bulk such as nuts and flour
Québec	Sainte-Martine	Bags made of any type of plastic	None
Québec	Saint-Sauveur	Conventional polyethylene checkout bags, biodegradable bags, oxodegradable bags and paper bags, regardless of their thickness.	<ul style="list-style-type: none"> • Reusable bags (specifically designed to be reused and can be made of plastic or other material) • Wrapping/hygiene purpose bags used for packaging bulk items, fruit and vegetables, meat, poultry, or fish. • Bags used for door-to-door advertising, bags used in an industrial process or compostable bags (a compostable bag must be made of starch molecules and be certified CAN/BNQ 0017-088 or showing the certification logo “Compostable”)
Québec	Saint-Jean-sur-Richelieu	Bags of conventional, oxodegradable or oxo-fragmentable plastic; compostable bag.	<ul style="list-style-type: none"> • Reusable shopping bags; paper bags. • Cover provided for dry cleaning service. • Advertising distribution bags. • Packaging bags for reasons of hygiene, healthiness or freshness, in particular for meats, fish and sliced bread. • Bags for products already packaged by the producer or trader (industrial or artisanal).
Sask.	Prince Albert	A retail business or food service business shall not:	<ul style="list-style-type: none"> • Carrying fruits or vegetables; • Containing fresh or frozen meat, poultry or fish products whether prepackaged or not; • Containing bulk food items or bulk hardware items;

		<p>Provide, distribute, sell, or use plastic or biodegradable plastic checkout bags;</p> <p>Restrict or deny the use of any reusable container or reusable bag by a person.</p>	<ul style="list-style-type: none"> • Freshly prepared bakery items or other food items that are not prepackaged; • Wrapped flowers or potted plants; • Clothes immediately following professional laundering or dry cleaning; • Newspapers or other printed material intended to be left at the customer's residence or place of business; • Flexible, reusable, re-sealable rectangular zipper storage bags, usually mainly transparent and made of polyethylene or similar plastic and used for foodstuffs such as sandwiches and freezer storage, that are sold in packages of multiple bags; • Garbage or trash bags often used in residences and places of business to contain solid waste in order to prevent the insides of waste containers from becoming coated in waste material, that are sold in packages of multiple bags; • Transport of live fish.
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MUNICIPAL BANS WHICH MAY BE IMPACTED BY A RECENT B.C. COURT OF APPEAL DECISION

Victoria's plastic bag bylaw was recently set aside. The following bans are still in effect, but may be set aside when challenged. In an effort to harmonize and flowing from the federal government's work on single-use plastics, provincial legislation is anticipated in B.C.

Province	Municipality	Types of Bags Banned	Exemptions
B.C.	Courtenay	Any bag used by a customer for transport of goods from a business, including take-out and delivery of food.	<ul style="list-style-type: none"> • Paper bags, for which a fee of at least 25 cents per bag must be charged • Small paper bags, less than 15 centimetres by 20 centimetres when flat. • Reusable bags designed and manufactured to last at least 100 uses, and, primarily made of cloth or other washable fabric, for which a fee of at least \$1 per bag must be charged • Small paper bags or plastic bags used to: <ul style="list-style-type: none"> ○ Package loose bulk items such as fruit, vegetables, nuts, grains, and candy ○ Package loose small hardware items such as nails and bolts ○ Contain or wrap frozen foods, meat, poultry, or fish, whether pre-packaged or not

			<ul style="list-style-type: none"> ○ Wrap flowers or potted plants ○ Protect prepared foods or bakery goods that are not pre-packaged ○ Contain prescription drugs received from a pharmacy ○ Protect linens, bedding or other similar large items that cannot easily fit in a reusable bag ○ Protect clothes after professional laundering or dry cleaning ● Packages of multiple plastic bags and plastic straws intended for use at the customer's home or business. ● Bags that have been returned to the business for the purpose of being reused by other customers.
B.C.	Cumberland	Any single-use plastic bag used by a customer for transport of goods from a business, including take-out and delivery of food.	<ul style="list-style-type: none"> ● Reusable bags designed and manufactured to be capable of at least 100 uses, and primarily made of cloth or other washable fabric ● Bags used to: <ul style="list-style-type: none"> ○ Package loose bulk items such as fruit, vegetables, nuts, grains, or candy; ○ Package loose small hardware items such as nails and bolts; ○ Contain or wrap frozen foods, meat, poultry or fish, whether prepackaged or not; ○ Wrap flowers or potted plants; ○ Protect prepared foods or bakery goods that are not pre-packaged; ○ Contain prescription drugs received from a pharmacy; ○ Transport live fish; ○ Protect linens, bedding or other similar large items that cannot easily fit in a reusable bag; ○ Protect newspapers or other printed material intended to be left at the customer's residence or place of business; ○ Protect clothes after professional laundering or dry cleaning. ● Plastic Bags intended for use at the customer's home or business, provided that they are prepackaged and sold in packages of multiple bags.
B.C.	Qualicum Beach	Any plastic bag	<ul style="list-style-type: none"> ● Reusable bags designed and manufactured to have a minimum lifetime of 100 uses and at least 2.25 mils (0.571 mm) thick, if made of plastic. ● Bags used to: <ul style="list-style-type: none"> ○ Package loose bulk items that are not prepackaged, such as fruit, vegetables, nuts, grains, and candy;

			<ul style="list-style-type: none"> ○ Contain small hardware items that are not prepackaged, such as nails, screws, nuts, and bolts; ○ Contain or wrap frozen foods, meat, poultry or fish, which may be prepackaged; ○ Wrap flowers or potted plants; ○ Protect prepared foods or bakery goods that are not prepackaged; ○ Contain prescription drugs and over the counter medications; or ○ Protect clothes after professional laundering or dry cleaning. ● Plastic Bags intended for use at the customer’s home or business, provided that they are prepackaged and sold in packages of multiple bags.
B.C.	Rossland	Any bag used by a customer for transport of goods from a business, including take-out and delivery of food.	<ul style="list-style-type: none"> ● Paper bags containing at least 40% post-consumer recycled paper content, displaying the words “recyclable” and “made from 40% post-consumer recycled content”, for which a fee [no minimum specified] must be charged. ● Small paper bags, less than 15 centimetres by 20 centimetres when flat. ● Recycled bags, designed and manufactured to be capable of at least 100 uses, primarily made of cloth or other washable fabric, for which a fee [no minimum specified] must be charged. ● Small paper bags or plastic bags used to: <ul style="list-style-type: none"> ○ package loose bulk items such as fruit, vegetables, nuts, grains, or candy; ○ package loose small hardware items such as nails and bolts; ○ contain or wrap frozen foods, meat, poultry, or fish, whether pre-packaged or not; ○ wrap flowers or potted plants; ○ protect prepared foods or bakery goods that are not pre-packaged; ○ contain prescription drugs received from a pharmacy; ○ transport live fish; ○ protect linens, bedding, or other similar large items that cannot easily fit in a Reusable Bag; ○ protect newspapers or other printed material intended to be left at the customer’s residence or place of business; or ○ protect clothes after professional laundering or dry cleaning. ● Packages of multiple bags intended for the use at the customer’s home or business. ● Bags that have been returned to the business for the purpose of being

			<p>reused by other customers.</p> <ul style="list-style-type: none"> The bylaw does not apply to a bag purchased by a business before March 11, 2019.
B.C.	Salmon Arm	Any bag made with plastic, including biodegradable plastic and compostable plastic.	<ul style="list-style-type: none"> Paper bags containing at least 40% post-consumer recycled paper content and labelled as both “Recyclable” and “made from 40% post-consumer recycled content, for which a fee of at least 15 cents per bag must be charged (rising to 25 cents on January 1, 2020). Small paper bags less than 15 by 20 cm when flat Reusable bags designed and manufactured to last at least 100 uses, and, primarily made of cloth of other washable fabric, for which a fee of at least \$1 per bag must be charged (rising to \$2 on January 1, 2020) Bags used to: <ul style="list-style-type: none"> Package loose bulk items such as fruit, vegetables, nuts, grains, or candy; Package loose small hardware items such as nails and bolts; Contain or wrap frozen foods, meat, poultry, or fish, whether pre-packaged or not; Wrap flowers or potted plants; Protect prepared foods or bakery goods that are not pre-packaged; Contain prescription drugs received from a pharmacy; Transport live fish; Protect linens, bedding or other similar large items that cannot easily fit in a reusable bag; Protect newspapers or other printed material intended to be left at the customer’s residence or place of business; Protect clothes after professional laundering or dry cleaning. Packages of multiple bags intended for the use at the customer’s home or business. Bags that have been returned to the business for the purpose of being reused by other customers.
B.C.	Sooke	Any bag used by a customer for transport of goods from a business, including take-out and delivery of food.	<ul style="list-style-type: none"> Paper bags containing at least 40% post-consumer recycled paper content, displaying the words “recyclable” and “made from 40% post-consumer recycled content”, for which a fee of at least 15 cents per bag must be charged. Small paper bags, less than 15 centimetres by 20 centimetres when flat. Recycled bags, designed and manufactured to be capable of at least 100

			<p>uses, primarily made of cloth or other washable fabric, for which a fee of at least \$1 per bag must be charged.</p> <ul style="list-style-type: none"> • Small paper bags or plastic bags used to: <ul style="list-style-type: none"> ○ package loose bulk items such as fruit, vegetables, nuts, grains, or candy; ○ package loose hardware items such as nails and bolts; ○ contain or wrap frozen foods, meat, poultry, or fish, whether pre-packaged or not; ○ wrap flowers or potted plants; ○ protect prepared foods or bakery goods that are not pre-packaged; ○ contain prescription drugs received from a pharmacy; ○ transport live fish; ○ protect linens, bedding, or other similar large items that cannot easily fit in a reusable bag; ○ protect newspapers or other printed material intended to be left at a customer's residence or place of business; ○ protect clothes after professional laundering or dry cleaning. • Packages of multiple bags intended for the use at the customer's home or business. • Bags that have been returned to the business for the purpose of being reused by other customers. • Bags purchased by a business prior to May 13, 2019 are exempt from this bylaw until July 1, 2020.
B.C.	Tofino/ Ucluelet	Any bag used by a customer for transport of items from a business.	<ul style="list-style-type: none"> • Paper bags, for which a fee of at least 25 cents per bag must be charged. • Small paper bags less than 15cm by 20cm when flat. • Reusable bags with handles that are for the purpose of transporting items purchased by the customer from a Business and designed and manufactured to be capable of at least 100 uses, for which a fee of at least \$2 per bag must be charged. • Bags used to: <ul style="list-style-type: none"> ○ Package loose bulk items such as fruit, vegetables, nuts, grains, and candy; ○ Package loose small hardware items such as nails and bolts; ○ Contain or wrap frozen foods, meat, poultry or fish, whether prepackaged or not; ○ Wrap flowers or potted plants;

			<ul style="list-style-type: none"> ○ Protect prepared foods or bakery goods that are not pre-packaged; ○ Contain prescription drugs received from a pharmacy; ○ Protect linens, bedding or other similar large items that cannot fit easily in a reusable bag. ● Bags that have been donated to the business for the purpose of being reused by other customers.
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PROVINCE-WIDE BANS

Newfoundland and Labrador	Any bag made with plastic, including biodegradable plastic or compostable plastic that does not include a reusable retail bag	<ul style="list-style-type: none"> ● Package fruit, vegetables, candy, grains, nuts and other loose bulk food items ● Package meat, poultry or fish, whether pre-packaged or not ● Wrap flowers or potted plants ● Protect prepared foods or bakery goods that are not pre-packaged ● Transport live fish ● Protect newspapers or printed material left at a person's residence or place of business ● Protect clothes after professional laundering or dry cleaning ● Protect used tires taken off vehicles and placed in a person's vehicle ● Bags intended for use at a person's home or business, that are sold in packages of multiple bags
Nova Scotia	Single-use plastic bags	<ul style="list-style-type: none"> ● Loose bulk items like fruit, vegetables, nuts, grains or candy ● Food or baked goods that aren't pre-packaged ● Small hardware items like nails, nuts and bolts ● Frozen foods, meat, poultry or fish, whether it's pre-packed or not ● Prescription drugs from a pharmacy ● Products that can't fit in a reusable bag ● Transporting dry cleaning ● Packaging medical supplies and health services ● Wrapping flowers or potted plants ● Protecting tires ● Transporting live fish
P.E.I.	Any single-use plastic bags made with plastic, including biodegradable plastic or compostable plastic, but not	<ul style="list-style-type: none"> ● Plastic bags used for loose bulk items such as fruit, vegetables, nuts, grains or candy, loose small hardware items, frozen foods, flowers or potted plants, prepared foods or bakery goods that are not pre-packaged, prescription drugs;

	<p>meant to be reusable</p> <p>Intended to be used by a customer for the purpose of transporting items purchased or received by the customer from the business providing the bag, and/or bags used to package take-out food or food to be delivered</p> <p>Reusable bags not meeting the definition set out in the bylaw</p>	<ul style="list-style-type: none">• Transport live fish• Protect linens, bedding or other similar large items;• Protect newspapers or other printed material intended to be left at the customer's residence or place of business• Dry cleaning• Medical supplies• Protect tires• Paper bags• Reusable bags (meant for at least 100 uses) <p>If providing customers with paper bags and reusable checkout bags, retailers must charge a fee.</p>
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MUNICIPAL BAG FEES BYLAWS IN CANADA

Municipal bag fee bylaws are rare in Canada. Administration is aware of only one municipal bag fee bylaw currently operating in Canada, in Squamish, B.C. Squamish also has a bag fee on paper bags which is three times higher than the bag fee on plastic bags. There were previously municipal bag fee bylaws in Orillia, ON and Toronto, ON. Both of these were rescinded after three years. See the Retail Council of Canada’s quick chart of plastic bag regulations at <https://www.retailcouncil.org/regulations-and-bylaws-on-shopping-bags-in-canada/> for much of the following data.

B.C.	Squamish	<p>Checkout bags may only be supplied after a customer is first asked if they need a checkout bag.</p> <p>All checkout bags (paper and plastic, both single-use and reusable) are subject to fees:</p> <ul style="list-style-type: none"> • 10 cents per single-use plastic bag (rising to 25 cents on March 16, 2020); • 30 cents per single-use paper bag (rising to 75 cents on March 16, 2020); • \$1.10 per reusable bag (rising to \$2.75 on March 16, 2020). 	<ul style="list-style-type: none"> • Packages of multiple bags intended for use at the customer’s home or business, provided that they are prepackaged and sold in packages of multiple bags. • Canada Post deliveries, or any deliveries made by or on behalf of the provincial or federal governments or as authorized by provincial or federal law. • Plastic bags used to: <ul style="list-style-type: none"> ○ Package loose bulk items such as fruit, vegetables, nuts, grains, or candy; ○ Package loose small hardware items such as nails and bolts; ○ Package frozen foods, meat, poultry or fish, whether pre-packaged or not; ○ Package flowers or potted plants; ○ Package prepared foods or bakery goods that are not pre-packaged; ○ Package prescription drugs received from a pharmacy; ○ Transport live fish; ○ Package linens, bedding or other similar fabric items if they cannot fit easily in a reusable bag; ○ Package clothes after professional laundering or dry cleaning. • Until March 16, 2020, there is an exemption for packaged newspapers or other printed material intended to be left at the customer’s residence or place of business.
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MUNICIPAL RESTRICTIONS ON OTHER SINGLE-USE PLASTICS IN CANADA

B.C.	Courtenay	Plastic straws, including “biodegradable” and “compostable” plastic straws.	
B.C.	Cumberland	Plastic straws, including “biodegradable” and “compostable” plastic straws.	Plastic straws intended for use at the customer’s home or business, provided that they are prepackaged and sold in packages of multiple straws.
B.C.	Qualicum Beach	Plastic Straws	Plastic straws intended for use at the customer’s home or business, provided that they are prepackaged and sold in packages of multiple straws.
B.C.	Richmond	Plastic straws, and, polystyrene foam containers for prepared food.	<ul style="list-style-type: none"> • Hospitals, community care facilities, registered Societies, and charities registered under the federal Income Tax Act are exempt from the polystyrene foam container provision. • Prepared food containers that have been filled and sealed outside the City prior to arrival at the premises or location where the holder of a License operates • Packages of multiple plastic straws intended for use at the customer’s home or business. • Plastic straws sold or provided by a Business to a person with a disability and/or other accessibility needs who request a plastic straw
B.C.	Squamish	Individual plastic straws are banned. Businesses are required to supply “accessible (bendable) straws” upon request. Businesses are required to supply (non-plastic) single-use straws only upon customer request. Businesses are required to provide or sell (non-plastic) single-use straws only upon customer request.	Packages of multiple plastic straws intended for use at the customer’s home, provided that they are sold in packages of multiple straws.
B.C.	Tofino/ Ucluelet	Plastic straws, including “biodegradable” and “compostable” plastic straws	Plastic straws intended for use at the customer’s home or business, provided that they are prepackaged and sold in packages of multiple straws
B.C.	Vancouver	Single-use beverage cups: there will be a charge of 25 cents for any single-use beverage cup provided to a	<ul style="list-style-type: none"> • Hospitals and community care facilities are exempt.

		customer. Fees must be listed on menus, signage and Internet-based platforms. Fees must be listed on a separate line on any receipt provided to a customer. Cup distribution must be reported to the City annually.	<ul style="list-style-type: none"> • Packages of at least 6 beverage cups sold for personal use.
B.C.	Vancouver	Single-use utensils (spoon, fork, knife or chopstick) made of any material. Businesses are required to supply single-use utensils only upon customer request.	<ul style="list-style-type: none"> • Hospitals and community care facilities are exempt. • Self-service stations are exempt. • Packages of at least 20 plastic straws sold for personal use.
B.C.	Vancouver	Single-use plastic straws. Businesses are required to supply bendable plastic straws (individually wrapped in paper) upon customer request. All other single-use plastic straws are banned.	<ul style="list-style-type: none"> • Hospitals and community care facilities are exempt. • Bubble tea vendors are exempt for one year., • Packages of at least 20 plastic straws sold for personal use.
B.C.	Vancouver	Polystyrene foam (blown, expanded and extruded foams composed of thermoplastic petrochemical materials] food service ware [plates, cups bowls, trays, cartons and hinged or lidded containers]	<ul style="list-style-type: none"> • Hospitals, facilities licensed under the Community Care and Assisted Living Act • Organizations incorporated and in good standing under the Society Act, or registered as a charitable society or organization under the federal Income Tax Act • Prepared food containers that have been filled and sealed outside the City of Vancouver prior to arrival at the premises or location where the holder of a business license operates.
Québec	St. Hippolyte	Single-use plastic water bottles less than 1L	

Waste Plan Regina - 2020 Update

Date	April 21, 2021
To	Operations and Community Services Committee
From	Citizen Services
Service Area	Water, Waste & Environment
Item No.	OCS21-14

RECOMMENDATION

That the Operations and Community Services Committee receive and file this report.

ISSUE

Waste Plan Regina (WPR) provides direction for the City of Regina's (City) solid waste management programs and services for both residential and non-residential sectors.

In 2015, after City Council received an annual update on WPR, it was resolved that every year, the Public Works & Infrastructure Committee, now the Operations & Community Services Committee, would receive a report on WPR's annual results and future initiatives.

This report summarizes the City's accomplishments in 2020 and provides a look at what is on the horizon. The WPR-2020 Update is included as Appendix A.

IMPACTS

Environmental Impact

The City's waste diversion programs are part of an integrated solid waste management plan for the collection and disposal of waste, which ensures protection of the natural environment by following provincial regulations and best practices.

The landfill generates approximately 79,000 tonnes of CO₂ equivalent per year (greenhouse gas emissions). This number includes the approximate 16,000 tonne CO₂ equivalent reduction via the Landfill Gas to Energy Facility and flare. The expansion of the landfill gas collection system and flare facility replacement is estimated to further reduce greenhouse

gas emissions by up to 37,720 tonnes. Landfill operations and waste collection generate approximately 1,650 tonnes CO₂ equivalent per year.

In 2020, the City's waste diversion programs eliminated 775 tonnes of CO₂ equivalent from the landfill. An additional 8,000 tonnes of CO₂ equivalent per year is expected to be eliminated from the landfill with the implementation of the city-wide curbside food and yard waste collection service. Implementation of the program is expected in 2023.

Up to 15,000 tonnes of CO₂ equivalent is estimated to be eliminated with the implementation of waste management policies for institutions, commercial businesses and industries (IC&I) and the construction and demolition (C&D) sector. Implementation of waste management policies for non-residential sectors is expected by 2024.

Policy/Strategic Impact

WPR aligns with *Design Regina: The Official Community Plan Bylaw No. 2013-48 (OCP)*.

The continued implementation of WPR directly contributes to the OCP priorities, specifically:

- Section D4, Goal 4 – Conservation and Environment, “Design infrastructure that conserves resources and minimizes impacts on the environment”.

Continued implementation of WPR contributes to achieving the OCP's Community Priorities and alignment with other municipalities by encouraging the City to embrace leading practices for waste management.

OTHER OPTIONS

Not Applicable.

COMMUNICATIONS

Public awareness and education campaigns focused on the City's solid waste management programs and services will continue in 2021. The City will focus education efforts on reduction and reuse messaging and will continue to educate residents on proper use of City waste services. The WPR-2020 Update will be posted on Regina.ca.

DISCUSSION

In 2009, WPR was developed to address the growing demands of Regina's solid waste management system. WPR provides direction for the City's solid waste management programs and services for both residential and non-residential sectors. In addition to programs, WPR looks at other support tactics to encourage waste reduction over disposal through promotion and education, user-pay for garbage and customer reward programs.

What is Residential Waste?

Residential waste is waste that is generated by households. Approximately 30 per cent of what goes to the landfill is generated by the residential sector. In January 2011, City Council adopted WPR's Enhanced Residential Service Option and set a target to divert 65 per cent of residential waste by 2020.

What is Non-Residential Waste?

Non-residential waste is waste that is generated by institutions, commercial businesses (including multi-family properties) and industries known as the IC&I sector and the C&D sector. Collectively, these two sectors produce approximately 70 per cent of landfilled waste.

City Council adopted the Extended Services Level for the non-residential sectors. Details about the adopted service levels can be found in WPR at Regina.ca/waste.

The City conducted an audit of the incoming landfill loads in the summer of 2020 and found that loads from the IC&I sector contain 20 per cent recyclable material and 22 per cent compostable material. C&D loads contain high quantities of divertible material such as tires and untreated wood.

Waste Management Hierarchy

The Waste Management Hierarchy has guided development of Regina's long-term waste management plans and other municipal plans across the country.

The waste hierarchy ranks actions from most to least environmentally preferred, based on use of natural resources and energy, production of pollution and potential toxicity.

The hierarchy emphasizes source reduction and reuse, followed by recycling and composting and finally energy recovery from waste, treatment, and disposal (landfilling).

Government Roles in Waste Management

Waste is a shared responsibility between all levels of government. Federal and provincial governments focus on regulation or stewardship programs. Municipalities are responsible for waste collection and disposal activities.

- Federal Government – The primary role of the federal government is control of interprovincial and international movement of hazardous waste and recyclable material through regulation.
- Provincial Government – In Saskatchewan, the Ministry of Environment (MOE) regulates solid management through approvals, licensing of facilities, monitoring operations and mandating recycling of certain products through stewardship regulations.

Regina Waste Trends

Saskatchewan produces the second highest amount of waste in Canada per capita. Each person in the province generates, on average, 60 regular household bags of garbage per year. Approximately 201,000 tonnes of waste was landfilled at the City's regional landfill in 2020. To reduce the amount of waste going to the landfill and achieve our waste diversion goals, implementing further residential diversion programs, educating residents to reduce waste and developing waste management policies for the IC&I and C&D sectors is essential.

Residential Waste Diversion

The percentage of residential waste diverted from the landfill in 2020 is 20 per cent. The residential waste diversion calculation considers curbside garbage, recycling and food and yard waste collection, household glass returned to SARCAN, the Big Blue Bin Depots, Yard Waste Depot, Household Hazardous Waste Days, Treecycle and waste disposed and diverted at the landfill transfer station.

Due to Covid-19, residents spent much more time in their homes. An increase in garbage collected at the curb and disposed at the landfill transfer station reflects this. An increase in waste diverted through the drop-off depots offset the increase in residential garbage. Approximately 52,341 tonnes of garbage was collected at the curb in 2020.

Residential Curbside Collection Services

On average, brown carts were set out for collection 73 per cent of the time. Historically, the volume of residential garbage decreases in the winter months. From November to March, garbage is collected biweekly, with return to a weekly schedule for a two-week period over the holiday season. On average, garbage carts are 77 per cent full on collection day during weekly and biweekly garbage collection. This data shows that the curbside garbage collection is operating at a capacity that serves most residents.

Residents that cannot manage their garbage within the weekly or biweekly garbage collection schedule can add a supplementary brown cart for a fee.

On average, blue carts were set out for collection 74 per cent of the time (19 out of 26 collection days per year) and were 72 per cent full. This data shows that curbside recycling collection is operating at a capacity that serves most residents.

In September, the City launched the Curbside Food and Yard Waste Collection Pilot (Pilot) to approximately 2,800 households. The Pilot is being used to seek feedback from residents and identify any challenges prior to city-wide implementation in approximately 2023.

The Pilot includes participants from all ten wards, with a mix of front street and back alley collection, various yard sizes, and neighborhoods with different volumes of waste. Each property was provided either a 120L, 240L or 360L green cart. The service is 'scrape the plate', meaning that all food scraps including meat, bones and dairy are accepted. For Pilot participants, garbage is collected biweekly throughout the year and food and yard waste is collected weekly. Food and yard waste collected from the Pilot is processed at the City's compost site located at the landfill.

In the first three months of the Pilot, participants diverted 172 tonnes of food and yard waste from the landfill.

Residential Drop-off Depots

In 2020, the City's drop-off depots diverted a total of 5,233 tonnes of yard waste, household hazardous waste, Christmas trees, glass, and household packaging from the landfill, compared to 3,602 tonnes in 2019.

Non-Residential Waste

The City is getting ready to bring forward a recommendation to Council to set regulations that will require the IC&I sector to divert waste from the landfill. The City is establishing itself as a leader in IC&I waste management practices and gathering information about the impact regulations could have on the landfill.

The Green Routine

The City's internal waste diversion pilot wrapped up in the spring. The Green Routine gave the City the opportunity to lead by example by providing compost and recycling opportunities at 12 City-owned facilities. Upon completion of the pilot, the average diversion rate for the pilot facilities was 47 per cent, up from 10 per cent prior to the pilot.

Green Procurement

The City is developing Community Benefit & Sustainability criteria that will be included in procurement documents. Bidders that can provide social, environmental, and economic value now and in the future will score higher than those who cannot. Environmental value includes concepts like protecting the environment and reducing our environmental footprint.

Landfill Operations

In addition to diverting waste from the landfill, the City implements best practices in landfilling to ensure efficient use of the space. In 2020, continued operational efficiencies such as soil usage tracking, new equipment and GPS saved, approximately, an additional 100,000 cubic metres of space, which is consistent with the savings we saw in 2019.

The City is extending the life of the active cells by directing primarily C&D waste to the unlined section of the landfill, resulting in approximately 32 per cent of waste being diverted from the landfill's lined areas.

Landfill Gas to Energy Facility

The City's Landfill Gas to Energy Facility captures methane gas produced at the landfill and turns it into electricity. The City has been selling electricity to SaskPower since January of 2017.

In 2020, a landfill gas pre-treatment system was installed to improve operational efficiency of the Landfill Gas to Energy Facility. The pre-treatment system removes a portion of the gas called siloxanes which, when untreated, can damage various parts of the landfill gas to energy engine. This damage to the engine can lead to increased downtime, which results in less methane being destroyed and less electricity being produced.

Public Outreach and Education

Public outreach and education are important to ensure Regina residents are using City waste services correctly and to increase knowledge of proper waste, recycling and reduction practices.

Public outreach has shown to be effective in decreasing contamination. Contamination at the City's recycling processing facility has steadily decreased over the past few years, from 16 per cent in 2018, to 9.5 per cent in 2020. When contamination decreases, processing fees paid to the recycling processor also decrease.

The best approach to waste management is to not create the waste in the first place. Over the last few years, education efforts have shifted to focus more on reduction and reuse messaging.

Public outreach initiatives in 2020:

- CartSmart - curbside education program to educate households on proper waste sorting practices and to recognize residents who are sorting their waste correctly.
- Plastic Education Campaign – social media campaign that highlighted unacceptable plastics that are being placed in the blue cart and the impacts to the Curbside Recycling Collection Program.
- Waste Reduction Campaign - campaign that encouraged residents to reduce the use of common single-use items such as coffee cups, plastic bags and plastic water bottles.

What's on the Horizon?

Upcoming Service Changes

Household Hazardous Waste – 2022 - 2023

The Government of Saskatchewan is developing a province-wide household hazardous waste stewardship program. As part of this new program, the Province launched a recycling program for consumer batteries beginning of January 2021. An environmental handling fee will be charged at the point of purchase and the fees will be used for the collection, transport and recycling of the batteries.

The City's current Household Hazardous Waste Days will continue in 2021. Decisions about the future of the program will be made once the Province releases further details about the HHW stewardship program. The City has expressed interest in becoming a permanent collection point for residents to drop off household hazardous waste.

City-wide Implementation of Curbside Food & Yard Waste Service – 2023 - 2024

The Curbside Food and Yard Waste Collection Pilot (Pilot) will continue into 2021. The City will continue to monitor the Pilot, seek feedback from residents to identify any challenges and continue planning for city-wide implementation in 2023. A recommendation on service details related to collection frequency, cart size combination and processing technology will be brought forward to Council in Q4, 2021.

Diversion at Landfill – 2025 - 2028

There are many items, such as mattresses, untreated wood, etc., that can be diverted from the landfill but do not currently have a drop-off depot. Over the next few years, the City will begin work on a diversion station at the landfill so customers can divert these items.

Education Room - 2021

The Waste Management Centre, located east of the landfill, houses an 800 square foot education room. In 2021, the education room will offer interactive learning for classrooms, community and corporate groups. Groups will learn about waste, water and the importance of engaging in responsible environmental practices.

Community Association Clean-ups - 2021

The Parks, Recreation & Cultural Services department will be bringing forward a report to Council with support for a community clean-up program. The Water, Waste & Environment department will provide supporting data, along with in-kind contributions.

Upcoming Policy Decisions/Changes

Waste Services Funding Policy - 2021

Administration will be bringing forward a report to Council with funding options for solid waste services. Options could consist of user pay for garbage, a full property tax-based system or a combination of both user fees and property tax. A funding system that incentivizes waste diversion supports the City's goal of reaching 65 per cent diversion.

Plastic Checkout Bag Ban Bylaw - 2021

The Plastic Checkout Bag Ban Bylaw is set to come into effect in Q1 of 2022. The effective date has been deferred from August 1, 2021 due to the ongoing pandemic. The City will develop a communication strategy to inform retailers and residents about the new regulations. The bylaw does not mandate checkout bag alternatives or a fee for the alternatives.

IC&I Sector Regulations – 2021 - 2024

The City will use information gathered from the Green Routine pilot and engage with stakeholders to form a recommendation to Council on waste management policies for the IC&I sector. Future IC&I waste management policies could include mandated recycling and composting and/or landfill bans on materials such as paper and cardboard.

C&D Sector Regulations – 2024 - 2026

Future C&D waste management policies could include mandated recycling or landfill bans on material that is divertible.

Operational Changes

Green Routine Expansion to all City Facilities - 2021

The Green Routine pilot successfully increased the City's internal diversion rate. In 2021, the program will be implemented in the remaining 75 City-owned and operate facilities. As part of this expansion, bottle baskets will continue to be added to high-traffic parks, transit stops and pathways.

Landfill Gas Collection System Expansion - 2021

The landfill gas collection system will be expanded with an additional 25 wells, in addition to the replacement of the flare stack and its control system. The new flare's operation will then be integrated with the existing Landfill Gas to Energy Facility to enhance/increase the ongoing destruction of the methane gas produced at the landfill. This will reduce the quantity of greenhouse gases impacting our environment.

The addition of the new wells will allow the Landfill Gas to Energy Facility to run more reliably, producing enough electricity to power approximately 1,000 homes in Regina.

DECISION HISTORY

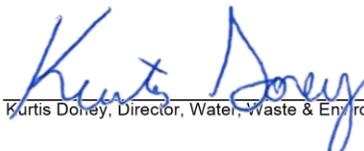
In 2011, City Council approved the WPR Implementation Plan (CR10-147), which recommended implementing the Enhanced Residential Service Level Option for the residential sector. It set a diversion goal of 65 per cent by 2020. City Council also adopted the Extended Services Level for the non-residential sectors.

In 2015, Administration responded to a City Council motion (MN14-3) with a report that included an annual update on WPR initiatives (PWI15-2). It was resolved that, every year, the Public Works and Infrastructure Committee would receive a report on WPR's annual initiatives, results and future plans.

The recommendation in this report is within the delegated authority of the Operations and Community Services Committee.

Respectfully submitted,

Respectfully submitted,


Kurtis Doney, Director, Water, Waste & Environment

3/31/2021


Kim Conradi, Executive Director, Citizen Services

4/14/2021

Prepared by: Ericka Bourlon, Specialist, Waste Minimization

ATTACHMENTS

Appendix A - Waste Plan Regina - 2020 Update

Waste Plan Regina

2020 Update



Table of Contents

Regina’s Waste Strategy	4
Year in Review	7
Regina’s Waste Trends	8
Residential Waste Diversion	9
Residential Waste Diverted Across Canada.....	10
Residential Curbside Collection Services	11
Residential Drop-off Depots	12
Curbside Food and Yard Waste Collection Pilot.....	13
Non-Residential Waste	14
The Landfill	15
Public Outreach and Education	16
Shifting Focus to Encourage Waste Reduction	17
What’s on the Horizon?	18

Regina's Waste Strategy

In 2009, Waste Plan Regina was developed to address the growing demands of Regina's waste management system. Waste Plan Regina (WPR) provides direction for the City of Regina's (City's) solid waste management programs and services for both residential and non-residential sectors. WPR also looks at support tactics to encourage waste reduction over disposal through promotion and education, user pay for garbage and customer reward programs. Waste Plan Regina can be found at Regina.ca/waste.



Residential Waste:

Residential waste is waste that is generated by households. Approximately 30 per cent of what goes to the Landfill is generated by the residential sector. In January 2011, City Council adopted WPR's Enhanced Residential Service Option and set a target to divert 65 per cent of residential waste by 2020.

Currently, residential services divert approximately 20 per cent of waste from the Landfill annually.

Non-Residential Waste:

Non-residential waste is waste that is generated by institutions, commercial businesses and industries known as the IC&I sector and the construction and demolition (C&D) sector. Collectively, these two sectors produce approximately 70 per cent of landfilled waste. The City conducted an audit of incoming landfill loads in the summer of 2020 and found that loads from the IC&I sector contain 20 per cent recyclable material and 22 per cent compostable material. C&D loads contain high quantities of divertible material such as tires and untreated wood.

City Council adopted the Extended Services Level for the non-residential sectors.



This Waste Plan Regina update summarizes the City's accomplishments in 2020 and provides a look at what is on the horizon.

Waste Management Hierarchy

The Waste Management Hierarchy has guided development of Regina's long-term waste management plans and other municipal plans across the country.

The Waste Management Hierarchy ranks actions from most to least environmentally preferred based on use of natural resources and energy, production of pollution and potential toxicity. The hierarchy emphasizes source reduction and reuse, followed by recycling and composting and finally energy recovery from waste, treatment and disposal (landfilling).



Regina's Waste Strategy (cont.)

Government Roles in Waste Management

Waste is a shared responsibility between all levels of government. Federal and provincial governments focus on regulation or stewardship programs. Municipalities are responsible for waste collection and disposal activities.

Federal Government

The primary responsibility of the Federal Government is control of interprovincial and international movement of hazardous waste and recyclable material through regulation and other measures. Since 2018, the Federal Government has focused on the environmental and health impacts of plastic waste. On October 7, 2020 a federal ban on six single-use plastics across Canada was announced using the same approach used to ban plastic microbeads.

Provincial Government

In Saskatchewan, the Ministry of Environment (MOE) regulates solid waste management through approvals, licensing of facilities, monitoring of operations and mandating recycling of certain products through waste stewardship regulations. Stewardship regulations shift financial and physical responsibility away from municipalities to:

- 1) Businesses that produce or bring products into Saskatchewan such as the Multi-Material Stewardship Western that provides funding to the City for the recycling program, OR
- 2) To consumers who purchase the products where the consumer pays an enviro fee at time of purchase for used oil, oil filters, oil containers, antifreeze, scrap tires, paint, paint containers and electronic waste.

Saskatchewan also uses a deposit refund system to recycle beverage containers through SARCAN Recycling.

In 2020, the province released Saskatchewan's Solid Waste Management Strategy outlining six goals and set a waste reduction target of 30 per cent by 2030 and 50 per cent by 2040. Learn more at [Saskatchewan.ca/environment](https://www.saskatchewan.ca/environment).

Single-use Plastic Products in Federal Ban



The new regulations are expected to be finalized by the end of 2021.

Year in Review

2020 Highlights

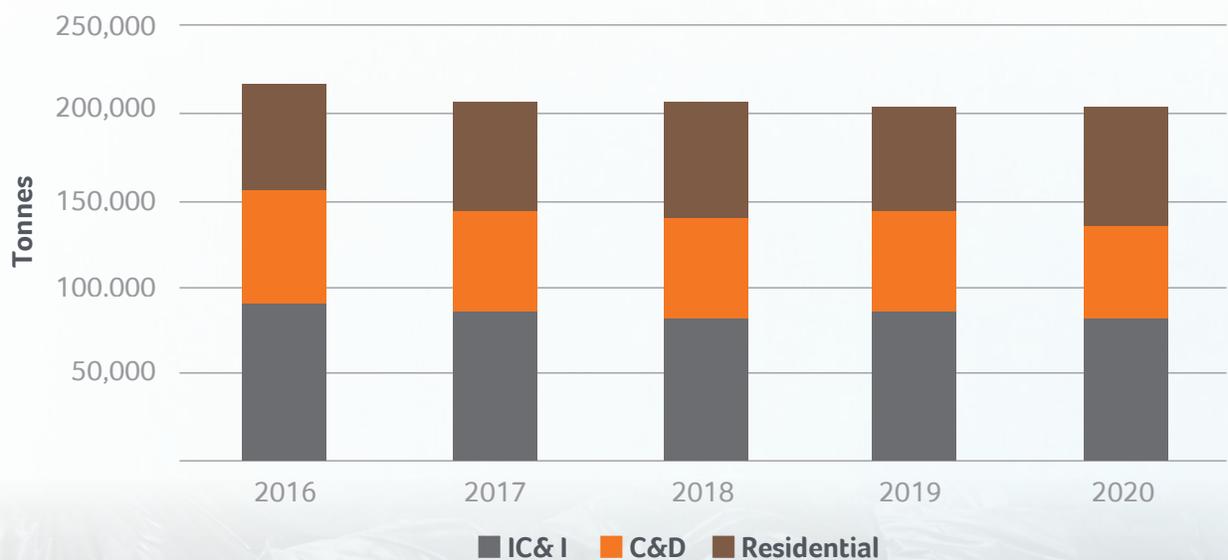
- Had an annual curbside recycling contamination rate of 9.5 per cent - the lowest ever.
- Implemented the Curbside Food and Yard Waste Collection Pilot in September and diverted 172 tonnes of waste.
- Diverted record breaking amounts of waste through the Yard Waste Depot (4,247 tonnes) and Household Hazardous Waste Days (125 tonnes).
- Expanded the materials accepted at the Big Blue Bin Depots to align with the Curbside Recycling Collection Program.
- Shifted to virtual outreach to continue to educate residents on proper waste practices during the COVID-19 pandemic.
- Saved approximately 100,000 cubic meters of landfill space through improved landfilling practices.
- Opened the Waste Management Centre to centralize waste operations.
- Garbage and recycling collection continued as scheduled and the Landfill remained open during the pandemic.



Regina's Waste Trends

Saskatchewan produces the second highest amount of waste in Canada per capita. Each person in the province generates on average 60 regular household bags of garbage per year. To reduce the amount of waste going to the Landfill and achieve our waste diversion goals, implementing further residential diversion programs, educating residents to reduce waste and developing waste management policies for the IC&I and C&D sectors is essential.

Waste Landfilled



Impacts of Covid-19

- Implementation of the Curbside Food and Yard Waste Collection Pilot was delayed from spring 2020 to fall 2020.
- The April and May Household Hazardous Waste Days were cancelled.

Due to the public health orders, residents spent much more time in their homes in 2020. An increase in garbage collected at the curb and disposed at the Landfill Transfer Station reflects this.

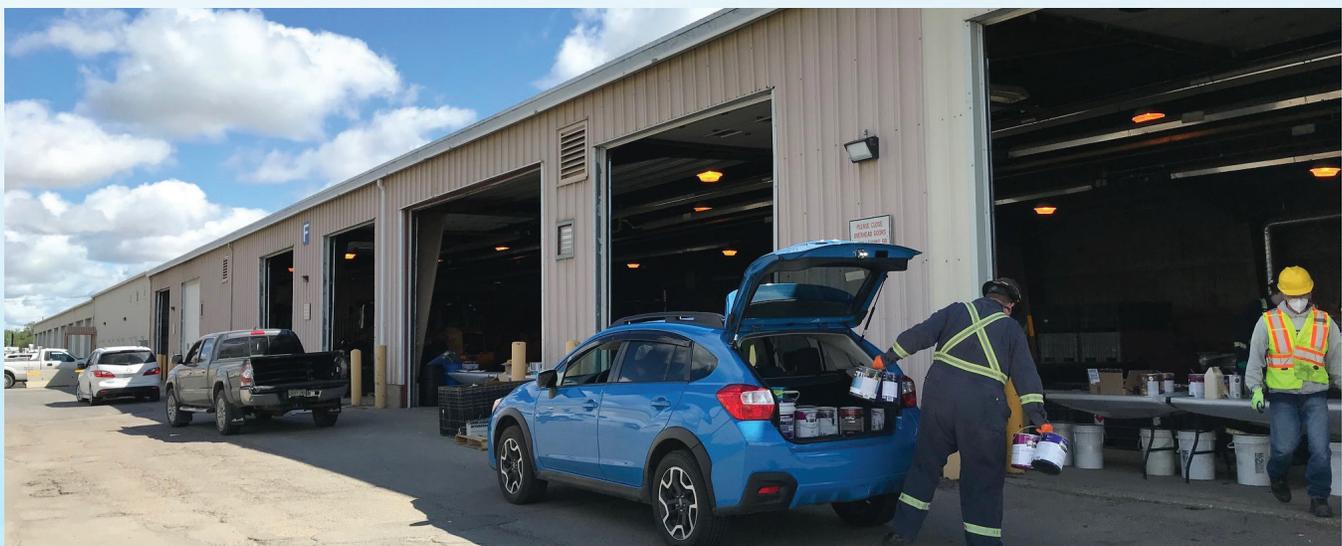
Residential Waste Diversion

	2016	2017	2018	2019	2020
City Program Diversion	20%	18%	19%	19%	20%
Curbside Recycling Collection	8,074	7,796	7,272	6,891	6,486
Curbside Food & Yard Waste Collection Pilot	-	-	-	-	172
SARCAN Glass	-	-	-	29	38
Big Blue Bin	868	806	801	787	792
Yard Waste Depot	411	N/A*	839	2,660	4,247
Household Hazardous Waste Days	91	N/A*	77	122	125
Treecycle	44	27	28	32	31
Diversion at the Landfill	6,293	4,994	5,800	3,766	3,898
Total Diversion (Tonnes)	15,781	13,623	14,817	14,287	15,789
Residential Garbage	63,439	62,149	61,377	59,695	64,879

*Leaf & Yard Depots and Household Hazardous Waste Days were cancelled in 2017.



% waste diversion =
$$\frac{\text{total tonnes waste diverted}}{\text{total tonnes garbage} + \text{total tonnes waste diverted}} \times 100$$



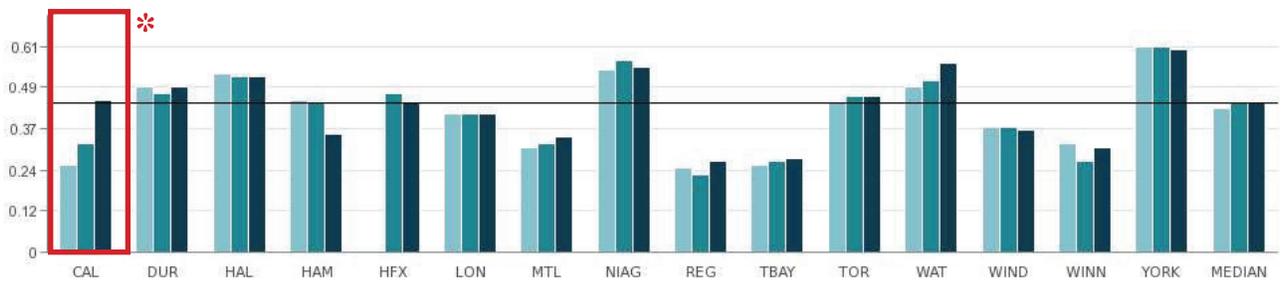
Residential Waste Diverted Across Canada

The Municipal Benchmarking Network (MBN) of Canada provides a framework for measuring municipal efficiency and effectiveness on a wide range of services. In comparison to other MBN municipalities, Regina continues to have one of the lowest diversion rates. The gap between Regina and other municipalities can be attributed to the absence of a curbside collection program for food and yard waste. Other municipalities also have more stewardship programs, like the Province’s Multi-Material Stewardship Western program, and provincial regulations which are significant contributing factors to higher waste diversion rates.

The figure below shows 2019 waste diversion results as the 2020 results are not yet available.

Tonnes of Residential Solid Waste Diverted per Household

This measure demonstrates the tonnes of residential waste diverted away from landfills and incineration through programs such as organics, blue box, leaf and yard, municipal hazardous or special waste and other recyclable materials.



Source: 2020 MBN Canada Waste Management Performance Measure Report, Figure 34.3

*The City of Calgary began a phased roll-out of curbside collection for organics in July 2017; their diversion rate has increased.



Benchmarking initiatives calculate waste diversion rate differently. MBN Canada incorporates an estimate of provincial stewardship and on-property diversion, including bottle return, tire recycling, backyard composting and garburator use.

Residential Curbside Collection Services

The City provides curbside collection services to approximately 67,000 single-family households.

The majority of properties have a **360-litre** brown cart for garbage collection.

Garbage is collected **weekly from April to October** and **biweekly in from November to March**.

On average brown carts are **77%** full on collection day.

On average brown cart set out rate is **73%**.

If required, a **supplementary brown cart** can be provided for a fee.



Each property is provided a **360-litre** blue cart for recycling collection.

Recycling is collected **biweekly** throughout the year.

On average blue carts are **74%** full on collection day.

On average blue cart set out rate is **72%**.



Did you know?



The Waste Management Bylaw requires multi-family properties, such as condos and apartments, to provide recycling services for their tenants. Properties must submit a waste plan outlining their recycling hauler, processor, and contract expiry. The City monitors compliance through waste plan submissions.

Residential Drop-off Depots

The City provides drop-off options for residential materials that can be diverted from the Landfill, but that are not accepted through the Curbside Recycling Collection Program. Residents dropped off record numbers of yard waste and household hazardous waste at the depots in 2020.

Yard Waste Depot

In spring 2020, the Yard Waste Depot opened for its second year of operation. Residents dropped off more than 4,247 tonnes of yard waste – over 1.5 times the amount dropped off in 2019! The yard waste is transported to an off-site facility and turned into compost.



Household Hazardous Waste Days

Due to COVID-19, the City offered three Household Hazardous Waste Days in 2020 with extended hours. Residents of Regina dropped off over 125 tonnes of hazardous waste – up from 122 tonnes in 2019!



Treecycle Depots

In 2020, the Treecycle Program began operating out of the Yard Waste Depot. Over 31 tonnes of Christmas trees were turned into compost.



Big Blue Bins

In 2020, the City aligned the materials accepted at the Big Blue Bin Depots with the Curbside Recycling Collection Program. Acceptable materials now include paper and cardboard, plastic packaging #1-7, aluminum, tin and beverage cartons. The City also added two new locations - Douglas Park and the intersection of Courtney Street and Sherwood Drive – for a total of nine locations. Over 792 tonnes of material was diverted from the Landfill through this program.



Curbside Food and Yard Waste Collection Pilot

In September, the City launched the Curbside Food and Yard Waste Collection Pilot to approximately 2,800 households. The Pilot is being used to seek feedback from residents and identify any challenges prior to city-wide implementation in 2023.

The Pilot includes participants from all ten wards, with a mix of front street and back alley collection, various yard sizes, and neighborhoods with different volumes of waste. Each property was provided either a 120L, 240L or 360L green cart.

The service is 'scrape the plate' meaning that all food scraps including meat, bones and dairy are accepted. Food and yard waste collected from the Pilot is processed at the City's compost site located at the Landfill.

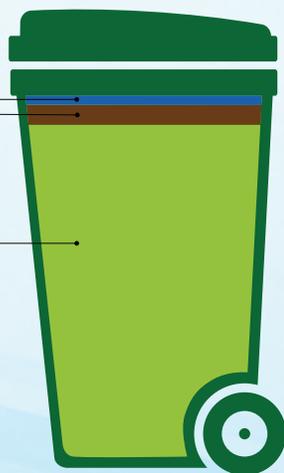
For pilot participants, garbage is collected biweekly throughout the year and food and yard waste is collected weekly.

Material in Green Cart

Recyclables 0.5%

Garbage 1.5%

Organics 98%



Approximately **50%** of the material placed in the average residents' brown cart is food and yard waste.

On average green carts are **44%** full on collection day.

On average green cart set out rate is **47%**.

In the first three months of the Pilot, participants diverted **172 tonnes** of food and yard waste from the Landfill.



Did you know?



Diverting residential food and yard waste from the Landfill through curbside collection can increase our residential waste diversion by 20 to 34 per cent. Making the 65 per cent diversion target within reach.

Non-Residential Waste

The City is getting ready to bring forward a recommendation to Council to set regulations that will require the IC&I sector to divert waste from the Landfill. The City is establishing itself as a leader in IC&I waste management practices and gathering information about the impact regulations could have on the Landfill.

The City Greened Our Routine

The City's internal waste diversion pilot wrapped up in the spring. The Green Routine gave the City the opportunity to lead by example, providing compost and recycling opportunities at 12 City-owned facilities.

Upon completion of the pilot, the average diversion rate for the pilot facilities was 47 per cent, up from 10 per cent prior to the pilot. The City is planning to expand the Green Routine to all City-owned facilities in 2021.

Green Procurement

The City is developing Community Benefit & Sustainability criteria that will be included in procurement documents. Bidders that can provide social, environmental, and economic value now and in the future will score higher than those who cannot. Environmental value includes concepts like protecting the environment and reducing our environmental footprint.



Bottle Baskets

Since 2017, 130 bottle baskets have been installed in public outdoor spaces. Bottle baskets provide a convenient way for residents to recycle beverage containers outside their home or workplace.

In 2020, 20 bottle baskets were installed on waste bins at shopping center transit stops throughout Regina.



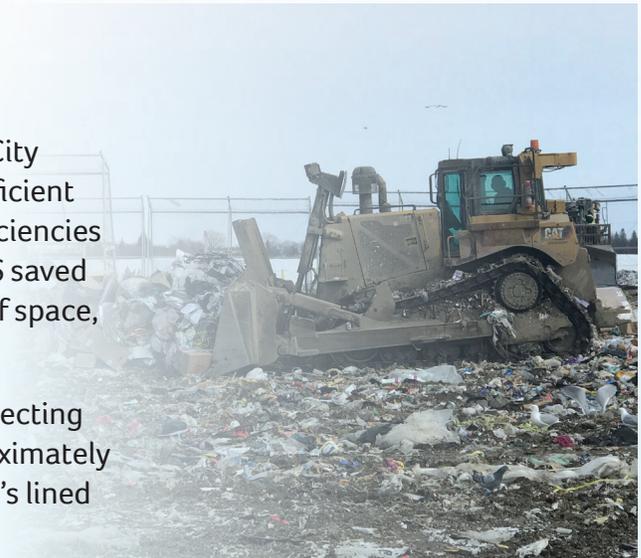
The Landfill

The City owns and operates one landfill. The Landfill services residential properties, the Industrial, Commercial & Institutional (IC&I) sector, the Construction & Demolition (C&D) sector and regional customers in southern Saskatchewan. The total amount of waste landfilled in 2020 was 201,000 tonnes, which is consistent with tonnage landfilled in 2019.

Extending the Life of the Landfill

In addition to diverting waste from the Landfill, the City implements best practices in landfilling to ensure efficient use of the space. In 2020, continued operational efficiencies such as soil usage tracking, new equipment, and GPS saved approximately an additional 100,000 cubic metres of space, which is consistent with the savings we saw in 2019.

The City is extending the life of the active cells by directing primarily C&D waste to the old hill resulting in approximately 32 per cent of waste being diverted from the Landfill's lined areas.



Did you know?



The current life expectancy of the Landfill is 24-26 years. With increased diversion and continued improvements to operational efficiencies, we plan to continue extending the Landfill's overall life expectancy.

Landfill Gas to Energy

The City's Landfill Gas to Energy Facility captures methane gas produced at the Landfill and turns it into electricity. The City has been selling electricity to SaskPower since January of 2017.

In 2020, a landfill gas pre-treatment system was installed to improve operational efficiency of the Landfill Gas to Energy Facility. The pre-treatment system removes a portion of the gas called Siloxanes which, when untreated, can damage various parts of the landfill gas to energy engine. This damage to the engine can lead to increased downtime, which results in less methane being destroyed and less energy being produced.

Public Outreach and Education

Public outreach and education are extremely important to ensure Regina residents are using City waste services correctly and to increase knowledge of proper waste, recycling and reduction practices.

Public outreach has shown to be effective in decreasing contamination. Contamination at the City's recycling processing facility has steadily decreased over the past few years from 16 per cent in 2018 to 9.5 per cent in 2020. When contamination decreases, processing fees paid to the recycling processor also decrease.

CartSmart Program

The CartSmart Program was launched in 2019 to educate residents on proper waste sorting practices and was continued in the fall of 2020.

Over the course of four weeks, blue carts at 2,058 households were visually assessed to determine if there were any unacceptable or bagged items.

The most common contaminants were all types of plastic – 55 per cent of blue carts were found to contain at least one type of plastic contaminant. Blue carts that had errors were reassessed on the following collection day. Out of the carts that were reassessed, 67 per cent improved. The City will continue to use the information gathered to develop future educational messaging.

Plastic Education Campaign

In fall 2020, a social media campaign was launched based on information gathered through the CartSmart Program. The campaign used a series of educational videos, polls and sorting tips directing residents to Regina.ca for more information on unacceptable plastics. Based on audits at the recycling processing facility, unacceptable plastics placed in the blue cart decreased from 44 to 37 per cent after the campaign. The City will continue to use the information gathered to develop future educational messaging.



Top 5 contaminants in blue carts:

1. Stretchy plastic (i.e. shopping bags)
2. Crinkly plastic (i.e. chip bags)
3. Polystyrene (i.e. Styrofoam packaging)
4. Miscellaneous plastic (i.e. Tupperware containers)
5. Tissues (i.e. paper towel)

City of Regina | Municipal Government
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These are the types of plastics that can be recycled.

REGINA.CA/PLASTIC
Recycling Plastics
Let's recycle the right stuff!

LEARN MORE

Shifting Focus to Encourage Waste Reduction

The best approach to waste management is to not create the waste in the first place. Over the last few years, education efforts have focused more on reduction and reuse messaging – the most important ‘Rs’ in the waste management hierarchy.

Waste Reduction Campaign

In the fall of 2020, the City launched a campaign targeted at small actions people can take to make a large difference in helping reduce the amount of waste being created. The campaign encouraged residents to reduce the use of common single-use items such as coffee cups, plastic bags and plastic water bottles. Choosing reusables over disposables is key to reducing waste.

Information provided on Regina.ca offered specific steps on how to switch to reusables and minimize single-use items. The campaign featured radio ads, billboards, polls and tips to highlight the benefits of waste reduction. The City also partnered with local influencers who demonstrated and shared their favorite tips on how they reduce waste. Every action counts!

As the campaign overlapped with Waste Reduction Week, a social media contest was held that encouraged residents to share tips or actions they would like to try to reduce single-use items.



Campaign Highlights

- ✓ 6,140,367 online impressions delivered
- ✓ 24,432 clicks (Plastic Bottles execution drove 58% of all clicks)
- ✓ 27,977 Regina.ca/reduce page views
- ✓ 92% of traffic coming from paid media
- ✓ 273,594 video views

Food Waste Reduction Initiatives

To promote waste reduction behaviors, a food waste reduction brochure was distributed to the Curbside Food and Yard Waste Pilot participants. Approximately 60 per cent of all food waste in the average households garbage is avoidable.

What's on the Horizon?

Upcoming Service Changes

Household Hazardous Waste – 2022-2023

The Government of Saskatchewan is developing a province-wide household hazardous waste (HHW) stewardship program. As part of this new program, the Province launched a recycling program for consumer batteries beginning of January 2021. An environmental handling fee will be charged at the point of purchase and the fees will be used for the collection, transport and recycling of the batteries.

The City's current Household Hazardous Waste Days will continue in 2021. Decisions about the future of the program will be made once the Province releases further details about the HHW stewardship program. The City has expressed interest in becoming a permanent collection point for residents to drop off HHW.

City-wide Implementation of Curbside Food & Yard Waste Service – 2023-2024

The Curbside Food and Yard Waste Collection Pilot will continue into 2021. The City will continue to monitor the program and seek feedback from residents to identify any challenges and continue planning for city-wide implementation in 2023. A recommendation on service details related to collection frequency, cart size combination and processing technology will be brought forward to Council.

Diversion at Landfill – 2025-2028

There are many items, such as mattresses, untreated wood, etc., that can be diverted from the Landfill but do not currently have a drop-off depot. Over the next few years, the City will begin work on a diversion station at the Landfill so customers can divert these items.

Education Room – 2021

The Waste Management Centre, located east of the Landfill, houses an 800 square foot education room. In 2021, the education room will offer interactive learning for classrooms, community and corporate groups as public health orders allow. Groups will learn about waste and water and the importance of engaging in responsible environmental practices.

Community Association Clean-ups - 2021

The Parks, Recreation & Cultural Services department will be bringing forward a report to Council with support for community clean-up program options. The Water, Waste & Environment department will provide supporting data and in-kind support.

Upcoming Policy Decisions/Changes

Waste Services Funding Policy – 2021

Administration will be bringing forward a report to Council with funding options for solid waste services. Options could consist of user pay for garbage, a full property tax-based system or a combination of both user fees and property tax. A funding system that incentivizes waste diversion and reduction supports the City's goal of reaching 65 per cent diversion.

Plastic Checkout Bag Ban Bylaw – 2021

The *Plastic Checkout Bag Ban Bylaw* is set to come into effect in Q1 2022. The effective date has been deferred from August 1, 2021 due to the ongoing pandemic. The City will develop a communication strategy to inform retailers and residents about the new regulations. The Bylaw does not mandate checkout bag alternatives or a fee for the alternatives.

IC&I Sector Regulations – 2021-2024

The City will use information gathered from the Green Routine pilot and engage with stakeholders to form a recommendation to Council on waste management policies for the IC&I sector. Future IC&I waste management policies could include mandated recycling and composting and/or landfill bans on materials such as paper and cardboard.

C&D Sector Regulations – 2024-2026

Future C&D waste management policies could include mandated recycling or landfill bans on material that is divertible.

Operational Changes

Green Routine Expansion to all City Facilities – 2021

The Green Routine pilot successfully increased the City's internal diversion rate. In 2021, the program will be implemented in the remaining 75 City-owned and operated facilities. As part of this expansion, bottle baskets will continue to be added to high traffic parks, transit stops and pathways.

Landfill Gas Collection System Expansion – 2021

The landfill gas collection system will be expanded with an additional 25 wells, in addition to the replacement of the flare stack and its control system. The new flare's operation will then be integrated with the existing Landfill Gas to Energy Facility to enhance/increase the ongoing destruction of the methane gas produced at the Landfill. This will reduce the quantity of greenhouse gases impacting our environment.

The addition of the new wells will allow the Landfill Gas to Energy Facility to run more reliably, producing enough electricity to power approximately 1,000 homes in Regina.



Idle Control Program

Date	April 21, 2021
To	Operations and Community Services Committee
From	Citizen Experience, Innovation & Performance
Service Area	Innovation, Energy & Technology
Item No.	OCS21-15

RECOMMENDATION

That the Operations and Community Services Committee receive and file this report.

ISSUE

Research suggests that 36 per cent of energy related greenhouse gas (GHG) emissions in Canada stem from transportation. Light-duty vehicles, which include cars, vans, and light-duty trucks are responsible for almost half of that total. As a core component of Canada’s national climate plan, the federal government is finalizing the Clean Fuel Standard (CFS) regulations that requires a reduction of carbon content in gasoline and diesel between 2022 and 2030. The federal government estimates the CFS regulations will reduce emissions in Canada by 30 million tonnes per year which is the equivalent of taking approximately seven million cars off the road.

The federal government has other, complimentary efforts underway, to reduced GHG emissions including:

- setting Canada-wide targets to see zero-emission vehicles make up an increasing percentage of new vehicle sales;
- establishing more robust infrastructure for charging and refueling electric and alternative fuel vehicles; and
- implementing consumer rebates for purchasing and leasing zero emission vehicles.

While work continues at the federal government level to lessen the transportation sector’s carbon intensity, interim efforts at the organization and community level can greatly reduce GHG emissions. City of Regina’s Administration has identified significant GHG emissions reduction potential within the organization and community through reduced vehicle idling

alongside increasing other methods of transportation such as transit, walking, biking, and other forms of active transportation.

The purpose of this report is to update Committee on steps the City of Regina (the “City”) has taken to reduce GHG from vehicle emissions and what the City is planning to do in the next year to further reduce the City’s emissions and promote reduction in emissions throughout the community.

IMPACTS

Federal Regulations

The federal government is using multiple tactics to lower the carbon footprint of Canada’s transportation sector:

1. The Clean Fuel Standard (CFS) will be a set of regulations requiring Canadian fossil fuel suppliers to reduce the carbon content of fuel. The CFS is a core component of Canada’s national climate plan and it is expected that the final CFS regulations will be published in late 2021 with regulatory requirements coming into force in December 2022.
2. The Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative (2016 - 2022) will establish a coast-to-coast fast-charging network along the national highway system, natural gas refueling stations along key freight corridors and hydrogen refueling stations in metropolitan centres. To date, Natural Resources Canada has projects in place to deliver 526 electric vehicle fast-chargers, six hydrogen refueling stations and 12 natural gas refueling stations.
3. Zero-emission vehicle sales targets are being developed. These targets seek to have zero emission vehicles make up 10 per cent of new light-duty vehicle sales by 2025, 30 per cent by 2030, and 100 per cent by 2040. Zero emission vehicles include battery electric vehicles, hydrogen fuel cell electric vehicles and plug-in hybrid electric vehicles.
4. Multiple financial incentives for consumers looking to purchase zero emission vehicles. This includes purchase and lease incentives along with tax incentives for businesses purchasing zero emission vehicles.

This multi-pronged approach from the federal government shows that electric or zero emission vehicle adoption is a critical component for reducing GHG emissions in Canada. Data from 2019 shows that in Regina, there are roughly 165,000 vehicles registered and 84 are electric (1.16 million vehicles in Saskatchewan of which 379 are electric). While electric vehicle adoption is increasing over time (Regina had 9 in 2015 and 84 in 2020), finding interim opportunities to reduce GHG emissions in the transportation sector can help achieve Council’s direction to become a renewable community by 2050.

Environmental

Vehicle exhaust emits a range of gases into the atmosphere, one of which is carbon dioxide (CO₂) which is the principal greenhouse gas that contributes to climate change. Each litre

of gasoline used produces about 2.3 kg of CO₂ that is emitted into the environment.

These emissions, like all GHG emissions, stay in the atmosphere and continue to accumulate. This means that the climate impact of emissions in any given year is not confined to that year. It is the cumulative increase of current and past GHG emissions that drives future climate change. Very little of any incremental emissions of CO₂ are re-absorbed, they just stay in the atmosphere.

The cumulative impact of every licensed driver in Regina reducing their idling by one minute per day has the potential to reduce GHG emissions by about 6,000 tonnes per year which is equivalent to removing about 1,500 cars from the road.

Corporately, the City's vehicle fleet could eliminate up to 40 tonnes of GHG emissions per year with each minute of reduced idling.

Financial

Both at the City, and across the community, sustained efforts to limit unnecessary idling reduces fuel consumption and fuel costs. Based on research from Natural Resources Canada, each minute-long reduction in idling over the course of a year for an average resident, would see a fuel savings of roughly \$18 per year or about \$2,700,000 for all registered drivers in Regina.

For the City of Regina's vehicle fleet, each minute-long reduction of unnecessary idling per day could result in an annual fuel savings of \$16,700. Moreover, cost savings could be achieved by reducing engine run time. For example, reduction in the cost of maintenance and ancillary parts and potentially extending the life of the asset. Fleet data for maintenance and fuel consumption is already tracked in detail, providing a baseline for ongoing monitoring once the internal policy is implemented. Administration will explore options for reinvesting savings into funding future sustainability initiatives.

OTHER OPTIONS

The City is not waiting until the federal government's zero emission targets are set. The City has made progress and has plans to make further progress. As an interim approach until widespread zero emission vehicle adoption, the Administration is taking a leadership role to explore opportunities to reduce vehicle idling at the community level. There are many options available to encourage reduced vehicle idling, and it is Administration's intention to engage the community to create a Regina-tailored approach. Options range from no action to those focused on education and awareness to restricting where, when, and for how long idling is permissible. For example, one end of the continuum could be passive public education campaigns while the opposite end could be more targeted approaches in high-idle areas such as Regina's downtown.



COMMUNICATIONS

Between Q2 and Q3 of 2021, Administration will conduct broad community engagement with residents and key stakeholders on the options outlined above.

Community education and awareness on the benefits of idling reduction is key to meaningful engagement that will inform the development of an idle control program. Administration will focus education and engagement on three key themes:

1. Idling awareness – Building awareness of multiple benefits from reduced idling that may or may not be known to drivers and addressing common misconceptions around the need to idle vehicles.
2. Understanding idling habits – Community feedback will assist Administration in better understanding the idling habits of Regina residents, including behaviours such as frequency and location of idling, average duration of idling, and attitudes and opinions regarding idling.
3. Options to encourage idling reduction – Administration will seek to understand community preferences around how to encourage and incentivize broad reduction in vehicle idling throughout Regina. This will also involve education surrounding the benefits and trade-offs moving from passive to more resource intensive tactics.

The information gathered will be analyzed and used to inform Administration’s development of options and recommendations to encourage and achieve reducing vehicle idling in Regina. The information will also establish a baseline for comparison when evaluating future performance of any Council-approved tactics to reduce community idling.

DISCUSSION

At the municipal level, efforts to reduce vehicle idling are not new and have existed for 25 years. In 1996, Toronto was the first Canadian city to implement an idle control program that included a bylaw restricting idling. Originally, idle control efforts were taken to mitigate smog and improve air quality. Soon after, cities began citing parallel environmental concerns related to GHG emissions. By 2010 there were more than 60 municipalities across Canada with Idle Control programs (with over 70 municipalities today).

Other levels of government have also made efforts to encourage reduced idling. The Government of Nova Scotia passed the Anti Idling Act in 2010 with the preamble stating that, “reducing idling is a cost-effective and easy way to reduce greenhouse gases and air pollutants.” The Government of British Columbia has stated that, idle-free initiatives are a

straightforward and cost-effective action that local governments can immediately take to reduce greenhouse gas emissions.” At the federal level, Natural Resources Canada makes available a significant amount of research and resources to assist municipalities in idle control efforts and conducted the primary research on driver behavior that most municipal programs reference.

The City of Regina has, in the past, conducted targeted education and engagement. Starting in 2006, Regina initiated a multidimensional idling outreach program in partnership with Climate Change Saskatchewan. The first action was the installation of “Idle Free Zone” signs at City Hall and then throughout other City-operated facilities. Signs were also made available to tenants of Wascana Centre. The signs were placed at 36 locations across City facilities, recreation centres and schools. Engagement also included reaching out to students – over 1,400 in total between 2006 and 2008 – through presentations, a short video and other activities. This multidimensional approach is also a common tactic used in many municipalities.

Administration is proceeding with a community-specific idling reduction program in advancement of the Energy & Sustainability Framework to fast track GHG emissions reductions across the community. A report will be submitted to the Operations and Community Services Committee in Q4 of 2021 with a recommended Community Idle Control Program and an update on the City’s internal policy.

To minimize the emissions impact of the City’s own vehicle and equipment fleet, Administration is following the concept of, ‘reduce, improve, switch.’ An internal Idle Control Policy is currently being updated to reduce emissions impacts, as much of the current fleet will be used for many more years. The policy limits the permissibility of idling to only specific situations, such as those related to health and safety or when idling is necessary for operations-specific purposes. This approach is consistent with other municipal policies across Canada as well as the recommendations of Natural Resources Canada. Approval of the refreshed policy is expected by the end of April with a phased implementation to follow. Administration is also finding opportunities to improve deployment of its vehicle fleet. This means evaluating how vehicles are used to determine if a smaller, lower-emitting vehicle would work in place of those that are higher-emitting.

A refreshed understanding of vehicle requirements puts the City in a better position as the Energy & Sustainability Framework will include specific strategies and plans to switch the City’s fleet to alternative fuel sources when vehicles are replaced. Alongside the development of the Energy & Sustainability Framework, as part of the Transit Master Plan, the City has initiated a study for switching to alternative fuel buses. This study will provide options for transitioning the bus fleet away from conventional diesel fuel, taking into consideration variables such as carbon emissions, costs, availability of fuel/electricity, routing implications, and more. These overlapping pieces of work will ensure the City of Regina has a planful approach for transitioning to alternative fuel fleet vehicles.

DECISION HISTORY

At the October 28, 2020 City Council directed the Administration to develop a community-wide Energy & Sustainability Framework and Action Plan (CR20-88).

Respectfully submitted,



Kim Onrait, Executive Director
Citizen Services

Respectfully submitted,



Louise Folk, Executive Director,
Citizen Experience, Innovation &
Performance

Prepared by: Ryan Gray, Corporate Strategy and Performance Consultant

Amendments to the Regina Traffic Bylaw

Date	April 21, 2021
To	Operations and Community Services Committee
From	Citizen Services
Service Area	Roadways & Transportation
Item No.	OCS21-16

RECOMMENDATION

The Operations and Community Services Committee recommends that City Council:

1. Approve the following amendments to *The Regina Traffic Bylaw, 1997*, Bylaw No. 9900 (Traffic Bylaw) as detailed in Appendix A.
2. Instruct the City Solicitor to amend the *Traffic Bylaw* to reflect the changes detailed in Appendix A.
3. Approve these recommendations at its May 12, 2021 meeting.

ISSUE

This report recommends amendments to the *Regina Traffic Bylaw No. 9900 (Traffic Bylaw)*. All amendments were reviewed and approved by the Traffic Bylaw Working Group (Working Group), which is a multidisciplinary group of representatives from City of Regina (City) Administration and Regina Police Service (RPS).

IMPACTS

Policy/Strategic Impacts

The proposed amendments pertaining to tee-intersections and recreational vehicle parking are consistent with *The Official Community Plan (OCP)* and *The Transportation Master Plan (TMP)*, specifically:

- *OCP - Section D, Goal 5 – Active Transportation, “Promote active transportation for healthier communities.”*

- 5.27 Develop a citywide pedestrian strategy to provide a continuous high-quality, connected, safe and universally accessible walking experience.
- *TMP - Section D1, Goal 2: The transportation system will provide a greater range of multi-modal transportation choices for all seasons.*
 - 1.12 Review and update city policies and standards to reflect multi-modal transportation needs for all seasons.
- *TMP - Section D4, Goal 15: Active modes of transportation will be prioritized in city policies and processes.*
 - 4.5 Amend the Traffic Bylaw No. 9900 (Traffic Bylaw) to reduce barriers for active modes.

Financial Impacts

The cost implications with respect to the amendments proposed will include the installation, moving or removing of signage, which will be a one-time cost. This cost will be charged to the 2021 Operating Budget and is estimated to be approximately \$2,000.

Accessibility Impacts

The proposed amendment to implement a no stopping zone for vehicles at all pedestrian ramps located at tee-intersection will provide improved accessibility and sightlines for all pedestrians.

Environmental Impacts

City Council set a community goal for the City of achieving net zero emissions and sourcing of net zero renewable energy by 2050. In support of this goal, City Council asked Administration to provide energy and greenhouse gas implications of recommendations so that Council can evaluate the climate impacts of its decisions. The recommendations in this report have limited direct impacts on energy consumption and greenhouse gas emissions.

There are no legal or any other implications with respect to this report.

OTHER OPTIONS

An alternative to creating a definition for “School Days” would be to update all existing parking signage in school zones to clearly indicate the effective days and months. Holidays would need to be clearly identified on the signage.

An alternative to restricting recreational vehicles from stopping within 30 metres of an intersection or crosswalk for more than two hours would be to restrict recreational vehicles from stopping within 30 metres of an intersection or crosswalk for any period of time.

COMMUNICATIONS

Approved speed limit changes will be reflected by changes to the posted speed limit signage as needed. The revised *Traffic Bylaw* will be published on Regina.ca.

DISCUSSION

The following amendments to the *Traffic Bylaw* were reviewed and approved by representatives of the Working Group, after review and analysis of each proposal:

School Days

It is recommended that a definition for “School Days” be defined within the *Traffic Bylaw*. The use of School Days can be found on no stopping and no parking signage within Regina’s school zones. The absence of a definition in the bylaw results in challenges for enforcement and inconsistent interpretation by motorists. Many schools are in residential areas, where on-street parking is desired by motorists in the area; the use of the term ‘school days’ on signs will increase the opportunities for residents or visitors to park when the space is not required for school buses. The addition of a definition would clarify the precise days parking is restricted. Further details can be found in Appendix B.

Proposed Amendment:

“**School Days**” means all Mondays, Tuesdays, Wednesdays, Thursdays or Fridays, that occur between the dates of September 1 and June 30, inclusive, but excluding holidays.

Advantages Include:

- parking signage within existing school zones that indicate “School Days” will have a clear effective date
- existing signage enforceability will be strengthened and will not need to be replaced with either year-round restrictions or more complex, harder to read signs

Disadvantages include:

- parking will be restricted on days where school is not in session and the day is not considered a holiday, such as extended breaks or professional development days as determined by each school division

If approved, the *Traffic Bylaw* will be amended, specifically *Part I, Interpretation, Definitions, Section 1*.

Arcola Avenue Speed Limits

The *Traffic Bylaw* currently sets three different speed limits for Arcola Avenue at 60, 70 and 80 kilometres per hour.

Administration completed a review of these existing speed limits and recommends that the speed limit between the Highway 1A entrance and 150 metres east of University Park Drive be reduced from 70 kilometres per hour to 60 kilometres per hour.

This will allow for a consistent speed limit of 60 kilometres per hour starting 50 metres east of Victoria Avenue to 150 metres east of University Park Drive.

It is also recommended that the speed limit between Chuka Boulevard and east city limits be reduced from 80 kilometres per hour to 70 kilometres per hour. This will allow for a consistent speed limit of 70 kilometres per hour starting 150 metres east of University Park Drive to east city limits. Further details can be found within Appendix C.

Proposed Amendment:

Description	From	To	Limit (km/h)
Arcola Avenue	50 m East of Victoria Avenue	Hwy #1 Entrance Ramp	60
Arcola Avenue	Hwy #1 Entrance Ramp	150 m. East of Chuka Boulevard	70
Arcola Avenue	150 m. East of Chuka	East City Limit	80

	Boulevard		
Arcola Avenue	50 m East of Victoria Avenue	150 m. East of University Park Drive	60
Arcola Avenue	150 m. East of University Park Drive	East City Limits	70

Advantages Include:

- a lower speed limit at University Park Drive intersection is more appropriate for the higher volume of vehicular decision points and movements at the intersection and may reduce the risk of preventable collisions
- a lower speed limit of 60 kilometres per hour near Highway 1A will allow for vehicles to safely exit and enter Arcola Avenue to and from Highway 1A
- a lower speed limit of 70 kilometres per hour between Chuka Boulevard and east city limits will create a consistent speed limit between the Arcola Avenue and Highway 33 (east of city limits) and is more appropriate for the density and spacing of the intersections on this road segment

Disadvantages Include:

- a minor increase to travel time through the reduced speed section of the corridor

If approved, the *Traffic Bylaw* will be amended, specifically *Part III, Moving Violations, Speed Limits, Section 10 (1)(a)*.

Dewdney Avenue Speed Limits

The Saskatchewan Ministry of Highways (MHI) has requested that administration revise the speed limits of Dewdney Avenue, west of Pinkie Road in *Section 10(1)(a)* of the *Traffic Bylaw*, to match the existing speed limit of 70 kilometres per hour of the Regina Bypass (Bypass) entrance and exit ramps. MHI has requested that this change be implemented to improve the safety of traffic movements at intersections and ramps connecting to the Bypass.

It is recommended that the current speed limit of Dewdney Avenue be reduced from 80 kilometres per hour to 70 kilometres per hour between Pinkie Road and 200 metres west of Fleming Road. The speed reduction will create a consistent speed limit with the connecting segment of Dewdney Avenue to the east of Pinkie Road as well as be consistent with the speed limits on the bypass ramps. Further details are provided in Appendix D.

Proposed Amendment:

Description	From	To	Limit (km/h)
Dewdney Avenue	West City Limit	Pinkie Road	80
Dewdney Avenue	Pinkie Road	Courtney Street	70
Dewdney Avenue	West City Limit	200m West of Fleming Road	80
Dewdney Avenue	200 m West of Fleming Road	Courtney Street	70

Advantages Include:

- a lower speed limit of 70 kilometres per hour will provide improved safety for vehicle

movements at intersections along Dewdney Avenue between Pinkie Road and 200 metres west of Fleming Road

- a lower speed limit of 70 kilometres per hour will be consistent with the existing speed of the ramps connecting to the Bypass and may reduce the risk of preventable collisions for vehicles entering or exiting

Disadvantages Include:

- a lower speed limit may increase travel times through Dewdney Avenue between Pinkie Road and 200 metres west of Fleming Road

If approved, the *Traffic Bylaw* will be amended, specifically *Part III, Moving Violations, Speed Limits, Section 10 (1)(a)*.

Highway 1A Naming

The *Traffic Bylaw* currently references the continuation of the Ring Road segment between Victoria Avenue and Lewvan Drive as Highway #1 Bypass. Following the completion of the Regina Bypass, the official naming for this segment was changed to Highway 1A by MHI. It is recommended that this be reflected in the *Traffic Bylaw*. Further Details can be found in Appendix E.

Proposed Amendments:

1. Speed Limits table in *Section 10(1)(a)*:

Description	From	To	Limit (km/h)
Highway #1 Bypass	780 m. East of Albert Street	Victoria Avenue	100
Highway 1A	780 m. East of Albert Street	Victoria Avenue	100

2. *Section 10(1)(e)*:

(e) For any on-ramp, exit ramp or traffic loop involving the Highway 1A ~~Highway No.1 Bypass~~, Ring Road or Lewvan Drive, the speed limit shall be as determined by the Director by the assembly of appropriate speed limit signs.

Advantages Include:

- clarification for enforcement and road users that the Ring Road segment between Victoria Avenue and Albert Street south is now Highway 1A
- clarification for emergency services when attending to an emergency for this segment

Disadvantages Include:

- there are no disadvantages to this amendment

If approved, the *Traffic Bylaw* will be amended, specifically *Part III, Moving Violations, Speed Limits, Section 10 (1)(a)* and *Section 10 (1)(e)*.

Tee-Intersections

The *Traffic Bylaw* currently has no stopping zones established in *Section 36*, which limits vehicles from stopping within 10 metres of an intersection or painted crosswalk. This is to

ensure that pedestrians have access to accessible ramps and to provide for pedestrian sight lines.

The Working Group has identified that the existing no stopping regulations are not applicable to tee-intersections which allows vehicles to park through the tee-intersection and block pedestrian ramps where there are no painted crosswalks present. The lack of no stopping zones at tee-intersections is an accessibility issue for all users of a pedestrian ramp. This issue has become apparent in many new development neighborhoods where increased on-street parking demand has resulted in increased calls for parking enforcement when pedestrian ramps are blocked by vehicles. Under the existing bylaw regulations, parking enforcement is unable to issue a ticket to a vehicle blocking the pedestrian ramp unless there is a painted crosswalk or signage prohibiting parking present.

It is recommended that *Section 36* is amended to limit vehicles stopping within 10 metres of any pedestrian ramp at a tee-intersection. It is also recommended that *Schedule "D"* be updated to include a diagram of the amendment. This diagram and further details can be found in Appendix F.

Proposed Addition to *Section 36*:

36. (1) (l) *within 10 metres of a pedestrian ramp at tee-intersection, as measured in accordance with Schedule "D", unless permitted by the presence of a parking meter or sign;*

Advantages Include:

- increased sightlines for all pedestrian ramps tee-intersections
- pedestrian ramps will not be blocked by vehicles, ensuring pedestrians using wheelchairs, mobility devices or pushing strollers are able to access the intersection

Disadvantages include:

- reduced parking availability at tee-intersections with pedestrian ramps

If approved, the *Traffic Bylaw 9900* will be amended, specifically *Part IV, Parking and Stopping, Section 36 (1)*. *Schedule "D"* will also be amended to include a diagram of the restrictions.

Recreational Vehicle Parking

The *Traffic Bylaw* currently restricts vehicles from stopping within 10 metres of an intersection or painted crosswalk. Administration identified that the 10 metre no stopping distance is often insufficient for maintaining proper sightlines when recreational vehicles or other large vehicles are parked near intersections and crosswalks. Recreational vehicles, despite being considered oversized vehicles, are currently exempt from the 2-hour limit for oversized vehicle parking in the *Traffic Bylaw*.

It is recommended that that *Part III, Moving Violations, Oversized Vehicle Parking, Section 45 (2)(b)* be amended to limit recreation vehicles from parking more than two hours within 30 metres of a street intersection or painted crosswalk. *Schedule "E"* will also be amended to include an updated drawing of the proposed recreational vehicle parking limits. This drawing, as well as further details can be found within Appendix G.

Proposed Amendment:

- 45. (1) No person shall park a vehicle with:
 - (a) an actual weight or gross registered weight over 2,725 kilograms; or
 - (b) an overall length of more than six metres;
 - on any street for more than two hours.
- (2) Subsection (1) shall not apply:
 - (a) to vehicles owned by or leased to the City of Regina (City); or
 - ~~(b) to recreation vehicles~~
 - (b) to recreation vehicles parked outside 30 metres of a street intersection or painted pedestrian crosswalk, as measured in accordance with Schedule "E".

Advantages Include:

- increased sightlines for vehicles to see oncoming traffic and pedestrians
- increased sightlines for pedestrians waiting to cross the street at a street intersection or pedestrian crossing

Disadvantages Include:

- reduced parking options for recreation vehicles which may limit convenience when loading/unloading
- sightlines may still be blocked by a recreational vehicle for up to two hours

If approved, the *Traffic Bylaw 9900* will be amended, specifically *Part III, Moving Violations, Oversized Vehicle Parking, Section 45 (2)(b)*. *Schedule "E"* will also be amended to include an image of the restrictions.

Block Party Fees

Block parties are outdoor events that use the road right-of way for a local community gathering. Block parties require a temporary street use permit and the closure of the road where the event takes place. The fee for a block party is \$30. This fee has been in place for many years and is intended to cover administrative costs and the provision of the road closure barricades. An average of 19 block party permits are issued each year. The \$30 fee is not currently listed in the *Traffic Bylaw*.

It is recommended that the *Traffic Bylaw 9900* be amended to include the fee for block party permits in *Schedule J* under the Temporary Street Use Permit Section. Further details can be found in Appendix H.

Proposed Amendment to *Schedule J* under *Section 65*:

	<i>Temporary Street Use Permit (miscellaneous)</i>	
	Block Party	\$30/permit

Advantages Include:

- the *Traffic Bylaw* will reflect the existing fee for block party street use permits

Disadvantages include:

- there are no disadvantages to this amendment

If approved, the *Traffic Bylaw* will be amended, specifically *Schedule J, Section 65, Temporary Street Use Permit (miscellaneous)*.

DECISION HISTORY

This is an application for amendment for a *City Bylaw*. In accordance with *The Cities Act* amendments to the *Traffic Bylaw* require City Council approval.

Respectfully submitted,



Chris Warren, Director, Roadways & Transportation

4/13/2021

Respectfully submitted,



Kim Conra, Executive Director, Citizen Services

4/14/2021

Prepared by: Kevin Huynh, Engineer-In-Training

ATTACHMENTS

Appendix A - Summary of Amendments to the Regina Traffic Bylaw No. 9900

Appendix B - School Days

Appendix C - Arcola Avenue Speed Limits

Appendix D - Dewdney Avenue Speed Limits

Appendix E - Highway 1A Naming

Appendix F - Tee-Intersections

Appendix G - Recreational Vehicle Parking

Appendix H - Block Party Fees

Appendix A
Summary of Amendments to the Regina Traffic Bylaw No. 9900

School Days

Define the term “school Days” to allow for the existing parking signage in school zones that are marked with such wording to be enforceable.

Part I, Interpretation, Definitions, Section 1 will be amended to include the following:
“**School Days**” means all Mondays, Tuesdays, Wednesdays, Thursdays or Fridays, that occur between the dates of September 1 and June 30, inclusive, but excluding holidays.

Arcola Ave Speed Limits

Revise the speed limits on Arcola Avenue to extend the existing 60 km/h eastward to 150 metres east of University Park Drive, and the existing 70 kilometres per hour zone eastward to city limits.

Part III, Moving Violations, Speed Limits, Section 10 (1)(a)

Description	From	To	Limit (km/h)
Arcola Avenue	50 m East of Victoria Avenue	Hwy #1 Entrance Ramp	60
Arcola Avenue	Hwy #1 Entrance Ramp	150 m. East of Chuka Boulevard	70
Arcola Avenue	150 m. East of Chuka Boulevard	East City Limit	80
Arcola Avenue	50 m East of Victoria Avenue	150 m. East of University Park Drive	60
Arcola Avenue	150 m. East of University Park Drive	East City Limits	70

Dewdney Avenue Speed Limits

Revise the speed limits of Dewdney Ave to be 70 kilometres per hour from Courtney Street to 200 metres west of Fleming Road. This is at the request of the Ministry of Highways to match the speed limit of the Bypass ramps and to reduce the risk of preventable collisions at the intersection of Fleming Road.

Part III, Moving Violations, Speed Limits, Section 10 (1)(a)

Description	From	To	Limit (km/h)
Dewdney Avenue	West City Limit	Pinkie Road	80
Dewdney Avenue	Pinkie Road	Courtney Street	70
Dewdney Avenue	West City Limit	200m West of Fleming Road	80
Dewdney Avenue	200 m West of Fleming Road	Courtney Street	70

Highway 1A Naming

Revise all existing references to the continuing segment of Ring Road between Victoria Avenue to Albert Street to be “Highway 1A”. This was formerly known as Highway 1 prior to the opening of the new Regina Bypass.

The Speed Limits table in *Part III, Moving Violations, Speed Limits, Section 10 (1)(a)* will be revised to the following:

Description	From	To	Limit (km/h)
Highway #1 Bypass	780 m. East of Albert Street	Victoria Avenue	100
Highway 1A	780 m. East of Albert Street	Victoria Avenue	100

Part III, Moving Violations, Speed Limits, Section 10 (1)(e) will be revised to the following:

(e) For any on-ramp, exit ramp or traffic loop involving the Highway 1A ~~Highway No.1 Bypass~~, Ring Road or Lewvan Drive, the speed limit shall be as determined by the Director by the assembly of appropriate speed limit signs.

Tee-Intersection No Stopping Zone

Establish a No Stopping zone within 10 metres of any pedestrian ramp at tee-intersections for improved accessibility and pedestrian sightlines.

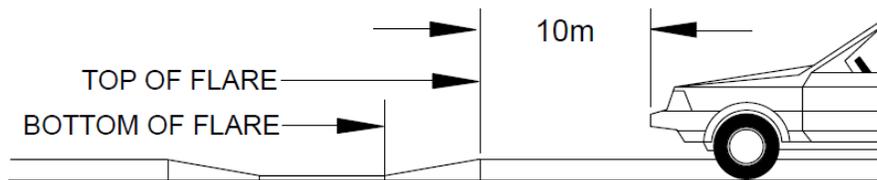
Part IV, Parking and Stopping, Section 35 (1) will be revised in to include:

- 36. (1) (l) *within 10 metres of a pedestrian ramp at tee-intersection, as measured in accordance with Schedule “D”, unless permitted by the presence of a parking meter or sign;*

Schedule “D” will be amended to include the following diagrams:

PARKING NEAR A PEDESTRIAN RAMP

(as provided for in Section 36)



AT A TEE INTERSECTION

Recreational Vehicle Parking

Establish a 2 hour limit for recreation vehicles that are parked within 30 metres of a street intersection or painted crosswalk.

Part III, Moving Violations, Oversized Vehicle Parking, Section 45 (2)(b) will be amended to the following:

- 45. (1) *No person shall park a vehicle with:*
 - (a) *an actual weight or gross registered weight over 2,725 kilograms; or*

(b) an overall length of more than six metres;
on any street for more than two hours.

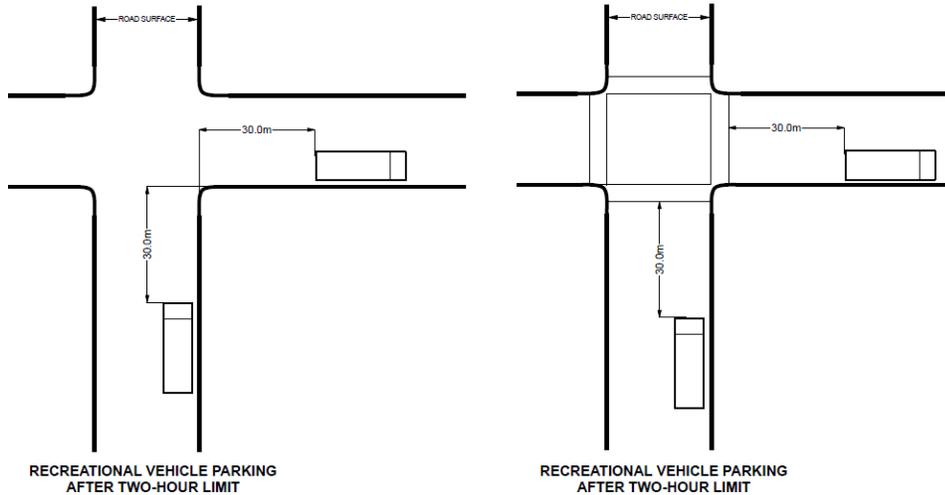
(2) Subsection (1) shall not apply:

(a) to vehicles owned by or leased to the City of Regina (City); or

~~(b) to recreation vehicles~~

(b) to recreation vehicles when parked outside 30 metres of a street intersection or painted pedestrian crosswalk, as measured in accordance with Schedule E.

Schedule "E" will be amended to include the following diagram:



Block Party Fees

Revise Schedule "J" to reflect the existing block party fees that are in place to cover administrative costs and materials needed for road closures.

Schedule J, Section 65, Temporary Street Use Permit (miscellaneous) will be revised to include:

Temporary Street Use Permit (miscellaneous)	
Block Party	\$30/permit

Appendix B

TRAFFIC BYLAW WORKING GROUP – SCHOOL DAYS

- Section(s):** Part I, Interpretation, Definitions, Section 1
- Purpose:** To provided clarity of the text, 'school days' on parking controls signs.
- Existing:** N/A
- Proposed:** It is proposed that the following definition be added to the Traffic Bylaw, under Part I:
- “School Days”** means all Mondays, Tuesdays, Wednesdays, Thursdays or Fridays, that occur between the dates of September 1 and June 30, inclusive, but excluding holidays.
- Discussion:** There have been issues in the past with having 'School Days' on parking control signs from an enforcement and prosecutions perspective.
- Since there are multiple school divisions in Regina, Public and Catholic being the major ones, their academic calendars do not necessarily align. This can make it confusing to understand when you can legally park in zone with 'School Days' on the sign, which can be difficult when determining each school academic calendar.
- This definition will provide clarity to when a parking control sign with “School Days” is in effect. It will also eliminate any inconsistencies there may be for enforcement.
- Enforcement:** This section of the Traffic Bylaw is typically enforced by Parking Services.

APPENDIX C

TRAFFIC BYLAW WORKING GROUP – ARCOLA AVENUE SPEED LIMITS

Section(s): PART III - Speed Limits, Section 10(1)(a)

Purpose: To reduce speed limits on Arcola Avenue.

Existing:

Description	From	To	Limit (km/h)
Arcola Avenue	50 m. East of Victoria Avenue	Hwy #1 Entrance Ramp	60
Arcola Avenue	Hwy #1 Entrance Ramp	150 m. East of Chuka Boulevard	70
Arcola Avenue	150 m. east of Chuka Boulevard	East City Limit	80

Proposed:

Remove:

Description	From	To	Limit (km/h)
Arcola Avenue	50 m. East of Victoria Avenue	Hwy #1 Entrance Ramp	60
Arcola Avenue	Hwy #1 Entrance Ramp	150 m. East of Chuka Boulevard	70
Arcola Avenue	150 m. east of Chuka Boulevard	East City Limit	80

Replace:

Description	From	To	Limit (km/h)
Arcola Avenue	50 m. East of Victoria Avenue	150 m. East of University Park Drive	60
Arcola Avenue	150 m. East of University Park Drive	East City Limits	70

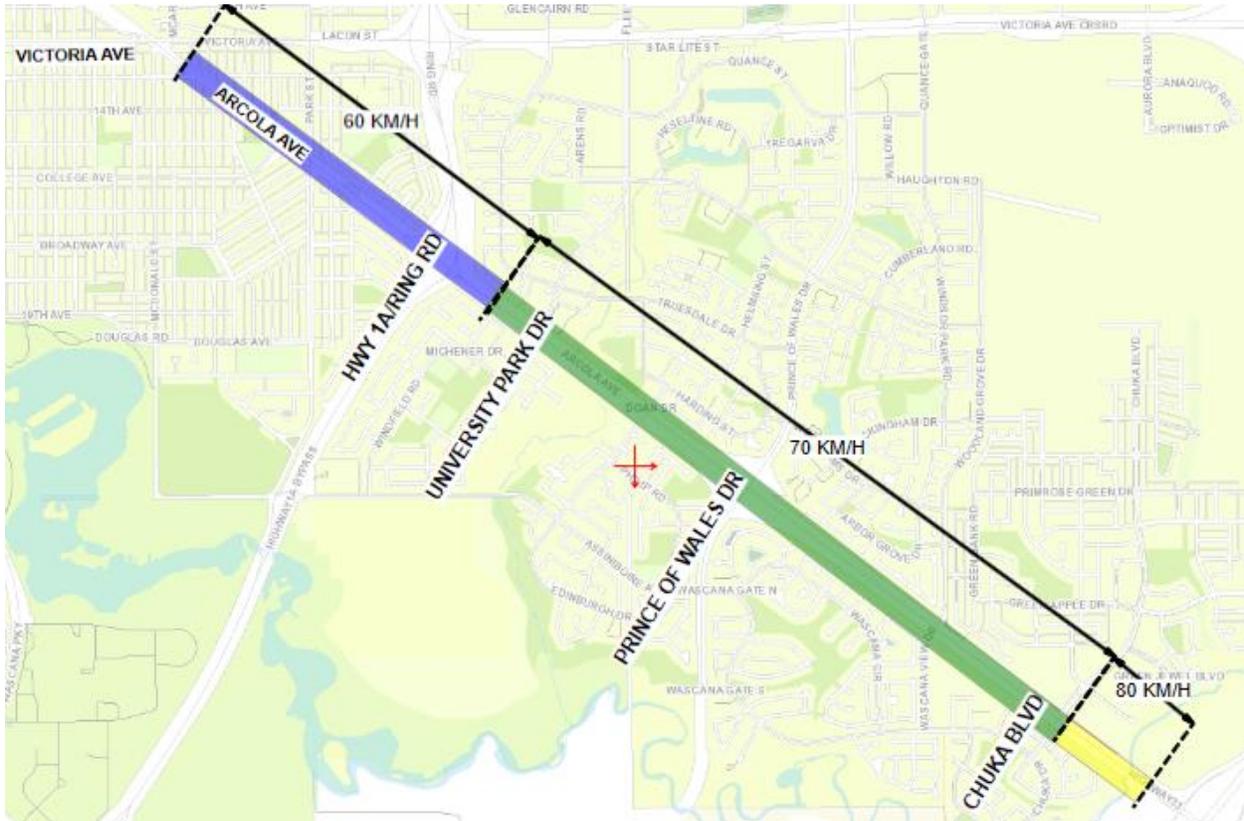
Discussion:

It is recommended that the 60 kilometres segment of Arcola Avenue be expanded to 150 metres east of University Park Drive. This road segment has high traffic volumes and a higher frequency of collisions due to its proximity to Highway 1A. A lower speed limit will also allow for vehicles to safely merge as they enter and exit Highway 1A. It may also reduce the frequency of preventable collisions such as rear ends and side swipes.

It is also proposed that the speed limit of Arcola Avenue between Chuka Boulevard and east city limits be reduced to 70 kilometres per hour to correspond with existing speed limits west of Chuka Boulevard and east of city limits on Highway 33. The changes will allow for consistency and lessen confusion between existing speed limit signs and the 80 kilometres per hour speed limit in the current traffic bylaw. The affected segment is 285 metres long and the change will not have significant impact to traffic along Arcola Avenue as there are already signs posted for the 70 kilometres per hour speed limit.

Upon approval, the speed limit signs will be changed to reflect the revised speed limits. Additional warning signage will be installed to alert drivers of the new speed limit boundaries. It is estimated that this will cost \$2000.

Existing:



Proposed:



Enforcement: Enforcement will be conducted through the Regina Police Service.

APPENDIX D

TRAFFIC BYLAW WORKING GROUP – DEWNDNEY AVENUE SPEED LIMITS

Section(s): PART III - Speed Limits, Section 10(1)(a)

Purpose: To reduce the speed limit on Dewdney Avenue between Pinkie Road and Fleming Road.

Existing:

Description	From	To	Limit (km/h)
Dewdney Avenue	West City Limit	Pinkie Road	80
Dewdney Avenue	Pinkie Road	Courtney Street	70

Proposed: Remove:

Description	From	To	Limit (km/h)
Dewdney Avenue	West City Limit	Pinkie Road	80
Dewdney Avenue	Pinkie Road	Courtney Street	70

Replace:

Description	From	To	Limit (km/h)
Dewdney Avenue	West City Limit	200 m west of Fleming Rd	80
Dewdney Avenue	200 m west of Fleming Road	Courtney Street	70

Discussion: It is recommended that the speed limit of Dewdney Avenue be reduced from 80 kilometres per hour to 70 kilometres per hour between Pinkie Road and 200 metres west of Fleming Road. This change will allow for Dewdney Avenue to have a consistent speed limit of 70 kilometres per hour beginning at Courtney Street and ending at 200 metres west of Fleming Road.

The Saskatchewan Ministry of Highways has also recommended that this change be implemented to maintain consistency with the Bypass ramp speeds.

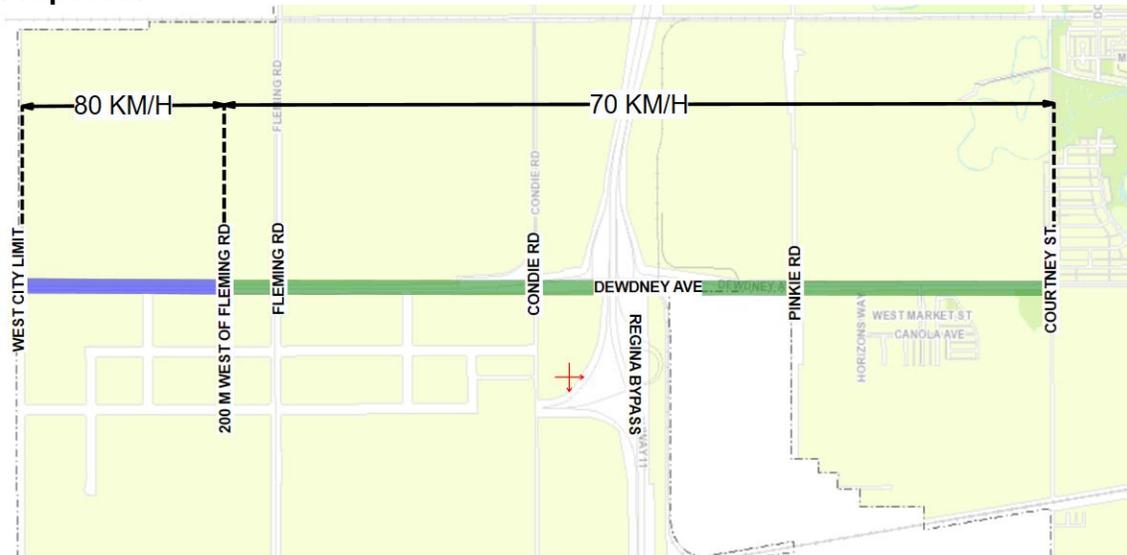
This reduction from 80 kilometres per hour to 70 kilometres per hour will provide safer traffic movements at the Bypass interchange as well as at intersections such as Fleming Road.

The 80 kilometres per hour speed limit will resume 200 metres west of Fleming Road and will remain until it reaches the west city limits.

Existing:



Proposed:



Enforcement: Enforcement will be conducted through Regina Police Services.

APPENDIX E

TRAFFIC BYLAW WORKING GROUP - HIGHWAY 1A

Section(s): PART III - Speed Limits, Section 10(1)

Purpose: To update references of the former Highway 1 bypass segment along Ring Road to the official name of Highway 1A.

Existing: The following is taken from section 10. (1)(a) and 10. (1)(e):

Speed Limits

10. (1) No person shall operate a vehicle on any public highway in excess of the speed limit established as follows:

(a) The speed limits for the following streets are set out in the table below:

Description	From	To	Limit (Km/h)
Highway #1 Bypass	780 East of Albert Street	Victoria Avenue	100

(b) Notwithstanding subsection 1(a) the speed limit in school zones or playground zones designated by a sign shall be 30 kilometres per hour between 07:00 hours to 19:00 hours every day of the year; (#2019-36, s. 2, 2019)

(c) The speed limit in any alley shall be 30 kilometres per hour;

(d) The speed limit for all other streets not designated in subsections 1(a), (b), or (c) shall be 50 kilometres per hour; and

(e) For any on ramp, exit ramp or traffic loop involving the Highway No. 1 Bypass, Ring Road or Lewvan Drive, the speed limit shall be as determined by the Director by the erection of appropriate speed limit signs

Proposed: It is proposed that the references to the old Highway #1 Bypass in sections 10. (1)(a) and 10. (1)(e) be replaced with "Highway 1A".

The recommended amendments are shown below.

Speed Limits

10. (1) No person shall operate a vehicle on any public highway in excess of the speed limit established as follows:

(d) The speed limits for the following streets are set out in the table below:

Description	From	To	Limit (Km/h)
Highway #1 Bypass	780 m. East of Albert Street	Victoria Avenue	100
Highway 1A	780 m. East of Albert Street	Victoria Avenue	100

(e) Notwithstanding subsection 1(a) the speed limit in school zones or playground zones designated by a sign shall be 30 kilometres per hour between 07:00 hours to 19:00 hours every day of the year; (#2019-36, s. 2, 2019)

(f) The speed limit in any alley shall be 30 kilometres per hour;

(d) The speed limit for all other streets not designated in subsections

1(a), (b), or (c) shall be 50 kilometres per hour; and

~~(e) For any on ramp, exit ramp or traffic loop involving Highway No. 1, Ring Road or Lewvan Drive, the speed limit shall be as determined by the Director by the erection of appropriate speed limit signs~~

(e) For any on ramp, exit ramp or traffic loop involving Highway 1A, Ring Road or Lewvan Drive, the speed limit shall be as determined by the Director by the erection of appropriate speed limit signs.

Discussion: It is proposed that all references to the former Trans-Canada Highway 1 bypass segment on Ring Road be changed to the new name of Highway 1A.

The segment of Ring Road that was previously part of the Trans-Canada Highway 1 spans between Victoria Avenue and Albert Street at the south end of the City. With the opening of the new Regina Bypass, this route is now officially referred to as Highway 1A.

The changes will allow for consistency and clarity between the Traffic Bylaw and the new road network naming in the Regina Area. Road users will be able to differentiate between the Regina Bypass (Highway 1), and Ring Road (Highway 1A).

Enforcement: Speed limits will be enforced through Regina Police Service enforcement procedures.

APPENDIX F

TRAFFIC BYLAW WORKING GROUP – TEE INTERSECTIONS

- Section(s):** PART IV - No Stopping, 36.(1) and Schedule “D”
- Purpose:** To prevent vehicles from block pedestrian ramps and sight lines at tee-intersections.
- Existing:** 36. (1) No person shall stop a vehicle:
- (a) on any street where stopping is prohibited by display of an appropriate sign, except those vehicles or classes of vehicles specifically permitted by signs.
 - (b) on any street designated by signs as a bus stop between those signs or between a sign and the corner of the block in the direction of the arrow displayed on the sign;
 - (c) in a traffic lane of any street, except where directed by Police or traffic control device;
 - (d) in any alley within two metres of any property access.
 - (e) within 10 metres of a street intersection, as measured in accordance with Schedule “D”, unless permitted by the presence of a parking meter or sign;
 - (f) within 2 metres of a fire hydrant, measured parallel to the curb, as measured in accordance with Schedule “D”;
 - (g) within 5 metres of any railway track, as measured in accordance with Schedule “D”;
 - (h) within 10 metres of a painted pedestrian crosswalk, as measured in accordance with Schedule “E”;
 - (i) within 3 metres of an alley intersection, as measured in accordance with Schedule “F”;
 - (j) within 2 metres of any curb crossing, as measured in accordance with Schedule “F”;
 - (k) on any portion of a bicycles only lane or bicycle lane buffer except where directed by a police officer or traffic control device or as may be permitted by subsection 9.1(2) of this Bylaw.

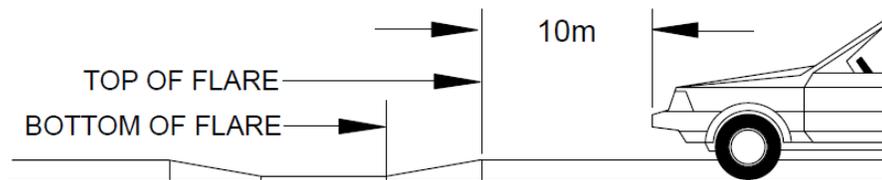
Proposed: It is proposed that section 36. (1) be amended to include the following addition:

- (l) within 10 metres of a pedestrian ramp at tee-intersection, as measured in accordance with Schedule "D"

It is proposed that the following drawing be added to Schedule D:

PARKING NEAR A PEDESTRIAN RAMP

(as provided for in Section 36)



AT A TEE INTERSECTION

Discussion: The City currently provides no stopping areas from corners at normal intersections, ensuring pedestrians have access to the ramps and sight lines are clear. At tee-intersections, vehicles can park through the intersection block pedestrian ramps and leaving no sight lines for pedestrians. The current state of parking at tee-intersection is not accessible for pedestrian with disabilities or for any pedestrians needing the use of a ramp.

In the past the design standards did not include pedestrian ramps at tee-intersection. In recent years, the new standards have at least one ramp per tee-intersection. The issue can be addressed by installing a painted crosswalk, however this is not a viable solution for every tee-intersection. Best practices and industry standards recommend installing crosswalks at warranted intersections, meaning that there needs to be a certain volume of pedestrian and vehicular traffic to meet the criteria.

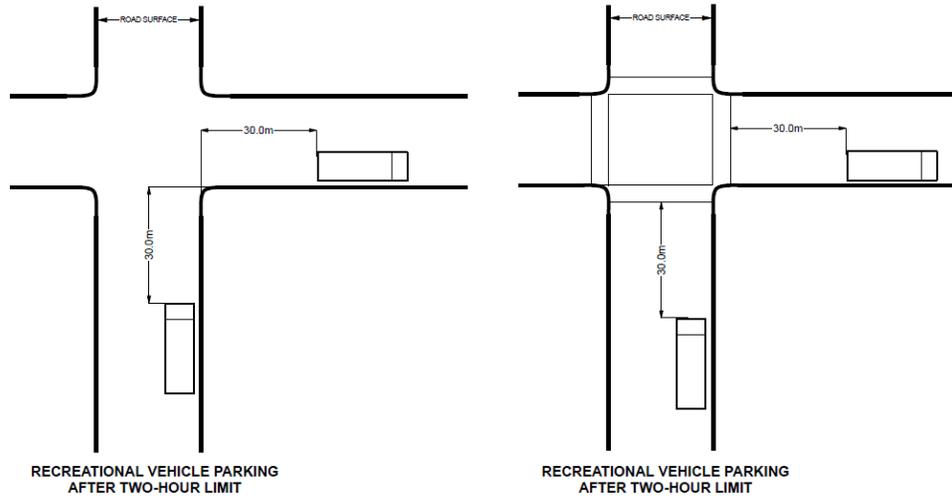
Enforcement: The enforcement would remain the same process and would be enforced like normal intersections by parking services.

APPENDIX G

TRAFFIC BYLAW WORKING GROUP – RECREATIONAL VEHICLES

- Section(s):** PART IV - Oversized Vehicle Parking, 45. (2) (b) and Schedule “E”
- Purpose:** To prevent tall vehicles from reducing sightlines for pedestrians and vehicles accessing a street.
- Existing:** 45. (1) No person shall park a vehicle with:
- (a) an actual weight or gross registered weight over 2,725 kilograms; or
 - (b) an overall length of more than six metres;
on any street for more than two hours.
- (2) Subsection (1) shall not apply:
- (a) to vehicles owned by or leased to the City; or
 - (b) to recreation vehicles
- Proposed:** 45. (1) No person shall park a vehicle with:
- (a) an actual weight or gross registered weight over 2,725 kilograms; or
 - (b) an overall length of more than six metres;
on any street for more than two hours.
- (2) Subsection (1) shall not apply:
- (a) to vehicles owned by or leased to the City; or
 - ~~(b) to recreation vehicles~~
 - (b) to recreation vehicles parked outside 30 metres of a street intersection or painted pedestrian crosswalk, as measured in accordance with Schedule “E”.

Proposed Addition to Schedule "E":



Discussion: The sightlines at intersections and crosswalks become dangerous when larger vehicles stop or park close to an intersection, even when in accordance with the Traffic Bylaw's 10 metre no stopping restrictions. The greater the distance vehicles stop from an intersection or crosswalk, the greater the approaching vehicle's reaction.

When large vehicles park close to an intersection, it becomes difficult for other vehicles to navigate safely and make proper turning movements. It can also cause transit, delivery trucks, garbage trucks, and maintenance vehicles issues navigating safely. It also reduces sightlines significantly for pedestrians who are waiting to cross the roadway.

Enforcement: Enforcement will be carried out by Parking Services.

APPENDIX H

TRAFFIC BYLAW WORKING GROUP – BLOCK PARTY FEES

Section(s): Schedule J

Purpose: To include the fee for Block Party permits in Schedule J.

Existing: None

Proposed: It is proposed that the following be added into Schedule J:

	<i>Temporary Street Use Permit (miscellaneous)</i>	
	Block Party	\$30/permit

Discussion: The City issues temporary street use permits for block parties. The Traffic Bylaw 9900, Schedule J does not include a fee for block party permits in its Temporary Street Use Permit section. Our records indicate that Traffic Engineering has always been issuing street use permits for block parties at a fee of \$30.00. This fee would align with current practice rather than calculating the area impacted and charging accordingly.

Adding this fee to Section 65, Temporary Street Use Permit (miscellaneous) is recommended to regulate the fee structure.

Enforcement: This section of the bylaw is enforceable by Regina Police Services.