



# **Regina Planning Commission**

**Wednesday, July 7, 2021  
4:00 PM**

**Henry Baker Hall, Main Floor, City Hall**



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**OFFICE OF THE CITY CLERK**

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**Public Agenda  
Regina Planning Commission  
Wednesday, July 7, 2021**

**Approval of Public Agenda****Adoption of Minutes**

Minutes of the meeting held on June 2, 2021.

**Administration Reports**

RPC21-41 Discretionary Use - 5826 Rochdale Boulevard - PL202000248

**Recommendation**

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use for a proposed Service Trade, Wash–Light (Car Wash) land use located at 5826 Rochdale Boulevard, being Lot A, Blk/Par O, Plan 86R00275, subject to the following standards and conditions:
  - a) the development shall be generally consistent with the plans, including the installment of a solid acoustic barrier fence (1.83 metres) along the north and west property lines, attached to this report as Appendices A3.1 - A3.3 inclusive prepared by AECOM dated March 8, 2021 and June 23, 2021 and the noise impact assessment prepared by FDI Acoustics dated June 18, 2021 and appended to this report as Appendix C; and
  - b) the development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw, 2019-19*.
2. Authorize the Development Officer to issue a development permit with respect to the application, subject to the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.



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3. Approve these recommendations at its meeting on July 14, 2021, following the required public notice.

RPC21-42 Discretionary Use - 1730 Cowan Crescent - PL202100040

**Recommendation**

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for the proposed development of "Institution, Day Care" located at 1730 Cowan Crescent, being Lot 40, Block 33, Plan GE191 in the Hillsdale Neighbourhood, subject to compliance with the following development standards and conditions:
  - a. The development shall comply with all applicable standards and regulations in the *Regina Zoning Bylaw, 2019-19*.
2. Authorize the Development Officer to issue a development permit with respect to the application, upon the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
3. Approve these recommendations at its meeting on July 14, 2021, following the required public notice.

RPC21-43 Discretionary Use - 1205 15th Avenue - PL202100056

**Recommendation**

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for the proposed development of "Food and Beverage, Restaurant" located at 1205 15<sup>th</sup> Avenue, being Lot 19, Block 469, Plan OLD33, Ext 124 in the Heritage Neighbourhood, subject to compliance with the following development standards and conditions:
  - a. The development shall be generally consistent with the plans attached to this report as Appendix A-3.1 and A-3.2, prepared by Eggtopia;
  - b. Except as otherwise specified in this approval, the development shall comply with all applicable standards and regulations in the



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*Regina Zoning Bylaw, 2019-19.*

2. Authorize the Development Officer to issue a development permit with respect to the application, upon the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
3. Approve these recommendations at its meeting on July 14, 2021, following the required public notice.

**RPC21-44 Concept Plan Amendment - The Towns - PL202000238****Recommendation**

Regina Planning Commission recommends that City Council:

1. Approve the application to amend the Towns Concept Plan by redesignating the land uses within the area identified as the subject property and adopt, by resolution, the amended plan as set out in Appendix A-3 and Appendix A-4.
2. Approve these recommendations at its meeting on July 14, 2021, after the required public notice.

**RPC21-45 Zoning Bylaw Amendment - The Towns, Phase 2 Stage 2 (PL202100004)****Recommendation**

Regina Planning Commission recommends that City Council:

1. Approve the application to rezone portions of lands located at 3000 Woodland Grove Drive, SW 14-17-19-2 Ext 12, within the Towns Concept Plan Phase 2, Stage 2 as shown in Appendix A-1 as follows:
  - a. Part of Block 33, 36 and 37 from UH – Urban Holding Zone to RU - Residential Urban Zone.
  - b. Parcel J2 from R1 - Residential Detached Zone to RH - Residential High-Rise Zone.
  - c. Parts of Block 34 from UH – Urban Holding Zone to RL - Residential Low-Rise Zone.

All subject to approval of the Towns Concept Plan amendment (Project No. PL202000238)





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## OFFICE OF THE CITY CLERK

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2. Instruct the City Solicitor to prepare the necessary bylaw(s) to give effect to the recommendations, to be brought forward to the meeting of City Council following the required public notice.
3. Approve these recommendations at its meeting on July 14, 2021.

RPC21-46 Zoning Bylaw Amendment - The Towns, Phase 2 Stage 1 (PL202000256)

### **Recommendation**

Regina Planning Commission recommends that City Council:

1. Approve the application to rezone portions of land located at 3000 Woodland Grove Drive, SW 14-17-19-2 Ext 12, within the Towns Concept Plan Phase 2, Stage 1, as shown in Appendix A-1, from UH – Urban Holding Zone to RL - Residential Low-Rise Zone, subject to approval of the the Towns Concept Plan Amendment (PL202000238).
2. Approve the application to apply the LA - Lane Access Overlay Zone to a portion of proposed RU – Residential Urban Zone, within the Block 2 and Block 6, subject to approval of the the Towns Concept Plan Amendment (Project No. PL202000238).
3. Instruct the City Solicitor to prepare the necessary bylaw(s) to give effect to the recommendations, to be brought forward to the meeting of City Council following the required public notice.
4. Approve these recommendations at its meeting on July 14, 2021.

### **Adjournment**



AT REGINA, SASKATCHEWAN, WEDNESDAY, JUNE 2, 2021

AT A MEETING OF REGINA PLANNING COMMISSION  
HELD IN PUBLIC SESSION

AT 4:00 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 John Findura, in the Chair  
Councillor Terina Shaw (Videoconference)  
Councillor Shanon Zachidniak (Videoconference)  
John Aston (Videoconference)  
Frank Bojkovsky (Videoconference)  
Biplob Das (Videoconference)  
Adrienne Hagen Lyster (Videoconference)  
Cheri Moreau (Videoconference)  
Tak Pham (Videoconference)  
Kathleen Wilson (Videoconference)  
Celeste York (Videoconference)

Also in Attendance: Council Officer, Elaine Gohlke  
Legal Counsel, Cheryl Willoughby  
Executive Director, City Planning & Community Development.,  
Diana Hawryluk  
Director, Planning & Development Services, Fred Searle  
Senior City Planner, Ben Mario

APPROVAL OF PUBLIC AGENDA

**Celeste York moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted, and that the items and delegations be heard in the order they are called forward by the Chairperson.**

ADOPTION OF MINUTES

**Biplob Das moved, AND IT WAS RESOLVED, that the minutes for the meeting held on May 5, 2021 be adopted, as circulated.**

ADMINISTRATION REPORTS

RPC21-38 Discretionary Use - 665 University Park Drive - PL202100028

**Recommendation**

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for the proposed development

of "Retail Trade, Motor Vehicle - Light" located at 665 University Park Drive, being Block N, Plan No. 92R14384 in the River Bend Neighbourhood, subject to compliance with the following development standards and conditions:

- a. The development shall be generally consistent with the plans attached to this report as Appendix A-3.1 and A-3.2, prepared by Neher & Associates, dated December 23, 2020;
  - b. Except as otherwise specified in this approval, the development shall comply with all applicable standards and regulations in *The Regina Zoning Bylaw, 2019-19*.
2. Authorize the Development Officer to issue a development permit with respect to the application, upon the Applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
  3. Approve these recommendations at its meeting on June 9, 2021, following the required public notice.

William Neher, representing Neher & Associates, addressed the Commission.

**Biplob Das moved that the recommendation contained in the report be concurred in.**

**The Clerk called the vote on the motion.**

|                              | In Favour | Against |
|------------------------------|-----------|---------|
| Biplob Das                   | ✓         |         |
| Adrienne Hagen Lyster        | ✓         |         |
| Cheri Moreau                 | ✓         |         |
| Tak Pham                     | ✓         |         |
| Kathleen Wilson              | ✓         |         |
| Celeste York                 | ✓         |         |
| John Aston                   | ✓         |         |
| Frank Bojkovsky              | ✓         |         |
| Councillor Terina Shaw       | ✓         |         |
| Councillor Shanon Zachidniak | ✓         |         |
| Councillor John Findura      | ✓         |         |
|                              | 11        | 0       |

**The motion was put and declared CARRIED.**

RPC21-39 Contract Zone - 1450 Hamilton Street - PL202100002

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**Recommendation**

Regina Planning Commission recommends that City Council:

1. Approve the application to rezone the property located at 1450 Hamilton Street, being Lots 26-40, Block 202, Plan No. OLD33 in the Warehouse District from IL – Light Industrial Zone to C - Contract Zone to permit the carrying out of the specified proposal described as an Office, Industry and Office, Professional development as set out in further detail in this report and consistent with the plans dated December 23, 2020 attached to this report as Appendix A-3.1 & A-3.2.
2. Delegate authority to the Development Officer or designate to negotiate and approve a contract zone agreement between the City of Regina and the owner of the subject property to permit the carrying out of the specified development proposal, on terms and conditions as described in this report.
3. Authorize the City Clerk to execute the contract zone agreement after review and approval by the City Solicitor.
4. Instruct the City Solicitor to prepare the necessary bylaw(s) required to give effect to the recommendations, to be brought forward to the meeting of City Council following approval of the recommendations by City Council and the required public notice.
5. Approve these recommendations at its meeting on June 9, 2021.

Alton Tangedal, representing Alton Tangedal Architect Ltd., addressed the Commission.

**Adrienne Hagen Lyster moved that the recommendation contained in the report be concurred in.**

**The Clerk called the vote on the motion.**

|                              | In Favour | Against |
|------------------------------|-----------|---------|
| Adrienne Hagen Lyster        | ✓         |         |
| Cheri Moreau                 | ✓         |         |
| Tak Pham                     | ✓         |         |
| Kathleen Wilson              | ✓         |         |
| Celeste York                 | ✓         |         |
| John Aston                   | ✓         |         |
| Frank Bojkovsky              | ✓         |         |
| Biplob Das                   | ✓         |         |
| Councillor Terina Shaw       | ✓         |         |
| Councillor Shanon Zachidniak | ✓         |         |
| Councillor John Findura      | ✓         |         |
|                              | 11        | 0       |

**The motion was put and declared CARRIED.**

RPC21-40 Zoning Bylaw Amendments - Delegation of Discretionary Use Authority to Development Officer

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**Recommendation**

Regina Planning Commission recommends that City Council:

1. Amend *Zoning Bylaw, 2019* to delegate approving authority of Discretionary Use applications to the Development Officer.
2. Consequential to Recommendation 1, amend the *Public Notice Policy Bylaw, 2020* to reflect circumstances in which a discretionary use may be approved by the Development Officer.
3. Direct the Administration to amend *The Development Application Fee Bylaw* to reflect the reduced Administrative processing time for discretionary use applications that are approved by the Development Officer, and to bring back the rationale with a proposed bylaw amendment.
4. Approve the proposed amendments to take effect on September 1, 2021 after passage of the required bylaw amendments to allow time for internal Administrative process information to be updated and communication to development stakeholders.
5. Instruct the City Solicitor to prepare the necessary bylaws as described in Appendix A, to give effect to the recommendations, to be brought forward to a meeting of City Council following approval of the recommendations and the required public notice.
6. Approve these recommendations at its meeting on June 9, 2021.

Jim Elliott addressed the Commission.

**Frank Bojkovsky moved that the recommendation contained in the report be concurred in.**

**The Clerk called the vote on the motion.**

|                              | In Favour | Against |
|------------------------------|-----------|---------|
| Frank Bojkovsky              | ✓         |         |
| Biplob Das                   | ✓         |         |
| Adrienne Hagen Lyster        | ✓         |         |
| Cheri Moreau                 | ✓         |         |
| Tak Pham                     | ✓         |         |
| Kathleen Wilson              | ✓         |         |
| Celeste York                 | ✓         |         |
| John Aston                   | ✓         |         |
| Councillor Terina Shaw       | ✓         |         |
| Councillor Shanon Zachidniak | ✓         |         |
| Councillor John Findura      | ✓         |         |
|                              | 11        | 0       |

The motion was put and declared **CARRIED**.

#### ADJOURNMENT

Councillor Shanon Zachidniak moved, **AND IT WAS RESOLVED**, that the meeting adjourn.

The meeting adjourned at 5:27 p.m.

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Chairperson

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Secretary







## Discretionary Use - 5826 Rochdale Boulevard - PL202000248

|                     |                                       |
|---------------------|---------------------------------------|
| <b>Date</b>         | July 7, 2021                          |
| <b>To</b>           | Regina Planning Commission            |
| <b>From</b>         | City Planning & Community Development |
| <b>Service Area</b> | Planning & Development Services       |
| <b>Item No.</b>     | RPC21-41                              |

### RECOMMENDATION

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Regina Planning Commission recommends that City Council:

1. Approve the discretionary use for a proposed Service Trade, Wash–Light (Car Wash) land use located at 5826 Rochdale Boulevard, being Lot A, Blk/Par O, Plan 86R00275, subject to the following standards and conditions:
  - a) the development shall be generally consistent with the plans, including the installment of a solid acoustic barrier fence (1.83 metres) along the north and west property lines, attached to this report as Appendices A3.1 - A3.3 inclusive prepared by AECOM dated March 8, 2021 and June 23, 2021 and the noise impact assessment prepared by FDI Acoustics dated June 18, 2021 and appended to this report as Appendix C; and
  - b) the development shall comply with all applicable standards and regulations in *Regina Zoning Bylaw, 2019-19*.
2. Authorize the Development Officer to issue a development permit with respect to the application, subject to the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
3. Approve these recommendations at its meeting on July 14, 2021, following the required public notice.

## ISSUE

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The applicant, WSP Canada INC. and property owner Shell Canada, propose to develop a 'Service Trade, Wash - Light' (Car Wash) land use at 5826 Rochdale Boulevard. The subject property is zoned MH - Mixed High-Rise Zone under *Regina Zoning Bylaw, 2019* (Zoning Bylaw) where Service Trade, Wash - Light is a discretionary use. The subject property currently contains an existing convenience store and gas bar, which are existing permitted uses in the MH – Mixed High-Rise Zone. The proposed car wash is in addition to these existing uses.

All properties in the city of Regina are assigned a zoning designation under the Zoning Bylaw. Within each zoning designation, land uses can be permitted, not permitted (i.e. prohibited) or discretionary. Discretionary uses require a public and technical process and review by the Regina Planning Commission and City Council's approval to proceed.

This application is being considered pursuant to *The Planning & Development Act, 2007* (Act); *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) and the Zoning Bylaw, including suitability based on the prescribed evaluation criteria for discretionary uses established in Part IE.3. The proposal has been assessed and deemed to comply with all applicable policies, regulations and standards.

Pursuant to subsection 56(3) of the Act, City Council may establish conditions for discretionary uses based on the nature of the proposal (e.g. site, size, shape, the arrangement of a building) and aspects of site design (e.g. landscaping, site access, parking, loading), but not including architectural details.

## IMPACTS

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### Financial Impacts

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

### Environmental Impacts

The City of Regina has a community goal of achieving net zero emissions and sourcing of net zero renewable energy by 2050. In support of this, City Council has asked Administration to provide energy and greenhouse gas implications of recommendations so that they can evaluate the climate impacts of their decisions. The development of this car wash will not likely result in an increase in overall trips to car washes in the city. It will likely result in residents using this car wash instead of another, resulting in net neutral greenhouse gas emissions overall.

### **Accessibility Impact**

As per the Zoning Bylaw, Chapter 4, subpart 4B.6.2(1), a minimum of two per cent of the required parking stalls shall be provided in the form of accessible parking stalls in the MH – Mixed High-Rise Zone. As no parking stalls are required by the total floor area of the proposed building, no accessible parking stalls are required. However, one has been proposed by the applicant.

### **Policy/Strategic Impact**

The proposed development supports the following OCP goals/ policies:

- Section C, Goal 3, Policy 3.8: *Require intensification in built or approved neighbourhoods to be compatible with the existing built form and servicing capacity.*

The proposed location is identified within a built or approved neighbourhood that utilizes existing services.

### **OTHER OPTIONS**

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1. Approve the application subject to specific development standards or conditions being attached as amendments to the plan, in accordance with section 1E.3.8 of the Zoning Bylaw.
2. Refer the application back to Administration. If City Council has specific concerns with the proposal, it may refer the application back to Administration to address or make a recommendation on those points and direct that the report be reconsidered by Planning Commission or brought directly back to Council following such further review.
3. Deny the application. Development of a “Service Trade, Wash – Light” land use will not proceed on the subject property if City Council rejects the application. If Council defeats or does not move a recommendation to approve (with or without conditions), Council must consider an alternate motion to reject the application. The motion must include the reasons for the denial based on the evaluation criteria.

### **COMMUNICATIONS**

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The applicant and other interested parties will receive a copy of the report and notification of the meeting to appear as a delegation in addition to receiving a written notification of City Council’s decision. Public notice of City Council’s consideration of this application will be given in accordance with *The Public Notice Policy Bylaw, 2020*. The applicant will receive written notification of Council’s decision in accordance with *The Planning and Development Act, 2007*.

## DISCUSSION

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### Proposal

The application proposes to develop a Service, Trade, Wash-Light (Car Wash) within the property located at 5826 Rochdale Boulevard, where a convenience store and gas bar currently exist. The proposed car wash is in addition to these uses. The proposed development will include a 114.5 square meter car wash shown in Appendix A-3.1 to A-3.2.

### Consideration

The development, as proposed, conforms with the Zoning Bylaw. The land use and zoning related details are summarized in the following table:

| Land Use Details                | Existing                      | Proposed                            |
|---------------------------------|-------------------------------|-------------------------------------|
| Zoning                          | MH - Mixed High-Rise          | MH - Mixed High-Rise                |
| Land Use                        | Convenience Store and Gas Bar | Service Trade Was -Light (Car Wash) |
| Building area (m <sup>2</sup> ) | 167.75                        | 114.5                               |

| Zoning Analysis                    | Required   | Proposed |
|------------------------------------|--|----------|
| Number of Parking Stalls           | 2<br>(1 stall/150m <sup>2</sup> of gross floor area on site) | 3        |
| Maximum Site Coverage              | 65%  | 18%      |
| Minimum Lot Frontage (m)           | 6  | 65.4     |
| Minimum Lot Area (m <sup>2</sup> ) | 250  | 2,622    |
| Maximum Building Height (m)        | 15   | 5.5      |

Access to the subject property is provided by a right-in-right-out drive-way on Rochdale Boulevard and via a right-in-right-out drive-way access from McCarthy Boulevard, as shown in Appendix A-3.1.

The surrounding properties are in the MH - Mixed High-Rise Zone and include a four-storey residential building to the north, professional offices (dentist and optometrist offices) to the west, commercial buildings (financial institution and Co-op grocery store) to the south, office buildings (SGI Claims Centre) to the east.

This application is deemed compliant with all applicable policies and regulations in the Zoning Bylaw. Based on the Administration's evaluation of the proposal for the land use, development standards, and criteria established in Part 1E.3 of the Zoning Bylaw, the development is deemed a suitable use for the proposed location. The site currently caters to vehicular traffic as there are existing gas bar and convenience store on site. Administration has worked with the applicant to

revise their proposed plans to address adverse effects from adding a car wash to the site explained below.

### **Community Engagement & Analysis**

In accordance with the public notice requirements of *The Public Notice Policy Bylaw, 2020*, neighbouring property owners within 75 metres of the proposed development received written notice of the application, and a public notification sign was posted on the subject site. The proposal was sent to the Twin Lakes Community Association and the Walsh Acres/Lake Ridge/Garden Ridge Community Association for comments and Administration did not receive responses.

The City received 30 opposition letters/signatures. The majority of those in opposition, 26/30, were from the same adjacent multi-unit residential building to the north at 1130 McCarthy Boulevard North. A summary of public comments and Administration's responses is attached as Appendix B. The concerns expressed are mostly regarding potential noise, vehicle emissions and privacy.

The car wash is proposed to be located in a suitable position for this site to reduce potential negative impacts. The applicant proposes to install a 1.83 metre (six-foot) high acoustic barrier fence along the north and west property lines (Appendix A-3.1 and Appendix C) as a condition of approval to address residents' concerns about privacy and noise.

The main source of the noise for a car wash of this nature, the car wash dryer, is proposed to face south toward Rochdale Boulevard, away from the residential building north of the site. Based on the nature of the concerns expressed by residents and the proximity of the condominium development to the north, Administration required the applicant to submit a noise impact assessment from the source to the residential property to the north to determine the level of compliance with the *Noise Abatement Bylaw No. 6980*. Section 7.1 of the bylaw includes noise level thresholds, measured in decibels, based on the zone. The noise thresholds stated in the bylaw cannot exceed 15 cumulative minutes in any hour. For mixed-use zones, the allowable noise levels are 60 decibels from 10:00 pm to 7:00 am and 70 decibels from 7:00 am to 10:00 pm (not exceeding 15 minutes). For reference, 70 decibels (dBa) is comparable to a vacuum cleaner and 60 dBa is comparable to a conversation at a restaurant or background music.<sup>1</sup>

The applicant has examined and modelled noise levels that will be generated by the proposed car wash and to show impacts on surrounding properties in a noise impact assessment conducted by FDI Acoustics (Appendix C). The noise impact assessment shows that with a solid noise barrier fence along the north and west property boundaries that the site will meet the *Noise Abatement Bylaw* at all hours, modelled at 49 dBa at the north property line shared with the residential development. For further analysis, the noise impact assessment can be viewed in the Appendix C. Administration is satisfied that the applicant has sufficiently managed sound and other nuisances in

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<sup>1</sup> Source from IAC Acoustics, Comparative Examples of Noise Levels, <https://www.iacacoustics.com/blog-full/comparative-examples-of-noise-levels.html> Accessed April 29, 2021

their proposal.

## DECISION HISTORY

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

Respectfully Submitted,

Respectfully Submitted,



Autumn Lawson, Director, Planning & Development Services

6/24/2021



Karen Gasmo, A/E Executive Director

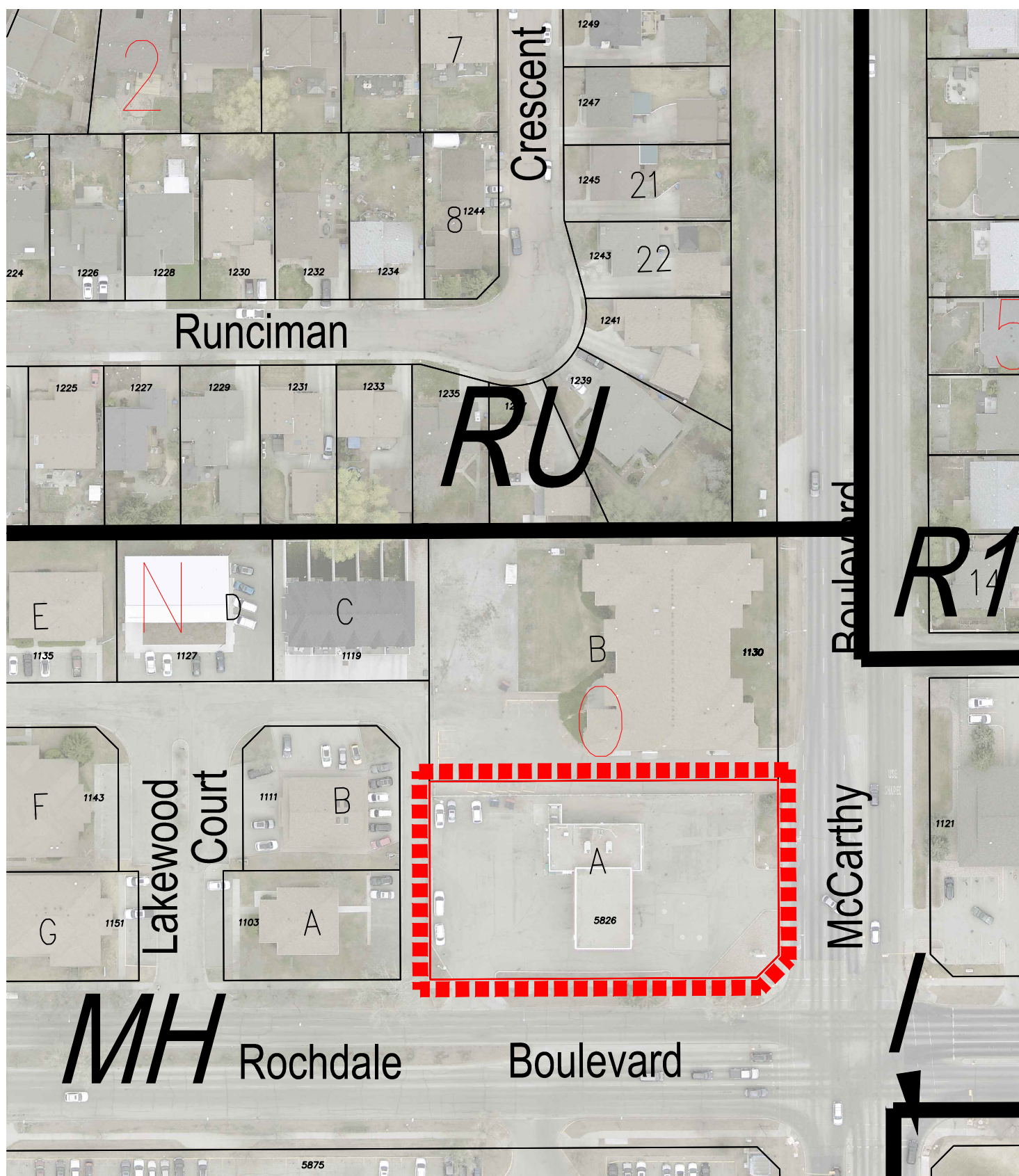
6/30/2021

Prepared by: Kimberly Hemm, City Planner I

## ATTACHMENTS

Appendix A-1  
Appendix A-2  
Appendix A-3.1  
Appendix A-3.2  
Appendix A-3.3  
Appendix B  
Appendix C





Subject Property

Date of Photography : 2018



Project PL202000248

Civic Address/Subdivision

5826 Rochdale  
Lot(s) A, Block O, Plan No. 86R00275





Date of Photography: 2018



Subject Property

Project PL202000248

Civic Address/Subdivision

5826 Rochdale  
Lot(s) A, Block O, Plan No. 86R00275



PROJECT  
Shell Canada Products  
Rochdale Blvd &  
McCarthy Blvd  
5826 Rochdale Blvd  
Regina, SK  
CLIENT  
Shell Canada  
400-4th Avenue SW  
Calgary, AB T2P 0J4  
403.252.4554 tel  
www.shell.ca  
CONSULTANT  
AECOM Canada Ltd  
4th Floor, 3292 Production Way  
Burnaby, BC V5A 4R4  
604.444.6400 tel 604.294.8597 fax  
www.aecom.com

CTM Design Services Ltd.  
210, 340 Midpark Way SE  
Calgary, AB T2X 1P1  
403.640.0990 tel  
www.ctmdesign.ca

REGISTRATION  
LOT DESCRIPTION  
LOT A BLK / PAR O PLAN NO. 86R00275  
EXTENSION 0 AS DESCRIBED ON  
CERTIFICATE OF TITLE 86R00275

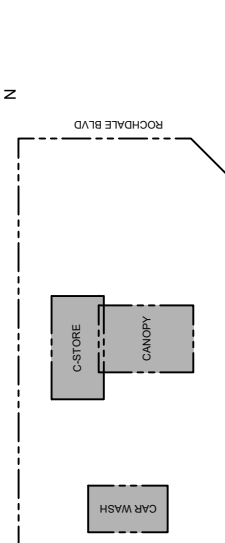
ISSUE/REVISION

|    |            |                          |                  |  |  |
|----|------------|--------------------------|------------------|--|--|
|    |            |                          |                  |  |  |
| B  | 2021-03-08 | REVISED                  | RE-ISSUED FOR DP |  |  |
| A  | 2020-06-10 | ISSUED FOR DP            |                  |  |  |
| 1  | 2020-04-17 | ISSUED FOR CLIENT REVIEW |                  |  |  |
| 0  | 2020-03-25 | ISSUED FOR CLIENT REVIEW |                  |  |  |
| UR | DATE       |                          | DESCRIPTION      |  |  |

DRAWN BY

AW

KEY PLAN



GLOBAL PROJECT ID NUMBER

C10114

SHEET TITLE

SITE

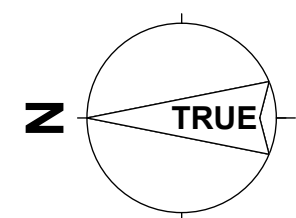
SITE PLAN

CTM DESIGN FILE NAME

2020058\_C102.0

SHEET NUMBER

C102.0



LEGEND

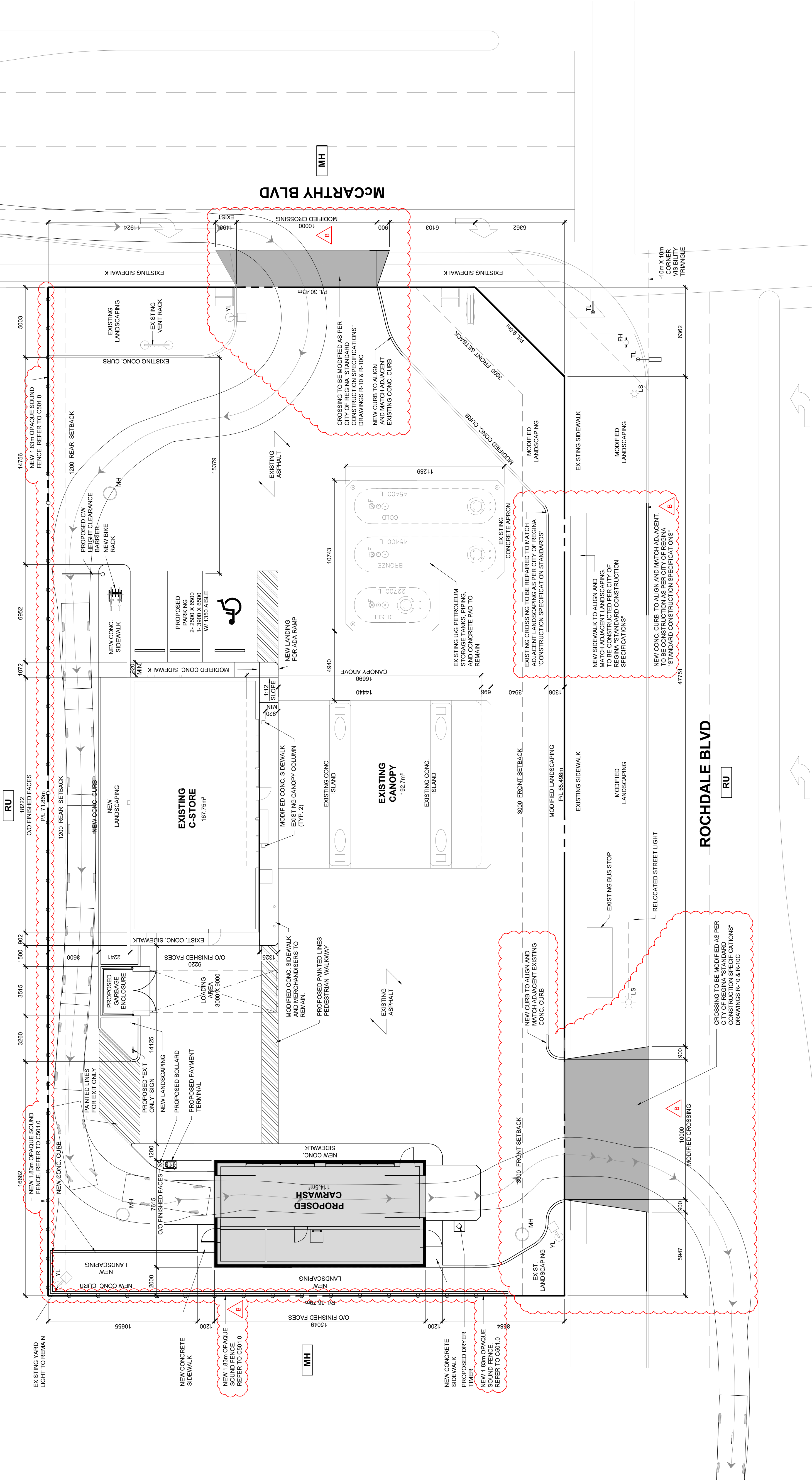
|                           |   |      |                          |   |     |
|---------------------------|---|------|--------------------------|---|-----|
| IRON SURVEY POST FOUND    | ● | Fd/P | LIGHT STANDARD (DBL)     | □ | YL  |
| MANHOLE                   | ○ | MH   | TELEPHONE PEDESTAL       | □ | TP  |
| GRADED TOP MANHOLE        | ○ | STMH | EXISTING CONC. CURBS     | — |     |
| CATCH BASIN               | □ | CB   | NEW CONC. CURBS          | — |     |
| FIRE HYDRANT              | ○ | FH   | PREFIX (EX) = EXISTING   |   |     |
| POWER POLE                | ○ | PP   | VENT                     | — | V   |
| TRAFFIC LIGHT             | ○ | TL   | FILL                     | — | F   |
| TRAFFIC SIGN/STATION POST | ○ | TS   | LEVEL MONITOR            | — | LM  |
| LIGHT STANDARD            | ○ | LS   | INTERSTITIAL MONITOR     | — | IM  |
| LIGHT STANDARD (SGL)      | ○ | YL   | SUBMERSIBLE TURBINE PUMP | — | STP |

GENERAL NOTES

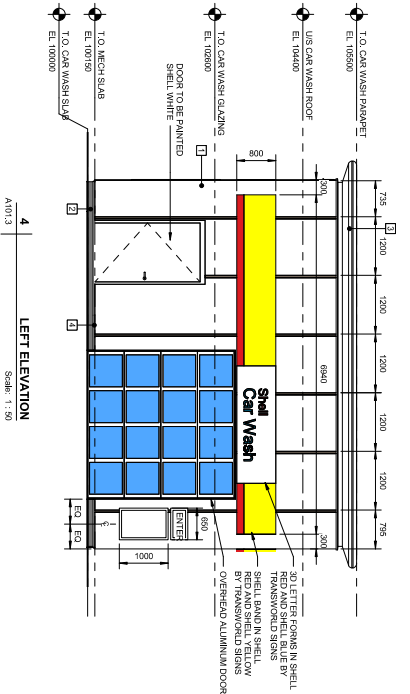
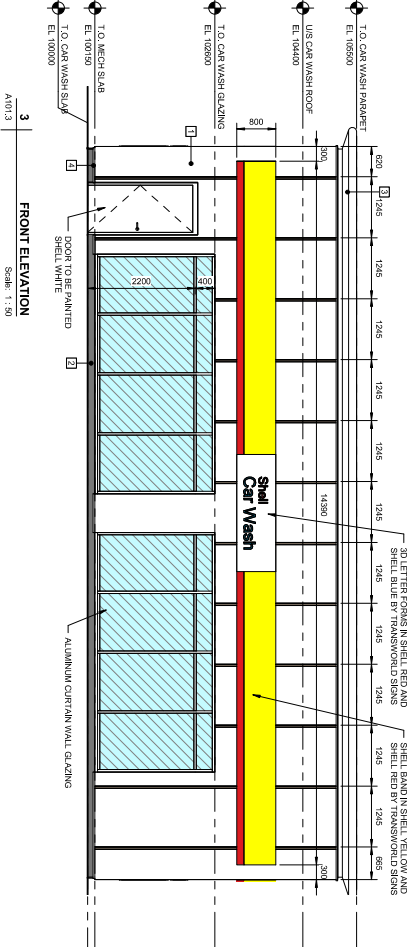
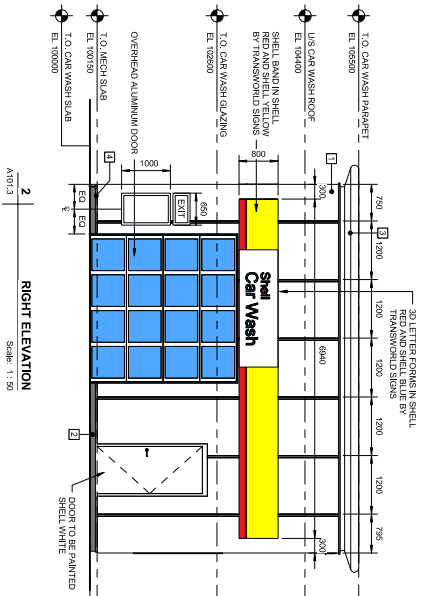
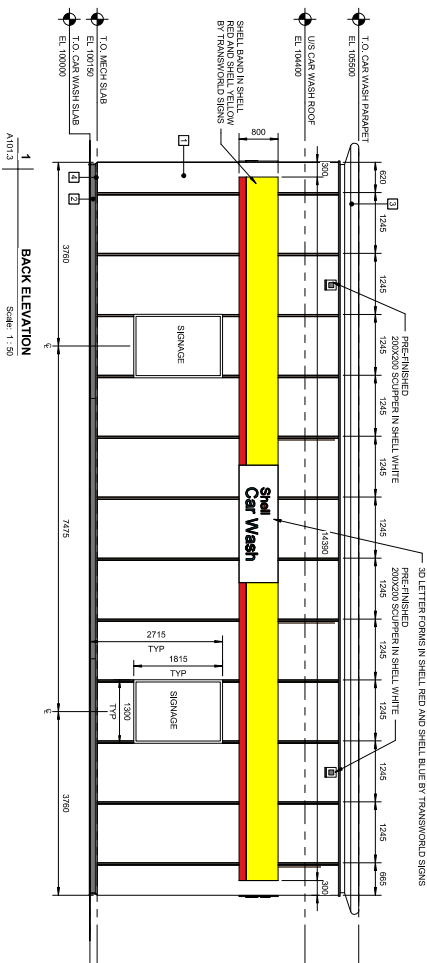
- ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT CONC. CURB RADI WHICH ARE NOTED IN METERS.
- ALL CONSTRUCTION WITHIN THE LEASE LINES IS NEW U.N.O.
- DRAWING IS NOT TO BE SCALED.
- ALL DIMENSIONS TO BE CHECKED & VERIFIED ON THE SITE BY SURVEY PRIOR TO ANY CONSTRUCTION. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER BEFORE PROCEEDING.
- CONTRACTOR TO ENSURE THAT ALL CONSTRUCTION ON MUNICIPAL PROPERTY IS TO THE LATEST MUNICIPAL STANDARDS.
- GC SHALL PROVIDE AS BUILT DRAWINGS INCLUDING AS BUILT GRADE, BUILDINGS, ETC. UPON COMPLETION OF THE WORK WITH AN ADDITIONAL COPY TO THE UTILITY HAVING JURISDICTION UPON REQUEST. RIM ELEVATIONS OF ALL C&B, M&Hs, AND THE INVERT OF ALL PIPES WHERE THEY ENTER/LEAVE C&B AND M&Hs. THE AS BUILT SHALL BE IN BOTH HARD COPY AND ELECTRONIC COPY IN AUTOCAD 2015 OR EARLIER FORMAT.

SITE NOTES

|   |   |   |
|---|---|---|
| <b>LEGAL DESCRIPTION</b><br>LOT A BLK PAR O PLAN NO. 86R00275 EXTENSION 0 AS DESCRIBED ON CERTIFICATE OF TITLE 86R00275   | <b>LANDSCAPING REQUIREMENTS</b><br>10% OF LOT AREA REQUIRED TO BE LANDSCAPED<br>NEW SOFT LANDSCAPING = 49.17m <sup>2</sup><br>NEW HARD LANDSCAPING = 127.40m <sup>2</sup><br>NEW HARD LANDSCAPING = 37.55m <sup>2</sup><br><b>TOTAL LANDSCAPING = 371.92m<sup>2</sup> (14.2%)</b> | <b>BICYCLE REQUIREMENTS</b><br>TOTAL: 2 PARKING STALLS ARE REQUIRED / 1 ADA STALL<br><b>PROPOSED PARKING</b><br>REGULAR: 2500 X 6500 2<br>HANDICAP: 3000 X 6500 1<br>TOTAL: 3 PARKING STALLS<br>LOADING: 3000 X 9000 1<br>BICYCLE PARKING: PROVIDED<br>C-STORE & CARWASH: 10% OF GFA AFTER 150m <sup>2</sup> OF GFA (282.34m <sup>2</sup> / 75m <sup>2</sup> = 2.00 STALLS REQUIRED)<br>FUEL SALES: NO REQUIREMENTS SPECIFIED<br>2% OF PARKING SPACES TO BE ACCESSIBLE PARKING SPACES |
| <b>MUNICIPAL ADDRESS</b><br>5826 ROCDDALE BOULEVARD<br>REGINA, SK   | <b>SETBACKS/YARDS:</b><br>FRONT: 3m INTERIOR: 0m<br>REAR: 1.2m EXTERIOR: 0m   |   |
| <b>ZONING</b><br>MH - MIXED HIGH-RISE ZONE  |   |   |
| <b>LOT AREA</b><br>42,622.40m <sup>2</sup> (262 HECTARE / 648 ACRE)   |   |   |
| <b>LOT COVERAGE</b><br>EXISTING C-STORE: 167.75m <sup>2</sup><br>EXISTING CANOPY: 192.70m <sup>2</sup><br>PROPOSED CARWASH: 114.5m <sup>2</sup><br>TOTAL LOT AREA: 2,622.40m <sup>2</sup> = 18.11%<br>PAR = 0.1 |   |   |



1 SITE PLAN  
C102.0 SCALE: 1:150



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# AECOM

## PROJECT

Shell Canada Products  
Rochdale Blvd &  
McCarthy Blvd

5225 Rochdale Boulevard  
Regina, SK

## CLIENT

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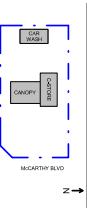
## REGISTRATION

## ISSUE/REVISION

| REV | DATE       | DESCRIPTION            |
|-----|------------|------------------------|
| 1   | 2020-08-11 | ISSUED FOR DEVELOPMENT |
| 2   | 2020-08-11 | ISSUED FOR DEVELOPMENT |

## DRAWN BY

## KEY PLAN



## GLOBAL PROJECT ID NUMBER

C10114

## SHEET TITLE

CAR WASH  
EXTERIOR ELEVATIONS

## AECOM FILE NAME

A201.3-EXE-RWBX

## SHEET NUMBER

A201.3





Public Consultation Summary

| Response  | Number of Responses | Issues Identified  |
|---|---------------------|--|
| <i>Completely opposed</i>                           | 30                  | <ul style="list-style-type: none"> <li>• Increased noise</li> <li>• Increased traffic</li> <li>• Pollution (including emissions from vehicles, chemicals from the car wash, and light pollution)</li> <li>• Water pressure and potential sewer issues</li> <li>• Proximity to other car washes</li> <li>• Privacy</li> <li>• Walkability</li> <li>• Property value</li> <li>• Littering</li> </ul> |
| <i>Accept if many features were different</i>       | 0                   | N/A  |
| <i>Accept if one or two features were different</i> | 0                   | N/A  |
| <i>I support this proposal</i>                      | 0                   | N/A  |

Note: 26/30 of the responses were from the adjacent multi unit residential building.

### 1. **Issue: Noise**

#### *Administration's Response:*

All properties must abide by the Noise Abatement Bylaw No. 6980, which has regulations for allowable sound thresholds (measured in decibels) based on the zone. As per section 7.1 of the Noise Abatement Bylaw, where a development will exceed the stated decibel levels in the bylaw based on the zone, it must not be for more than 15 cumulative minutes in any given hour. As a mixed-use zone, sound thresholds for the subject site are 60 decibels from 10:00 pm to 7:00 am, and 70 decibels from 7:00 am to 10:00 pm. The applicant has provided information below that the maximum duration within any hour would be 12 minutes and noise will not exceed the day time or night time noise levels, in compliance with the noise bylaw. Administration required the applicant to undertake a noise impact assessment prepared by qualified experts and worked with them on mitigative measures to manage noise at the property lines (e.g. installation of acoustic barriers on west and north property lines, quieter dryer technology). Further, the site has been designed to consider impacts to surrounding land uses including facing the exit with the dryer to the south towards Rochdale Boulevard and away from the residential property to the north. This will help ensure that noise is mostly projected towards Rochdale Boulevard.

#### *Applicant's Response/Analysis:*

- The proposed development will include the Aerodry Model A45 unit dryer system driven by 45

horsepower electric motor, which is quieter than standard drying systems. A quieter dryer system is proposed in consultation with City Administration on mitigative measures to manage noise from the development.

- The noise impact assessment conducted by FDI Acoustics shows that with the proposed fence or sound barrier along the north and west property lines that the car wash falls within the Noise Abatement Bylaw regulations. The decibel level from the proposed car wash to the north property line is 49 decibels, which is well below either the daytime or night time thresholds outlined in the Noise Abatement Bylaw. The analysis shows that the residential building to the north is more impacted by traffic noise from McCarthy Boulevard than the proposed car wash. (see page 10 of the report)

| Receiver Location  | Daytime Sound Level (dBA L <sub>eq</sub> ) | Nighttime Sound Level (dBA L <sub>eq</sub> ) | Daytime Sound Level (dBA L <sub>eq</sub> ) | Nighttime Sound Level (dBA L <sub>eq</sub> ) |
|--|--|--|--|--|
|  | Without Barrier                            |  | w/ North Barrier                           |  |
| 1111 Lakewood Court North – Eye Health Clinic Property Line (1.2 metres height)    | 61.3                                       | 61.3   | 57.3                                       | 57.8   |
| 1111 Lakewood Court North – Dental Health Clinic Property Line (1.2 metres height) | 66.9                                       | 66.9   | 65.3                                       | 65.3   |
| Permissible Sound Level (Mixed Use Zone)   | 70.0                                       | 60.0   | 70.0                                       | 60.0   |
| North Property Line - 1130 Lakewood Terrace (1.2 metres height)                    | 62.6                                       | 62.6   | 49.0                                       | 49.0   |
| 1130 Lakewood Terrace – 2 <sup>nd</sup> Floor Façade (5.0 metres height)           | 52.9                                       | 52.9   | 52.7                                       | 52.7   |
| 1130 Lakewood Terrace – 3 <sup>rd</sup> Floor Façade (8.0 metres height)           | 52.6                                       | 52.6   | 52.6                                       | 52.6   |
| 1130 Lakewood Terrace – 4 <sup>th</sup> Floor Façade (11 metres height)            | 52.2                                       | 52.2   | 52.2                                       | 52.2   |
| 105 Lakewood Court – 1 <sup>st</sup> Floor Façade (1.5 metres height)              | 50.4                                       | 50.4   | 46.4                                       | 46.4   |
| 105 Lakewood Court – 2 <sup>nd</sup> Floor Façade (3.5 metres height)              | 50.4                                       | 50.4   | 47.9                                       | 47.9   |
| Permissible Sound Level (Residential Zone)   | 60.0                                       | 55.0   | 60.0                                       | 55.0   |

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- Appendix A-3.3 confirms the following:
  - The entrance of the car wash is 11.9 metres (36’8”) from the north property line.
  - The exit of the car wash is 26.9 metres (88.3) from the north property line.
  - The exit of the car wash is 35.2 metres (115.5’) from the residential development; alternatively, if measured on an angle the distance is 43.9 m.
- The exit of the car wash is 32.8 metres (107’7”) from the residential development. The washing cycle for the car wash is 4 mins and the drying cycle is an additional 60 seconds (total operating time of 5 minutes). Therefore, the maximum length of time the dryer will be operating in 1 hour is 12 minutes. The detailed calculation is as follows: 60 min ÷ 5 min per wash = 12 car washes per hour. 1 min x 12 car washes = 12 minutes operating time per hour for the dryer

## 2. Issue: Traffic Flow Impact

### *Administration’s Response:*

The Zoning Bylaw requires five queuing spaces for a truck or car wash to be provided on-site. The proposed plan currently allows for approximately ten queuing spaces. The existing road network

including Rochdale Boulevard and McCarthy Boulevard are arterial roadways that can accommodate any anticipated demand created by the development. McCarthy Boulevard and Rochdale Boulevard intersection is fully signalized, and the site has sufficient access/egress points to address the site circulation and traffic safety.

**3. Issue: Emissions and pollution emissions from vehicles, chemicals from the car wash, and light pollution**

*Administration's Response:*

The development of this car wash will not likely result in an increase in overall trips to car washes in the city. It will likely result in residents using this car wash instead of another, resulting in net neutral greenhouse gas emissions overall as outline in the environment implications section of this report.

Outdoor lighting is regulated under the Community Standards Bylaw, where it does not permit any outdoor lighting to shine directly into the living room or sleeping areas of adjacent dwellings. Administration has made the applicant aware of this requirement.

*Applicant's Response:*

The sediment free wastewater from the car wash does go to septic / wastewater connection point after going through a grit separator sump and proceptor which scrubs the water of waxes and oils.

**4. Issue: Water pressure and potential sewer issues.**

*Administration's Response:*

City Engineering staff have reviewed this proposal and determined that there is sufficient infrastructure capacity to accommodate the proposed development.

**5. Issue: Proximity to Similar Land Use**

*Administration's Response:*

The Zoning Bylaw does not regulate separation distances between businesses of this type. Applications are considered on a site by site basis for compliance with the land use and development standards and processes of the Zoning Bylaw.

**6. Issue: Privacy**

*Administration's Response:*

The applicant will install a 1.83 metre (6-foot) solid acoustic barrier fence along the north and west property lines, which will add to screen the vehicles queueing for the car wash. This is addressed as a condition of approval and will need to be installed prior to opening of the car wash.

**7. Issue: Walkability**

*Administration's Response:*

Pedestrian access to and from the site is not changing. Rochdale Boulevard and McCarthy Boulevard have sidewalks adjacent to the site and as indicated there are traffic signals at this intersection to assist

in safe pedestrian movement.

**8. Issue: Property Value**

*Administration's Response:*

Development in established neighbourhoods often generates concerns about the impact on property values. Administration acknowledges that residents have these concerns but is not aware of any evidence that such development will have a negative impact on surrounding property values. The potential impact in this regard cannot be determined conclusively in advance, but will be affected by the perceptions, experiences and resultant actions of individual households, over time.

**9. Issue: Littering**

*Administration's Response:*

Any complaints regarding litter would be investigated by City Bylaw Enforcement Staff, to determine compliance with the Community Standards Bylaw 2016-2.



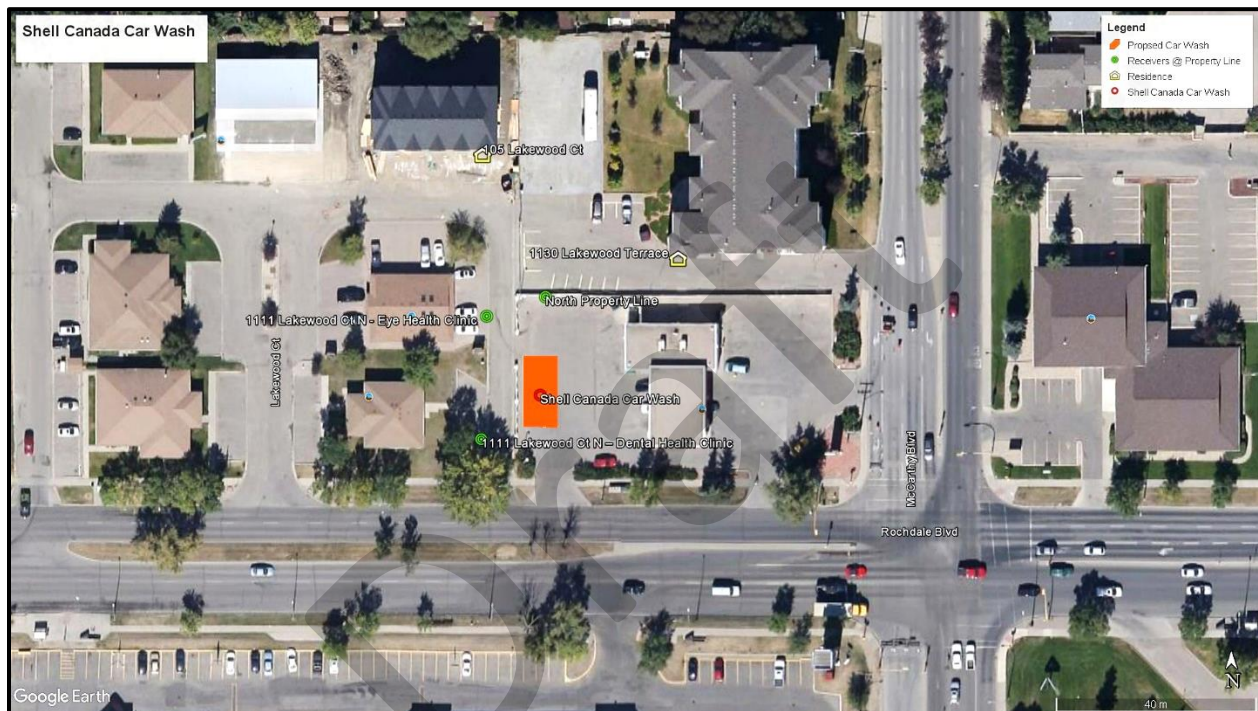


## Noise Impact Assessment

**CTM Design Services Ltd.**

**5826 Rochdale Blvd Regina**

**Shell Canada Car Wash**



### Prepared For:

**Mr. Jonathan Paul, PMP**  
**CTM Design Services Ltd.**

### Prepared By:

**Mr. Hossein Mehravaran, M.Sc., INCE**  
**Mr. James Farquharson, C.E.T., INCE**

**Issued: June 10, 2021**  
**Project Number: 316501**

*Sound Advice • Sound Delivery*



## Executive Summary

CTM Design Services Ltd. (CTM Design) wanted to determine the environmental noise impact of the proposed Shell Canada Car Wash at 5826 Rochdale Blvd in the City of Regina. CTM Design retained the services of FDI Acoustics to complete a Noise Impact Assessment for the proposed development to determine compliance with the Permissible Sound Levels (PSLs) of the City of Regina Bylaw 6980<sup>1</sup>, “The Noise Abatement Bylaw” Section 7.1, Land Use Noises. The assessment also provides the foundation to develop noise control measures for the equipment assessed should the predicted sound levels exceed the PSLs of the City of Regina Bylaw 6980 (Bylaw).

Octave band sound pressure levels related to the significant noise sources associated with the proposed car wash equipment operations were assigned from a combination of manufacturer’s data and FDI Acoustics’ sound pressure level measurement library or calculated following schemes as presented in texts<sup>2,3</sup>. Following accepted acoustic evaluation practices, the sound pressure level data was used to calculate octave band sound power level values for the significant noise sources associated with the proposed equipment. The sound power levels were entered in the Softnoise GmbH Predictor™ Type 7810 noise propagation modelling software. The environmental noise propagation computer model calculated the sound level contribution of the car wash operations at three property line locations and at multiple elevations of the façades of two residential buildings near the site.

Table ES-1 presents the results of the modeling along with the PSLs for the receiver locations.

**Table ES-1**  
**Predicted Sound Levels**  
**Shell Canada Car Wash 5826 Rochdale Boulevard, Regina Saskatchewan**

| Receiver Location  | Daytime<br>Sound<br>Level<br>(dBA L <sub>eq</sub> ) | Nighttime<br>Sound<br>Level<br>(dBA L <sub>eq</sub> ) | Daytime<br>Sound<br>Level<br>(dBA L <sub>eq</sub> ) | Nighttime<br>Sound<br>Level<br>(dBA L <sub>eq</sub> ) |
|--|---|---|---|---|
|  | Without Barrier                                     |   | w/ North Barrier                                    |   |
| 1111 Lakewood Court North – Eye Health Clinic Property Line    | 61.3  | -   | 61.3  | -   |
| 1111 Lakewood Court North – Dental Health Clinic Property Line | 66.9  | -   | 66.9  | -   |
| Permissible Sound Level (Mixed Use Zone)                       | 70.0  | -   | 70.0  | -   |
| North Property Line - 1130 Lakewood Terrace                    | 62.6  | 62.6  | 49.7  | 49.7  |
| 1130 Lakewood Terrace – 1 <sup>st</sup> Floor                  | 52.9  | 52.9  | 52.8  | 52.8  |
| 1130 Lakewood Terrace – 2 <sup>nd</sup> Floor                  | 52.6  | 52.6  | 52.6  | 52.6  |
| 1130 Lakewood Terrace – 3 <sup>rd</sup> Floor                  | 52.2  | 52.2  | 52.2  | 52.2  |
| 105 Lakewood Court – 1 <sup>st</sup> Floor                     | 50.4  | 50.4  | 46.5  | 46.5  |
| 105 Lakewood Court – 2 <sup>nd</sup> Floor                     | 50.4  | 50.4  | 48.0  | 48.0  |
| Permissible Sound Level (Residential Zone)                     | 60.0  | 55.0  | 60.0  | 55.0  |

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## **Executive Summary (continued)**

The results of the environmental noise propagation model indicate the predicted sound levels from the proposed Shell Canada Car Wash operations are predicted to exceed the daytime and nighttime PSLs of Bylaw 6980 at the property line with 1130 Lakewood Terrace. CTM Design has indicated the landscape design of the for site may incorporate a 1.8 metre height fence (acoustic barrier) along the north property line. FDI Acoustics notes with the sound barrier in place the results of modelling indicate the Shell Canada Car Wash operations are predicted to comply the daytime and nighttime PSLs of Bylaw 6980 at the receiver locations assessed.

Draft

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## Scope of Work

CTM Design Services Ltd. (CTM Design) wanted to determine the environmental noise impact of the proposed Shell Canada Car Wash at 5826 Rochdale Blvd in the City of Regina. CTM Design retained the services of FDI Acoustics to complete a Noise Impact Assessment for the proposed development to determine compliance with the Permissible Sound Levels (PSLs) of the City of Regina Bylaw 6980<sup>1</sup>, “The Noise Abatement Bylaw” Section 7.1, Land Use Noises. The assessment also provides the foundation to develop noise control measures for the equipment assessed should the predicted sound levels exceed the PSLs of the City of Regina Bylaw 6980 (Bylaw).

## Method

Octave band sound pressure levels related to the significant noise sources associated with the proposed car wash equipment operations were assigned from a combination of manufacturer’s data and FDI Acoustics’ sound pressure level measurement library or calculated following schemes as presented in texts<sup>2,3</sup>. Following accepted acoustic evaluation practices, the sound pressure level data was used to calculate octave band sound power level values for the significant noise sources associated with the proposed development equipment. Plans for the development were provided by CTM Design. The development area information supplied by CTM Design was supplemented with information from government and commercial sources. This information formed the input for an environmental noise propagation computer model that calculates the sound level contribution of the car wash operations at three property line locations and at multiple elevations of the façades of two residential buildings near the site.

The results of the model are presented as the individual component sound levels of the proposed car wash equipment, the overall facility sound level contribution, the predicted sound levels for the receiver locations under assessment, and as a study area contour map. The results are reviewed with the predicted sound levels compared with the applicable PSLs to determine compliance. Should the results exceed either the daytime or nighttime PSLs; noise control measures may be developed and evaluated within the noise propagation model. The predicted sound level contribution for each noise control measure after implementation may be reported for the point of interest. Acoustical specifications related to the recommendations are included in the report.

## Study Area

The proposed Shell Canada Car Wash development is at 5826 Rochdale Boulevard in the City of Regina, Saskatchewan. The car wash will be situated parallel to the west property of the property west of the convenience store and fuel pump islands. The nearest residences or most impact residences border the northeast side of the site and are located at 1130 McCarthy Boulevard (also known as the 1130 Lakewood Terrace condominiums). The 1130 Lakewood Terrace condominium development shares a common property line with the Shell Canada property. The second residence of interest is northwest of the Shell Canada property at 105 Lakewood Court. The third (Eye Clinic) and fourth (Dental Clinic) receiver locations are west of Shell Canada property at 1111 Lakewood Court North. Available information describes the topography of the area as flat and the landscape as urban with a mix of paved surfaces, asphalt, lawns, and trees.

Figure 1 and the report cover map present maps of the study area indicating the location of the proposed site, residential units, and other area features. Appendix A presents a larger higher rendition map of the study area.

**Figure 1**  
**Study Area Map**  
**Shell Canada Car Wash 5826 Rochdale Boulevard, Regina Saskatchewan**



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## Environmental Noise Regulation Criteria

Bylaw 6980, a City of Regina bylaw to prohibit, eliminate and abate, loud, unusual, and unnecessary noise, or noises which annoy, disturb, injure, or endanger the comfort, repose, health, peace or safety of others within the city of Regina.

Bylaw 6980 Part III, Specific Prohibitions, Section 7.1 Land Use Noises:

- (a) Subject to subsection (b), no person shall cause or permit to be made or continued any noise that exceeds the following standards for a cumulative period greater than 15 minutes in any hour as measured in A-weighted decibels (dBA) using a Type 2 sound level meter at 1.2 metres above the ground level surface at the lot line of the site where the noise originates:

**Table 1**  
**City of Regina Bylaw 6980 Land Use Noises**  
**Shell Canada Car Wash 5826 Rochdale Boulevard, Regina Saskatchewan**

| Zone             | Daytime<br>7:00 am – 10:00 pm<br>Sound Pressure Level<br>(dBA) | Nighttime<br>10:00 pm – 7:00 am<br>Sound Pressure Level<br>(dBA) |
|------------------|--|--|
| Residential Zone | 60.0   | 55.0   |
| Mixed Use Zone   | 70.0   | 60.0   |

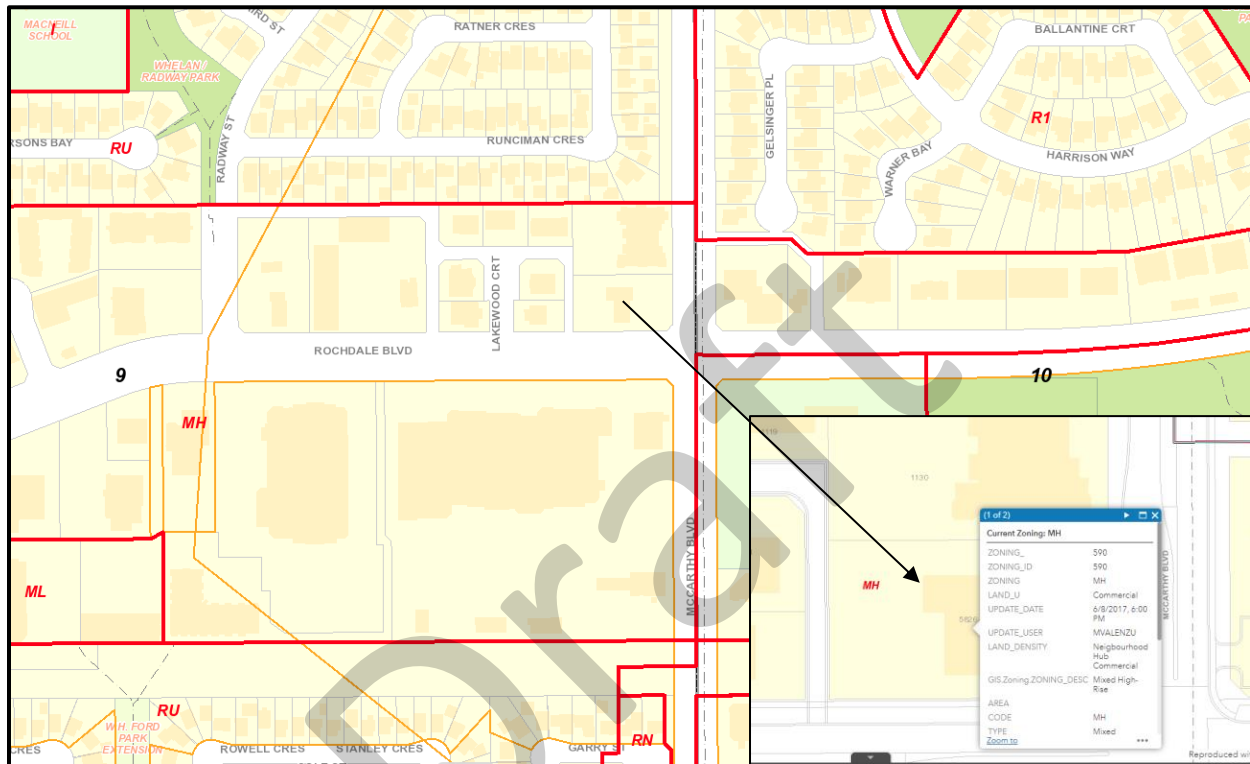
FDI Acoustics Project 316501

- (b) The following noises shall be exempt from this section:
- (i) Noises from construction or maintenance activities between 7:00 am and 10:00 pm;
  - (ii) Noises from safety signals, emergency vehicles and equipment, warning devices and emergency pressure release valves;
  - (iii) Noises from motor vehicles, airplanes, and trains; and
  - (iv) Ordinary domestic noises at a residential property such as voices or music and noise generated by tools or animals.”

The Regina Zoning Bylaw 2019-19, Chapter 4, Mixed-Use Zones defines the regulations for land use and development within this zone. In City of Regina Zoning Map this area is considered as “Mixed High-Rise” zone in Commercial Zones categories with zone code “MH”. Figure 2 is a map of the City of Regina Zoning Bylaw 2019 for the study area indicating the location of the proposed site and the applicable zoning for the area. FDI Acoustics notes the residential buildings north of proposed car wash site are within the commercial zone ID 590 with a code MH.

## Environmental Noise Regulation Criteria (continued)

**Figure 2**  
**City of Regina Zoning Bylaw 2019 Map**  
**Shell Canada Car Wash 5826 Rochdale Boulevard, Regina Saskatchewan**



FDI Acoustics Project 316501

Table 2 presents the Permissible Sound Levels applicable to the development as derived from City of Regina Bylaw 6980 Part III, Section 7.1 (a). CTM Design indicated the City of Regina requested that the residential buildings north of the site be considered as a Residential Zone. The developments west of the site at 111 Lakewood Court North are in a Commercial Zone.

**Table 2**  
**Permissible Sound Levels**  
**Shell Canada Car Wash 5826 Rochdale Boulevard, Regina Saskatchewan**

| Receiver Location   | Daytime<br>Permissible Sound Level<br>(dBA L <sub>eq</sub> ) | Nighttime<br>Permissible Sound Level<br>(dBA L <sub>eq</sub> ) |
|---|--|--|
| 1130 Lakewood Terrace (Property Line and Building Façade), 105 Lakewood Court (Building Façade) | 60.0   | 55.0   |
| 111 Lakewood Court North (Property Line)  | 70.0   | -  |

FDI Acoustics Project 316501



## Description of Equipment

The proposed Shell Canada Car Wash consists of a drive through automatic car wash. The significant noise sources associated with the car wash development include dryers, high pressure sprayers, and an idling vehicle. CTM Design has indicated the dryer is an Aerodry Model A45 unit driven by 45 horsepower electric motor. The manufacturer indicates the dryer emits a sound pressure level of 82 dBA at 1.0 metres from the exterior door opening of the car wash. FDI Acoustics has assumed the entrance and exit doors of the car wash are open for 10% and 25% of the operating time, respectively based on information provided by CTM Design. The drying cycle is 60 seconds in duration with the exit door open during drying cycle. The assessment also considers one vehicle idling waiting to enter to the automatic car wash. Figure 3 contains architectural renderings of the car wash building as furnished by CTM Design.

**Figure 3**  
**Car Wash Perspective View**  
**Shell Canada Car Wash 5826 Rochdale Boulevard, Regina Saskatchewan**



## Source Sound Power Levels

FDI Acoustics completed calculations to determine octave band sound power level values for the significant noise sources associated with the equipment. Completion of the calculations followed accepted techniques and practices for the determination of sound power levels from sound pressure levels for large machinery. The sound power values presented in Table 3 are order-ranked from highest to lowest by the overall sum (dBA) per source group.

**Table 3**  
**Source Sound Power Levels**  
**Shell Canada Car Wash 5826 Rochdale Boulevard, Regina Saskatchewan**

| Sound Source Description               | Sound Power Level (dBA re: 10 <sup>-12</sup> W) |      |      |      |      |      |      |      |      |           |
|--|---|------|------|------|------|------|------|------|------|-----------|
|  | Octave Band Frequency (Hertz)                   |      |      |      |      |      |      |      |      | Sum (dBA) |
|  | 31.5  | 63   | 125  | 250  | 500  | 1000 | 2000 | 4000 | 8000 |           |
| Automatic Car Wash                     |   |      |      |      |      |      |      |      |      |           |
| Car Wash Exit Door                     | 46.6  | 58.3 | 75.7 | 68.2 | 73.7 | 73.2 | 69.4 | 9.8  | 88.6 | 89.1      |
| Car Wash Entrance Door                 | 41.2  | 53.9 | 66.9 | 69.1 | 72.0 | 74.8 | 77.0 | 9.8  | 83.6 | 85.3      |
| Car Wash Building Roof                 | 54.5  | 65.9 | 66.6 | 63.7 | 74.7 | 68.3 | 64.4 | 71.9 | 67.0 | 78.5      |
| Car Wash Building East Wall            | 44.2  | 55.5 | 56.3 | 61.4 | 71.3 | 56.0 | 58.1 | 65.6 | 60.6 | 73.3      |
| Car Wash Building West Wall            | 35.2  | 46.5 | 47.1 | 53.2 | 62.8 | 47.6 | 45.1 | 49.1 | 40.7 | 63.8      |
| Car Wash Building South and North Wall | 28.0  | 39.4 | 44.2 | 50.3 | 60.2 | 45.9 | 44.0 | 48.4 | 40.5 | 61.2      |
| Vehicle - Idling                       |   |      |      |      |      |      |      |      |      |           |
| Vehicle Idling                         | 55.0  | 62.0 | 69.0 | 71.0 | 74.0 | 77.0 | 77.0 | 71.0 | 64.0 | 82.1      |

FDI Acoustics Project 316501

## Noise Propagation Model

The Predictor™ 7810 v12.01, an environmental noise assessment software package from Softnoise GmbH was employed to determine the environmental noise impact of the equipment. The noise prediction program completes complex sound propagation calculations that include the effects of the environment, terrain, and topography. The algorithms used by the model are consistent with international standards, including International Organization for Standardization (ISO) 9613-2:1996 *Acoustics – Attenuation of sound during propagation outdoors – Part 1: Calculation of the absorption of sound by the atmosphere*<sup>4</sup>, *Part 2: General method of calculation*<sup>5,6</sup>, *Part 3: Recommendations for quality assured implementation of ISO 9613-2 in software according to ISO 17534-1*<sup>7</sup>.

The calculated individual source sound power level complete with information regarding the facility location, equipment layout and the reception location were entered in the model. The propagation algorithms of ISO 9613 consider a downwind condition from each noise source to each receiver. The ISO 9613 method claims to couple the downwind condition with a mild temperature inversion. The ground absorption coefficient ranges between 0.0 – 1.0 where a value of 0.0 (the lowest) depicts reflective (hard) ground with a value of 1.0 (the highest) depicting porous (absorptive) ground. The model was structured to reflect favourable conditions for the propagation of sound from the source to the receiver locations.

Table 4 lists the modeled environmental parameters of the noise propagation model.

**Table 4**  
**Noise Model Environmental Parameters**  
**Shell Canada Car Wash 5826 Rochdale Boulevard, Regina Saskatchewan**

| Environmental Parameter                             | Model Input Value  |
|---|--|
| Ground Attenuation (between development & receiver) | 0 (suitable value for concrete and road)   |
| Ground Attenuation (Lawn)                           | 1 (suitable value for vegetation and porous ground)                                      |
| Receiver Height Above Ground                        | 1.2m   |
| Relative Humidity                                   | 70%  |
| Temperature   | +15°C  |
| Wind Conditions                                     | 1 to 5 m/s (default ISO 9613 – moderate inversion condition, downwind in all directions) |
| Topography  | CDEM (Canadian Digital Elevation Model) –<br>14m*23m height points                       |

FDI Acoustics Project 316501

## Results

Table 5 presents the overall predicted sound pressure level and the source sound pressure level contributions as dBA values at the north property line (1130 Lakewood Terrace the most impacted residence). The modelling does not include a fence (acoustic barrier) along the property line. The source sound level contribution values are order ranked by the “A” weighted contribution level.

**Table 5**  
**Order Ranked Sound Pressure Levels**  
**1130 Lakewood Terrace – North Property Line**  
**Shell Canada Car Wash 5826 Rochdale Boulevard, Regina Saskatchewan**

| Source Description                              | Source Sound Level Contribution (dBA) |
|---|---------------------------------------|
| Car Wash Entrance Door                          | 61.5                                  |
| Vehicle Idling #1                               | 55.7                                  |
| Car Wash Roof                                   | 41.0                                  |
| Car Wash Exit Door                              | 38.2                                  |
| Car Wash Building North Wall                    | 34.0                                  |
| Car Wash Building East Wall (Triple Pane Glass) | 32.5                                  |
| Car Wash Building West Wall                     | 26.1                                  |
| Car Wash Building South Wall                    | 6.2                                   |
| <b>Predicted Development Contribution Sum</b>   | <b>62.6</b>                           |

FDI Acoustics Project 316501

Note: Sound Pressure level values below the reference level of 20 microPascals are indicated by a negative sign preceding the value

## Results (continued)

Table 6 presents the overall predicted sound pressure level and the source sound pressure level contributions as dBA values at the north property line (1130 Lakewood Terrace the most impacted residence). The modelling reflects the installation of a fence (acoustic barrier) along the north property line. The barrier construction will result no openings or spaces in barrier panels and no openings or spaces between the barrier and the ground. The barrier design will have a minimum Sound Transmission Class (STC) 32 with the surface of the barrier facing the Shell Canada property being acoustically absorptive having a noise reflection coefficient of less than 20%. The barrier height is 1.8 metres. The source sound level contribution values in Table 6 are order ranked by the “A” weighted contribution level.

**Table 6**  
**Order Ranked Sound Pressure Levels**  
**1130 Lakewood Terrace – North Property Line (with Barrier)**  
**Shell Canada Car Wash 5826 Rochdale Boulevard, Regina Saskatchewan**

| Source Description                              | Source Sound Level Contribution (dBA) |
|---|---------------------------------------|
| Car Wash Entrance Door                          | 48.4                                  |
| Vehicle Idling #1                               | 42.5                                  |
| Car Wash Exit Door                              | 35.5                                  |
| Car Wash Roof                                   | 26.4                                  |
| Car Wash Building East Wall (Triple Pane Glass) | 23.1                                  |
| Car Wash Building North Wall                    | 22.8                                  |
| Car Wash Building West Wall                     | 17.6                                  |
| Car Wash Building South Wall                    | 3.4                                   |
| <b>Predicted Development Contribution Sum</b>   | <b>49.7</b>                           |

FDI Acoustics Project 316501

Note: Sound Pressure level values below the reference level of 20 microPascals are indicated by a negative sign preceding the value

Order ranked sound pressure levels (Table 5 and Table 6) at a distant point of reception may differ from the equipment order ranked sound power levels (Table 3). This can occur due to the frequency composition of each noise source, the physical height of the noise source above the ground, acoustical shielding at the site or the topography between the site and the receiver.

## Results (continued)

FDI Acoustics completed additional modelling to examine the contribution of traffic noise at the reception locations. Table 7 presents the overall predicted sound level contribution value from vehicle traffic for the reception locations. The modelling was completed using 2018-2019 traffic count data obtained from the City of Regina. The traffic count data represents average daily traffic volumes with the nighttime traffic assumed as 10% of the average daily traffic volume.

**Table 7**  
**Predicted Sound Levels – Road Traffic**  
**Shell Canada Car Wash 5826 Rochdale Boulevard, Regina Saskatchewan**

| Receiver Location<br>&<br>Sound Level Description              | Daytime<br>Sound<br>Level<br>(dBA L <sub>eq</sub> ) | Nighttime<br>Sound<br>Level<br>(dBA L <sub>eq</sub> ) |
|--|---|---|
|  | Without North Barrier                               |   |
| 1111 Lakewood Court North – Eye Health Clinic Property Line    | 58.0  | 50.8  |
| 1111 Lakewood Court North – Dental Health Clinic Property Line | 62.4  | 55.2  |
| Permissible Sound Level (Mixed Use Zone)                       | 70.0  | 60.0  |
| North Property Line - 1130 Lakewood Terrace                    | 57.5  | 50.2  |
| 1130 Lakewood Terrace – 1 <sup>st</sup> Floor                  | 59.0  | 51.8  |
| 1130 Lakewood Terrace – 2nd Floor                              | 59.4  | 52.2  |
| 1130 Lakewood Terrace – 3 <sup>rd</sup> Floor                  | 59.5  | 52.2  |
| 105 Lakewood Court – 1 <sup>st</sup> Floor                     | 53.8  | 46.6  |
| 105 Lakewood Court – 2 <sup>nd</sup> Floor                     | 53.5  | 46.2  |
| Permissible Sound Level (Residential Zone)                     | 60.0  | 55.0  |

The traffic noise values provide the reader with an indication of the existing ambient noise environment. The daytime and nighttime PSLs of Bylaw 6980 are also presented for the receiver locations assessed.

Appendix B presents a noise contour map overlaid on the site plan and study area. The car wash noise contour map reflects the daytime or nighttime operations of the car wash when the acoustic barrier is in place along the north of property line of the Shell Canada site. The sound levels were calculated at 1.2 metre receiver height from the ground elevation. Appendix B also presents the daytime road traffic sound pressure level contour map. The receiver locations are indicated on the noise contour maps.

## Discussion of Results

Table 8 presents the overall predicted sound level contribution values from the proposed carwash operations and the PSLs for the locations assessed. The development sound level contributions are used for determining compliance with the applicable PSLs.

**Table 8**  
**Predicted Sound Levels – Car Wash**  
**Shell Canada Car Wash 5826 Rochdale Boulevard, Regina Saskatchewan**

| Receiver Location  | Daytime<br>Sound<br>Level<br>(dBA L <sub>eq</sub> ) | Nighttime<br>Sound<br>Level<br>(dBA L <sub>eq</sub> ) | Daytime<br>Sound<br>Level<br>(dBA L <sub>eq</sub> ) | Nighttime<br>Sound<br>Level<br>(dBA L <sub>eq</sub> ) |
|--|---|---|---|---|
|  | Without Barrier                                     |   | w/ North Barrier                                    |   |
| 1111 Lakewood Court North – Eye Health Clinic Property Line    | 61.3  | -   | 61.3  | -   |
| 1111 Lakewood Court North – Dental Health Clinic Property Line | 66.9  | -   | 66.9  | -   |
| Permissible Sound Level (Mixed Use Zone)                       | 70.0  | -   | 70.0  | -   |
| North Property Line - 1130 Lakewood Terrace                    | 62.6  | 62.6  | 49.7  | 49.7  |
| 1130 Lakewood Terrace – 1st Floor                              | 52.9  | 52.9  | 52.8  | 52.8  |
| 1130 Lakewood Terrace – 2nd Floor                              | 52.6  | 52.6  | 52.6  | 52.6  |
| 1130 Lakewood Terrace – 3rd Floor                              | 52.2  | 52.2  | 52.2  | 52.2  |
| 105 Lakewood Court – 1st Floor                                 | 50.4  | 50.4  | 46.5  | 46.5  |
| 105 Lakewood Court – 2nd Floor                                 | 50.4  | 50.4  | 48.0  | 48.0  |
| Permissible Sound Level (Residential Zone)                     | 60.0  | 55.0  | 60.0  | 55.0  |

FDI Acoustics Project 316501

The results of the environmental noise propagation model indicate the predicted sound levels from the proposed Shell Canada Car Wash operations are predicted to exceed the daytime and nighttime PSLs of Bylaw 6980 at the property line with 1130 Lakewood Terrace. The results with the sound barrier in place indicate compliance with the daytime and nighttime PSLs of Bylaw 6980 at the receiver locations assessed.

## Conclusion

The results of the environmental noise propagation model indicate the predicted sound levels from the proposed Shell Canada Car Wash operations are predicted to exceed the daytime and nighttime PSLs of Bylaw 6980 at the property line with 1130 Lakewood Terrace. CTM Design has indicated the landscape design of the for site may incorporate a 1.8 metre height fence (acoustic barrier) along the north property line. FDI Acoustics notes with the sound barrier in place the results of modelling indicate the Shell Canada Car Wash operations are predicted to comply the daytime and nighttime PSLs of Bylaw 6980 at the receiver locations assessed.

## Glossary

### **Ambient Sound Level**

All noises that exist in an area and are not related to the applicant development. Ambient noise may include sounds from other industrial noise sources, transportation sources, animals, and sounds related to the environment.

### **A-weighted sound level**

The sound level as measured on a sound level meter using a setting that emphasizes the middle frequency components similar to the frequency response of the human ear.

### **C-weighted sound level**

The C-weighting approximates the sensitivity of human hearing at industrial noise levels (above about 85 dBA). The C-weightings sound level (i.e., measured with the C-weightings) is more sensitive to sounds at low frequencies than the A-weighted sound level and is sometimes used to assess the low frequency content of complex sound environments.

### **Calibration**

A procedure used for the adjustment of a sound level meter using a reference source of a known sound pressure level and frequency. Field calibration must take place before and after a series of sound level measurements.

### **Cumulative Sound Level**

All AER and AUC regulated facility sound as predicted in the environmental noise model plus the ambient sound level. The cumulative sound level is used for determination of compliance with the allowable PSLs in the preparation of a Noise Impact Assessment.

### **dB (decibel) or dBZ**

The decibel (dB) is a logarithmic unit of measurement that expresses the magnitude of a physical quantity (usually power or intensity) relative to a specified or implied reference level. Since it expresses a ratio of two quantities with the same unit, it is a dimensionless unit. A decibel is one tenth of a bel (B). A reference pressure of 20 microPascals ( $\mu\text{Pa}$ ) is used because sounds in air at a frequency of 1000 Hz and with a pressure of 20 microPascals ( $\mu\text{Pa}$ ) can just barely be heard by most people.

### **dBA**

The decibel (dB) sound pressure level filtered through the A filtering network to approximate human hearing response.

See dB and A-weighted sound level.

### **dBZ**

The decibel (dB) sound pressure level is adjusted to include the low frequency end of the spectrum. Although less consistent with human hearing than dBA, dBZ can be used to discern the impact of low frequency sound emissions from industrial operations.



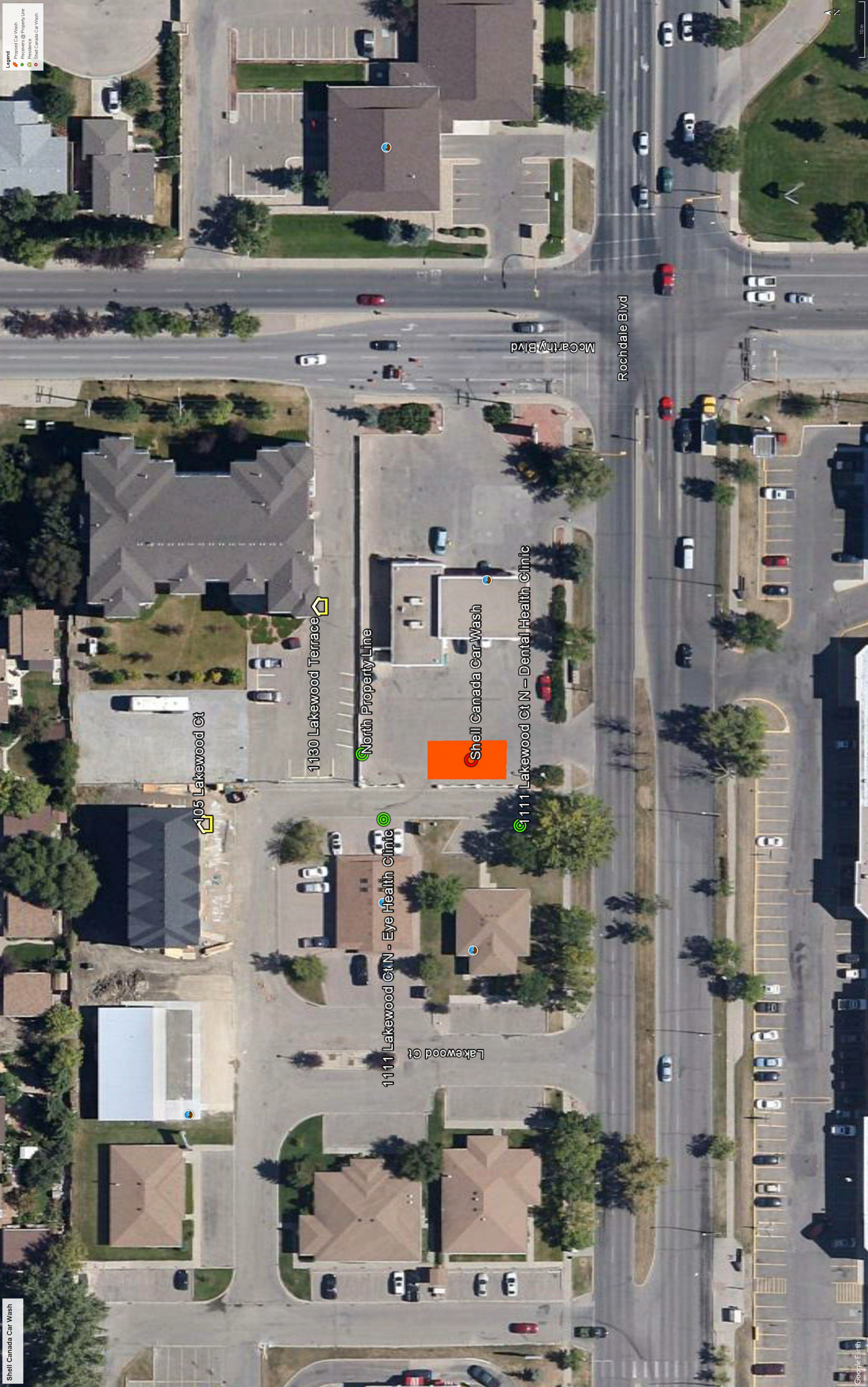
|  |   |
|--|---|
| <b>Energy equivalent sound level (<math>L_{eq}</math>)</b> | The $L_{eq}$ is a single-number average, A-weighted sound level that represents cumulative acoustical energy as measured over a specified time interval. This interval should be specified in brackets following the $L_{eq}$ (e.g.: $L_{eq}$ (9) is a nine-hour $L_{eq}$ ).  |
| <b>ISO 9613-2:1996</b>                                     | Acoustics- Attenuation of sound during propagation outdoors- Part 2: General method of calculation (International Organization for Standardization)   |
| <b><math>L_{eq}</math></b>                                 | See Energy equivalent sound level.  |
| <b>Noise</b>   | Generally understood as unwanted sound.   |
| <b>Noise Impact Assessment (NIA)</b>                       | Identifies the expected sound level emanating from a development as measured at the nearest or most impacted permanently or seasonally occupied dwelling or other reception point as defined by the applicable regulation or bylaw. An NIA also identifies what the permissible sound level is and how it was calculated. |
| <b>Octave</b>  | A series of electronic filters separate sound into discrete frequency bands, making it possible to know how sound energy is distributed as a function of frequency. The octave band has a centre frequency that is double the centre frequency of the octave band preceding it.   |
| <b>1/3 Octave</b>  | The 1/3 octave band analysis provides a finer breakdown of sound distribution as a function of frequency.   |
| <b>Permissible Sound Level (PSL)</b>                       | The maximum sound level that an applicant development should not exceed at a point of reception.  |
| <b>Representative conditions</b>                           | Those conditions typical for an area and/or the nature of a complaint. Sound levels must be taken only when representative conditions exist; this may necessitate a survey of extensive duration (two or more consecutive nights).  |
| <b>Sound monitoring survey</b>                             | The measurement and recording of sound levels and pertinent related information over a given time period.   |
| <b>Sound level meter</b>                                   | An instrument designed and calibrated to respond to sound and to give objective, reproducible measurements of sound pressure levels. It normally has several features that enable its frequency response and averaging times to be changed.   |

|   |  |
|---|--|
| <b>Sound pressure level</b>                       | A measurement of the local pressure deviation from the ambient (average, or equilibrium) pressure caused by a sound wave.  |
| <b>Sound power level</b>                          | Expressed in decibels (dB), it is equal to 10 times the logarithm to the base 10 of the ratio of the sound power of the source to a reference sound power level, typically $10^{-12}$ watts.   |
| <b>Spectrum</b>                                   | A wide range or sequence of frequencies.   |
| <b>Tonal components<br/>(low frequency noise)</b> | <p>A test for the presence of tonal components consists of two parts. The first must demonstrate that the sound pressure level of and one of the linear, (Z-weighted), 1/3 octave bands between 20 and 250 Hz is 10 dBZ or more than the sound pressure level of at least one of the adjacent bands within two 1/3 octave bands widths. In addition, there must be a minimum of a 5 dBZ drop from the band containing the tone within two bandwidths on the opposite side.</p> <p>The second part is that the tonal component must be a pronounced peak clearly obvious within the spectrum.</p> |
| <b>Windscreen</b>                                 | A specialized piece of porous sponge that fits over the microphone to reduce the noise generated by the wind blowing across the microphone.  |

## Appendix A – Study Area Map


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






Shell Canada Car Wash

Legend

 Proposed Car Wash

 Residence @ Property Line

 Residence

 Shell Canada Car Wash

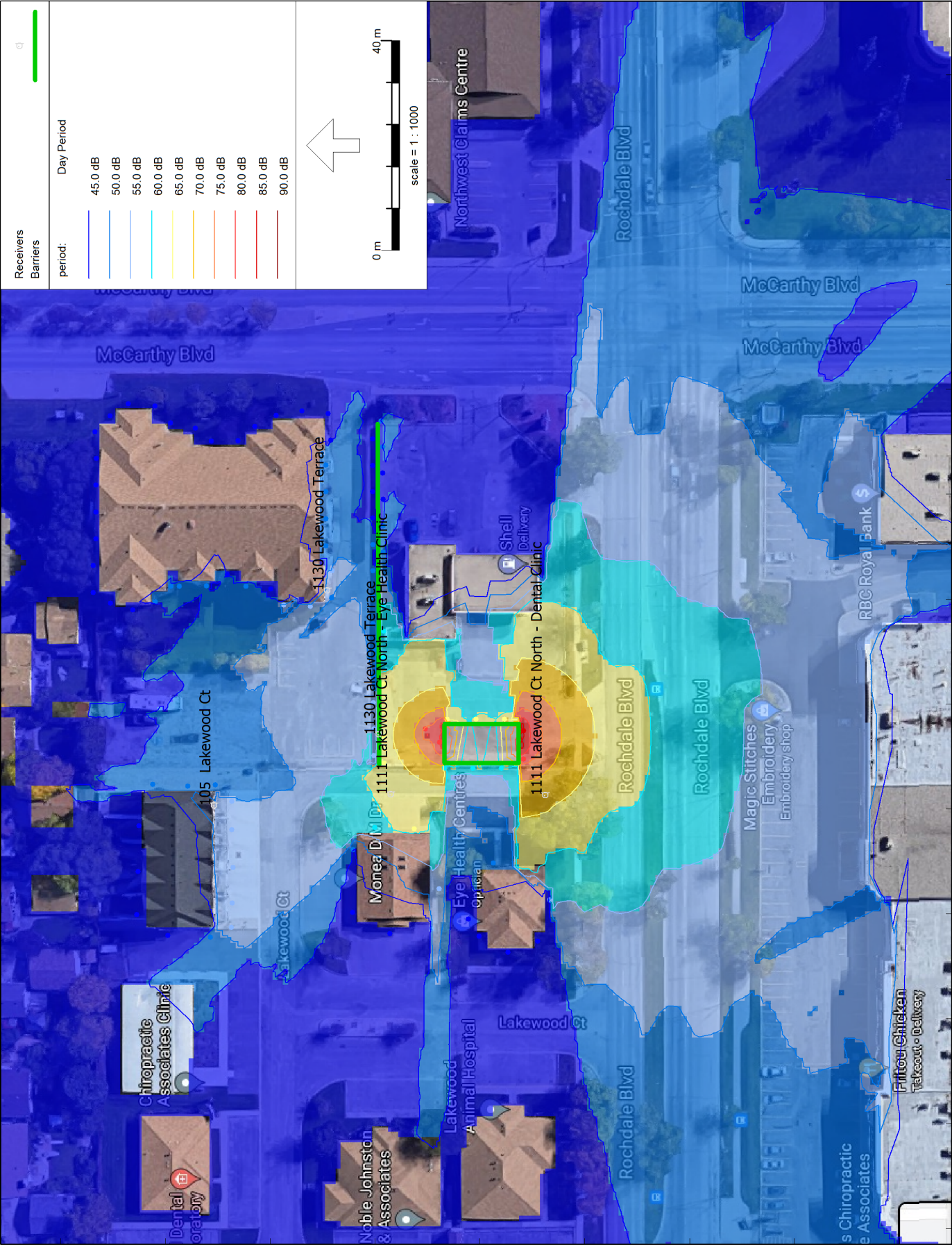


## **Appendix B – Noise Contour Maps**

Sound pressure level contribution contour map of the CTM Design Shell Canada Car Wash 5826 Rochdale Blvd Regina with proposed acoustic barrier resulted from car wash operation at 1.2 metre height during daytime and nighttime period.

Existing road traffic sound pressure level contribution contour map without proposed acoustic barrier at 1.2 metre height during daytime period.

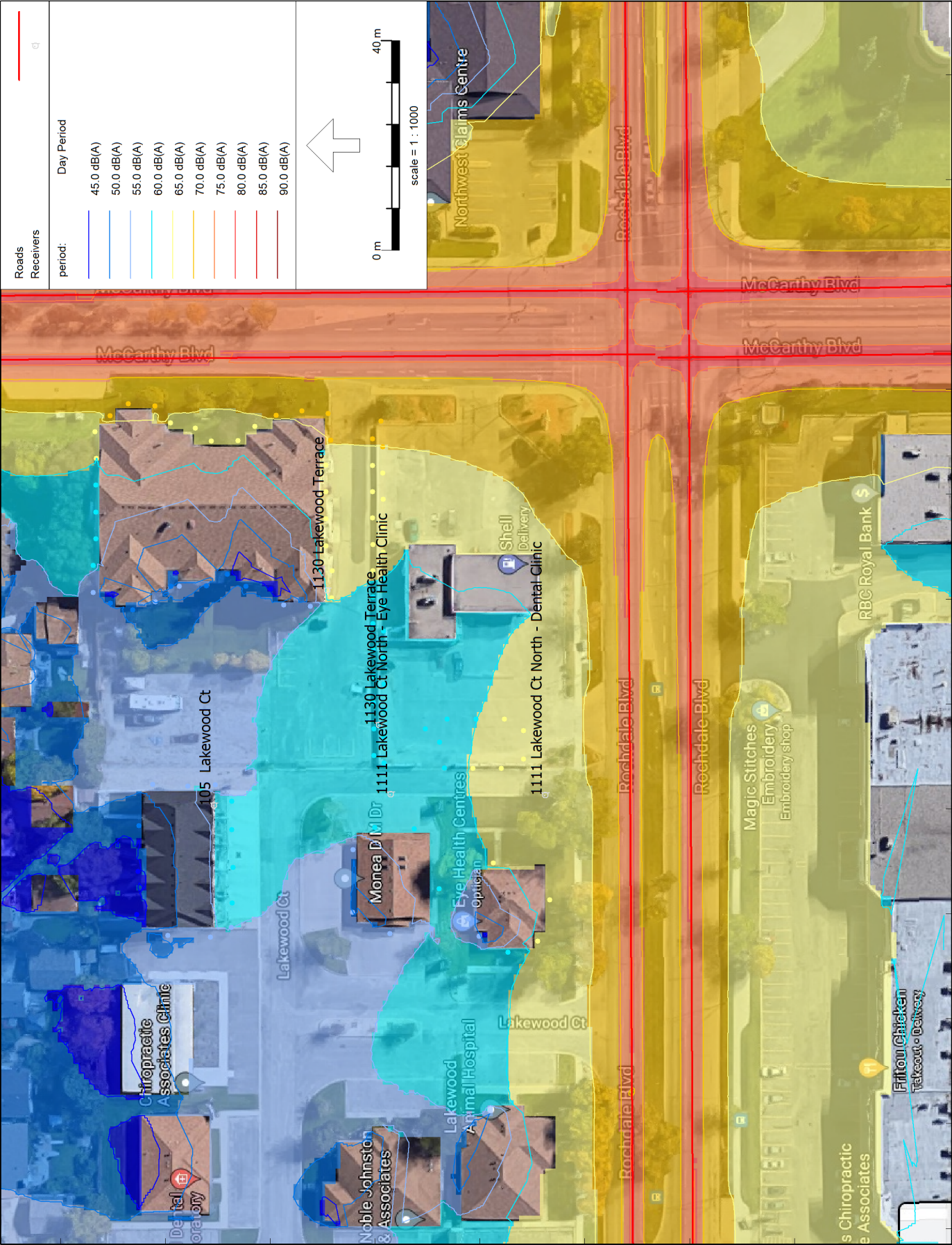
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## Appendix C – References

1. City of Regina, Bylaw 6980, The Noise Abatement Bylaw, September 30, 2019.
2. Crocker, M.J., [Handbook of Noise and Vibration Control](#), John Wiley & Sons. New York, NY, 2007.
3. Bies, D.A. and Hansen, C.H., [Engineering Noise Control Theory and Practice](#), Third Edition, Spon Press. New York, NY, 2003.
4. International Organization for Standardization (ISO 9613-1), [Attenuation of sound during propagation outdoors - Part 1: Calculation of the absorption of sound by the atmosphere](#), Approved 1993.
5. International Organization for Standardization (ISO 9613-2), [Attenuation of sound during propagation outdoors - Part 2: General method of calculation](#), Approved 1996.
6. International Organization for Standardization (ISO 1996-2:2007), [Description, measurement, and assessment of environmental noise - Part 2: Determination of environmental noise levels](#), Approved 2007 (Revises ISO 1996-2:1987 Acoustics – Description and measurement of environmental noise – Part 2: Acquisition of data pertinent to land use).
7. International Organization for Standardization (ISO/TR 17534-3), [Acoustics – Software for the calculation of sound outdoors – Part 3: Recommendations for quality assured implementation of ISO 9613-2 in software according to ISO 17534-1](#), Approved 2015.





## Discretionary Use - 1730 Cowan Crescent - PL202100040

|                     |                                       |
|---------------------|---------------------------------------|
| <b>Date</b>         | July 7, 2021                          |
| <b>To</b>           | Regina Planning Commission            |
| <b>From</b>         | City Planning & Community Development |
| <b>Service Area</b> | Planning & Development Services       |
| <b>Item No.</b>     | RPC21-42                              |

### RECOMMENDATION

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Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for the proposed development of “Institution, Day Care” located at 1730 Cowan Crescent, being Lot 40, Block 33, Plan GE191 in the Hillsdale Neighbourhood, subject to compliance with the following development standards and conditions:
  - a. The development shall comply with all applicable standards and regulations in the *Regina Zoning Bylaw, 2019-19*.
2. Authorize the Development Officer to issue a development permit with respect to the application, upon the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
3. Approve these recommendations at its meeting on July 14, 2021, following the required public notice.

### ISSUE

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The applicant, 1080 Architecture Ltd., representing the owner, Sylvia Gaudreault, proposes to redevelop an existing residential dwelling into an “Institution, Day Care” (daycare). The subject property is located within the Hillsdale Neighbourhood, located at 1730 Cowan

Crescent. The subject property is zoned R1 – Residential Detached Zone, in which a daycare is a discretionary use.

All properties in the city of Regina are assigned a zoning designation under the *Regina Zoning Bylaw 2019-19* (Zoning Bylaw). Within each zoning designation, land use can be permitted, discretionary or prohibited. Discretionary use applications require a public and technical review; consideration and recommendation by the Regina Planning Commission and consideration and decision by City Council in order to proceed.

This application is being considered pursuant to *The Planning and Development Act, 2007* (Act); *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) and the Zoning Bylaw, including suitability based on the prescribed evaluation criteria for discretionary uses established in Part IE.3. The proposal has been assessed and is deemed to comply with all applicable policies, regulations and standards.

Pursuant to subsection 56(3) of The Act, City Council may establish conditions for discretionary uses based on the nature of the proposal (e.g. site, size, shape arrangement of buildings) and aspects of site design (e.g. landscaping, site access, parking, loading), but not including architectural details.

## **IMPACTS**

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### **Financial Impacts**

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

### **Accessibility Impacts**

The proposed development requires no accessible parking stalls.

### **Environmental Impact**

City Council set a community goal for the City of Regina 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 use of an existing facility for the proposed daycare eliminates greenhouse gas emissions generated from the construction of a new building. As all children will be attending the nearby elementary school, there will be minimal new GHG from vehicle emissions as there are not anticipated to be any new trips generated.

### **Policy/Strategic Impact**

The proposed development complies with OCP policies and is supported by the following

OCP goals/ policies:

- Section D11, Goal 1, Policy 13.5: *Encourage the provincial government and the community to establish locally based attainable childcare facilities, which are essential to enabling parents to secure access to employment*

The proposed development contributes to adding new day care spaces within the city. The proximity to the University of Regina, a nearby elementary school, and other employment lands contributes to locally based attainable childcare facilities.

## **OTHER OPTIONS**

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Alternative options would be:

1. Approve the application with specific amendments to the plan.
2. Refer the application back to Administration. If City Council has specific concerns with the proposal, it may refer the application back to Administration for further review and direct that the application be brought back to Regina Planning Commission or directly to City Council for reconsideration following such review. Referral of the report back to Administration will delay approval of the development until requested information has been gathered or changes to the proposal have been made.
3. Deny the application. Development of the daycare land use will not proceed on the subject property if City Council rejects the application. If Council defeats or does not move a recommendation to approve (with or without conditions), Council must consider an alternate motion to reject the application. The motion must include the reasons for the denial based on the evaluation criteria.

## **COMMUNICATIONS**

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The applicant and other interested parties will receive a copy of the report and notification of their right to appear as a delegation at the Regina Planning Commission and Council meetings when the application will be considered. Public notice of City Council's consideration of this application will also be given in accordance with *The Public Notice Policy Bylaw, 2020*. The Applicant will receive written notification of City Council's decision in accordance with The Act.

## **DISCUSSION**

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### **Proposal**

The property has been zoned R1 – Residential Detached Zone since it was developed in

1958. The applicant proposed to convert an existing detached residential building at 1730 Cowan Crescent into a daycare for up to 30 children. The development proposes to provide one parking stall on site, one loading stall on site, and two loading stalls in front of the proposed development.

The surrounding land uses are residential to the north and west, a daycare to the east, and Ecole Monseigneur de Laval elementary school to the south.

The owner also operates a daycare next door at 2 Turgeon Crescent and the Cooperative Française Centre Educatif Gard'Amis at the nearby École Monseigneur de Laval Pavillon Élémentaire (Laval). This would become the third daycare under the same proprietor in the vicinity.

The applicant has indicated that they expect all children for this daycare to be students at the nearby Laval elementary school. As such, there is anticipated to be minimal new traffic generated as the children are already being dropped off in the area.

The land-use and zoning details of this proposal are summarized in the following tables:

| <b>Land Use Details</b> | <b>Existing</b>                | <b>Proposed</b>                |
|-------------------------|--------------------------------|--------------------------------|
| Zoning                  | R1 – Residential Detached Zone | R1 – Residential Detached Zone |
| Land Use                | Dwelling, Unit                 | Institution, Day Care          |
| Building Area           | 11,010 m <sup>2</sup>          | 11,010 m <sup>2</sup>          |

| <b>Zoning Analysis</b>          | <b>Required</b>    | <b>Existing</b>              |
|---------------------------------|--------------------|------------------------------|
| Number of Parking Stalls        | 1                  | 1                            |
| Number of Loading Stalls        | 3                  | 1 on driveway<br>2 on street |
| Min. Lot Area (m <sup>2</sup> ) | 325 m <sup>2</sup> | 584 m <sup>2</sup>           |
| Min. Lot Frontage (m)           | 10.5 m             | 18.3 m                       |
| Max. Building Height (m)        | 11.0 m             | Existing                     |
| Max. Floor Area Ratio           | 1.5                | Existing                     |
| Max. Coverage (%)               | 50%                | 34.4%                        |
| Min. Landscape Area (%)         | 10%                | 50.8%                        |

The proposed development requires one parking stall and three loading stalls. The applicant has provided one parking stall. There is one loading stall on the driveway and two loading stalls in front of the property.

Based on Administration's evaluation of the proposal for land-use, development standards, and criteria established in Part 1E.3 of the Zoning Bylaw, the development is suitable for the

proposed location. Minimal adverse impacts have been identified. There is anticipated to be minimal increase in traffic and the proposed development will support the nearby elementary school.

### **Provincial Legislation**

Daycares are also regulated by the Government of Saskatchewan. This land use is defined as a “Child Care Centre” by the provincial government. They require the proprietor to be licensed if they care for more than eight children at once.

### **Community Engagement**

In accordance with the public notice requirements of *The Public Notice Policy Bylaw, 2020*, neighbouring property owners within 75 metres of the proposed development received written notice of the application and a sign was posted on the subject site. The Hillsdale Community Association was contacted and responded in favour of the application. Comments from neighbouring properties are included in Appendix B.

### **DECISION HISTORY**

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The property has been zoned R1 – Residential Detached Zone since it was developed in 1958.

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

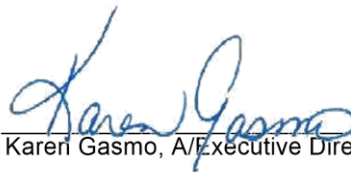
Respectfully Submitted,

Respectfully Submitted,



Autumn Lawson, Director, Planning & Development Services

6/23/2021



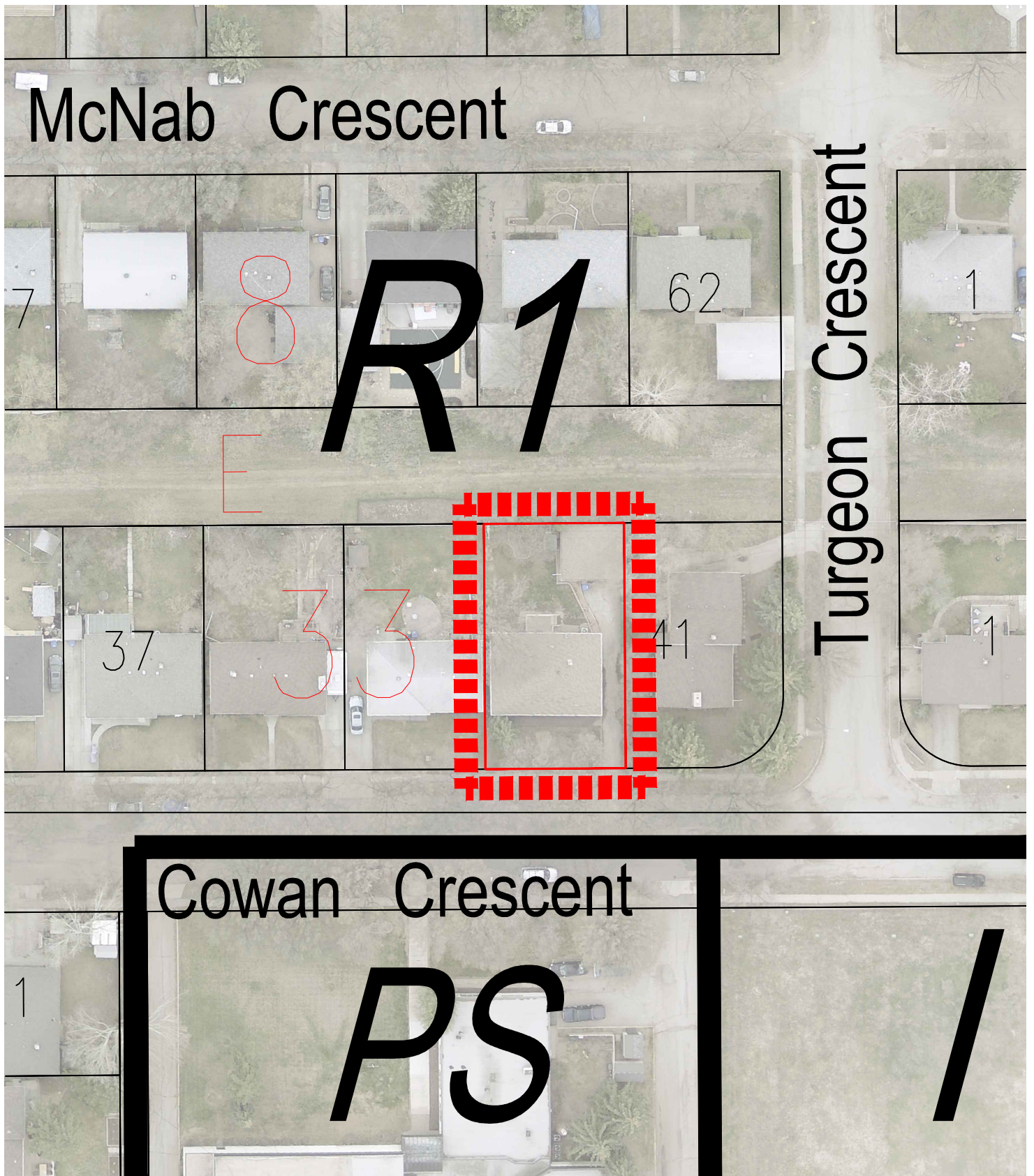
Karen Gasmo, A/Executive Director

6/30/2021

Prepared by: Michael Sliva, City Planner II

### **ATTACHMENTS**

Appendix A-1  
Appendix A-2  
Appendix B

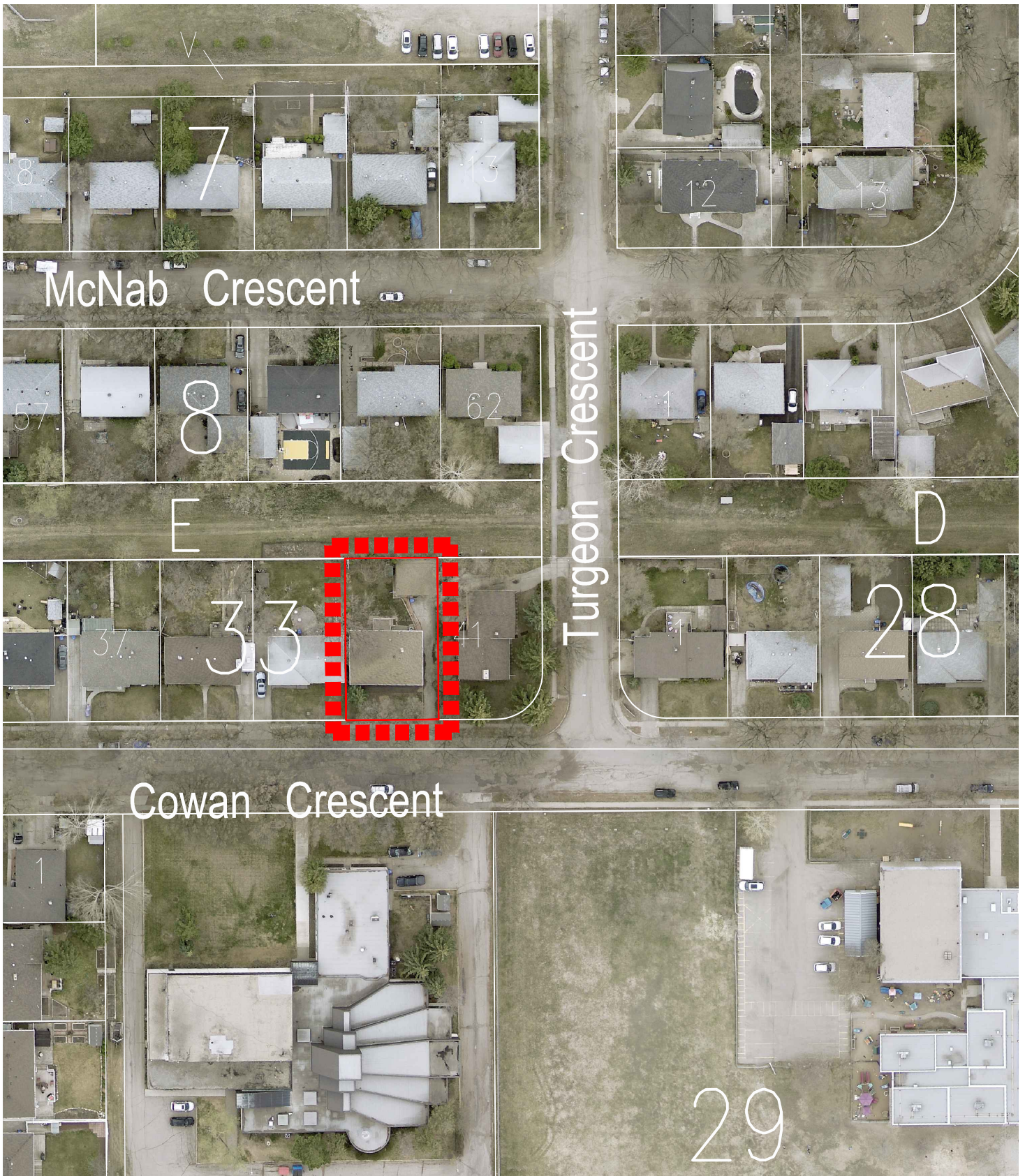


Subject Property

Date of Photography : 2018







Subject Property

Date of Photography: 2018



Public Notice Comments

| Response  | Number of Responses | Issues Identified  |
|---|---------------------|--------------------|
| <i>Completely opposed</i>                           | 3                   | - Traffic concerns |
| <i>Accept if many features were different</i>       |                     |                    |
| <i>Accept if one or two features were different</i> |                     |                    |
| <i>I support this proposal</i>                      | 2                   |                    |

The following is a summary of issues identified through public consultation, listed in order of magnitude (starting with most numerous):

1. **Traffic**

*Administration's Response:*

The children anticipated to attend this day care are already students at the nearby Laval elementary school. As such, the children already must be dropped off in the area. Therefore, the additional traffic generated will be negligible.





## Discretionary Use - 1205 15th Avenue - PL202100056

|                     |                                       |
|---------------------|---------------------------------------|
| <b>Date</b>         | July 7, 2021                          |
| <b>To</b>           | Regina Planning Commission            |
| <b>From</b>         | City Planning & Community Development |
| <b>Service Area</b> | Planning & Development Services       |
| <b>Item No.</b>     | RPC21-43                              |

### RECOMMENDATION

---

Regina Planning Commission recommends that City Council:

1. Approve the discretionary use application for the proposed development of “Food and Beverage, Restaurant” located at 1205 15<sup>th</sup> Avenue, being Lot 19, Block 469, Plan OLD33, Ext 124 in the Heritage Neighbourhood, subject to compliance with the following development standards and conditions:
  - a. The development shall be generally consistent with the plans attached to this report as Appendix A-3.1 and A-3.2, prepared by Eggtopia;
  - b. Except as otherwise specified in this approval, the development shall comply with all applicable standards and regulations in the *Regina Zoning Bylaw, 2019-19*.
2. Authorize the Development Officer to issue a development permit with respect to the application, upon the applicant making payment of any applicable fees or charges and entering into a development agreement if one is required.
3. Approve these recommendations at its meeting on July 14, 2021, following the required public notice.

## ISSUE

---

The applicant, Mark Bologna, proposes to redevelop an existing unit within a four-unit commercial building into a “Food and Beverage, Restaurant” (restaurant). The subject property is located within the Heritage Neighbourhood, located at 1205 15<sup>th</sup> Avenue. The subject property is zoned ML – Mixed Low-Rise Zone, in which a restaurant is a discretionary use when abutting a residential property. The subject property borders a residential property to the south.

All properties in the city of Regina are assigned a zoning designation under the *Regina Zoning Bylaw 2019-19* (Zoning Bylaw). Within each zoning designation, land use can be permitted, discretionary, or prohibited. Discretionary use applications require a public and technical review; consideration and recommendation by the Regina Planning Commission and consideration and decision by City Council in order to proceed.

This application is being considered pursuant to *The Planning and Development Act, 2007* (Act); *Design Regina: The Official Community Plan Bylaw No. 2013-48* (OCP) and the Zoning Bylaw, including suitability based on the prescribed evaluation criteria for discretionary uses established in Part IE.3. The proposal has been assessed and is deemed to comply with all applicable policies, regulations and standards.

Pursuant to subsection 56(3) of The Act, City Council may establish conditions for discretionary uses based on the nature of the proposal (e.g. site, size, shape arrangement of buildings) and aspects of site design (e.g. landscaping, site access, parking, loading), but not including architectural details.

## IMPACTS

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### **Financial Impacts**

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

### **Accessibility Impacts**

The proposed development requires zero accessible parking stalls, which is what is proposed.

### **Environmental Impact**

City Council set a community goal for the City of Regina 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 use of an existing facility for the

proposed restaurant eliminates greenhouse gas emissions generated from the construction of a new building.

### **Policy/Strategic Impact**

The proposed development complies with OCP policies and supported by the following OCP goals/policies:

- Section D5, Goal 4, Policy 7.16: Encourage local commercial within residential areas

The proposed development represents a new small format local commercial surrounded by residential properties.

- Section C, Goal 2: Maximize the efficient use of existing and new infrastructure.

The development will facilitate the redevelopment of a vacant unit and ensure that existing infrastructure is utilized.

The proposed development is in alignment with *Part B.12 General Hospital Area Neighbourhood Plan* within the OCP as this parcel is identified as local commercial.

### **OTHER OPTIONS**

---

Alternative options would be:

1. Approve the application with specific amendments to the plan.
2. Refer the application back to Administration. If City Council has specific concerns with the proposal, it may refer the application back to Administration for further review and direct that the application be brought back to Regina Planning Commission or directly to City Council for reconsideration following such review. Referral of the report back to Administration will delay approval of the development until requested information has been gathered or changes to the proposal have been made.
3. Deny the application. Development of "Food and Beverage, Restaurant" land use will not proceed on the subject property if City Council rejects the application. If Council defeats or does not move a recommendation to approve (with or without conditions), Council must consider an alternate motion to reject the application. The motion must include the reasons for the denial based on the evaluation criteria.

### **COMMUNICATIONS**

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The applicant and other interested parties will receive a copy of the report and notification of their right to appear as a delegation at the Regina Planning Commission and Council meetings when the

application will be considered. Public notice of City Council's consideration of this application will also be given in accordance with *The Public Notice Policy Bylaw, 2020*. The applicant will receive written notification of City Council's decision in accordance with The Act.

## DISCUSSION

---

### **Proposal**

The applicant proposes to develop a restaurant in a commercial building at 1205 15<sup>th</sup> Avenue. A restaurant is a discretionary use in the ML – Mixed Low-Rise Zone when abutting a residential property. The development is proposed to be located in a unit that is currently vacant and most recently occupied by an office.

The surrounding land uses are mixed residential to the north, west, and south, and high-density residential to the east

In 2017, another restaurant in the same building received Discretionary Use approval from City Council (CR17-25) that enabled the Hunter Gatherer restaurant to operate. As that application was specific to only one unit within the building, it cannot be applied to this unit. The applicant has indicated that the former Hunter Gatherer space will be utilized by another restaurant. Therefore, the proposed development would be the second restaurant located within the building.

There are no parking stalls on site as the building was not required to have parking when it was constructed in 1914. The parking is non-conforming (i.e. "grandfathered") as it would otherwise require four stalls if the building were constructed under the current standards.

The land-use and zoning details of this proposal are summarized in the following tables:

| <b>Land Use Details</b> | <b>Existing</b>          | <b>Proposed</b>               |
|-------------------------|--------------------------|-------------------------------|
| Zoning                  | ML – Mixed Low-Rise Zone | ML – Mixed Low-Rise Zone      |
| Land Use                | Vacant                   | Food and Beverage, Restaurant |
| Building Area           | 290 m <sup>2</sup>       | 290 m <sup>2</sup>            |
| Unit Area               | ~60 m <sup>2</sup>       | ~60 m <sup>2</sup>            |

| <b>Zoning Analysis</b>          | <b>Required</b>    | <b>Existing</b>    |
|---------------------------------|--------------------|--------------------|
| Min. Lot Area (m <sup>2</sup> ) | 100 m <sup>2</sup> | 429 m <sup>2</sup> |
| Min. Lot Frontage (m)           | 5.0 m              | 11.3 m             |
| Max. Building Height (m)        | 15.0 m             | Existing           |

Based on Administration's evaluation of the proposal for land-use, development standards, and criteria established in Part 1E.3 of the Zoning Bylaw, the development is suitable for the proposed location. No adverse impacts have been identified. The proposed development is going within an

existing building which meets all development standards. As it is a small format local commercial, the new traffic generated is anticipated to be handled by the existing on street parking in the area.

### **Community Engagement**

In accordance with the public notice requirements of *The Public Notice Policy Bylaw, 2020*, neighbouring property owners within 75 metres of the proposed development received written notice of the application and a sign was posted on the subject site. The Heritage Community Association was contacted and responded in favour of the application. Comments from neighbouring properties are included in Appendix B.

### **DECISION HISTORY**

---

The property was rezoned from NC – Neighborhood Commercial Zone to ML – Mixed Low-Rise Zone upon adoption of *Regina Zoning Bylaw No. 2019-19*.

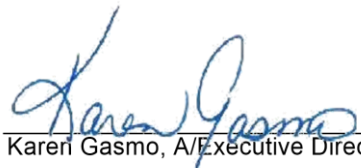
City Council's approval is required pursuant to Part V of *The Planning and Development Act, 2007*.

Respectfully Submitted,

Respectfully Submitted,

  
Autumn Lawson, Director, Planning & Development Services

6/23/2021

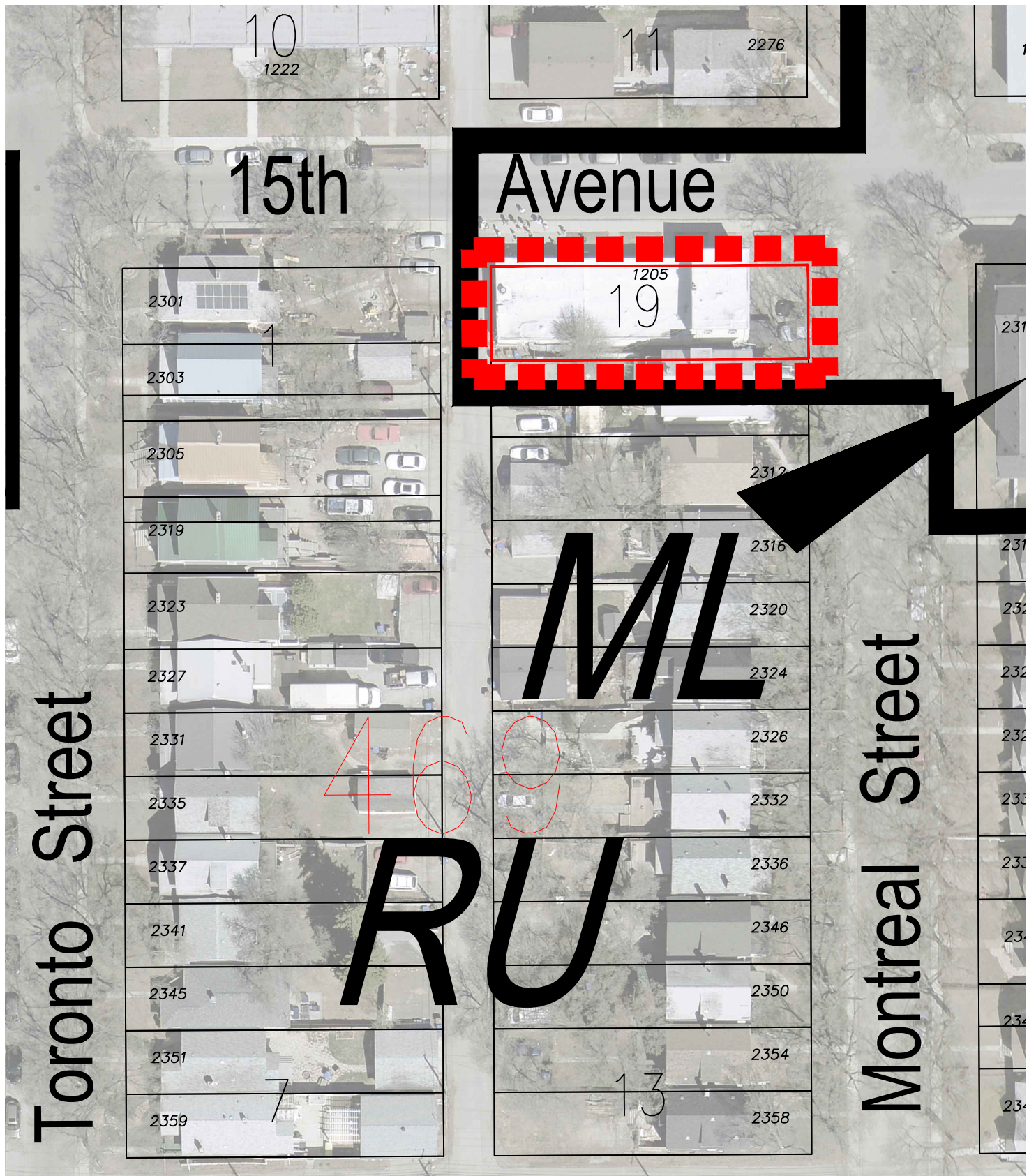
  
Karen Gasmo, A/Executive Director

6/30/2021

Prepared by: Michael Sliva, City Planner II

### **ATTACHMENTS**

Appendix A-1  
Appendix A-2  
Appendix A-3.1  
Appendix A-3.2  
PL202100056 Appendix B

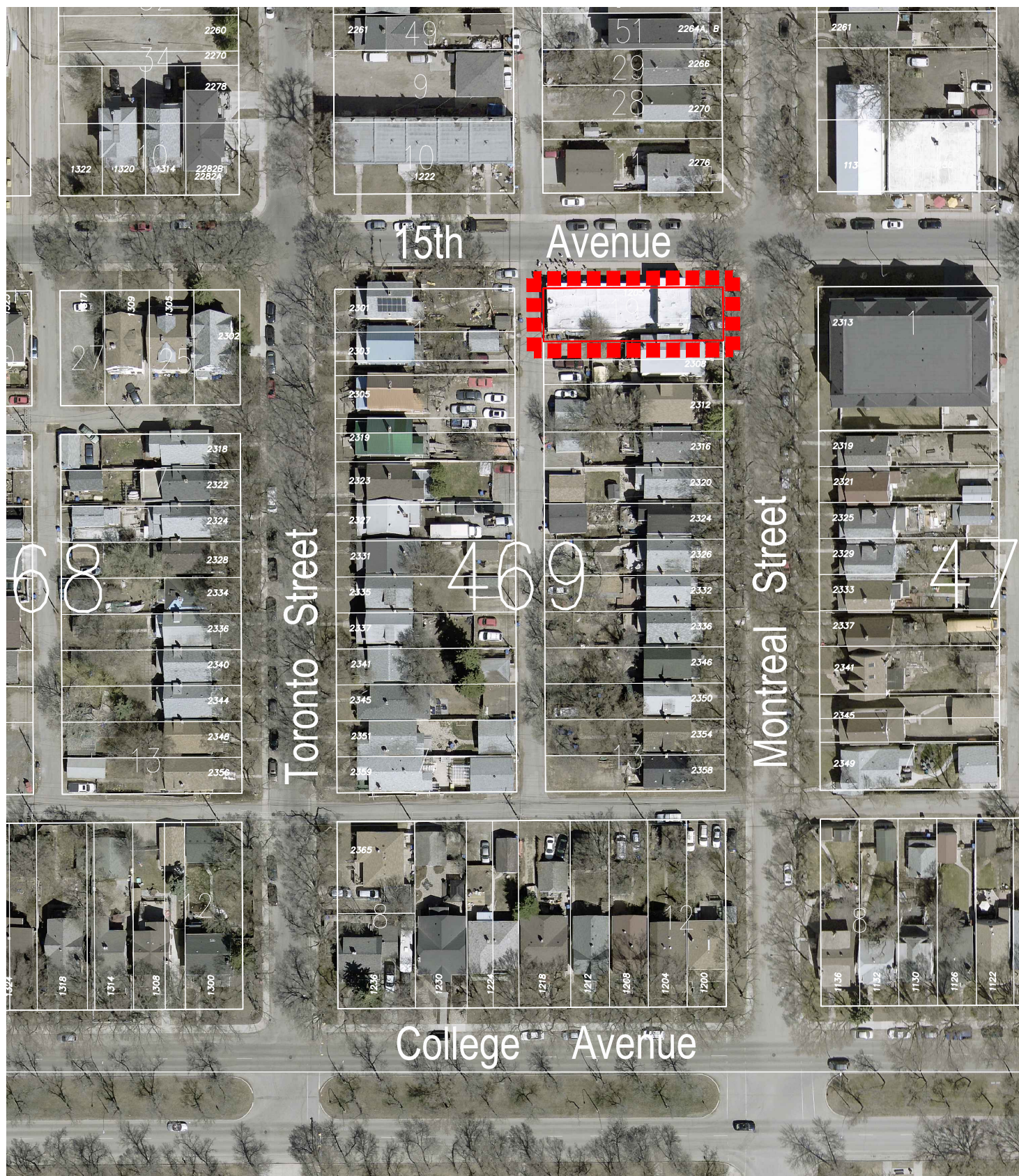


Subject Property

Date of Photography : 2018





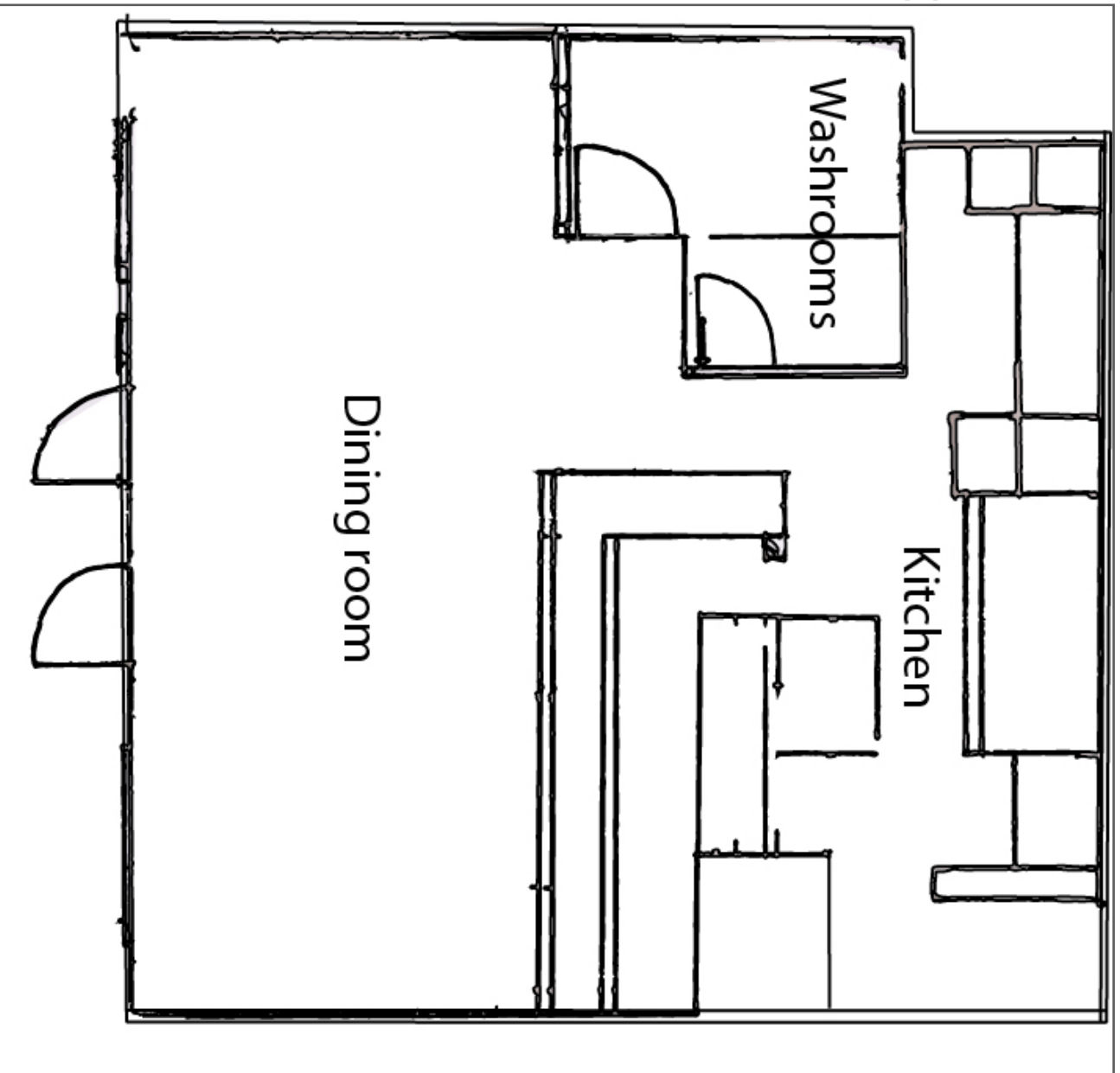


Subject Property

Date of Photography: 2018

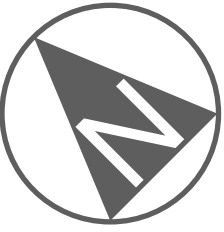
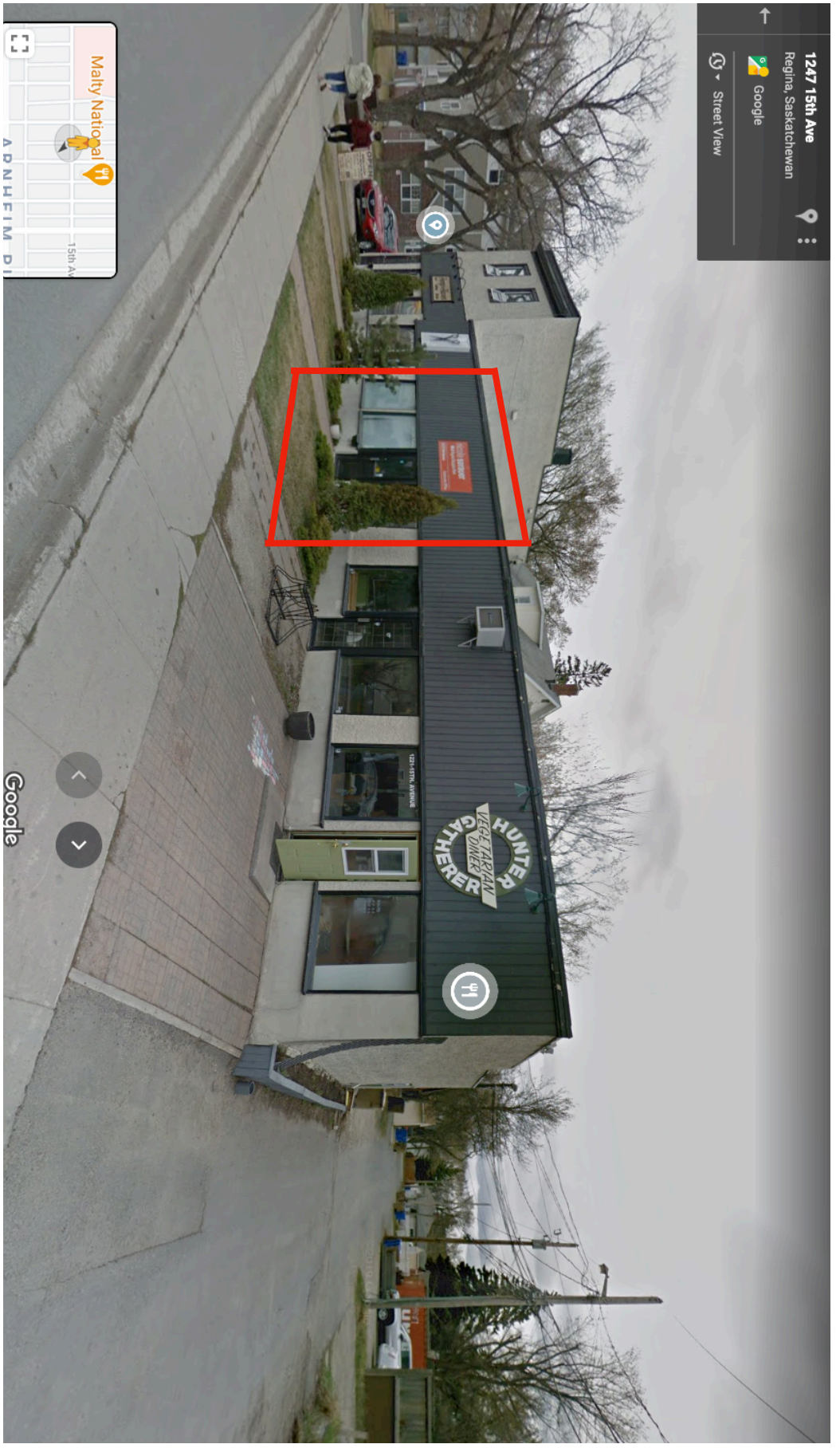






1205 15th Ave. Regina SK





1205 15th Ave. Regina SK

Public Notice Comments

| Response  | Number of Responses | Issues Identified          |
|---|---------------------|----------------------------|
| <i>Completely opposed</i>                           |                     |                            |
| <i>Accept if many features were different</i>       |                     |                            |
| <i>Accept if one or two features were different</i> |                     |                            |
| <i>I support this proposal</i>                      | 8                   | - Would prefer patio space |

The following is a summary of issues identified through public consultation, listed in order of magnitude (starting with most numerous):

1. **Patio**

*Administration's Response:*

The City of Regina cannot require a patio space for any restaurant. However, a patio (Food & Beverage, Outdoor) is a permitted use in the ML – Mixed Low-Rise zone when in conjunction with a restaurant. Therefore, the applicant could add a patio in the future without requiring City Council approval



## Concept Plan Amendment - The Towns - PL202000238

|                     |                                       |
|---------------------|---------------------------------------|
| <b>Date</b>         | July 7, 2021                          |
| <b>To</b>           | Regina Planning Commission            |
| <b>From</b>         | City Planning & Community Development |
| <b>Service Area</b> | Planning & Development Services       |
| <b>Item No.</b>     | RPC21-44                              |

### RECOMMENDATION

---

Regina Planning Commission recommends that City Council:

1. Approve the application to amend the Towns Concept Plan by redesignating the land uses within the area identified as the subject property and adopt, by resolution, the amended plan as set out in Appendix A-3 and Appendix A-4.
2. Approve these recommendations at its meeting on July 14, 2021, after the required public notice.

### ISSUE

---

The applicant, Terra Developments Inc., acting on behalf of the current owner, the City of Regina, proposes to amend the Towns Concept Plan by reconfiguring the land uses within an area of approximately 25 hectares as shown in Appendix A-1.

The proposed changes as shown on the attached Appendix A-2 and A-3 include removal of some of the rear lanes to accommodate more front yard access attached homes accompanied by realignment of the local road network for better efficiency. Furthermore, it proposes the removal of 1.5 hectares of open space from the plan area to be deferred to the future phase to the north of the plan area.

A property owner/developer can submit applications to amend the concept plan. This requires adoption of the amended concept plan by resolution of City Council. The process requires review by the Regina Planning Commission (RPC) and approval of the amendment by City Council. These applications include a public and technical review process in advance of consideration by RPC and Council.

These applications are being considered pursuant to *The Planning and Development Act, 2007* (Act); *Design Regina: The Official Community Plan Bylaw 2013-48* (OCP). The proposal has been assessed and is deemed to comply with the Act, and OCP

## IMPACTS

---

### Financial Impact

The applicant will be responsible for the cost of any additions or changes to existing infrastructure that may be required to directly or indirectly support the development in accordance with City standards and applicable legal requirements.

### Environmental Impact

City Council set a community goal for the City of Regina 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. The overall density of the Towns neighborhood complies with the OCP, the overall intent of which accounts for environmentally sustainable urban growth.

### Policy / Strategic Impacts

The proposed development supports the following goals, policies and objectives of Part A of the OCP:

- Section C: Goal 4 – New Neighbourhoods and Employment Areas
  - 2.11.2 Achieve a minimum gross population density of 50 persons per hectare (pph).
- Section D5: Goal 1: Open Space and Recreation Principles; Maintain, enhance and extend an interconnected and accessible open space system.
  - Policy 9.3: Co-locate or cluster parks and open space, where possible, with ACTIVITY CENTRES or other community resources.
- Section D5: Goal 2: Access to Recreation Programs and Services; Ensure access to a variety of recreation programs and services in all neighbourhoods.
  - Policy 9.6.1: Multifunctional parks and open space will be strategically located to provide convenient access and designed to accommodate diverse and changing needs and interests.
- Appendix A: Guidelines for Complete Neighbourhoods.
  - Policy 7.1.8: A distinctive character, identity and sense of place.
    - Avoid walls that segregate and visually block neighbourhoods from adjacent streets and neighbourhoods.
  - Policy 7.1.9: Buildings which are designed and located to enhance the public realm, and which contribute to a better neighbourhood experience.
    - Avoid direct frontage onto arterial streets, except where they function as well-designed, landscaped, multi-modal streets.
  - Policy 7.1.10: Convenient access to areas of employment.
    - Ensure that street and block patterns allow for a changing and adaptable urban

environment.

The proposal also supports the following policies of OCP Part B. 16 - Southeast Regina Neighbourhood Plan (SENP):

- 4.2(b) Neighbourhood Areas shall consist of predominantly residential uses with limited and compatible non-residential uses.
- 5.3(d) The City of Regina may defer Municipal Reserve requirements from other lands within the plan area at the time of subdivision in order to support land acquisition requirements necessary for the Zone Park.
- 5.3(e) Municipal reserve dedication requirements, deferral and/or land acquisition necessary to support the land assembly for the Zone Park shall be in accordance with the Planning & Development Act, 2007.

The proposal also conforms to the City's *Recreation Master Plan*, with regard to supporting the Base Level of Service Statement, that “*Every resident will have reasonable access to publicly supported recreation opportunities.*”.

The proposed concept plan amendment will see an approximately 3.04 per cent increase in density, from 52.38 to 55.43 within the Towns Concept Plan area which complies with the OCP policy. The Towns neighbourhood will continue to provide a diverse range of amenities and housing types for current and future residents. Furthermore, the subject area is served by a park with multiple amenities and is within 800 meters or 10-minute walking distance from any proposed residential area as required by the City's *Recreation Master Plan*.

## **OTHER OPTIONS**

---

Alternative options would be:

1. Approve the application with specific amendments to the plan.
2. Refer the application back to Administration. If City Council has specific concerns with the proposal, it may refer the application back to Administration to address or make additional recommendations and direct that the report be reconsidered by Regina Planning Commission or brought directly back to Council following such further review. Referral of the report back to Administration will delay approval of the development until the requested information has been gathered or changes to the proposal have been made.
3. Deny the application. This application to amend the concept plan along with two separate rezoning applications of the subject land under review within this council agenda will not proceed on the subject property if City Council rejects the application.

## **COMMUNICATIONS**

---

The applicant and other interested parties will receive a copy of the report and notification of their right to

appear as a delegation at the Council meeting when the application will be considered. Public notice of Council's intention to consider the passing of a resolution to amend the subject concept plan will be given in accordance with *The Public Notice Policy Bylaw, 2020*. The applicant will receive written notification of the City Council's decision.

## **DISCUSSION**

---

The applicant, Terra Development Inc, on behalf of City of Regina, proposes to amend the Towns Concept Plan, which would reconfigure land uses within a 25 hectare area to low, medium and high density residential. The proposed changes are shown on Appendix A-2 and A-3.

### **Consideration**

The following changes are proposed to the Towns Concept Plan:

1. Removal of some of the rear lanes to accommodate front yard access residential development.
2. Deferral of 1.5 hectares of Municipal Reserve (Park) to the future phase to the north.
3. Realignment of the road network for overall efficiency.
4. An overall projected increase in the population of 400 from the previously approved plan.

Most of the plan area is zoned UH - Urban Holding Zone with one parcel zoned as R1 - Residential Detached Zone. Subsequent rezoning and subdivision applications have been submitted, which will be reviewed separately and subject to approval of this concept plan amendment.

The surrounding uses are residential development to the south and east, Woodland Grove Drive to the west and Keller Ave & undeveloped land to the north.

### **Change in land use designation**

The Applicant is proposing changes to the land use within the Towns Concept Plan by reconfiguring the low, medium and high-density residential land uses. Most of the proposed changes occur within the area where the park is being removed from the plan. There are no significant changes to the land use along the section of the plan backing on Woodland Grove Drive as it would remain as low density, high density residential and commercial land use.

Additionally, the applicant is proposing to redesignate a low-density residential area to high density residential area located on Buckingham Drive, which is a collector road and is adjacent to a neighbourhood commercial area. This is supported by general land use planning practice to locate higher density residential areas close to major roads, commercial development or within a walking distance to a transit stop.

### **Municipal Reserve (Park)**

The applicant is proposing the removal of 1.5 hectares of park from the plan area, as shown in the Appendix A-3. The required park space will be reallocated to a zone level park in the future development phase immediately north. The zone level park is supported by the SENP which identifies the location of the zone level park approximately 500 meters north of Arens Road. This exact location of the zone level park would be confirmed through a concept plan approval of the future neighbourhood, which is identified as a longer-term growth area as phase 3.



The City's open space requirements are still being met even with the proposed changes. The area will be served by parks immediately to the south and east of the proposed amendment area. The City's *Recreation Master Plan* requires that a base level of 85 per cent of residents have access within 800 metres of a recreation amenity. The furthest point of the plan area is approximately 575 metres distance from the nearest recreation amenity, which is within the City's base level standard. The surrounding amenities consist of athletic fields, playgrounds with accessible elements, passive park space, a picnic area, an outdoor skating area and pathways.

From a planning and operational perspective, the reallocation of the park space to the future phase and clustering the dedications as a larger zone level park to the north will allow for a more efficient open space plan. The operational cost of maintaining a larger park may be reduced as compared to the maintaining dispersed parks. The community's need for open space and recreational amenities are met as outlined in the Recreation Master Plan.

Section 186 of the Act requires that ten per cent of the residential subdivision area be dedicated as Municipal Reserve or an equivalent of money in lieu of municipal reserve or a combination of both. Although the proposed open space will be reduced, it will be added and deferred to a later phase of open space.

#### **Traffic Impact**

As a result of adding more residential land uses with front vehicle access, lanes have been removed, and the street network has been realigned for better efficiency. A Traffic Impact Assessment was reviewed by Administration and no adverse impact is anticipated with the proposed changes.

#### **Community Engagement**

Neighbouring property owners within 75 metres of the proposed development received written notice of the application, and a sign was posted on the subject site. A summary of public comments is outlined in Appendix B of this report. Arcola East Community Association (AECA) was included in the circulation of the application. Following circulation, Administration attempted follow-up contact with the AECA; however, we did not receive a response prior to the deadline for submission of this report.

### **DECISION HISTORY**

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1. On April 25, 2016, City Council approved The Towns Concept Plan (CR16-36).
2. On April 29, 2019, City Council approved an amendment to The Towns Concept Plan by changing part of the High-Density Residential area to Commercial and Low-Density Residential Area (CR19-33).
3. On March 10, 2021, City Council approved an amendment to The Towns Concept Plan by changing part of the Flex Use and High-Density Residential area to Low and Medium Density Residential Area (CR21-37).

4. On May 12, 2021, City Council approved an amendment to The Towns Concept Plan by changing the designation of a portion of the area south of the subject property from Medium Density Residential to Low-Density residential Area (CR21-85).

Respectfully Submitted,

Respectfully Submitted,



Autumn Lawson, Director, Planning & Development Services

6/24/2021



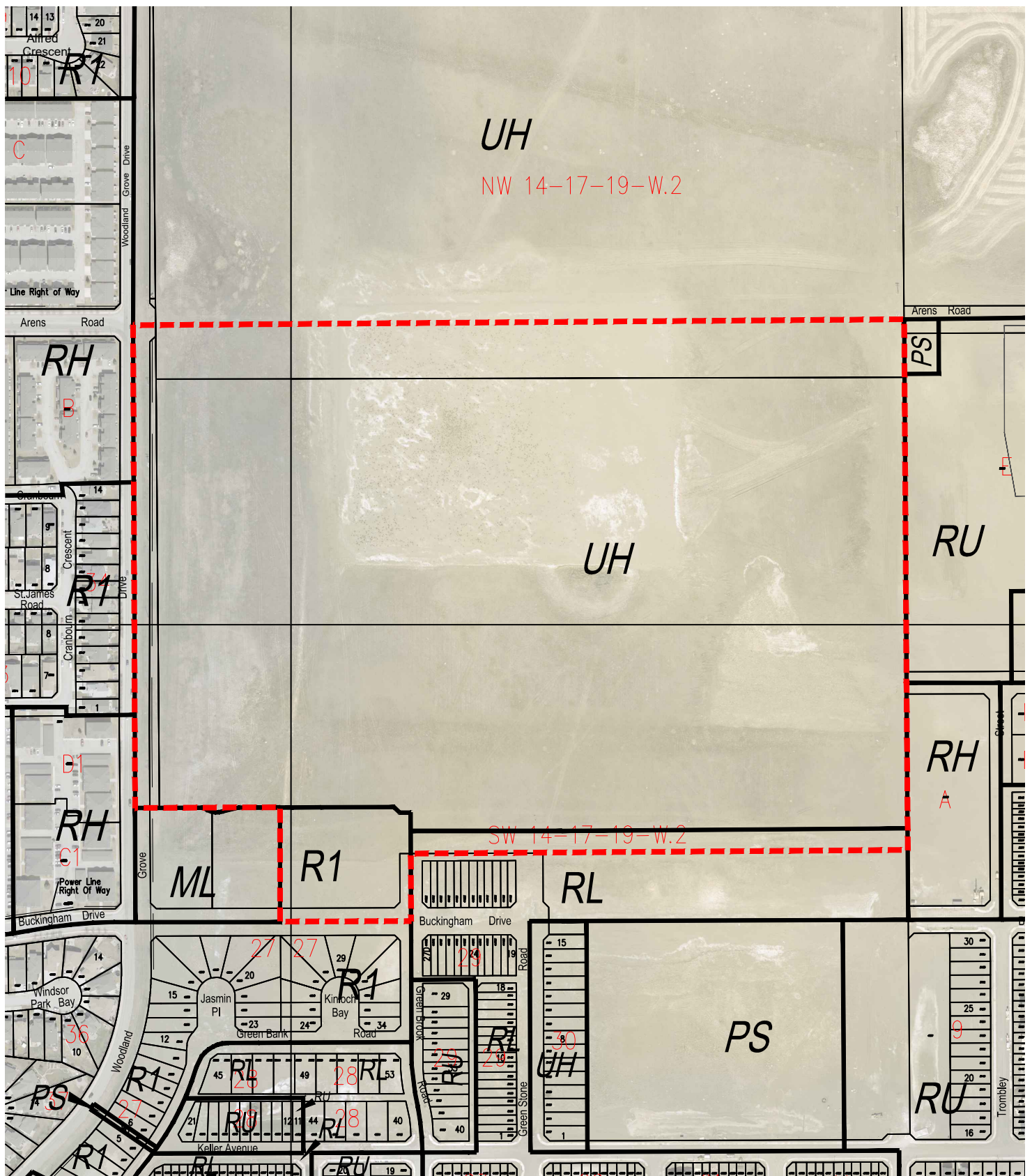
Diana Hawryluk, Executive Director, City Planning & Community Dev.

6/30/2021

Prepared by: Binod Poudyal, City Planner II

#### **ATTACHMENTS**

- Appendix A-1 (Aerial Map)
- Appendix A-2 (Existing Concept Plan)
- Appendix A-3 (Proposed Concept Plan)
- Appendix A-4 (Proposed Circulation Plan)
- Appendix B (Public Comments Summary)



Date of Photography : 2018



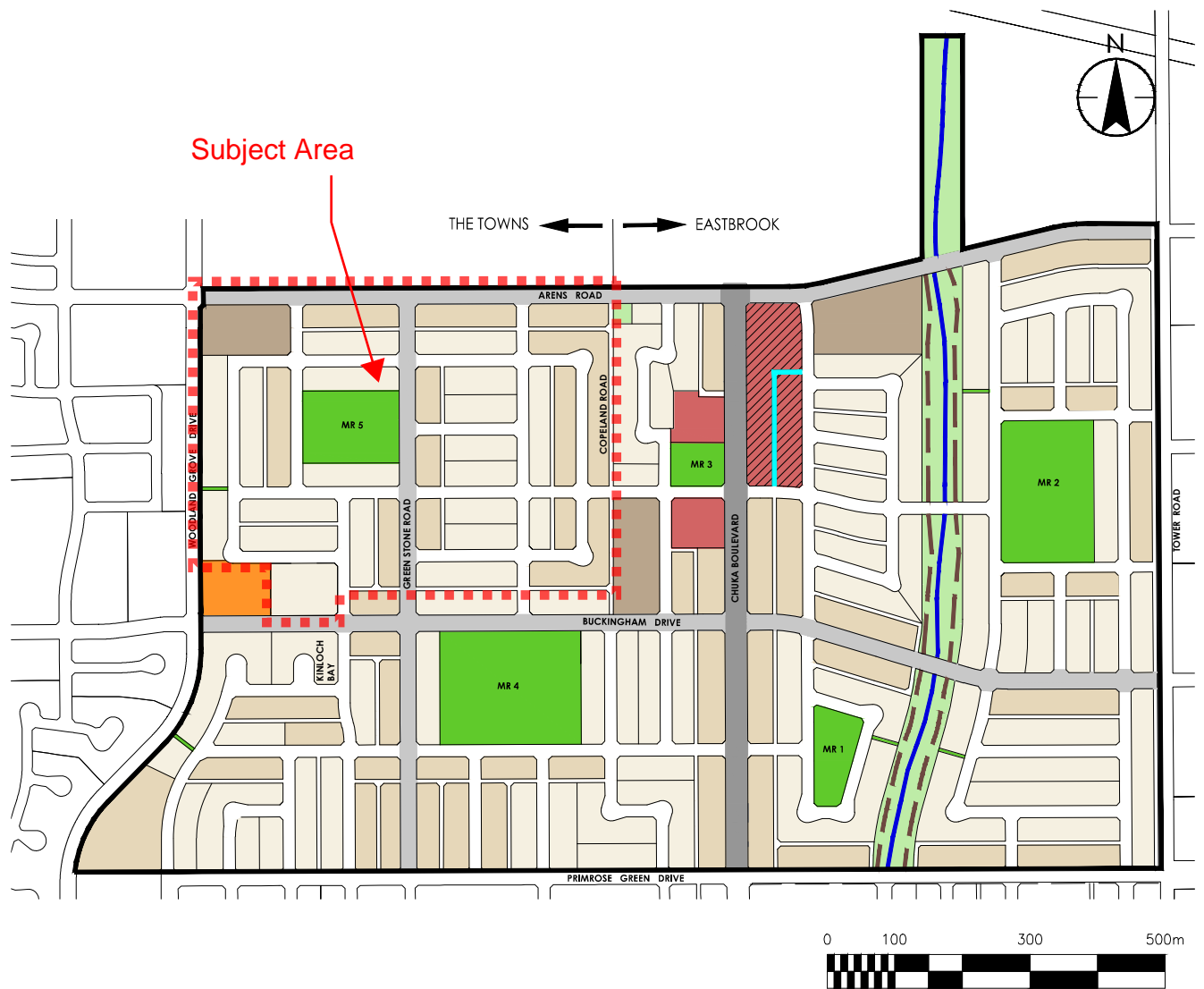
Subject Property



Project PL202000238

Civic Address/Subdivision

Towns Concept Plan Area  
SW 14-17-19-2 Ext 12



### LEGEND

|  |                            |  |                                       |  |   |
|--|----------------------------|--|---------------------------------------|--|---|
|  | CONCEPT PLAN BOUNDARY      |  | MIXED USE OR HIGH DENSITY RESIDENTIAL |  | COLLECTOR                                 |
|  | LOW DENSITY RESIDENTIAL    |  | INSTITUTIONAL                         |  | LINEAR DETENTION (MUNICIPAL UTILITY - MU) |
|  | MEDIUM DENSITY RESIDENTIAL |  | COMMERCIAL                            |  | WALKWAY (MUNICIPAL WALKWAY - MW)          |
|  | HIGH DENSITY RESIDENTIAL   |  | PARK/GREENSPACE MUNICIPAL RESERVE     |  | PATHWAY                                   |
|  | FLEX USE                   |  | ARTERIAL                              |  |   |

# The Towns Concept Plan (Proposed)

LEGEND

CONCEPT PLAN BOUNDARY

LOW DENSITY RESIDENTIAL

MEDIUM DENSITY RESIDENTIAL

HIGH DENSITY RESIDENTIAL

FLEX USE

MIXED USE OR HIGH DENSITY RESIDENTIAL

INSTITUTIONAL

COMMERCIAL

PARK/GREENSPACE

MUNICIPAL RESERVE

ARTERIAL

COLLECTOR

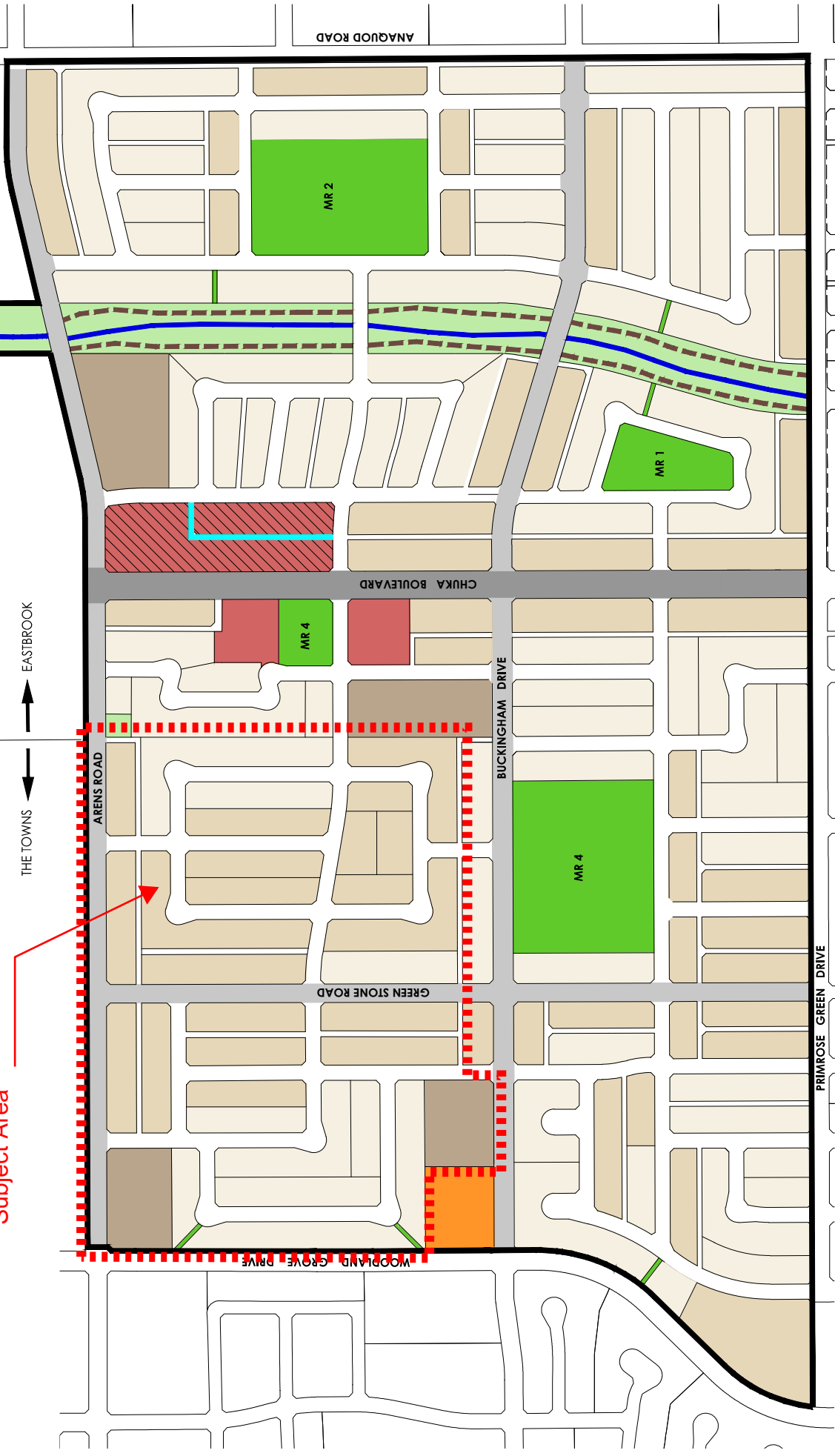
LINEAR DETENTION (MUNICIPAL UTILITY - MU)

WALKWAY (MUNICIPAL WALKWAY - MW)

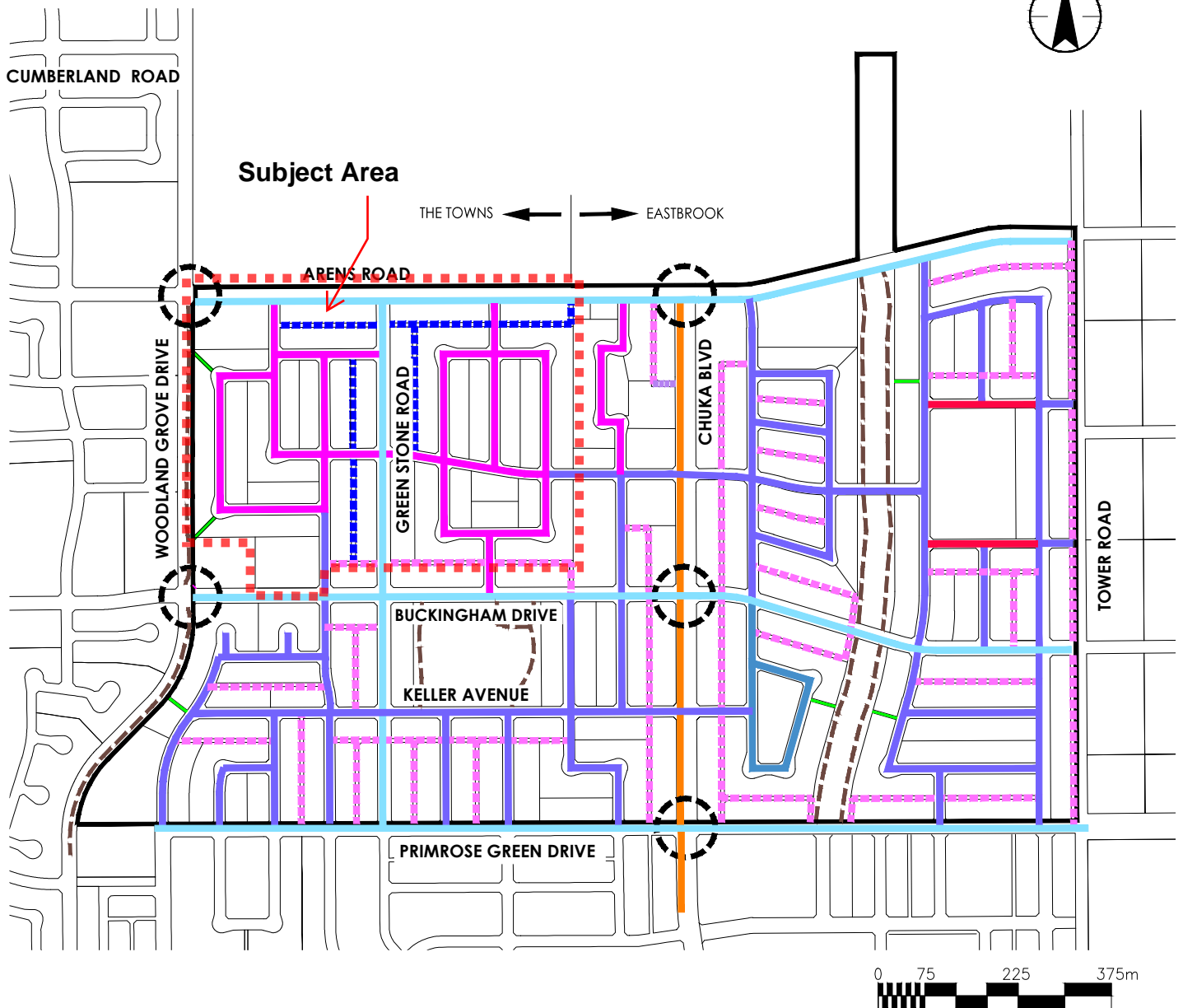
PATHWAY

Subject Area

THE TOWNS ← → EASTBROOK



# Appendix A-4



## LEGEND

- CONCEPT PLAN BOUNDARY
- 33.0m ARTERIAL (FUTURE TRANSIT ROUTE)
- 24.0m ARTERIAL
- 22.0m COLLECTOR (POTENTIAL TRANSIT ROUTE)
- 18.0m LOCAL RESIDENTIAL
- 18.0m LOCAL WITH ATTACHED WALK - ONE SIDE ONLY

- 15.0m LOCAL WITH ATTACHED WALK
- 15.0m LOCAL WITH SEPARATE WALK
- 6.0m LANE
- 6.6m LANE
- MULTI-USE PATHWAY
- WALKWAY
- POTENTIAL SIGNALIZED INTERSECTION

NOTE:  
ALL ROADWAYS HAVE WALK ON BOTH  
SIDES UNLESS OTHERWISE NOTED.

THE TOWNS AND EASTBROOK  
PROPOSED CIRCULATION PLAN  
FIGURE 4.0



Public Consultation Summary

| Response   | Number of Responses | Issues Identified  |
|--|---------------------|--|
| <i>Completely opposed</i>                            | 4                   | <ul style="list-style-type: none"> <li>- More green space and walking paths is much better than a ton of townhouses. Proposed changes are not great for the surrounding existing areas</li> <li>- This proposal will increase traffic and congestion in the city.</li> <li>- fail to see how this proposal corresponds to the city's "sustainability" goals.</li> <li>- I supported the original proposal because it included some park area and seemed to allow for "some" spacing between housing complexes. The proposed plan seems to increase the number of single dwelling housing and more roads.</li> <li>- I feel that more low-density housing will attract more families to the neighborhood.</li> <li>- suggest that this area not be used for anything high density or commercial. This is already a very busy area bordering on unsafe for pedestrians and motor vehicles. This area does not need more traffic.</li> <li>- Adding the amount of traffic in this area is not a safe decision.</li> </ul> |
| <i>Accept if many features were different</i>        | 3                   | <ul style="list-style-type: none"> <li>- Plan for more green spaces.</li> <li>- Our house backs on to Windsor park road, and I am concerned with the road becoming a high traffic road.</li> <li>- Keep the original proposed open space</li> <li>- Do not like more medium and High density residential as proposed.</li> <li>- Regina has sufficient medium and high-density development in the east end. More medium and high-density development could lower the assessed value of the properties.</li> <li>- I like to see a sport facility in the east end</li> <li>- I support the fact that the land is being developed as a residential area</li> <li>- I think it is a mistake to have Arens road and Buckingham drive as arterial and collector routes. Routing traffic through Windsor Park is not fair to the residents of that neighbourhood. I suggest changing the plan so that there is ample access in and out of the Towns from Victoria and Arcola Avenues.</li> </ul>                             |
| <i>Accept if one or more features were different</i> | 2                   | <ul style="list-style-type: none"> <li>- The development, as proposed, should not proceed without the twinning of Woodland Grove Drive, increased distance/barriers between existing/future homes and the roadway to better</li> </ul>   |

|                                |   |  |
|--------------------------------|---|--|
|                                |   | <p>support current and future vehicle traffic increase levels.</p> <ul style="list-style-type: none"> <li>- There are definite public safety, well-being and traffic density concerns, present and future, which need to be assessed and addressed before further expansion.</li> <li>- The addition of more high-density condos / row housing along Woodland Grove Drive, so close to all of the high-density properties immediately across on the other side of Woodland Grove Drive, is less than favorable to the area from an aesthetically appealing / property value standpoint.</li> <li>- Remove the proposed midblock pedestrian connection at woodland groove drive, it should be close to controlled intersections.</li> </ul> |
| <i>I support this proposal</i> | 2 | <ul style="list-style-type: none"> <li>- Would be really nice if we could keep at least this little bit of nature in the city.</li> <li>- Support the plan for having fewer commercial properties</li> <li>- Considering the population in the east, we should add more infrastructure instead of houses.</li> </ul>   |
| <i>Other</i>                   |   | -  |

**1. Issue: Potential traffic issue and twining of Woodland Grove Drive.**

*Administration's Response:*

- Associated Traffic impact assessment was reviewed, and no concern were identified.
- Woodland Grove Dr. is designed as collector to handle the traffic flows generated by the adjoining the neighbourhoods.

**2. Issue: Removal of the previously proposed park from the plan area.**

*Administration's Response:*

- The existing park spaces built within the Towns Concept plan area meets the recreation need of the Towns Concept Plan Area.
- This area of the park will be deferred to a zone level park, planned for the next phase of the development, North of Arens Road.

**3. Issue: Mix of low, medium and high-density residential development.**

*Administration's Response:*

- The proposed Towns concept plan has a uniform mix of Low, Medium and High Density residential as outlined in the *Design Regina: Official Community Plan* (OCP)

**4. Loss of natural space east of Woodland Grove Drive.**

*Administration's Response:*

- The area east of Woodland Grove Drive is slated for development as a part of Southeast Area Neighbourhood Plan (SENP) as approved in 2016.
- This area is identified as Phase 3 development land under *the Design Regina- Official Community Plan*, Map 1b – Phasing of New Neighbourhoods

**5. Loss of property values due to medium and high density residential.**

*Administration's Response:*

- Administration acknowledges that residents have these concerns but is not aware of any evidence that such development will necessarily have a negative impact on surrounding property values. The potential impact in this regard cannot be determined conclusively in advance, but will be affected by the perceptions, experiences and resultant actions of individual households, over time.

**6. The proposed amendment has more Medium and High-Density Residential development.**

*Administration's Response:*

- The OCP requires all neighbourhood to have a mix of low, medium, and high Density. The proposed changes to the Concept plan still fulfill this requirement.
- In doing so, the proposed amendment maintains the density above 50 people per hectare as outlined in the OCP and will increase the overall density by approximately 3.04%.

**7. The Addition of more high density residential along the Woodland Grove Drive**

*Administration's Response:*

- The proposed land uses backing on to Woodland Grove Drive remains unchanged as high density residential, low density residential and commercial between Arens Road and Buckingham Drive.
- Majority of the change in land use is mainly within the area where the park is being removed.





## **Zoning Bylaw Amendment - The Towns, Phase 2 Stage 2 (PL202100004)**

|                     |                                       |
|---------------------|---------------------------------------|
| <b>Date</b>         | July 7, 2021                          |
| <b>To</b>           | Regina Planning Commission            |
| <b>From</b>         | City Planning & Community Development |
| <b>Service Area</b> | Planning & Development Services       |
| <b>Item No.</b>     | RPC21-45                              |

### **RECOMMENDATION**

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Regina Planning Commission recommends that City Council:

1. Approve the application to rezone portions of lands located at 3000 Woodland Grove Drive, SW 14-17-19-2 Ext 12, within the Towns Concept Plan Phase 2, Stage 2 as shown in Appendix A-1 as follows:
  - a. Part of Block 33, 36 and 37 from UH – Urban Holding Zone to RU - Residential Urban Zone.
  - b. Parcel J2 from R1 - Residential Detached Zone to RH - Residential High-Rise Zone.
  - c. Parts of Block 34 from UH – Urban Holding Zone to RL - Residential Low-Rise Zone.

All subject to approval of the Towns Concept Plan amendment (Project No. PL202000238)

2. Instruct the City Solicitor to prepare the necessary bylaw(s) to give effect to the recommendations, to be brought forward to the meeting of City Council following the required public notice.
3. Approve these recommendations at its meeting on July 14, 2021.

### **ISSUE**

---

The applicant, Terra Developments Inc., acting on behalf of the current owners, City of Regina,

proposes to rezone parts of SW 14-17-19-2 Ext 12 (The Towns Phase 2, Stage 2) from UH – Urban Holding Zone to Residential Zones and including Parcel J2 from R1 -Residential Detached Zone to RH - Residential High Rise Zone as shown in Appendix A-1. Rezoning to a suitable zone is necessary for any development to proceed.

A property owner/developer can submit applications to amend the zoning designation of their property. The process requires review by Regina Planning Commission (RPC) and approval of the amendment by City Council. These applications include a public and technical review process in advance of consideration by RPC and Council.

These applications are being considered pursuant to the *Planning and Development Act, 2007* (Act); *Design Regina: The Official Community Plan Bylaw 2013-48* (OCP) and the *Regina Zoning Bylaw, 2019-19* (Zoning Bylaw). The proposal has been assessed and is deemed to comply with the Act, OCP and the Zoning Bylaw.

## IMPACTS

---

### Financial Impacts

The applicant will be responsible for the cost of any new or changes to existing infrastructure that may be required to directly or indirectly support any proposed development that may follow, in accordance with City standards and applicable legal requirements.

### Environmental Impact

City Council set a community goal for the City of Regina 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.

### Policy/Strategic Impact

The proposed development implements a phase of development of the Towns Concept Plan (proposed amendment), which overall supports the following OCP goals/policies:

- Section D5, Goal 6 – Built Form and Urban Design: Build a beautiful Regina through quality design of its neighbourhoods, public spaces and buildings.
  - Policy 7.34: Support design excellence by ensuring that public and private spaces and buildings contribute to a sense of place and an enhanced public realm through high-quality design and strategic location.
  - Policy 7.36: Consider the inclusion of the following elements where a secondary plan or concept plan is required in support of a proposed development
    - Policy 7.36.2: Strategies for providing a high-quality built environment and public



realm, including but not limited to consistent built-form edge, appropriate transitioning of density, and active street frontage

- Section D6 Housing, Goal 3 – Diversity of Housing Forms: Increase the diversity and innovation of housing forms and types to support the creation of complete neighbourhoods across Regina
- Section D11 Social Development, Goal 3 – Community Security: Ensure that Regina is a safe community where everyone feels secure in their homes and neighbourhoods
  - Policy 13.12: Promote health and safety by embracing the principles of Crime Prevention through Environmental Design (CPTED).
- Appendix A Guidelines for Complete Neighbourhoods
  - Policy 7.1.8: A distinctive character, identity and sense of place
    - Guidelines:
    - Avoid walls that segregate and visually block neighbourhoods from adjacent streets and neighbourhoods.
  - Policy 7.1.9: Buildings which are designed and located to enhance the public realm, and which contribute to a better neighbourhood experience.
    - Guidelines:
    - Avoid direct frontage onto arterial streets, except where they function as well-designed, landscaped, multi-modal streets
  - Policy 7.1.10: Convenient access to areas of employment
    - Ensure that street and block patterns allow for a changing and adaptable urban environment.

The proposed rezoning is subject to approval of the amendment to the Towns Concept Plan and aligns with associated land uses in the proposed amendment to the Towns Concept Plan (Project No. PL202000238), under consideration at this Council.

## OTHER OPTIONS

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Alternative options would be:

1. Approve the application with specific amendments to the plan.
2. Refer the application back to Administration. If City Council has specific concerns with the proposal, it may refer the application back to Administration to address or make additional recommendations and direct that the report be reconsidered by Regina Planning Commission or brought directly back to Council following such further review. Referral of the report back to Administration will delay approval of the development until the requested information has been gathered or changes to the proposal have been made.

3. Deny the application. Amendment to the zoning bylaw or the rezoning of the subject land will not proceed, if City Council rejects the application.

## COMMUNICATIONS

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The applicant and other interested parties will receive a copy of the report and notification of their right to appear as a delegation at the Council meeting when the application will be considered. Public notice of the public hearing required when the proposed bylaw is considered, will be given in accordance with *The Public Notice Policy Bylaw, 2020*. The applicant will receive written notification of the City Council's decision

## DISCUSSION

---

### Proposal

Most land within this phase is currently zoned as UH - Urban Holding Zone, within the Zoning Bylaw and is within the Towns Concept Plan. The applicant proposes to rezone the subject area to accommodate low, medium, and high-density residential development. Specifically, the applicant proposes to rezone the area as follows and as shown in Appendix A-1:

- Part of Block 33, 36 and 37, from UH - Urban Holding Zone to RU- Residential Urban Zone.
- Part Block 34, from UH - Urban Holding Zone to RL - Residential Low-Rise Zone; and
- Parcel J2, from R1- Residential Detached Zone to RH-Residential High-Rise Zone.

### Consideration

The applicant proposes an amendment to the Zoning Bylaw to accommodate low, medium, and high-density residential development, which includes lots intended for duplex, semi-detached, townhouse and building stacked (apartment) type residential.

An associated subdivision application of the property to create 40 residential lots is under review by the Administration and is subject to approval of this application.

Approval of this application will also be subject to Council's favourable consideration of the related proposed amendment to the Towns Concept Plan (PL202000238), which is being considered as a separate application.

The surrounding uses are medium-density residential and Buckingham Drive to the south, proposed low and undeveloped land and commercial development to the west, Kaufman Avenue to the north and medium density residential to the east.

### Community Engagement

In accordance with the public notice requirements of *The Public Notice Policy Bylaw, 2020*, neighbouring property owners within 75 metres of the proposed development received written notice

of the application, and a sign was posted on the subject site. Arcola East Community Association (AECA) was included in the circulation of the application. Following circulation, Administration attempted follow-up contact with the AECA; however, Administration did not receive a response prior to the deadline for submission of this report.

## DECISION HISTORY

---

1. On April 25, 2016, City Council approved the Towns Concept Plan (CR16-36).
2. On April 29, 2019, City Council approved an amendment to the Towns Concept Plan by changing part of the High-Density Residential area to Commercial and Low-Density Residential Area (CR19-33).
3. On March 10, 2021, City Council approved an amendment to the Towns Concept Plan by changing part of the Flex Use and High-Density Residential area to Low and Medium Density Residential Area (CR21-37).
4. On May 12, 2021, City Council approved an amendment to the Towns Concept Plan by changing the designation of a portion of the area south of the subject property from Medium Density.

Respectfully Submitted,

Respectfully Submitted,



Autumn Lawson, Director, Planning & Development Services

6/24/2021



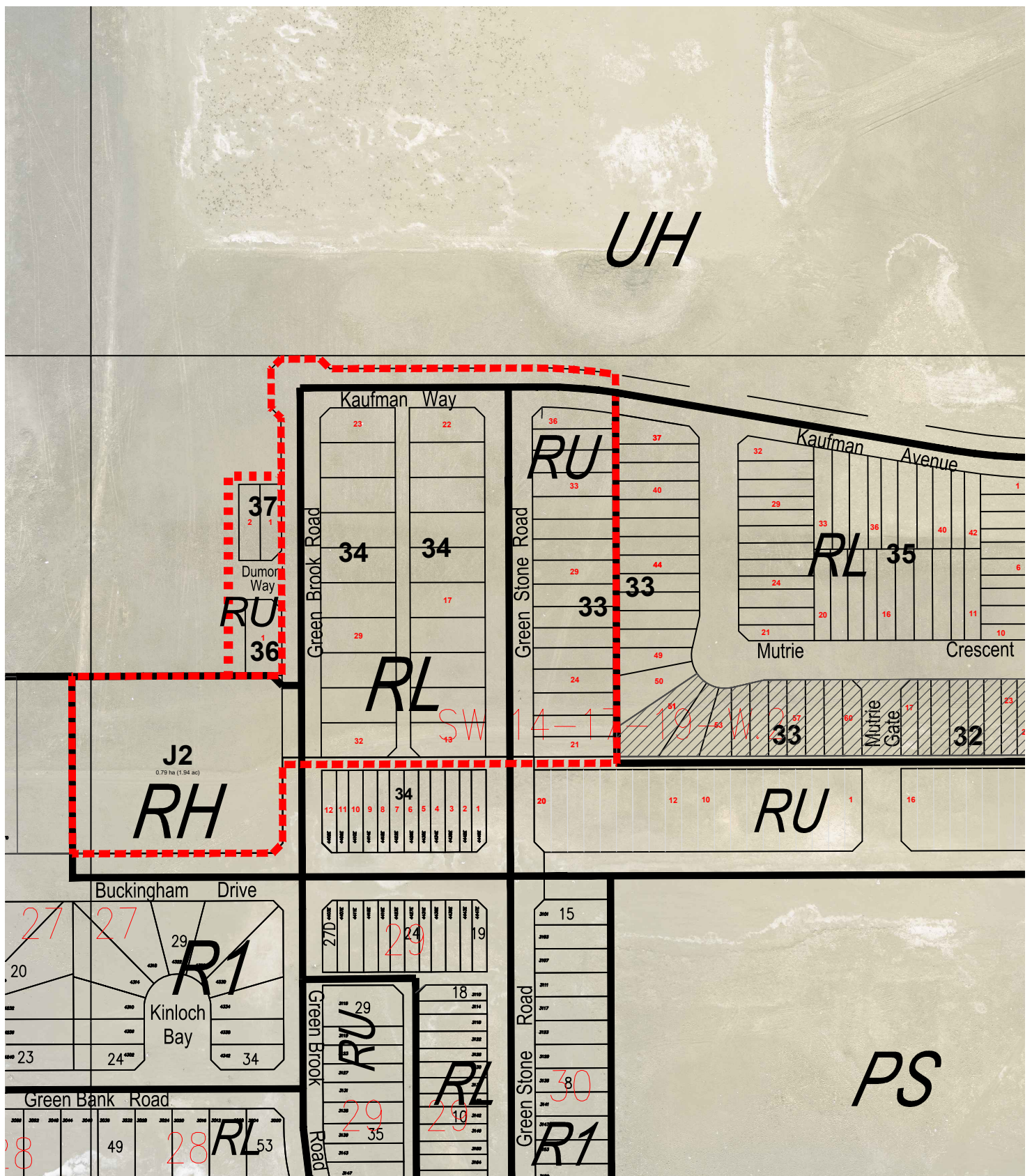
Diana Hawryluk, Executive Director, City Planning & Community Dev.

6/30/2021

Prepared by: Binod Poudyal, City Planner II

## ATTACHMENTS

- Appendix A-1 (Subject Property map)
- Appendix A-2 (Aerial Map)
- Appendix A-3 (Proposed Concept Plan)



Date of Photography : 2018



Subject Property

Project PL202100003  
PL202100004

Civic Address/Subdivision

Towns - Phase 2: Stage 2  
SW 14-17-19-2 Ext 12





Date of Photography: 2018



 Subject Property

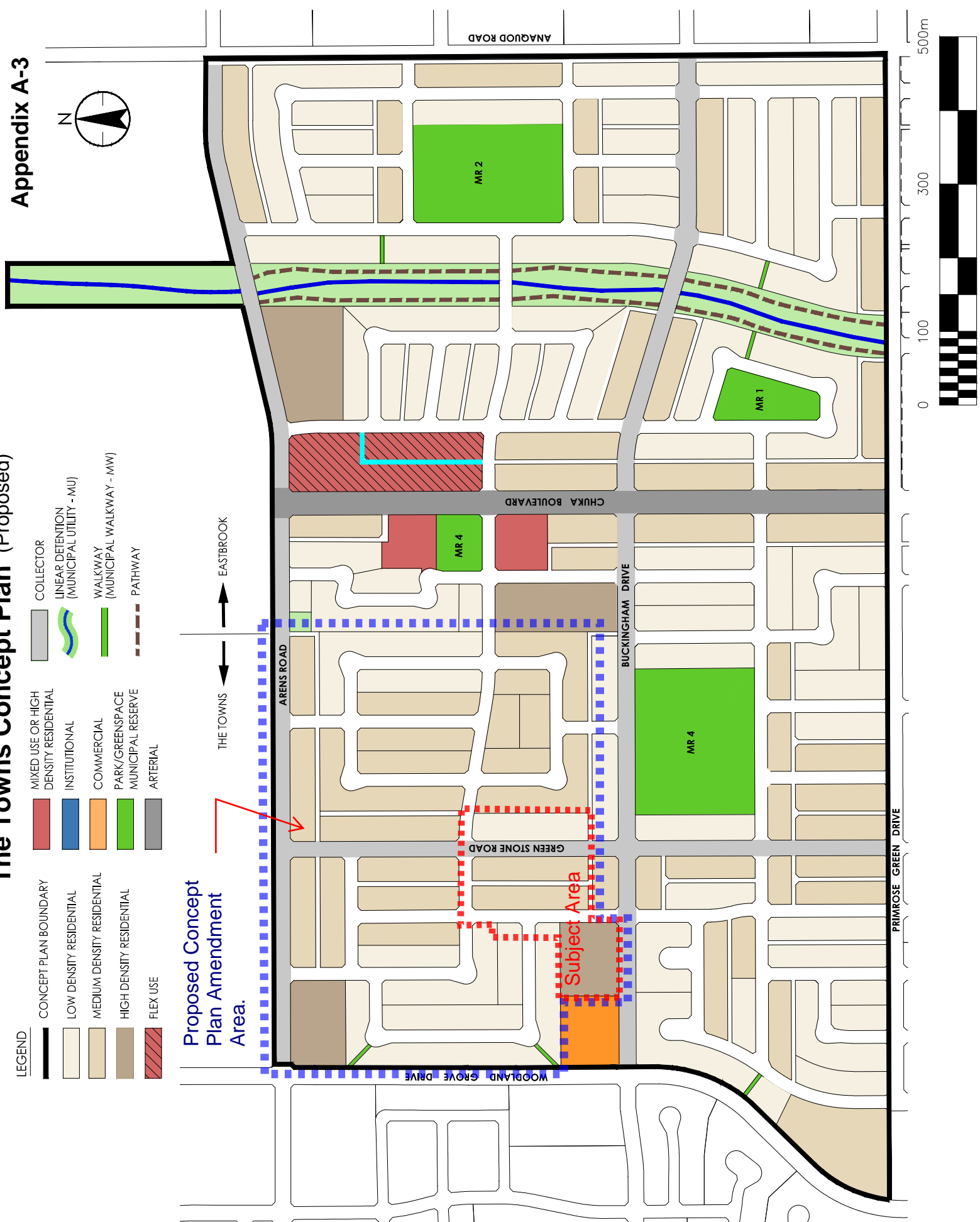
Project PL202100003  
PL202100004

Civic Address/Subdivision

Towns - Phase 2: Stage 2  
SW 14-17-19-2 Ext 12

The Towns Concept Plan (Proposed)

Appendix A-3







## **Zoning Bylaw Amendment - The Towns, Phase 2 Stage 1 (PL202000256)**

|                     |                                       |
|---------------------|---------------------------------------|
| <b>Date</b>         | July 7, 2021                          |
| <b>To</b>           | Regina Planning Commission            |
| <b>From</b>         | City Planning & Community Development |
| <b>Service Area</b> | Planning & Development Services       |
| <b>Item No.</b>     | RPC21-46                              |

### **RECOMMENDATION**

---

Regina Planning Commission recommends that City Council:

1. Approve the application to rezone portions of land located at 3000 Woodland Grove Drive, SW 14-17-19-2 Ext 12, within the Towns Concept Plan Phase 2, Stage 1, as shown in Appendix A-1, from UH – Urban Holding Zone to RL - Residential Low-Rise Zone, subject to approval of the the Towns Concept Plan Amendment (PL202000238).
2. Approve the application to apply the LA - Lane Access Overlay Zone to a portion of proposed RU – Residential Urban Zone, within the Block 2 and Block 6, subject to approval of the the Towns Concept Plan Amendment (Project No. PL202000238).
3. Instruct the City Solicitor to prepare the necessary bylaw(s) to give effect to the recommendations, to be brought forward to the meeting of City Council following the required public notice.
4. Approve these recommendations at its meeting on July 14, 2021.

### **ISSUE**

---

The applicant, Terra Developments Inc., acting on behalf of the current owners, City of Regina, proposes to rezone parts of SW 14-17-19-2 Ext 12 (The Towns Phase 2, Stage 1) from UH – Urban Holding Zone to RL – Residential Low-Rise Zone as shown in Appendix A-1. Rezoning to a suitable

zone is necessary for planned development to proceed.

A property owner/developer can submit applications to amend the zoning designation of their property. The process requires review by the Regina Planning Commission (RPC) and approval of the amendment by City Council. These applications include a public and technical review process in advance of consideration by RPC and Council.

These applications are being considered pursuant to the *Planning and Development Act, 2007* (Act); *Design Regina: The Official Community Plan Bylaw 2013-48* (OCP) and the *Regina Zoning Bylaw, 2019-19* (Zoning Bylaw). The proposal has been assessed and is deemed to comply with the Act, OCP and the Zoning Bylaw.

## IMPACTS

---

### Financial Impacts

The applicant will be responsible for the cost of any new or changes to existing infrastructure that may be required to directly or indirectly support any proposed development that may follow, in accordance with City standards and applicable legal requirements.

### Environmental Impact

City Council set a community goal for the City of Regina 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.

### Policy/Strategic Impact

The proposed development implements a phase of development of the (proposed amended) Towns Concept plan, which overall supports the following OCP goals/policies:

- Section D5, Goal 6 – Built Form and Urban Design: Build a beautiful Regina through quality design of its neighbourhoods, public spaces and buildings.
  - Policy 7.34: Support design excellence by ensuring that public and private spaces and buildings contribute to a sense of place and an enhanced public realm through high-quality design and strategic location.
  - Policy 7.36: Consider the inclusion of the following elements where a secondary plan or concept plan is required in support of a proposed development
    - Policy 7.36.2: Strategies for providing a high-quality built environment and public realm, including but not limited to consistent built-form edge, appropriate transitioning of density, and active street frontage

- Section D6 Housing, Goal 3 – Diversity of Housing Forms: Increase the diversity and innovation of housing forms and types to support the creation of complete neighbourhoods across Regina
- Section D11 Social Development, Goal 3 – Community Security: Ensure that Regina is a safe community where everyone feels secure in their homes and neighbourhoods
  - Policy 13.12: Promote health and safety by embracing the principles of Crime Prevention through Environmental Design (CPTED).
- Appendix A Guidelines for Complete Neighbourhoods:
  - Policy 7.1.8: A distinctive character, identity and sense of place  
Guidelines:
    - Avoid walls that segregate and visually block neighbourhoods from adjacent streets and neighbourhoods.
  - Policy 7.1.9: Buildings which are designed and located to enhance the public realm, and which contribute to a better neighbourhood experience.  
Guidelines:
    - Avoid direct frontage onto arterial streets, except where they function as well-designed, landscaped, multi-modal streets
  - Policy 7.1.10: Convenient access to areas of employment
    - Ensure that street and block patterns allow for a changing and adaptable urban environment.

The proposed rezoning is subject to approval of the amendment to the Towns Concept Plan and aligns with associated land uses in the proposed amendment to the Towns Concept Plan (Application PL202000238) under consideration at this Council.

## OTHER OPTIONS

---

Alternative options would be:

1. Approve the application with specific amendments to the plan.
2. Refer the application back to Administration. If City Council has specific concerns with the proposal, it may refer the application back to Administration to address or make additional recommendations and direct that the report be reconsidered by Regina Planning Commission or brought directly back to Council following such further review. Referral of the report back to Administration will delay approval of the development until the requested information has been gathered or changes to the proposal have been made.

3. Deny the application. Rezoning of the subject land will not proceed on the subject property if City Council rejects the application.

## **COMMUNICATIONS**

---

The applicant and other interested parties will receive a copy of the report and notification of their right to appear as a delegation at the Council meeting when the application will be considered. Public notice of the public hearing required when the proposed bylaw is considered will be given in accordance with *The Public Notice Policy Bylaw, 2020*. The Applicant will receive written notification of the City Council's decision

## **DISCUSSION**

---

### **Proposal**

The subject area is currently zoned as UH - Urban Holding Zone within the Zoning Bylaw and is within the Towns Concept Plan area. The applicant proposes to rezone the subject area from UH – Urban Holding Zone to RL - Residential Low-Rise Zone to accommodate duplex, semi-detached and townhouse type dwellings.

### **Consideration**

The applicant proposes an amendment to the Zoning Bylaw to accommodate medium-density residential development, which includes lots intended for duplex, semi-detached and townhouse type residential. Further to this, the applicant proposes to apply the LA - Lane Access Overlay Zone to part of Block 32 and 33.

This area is currently vacant and zoned UH - Urban Holding Zone; rezoning is necessary to accommodate the development. The proposed rezoning is illustrated in Appendix A-1.

An associated subdivision application of the property to create 91 residential lots is under review by the Administration and is subject to approval of this application.

Approval of this application will also be subject to Council's favourable consideration of the related proposed amendment to The Towns Concept Plan (PL202000238), which is being considered as a separate application.

The surrounding uses are medium-density residential and Buckingham Drive to the south, proposed low and medium-density residential to the west, Kaufman Avenue to the north and high-density residential development to the east.

### **Lane Access Overlay Analysis**

The LA - Lane Access Overlay Zone is intended to allow flexibility regarding front and lane access to residential lots on a block face. The applicant intends to develop this area for dwellings with front

attached garage. Without the implementation of the LA – Lane Access Overlay Zone, these lots would be required to have vehicle access via the rear lane only where dwellings with front attached garages would not be possible. The LA – Lane Access Overlay Zone, is proposed along portions of Mutrie Crescent where semi-detached and triplex building are planned. The approximate frontages range from 6.0 to 8.5 meters per lot. The new streets will be 11 meters wide, which is wide enough to accommodate two driving lanes and two parking lanes. The LA – Lane Access Zone would extend approximately 167 meters along the Mutrie Crescent.

As per the information provided by the applicant, a total of 22 lots will be affected by the LA – Lane Access Overlay Zone. With the implementation of the LA – Lane Access Overlay Zone at this location, approximately 25 on street parking spots will be removed (within the area highlighted on Figure 1). However, approximately 31 on street parking stalls would still be available within the vicinity of this development (Kaufman Avenue, Mutrie Gate and remaining of Mutrie Crescent).

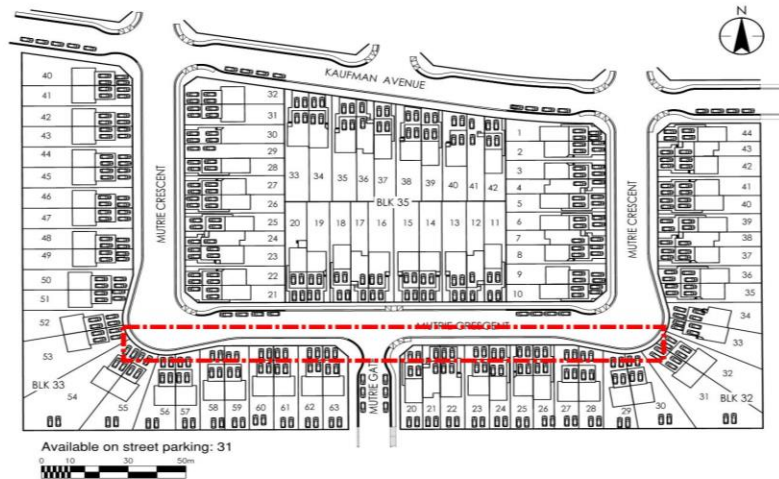


Figure 1

### Community Engagement

In accordance with the public notice requirements of *The Public Notice Policy Bylaw, 2020*, neighbouring property owners within 75 metres of the proposed development received written notice of the application, and a sign was posted on the subject site. Arcola East Community Association (AECA) was included in the circulation of the application. Following circulation, Administration attempted follow-up contact with the AECA; however, we did not receive a response prior to the deadline for submission of this report.

### DECISION HISTORY

---

1. On April 25, 2016, City Council approved The Towns Concept Plan (CR16-36).

2. On April 29, 2019, City Council approved an amendment to The Towns Concept Plan by changing part of the High-Density Residential area to Commercial and Low-Density Residential Area (CR19-33).
3. On March 10, 2021, City Council approved an amendment to The Towns Concept Plan by changing part of the Flex Use and High-Density Residential area to Low and Medium Density Residential Area (CR21-37).
4. On May 12, 2021, City Council approved an amendment to The Towns Concept Plan by changing the designation of a portion of the area south of the subject property from Medium Density (CR21-83)

Respectfully Submitted,

Respectfully Submitted,



Autumn Lawson, Director, Planning & Development Services

6/24/2021



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

6/30/2021

Prepared by: Binod Poudyal, City Planner II

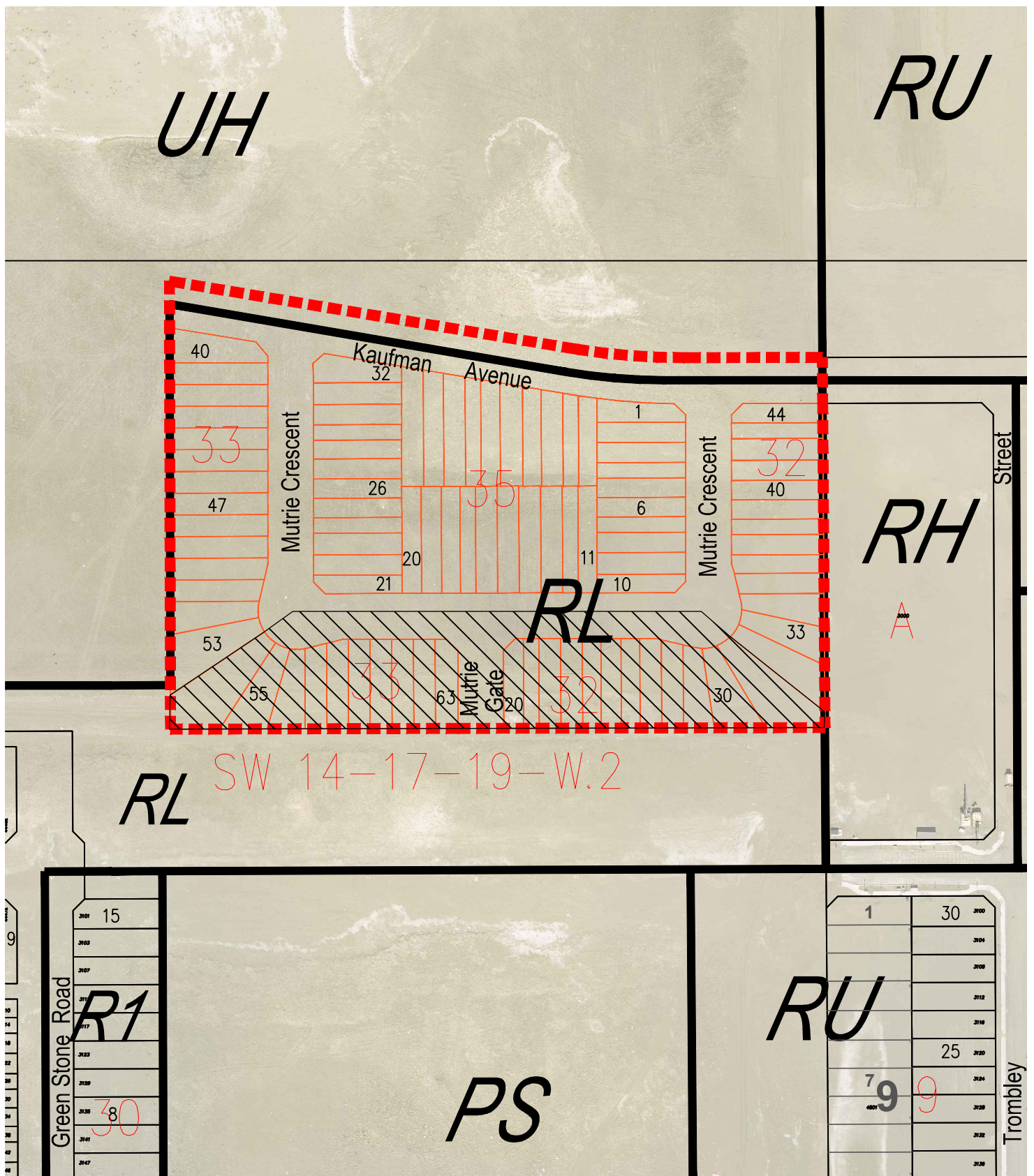
#### **ATTACHMENTS**

Appendix A-1 (Subject Property Map)

Appendix A-2 (Aerial Map)

Appendix A-3 (Proposed Concept Plan)



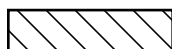


Date of Photography : 2018



100

Subject Property



## LA- Overlay

Project PL202000257

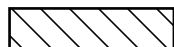
Civic Address/Subdivision

Portion of SW 14-17-19-2 Ext 12





Subject Property



LA- Overlay

Date of Photography: 2018



Project PL202000256  
PL202000257

Civic Address/Subdivision

Portion of SW 14-17-19-2 Ext 12

The Towns Concept Plan (Proposed)

Appendix A-3

